

# Tweed Pedestrian and Bike Plan

## October 2023

Prepared by Bitzios Consulting for Tweed Shire Council



## Version control

Version number	Date	Prepared by	Reviewed by
1.0 Draft for review	07/09/2023	F Irony, Bitzios Consulting	R Clarke, Tweed Shire Council
1.1 Final draft for signoff	18/10/2023	F Irony, Bitzios Consulting	R Clarke, Tweed Shire Council

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## Glossary of terms

<b>ABS</b>	Australian Bureau of Statistics
<b>AGRD</b>	Austrroads Guide to Road Design
<b>Active transport</b>	Active transport includes non-motorised forms of transport involving physical activity such as walking and cycling.
<b>Crossing device</b>	Formal pedestrian/cyclist device to cross the road, includes signalised and non-signalised crossing points.
<b>Cyclist</b>	A person that uses a bicycle or tricycle (including electric bicycles).
<b>DCP</b>	Development Control Plan
<b>ICFD</b>	International Car Free Day
<b>LEP</b>	Local Environmental Plan
<b>LGA</b>	Local Government Area
<b>MCA</b>	Multi Criteria Assessment
<b>MUTCD</b>	Manual of Uniform Traffic Control Device
<b>NSW</b>	New South Wales
<b>PAMP</b>	Pedestrian Access and Mobility Plan
<b>Key route</b>	Key pedestrian and cycle routes identified in the study, and prioritised and audited based on the distance to attractors and generators and pedestrians crash clusters.
<b>PCA</b>	Pedestrian Council of Australia
<b>Pedestrian</b>	Any person walking including, a person driving a motorised wheelchair, a person in a non-mortised wheelchair, a person pushing a motorised or non-mortised wheelchair, a person in or on a wheeled recreational device or wheeled toy.
<b>Attractors and generators</b>	Places that are likely to have high pedestrian/cyclist activity, such as shopping centres, schools, train stations, bus stops, tourist centre, medical centres, retirements villages etc.
<b>Pedestrian facility</b>	Any traffic device associated with a pedestrian, including footpaths, kerb ramps, pedestrian crossings, pedestrian refuges, shared paths, bus stops, bus shelters and pedestrian bridges.
<b>TfNSW</b>	Transport for New South Wales
<b>TGSI</b>	Tactile Ground Surface Indicators
<b>Universal design techniques</b>	Aims to provide all-inclusive access that eliminates that need for adaptation and specialised design for mobility-impaired community members.

# Executive summary

## Introduction

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

Bitzios Consulting was commissioned by Tweed Shire Council (Council) to update the existing Tweed Pedestrian and Mobility Plan (PAMP) and Bike Plan into an amalgamated Pedestrian and Bike Plan (Plan). The Plan is intended to provide Council with a long-term strategy for the development of pedestrian and cycling routes and facilities with a focus on encouraging and increasing localised pedestrian and cyclist activity within Tweed Shire.

The Plan was developed with strong emphasis on community engagement and community feedback, which is reflected in the action plan, recommended policy updates and potential actions.

## Vision

The aim of the vision is to provide a clear statement of intent for the Pedestrian and Bike Plan. The vision was developed in conjunction with Council and considers relevant stakeholders 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 Tweed Shire. The plan will encourage walking and cycling as the preferred mode of transport which will increase physical activity, enjoyment and be a sustainable transport option now and in the future.**



## Objectives

The objectives of the Plan aim to set out a series of goals to achieve the vision. The key objectives of the Plan include:

- Integrating consistent and continuous pedestrian and cycle networks into the land use and transport system to facilitate and encourage more walking and cycling
- Linking pedestrian concentrations to pedestrian and cycle networks to facilitate and encourage safe and convenient accessibility and mobility for pedestrians and cyclists
- Identifying clusters and patterns of pedestrian and cycle crashes to highlight areas that restrict safe and convenient accessibility and mobility for pedestrians and cyclists

- Developing and integrating pedestrian and cycle routes that form part of a connected pedestrian and cycle network
- Linking to and between Planning Instruments (e.g. Local Environment Plan (LEPs) and Development Control Plans (DCPs)).

These objectives have driven the purpose and implementation of the Plan.

## Methodology

A detailed review of the existing Tweed Shire profile has been undertaken to inform the development of the Plan. Key population and employment centres, travel behaviour trends and vulnerable user groups were established to assist in determining the key centres. Community and stakeholder engagement provided local knowledge on issues and challenges within the existing network and informed the infrastructure audit priorities.

Bitzios Consulting has undertaken a detailed audit of key pedestrian and cyclist routes across Tweed Shire. The route audits did not include every single road within Tweed Shire, rather they were guided by community engagement feedback where areas of significant concern and areas where a cluster of pedestrians and/or cycling related issues were noted by the community and stakeholders have been identified and audited.

Over 120 pedestrian and cycle network deficiencies and 52km of 'not to standard' or missing paths were found and potential treatments recommended.

## Recommendations

The recommended treatments were then evaluated, and a prioritised action plan was developed in accordance with a Multi Criteria Assessment (MCA). The prioritised action plan considers a short term (5 years), medium term (10 years) and long term (10+ years) timeframe.

The MCA also resulted in a Prioritisation Tool, which is recommended to be used by Council to prioritise future works or ad-hoc community concerns against the action plan.

Given the limited scope of this project not every pedestrian and cycle routes have been audited, specifically, the majority of inter-suburb connections have not been included in the site audits. As such, a number of recommendations have been made regarding planning and implementation of cycle and pedestrian provisions catering for all user types, these include:

- Developing a 'Strategic Cycle Corridor Plan' (SCCP). That means a document where core cycle routes are nominated and a vision for the on-road cycle network is outlined to inform practitioners involved in the planning, design, and construction of the Tweed Shire transport network.
- Undertaking a detailed review of the Road Cross Section standard drawing to include provision for on-road cyclists.
- Improving on-road cyclist awareness, including the provision of advisory signage and line marking, where on-road cycle lanes cannot be achieved
- Developing on-road cyclist safety campaigns
- Undertaking a detailed review of shared path signage.

Non-infrastructure opportunities and strategies have also been recommended to further increase walking and cycling uptake. These include periodical targeted actions and activities such as, 'International Car Free Day' and 'Bicycle Workshops', engagement with local businesses and restaurants, development of themed cycle routes and use of Council's social media, to outline the benefit of physical activity, provide tips on using active transport and detail Council's actions and activities related to active transport.

## Next steps

It is recommended that Council progress with the recommendations as per the Plan, which include:

- Organise funding sources and establish the implementation program
- Monitor the implementation program and its outcomes in conjunction with other relevant Council projects
- Use the Prioritisation Tool to prioritise future works or ad-hoc community concerns against the action plan
- Develop a 'Strategic Cycle Corridor Plan' (SCCP)
- Undertake a detailed review of the Road Cross Section standard drawing to include provision for on-road cyclists
- Improve on-road cyclist awareness, providing advisory signage and line marking, where on-road cycle lanes cannot be achieved
- Develop on-road cyclist safety campaigns
- Undertake a detailed review of shared path signage
- Implement the non-infrastructure opportunities and strategies discussed within the Plan.

# 1 Introduction

## 1.1 Background

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

Bitzios Consulting was commissioned by Tweed Shire Council (Council) to update the existing Tweed Pedestrian and Mobility Plan (PAMP) and Bike Plan into an amalgamated Pedestrian and Bike Plan (Plan). The Plan is intended to provide Council with a long-term strategy for the development of pedestrian and cycling routes and facilities with a focus on encouraging and increasing localised pedestrian and cyclist activity within Tweed Shire.

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

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

## 1.2 Vision

The aim of the vision is to provide a clear statement of intent for the Pedestrian and Bike Plan. The vision was developed in conjunction with Council and considers relevant stakeholders 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 Tweed Shire. The plan will encourage walking and cycling as the preferred mode of transport which will increase physical activity, enjoyment and be a sustainable transport option now and in the future.**



## 1.3 Objectives

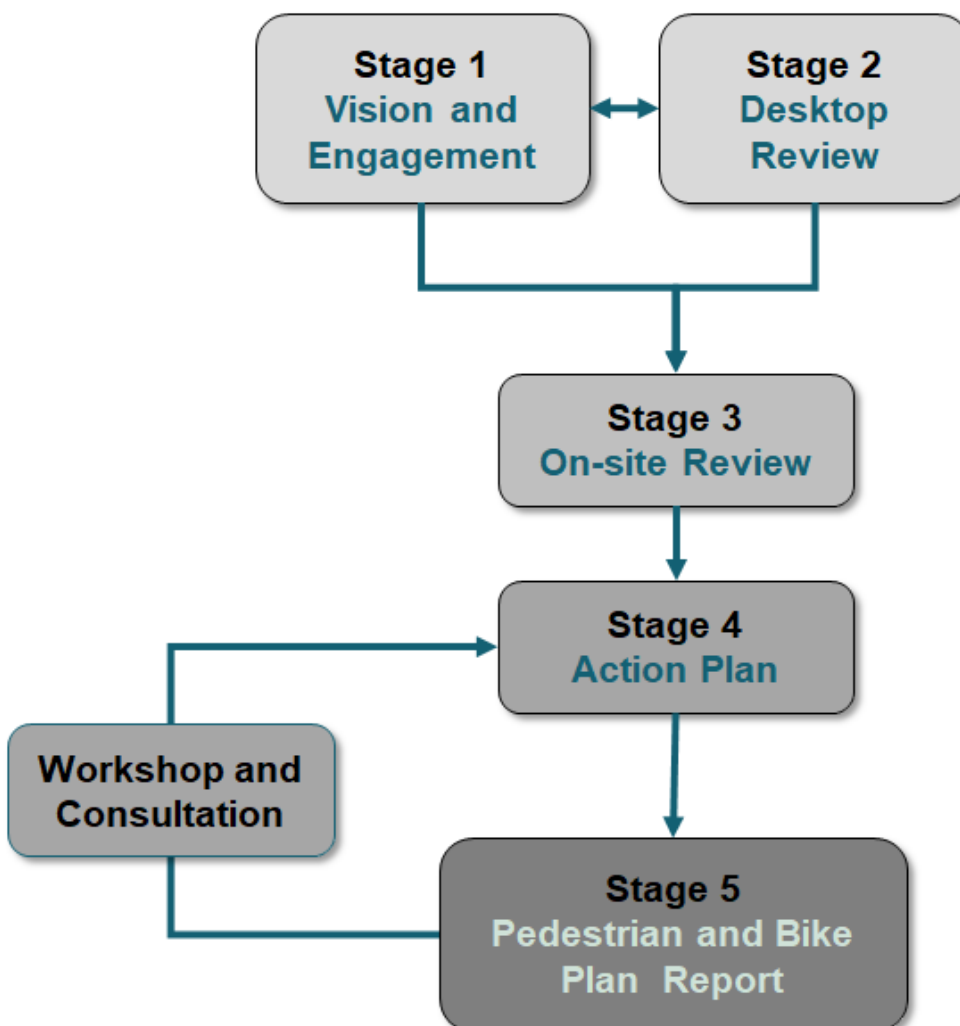
The objectives of the Plan aim to set out a series of goals to achieve the vision. The key objectives of the Plan include:

- Integrating consistent and continuous pedestrian and cycle networks into the land use and transport system to facilitate and encourage more walking and cycling
- Linking pedestrian concentrations to pedestrian and cycle networks to facilitate and encourage safe and convenient accessibility and mobility for pedestrians and cyclists
- Identifying clusters and patterns of pedestrian and cycle crashes to highlight areas that restrict safe and convenient accessibility and mobility for pedestrians and cyclists
- Developing and integrating pedestrian and cycle routes that form part of a connected pedestrian and cycle network
- Linking to and between Planning Instruments (e.g. Local Environment Plan (LEPs) and Development Control Plans (DCPs)).

These objectives have driven the purpose and implementation of the Plan.

## 1.4 Scope of work

The Plan has been delivered in five (5) stages, as shown in Figure 1.1.



**Figure 1.1: Tweed Pedestrian and Bike Plan Stages**

The tasks performed in each of the stages included:

<p><b>Stage 1: Vision and Engagement</b></p>	<p>During Stage 1 the Community and Stakeholder Engagement Plan was developed and early community engagement was concluded.</p> <p>The project vision was also developed at this stage and had been heavily based on the community engagement and issues and opportunities within Tweed Shire.</p>
<p><b>Stage 2: Desktop Review</b></p>	<p>During Stage 2 a thorough existing situation review was undertaken, which included the current transport network, pedestrian and cyclist user groups, demographics, design standards, crash data, and emerging technologies and trends.</p> <p>A detailed review of the community engagement was also undertaken, including review of areas with cluster of issues. This review was used to prioritise areas and routes for Stage 3: On-Site Review.</p>
<p><b>Stage 3: On-Site Review</b></p>	<p>During Stage 3 a detailed technical audit was undertaken at defined routes. The technical audits were undertaken to:</p> <ul style="list-style-type: none"> <li>• Identify gaps and missing links in the existing pedestrian and cycling transport network (i.e., for 'new link' projects)</li> <li>• Identify issues, accessibility or crossing deficiencies and safety requirements</li> <li>• Identify locations for opportunities for connectivity improvements or further investigation.</li> </ul>
<p><b>Stage 4: Action Plan</b></p>	<p>During Stage 4 recommended treatments were provided for issues encountered during Stage 3 and a prioritisation tool was developed in conjunction with Council generally following the project vision and objectives.</p> <p>The prioritisation tool was used to rank the recommended treatments, which culminated in the action plan. In addition, the tool has been provided to Council to address and prioritise ad-hoc community concerns and comments regarding the pedestrian and cycling network.</p> <p>A number of Council Policy and Strategy updates have also been recommended at this stage.</p>
<p><b>Stage 5: Pedestrian and Bike Plan Report</b></p>	<p>Stage 5 comprised in summarising the key findings of the above-mentioned stages into a Technical Tweed Shire Council Pedestrian and Bike Plan (this report) and a summarised Tweed Shire Council Pedestrian and Bike Plan.</p>

## 2 Research and review

### 2.1 Overview

A detailed literature review has been undertaken to establish the planning context and guidelines for Tweed Shire, to capture best practice principles and understand how other lifestyle-based centres along the east coast of Australia are dealing with their pedestrian and cycling challenges. The literature reviewed included related international plans, National Government plans, State Government plans, Regional plans, local planning documents and other relevant plans, such as the Tweed Access & Inclusion Plan.

The following state-wide and Tweed Shire based background documents have been reviewed.

The planning hierarchy is shown in Figure 2.1.

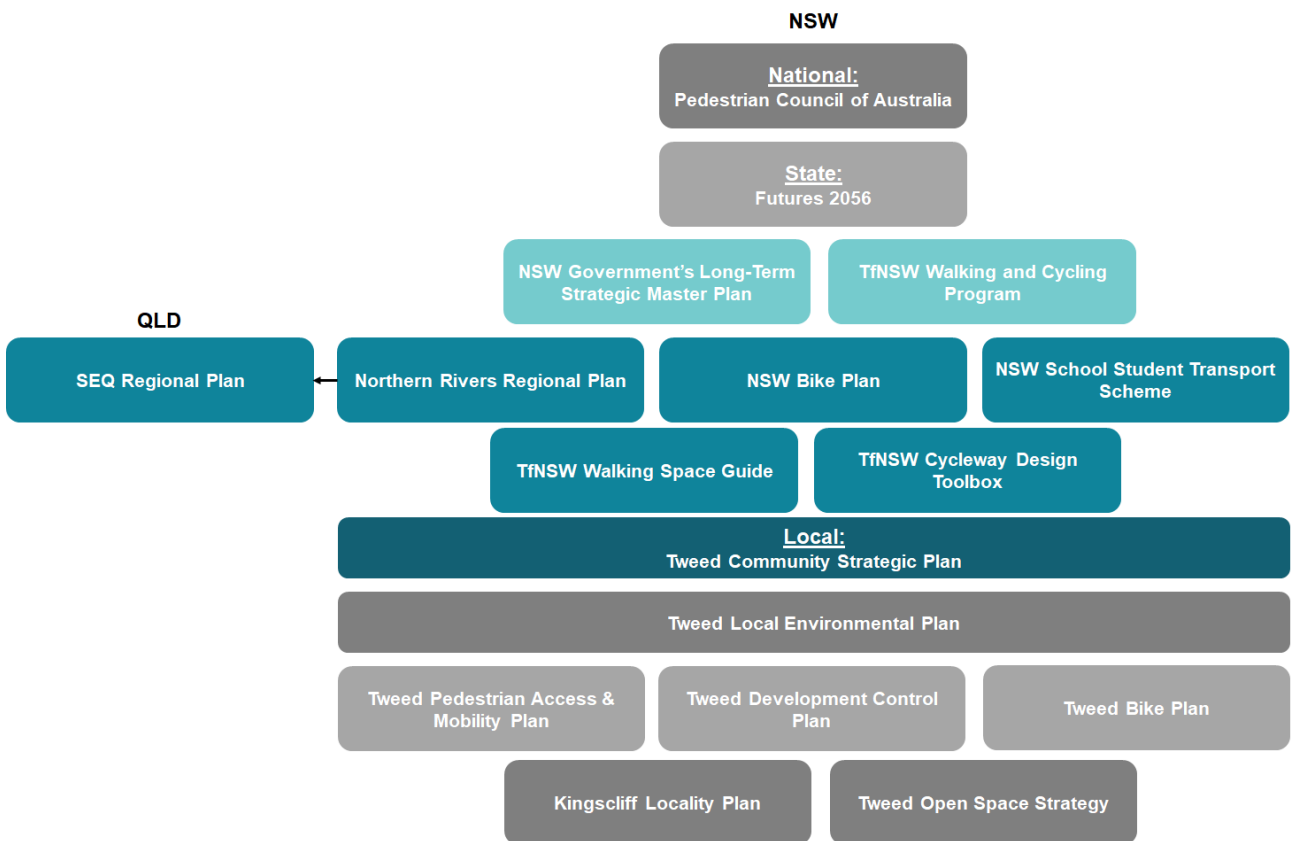


Figure 2.2: Planning Hierarchy



## 2.2 National government plans and strategies

### 2.2.1 Pedestrian Council of Australia

The Pedestrian Council of Australia (PCA) promotes pedestrians (embracing those dependent upon mobility aids) at a national level through the Australian Pedestrian Charter. The core objectives of the charter are:



- 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 have 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 PCA seeks to achieve its objectives through five principles:

- Accessibility
- Sustainability and the environment
- Health and wellbeing
- Safety and personal security
- Equity.

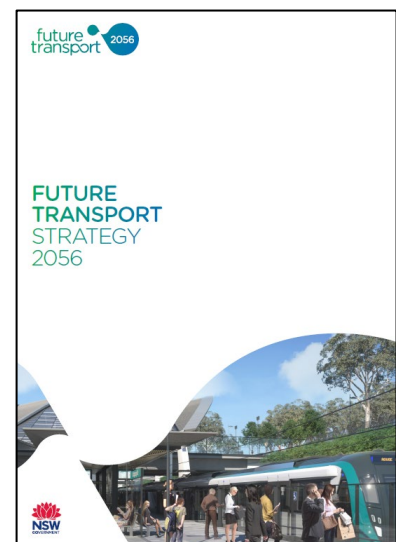
## 2.3 State Government Plans

### 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 a regional area, like Tweed 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 Tweed Pedestrian and Bike Plan will implement the objectives outlined in Futures 2056 where appropriate.

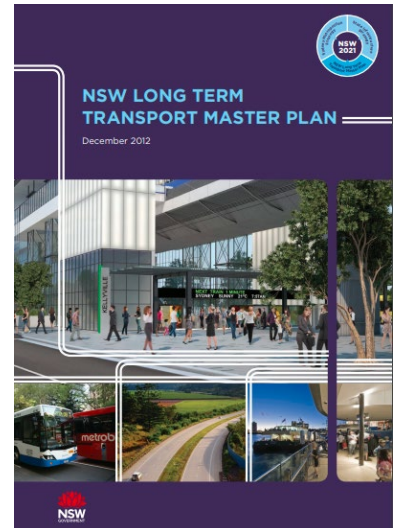
### 2.3.2 NSW Government Long-Term Strategic Master Plan (2012)

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 bike parking at public transport interchanges.

The Tweed Pedestrian and Bike Plan will aim to incorporate the actions outlined in the Master Plan whilst focusing on the specific issues the Tweed region experiences.



### 2.3.3 TfNSW Walking and Cycling Program (2020-2021)

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).

Tweed 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.



Two infrastructure projects currently approved and partially constructed within the Tweed Shire include:

- Construction of a separated path that connects Cobaki and Broadwater Village and the Piggabeen residential area to the Kennedy Drive shared path. It will also connect Tweed Heads West residents with the Piggabeen Sports Complex
- Construction of a 2.5m wide shared path along the eastern side of Overall Drive with a total length of 250m from the existing shared path starting at Hampton Court to Dianna Court.

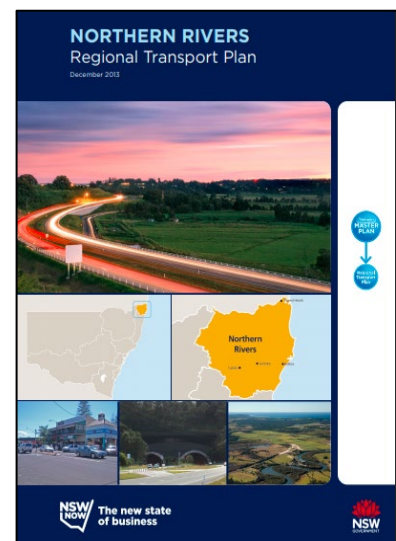
### 2.3.4 Northern Rivers Regional Transport Plan (2013)

The Northern Rivers Regional Transport Plan carries forward the challenges identified in the NSW Long Term Transport Master Plan and focuses on the Northern Rivers Region. The Northern Rivers is the fastest growing region in NSW and Tweed specifically is the largest centre of population and employment with significant growth expected over the next 20 years.

There are significant social, employment and educational links between the region and South East Queensland through Tweed Heads. The plan acknowledges the need to facilitate cross-border travel into QLD. The plan outlines the following actions relevant to this project including:

- Improve cross-border connectivity
- Improve information about walking and cycling routes and facilities
- Implement the Walking Communities Program
- Connecting Centres Cycling Program
- Implement the Cycling Towns Program
- Improve information about walking and cycling routes and facilities.

The Tweed Pedestrian and Bike Plan will aim to incorporate these relevant actions to align with the Northern Rivers Regional Plan.



### 2.3.5 NSW Bike Plan

The NSW Bike Plan sets a 10-year infrastructure plan to deliver a connected cycling network. Regional NSW, like the Tweed will benefit from cycleway investment to support access to community facilities.

The NSW Coastline Cycleway is a key initiative from the Bike Plan to deliver active transport options across NSW specifically in lower-density areas not serviced by public transport. The cycleway starts in Tweed and aims to complete missing links within local cycleway networks and provide a connection between coastal towns for regional trips.



The Coastline Cycleway currently runs through Tweed and follows the below:

- From Cunningham Park, Bay Street and Compton Drive in Tweed Heads
- Along Minjungbal Drive, Sexton Hill Drive to Chinderah Bay Drive
- Marine Parade through Kingscliff and along the coast through Casuarina
- Along Tweed Coast Road to Pottsville Road.

The Coastline Cycleway is a whole of government collaboration between state and local government. Any cycleway infrastructure projects along the Coastline Cycleway will be prioritised in the Pedestrian and Bike Plan to align with the state governments initiative to better connect regional areas.

### 2.3.6 NSW Student School Transport Scheme (2016)



The SSTS gives eligible school students free or concession travel between home and school on public transport in NSW, including metro, train, bus, ferry and light rail services. Eligibility criteria is based on student year level and distance between home and school. Primary and secondary school students who live too close to the school may qualify for a School Term Bus Pass which provides bus travel at a discounted price for the whole school term.

The walking distance from home to school varies for primary and secondary students as follows:

- Kindergarten – Year 2: all students are eligible aged 4 years 6 months or older
- Primary students: walking distance is 2.3km or further
- Secondary students: walking distance is 2.9km or further.

### 2.3.7 TfNSW Walking Space Guide (2020)

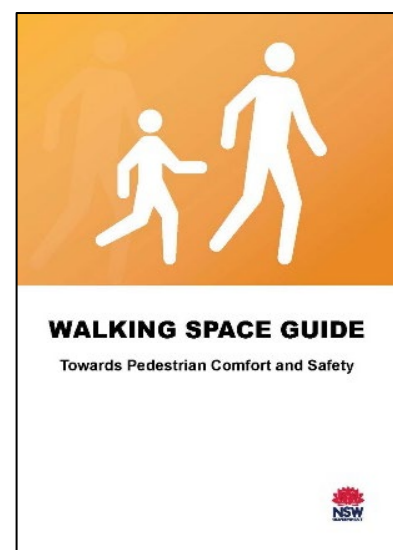
This guide provides a clear and consistent set of standards and processes to be applied when designing, planning and implementing pathways. The intended use and amount of people using the pathway is a key component when determining the type and size of the pathway.

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 (local street) – 4.5m (main street).

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.

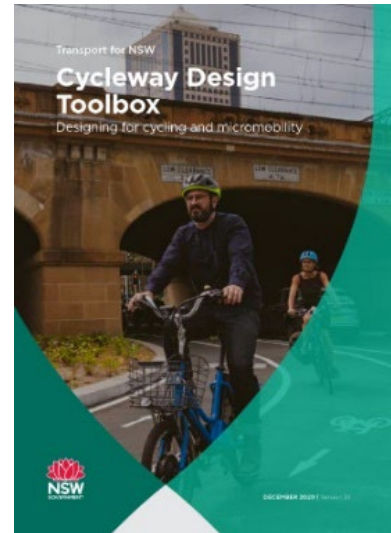
This process has been utilised in the development of this plan.

### 2.3.8 TfNSW 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



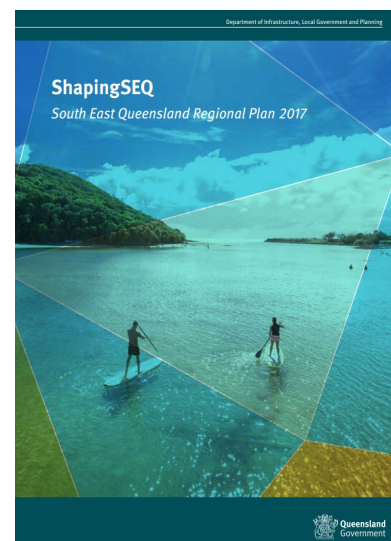
### 2.3.9 Shaping SEQ Regional Plan (2017)

Shaping SEQ aims to guide development in the region and respond to projected growth. The plan outlines targets for active transport usage and infrastructure delivery as far south as Coolangatta by 2041 and recognises the key regional relationships with the Tweed Coast and northern NSW. Shaping SEQ 2017 embraces five goals for action, including 'Connect' that aims to enhance the efficient movement of commodities, services and skills.

The plan identifies the need to change our transport priorities to achieve more sustainable and healthier transport systems by prioritising active and public transport.

There are many cross-border opportunities with population and employment growth that require infrastructure to connect these regions that will support mutual social and economic benefits.

The Pedestrian and Bike Plan for the Tweed will aim to incorporate the strategic objectives identified in Shaping SEQ and work towards seamless pedestrian and cycleways across the NSW and QLD border.



## 2.4 Local Government Plans

### 2.4.1 Tweed Community Strategic Plan (2011-2021)

The Community Strategic Plan identifies a vision for Tweed over the next 10 years that has been developed in collaboration by the community and Council. The plan identifies the communities' key concerns for the area include:

- Traffic
- A lack of public transport
- Limited activities for young people
- A shortage of employment opportunities
- Urban growth
- Over-development
- Loss of character of towns and villages.
- Based on this, the communities top priorities include:
- Civic leadership
- Supporting community Life
- Strengthening the economy
- Caring for the Environment.



Footpaths and cycleways are listed as a key action for supporting community life as well as public transport. The Community Strategic Plan sets the direction for the other local government plans and policies for Tweed Shire.

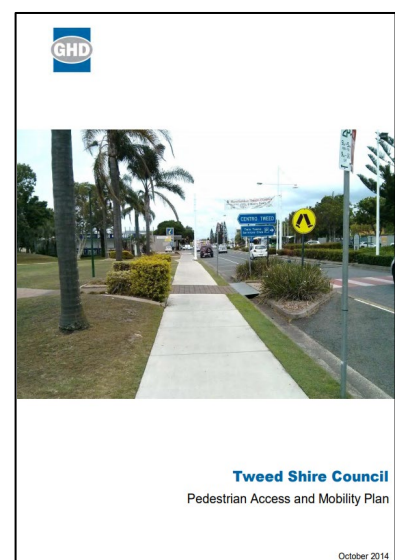
### 2.4.2 Tweed Pedestrian Access & Mobility Plan (PAMP) (2014)

The Tweed Pedestrian Access and Mobility Plan (PAMP) provides a framework for existing pedestrian needs and future management of infrastructure for pedestrians of all ages and abilities. By identifying a network hierarchy and associated action plan a number of missing links and infrastructure requirements are outlined.

These infrastructure projects focus on providing for pedestrian needs including a safe, more direct route that considers amenity and suitability for all users.

The PAMP identifies several pedestrian infrastructure improvements across the LGA which are prioritised into high, medium and low based on the RMS guidelines, considering land use, road hierarchy and safety.

As this PAMP was developed in 2014, majority of the high and medium infrastructure improvements have been constructed. The other infrastructure improvements that have not been implemented will be considered in the Tweed Pedestrian and Bike Plan based on future land use planning and their relevance.



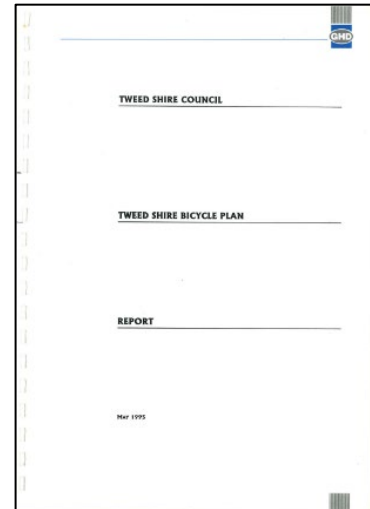
### 2.4.3 Tweed Local Environmental Plan (2014)

The Tweed LEP is the primary planning tool for majority of the Tweed Shire and aims to give effect to the desired outcomes of Council's strategic planning documents. This includes encouraging a sustainable local economy and responsible management and conservation of Tweed's natural environment. The LEP doesn't include any specific requirements for pedestrian infrastructure.



### 2.4.4 Tweed Shire Bike Plan (1996)

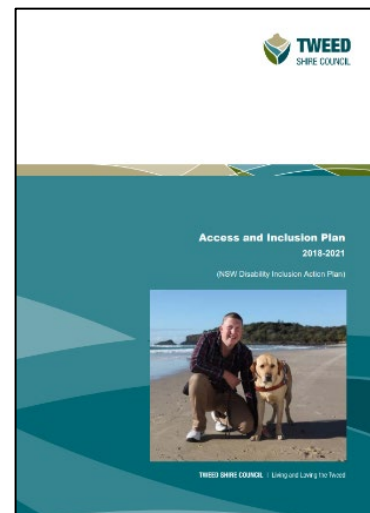
The Tweed Shire Bike Plan aims to provide a safe and convenient bicycle network with a focus on the needs of a commuter as well as recreational and touring cyclists. A Primary Bicycle Way Network Plan for the LGA and a Local Area Bicycle Plan for Tweed Heads was developed as part of this plan and details the minimum requirements for on-road and off-road facilities. The plan identifies a number of upgrades required where there are missing links, bridge crossings and shared lanes.



As this plan is outdated, a number of recommended upgrades have not been implemented. The Tweed Pedestrian and Bike Plan has considered these recommendations based on future land use planning and their relevance. The Plan has also investigated other opportunities and constraints considering current and future demographic analysis.

### 2.4.5 Tweed Access and Inclusion Plan (2018-2021)

The Tweed Shire Access and Inclusion Plan is a Council guide to improving belonging for residents and visitors living with a disability. Through following the objectives of the plan, Council aims to make Tweed Shire more accessible and inclusive through a universal design approach. This means Council designs places, things, information, communication and policies with everyone in mind. In Tweed Shire over 18,000 people are living with a disability, 6,500 of these people need assistance with daily living. Tweed Shire also has a larger elderly population in comparison to state average (25% to 16%).



The plan identified the following key barriers to inclusion, relevant to active travel:

- State of footpaths in suburban streets away from the main businesses and shopping areas
- Outdated PAMP and lack of facilities to support disabled people (accessible public toilets, etc.)
- Limited wayfinding

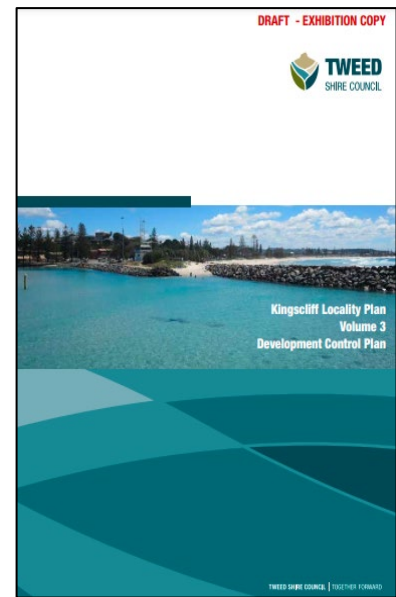
## 2.4.6 Kingscliff Locality Plan (2019)

The Kingscliff Locality Plan is a framework to guide future growth, preserve local character, improve green spaces, support business and employment opportunities and improve public domain. This locality plan is in response to the recent and forecast growth in the area.

The Locality Plan recognises active transport as a key strategy for Kingscliff and aims to implement the following development controls:

- Requires an Active Movement Strategy (Cycling and Walking) to be submitted with any development application for a subdivision
- This will detail how the subdivision will integrate pedestrian and cycle movements within and beyond the development
- Several pathways and cycleways are proposed to complete missing links within the network.

The Plan also identifies a number of proposed pathways and cycleways in the area. The Tweed Pedestrian and Bike Plan has incorporated these into the assessment of required infrastructure.



## 2.4.7 Tweed Open Space Strategy (2019-2029)

The Tweed Open Space Strategy sets the vision and provides an overarching framework for public open space for the next 10 years. This is achieved through broad strategic directions and more specific actions relating to future works in parks and open spaces in local communities. The strategy outlines that the integration of tracks, trails and pathways within public spaces is encouraged to provide important links in the open space network.

Emphasis should be placed on connecting open spaces to existing residential areas, key activity nodes, community facilities and other open spaces. The Tweed Pedestrian and Bike Plan has incorporated these strategic objectives by identifying recreational areas and parklands as key pedestrian and cyclist attractors.





## 2.5 International plans and strategies

International plans and policies have been reviewed to determine any key emerging trends that the Tweed Pedestrian and Bike Plan could incorporate into its planning and development. A summary of the key trends is provided in Table 3.2.1.

**Table 3.2.1: Literature Review – International Plans and Strategies**

Document	Key trends
Auckland Cycling and Investment Programme 2018 - 2028	<ul style="list-style-type: none"> <li>• Bicycles on buses to allow for multi-modal trips</li> <li>• Public bicycle share</li> <li>• Cycle lane enforcement measures to discourage vehicles using on-street dedicated cycle lanes</li> </ul>
Denmark on Your Bike 2014	<ul style="list-style-type: none"> <li>• Providing door to door solutions</li> <li>• Providing green wave and pre-green traffic lights</li> <li>• Cycle superhighways which are separated and direct connecting to public transport</li> </ul>
London Cycling Action Plan 2018	<ul style="list-style-type: none"> <li>• Creating cycling pockets to support network growth</li> <li>• Journey planning with apps and technology</li> <li>• Minimised interaction between cyclists and vehicles</li> </ul>
London Walking Action Plan 2018	<ul style="list-style-type: none"> <li>• Aims to increase walking trips with a range of actions including behaviour change initiatives for schools with car free days, timed road closures and reduced speed limits</li> <li>• Utilising the new pedestrian design guide to ensure pedestrian infrastructure is prioritised in every new infrastructure scheme</li> <li>• Implementing new traffic signal technology that prioritises pedestrians making it safer and easier for people to cross</li> </ul>

## 2.6 Design standards

The design standards to be applied to the Plan included adopting the principles of Universal Design, which aim to provide all-inclusive access that eliminates the need for adaptation and specialised design for mobility-impaired community members. The design standards adopted for PAMPs typically include a combination of Australian Standards, Austroads Guides and local TfNSW technical directions and model drawings. Some of the reference documents and requirements 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
  - Austroads Guide to Road Design Part 6A: Pedestrian and Cycle Paths.

- Crossings:
  - TfNSW model drawings MD R173.B01.A1
  - Austroads Guide to Road Design Part 4: Intersections and Crossings
  - 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).
- Bus Stops:
  - Disability Standards for Accessible Public Transport 2002.

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 Tweed and are detailed in the following section.

### 2.6.1 Pathway widths and kerb ramps

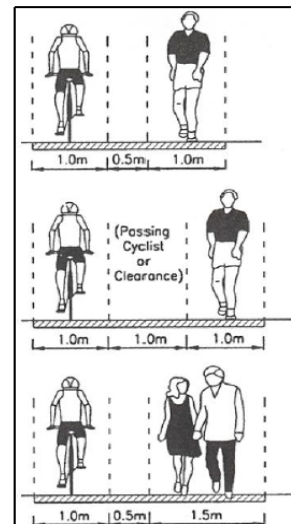
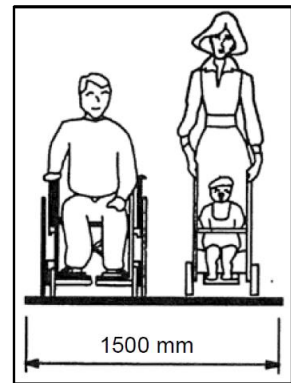
The recommended minimum pathway widths are derived from Austroads Guide to Road Design (AGRD): Part 6A and are as follows:

- Primary route – 2.5m wide
- Secondary route – 2m wide
- Tertiary route – 1.5m wide.

In areas of high wheelchair use, a pathway of 1.8m wide should be considered to allow two wheelchairs to pass simultaneously.

The recommended minimum shared pathway widths are as follows:

- Local path – 2.5m (connections to building frontages)
- Regional path – 3m (connections between centres)
- Recreational Path – 3.5m wide (coastal or recreational paths)
- Shared path widths typically increase with speed and volume.
- Kerb ramps are used to provide a smooth transition between path level and road level.



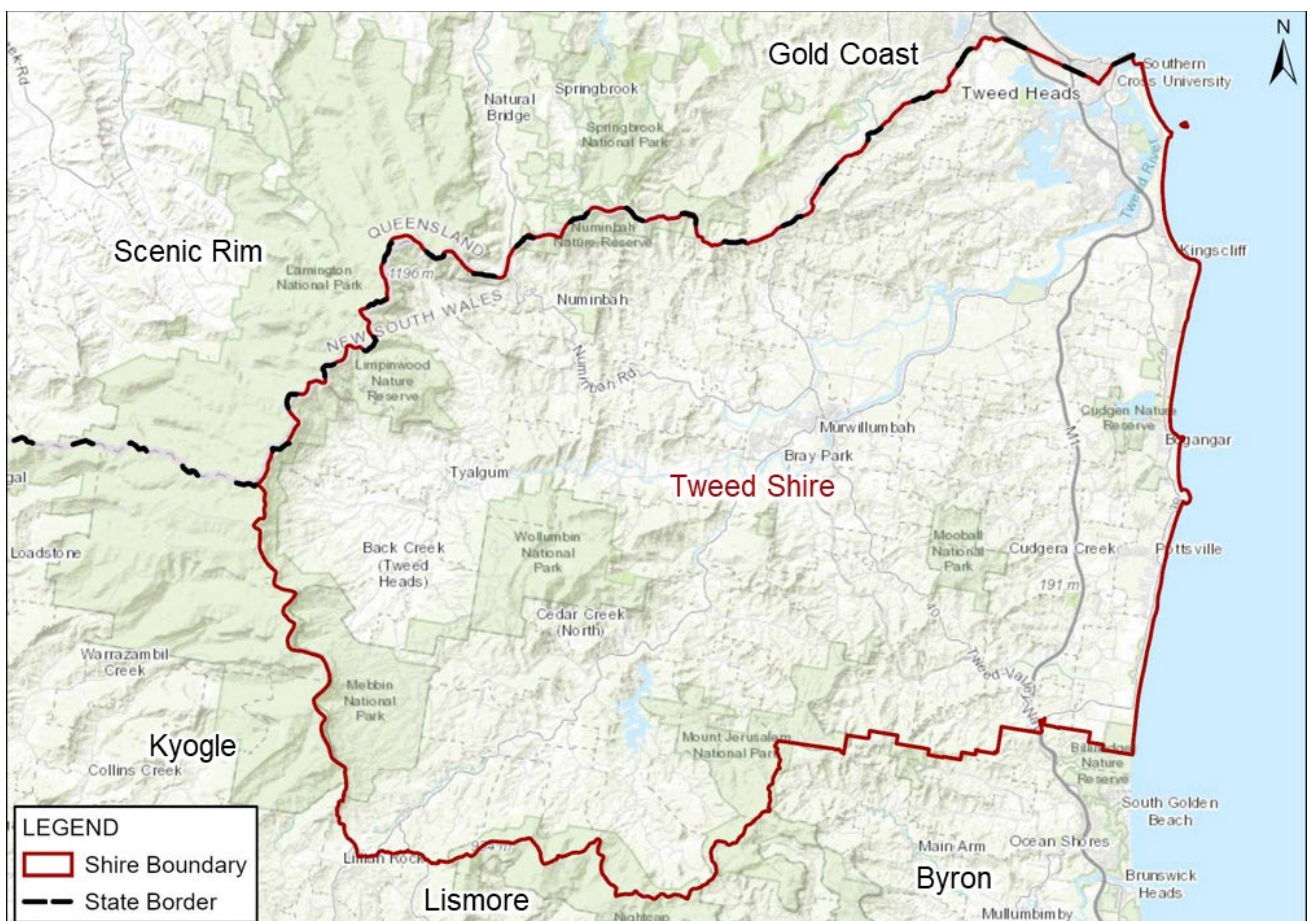
## 3 Tweed Shire profile – Population and demographic data

### 3.1 Overview

In broad terms, pedestrians and cyclists are moving from their home to a destination, from home and back on a recreational trip, or from home to public transport. When developing pedestrian routes and prioritising network developing, it is essential to identifying population density, employment density, recreational locations and public transport stops to establish ‘demand drivers’.

The Tweed Shire Local Government Area (LGA) is located on the north coast of New South Wales (NSW) and Queensland border. Tweed Shire is situated on the traditional lands of the Bundjalung nations and is bound by the City of Gold Coast to the north, Lismore and Byron to the south and Kyogle and Scenic Rim to the west.

Figure 3.1 shows the Tweed Shire LGA in relation to the adjacent LGAs.

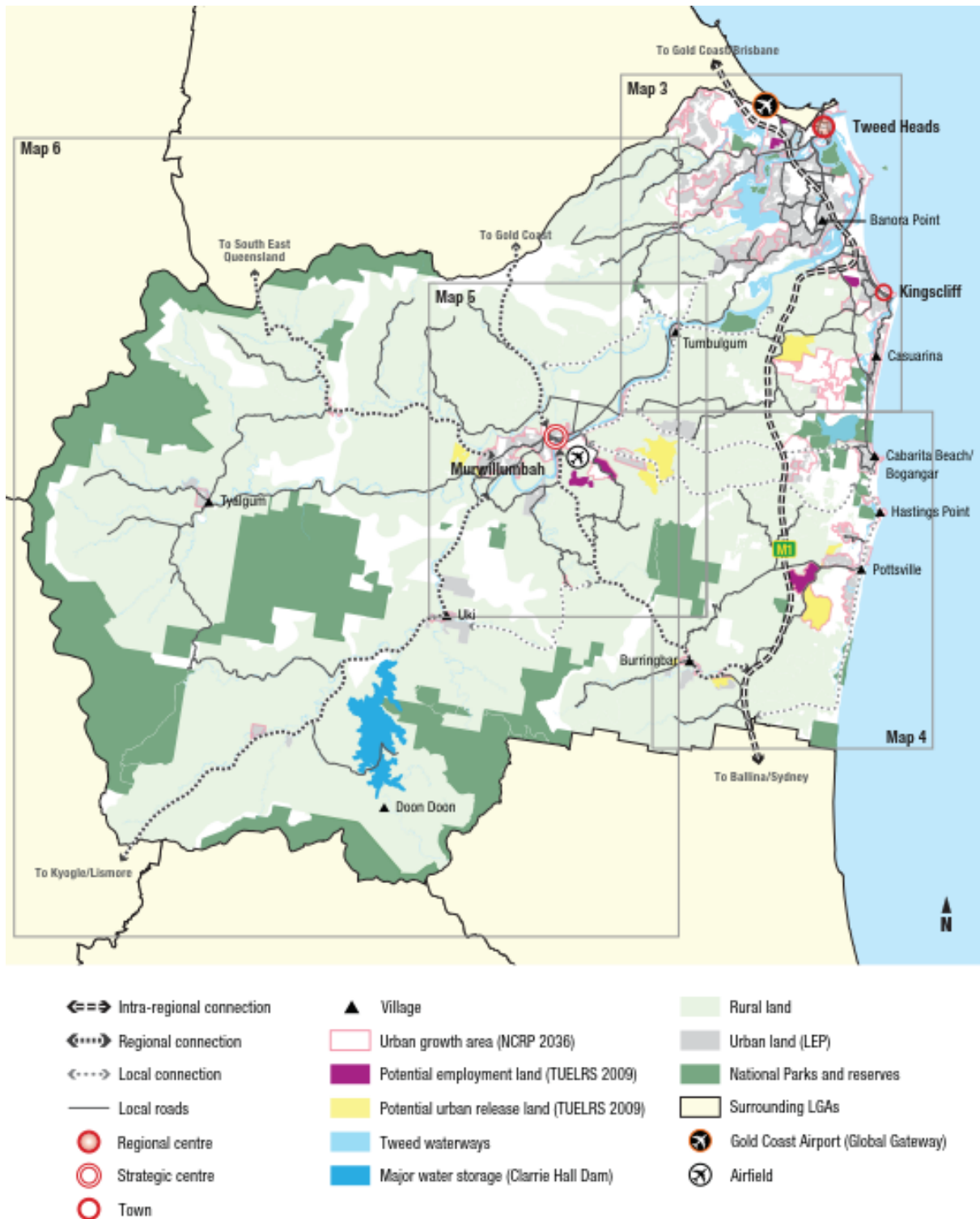


SOURCE: ESRI (edited by Bitzios)

**Figure 3.3: Tweed Shire LGA**

### 3.2 Land use

The land use and settlement pattern in Tweed Shire is shown in Figure 3.2 and recognises Tweed Heads as a regional centre, Murwillumbah as a strategic centre and Kingscliff as a local centre. The other towns and villages are displayed throughout the Shire including key land uses and connections between these centres.



Source: Tweed Shire Local Strategic Planning Statement

**Figure 3.4: Land Use**

## 3.3 Demographics

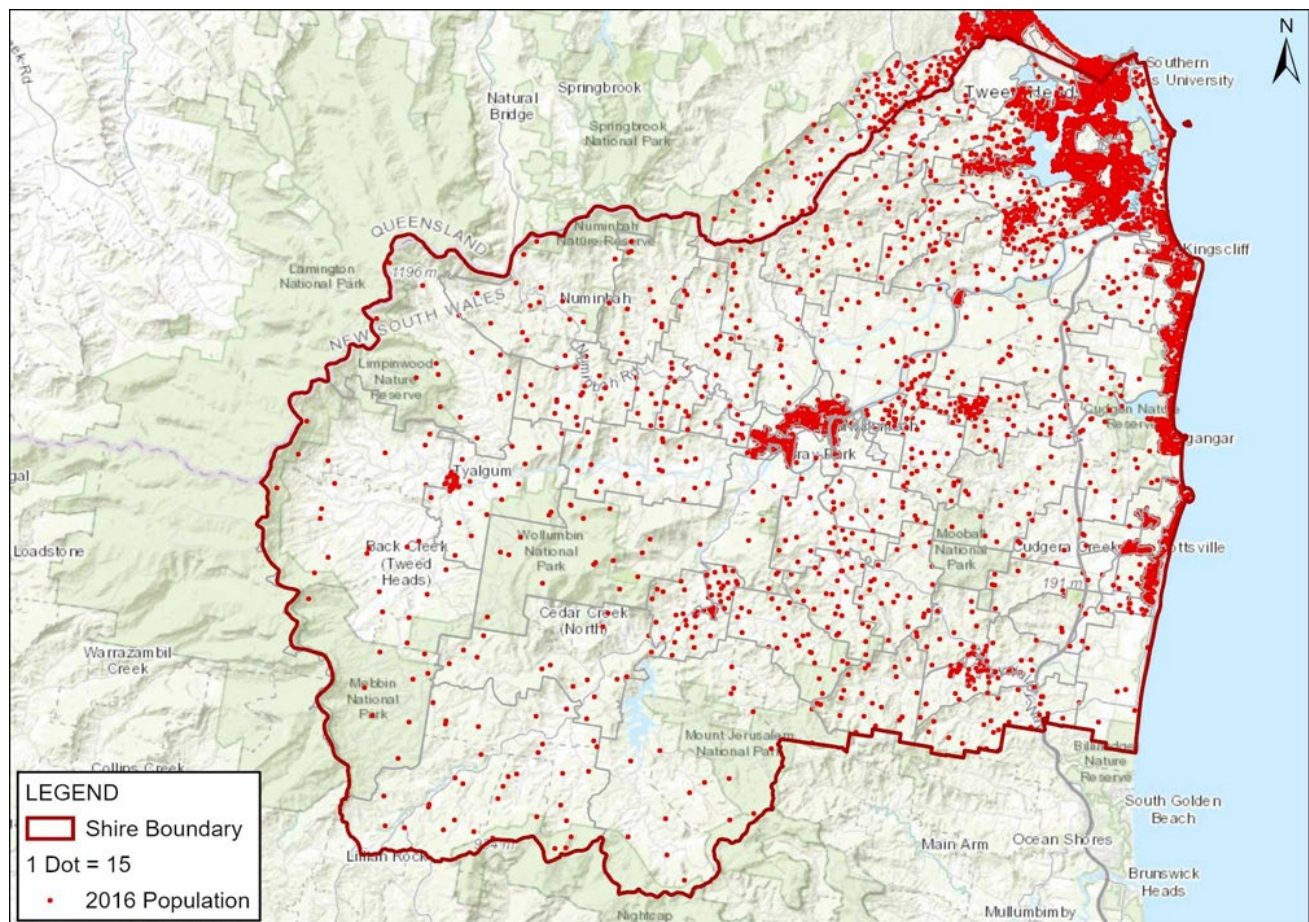
### 3.3.1 Population

The Australian Bureau of Statistics (ABS) 2016 census data was used to source key demographic data for the Tweed Shire LGA. The 2016 population of the study area was around 91,400 and is expected to grow at 1.39% per annum (compounding) to the year 2041 reaching a population of 139,000.

The areas of highest existing population include:

- Banora Point
- Tweed Heads
- Tweed Heads South
- Kingscliff.

The 2016 population density in Tweed Shire LGA is shown in Figure 3.3.



Source: Profile.id

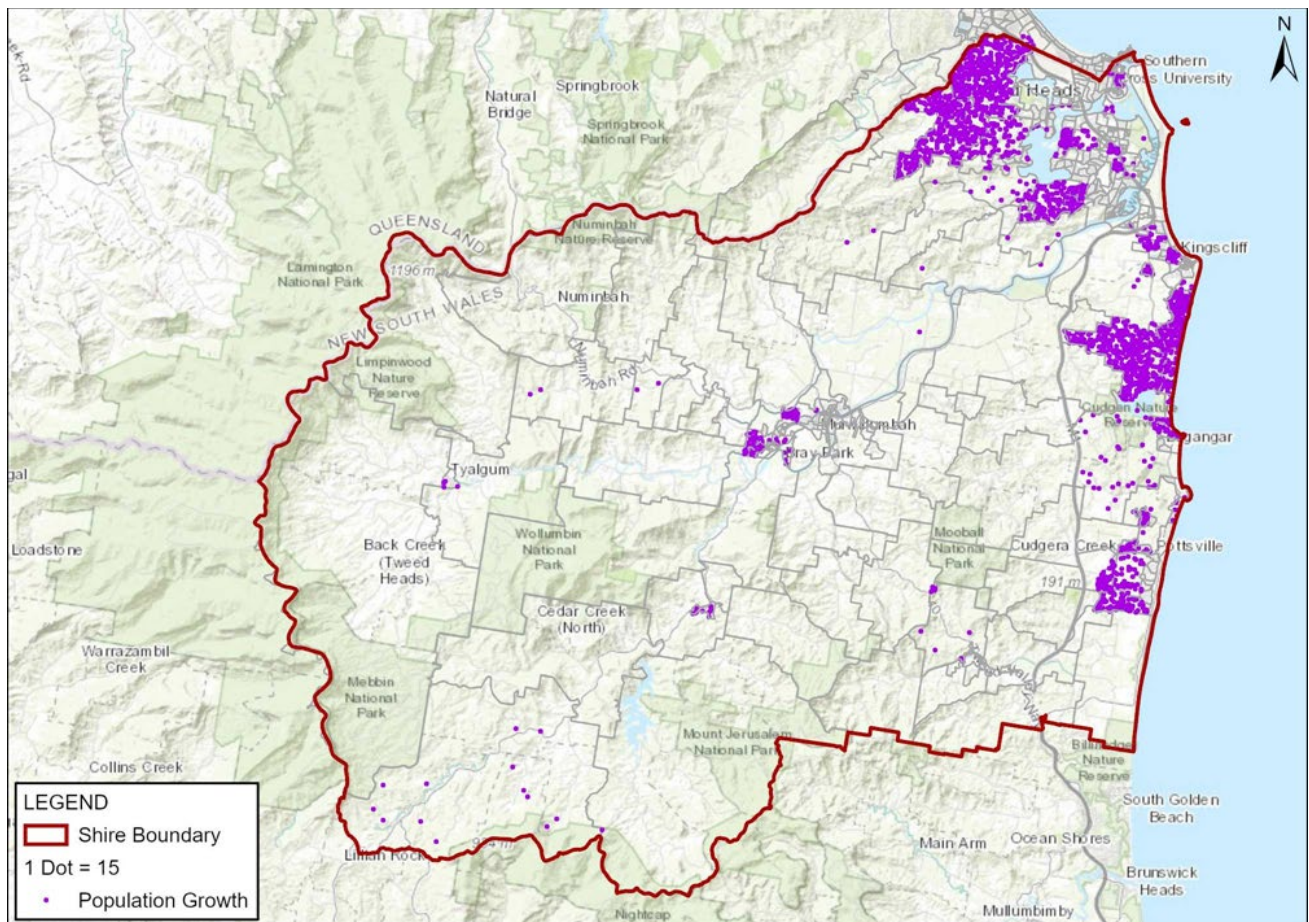
**Figure 3.5: 2016 Population Density by SA1**

### 3.3.2 Future demographics

The majority population growth from 2016 to 2041 is expected to occur outside of the existing key centres shown in Figure 3.3. The expected population growth areas include:

- Cobaki Lakes
- Kings Forest, Cobaki
- Kingscliff

The forecast population growth from 2016 to 2041 is shown in Figure 3.4.

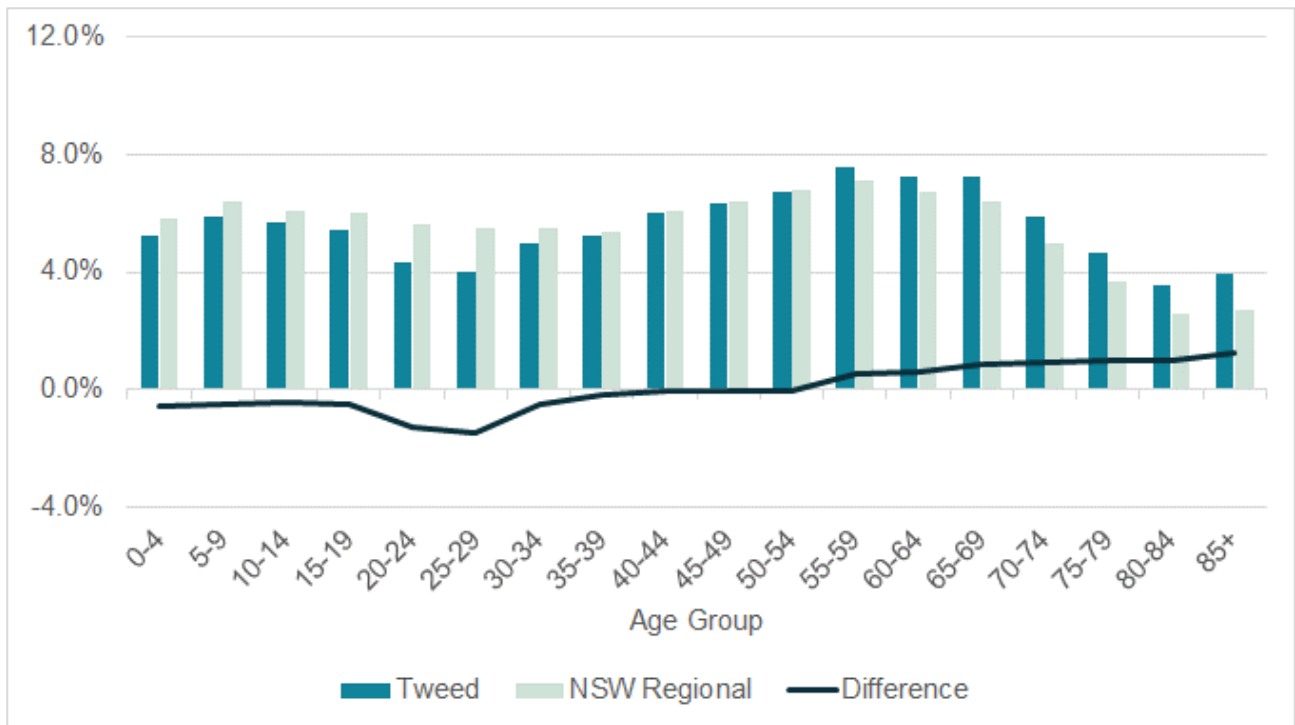


Source: Profile.id

**Figure 3.6: 2016 to 2041 Population Growth by SA1**

The Tweed Shire LGA population breakdown has also been compared to the NSW Regional average. Generally, the Tweed population has fewer young to mid aged people (12-35 years) and a higher percentage of older people (50 years and over). This indicates a greater need for active transport infrastructure that benefits Tweed's ageing population where residents are typically undertaking short trips with less reliance on private vehicle.

Figure 3.5 breaks down the 2016 population by age groups.

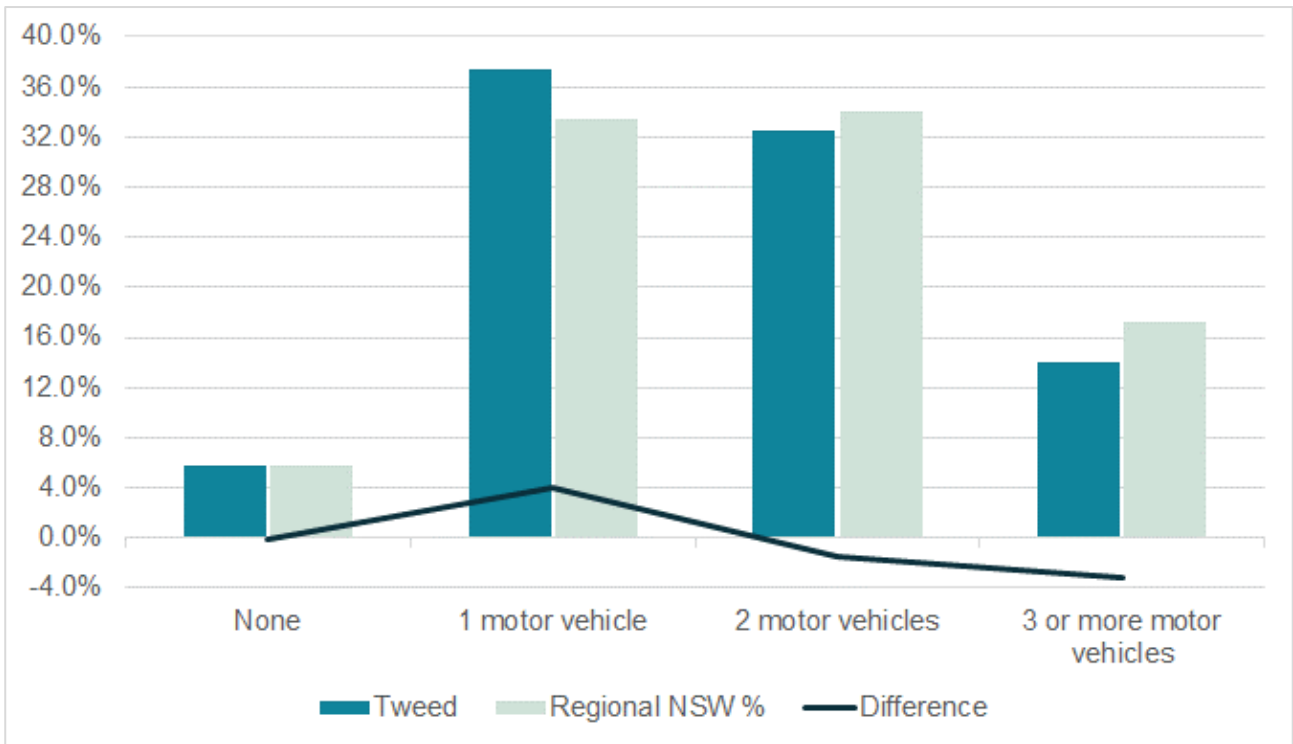


Source: Profile ID

### Figure 3.7: 2016 Population Age Profile

Tweed Shire's population also have a lower percentage of multiple occupant houses, which is reflected in the ratio of persons per household. The NSW Regional average is 2.41 persons per household while Tweed average is 2.35 persons per household (2.5% lower). This potentially means fewer families and more single occupant houses.

The lower-than-average number of persons per household may also indicate the higher rate of single car ownership per household and lower rate of two or more cars per household. Figure 3.6 shows car ownership per household.



**Figure 3.8: 2016 Car Ownership per Household**

It can be extrapolated from the above data that, while the number of persons per household being greater than one, approximately 43% of all households have one or no cars, meaning active transport has the potential to be able to make up a significant portion of the mode share in Tweed.

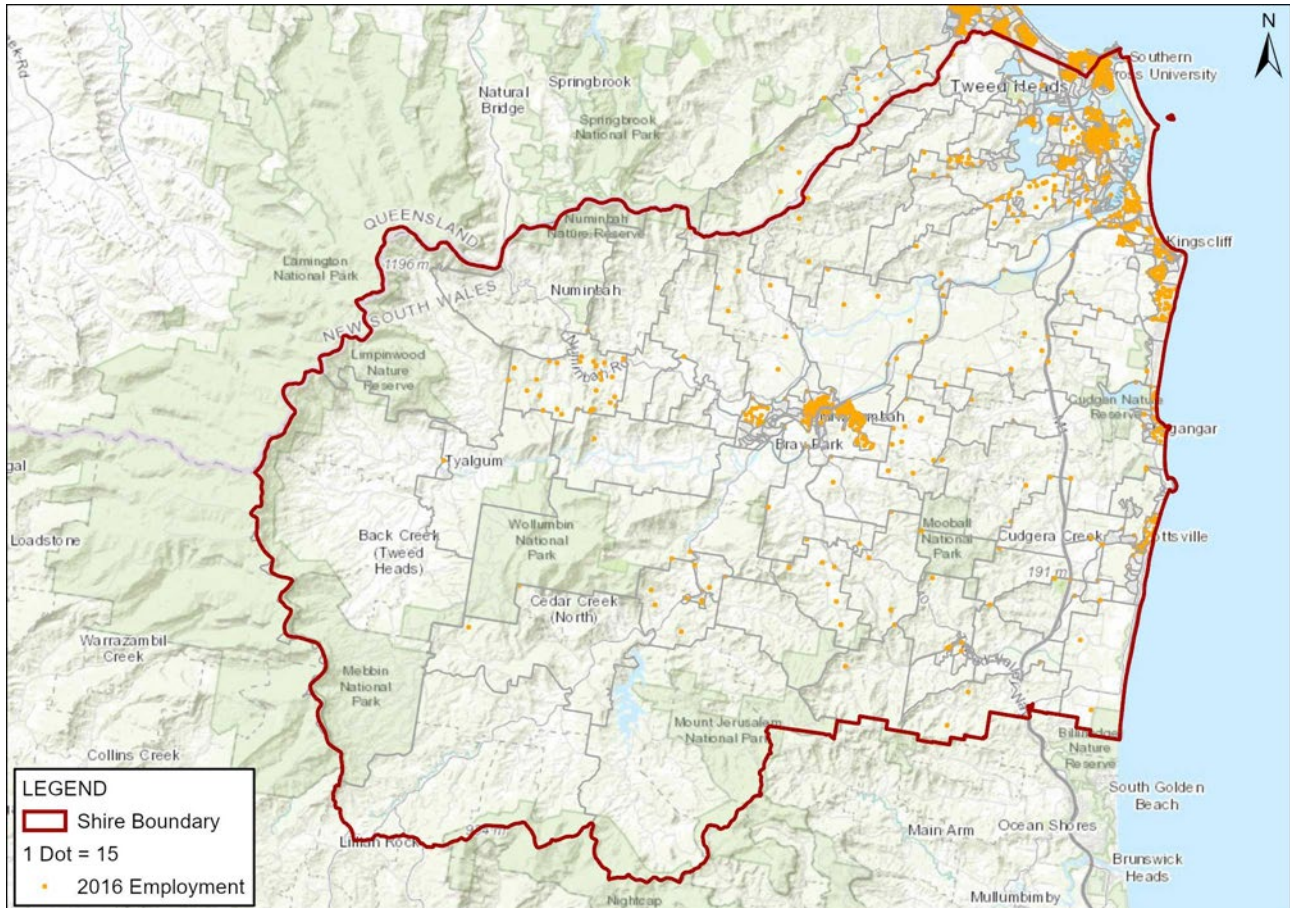
The areas of lowest car ownership include:

- Tweed Heads
- Tweed Heads South
- Banora Point
- Murwillumbah
- Kingscliff.



### 3.3.3 Employment

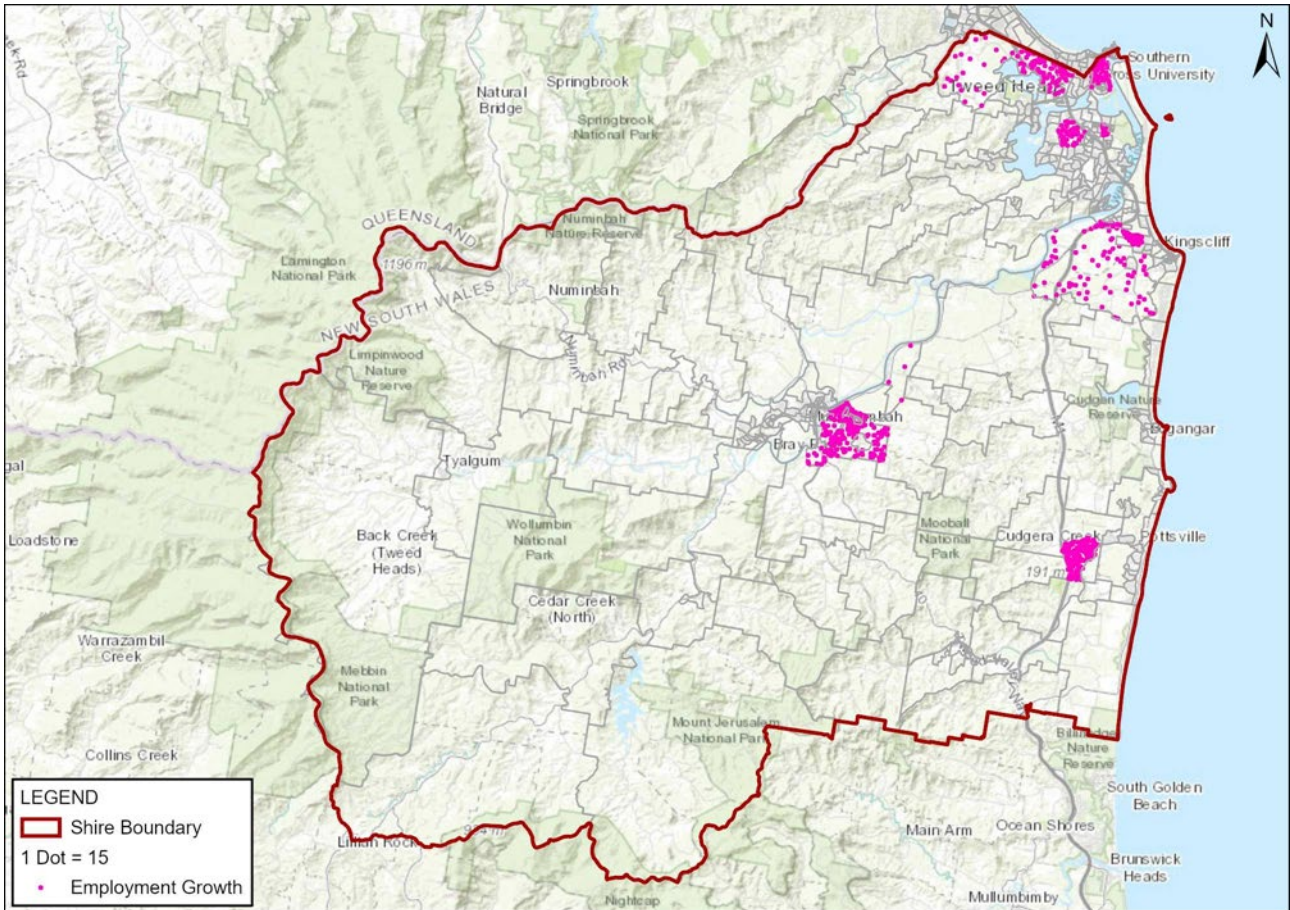
Similarly, the ABS 2016 census data was used to source employment demographic data for the Tweed Shire LGA. Tweed had a employed population of 35,700 which is expected to grow at 1.73% per annum (compounding) to the year 2041 where it would reach 54,800. The 2016 employment is concentrated to a few key centres as shown in Figure 3.7.



Source: Profile ID

**Figure 3.9: 2016 Employment Locations by SA1**

The employment growth from 2016 to 2041 is expected to occur outside of the existing key employment centres shown above. The future key employment growth areas are shown in Figure 3.4.



Source: Profile ID

**Figure 3.10: 2016 to 2041 Employment Growth by SA1**

The areas of highest employment number are:

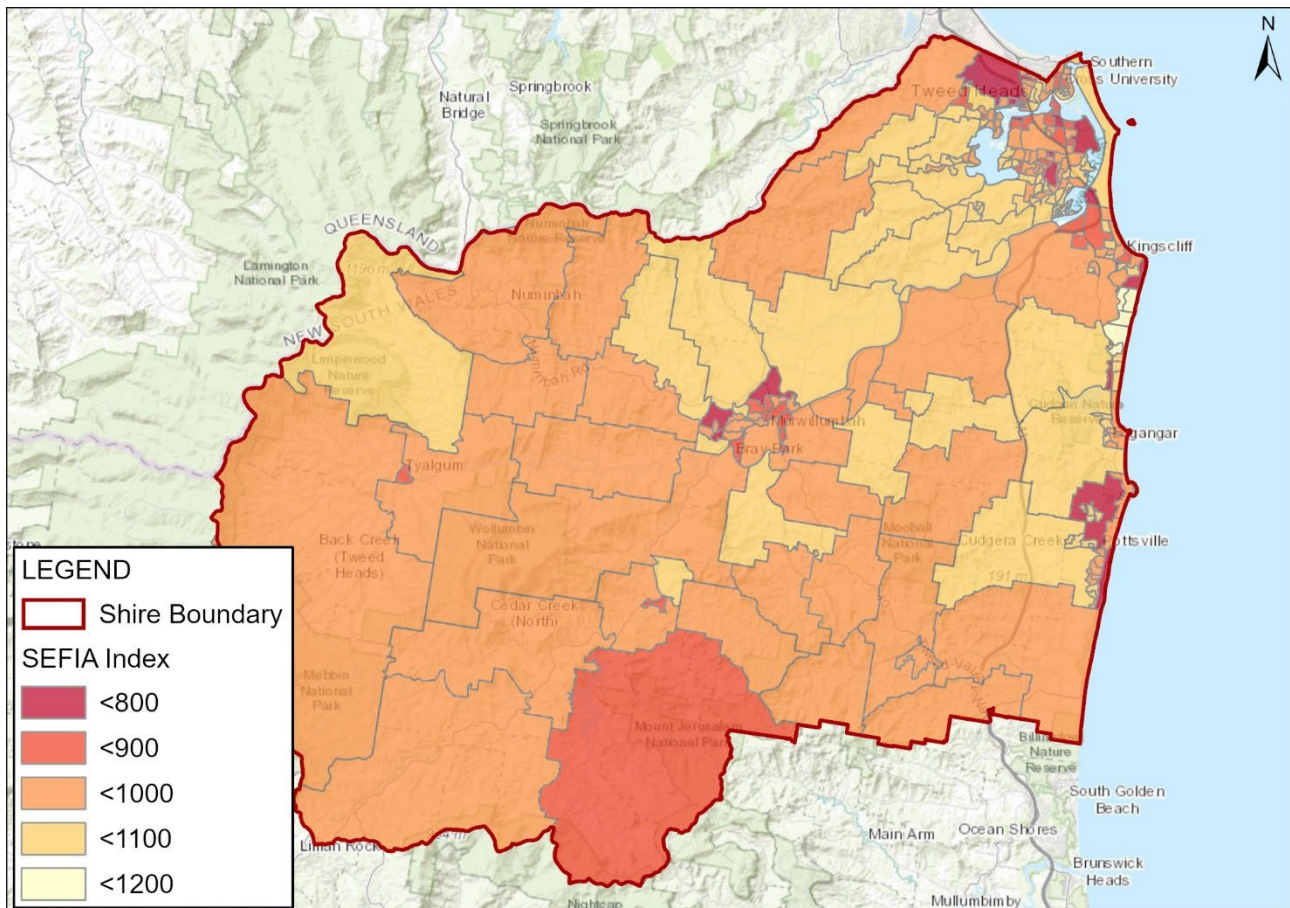
- Tweed Heads South
- Tweed Heads
- Murwillumbah
- Chinderah
- Banora Point.

The areas of highest employment growth are:

- South Murwillumbah
- Tweed Heads
- Cudgera Creek
- Chinderah
- Tweed Heads South.

### 3.3.4 Socio-economic index

Council have indicated that the areas of the Tweed Shire with a lower socio-economic index have a higher reliance on active and public travels modes. For this, the ABS 2016 census data was used to source the Index of Relative Socio-Economic Disadvantage (IRSD) demographic data for the Tweed Shire LGA. As stated by Profile ID, “This index contains only disadvantage indicators (e.g. unemployment, low incomes or education levels, lack of internet access)”. A high IRSD score indicates lower level of disadvantage and vice versa. Figure 3.9 shows the location of the IRSD scores across the Tweed Shire LGA.



Source: Profile ID

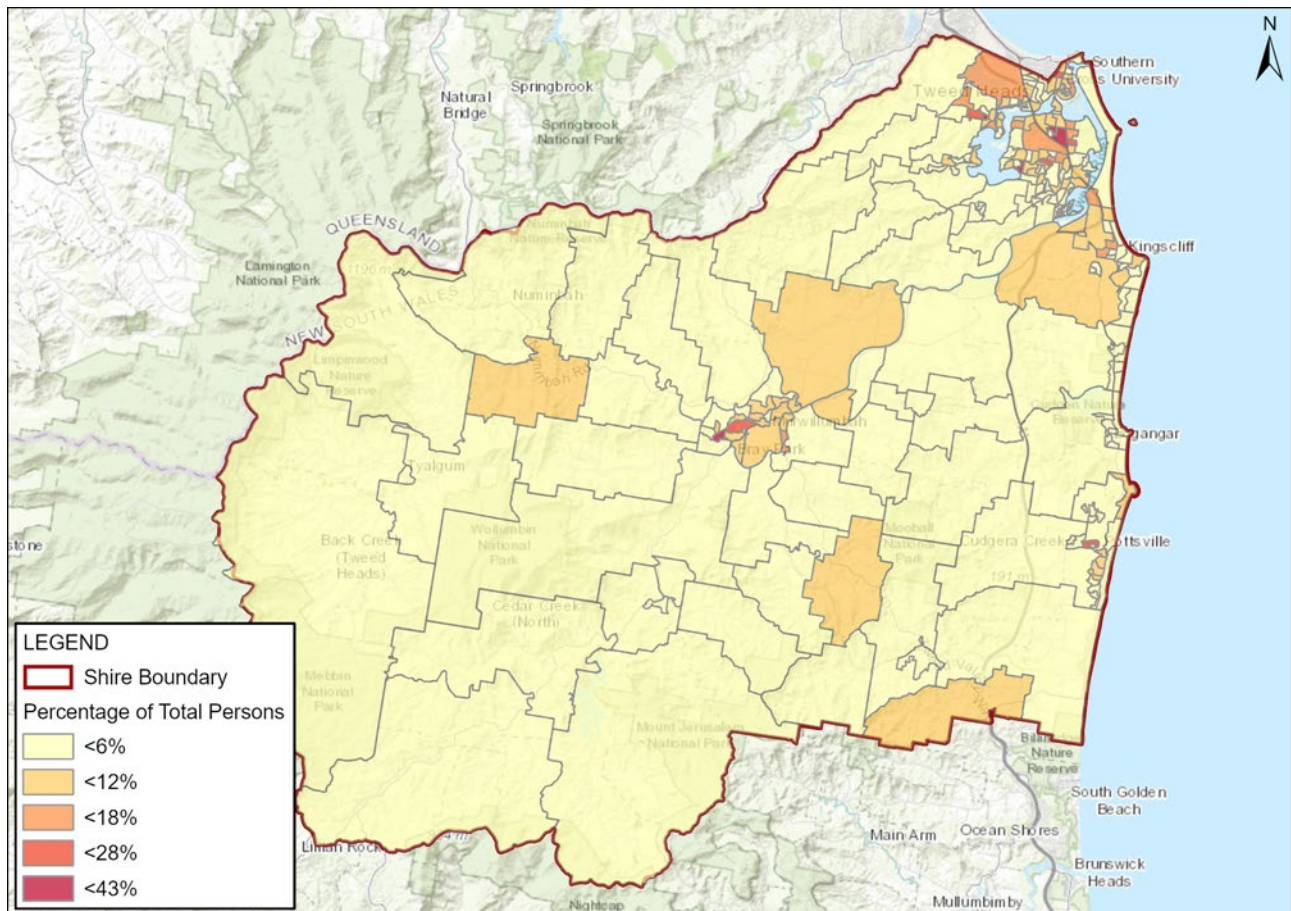
**Figure 3.11: 2016 IRSD Score**

The areas with the lowest IRSD (Refer: socio-economic-disadvantage) score are:

- Rowlands Creek
- Upper Crystal Creek
- Cabarita Beach
- Mount Warning
- Byrill Creek.

### 3.3.5 Vulnerable users

The ABS 2016 census data details the population that requires assistance and would be considered a vulnerable road user. Vulnerable user groups have different needs and priorities for pedestrian and bike infrastructure which needs to be included in this Plan. The location of vulnerable users within Tweed are shown in Figure 3.10.



Source: Profile ID

**Figure 3.12: 2016 Vulnerable User Resident Locations**

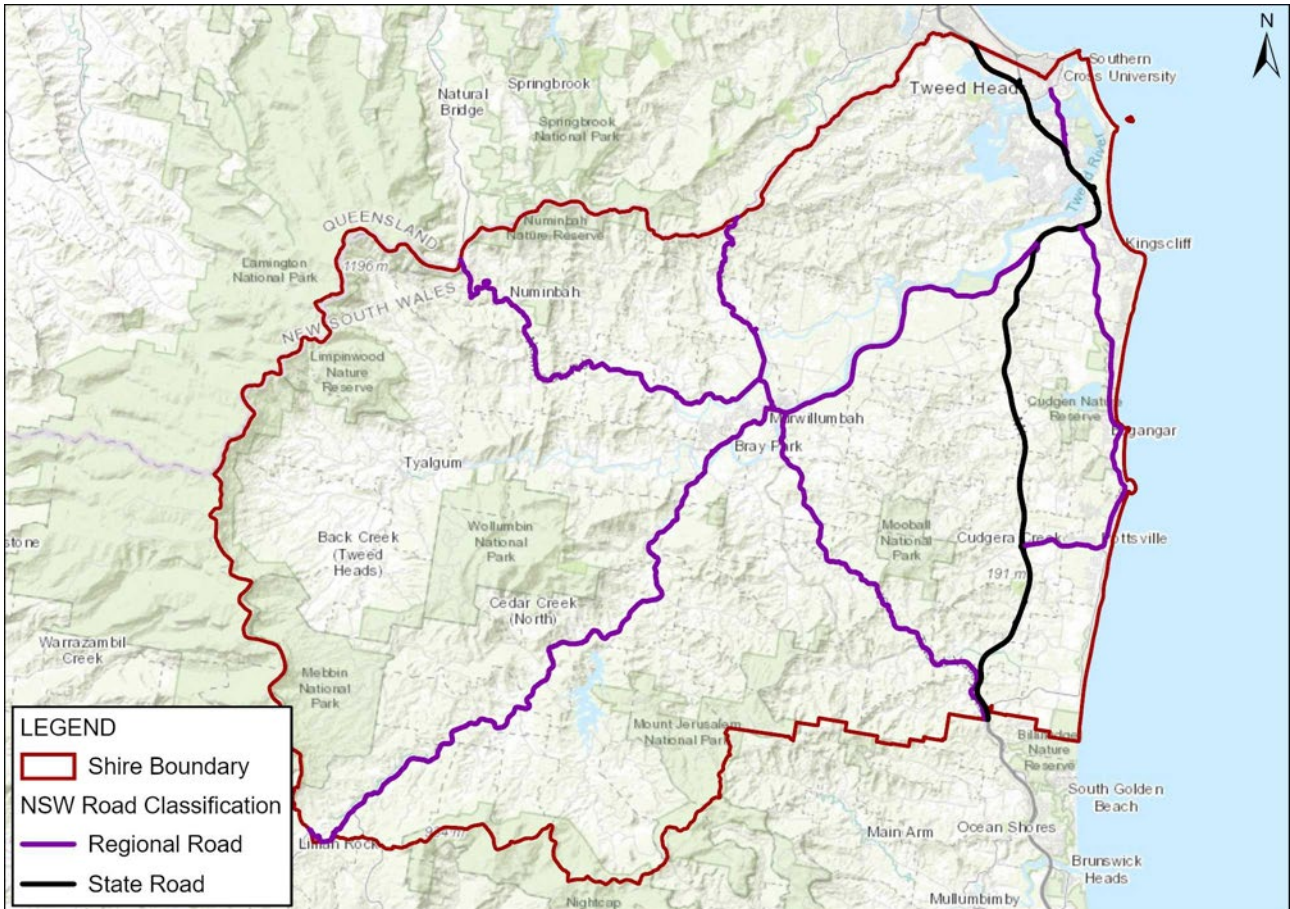
Key areas which have a high proportion of vulnerable users include:

- Tweed Heads (specifically Florence Street to Frances Street)
- Tweed Heads South (specially between Kirkwood Road West and the Pacific Motorway)
- Banora Point
- Chinderah
- Murwillumbah
- Pottsville.

### 3.4 Transport network

#### 3.4.1 Key roads

A network of state roads and regional roads within the Tweed Shire LGA connects Tweed Heads down the east coast to Murwillumbah, Uki and further suburbs inland. Regional roads perform an intermediate function between the main arterial network of State Roads and Council controlled local roads. The existing functional road hierarchy within the LGA is shown in Figure 3.11 and described in Table 3.1.



Source: TfNSW Road Network Classifications

**Figure 3.13: Tweed Shire Key Road Network**

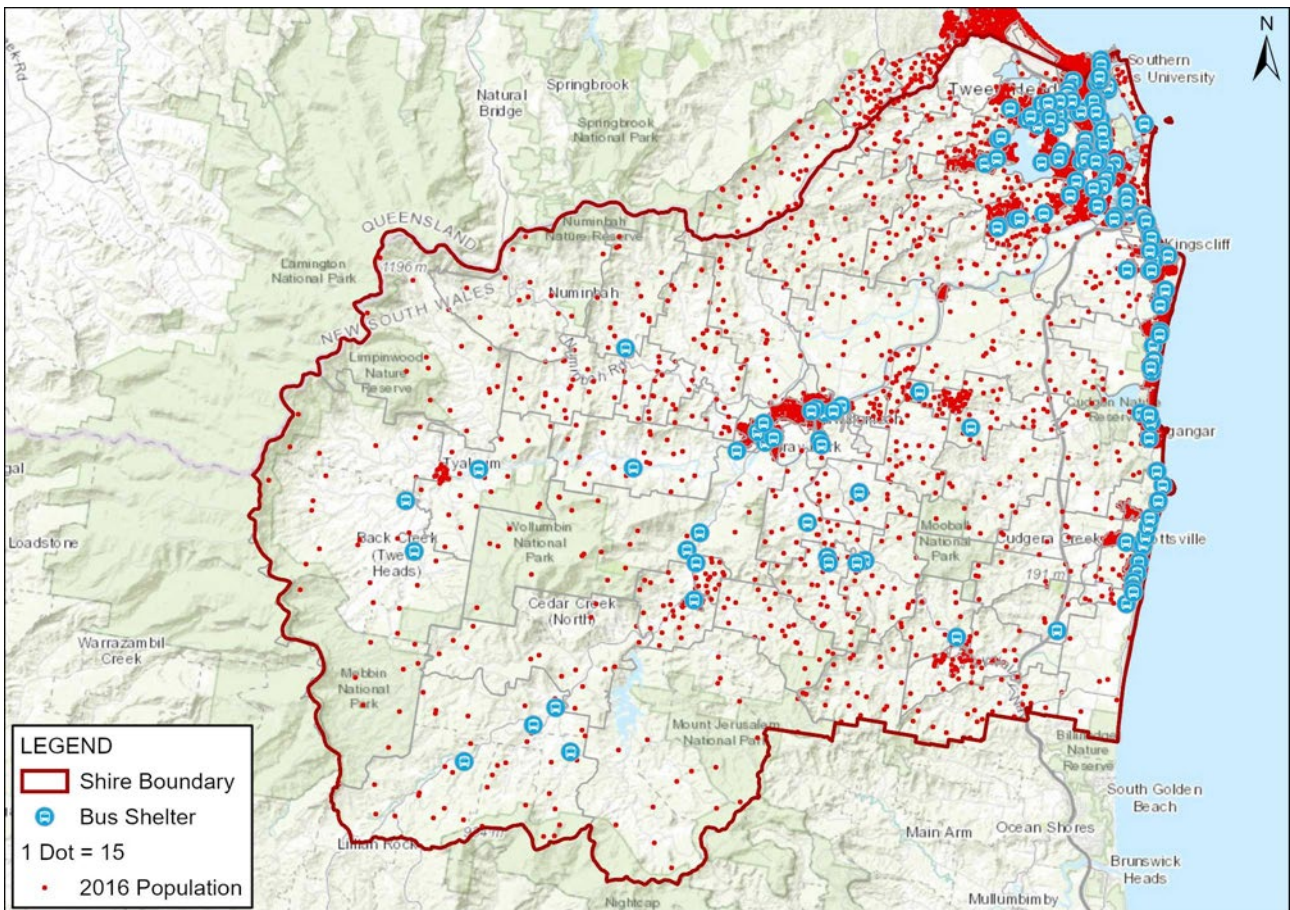
**Table 3.2: Tweed Shire Key Road Network**

Road name	Jurisdiction	Number of lanes	Hierarchy	Divided	Posted speed (km/h)
Pacific Motorway (M1)	TfNSW	4	State	Yes	100
Minjungbal Drive	Council	4	Regional	Yes	60
Tweed Coast Road	Council	2	Regional	No	80
Tweed Valley Way	Council	2	Regional	No	100
Cudgera Creek Road	Council	2	Regional	No	80
Kyogle Road	Council	2	Regional	No	60
Numinbah Road	Council	2	Regional	No	80
Tomewin Road	Council	2	Regional	No	100

### 3.4.2 Public transport

The Tweed Shire has a total of 192 bus shelters throughout the LGA with a higher concentration of bus stops located along the populated centres of the east coast and Tweed Heads suburbs. A number of rural bus stops are located along Tweed Valley Way and Kyogle Road connecting to Murwillumbah and Uki.

Figure 3.12 shows the locations of bus stops within the Tweed Shire LGA.



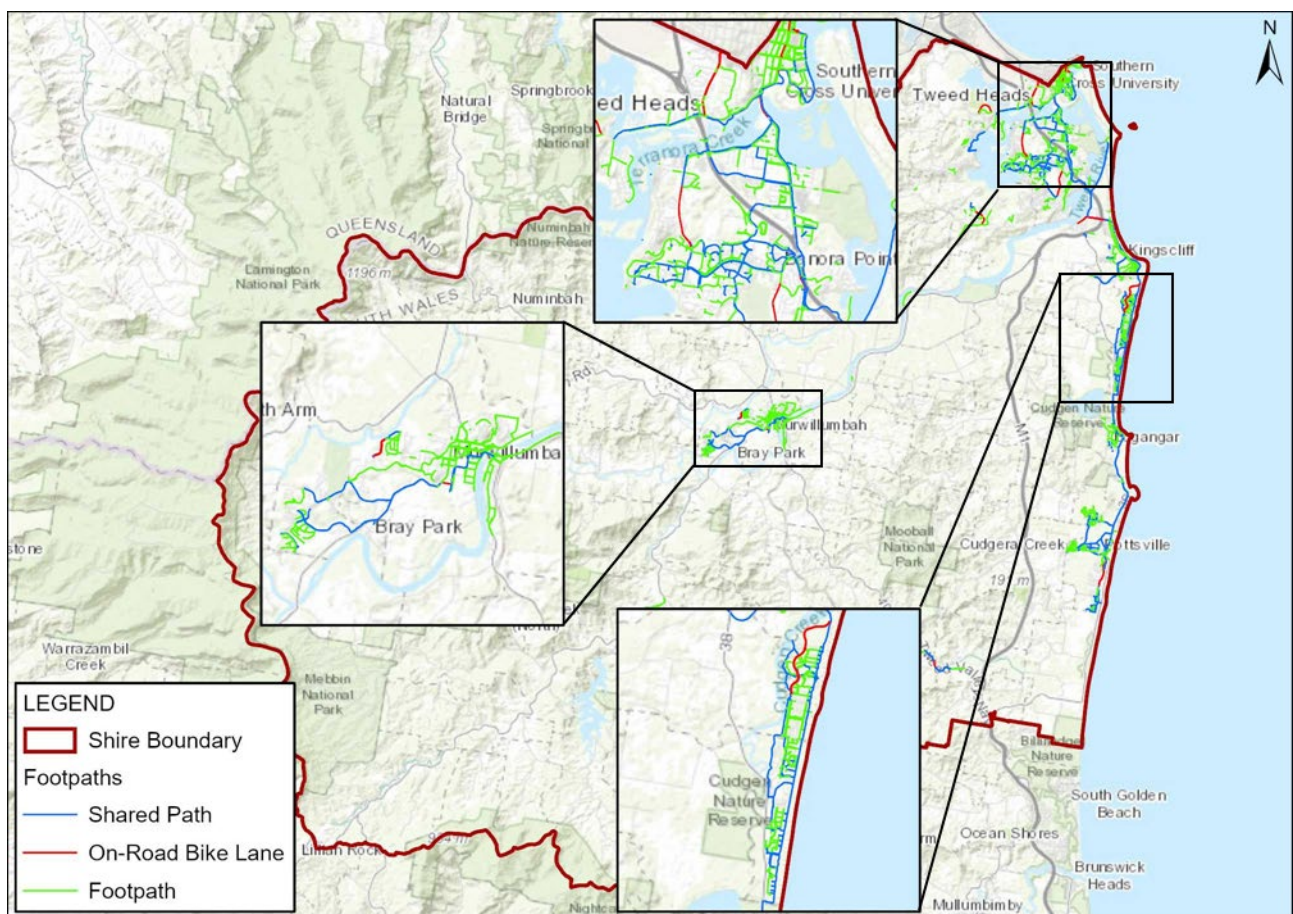
**Figure 3.14: Bus Shelter Locations**

### 3.4.3 Active transport

The active transport network consists of pathways, shared paths and on / off-road cycle lanes that are concentrated within populated areas. The existing active transport network within Tweed is shown in Figure 3.13 and is predominately located within:

- Tweed Heads
- Banora Point
- Kingscliff
- Pottsville
- Murwillumbah.

As shown below there are gaps within the active transport network specifically outside the key centres which will be assessed in further detail.

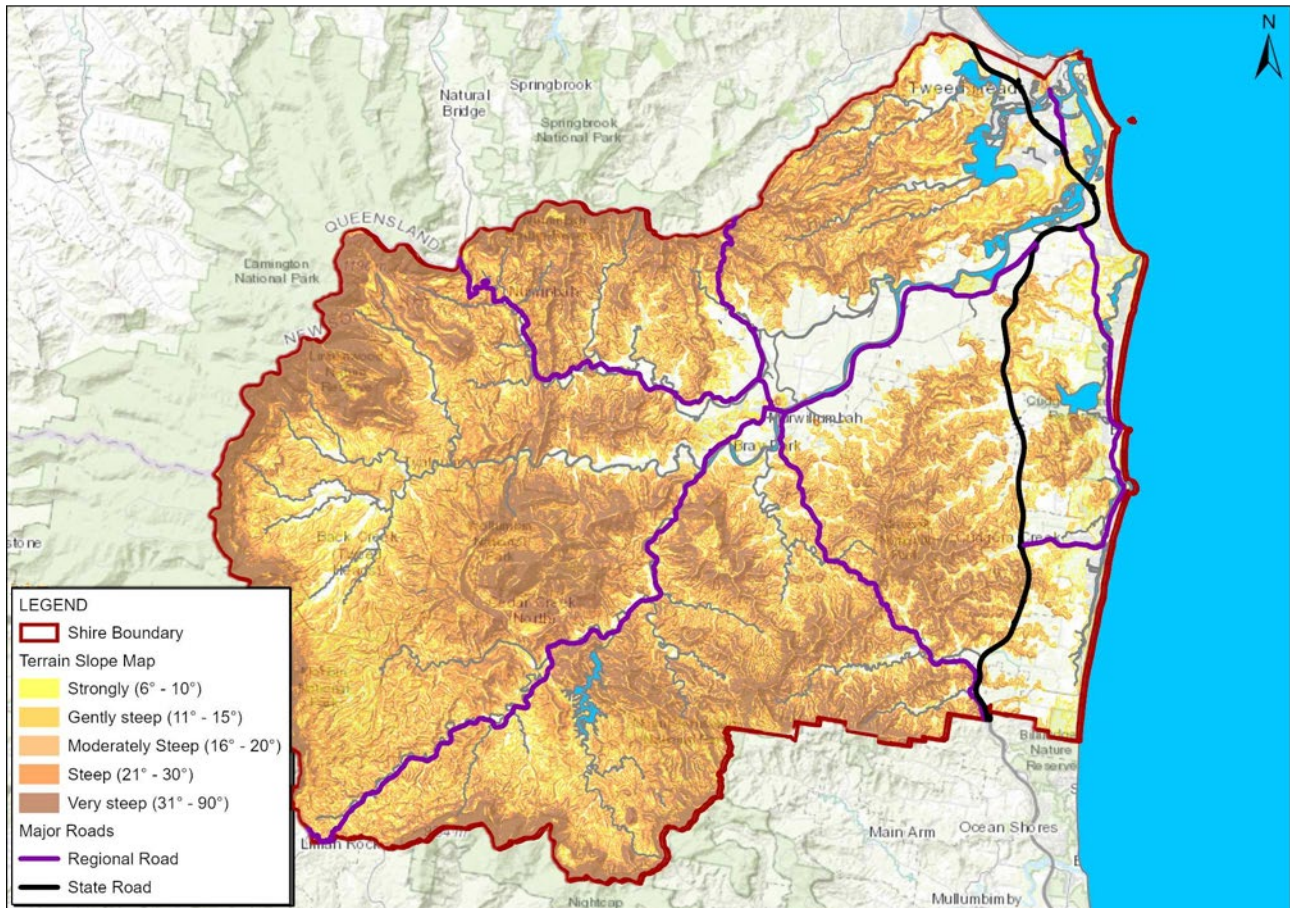


**Figure 3.15: Active Transport Network**



### 3.4.4 Network constraints and challenges

The Tweed Shire active transport network must consider geographic constraints and barriers including topography, rivers and major roads. Figure 3.14 shows the Tweed Shire constraints and indicates the suitability of potential active transport connection routes between key suburbs.



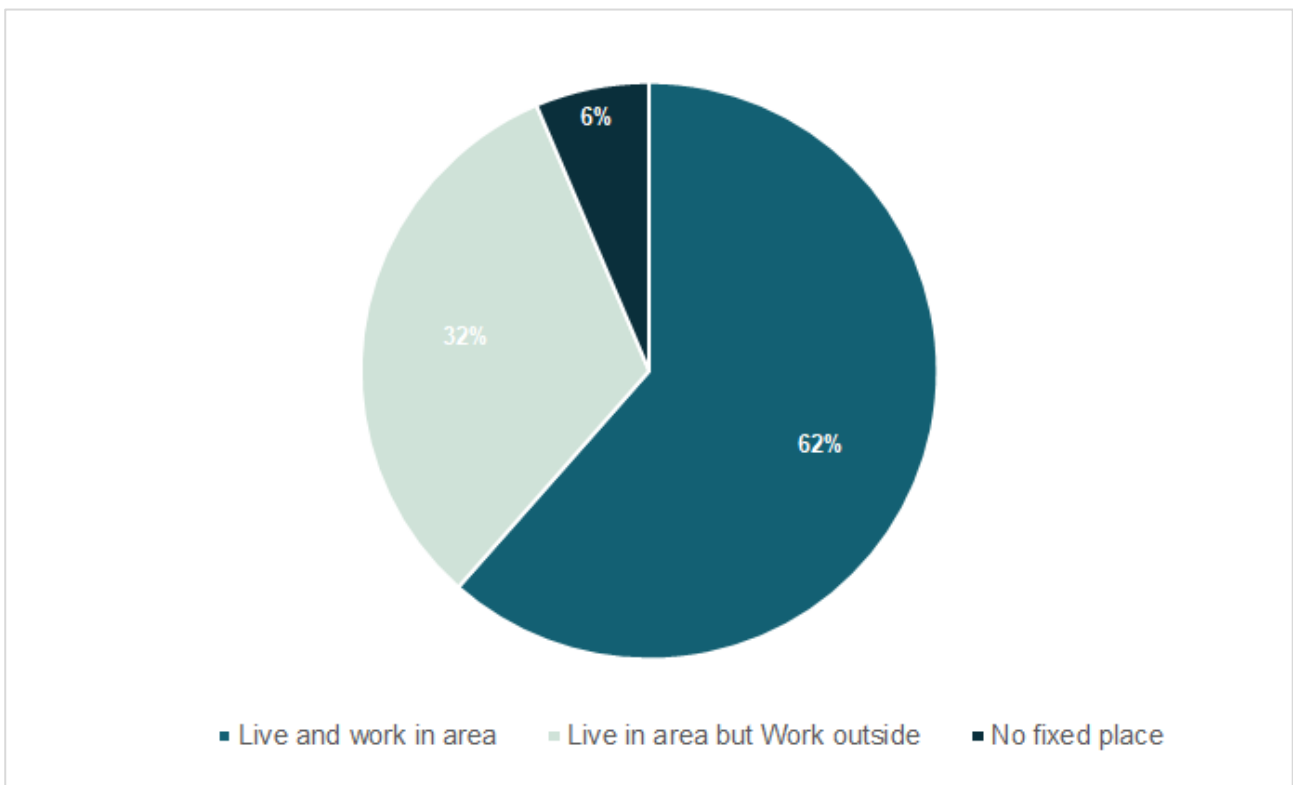
**Figure 3.16: Tweed Shire Constraints Map**

A majority of Tweed Shire can be seen to have a gradient greater than 6° (10.5%), except for the coastline and areas north-east of Murwillumbah. Terranora Creek and Tweed River also create pinch points within the active transport network.

### 3.5 Transport characteristics

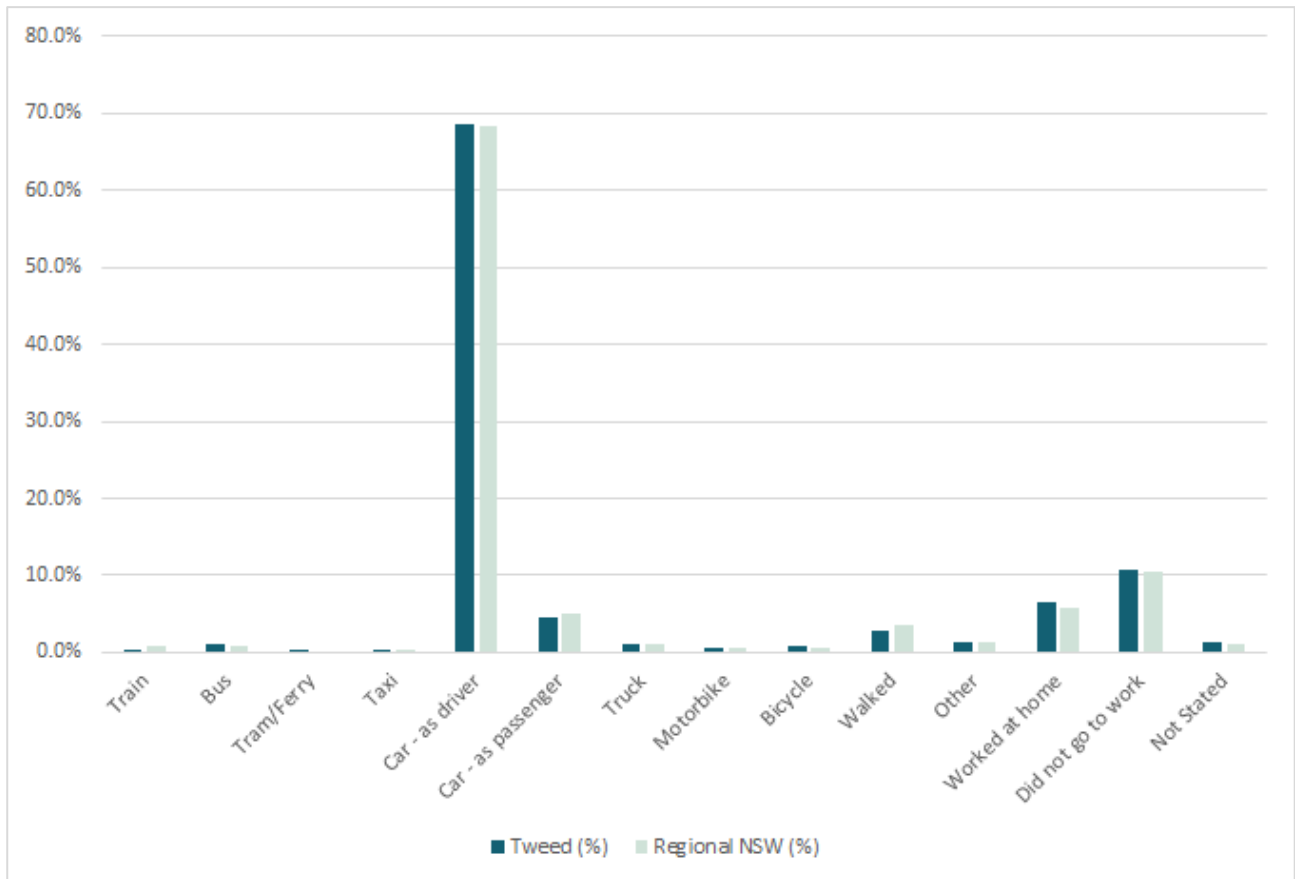
#### 3.5.1 Travel mode share

The ABS 2016 Journey to Work data provides work locations and the typical mode shares for trips to work by the residents of the LGA. Figure 3.15 shows that majority of the Tweed Shire residents work in the LGA, with a smaller proportion of people working outside of Tweed in areas including the Gold Coast, Byron Bay and Brisbane which impacts travel mode choice. The Tweed journey to work mode share is shown in Figure 3.16 and shows majority of residents drive to work.



SOURCE: Profile Id 2016

**Figure 3.17: Resident Employment Location**



SOURCE: Profile Id 2016

**Figure 3.18: Tweed Shire Journey to Work Mode Share**

## 3.6 Active transport users

### 3.6.1 Market analysis and user groups

Planning for pedestrians and cyclist considers a number of user groups based on age and assumed mobility levels. Active transport users within Tweed 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:

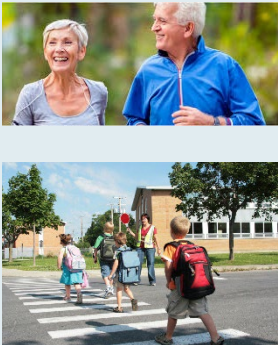
- Infants (aged 0 - 4)
- Pre - school (ages 5 – 8)
- Primary (ages 9 – 11)
- Secondary (ages 12 – 17)





- 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 Tweed.

Table 3.2 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 3.3: User Group Classification: Walking**

User group	Special characteristics	Key desirable infrastructure
<p>Vulnerable Users (e.g. School Children, People with a Disability, Seniors, Parents with Prams)</p> 	<ul style="list-style-type: none"> <li>• Walk to a variety of destinations such as schools, shopping centres, community facilities and public transport stops</li> <li>• Less likely to drive a car</li> <li>• Trip length is usually short (generally up to 1.5km)</li> <li>• These users (seniors in particular) are at a greater risk of vehicle related injury</li> <li>• Typically travel throughout the day, during the week</li> <li>• Often travel with bulky items such as wheelchairs, walking aids, prams etc.</li> <li>• Can be less physically or mentally able (e.g. children’s perceptual capacity not necessarily developed).</li> </ul>	<ul style="list-style-type: none"> <li>• Routes that are direct but are also as flat as possible</li> <li>• Paths separated from cycling routes (particularly those used by commuter / sports cyclists)</li> <li>• Wider paths to accommodate bulky items</li> <li>• High quality road crossing facilities which could include traffic calming measures, additional warning signage etc.</li> <li>• Level smooth surfaces particularly at road crossings</li> <li>• Tactile markings, audible warnings, handrails</li> <li>• Clear signage with large, easy to read font</li> <li>• More shading</li> <li>• More rest spots</li> <li>• Bubblers and toilets</li> <li>• Routes that not only are safe but also appear safe.</li> </ul>

User group	Special characteristics	Key desirable infrastructure
<p>Recreational Users incorporating Tourist Users</p> 	<ul style="list-style-type: none"> <li>• Typically walk for fitness, fun, relaxation</li> <li>• Often walk along scenic routes (e.g. along coastal stretches, through parks, along hinterland trails etc.)</li> <li>• Make circuit trips which may mean travelling to start/end point by car or bus</li> <li>• Make trips throughout the day although more on weekends</li> <li>• May not know the local area</li> <li>• Often walk at night between restaurant/entertainment precincts and accommodation.</li> </ul>	<ul style="list-style-type: none"> <li>• Routes that prioritise scenery, link points of interest</li> <li>• Paths separated from cycling routes (particularly those used by commuter / sports cyclists)</li> <li>• Wider paths if significant demand</li> <li>• Clear signage with large, easy to read font</li> <li>• Points of interest identification, historical information signs etc.</li> <li>• More shading</li> <li>• More rest spots</li> <li>• Bubblers and toilets</li> <li>• Car parking may be required at the circuit route start/end point</li> <li>• Quality lighting and routes that not only are safe but also appear safe – particularly if expected to be well-used at night.</li> </ul>
<p>Sport Users (e.g. professional athletes, members of sporting organisations / groups)</p>  	<ul style="list-style-type: none"> <li>• Often training for sports / sporting events</li> <li>• Trips are usually over longer distances (5 to 10km or more)</li> <li>• Typically walk/run at higher speeds</li> <li>• Training trips may be taken as an individual or in groups</li> <li>• Make circuit trips which may mean travelling to start/end point by car or bus</li> <li>• Make trips throughout the day although more on weekends.</li> </ul>	<ul style="list-style-type: none"> <li>• Variety of path types to cater for different users</li> <li>• Uncongested routes</li> <li>• Bubblers, toilets</li> <li>• Car parking may be required at the circuit route start/end point.</li> </ul>
<p>Utility Trip / Day to Day Users</p> 	<ul style="list-style-type: none"> <li>• Walk to a variety of destinations such as work, shopping centres, community facilities and public transport stops</li> <li>• Trip length is usually relatively short (generally up to 2km)</li> <li>• Likely to walk during the day and at night.</li> </ul>	<ul style="list-style-type: none"> <li>• Routes that are direct but are also as flat as possible</li> <li>• Continuous footpath connections to destinations</li> </ul>







User group	Special characteristics	Key desirable infrastructure
<p>Rollerbladers and Skateboarders</p> 	<ul style="list-style-type: none"> <li>• Typically travel for fun</li> <li>• Users typically travel for fun, but a reasonable proportion often make utility trips</li> <li>• Travel at higher speeds than walkers</li> <li>• Most often travel in the late afternoon and on weekends.</li> </ul>	<ul style="list-style-type: none"> <li>• Level, smooth surfaces particularly at road crossings</li> <li>• Continuous footpath connections to destinations.</li> </ul>

Table 3.3 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 3.4: User Type Classification: Cycling**

User group	Special characteristics	Key desirable infrastructure
<p>Vulnerable Users (e.g. School Children, Seniors)</p> 	<ul style="list-style-type: none"> <li>• Travel to a variety of destinations such as schools, shopping centres, community facilities and public transport stops</li> <li>• Less likely to drive a car</li> <li>• Seniors may use large electric scooters (e.g. gophers), or e-bikes</li> <li>• School children may use small electric scooters</li> <li>• Typically travel throughout the day during the week</li> <li>• Skill levels can vary significantly – can be less physically or mentally able (e.g. children’s perceptual capacity not necessarily developed).</li> </ul>	<ul style="list-style-type: none"> <li>• Routes that are direct</li> <li>• Off-road paths that are separate from those used for walking and are also located further from roads</li> <li>• Uncongested routes</li> <li>• Wider paths to accommodate large scooters, varied skill levels</li> <li>• High quality road crossing facilities which could include traffic calming measures, additional warning signage etc.</li> <li>• Level smooth surfaces particularly at road crossings</li> <li>• More shading</li> <li>• More rest spots</li> <li>• Bubblers and toilets</li> <li>• Handrails</li> <li>• Clear signage with large, easy to read font.</li> </ul>

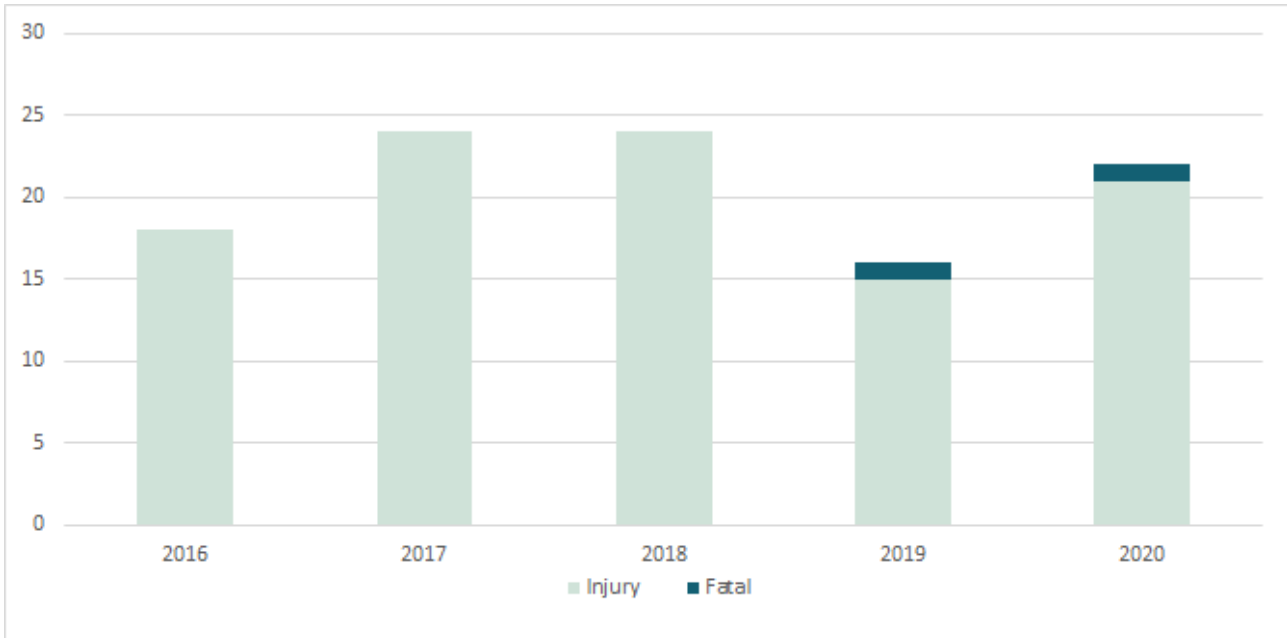
User group	Special characteristics	Key desirable infrastructure
<p>Recreational Users incorporating Tourists Travelling Short Distances</p> 	<ul style="list-style-type: none"> <li>• Typically cycle for fitness, fun, relaxation – travel at low to medium speeds</li> <li>• Often cycle along scenic routes (e.g. along coastal stretches, through parks)</li> <li>• Skill levels vary from novice to experienced riders</li> <li>• Trip length may vary greatly depending on the level of experience of the rider</li> <li>• Make circuit trips which may mean travelling to start/end point by car</li> <li>• May not know the local area.</li> </ul>	<ul style="list-style-type: none"> <li>• Routes that prioritise scenery, link points of interest</li> <li>• Off-road paths</li> <li>• Access to bike share (if available)</li> <li>• Clear signage with large, easy to read font</li> <li>• Points of interest identification, historical information signs etc.</li> <li>• More shading</li> <li>• More rest spots</li> <li>• Bubblers and toilets</li> <li>• Bicycle parking along the route</li> <li>• Car parking may be required at the circuit route start/end point.</li> </ul>
<p>Sport Users incorporating Tourists Travelling Long Distances and Mountain Bikers</p>  	<ul style="list-style-type: none"> <li>• Often training for sports / sporting events</li> <li>• Trips are usually over longer distances, sometimes more than 100km</li> <li>• Sports users typically travel at higher speeds</li> <li>• Seek out more challenging routes with varying terrain</li> <li>• 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</li> <li>• On-road training riders tend to be more advanced riders but can also be younger or inexperienced</li> <li>• Riders often carry a repair kit.</li> </ul>	<ul style="list-style-type: none"> <li>• Routes with challenging topography, particularly mountain bikers</li> <li>• Uncongested routes</li> <li>• On-road cycle lanes</li> <li>• Areas to allow cars to more easily overtake cyclists</li> <li>• Signage on well-used routes warning motorists of cyclists.</li> </ul>

User group	Special characteristics	Key desirable infrastructure
<p>Utility Trip / Day to Day Users</p> 	<ul style="list-style-type: none"> <li>• Cycle to a variety of destinations such as work, shopping centres, community facilities and public transport stops</li> <li>• Most trips are under 5km to 10km with very few over 20km</li> <li>• Likely to cycle during the day and at night</li> <li>• Trips are generally made alone or in small groups</li> <li>• Riders may be carrying bags with clothes, laptop, shopping etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Routes that are direct</li> <li>• Continuous path connections to destinations</li> <li>• End of trip facilities</li> <li>• Bicycle repair facilities.</li> </ul>
<p>Personal Mobility Device / E-Transport Users (e.g. electric scooters, bicycles)</p> 	<ul style="list-style-type: none"> <li>• Travel to a variety of destinations such as work, shopping centres, community facilities and public transport stops</li> <li>• Skill levels vary from novice to experienced riders</li> <li>• May be privately owned or hired</li> <li>• Most vehicles can travel up to 25km/h</li> <li>• Typical e-bike range: 50km to 150km</li> <li>• Typical e-scooter range: 20km to 60km</li> <li>• A helmet is required when riding e-bikes and e-scooters</li> <li>• E-scooters in particular are often hired by users</li> <li>• Privately owned scooters and bikes are typically used for utility / day to day trips that are often longer than recreational trips.</li> </ul>	<ul style="list-style-type: none"> <li>• Continuous path connections to destinations</li> <li>• E-scooter routes include minimal crossfalls and smooth surfaces</li> <li>• Off-road paths separated from those used for walking</li> <li>• Wider paths to better accommodate varied skill levels</li> <li>• Charging facilities</li> <li>• Where hire schemes operate, parking facilities, signage identifying key rules and signage identifying the area where the vehicles can be used, may be desirable.</li> </ul>



### 3.6.2 Crash data

Pedestrian and cyclist crash data for the Tweed Shire LGA was analysed for a five-year period from 2016-2020. The assessment focused on identifying any trends and crash clusters in Tweed Shire suburbs. Over the five years 104 pedestrian and cyclist crashes were recorded. Figure 3.17 details the crash volumes by year.

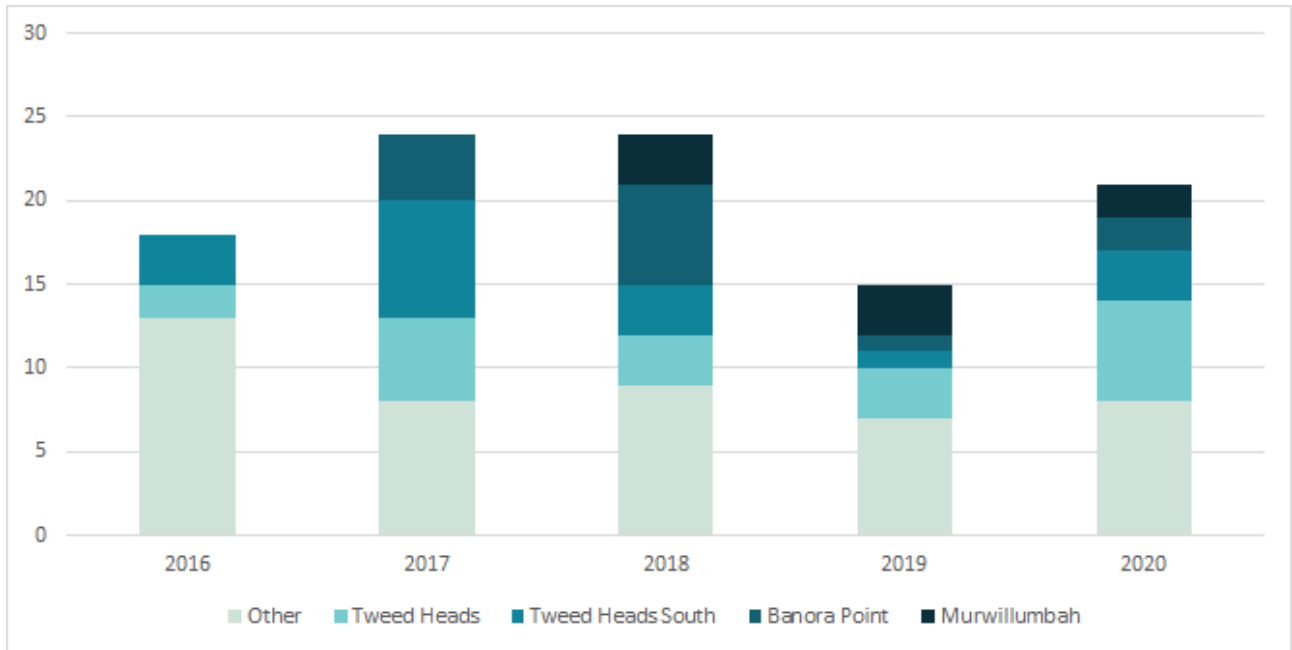


**Figure 3.19: Total Tweed Shire LGA Pedestrian and Cycle Crashes**

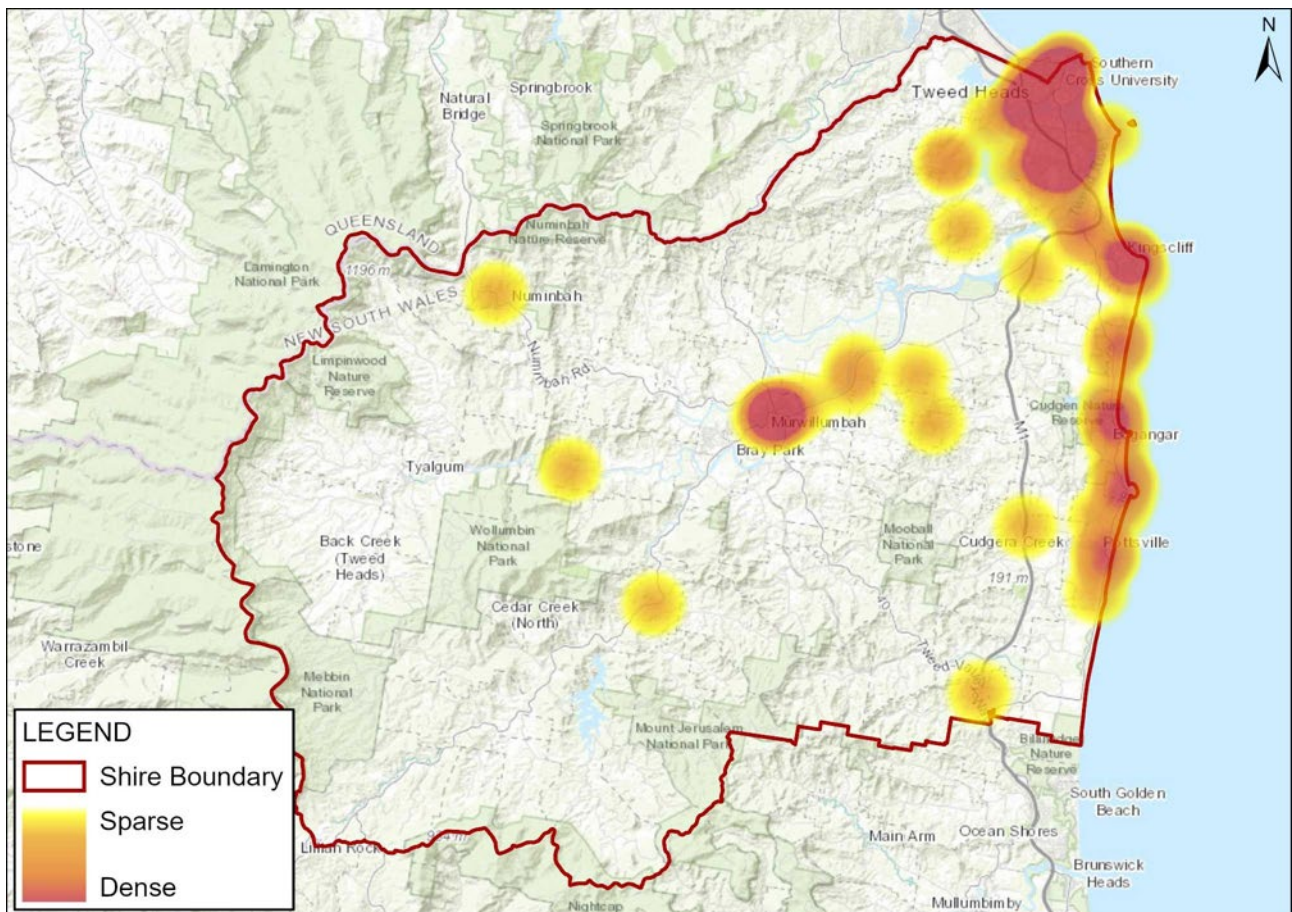
Pedestrian and cycle crashes have seen a slight decrease since 2017, however since 2019 there has been one recorded fatality each year. An analysis of Tweed LGA crashes showed more than 50% of all crashes occurring within four suburbs, being:

- Tweed Heads
- Tweed Heads South
- Banora Point
- Murwillumbah.

Figure 3.18 shows the distribution of crashes by key locations and Figure 3.19 showing a heatmap of the crash locations.



**Figure 3.20: Crash Distribution by key Suburb**



**Figure 3.21: Pedestrian and Cyclist Crash Heat Map**

## 4 Emerging issues, trends and technology

### 4.1 Overview

Emerging issues and trends that are likely to affect Tweed Shire have been reviewed with the aim of understanding potential impacts on cycling and walking. The potential impact of emerging cycling and walking related technologies and schemes has also been considered.

- The key issues which may impact Tweed Shire include:
- Aging population
- Increased tourism
- Additional pollution.

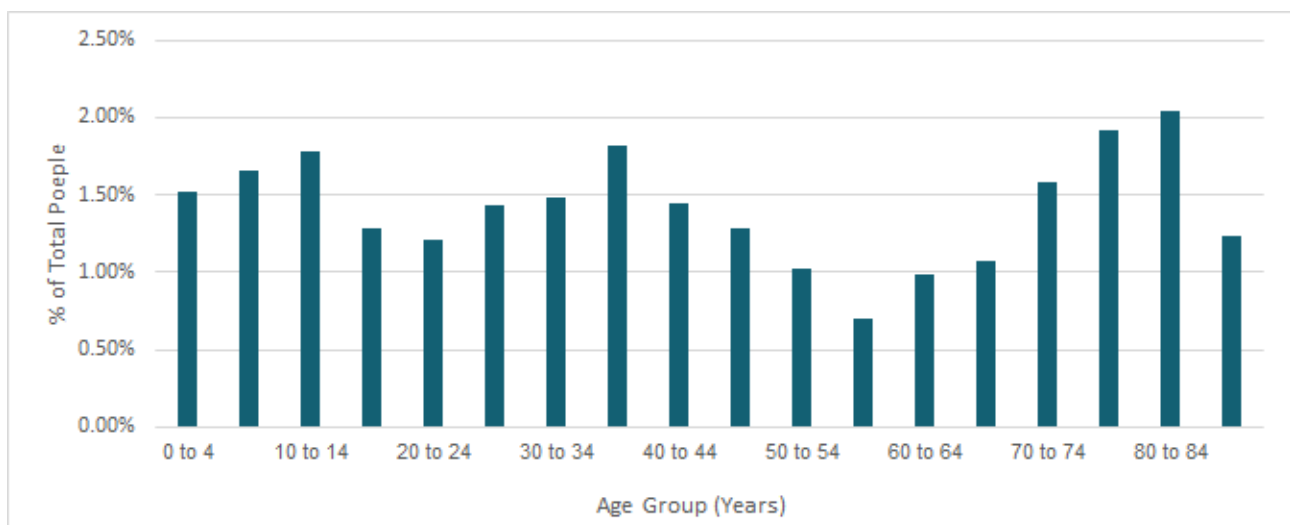
The emerging technology and schemes relevant to the TSPCP include:

- Personal mobility / E-Transport devices
- Pedestrian / cycle crossing phase optimisation technology
- Bike sharing schemes
- Improved navigation applications
- Smart lighting.

### 4.2 Issues and trends

While Tweed Shire's population is expected to increase by 1.39% p.a. based on medium growth assumptions, the growth in the number of older residents (60+) is expected to be much higher.

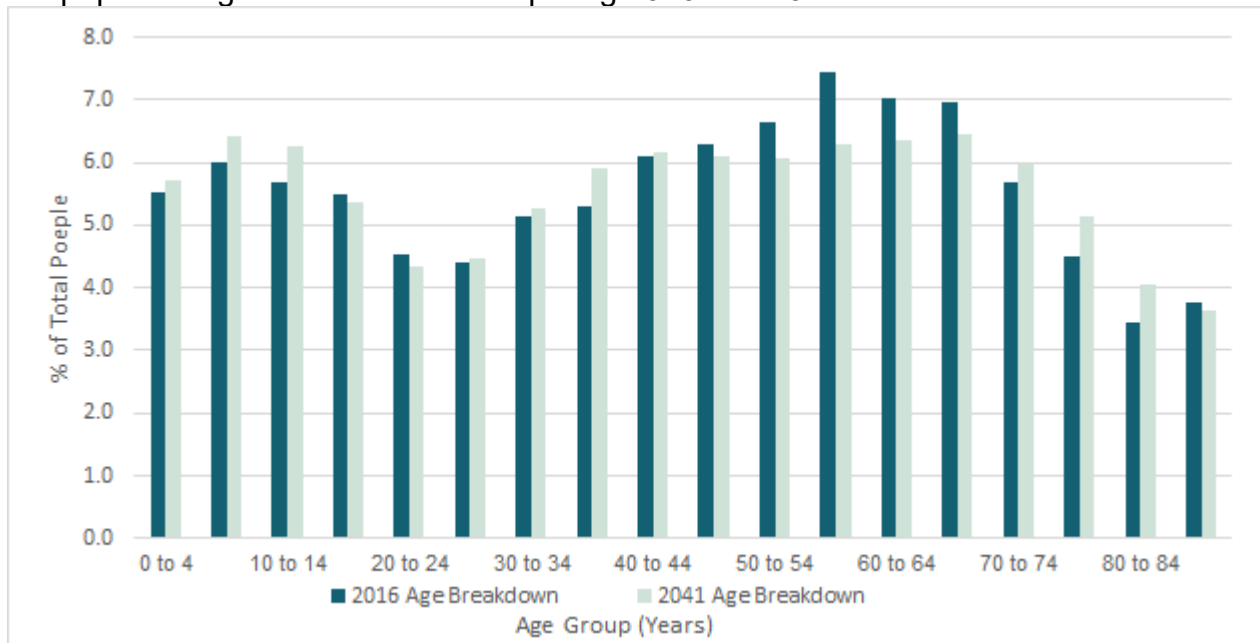
Figure 4.1 illustrates the anticipated annual growth rate between 2016 and 2041 in Tweed by age group.



Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Usual residence data)

**Figure 4.22: Population Growth by Age Group (2016 to 2041)**

Figure 4.2 identifies the proportion of Tweed residents by age group based on ABS data and population growth estimates comparing 2016 and 2041.



Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Usual residence data)

**Figure 4.23: Comparison of Population by Age Group (2016-2041)**

Key points to note are summarised below:

- The highest **growth** rates are concentrated towards the over 70s and under 15s
- 31% of residents in Tweed Shire are 60 years or older, compared to 20% for the whole of New South Wales
- There is expected to be particularly large increase in the proportion of Tweed Shire residents aged 80 years or older by 2041.

With older Australians engaging in more physical activity and Council aiming to further increase older resident activity levels, there is expected to be a greater demand for walking and cycling facilities. Particularly facilities which consider the specific needs of older people.

Allowing for increased tourism without significant increases in local traffic congestion during peak times is another key reason for improving walking and cycling facilities. With the growth in tourism experienced in the recent past expected to continue, increasing the number of cycling and walking trips has the potential to help manage traffic congestion into the future.

Limiting the use of private vehicles and managing traffic congestion is also consistent with Council’s aim to increase ecological sustainability.

Improved walking and cycling facilities have the potential to further increase tourism, with activities such as road cycling, mountain biking and bush walking becoming ever more popular with tourists.


### 4.3 Technology and schemes


There are various walking and cycling related technologies and schemes that are expected to encourage the use of these transport modes into the future.




The benefits of implementing and supporting such technologies will need to be assessed against the associated risks (privacy, safety etc.). Consideration will also need to be given to relevant legislation where applicable.




Table 4.1 provides an overview of various emerging technologies and schemes.

**Table 4.5: Emerging Technology and Schemes**

Name	About/Facts	Considerations
<p>Electric and Power Assisted Bikes (E-bikes)</p> 	<ul style="list-style-type: none"> <li>• Include a battery powered electric motor which drives or assists the rider, allowing them to ride faster with less effort</li> <li>• One of the fastest growing segments of the bicycle industry</li> <li>• Bicycle Industries Australia indicated that the number of e-bikes imported to Australia tripled over the three years to 2019</li> <li>• Half of the trips in Australian cities are 5km or less. These trips could be easily completed by e-bike which typically have a 50km to 150km range</li> <li>• NSW E-bike rules are generally consistent with those for traditional bikes with the key exceptions outlined below</li> <li>• Maximum 250W motor which can only be activated when pedalling</li> <li>• Motor assistance must cut out when you reach 25km/h</li> <li>• They must not allow journeys to be completed using the bicycle's motor power only (i.e. without using the pedals)</li> <li>• No registration, compulsory third-party insurance or drivers' licence is required.</li> </ul>	<ul style="list-style-type: none"> <li>• Terrain and distance may become less of a constraint for potential cyclists</li> <li>• There is a potential for greater uptake of cycling than forecast due to lesser physical requirements</li> <li>• There would be a higher speed differential between walkers and cyclists</li> <li>• There would be an increased potential for pedestrian-cyclist conflicts</li> <li>• There could be compliance issues, with non-compliant bikes travelling at higher speeds</li> <li>• There is a need for public charging stations</li> <li>• There would be a potential demand for higher security bicycle parking facilities.</li> </ul>

Name	About/Facts	Considerations
<p>Electric Scooters (E-Scooters)</p> 	<ul style="list-style-type: none"> <li>• Powered by a rechargeable battery</li> <li>• Most have a 20km to 60km range</li> <li>• NSW e-scooter rules are generally consistent with those for traditional bikes with the key exceptions outlined below</li> <li>• They are required to have a maximum speed of 25km/h</li> <li>• They can be ridden on the footpath and on local streets.</li> <li>• They are not to be ridden on main roads</li> <li>• Riders of e-scooters must also be over 16 years old and children between aged 12 and 16 require adult supervision</li> <li>• Hire schemes have started to operate in many local areas around Australia and other parts of the World</li> <li>• The first e-scooter hire service in Australia was launched in Brisbane by Lime in 2018</li> <li>• Hire schemes can include docking locations but most are dockless</li> <li>• Hire usage areas, parking locations, and speeds can often be adjusted remotely</li> <li>• Private e-scooter usage is increasing.</li> </ul>	<ul style="list-style-type: none"> <li>• User safety (i.e. higher likelihood of injury for less experienced users / first time users)</li> <li>• Terrain and distance may become less of a constraint for those who want to use active travel modes</li> <li>• Potential for greater increase in demand for walking / cycling paths</li> <li>• High speed differential between scooter riders and walkers</li> <li>• Increased potential for conflicts between walkers and cyclists</li> <li>• Non-compliant scooters which could travel at higher speeds or have faulty brakes</li> <li>• Public charging stations</li> <li>• Helmets for hire scheme scooters and awareness of mandatory helmet requirements</li> <li>• Potential for hired scooters to be dumped or left in inappropriate areas (e.g. creeks, in the middle of footpaths)</li> <li>• Additional space for manoeuvring.</li> </ul>

Name	About/Facts	Considerations
<p><b>Bike / E-Bike Sharing Scheme</b></p> 	<ul style="list-style-type: none"> <li>• Allow members of the public to hire bikes</li> <li>• Hire schemes can include docking locations or they can be dockless</li> <li>• Various schemes have been launched in more than 50 countries</li> <li>• Dockless bikes can be hired using a mobile phone application which can locate and unlock bikes available for hire.</li> </ul>	<ul style="list-style-type: none"> <li>• Docking station location and spatial requirements</li> <li>• Charging points</li> <li>• Helmets for users and awareness of mandatory helmet requirements</li> <li>• Potential for bikes to be dumped or left in inappropriate areas (e.g. creeks, in the middle of footpaths)</li> <li>• Ensuring scheme operators carry out regular safety checks and maintenance</li> <li>• Riding areas / zones.</li> </ul>
<p><b>Improved Navigation Technology</b></p> 	<ul style="list-style-type: none"> <li>• Similar to in-vehicle GPS, active transport specific navigation systems include maps of cycling / walking paths and can indicate where to turn</li> <li>• Devices can be fitted to bicycle handlebars and connect to the user's smartphone to use mobile data as required.</li> <li>• This technology allows for improved data gathering.</li> </ul>	<ul style="list-style-type: none"> <li>• Cycling and walking path route accuracy</li> <li>• May reduce the need for signage depending on uptake</li> <li>• Could distract riders resulting in safety issues</li> <li>• Opportunity for improved data gathering.</li> </ul>
<p><b>Cyclist Countdown Displays</b></p> 	<ul style="list-style-type: none"> <li>• Countdown displays indicate to cyclists approaching intersections the time until the light will turn green</li> <li>• Cyclists can speed up or slow down accordingly, avoiding the need for them to stop</li> <li>• Currently used in Copenhagen.</li> </ul>	<ul style="list-style-type: none"> <li>• The ability for integration with existing traffic signal software.</li> </ul>

Name	About/Facts	Considerations
<p>Pedestrian Countdown Displays</p> 	<ul style="list-style-type: none"> <li>• Countdown displays are used to let pedestrians know how long they have to cross</li> <li>• Already installed at intersections in many cities around the world</li> <li>• Aim to reduce the likelihood of pedestrians not clearing intersections and therefore the risk of them being struck by vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>• Appropriate crossing and waiting times considering pedestrian volumes, location etc.</li> <li>• May result in more pedestrians crossing 'late'.</li> </ul>
<p>Pedestrian Crossing Time Optimisation</p> 	<ul style="list-style-type: none"> <li>• Sensors are used to detect the number of pedestrians waiting to cross</li> <li>• Based on sensor data, crossing times are adjusted (i.e. longer and more frequent "green" pedestrian signals at times of high demand).</li> </ul>	<ul style="list-style-type: none"> <li>• If pedestrian demands differ significantly enough to warrant installation.</li> </ul>
<p>Smart Street Lighting</p> 	<ul style="list-style-type: none"> <li>• LED lights with sensors adjust light levels</li> <li>• Light levels can be increased to improve visibility of pedestrians approaching zebra crossings etc.</li> <li>• Reduces light pollution</li> <li>• Decreases energy consumption.</li> </ul>	<ul style="list-style-type: none"> <li>• Compliance with existing standards</li> <li>• The potential need to replace multiple existing lights at once rather than as required</li> <li>• The ability for lights to be retrofitted</li> <li>• Long term cost savings.</li> </ul>



## 5 Community and stakeholder engagement

### 5.1 Engagement process

Community and stakeholder engagement was undertaken between 17<sup>th</sup> August - 30<sup>th</sup> September 2021. The aim of this engagement was to capture community input to help identify common issues and themes in each part of the LGA, and to inform criteria prioritising future pedestrian facilities when developing the implementation program. More broadly, the results of the engagement process informs the development of all aspects of this walking and bike plan.

The engagement activities included the following:

- Councillor briefing session
- Online surveys, one related to cycling and one related to walking on Council's website
- Two online interactive maps, one related to cycling and one related to walking on Council's website
- Four online workshops, one for on-road cyclists across the Tweed, one for the northern areas of the Tweed, one for the coastal areas of the Tweed, and one for the western areas of the Tweed
- Online presentation and discussion with Council's Access Inclusion Group.

The complete Community and Stakeholder Engagement Report is provided in **Appendix A**.

Key outcomes of the engagement activities are summarised in the following sections.

### 5.2 Stakeholder workshop

A pre-engagement meeting with Tweed Shire Councillors was undertaken on the 9<sup>th</sup> April 2021 to discuss the proposed engagement methodology and strategy. The following items were discussed during the workshop:

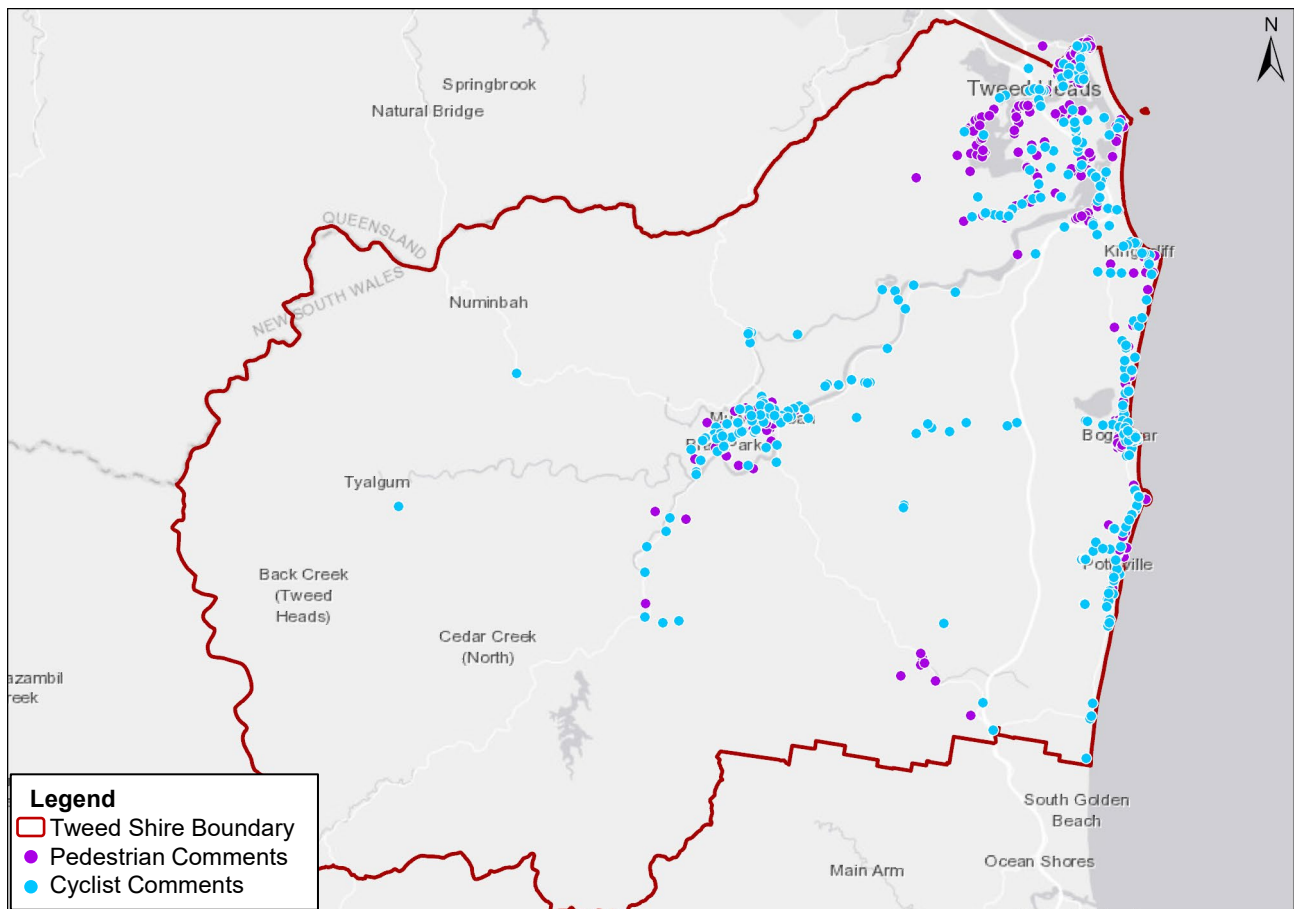
- Planned engagement activities
- Key issues, risks and potential limitations of the consultation.

### 5.3 Online surveys and interactive map

During the engagement period the community responded to the following:

- 255 walking survey responses were received
- 271 cycling surveys were received
- 187 community members contributed to the interactive maps
- 414 pins and associated comments were dropped on the bike map
- 405 pins and associated comments were dropped on the walking map.

The pins dropped by the community are shown Figure 5.1 and demonstrate the key clusters of community concern.



**Figure 5.24: Walking and Cycling Community Comments**

Geographically the pins were dropped in key clusters surrounding urban areas including Tweed Heads, Terranora, Murwillumbah and down the coast through Kingscliff, Cabarita and Pottsville. There were several pins dropped in more rural areas of the Tweed Shire including Burringbar, Uki, Tumbulgum, Tyalgum and between Nunderi and Tanglewood.

Key trends identified throughout the surveys and interactive mapping is summarised below:

- driver behaviour and safety issues with on-road cyclist
- need for continuous pathways and cycle lanes
- need for safer crossings
- need for end of trip facilities
- need to maintain current bike-specific and shared path infrastructure
- connectivity between residential and town and village centres or commercial precincts.

A table of the community's comments received throughout the interactive mapping and online survey stage is provided in **Appendix B**.

## 5.4 Community workshops

Four project specific online workshop sessions were delivered during the engagement process. Prior to the introduction of COVID-19 restrictions in late-July 2021, face-to-face sessions were planned for specific locations. Given that online sessions allow people to connect from anywhere in the region, workshops were promoted and targeted to the following catchment groups:

Session	Participants	Key feedback
On-road cycling	14	<ul style="list-style-type: none"> <li>• safety</li> <li>• driver behaviour</li> <li>• shared roads and paths</li> <li>• end of journey facilities</li> <li>• connectivity to towns and villages</li> <li>• maintenance of shared paths</li> <li>• debris clearing on road shoulders</li> <li>• audit of width of shoulders and bike lanes on key roads.</li> </ul>
Western area	8	<ul style="list-style-type: none"> <li>• cyclist and pedestrians sharing the road with high-speed vehicles</li> <li>• safety risks</li> <li>• crossings</li> <li>• signage</li> <li>• connectivity between villages</li> <li>• connectivity to the rail trail project</li> <li>• enhanced end of journey facilities, including increased lighting and improved facilities for secure bike storage.</li> </ul>
Coastal area	6	<ul style="list-style-type: none"> <li>• traffic calming and reduced speeds</li> <li>• pedestrian crossings, especially for children, families and other residential areas</li> <li>• pathway network development that reflects the level of development and change in the area</li> <li>• impacts and needs of tourism industry, particularly during peak periods.</li> </ul>
Northern area	5	<ul style="list-style-type: none"> <li>• improved infrastructure near natural assets, such as Broadwater, coastal foreshores and recreational areas</li> <li>• connectivity between towns</li> <li>• focus on safety to encourage children and families to walk and cycle</li> <li>• pedestrian crossing access, particularly in town and village centres.</li> </ul>

Session	Participants	Key feedback
Council's Access group	20	<ul style="list-style-type: none"> <li>the need to audit town and village centres, and other key commercial areas, to assess inclusivity and access needs for user groups with ranging mobility device dimensions and requirements</li> <li>the need to raise awareness, educate the community, and provide signage to inform shared path users about different needs required to meet diverse pedestrian and cyclists' safety and accessibility needs</li> <li>the need to design shared paths and paths in commercial, residential and recreational areas that enables fair and easy access for individuals with diverse mobility needs.</li> </ul>

The online community sessions were designed to capture a broad cross section of context-rich, qualitative data.

## 5.5 Use of community engagement findings in the plan

The community and stakeholder engagement stage assists in developing the Plan by providing localised context on issues and opportunities within the region. Specifically, the interactive mapping tool guides the infrastructure audit locations and the online survey results also assist in understanding key user groups and varying needs of the Tweed Shire community, as discussed in Section 3.6.1. Key trends and themes identified during the engagement stage will ensure the Plan is meeting the expectations and demands of the community's using the pedestrian and bike network.

## 5.6 Additional community comments

In July 2022, Council provided an additional set of community comments regarding active transport infrastructure. It is understood the comments were provided between October 2021 to July 2022 by Tweed Shire residents via a Council's online tool.

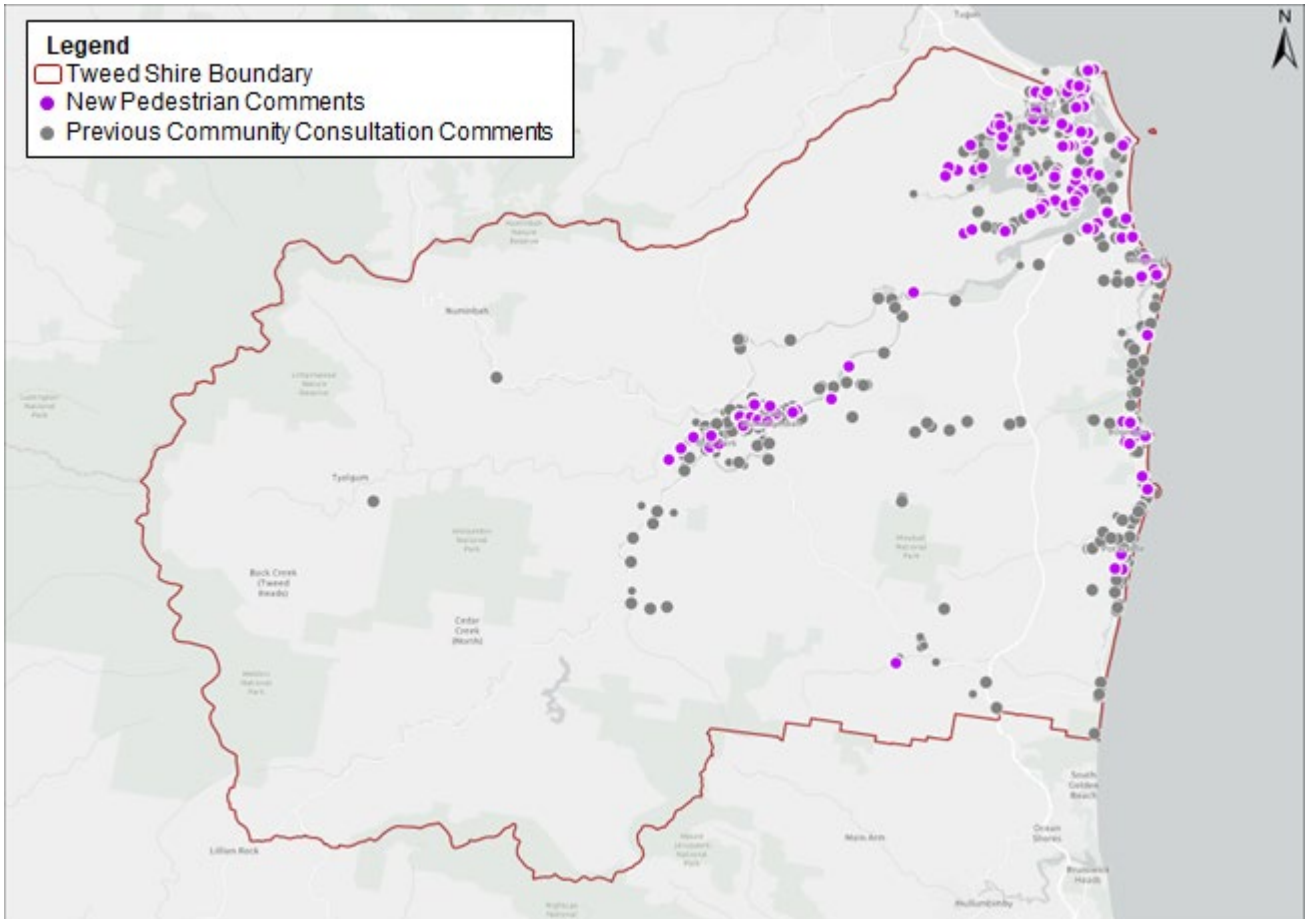
Similarly, to the initial community and engagement, the comments have been divided into pedestrian comments and cyclist comments to support the identification of common issues in each part of LGA. The comments were then assessed against the route priorities (presented in Section 7) to understand any significant issues that may have been omitted from the initial Community engagement.

The majority of the comments received relate to missing pedestrian infrastructure (i.e. missing footpaths and pedestrian crossing points). Regarding the additional comments received, the following is noted:

- 144 comments received in total
- All community comments were related to pedestrian infrastructure, no comments were related to cycling infrastructure
- Based on desktop review, using Nearmap, 12 of the comments have already been addressed by Council (e.g. footpath is provided where community raised as a missing link)

- If a footpath is currently provided at one-side of a non-major road, this has not been considered a missing link.

Figure 5.2 shows the additional community consultation comments in addition to the previous community concert dropped pins as presented in Section 5.3.



**Figure 5.25: Additional Walking and Cycling Community Comments**

## 6 Key centres and activity areas

### 6.1 Overview

Based on the above assessment of the Tweed Shire, consultation with the community and stakeholders eight key locations were identified as activity areas that attract pedestrians and cyclist. Given the large geographical area of the Tweed Shire these key selected activity areas will be the focus of this plan and assessed in further detail. These are:

- Tweed Heads
- Tweed Heads South
- Tweed Heads West
- Banora Point
- Murwillumbah
- Kingscliff
- Pottsville
- Cabarita.

Certain land uses within these key focus areas are considered attractors and generators. Typically, these include:

- Community facilities
- Educational facilities
- Medical centres and hospitals
- Public transport stops
- Shopping centres / retail land uses
- Recreational facilities, walking trails, sports fields and open space land uses (e.g. Tweed Rail Trail).

The Tweed Rail Trail is a proposed walking and cycling trail along the former Northern Rivers Rail corridor will connect the Tweed Valley with Byron Shire, Lismore and Casino. The 24km long Tweed section of the rail trail is connect the heritage-listed Murwillumbah Railway Station and continue towards the villages of Stokers Siding, Burringbar, Mooball and Crabbs Creek. The Tweed section of the rail trail is currently operational. The Rail Trail along the scenic corridor is expected to provide additional off-road active transport route for residents and visitors within the Tweed region.

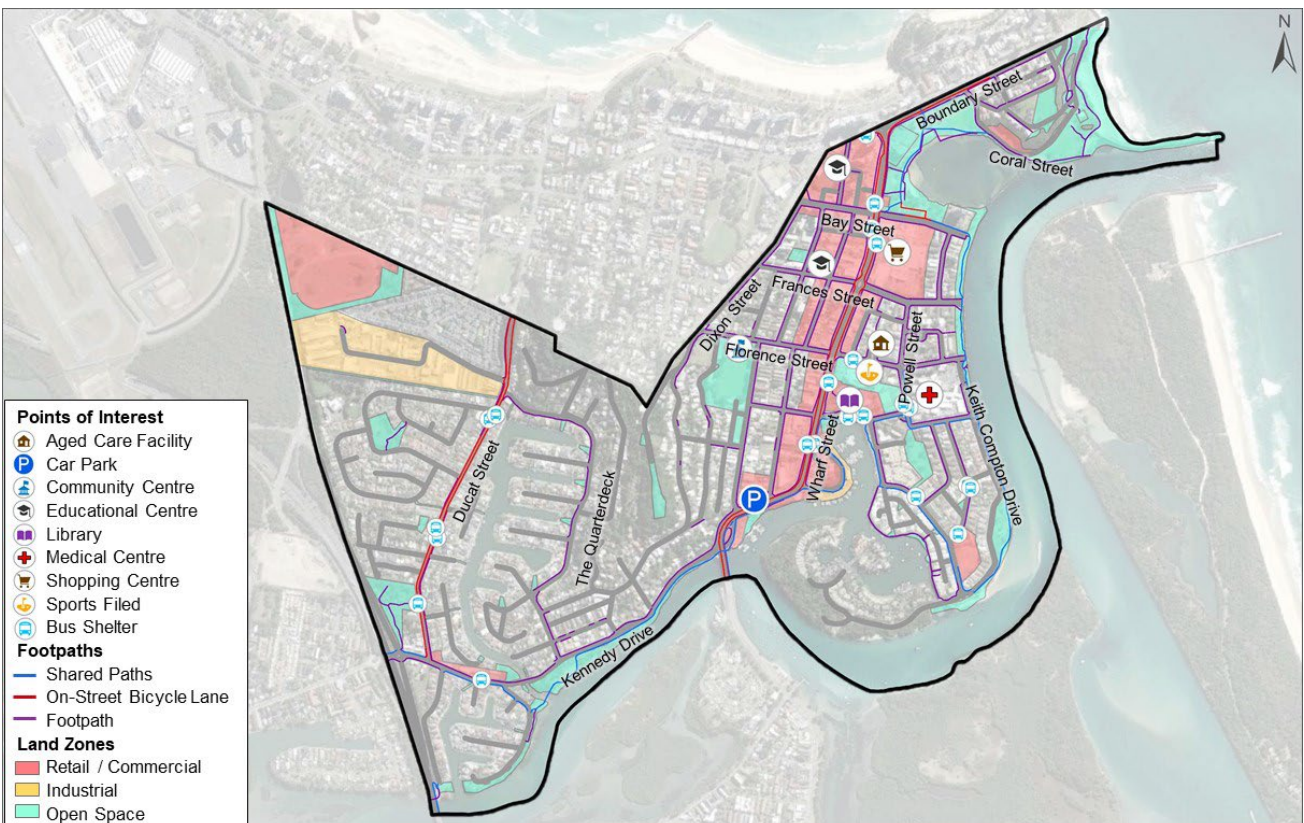
The section of the Rail Trail within the Tweed region is illustrated in 7.1.



Source: Tweed Shire Council

**Figure 6.26: Tweed Heads Attractors and Generators**

The key activity areas and pedestrian attractors are shown in Figure 6.2 and Figure 6.10.



**Figure 6.27: Tweed Heads Attractors and Generators**

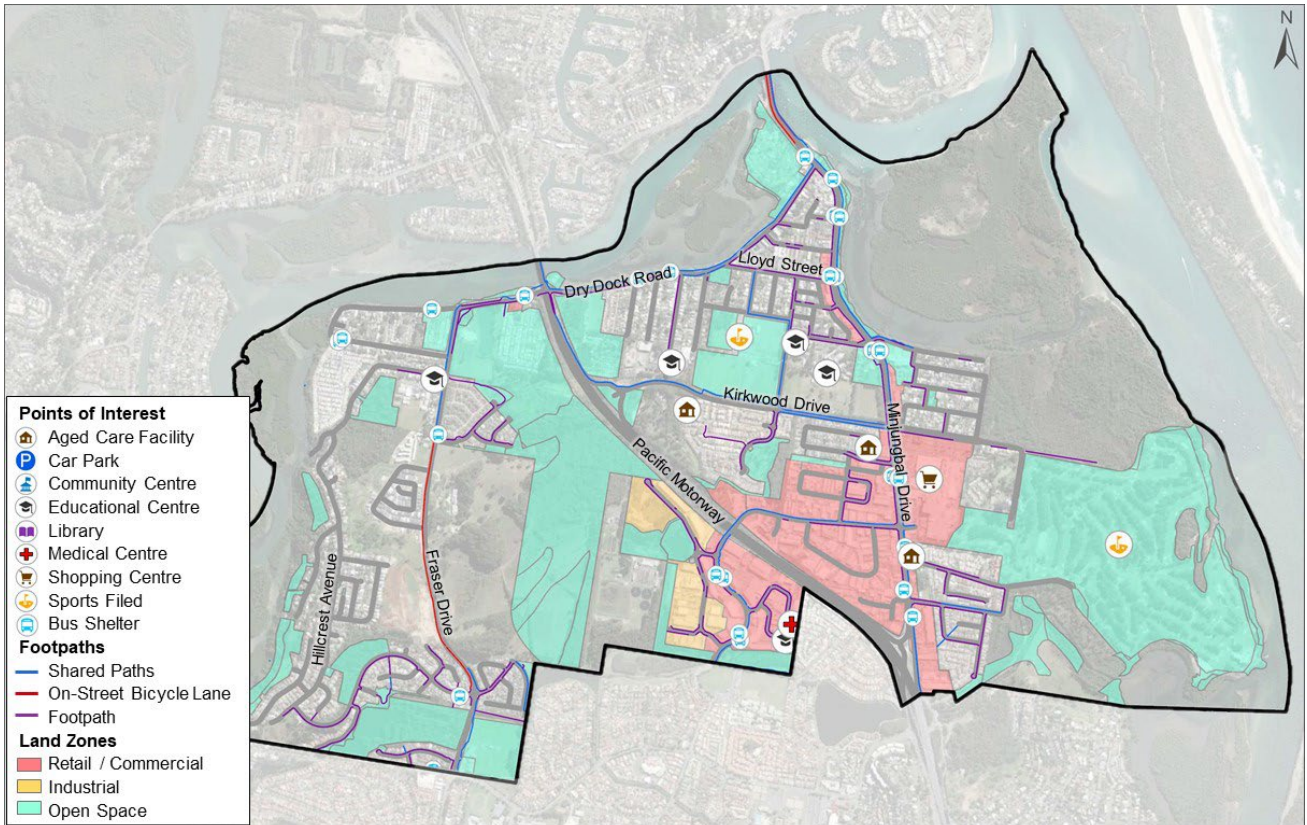


Figure 6.28: Tweed Heads South Attractors and Generators

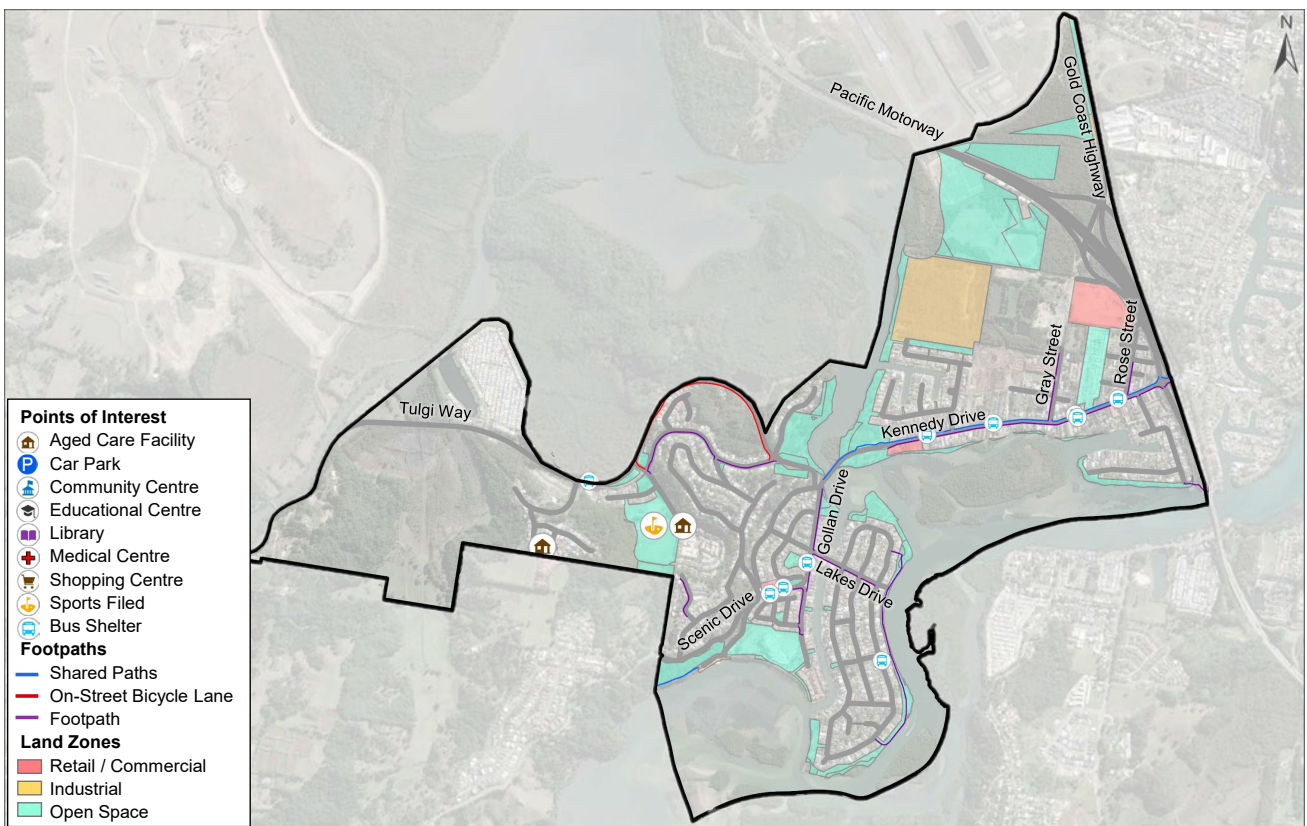


Figure 6.29: Tweed Heads West Attractors and Generators



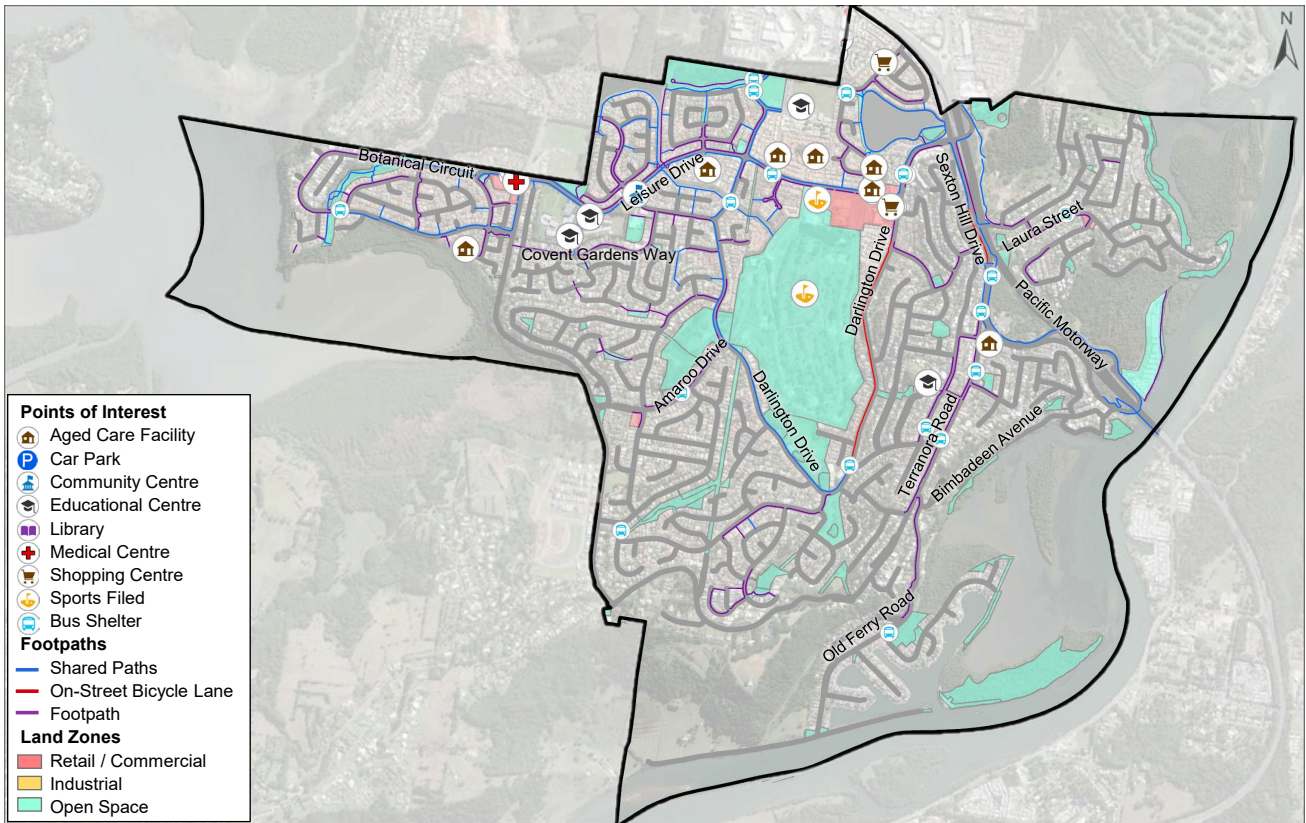


Figure 6.30: Banora Point Attractors and Generators

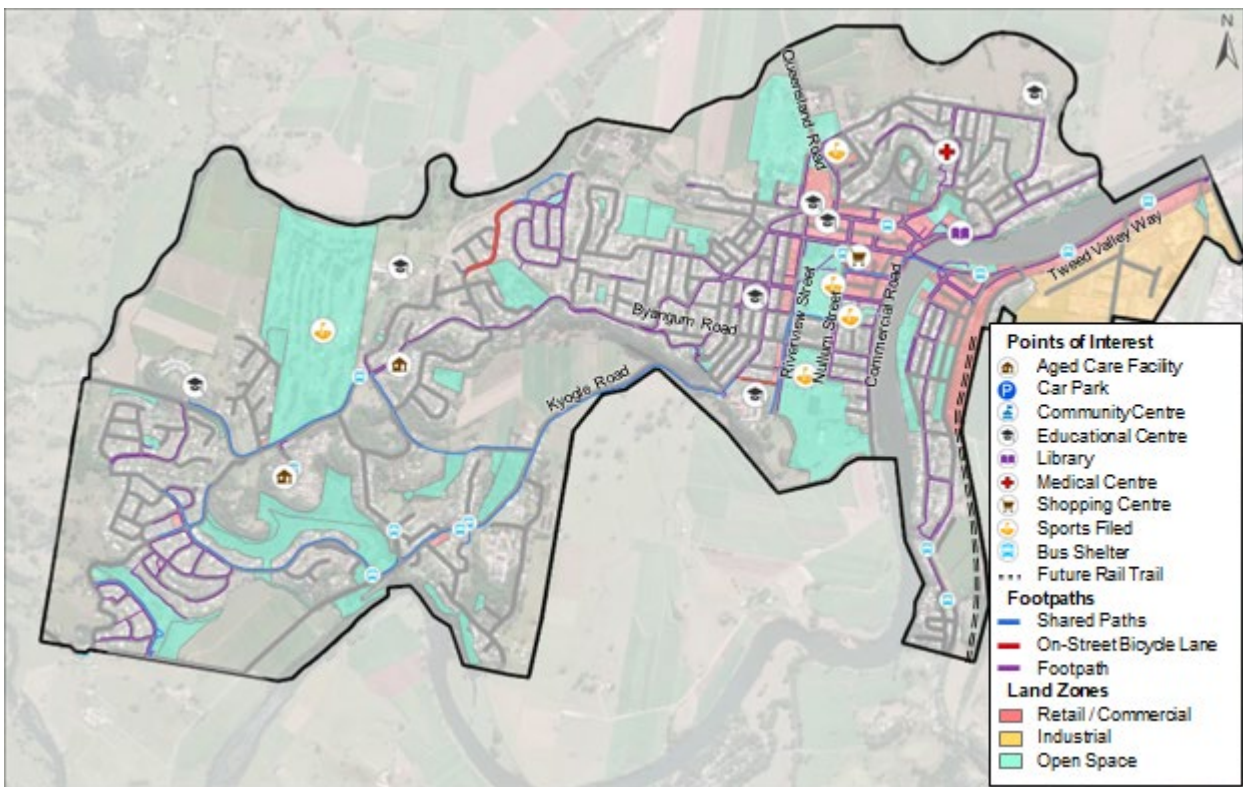
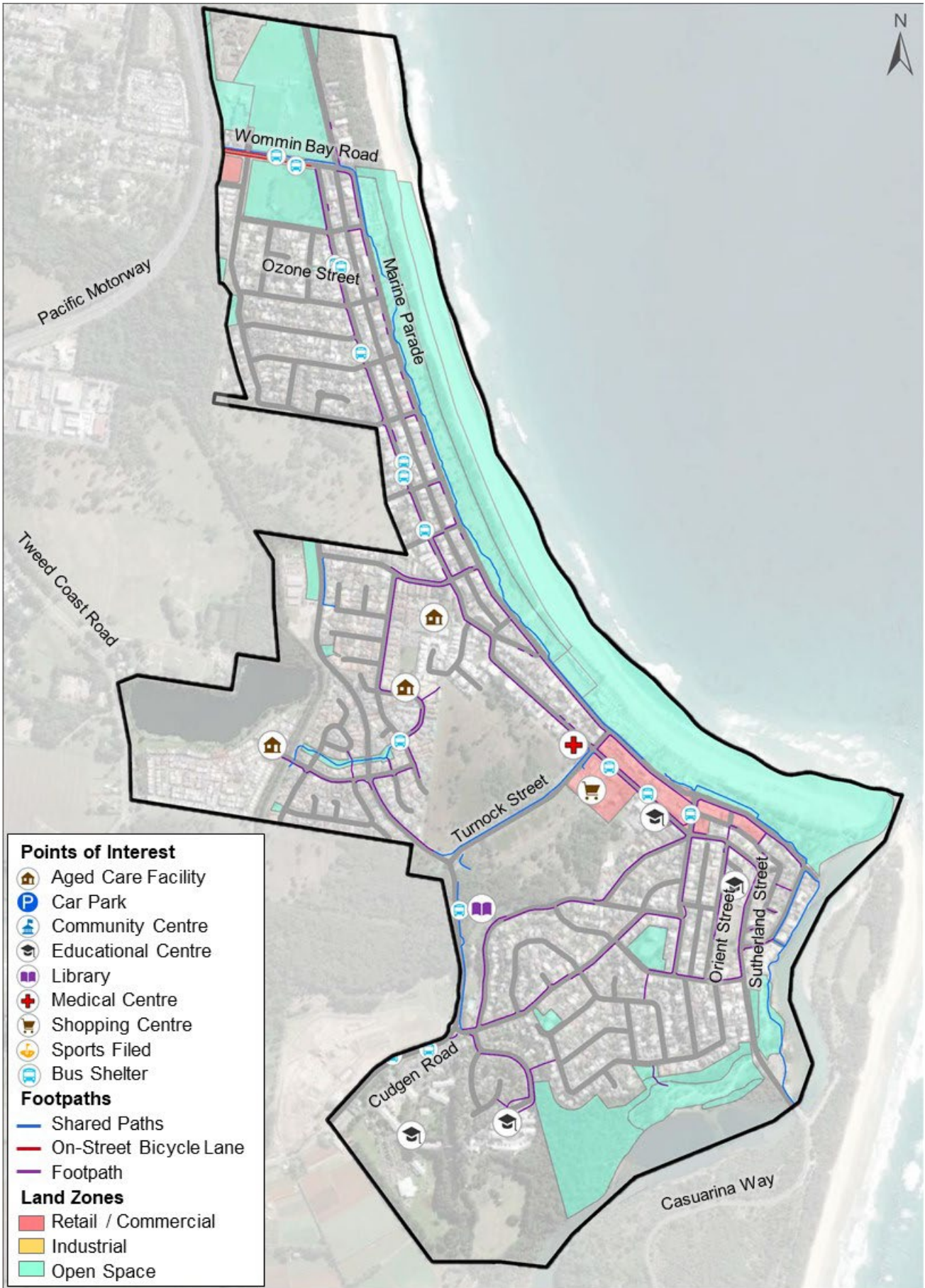


Figure 6.31: Murwillumbah Attractors and Generators



**Figure 6.32: Kingscliff North Attractors and Generators**

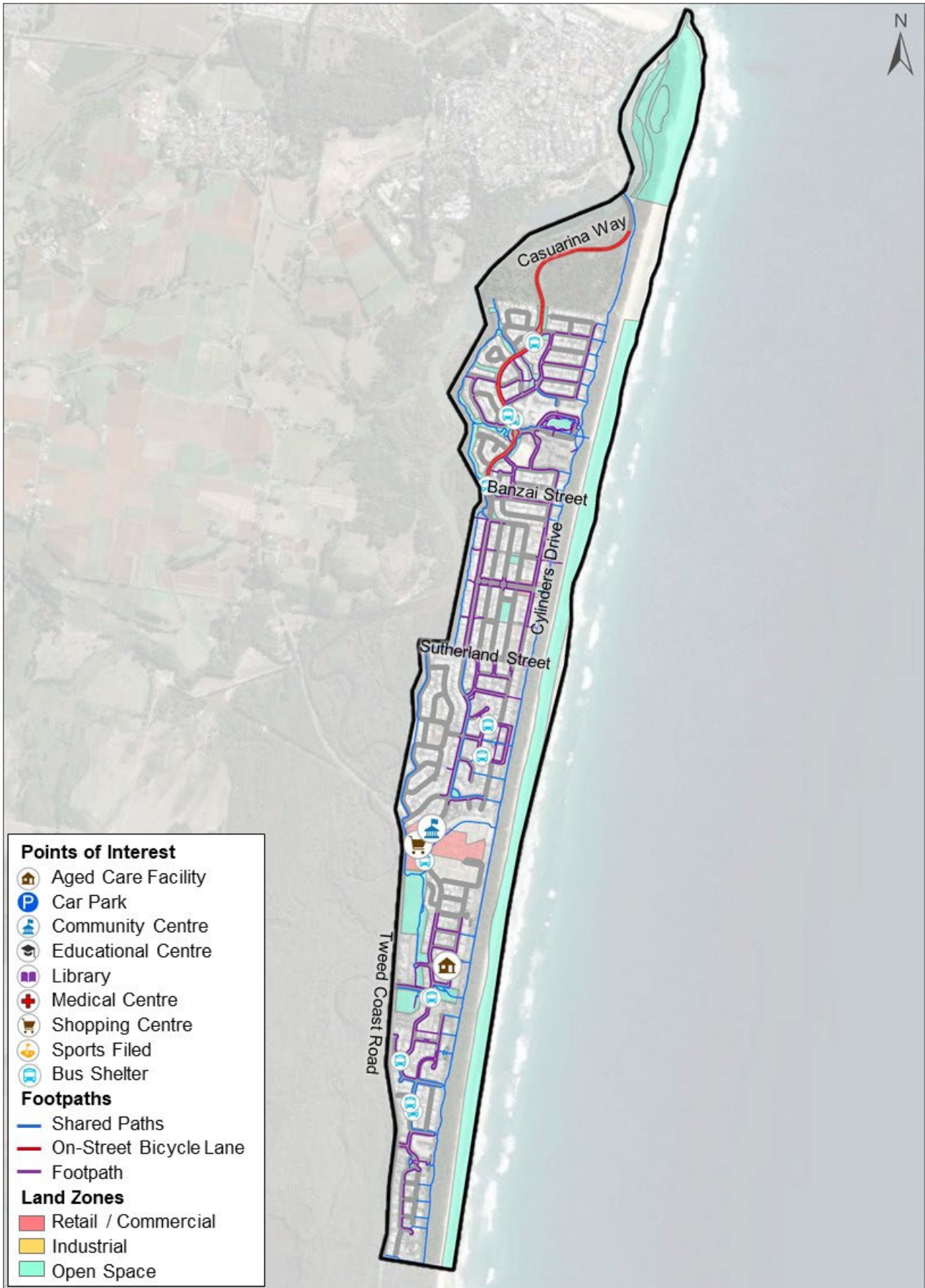
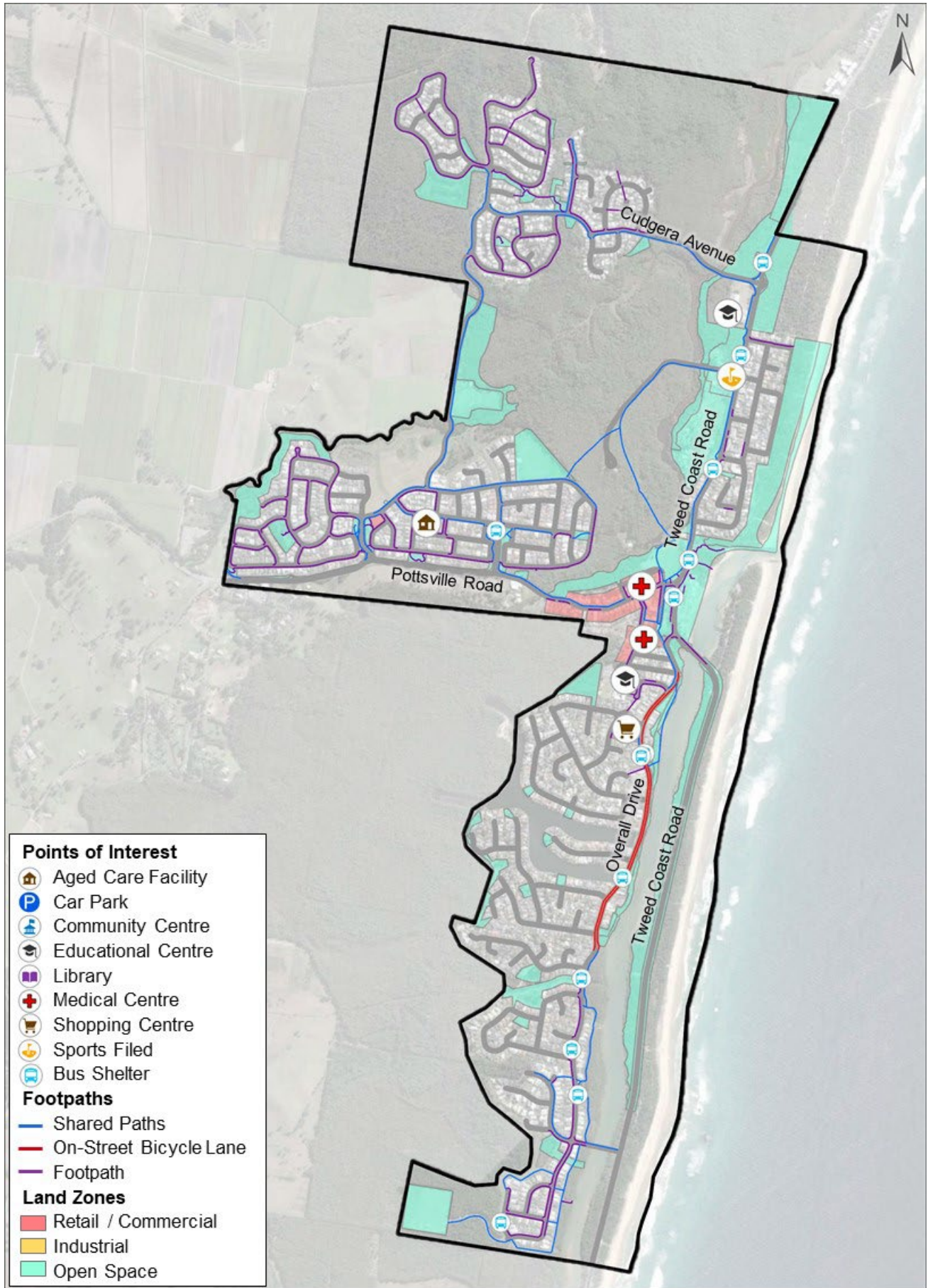


Figure 6.33: Kingscliff South Attractors and Generators



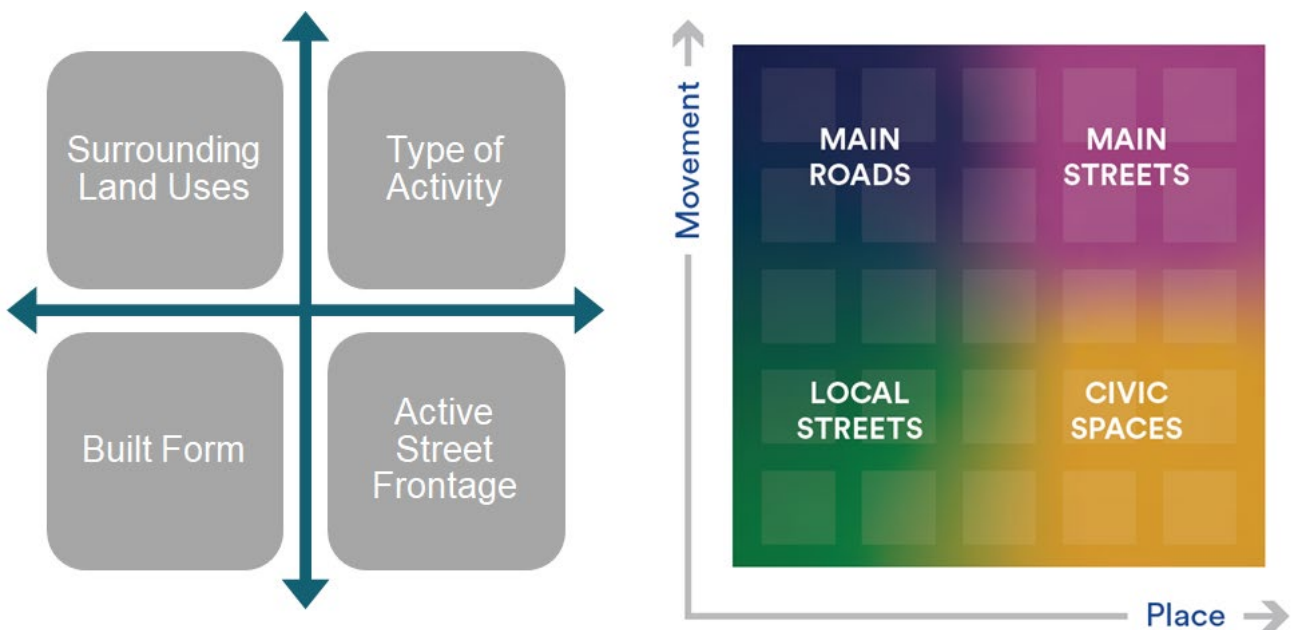
**Figure 6.34: Pottsville Attractors and Generators**



**Figure 6.35: Cabarita Attractors and Generators**

## 6.2 Movement and place framework

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 that many areas cater for a high movement function along key road corridors within the region, facilitating movement to the Pacific Motorway and Tweed Coast Road. The place function varies throughout the key centres with a mix of commercial areas attracting high activity to low density residential areas catering for low 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 6.11 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 6.36: 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.

## 7 Pedestrian and cycle routes

### 7.1 Overview and methodology

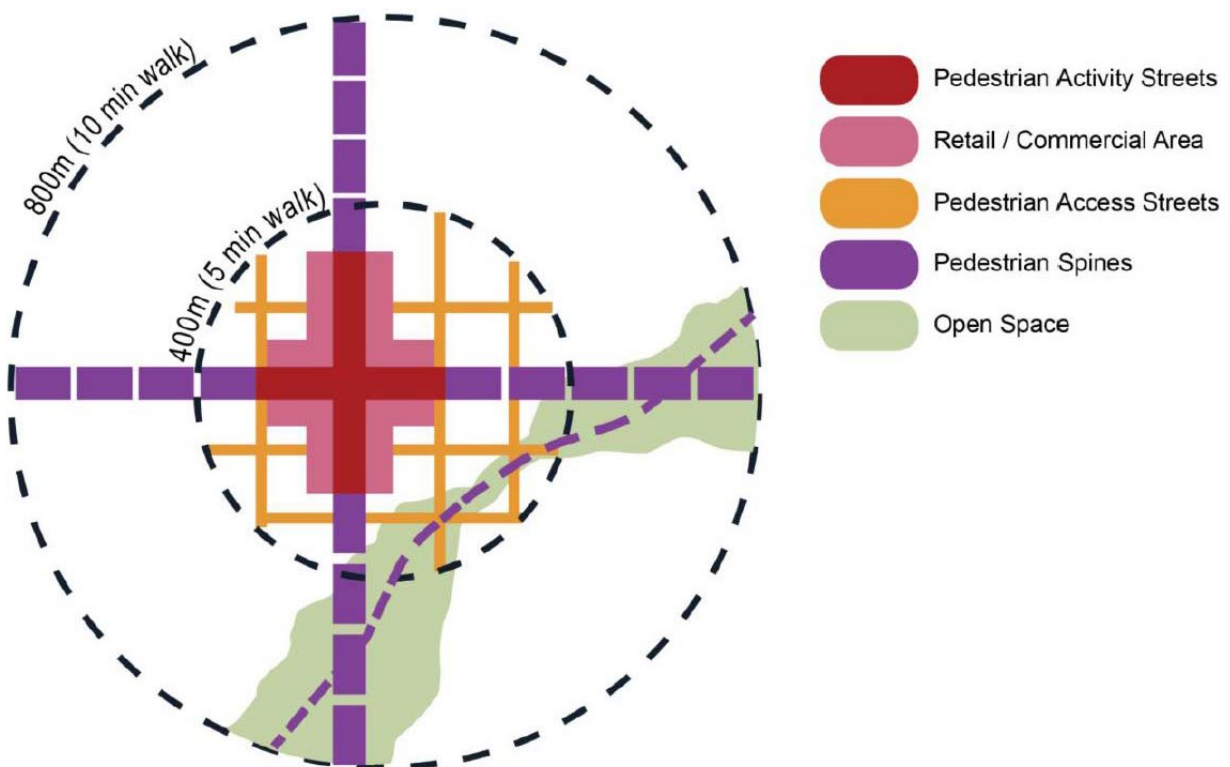
The following sections outline how the route hierarchy and audit priorities have been developed within the key centres.

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.

Given an audit of each key route may not be possible, 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.

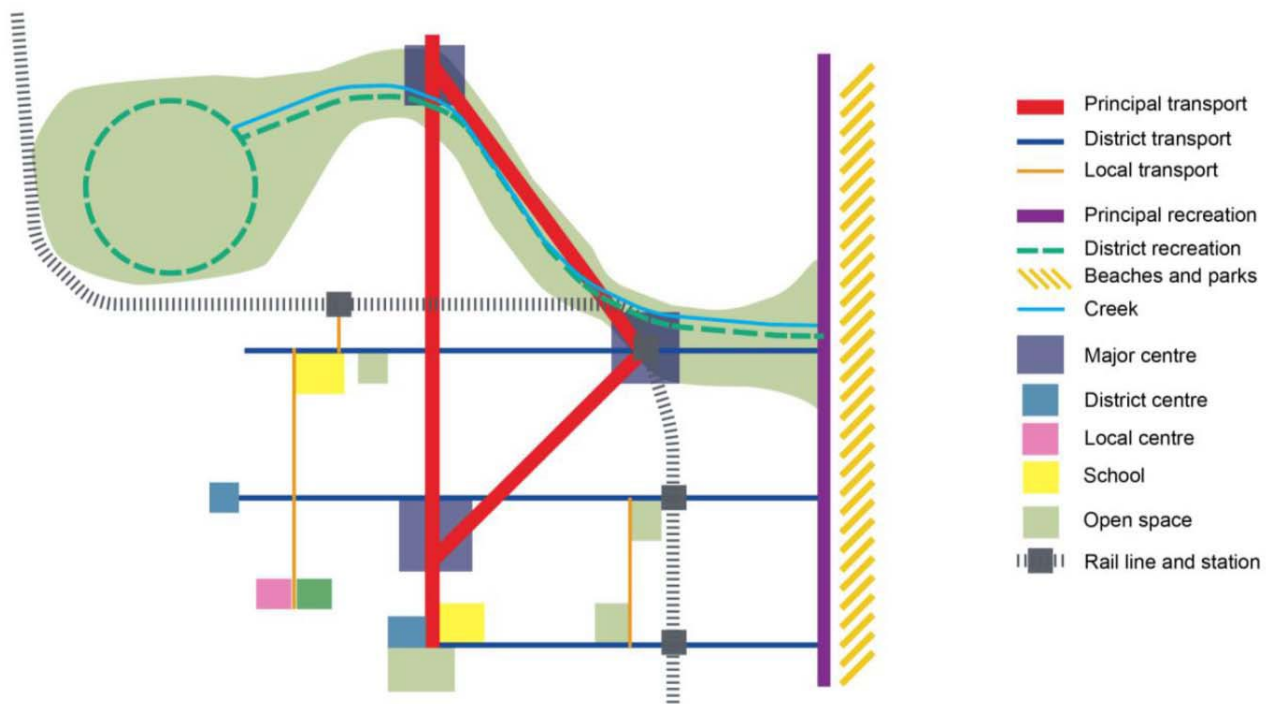
### 7.2 Pedestrian and cycle prioritisation

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 7.1 and Figure 7.2 and has been derived from the Active Transport Network Development Plan 2017.



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

**Figure 7.37: Pedestrian Hierarchy**



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

**Figure 7.38: Cycle Hierarchy**

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. Route's 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 7.1.

**Table 7.6: Criteria to Determine Route Hierarchy**

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

The route hierarchy for each key centre is shown in Figure 7.3 - Figure 7.11



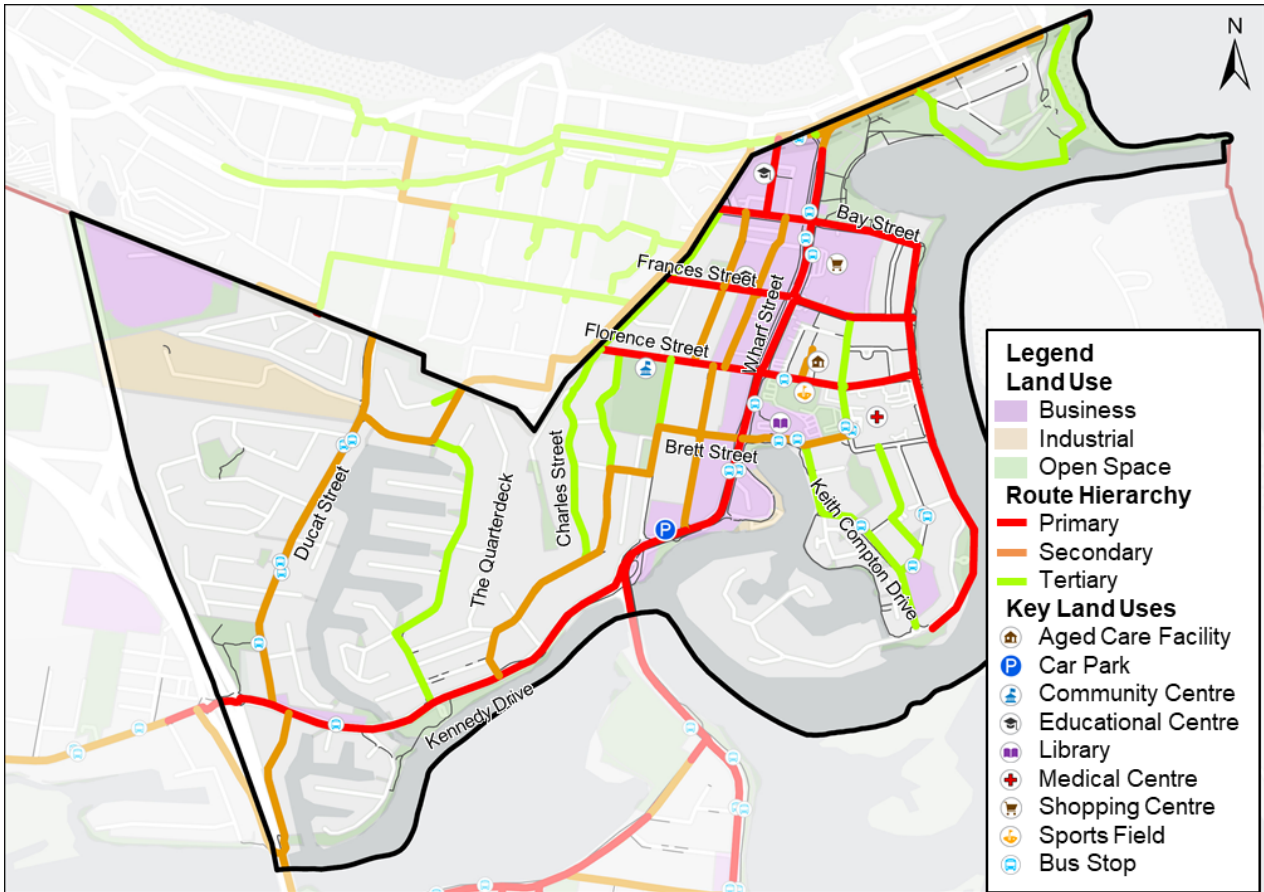


Figure 7.39: Tweed Heads

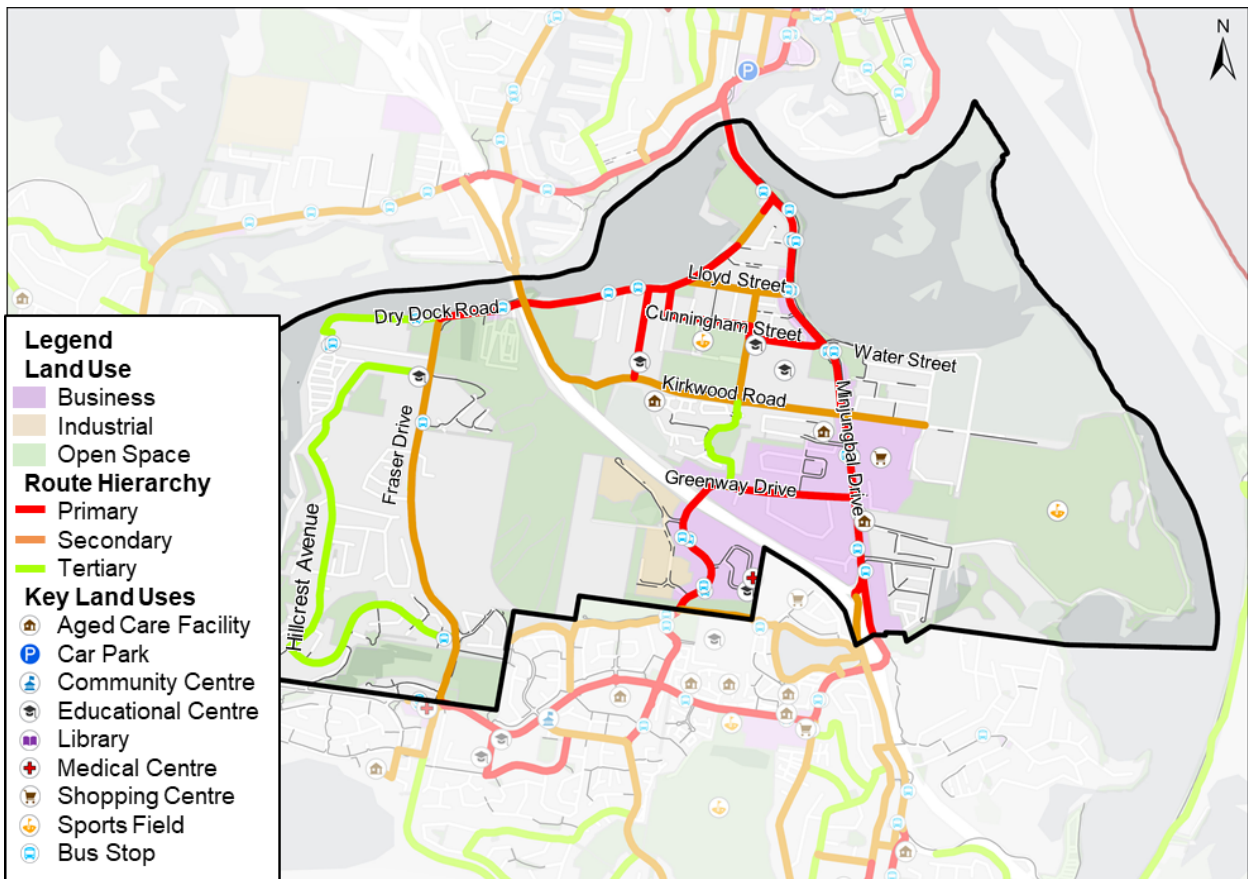


Figure 7.40: Tweed Heads South

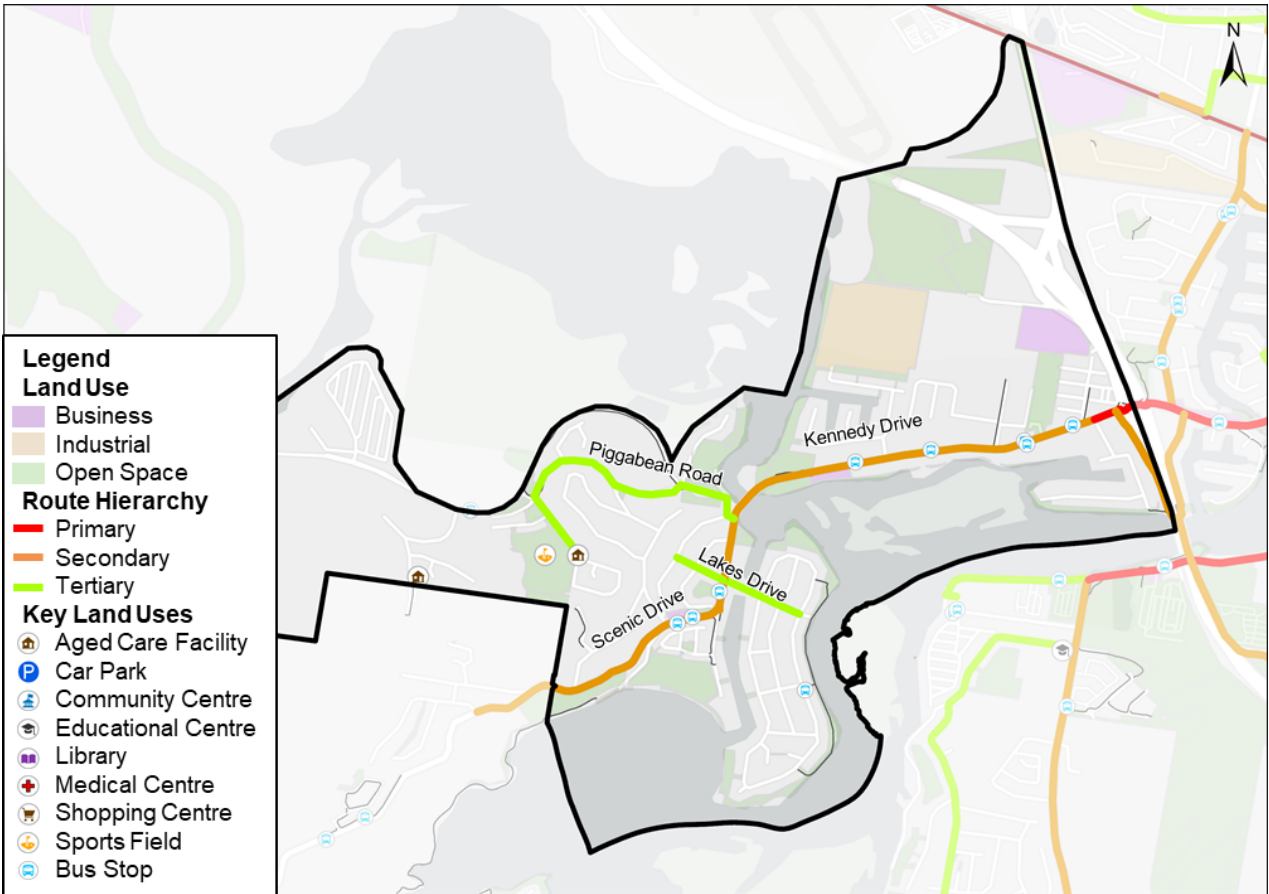


Figure 7.41: Tweed Heads West

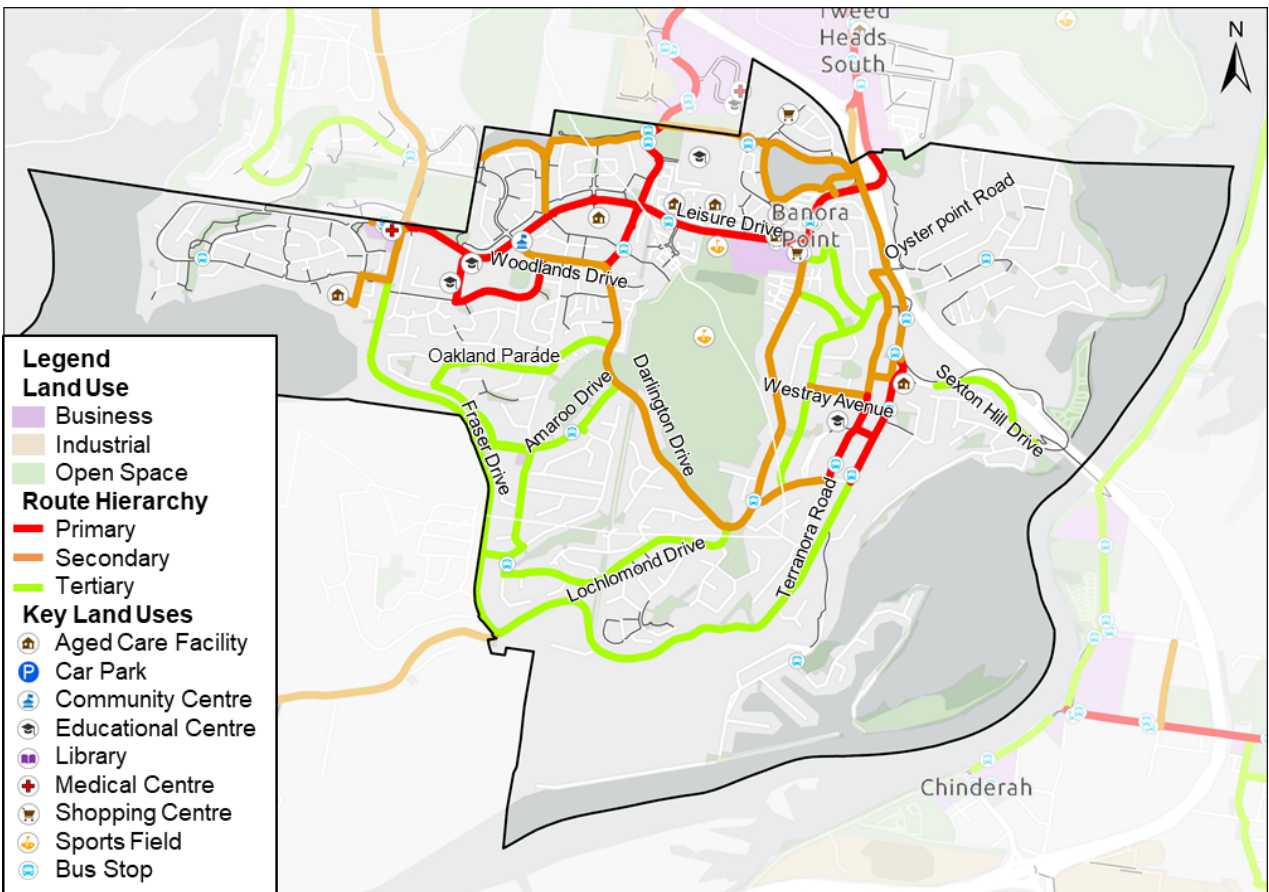


Figure 7.42: Banora Point

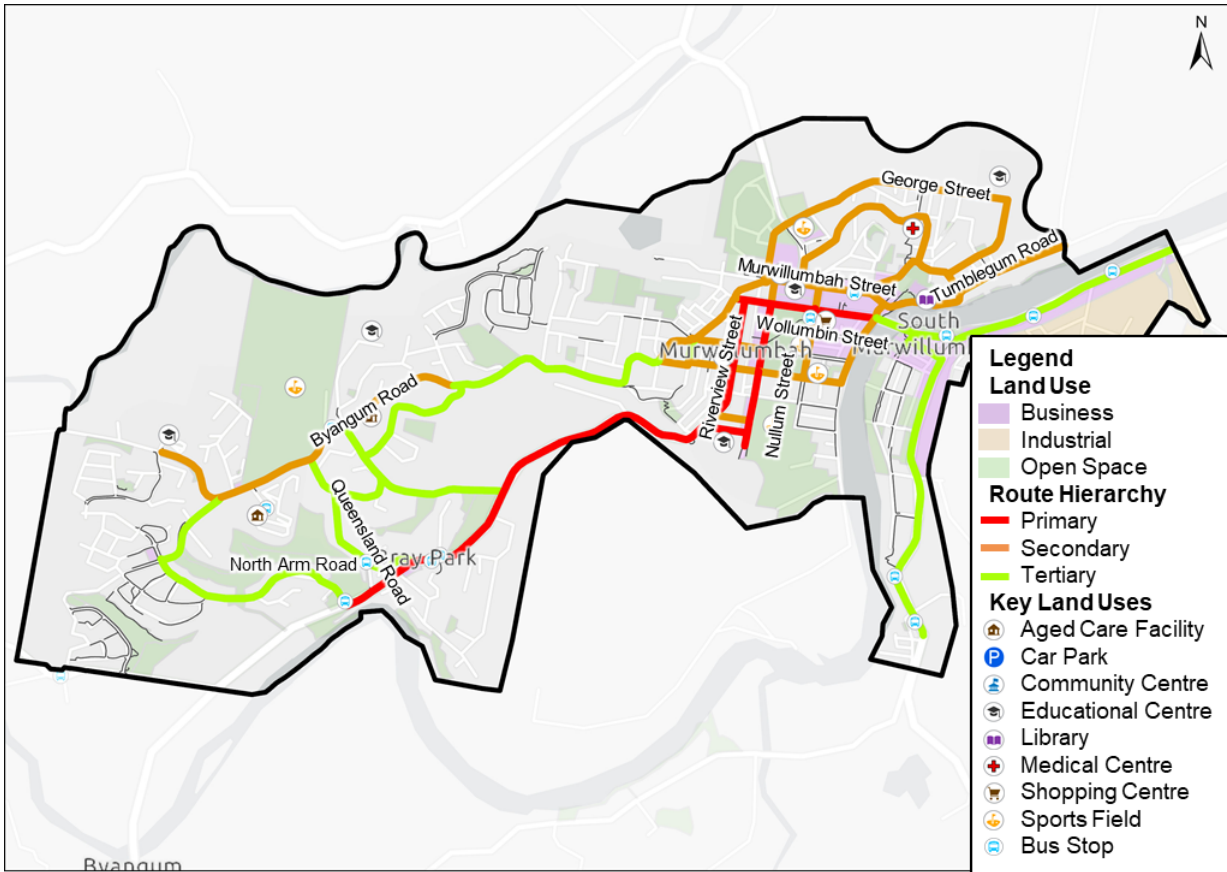


Figure 7.43: Murwillumbah

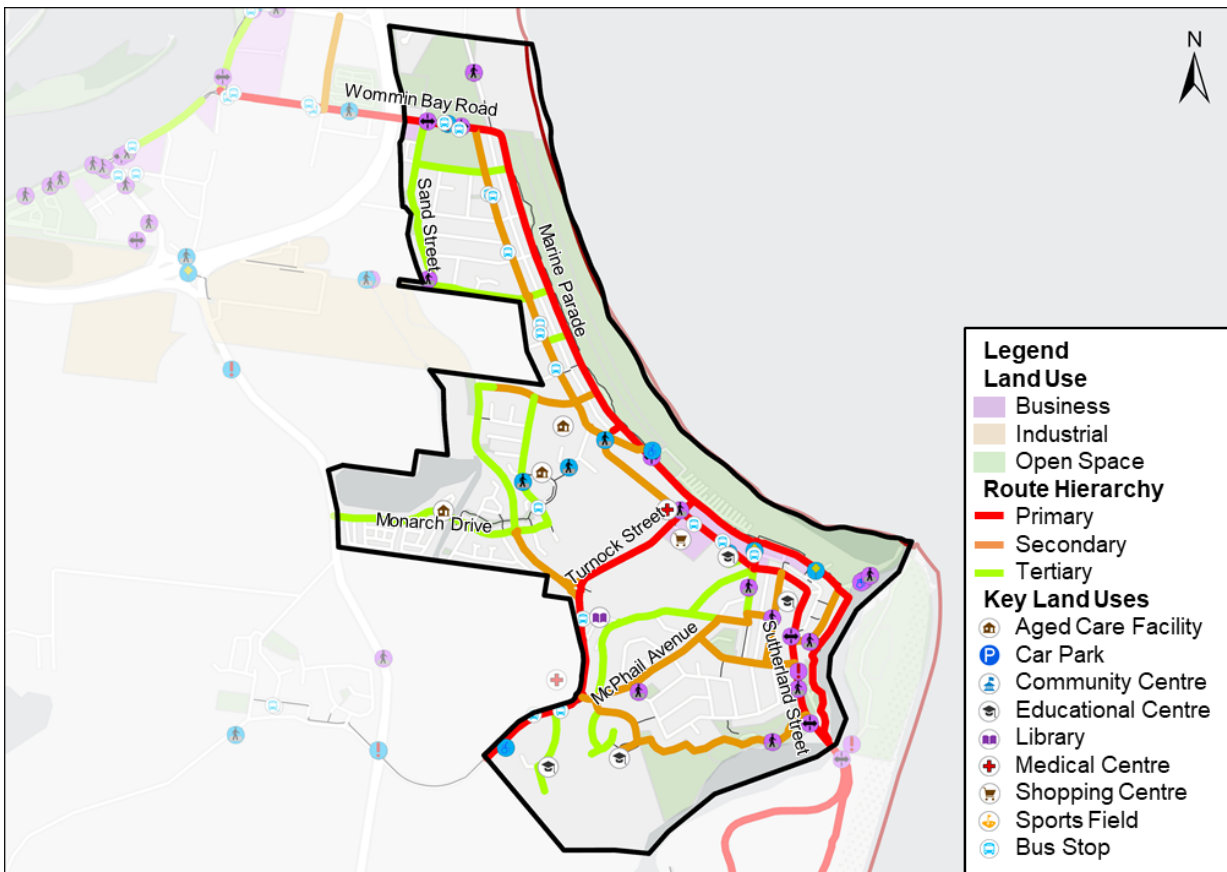


Figure 7.44: Kingscliff North

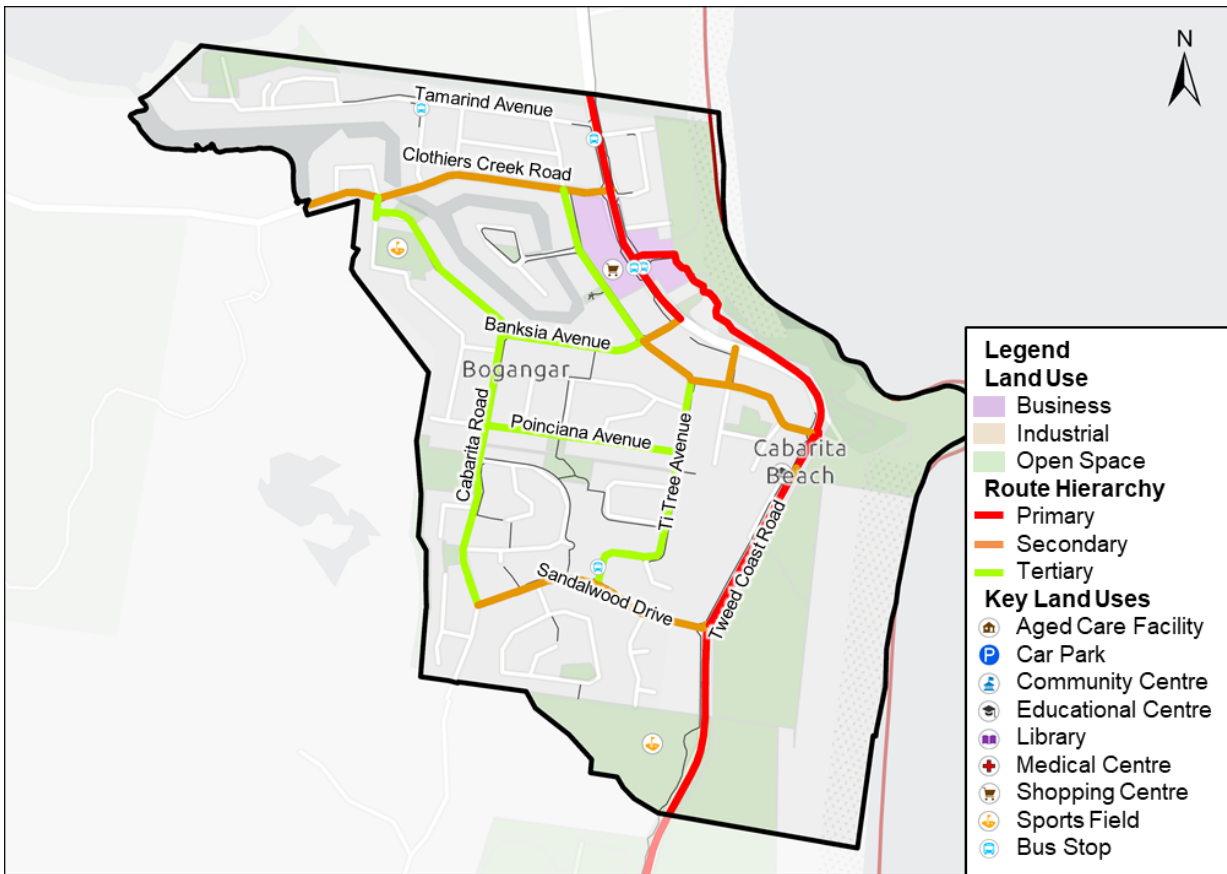


Figure 7.45: Cabarita

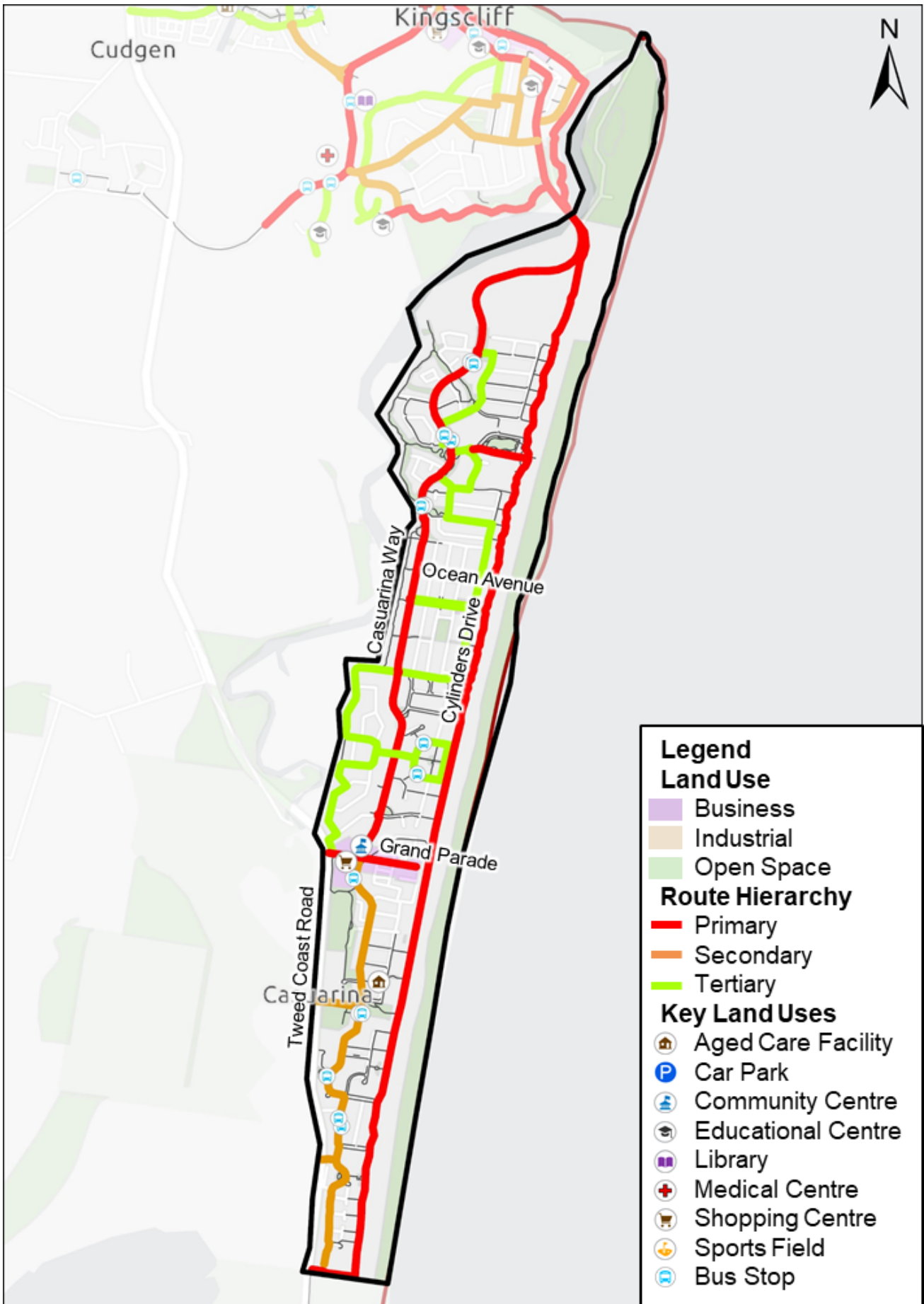


Figure 7.46: Kingscliff South / Casuarina

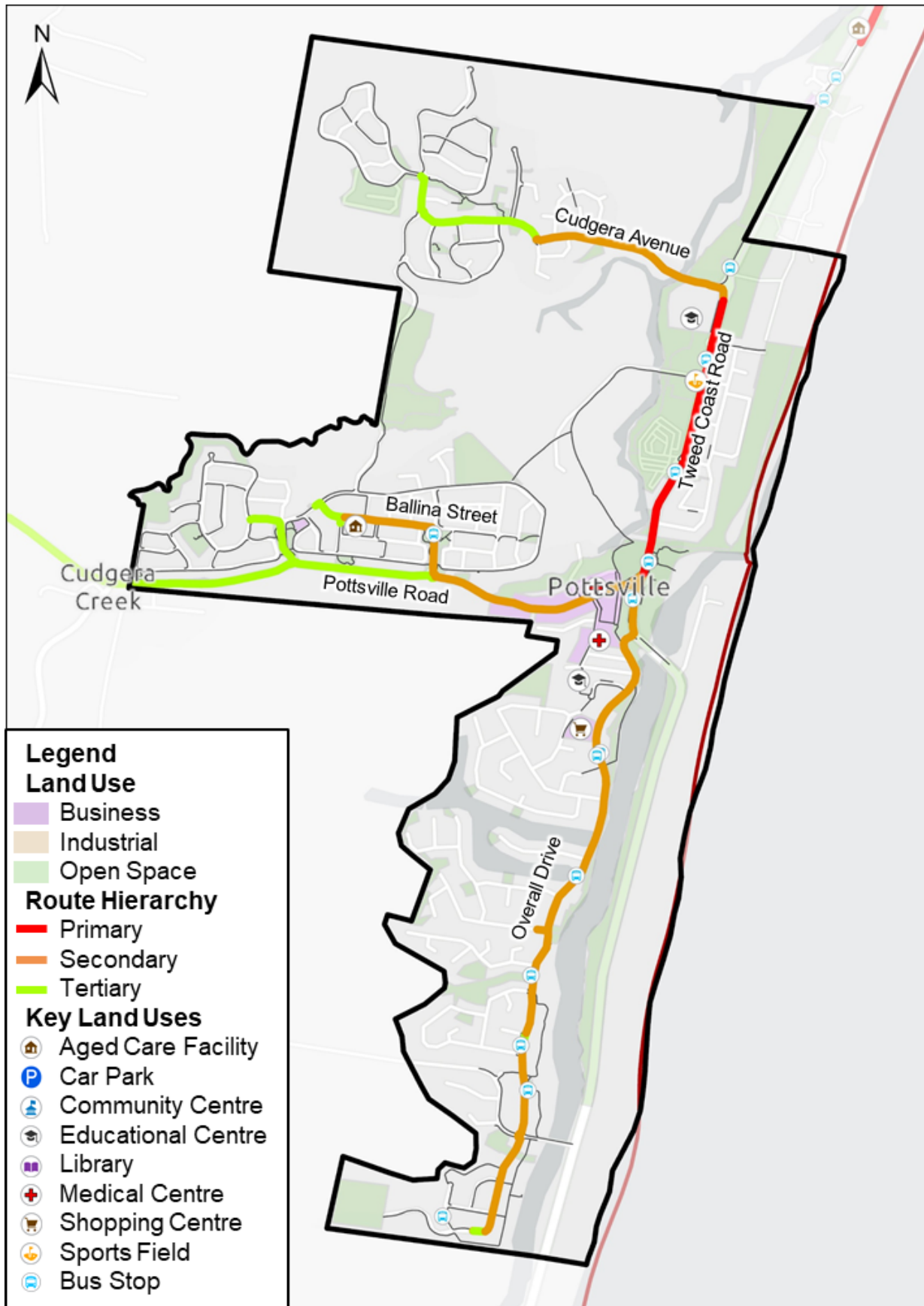


Figure 7.47: Pottsville

### 7.3 Audit priorities

The infrastructure audits were prioritised based on the route hierarchy, existing network constraints, and areas of community concern. A mix of on-site infrastructure audits and desktop reviews were undertaken to assess the existing infrastructure and determine where additional infrastructure is required. This includes, missing pathways, cycle lanes and crossings, key safety issues at crossing points or on the existing network, and accessibility issues. Other items considered during the audits included street lighting, public transport stops, street tree planting, vertical obstructions, gradients and signage.

The audit priorities for each key centre is shown in Figure 7.12 to Figure 7.20.

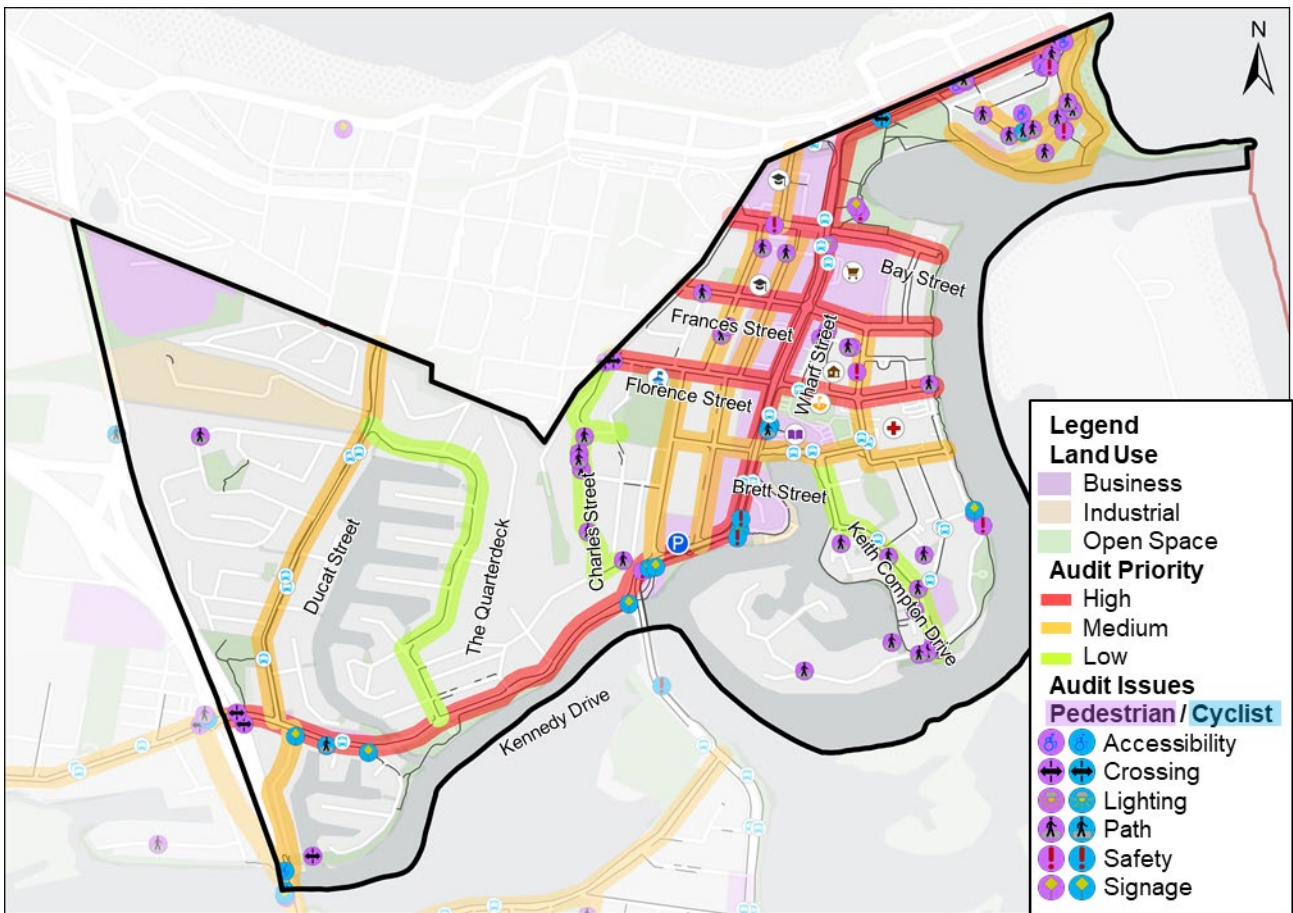


Figure 7.48: Tweed Heads

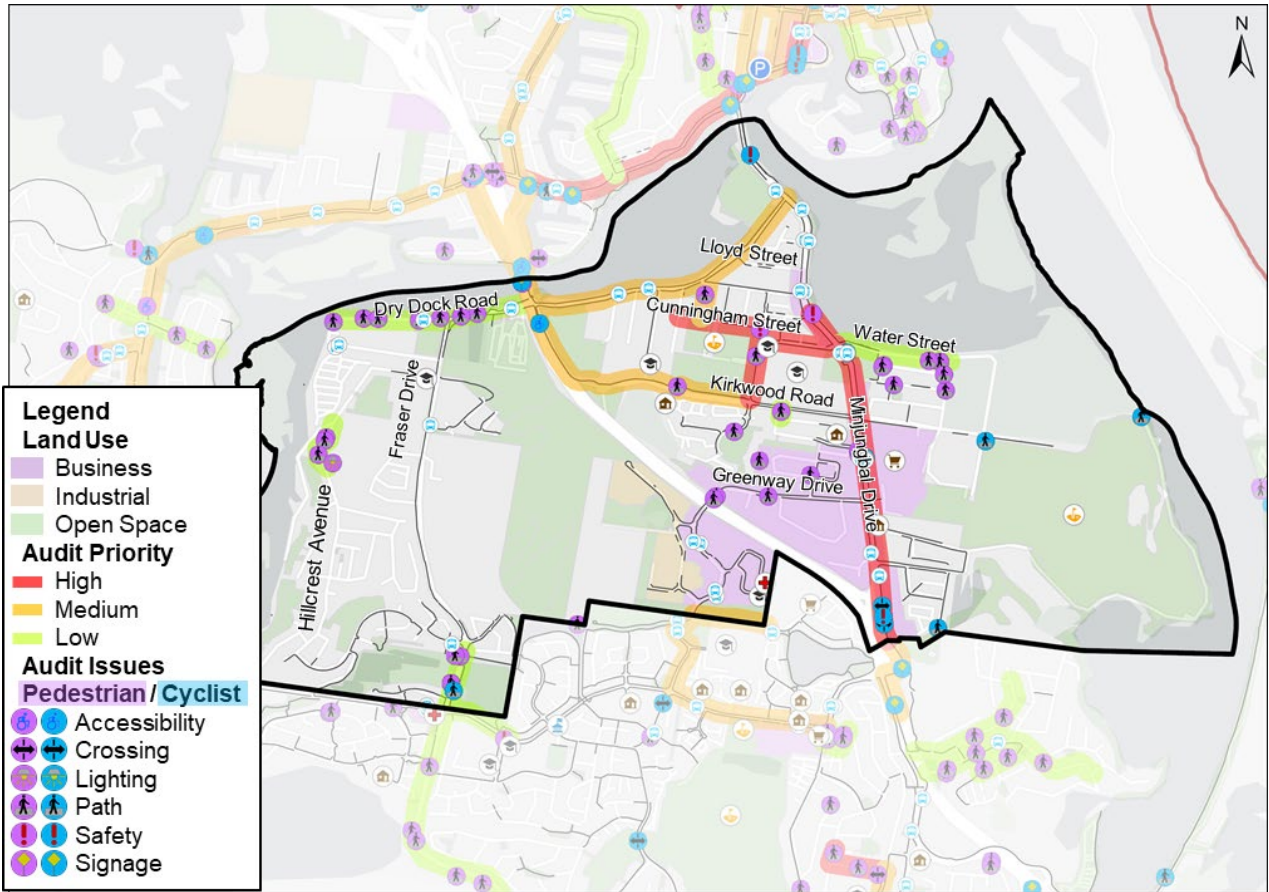


Figure 7.49: Tweed Heads South

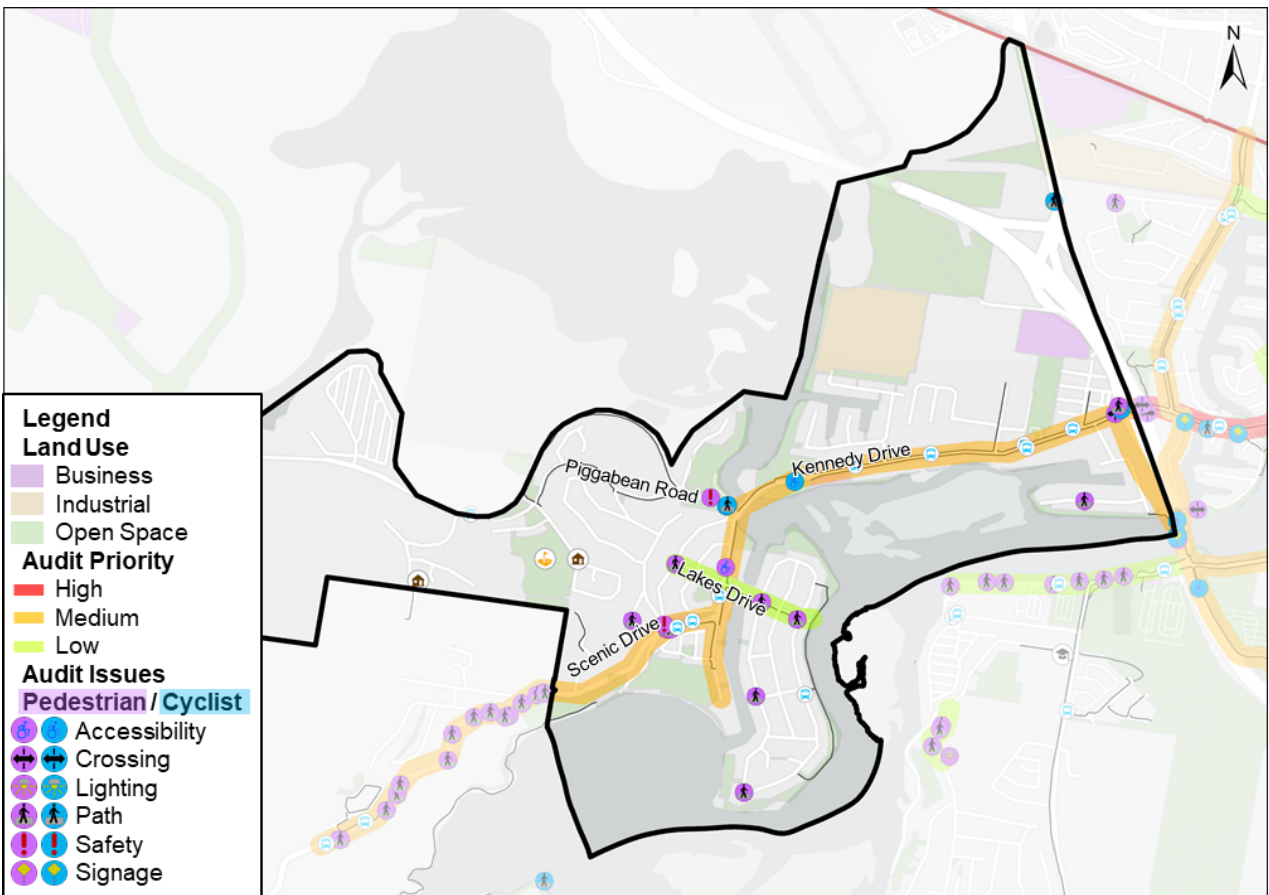


Figure 7.50: Tweed Heads West



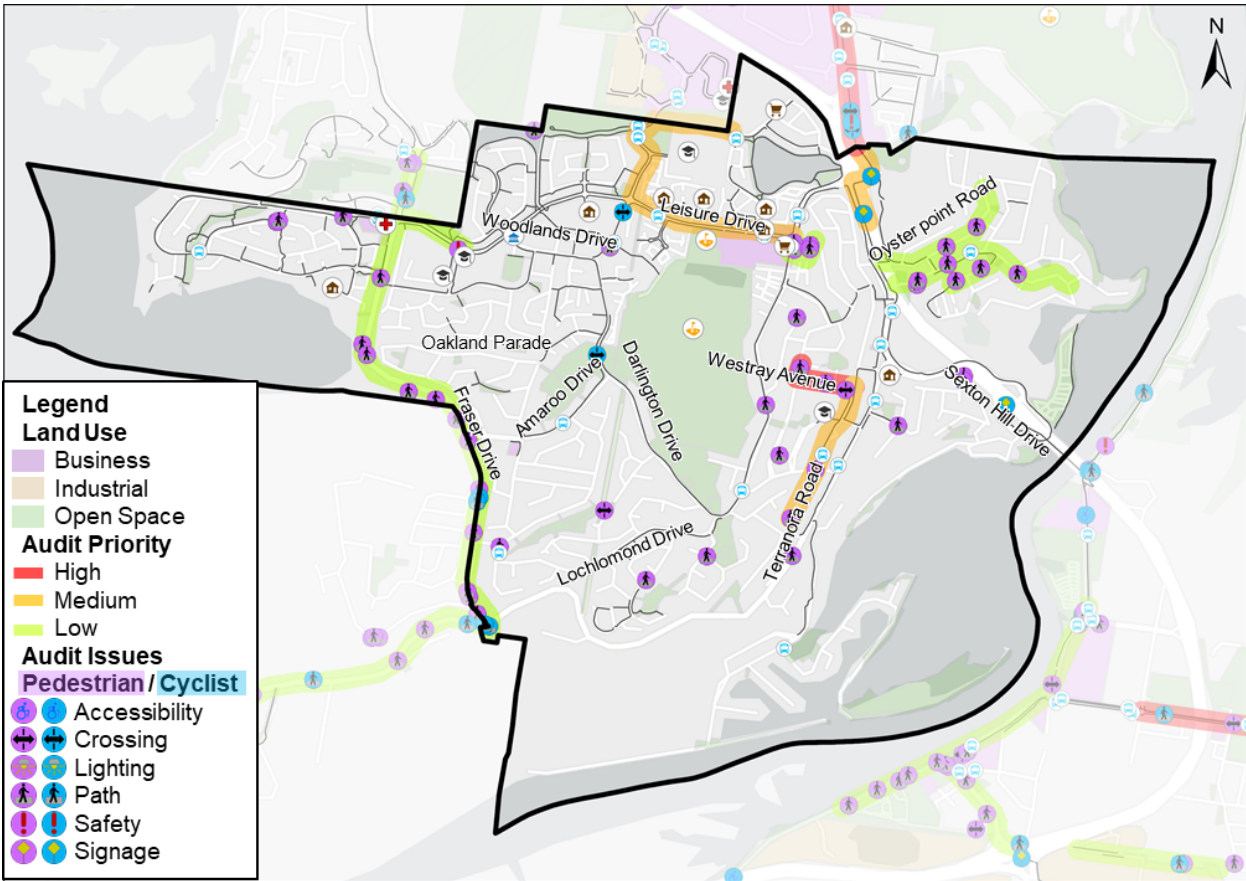


Figure 7.51: Banora Point

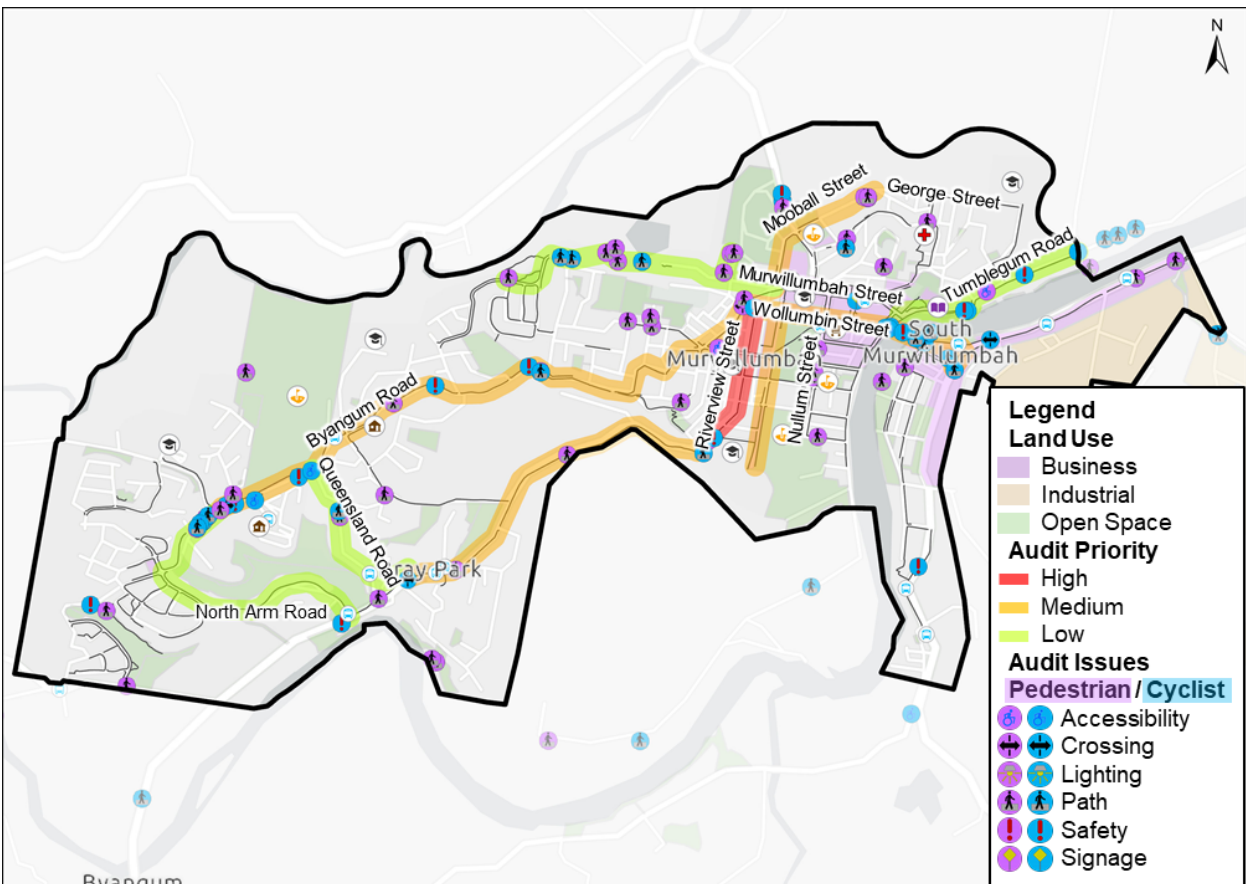


Figure 7.52: Murwillumbah

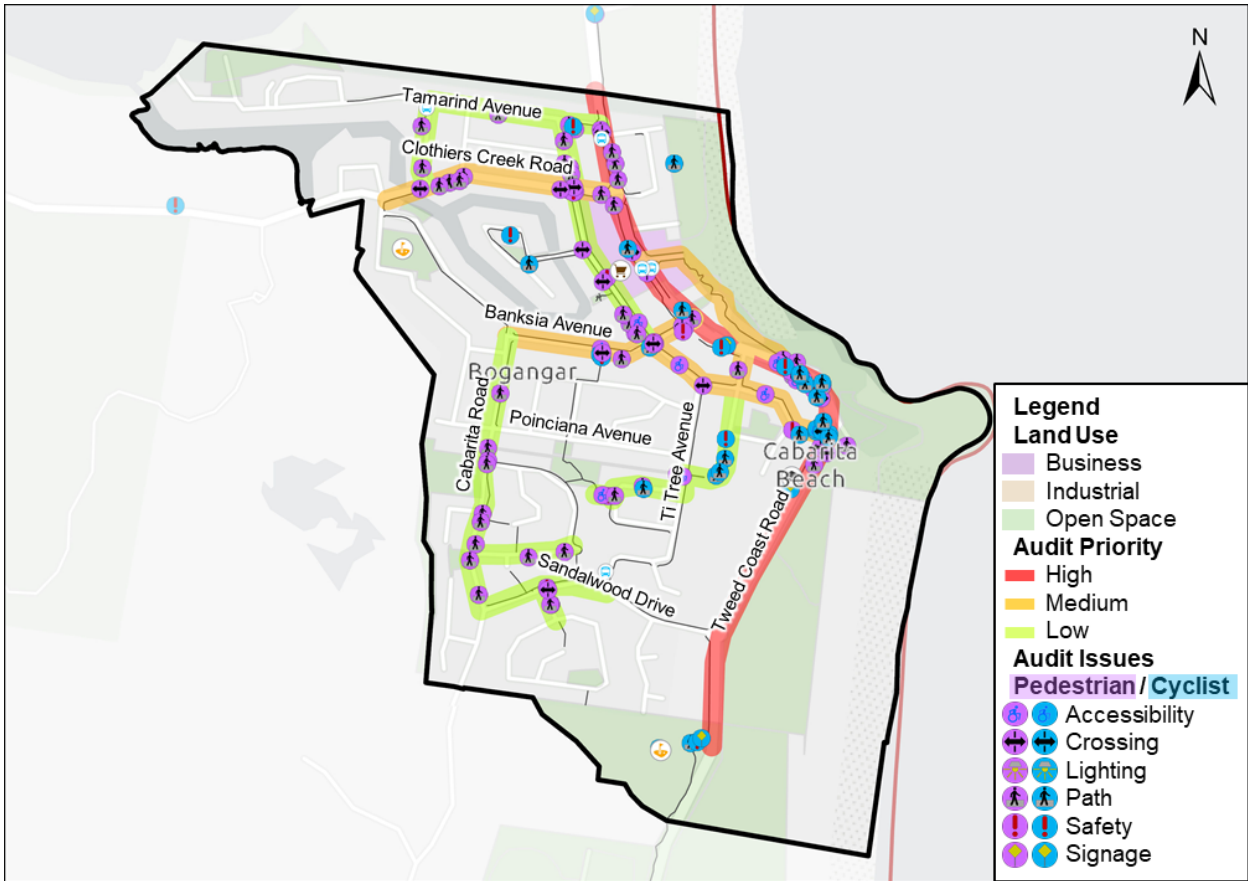


Figure 7.53: Cabarita

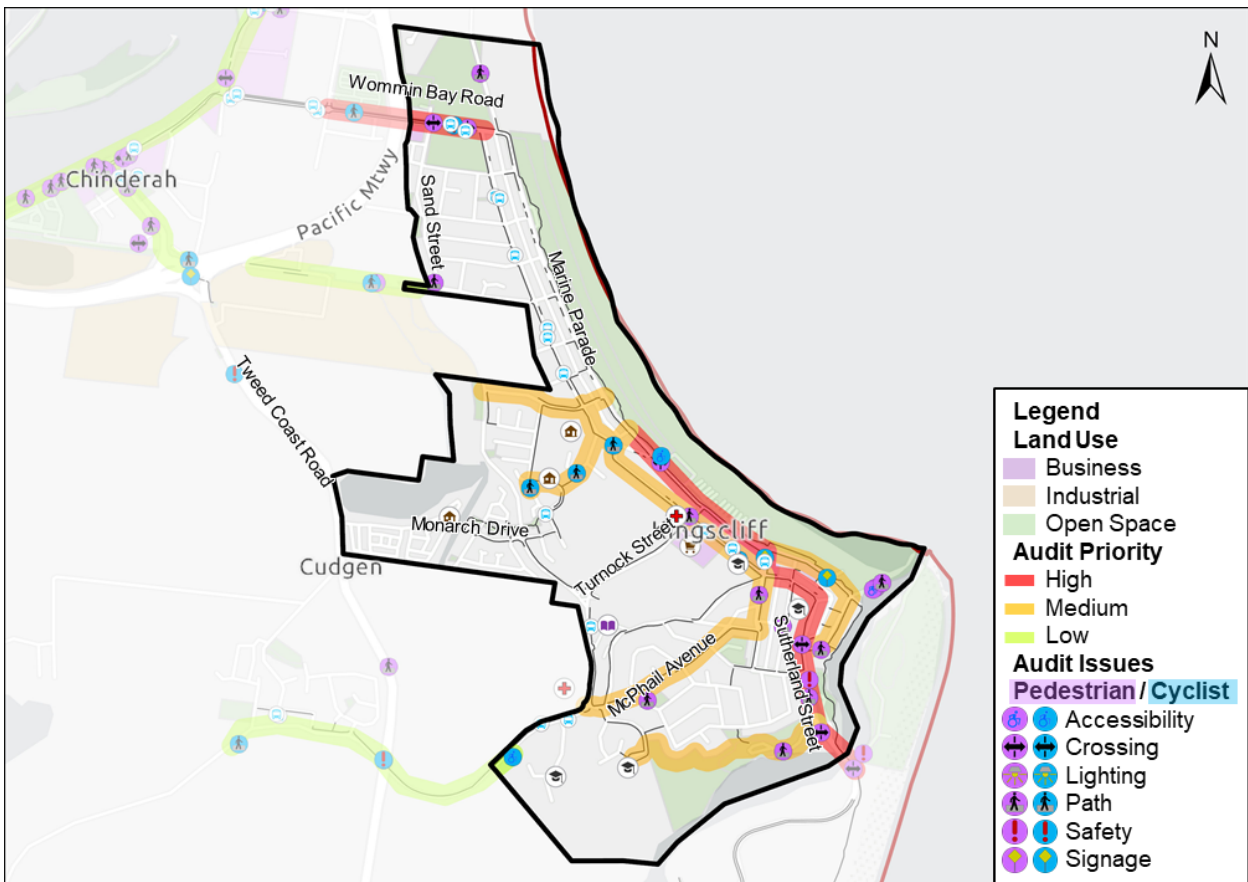


Figure 7.54: Kingscliff North

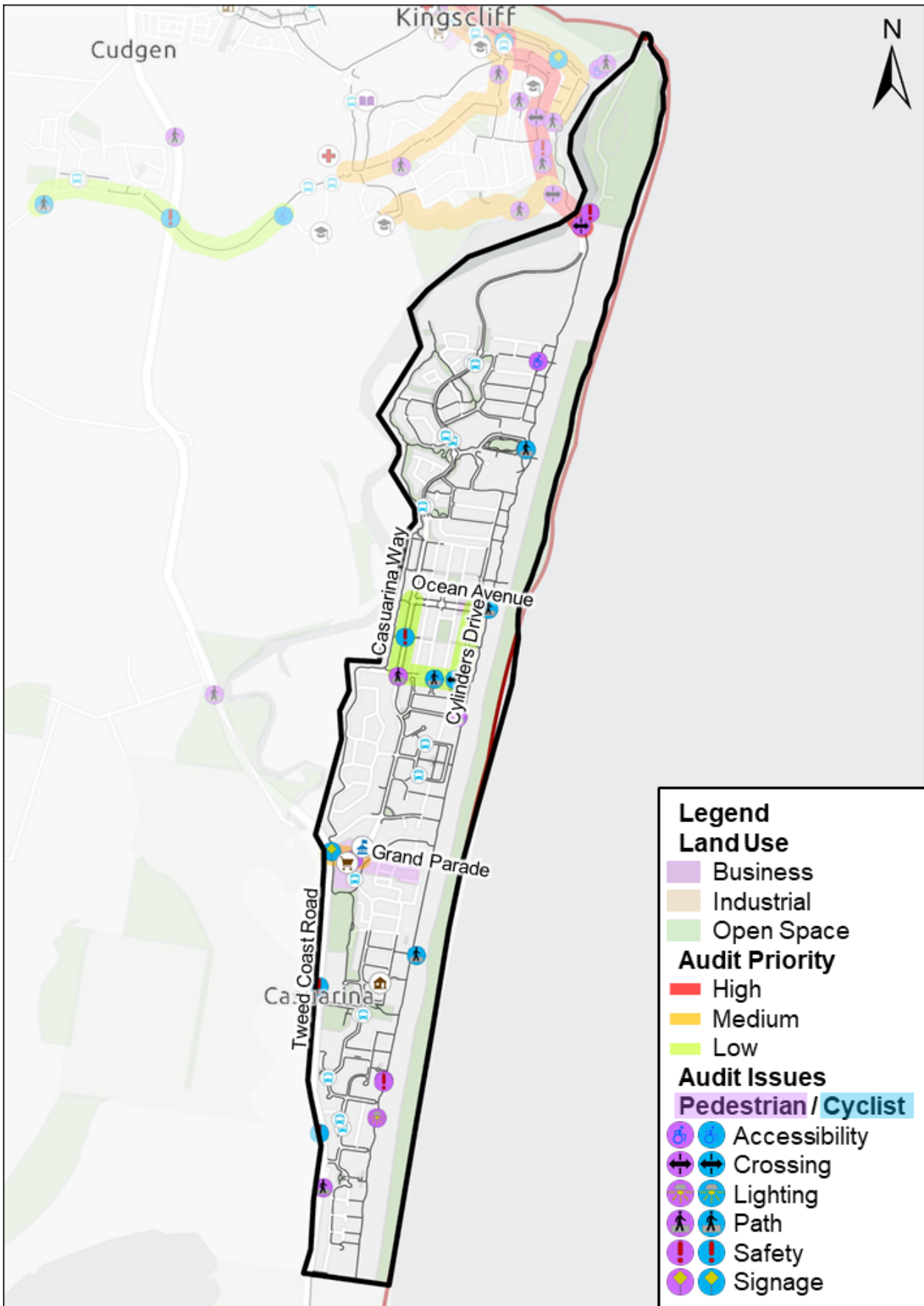


Figure 7.55: Kingscliff South / Casuarina

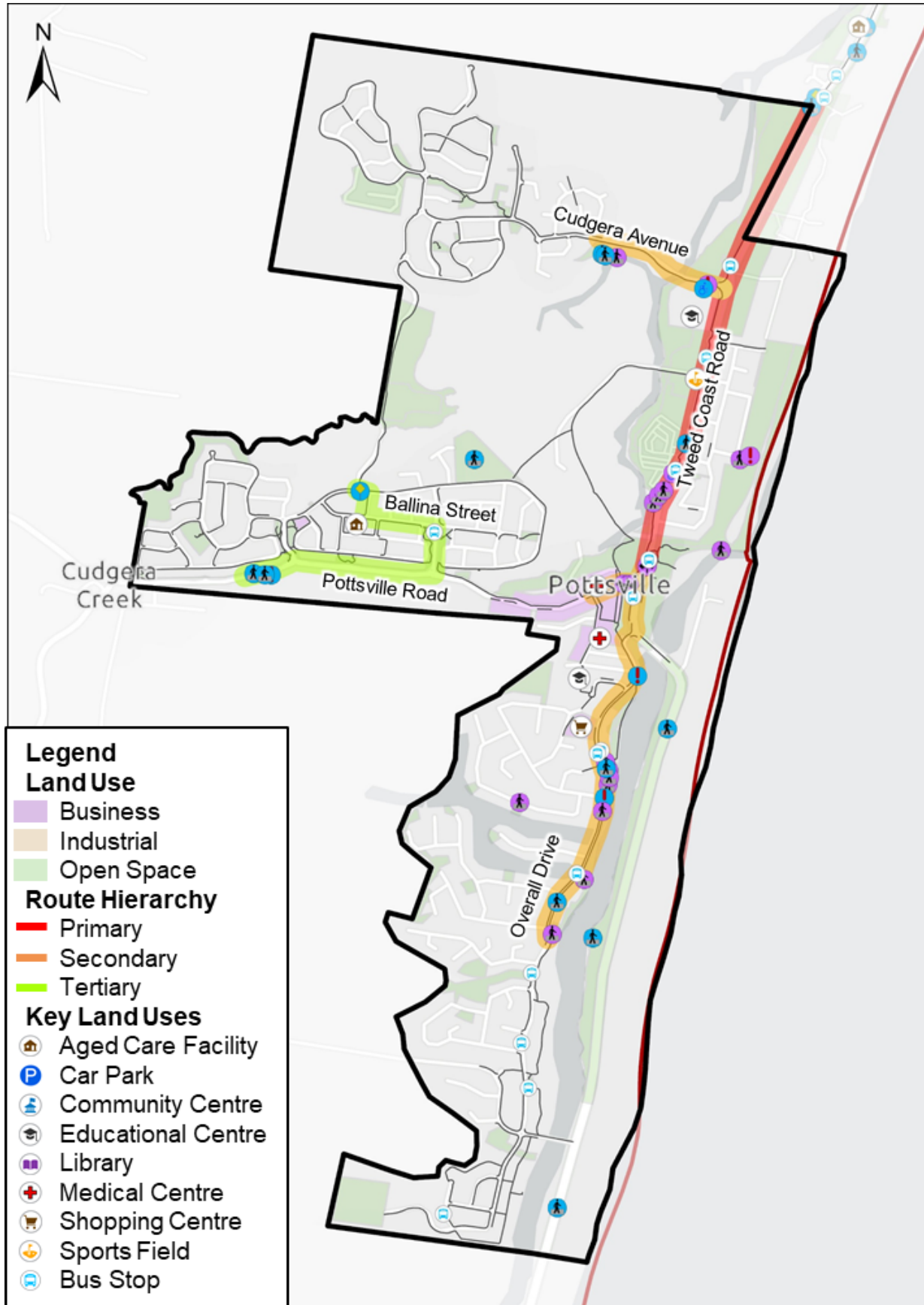


Figure 7.56: Pottsville

## 8 Route audits

### 8.1 Methodology

The route audits were undertaken between 8 September 2022 and 4 October 2022. These audits were undertaken to:


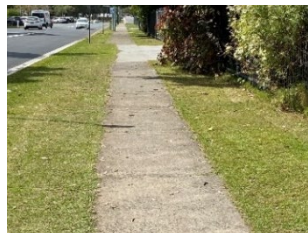
- Identify gaps and missing links in the existing active transport network (i.e., for 'new link' projects)
- Identify issues, accessibility or crossing deficiencies and safety requirements
- Identify locations for opportunities for connectivity improvements or further investigation






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 7.12 to Figure 7.20).




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:

- **Connectivity:** is the route connected to the rest of the network?
- **Comfort:** is the route well maintained, smooth and unobstructed? Is the route attractive and free from excessive traffic noise?
- **Convenience:** are there adequate crossing opportunities? Are key destinations within walking distance of one another?
- **Conviviality:** how pleasant is the walking environment?
- **Conspicuousness:** are the walking 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 8.7: Audit Issues Example**

Audit issue	Description	Photo
<b>Paths Missing links</b>	<p>A clear pedestrian desire line or where the pathways ends abruptly or only dirt path is provided. Example: Pathway ends abruptly after crossing.</p> <p><i>Location: Kingscliff (Pearl Street)</i></p>	
<b>Paths Narrow paths</b>	<p>Narrow pathways in accordance with AGRD Part 6A, as follows: Primary route – less than 2.5m wide Secondary route – less than 2m wide Tertiary route – less than 1.5m wide.</p> <p><i>Location: Tweed Heads South (Heffron Street)</i></p>	

Audit issue	Description	Photo
<p><b>Paths</b> <b>Uneven paths</b></p>	<p>Pathways that are uneven resulting in uncomfortable walking or cycling conditions Example: significant crossfall grades along path</p> <p><i>Location: Murwillumbah (Byangum Street)</i></p>	
<p><b>Paths</b> <b>Non-separated paths</b></p>	<p>Pathways that are not physically separated from through traffic. Example: Pathway continuing on road</p> <p><i>Location: Tweed Heads South (Kirkwood Road)</i></p>	
<p><b>Accessibility</b></p>	<p>Missing, misaligned or not to standard kerb ramps</p> <p>Example: Absence of kerb ramp</p> <p><i>Location: Murwillumbah (Riverview Street)</i></p>	
<p><b>Crossing</b></p>	<p>Missing or unsafe crossing points Example: Crossing not available to bus stop from pathway across the street</p> <p><i>Location: Tweed Heads West (Kennedy Drive)</i></p>	
<p><b>Lighting</b></p>	<p>Missing or insufficient street light provision. Example: Shared path through green space with no lighting</p> <p><i>Location: Banora Point (near Greenway Drive)</i></p>	

Audit issue	Description	Photo
<b>Safety</b>	<p>Pedestrian and cyclist safety concerns such as insufficient visibility, blind spots, or high vehicle speeds at crossings</p> <p>Example: Pathway along a sharp turn with overgrown vegetation hindering sight lines for active transport users</p> <p><i>Location: Murwillumbah (North Arm Road)</i></p>	
<b>Signage</b>	<p>Missing signage to indicate active transport paths or wayfinding.</p> <p>Example: Missing sign indicating start / end point of shared path.</p> <p><i>Location: Tweed Heads West (Kennedy Drive)</i></p>	
<b>Path Obstruction</b>	<p>Major pathway obstructions which could disrupt an active transport journey and impact vulnerable users.</p> <p>Example: Electricity light pole in the middle of path</p> <p><i>Location: Tweed Heads West (Kennedy Drive)</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 issue is highlighted as a Safety issue within the audit findings. Similarly, service pits on footpaths were not audited and only recorded as an issue when it causes any safety concerns. disrupting pathway along the audited routes.

## 8.3 Audit findings

The audit identified 127 active transport network deficiencies 52km of 'not to standard' 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**

Issue type	Issue count
Accessibility	63 issues
Crossing	28 issues
Lighting	8 issues
Path Obstruction	7 issues
Safety	2 issues
Signage	19 issues
Paths – Missing Links	9.4km
Paths – Narrow paths	41.9km
Paths – Uneven paths	0.2km
Paths – Unsafe paths	0.5km



## 9 Recommended treatments

### 9.1 Overview

Each of the 127 active transport network deficiencies and 52km of unsatisfactory paths identified during the site audits were individually analysed and reviewed against relevant standards.

The design standards adopted for the Tweed Shire Pedestrian and Bike Plan include a combination of Australian Standards, Austroads Guides and Transport for New South Wales (TfNSW) and local technical directions. Some of the reference documents used include:

- Paths, Cycleways and kerb ramps
  - Australian Standards AS1428.4.1: 2009 Design for Access and Mobility
  - Austroads Guide to Road Design Part 3: Geometric Design
  - Austroads Guide to Road Design Part 6A: Pedestrian and Cycle Paths.
- Crossings:
  - TfNSW model drawings MD R173.B01.A1
  - Austroads Guide to Road Design Part 4: Intersections and Crossings
  - 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).

A set of recommendations were provided considering the road hierarchy, grades, carriageway width, traffic volumes, sight distance available amongst others.

### 9.2 Recommended considerations

#### 9.2.1 Path width

The recommended minimum pathway widths were generally derived from Austroads Guide to Road Design (AGRD): *Part 6A Pedestrian and Cyclists Paths* and are as follows:

- Footpaths
  - Primary route – 2.5m wide
  - Secondary route – 2m wide
  - Tertiary route – 1.5m wide.
- Shared Paths
  - Primary Route – 3m wide
  - Secondary Route – 2.5m
  - Primary Route – 3m.

#### 9.2.2 Path safety

Footpaths and shared paths should be grade-separated from through traffic. Generally, separation is achieved using kerb and channel and a minimum verge separation from the road, although on constrained environments the path may be provided immediately adjacent to the kerb.

It is recommended that all footpath and shared paths are grade separated from throughout traffic. When grade separation is not achieved due to other constraints (i.e. drainage), a physical separation should be provided (i.e. median kerb or fence / landscape barrier).

Figure 9.1 shows an example of a shared path not physically or grade separated from through traffic at Kirkwood Road, Tweed Heads West adjacent to the Pacific Motorway southbound on/off-ramp. The shared path is provided with a line marking separation from the eastbound traffic lane (treated with spaced raised pavement markers and plastic mountable guideposts) and consideration should be given to the provision of kerb and channel and verge separation from the road, alternatively a median kerb or continuous fence should be considered (pending further assessment, including drainage considerations).



**Figure 9.57: Kirkwood Road Shared Path**

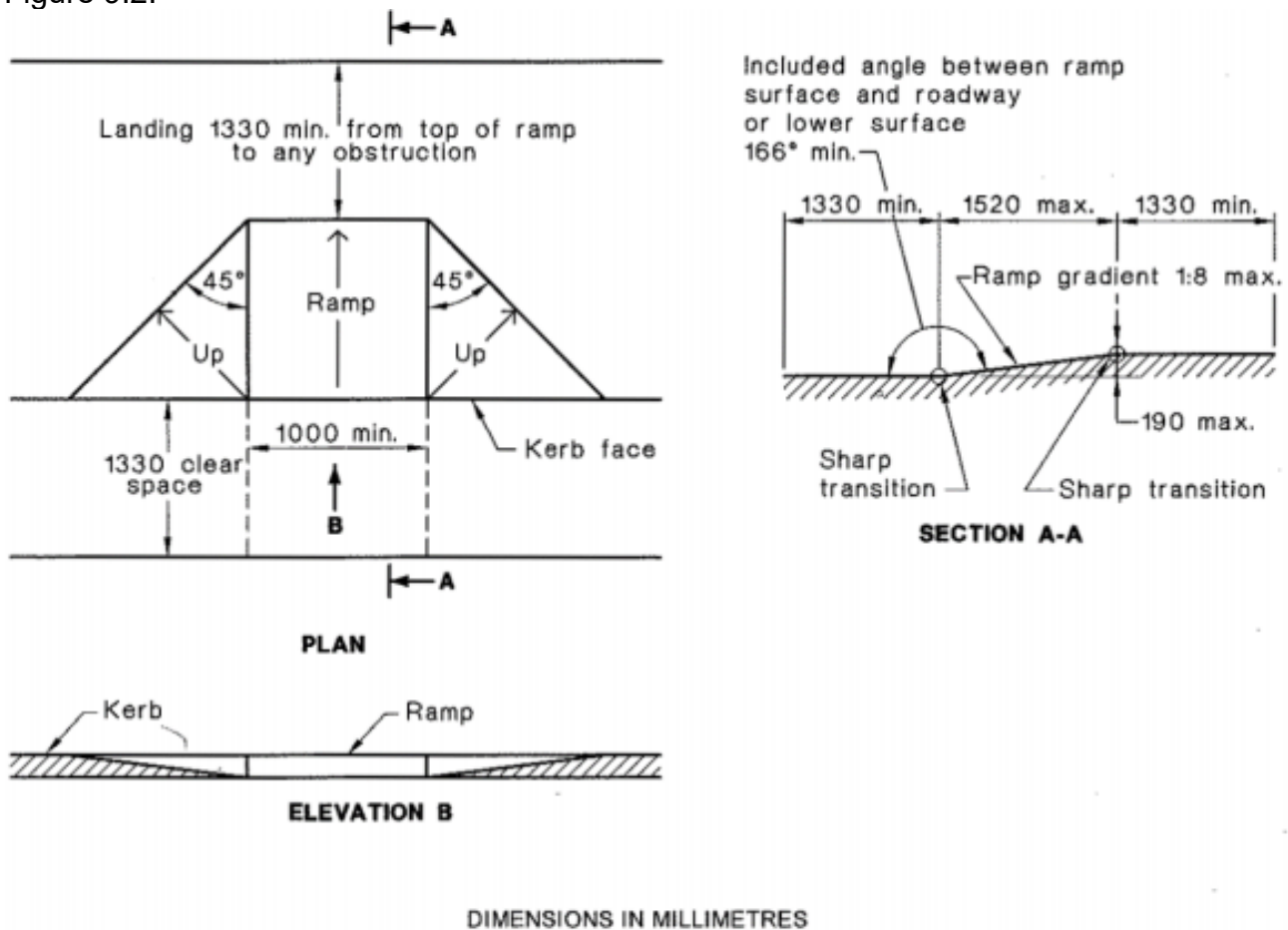
### 9.2.3 Kerb ramps

AGRD: *Part 4 Intersections and Crossing: General* provides details on the provision of kerb ramps for footpath and shared path crossing. The provision of a kerb ramp allows for users to gain access to the roadway with minimum impediment and caters not only for people of mobility impairments but also with people with prams, shopping trolleys, bicycles and any 'wheeled' mobility device (such as scooters and skateboards).

It is also critical that kerb ramps are aligned with the direction of travel to guide visual impaired active transport users across the road and not into traffic.

Kerb ramps provided on pedestrian footpaths should be provided generally in accordance with AS1428. Pedestrian kerb ramps should provide a maximum gradient of 1:8, so a person with vision impairment can identify the change in grade. If a flatter slope is provided the use of tactile ground surface indicators (TGSIs) should be provided.

Kerb ramps at pedestrian footpaths should be provided generally in accordance with Figure 9.2.



**Figure 9.58: Example of Pedestrian Kerb Ramp Design**

Cyclist generally require a smooth and relatively flat transition between the road and the path. As such, kerb ramps at shared paths should be provided with flatter kerb ramp (i.e. 1:15) and the kerb ramp should be treated with TGSi. The provision of a gently grade and smooth transition aids cyclist's safety and comfort.

Generally, kerb ramps at shared paths should be wider to match the width of the adjacent path.

## 9.2.4 Crossing

Austrroads Guide to Traffic Management (AGTM): *Part 8 Local Street Management* provides a toolkit and selection system, for a series of measures to increase pedestrian and bicycle safety, including different types of pedestrian crossings.

The selection of pedestrian crossing type should consider road environment, speed limits, traffic volumes pedestrian volumes and their purposes. to determine potential treatments.

Appropriate treatment types were initially selected based on their purposes, specifically to provide for active transport users safety. Attention was also given to existing treatments in the surrounding environment and, when possible, preference was given to devices that were already in place near the area, to ensure greater legibility for drivers.

Table 9.1 details the potential crossing treatments, noting that not all of them were selected as the recommended provision.

**Table 9.8: Active Transport Users Crossing Devices**

Treatment	Description	Advantages	Disadvantages
At grade crossing (no line marking)	A crossing point supported by kerb ramps at either end with no line marking provision.	<ul style="list-style-type: none"> <li>Facilitates active transport user's crossing</li> <li>Minimal costs</li> <li>Can be used in an on-road cycle route</li> </ul>	<ul style="list-style-type: none"> <li>Not suitable for heavy trafficable / heavy active transport usage roads</li> <li>Does not provide active transport users priority over motor vehicles.</li> </ul>
Zebra crossing	A line marked active transport user priority crossing point supported by kerb ramps at either end.	<ul style="list-style-type: none"> <li>Provides priority for active transport users over vehicles</li> <li>Facilitates active transport user's crossing</li> <li>Increase active transport user's safety</li> <li>Can be used in an on-road cycle route</li> <li>Low costs.</li> </ul>	<ul style="list-style-type: none"> <li>Can negatively impact motor vehicle traffic flow</li> <li>Not suitable for heavy traffic usage roads</li> <li>Loss of on-street parking</li> </ul>
Wombat crossing	A raised and line marked active transport user priority crossing point supported by kerb ramps at either end.	<ul style="list-style-type: none"> <li>Slows traffic</li> <li>Provides priority for active transport users over vehicles</li> <li>Facilitates active transport user's crossing</li> <li>Can be used in an on-road cycle route</li> </ul>	<ul style="list-style-type: none"> <li>Can negatively impact motor vehicle traffic flow</li> <li>Not suitable for heavy traffic usage roads</li> <li>Loss of on-street parking</li> <li>Impact on vehicle passenger and cyclist's comfort</li> <li>Traffic noise level may increase</li> </ul>
Coloured / Textured pavement surface	A coloured / textured pavement surface (generally red) supported by kerb ramps at either end.	<ul style="list-style-type: none"> <li>Relative low cost</li> <li>Alert drivers of change in road conditions</li> </ul>	<ul style="list-style-type: none"> <li>Stability problems may occur for cyclists</li> <li>May impact channel drainage</li> </ul>

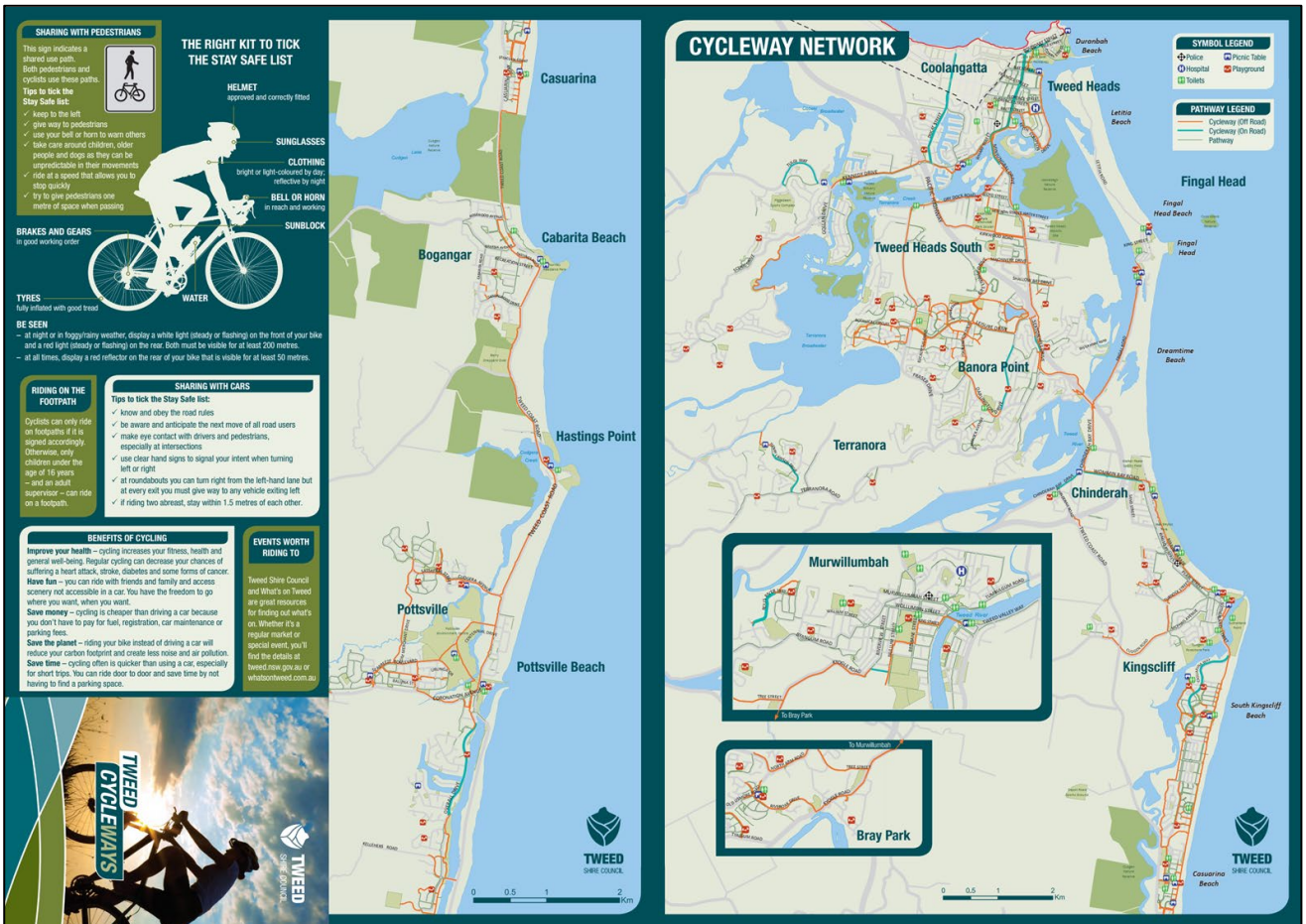
Treatment	Description	Advantages	Disadvantages
Kerb extension	A kerb extension that narrows the trafficable carriageway minimising pedestrian crossing distances, supported by kerb ramps.	<ul style="list-style-type: none"> <li>• Slows traffic</li> <li>• Minimise active transport user's crossing distance</li> <li>• May improve the visibility of pedestrians and motor vehicles</li> <li>• Relative low cost</li> <li>• Can be used in conjunction with other crossing devices</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of on-street parking</li> <li>• May be difficult to accommodate on-street bicycle facilities</li> <li>• Can negatively impact motor vehicle traffic flow.</li> </ul>
Refuge Island	A concrete island positioned at the centreline of a road providing pedestrians with a refuge. Provided with kerb ramps at either end.	<ul style="list-style-type: none"> <li>• Slows traffic</li> <li>• Provides a refuge for active transport users crossing the road</li> <li>• Can be used in conjunction with other crossing devices</li> </ul>	<ul style="list-style-type: none"> <li>• Limit access and movements from driveways</li> <li>• May be difficult to accommodate on-street bicycle facilities</li> <li>• Can negatively impact motor vehicle traffic flow</li> <li>• Relatively expensive.</li> </ul>

### 9.2.5 On-road cycle facilities

Figure 9.3 shows the Council's current Cycleway Network Map. At present Tweed Shire has a limited and fragmented on-road cycle facility network. The current network is generally restricted by available road widths and pinch points that impede the ability to implement and promote a more comprehensive and extensive on-road cycle facilities to users.

Differing from shared paths, on-road cycle lanes are more commonly used by regular or confident cyclists covering longer distances such as sports and commuters. To leverage off the existing on-road cycle infrastructure, the network should focus not only on connections within the suburbs, but most importantly between key suburbs using direct and popular cycling routes. This would also include recreational or sports cycling routes regularly used across the shire.

Given the limited inter-suburbs scope of this particular active transport infrastructure review and the limited existing on-road cycle lane provision throughout Tweed Shire, no specific on-road cycle lanes were recommended as part of this Plan. Rather, a series of Strategies updates are discussed in Section 12 that plan to set policies and standards in place. The provision of a more extensive and connected on-road cycle network across the Tweed Shire is dependent on a multi-faceted approach including improved road standards, infrastructure delivery, policy changes and community initiatives.



Source: Tweed Shire Council

Figure 9.59: Tweed Shire Council Cycleway Network Map

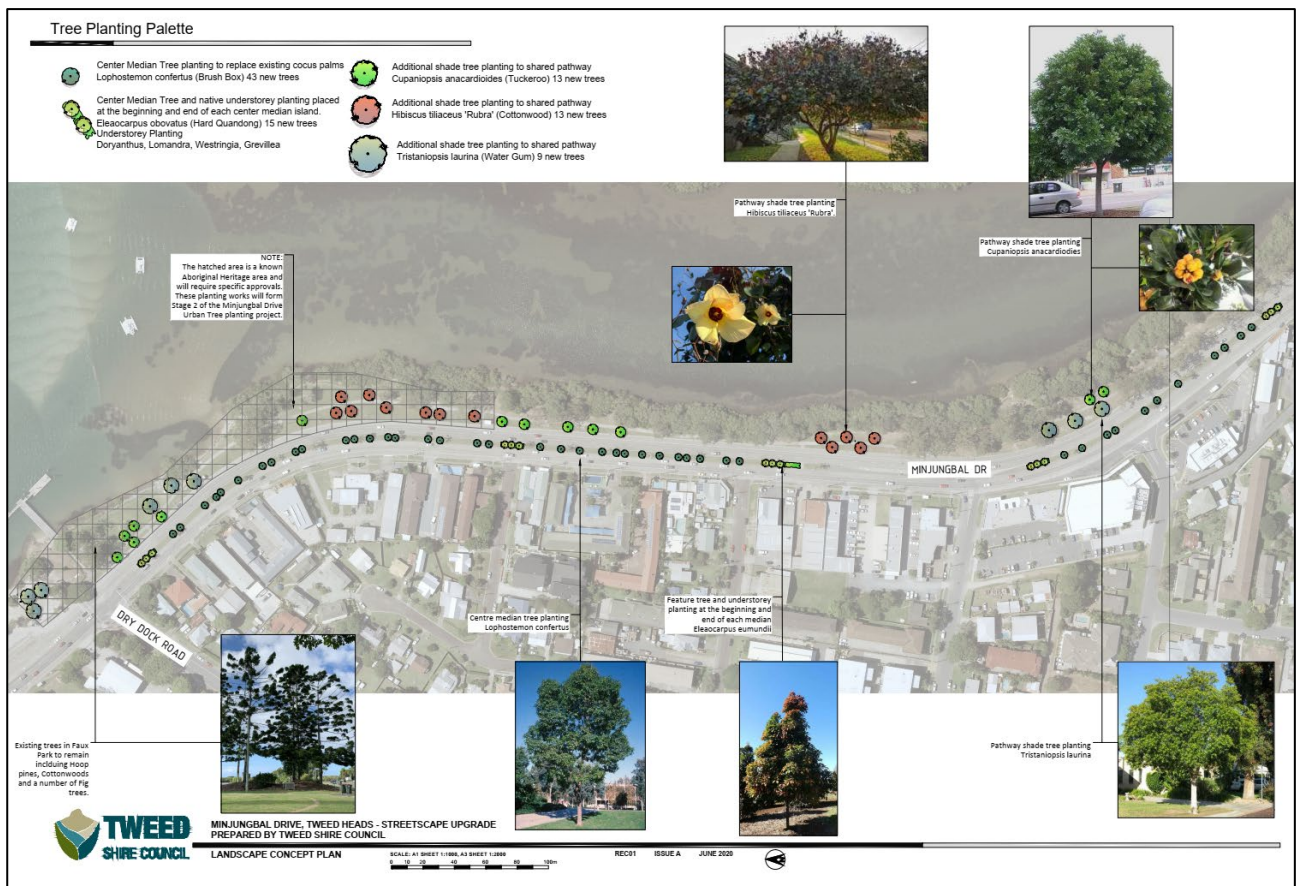
### 9.2.6 Natural shade

The provision of natural shade along active transport paths has the potential to improve active transport user’s amenity and comfort. Trees and natural shade adjacent to paths are especially important at tropical areas (i.e. Tweed Shire) and built out areas, such as CBDs as a way to control the temperature, reduce the exposure to ultraviolet radiation and to provide a more enjoyable active transport journey. Additionally, low planting between the footpath or cycleway and the road can increase active transport users’ safety, providing an additional physical separation between pedestrians and cyclists from vehicular traffic. However, it is necessary to ensure that the provision of natural landscape does not impact safe sight distance for all road users.

Tweed Shire Council has a number of initiatives to improve natural shade within the Shire. The ‘Cool Towns Urban Forest Program’ acknowledges the importance of providing natural shade and aims to increase canopy cover at a number of locations within the Shire, including at footpaths, cycleways and parks. The program also has a list of potential projects to be completed, including the provision of trees adjacent to paths at John Follant Park (Tweed Heads), Marine Parade (Kingscliff), Murwillumbah CBD, Minjungbal Drive (Tweed Heads West), amongst others.

The *Cool Towns Urban Forest Program* outlines Council aims to integrate natural shade planting into routine maintenance and to upgrade works as the budget allows. As such it has been recommended that Council considers the provision of natural shade for any new and upgraded paths to leverage shade from both initiatives, maximising the provision of natural shade increasing active transport user's comfort.

Figure 9.4 shows the Cool Towns Urban Forest Program concept plan for Minjungbal Drive.



Source: Tweed Shire Council

**Figure 9.60: Minjungbal Drive Streetscape Upgrade – Cool Towns Urban Forest Program**

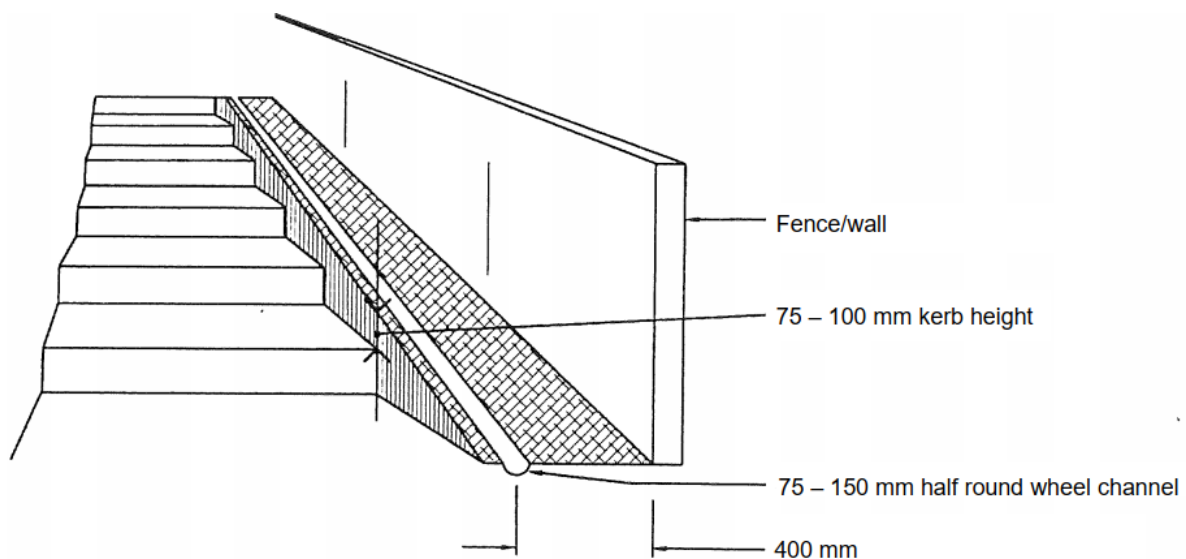
## 9.2.7 Pathway grades

In many instances the pathway grades provided along paths reflect the natural environment and treatments to provide a gentler path grade are limited. Paths that follow the road along the verge generally do not allow for the provision of horizontal curves, to provide for gentler grades, due to limited available verge width. However, footpaths provided along wider areas (i.e. parks), can have their gradients decreased by the provision of horizontal curves (e.g. paths along Eden Street in Tweed Heads).

In a number of instances footpaths and shared paths in Tweed Shire are provided with stairs, given the existing grades are too steep for provision of ramps. In accordance with AGRD: Part 6A Pedestrian and Cyclists Paths ramps should be provided where possible as an alternative or in addition to steps or stairs that are a barrier to people with disabilities and cyclists (noting that in some cases ramps are not achievable due to the steep road grades).

If stairs need to be provided in shared paths due to existing natural grades, it has been recommended that they are traded / modified to include the provision of a bicycle wheeling ramp formed by concrete infill or steel plate to facilitate cyclists movements. Ramps may be either on the sides or within a median of the stairs. In addition, it is recommended that stairs along paths are provided with handrails to assist pedestrians and increase safety.

Figure 9.5 demonstrate a stair provided with a cyclist ramp in accordance with AGRD.



Source: AGRD: Part 6A Pedestrian and Cyclists Paths

**Figure 9.61: Stairs Provided with Ramps to Support Cyclist**

## 9.2.8 Horizontal curve

Similar to adverse pathway grades, horizontal curves on paths are generally provided as a reflection of the existing natural environment and road alignment. The provision of paths with narrow radius curves have the potential to impact sight lines and increase the risk of collision between cyclists and pedestrians, particularly along shared paths, however in many instances, treatments to provide a wider curve are limited.

Specific consideration should be given to well design landscaping that does not encroach sight lines or operating space and when / if possible, offset retaining walls from paths with horizontal curves so they do not obstruct pedestrian and cyclist visibility.

It is important that appropriate sight lines are provided between a cyclist's eye height and pedestrians to assist in minimising conflict, and between a cyclist's eye height and the path surface so that cyclists can stop in the event that a hazard exists on the path (e.g. mud deposited during inundation, potholes due to washouts, broken glass, and fallen tree limbs).



### 9.2.9 Additional recommendations

The Northern Rivers Rail Trail is a walking and cycling trail along the former Northern Rivers Rail corridor and will ultimately connect the Tweed Valley with Byron Shire, Lismore and Casino. The 24km long Tweed section of the rail trail connects to the heritage-listed Murwillumbah Railway Station and continues towards the villages of Stokers Siding, Burringbar, Mooball and Crabbs Creek. The Tweed section of the rail trail is currently operational. The Rail Trail along the scenic corridor provides additional off-road active transport routes for residents and visitors within the Tweed region.

In order to leverage from the Rail Trail, it has been recommended that Council provides active transport infrastructure connecting the Rail Trail to key suburbs and CBD in the area, particularly Murwillumbah. This recommendation is reflected in the infrastructure upgrades maps presented in Section 9.3.

Council should also consider the provision of active transport infrastructure at the villages along the trail, such as Stokers Siding, Burringbar and Mooball.

## 9.3 Recommendation maps

The recommended upgrades maps for each of the suburbs within the study area have been provided from Figure 7.12 to Figure 7.20. The maps and the detailed proposed upgrade recommendations have also been provided in **Appendix C**, with table registers provided in **Appendix D**.

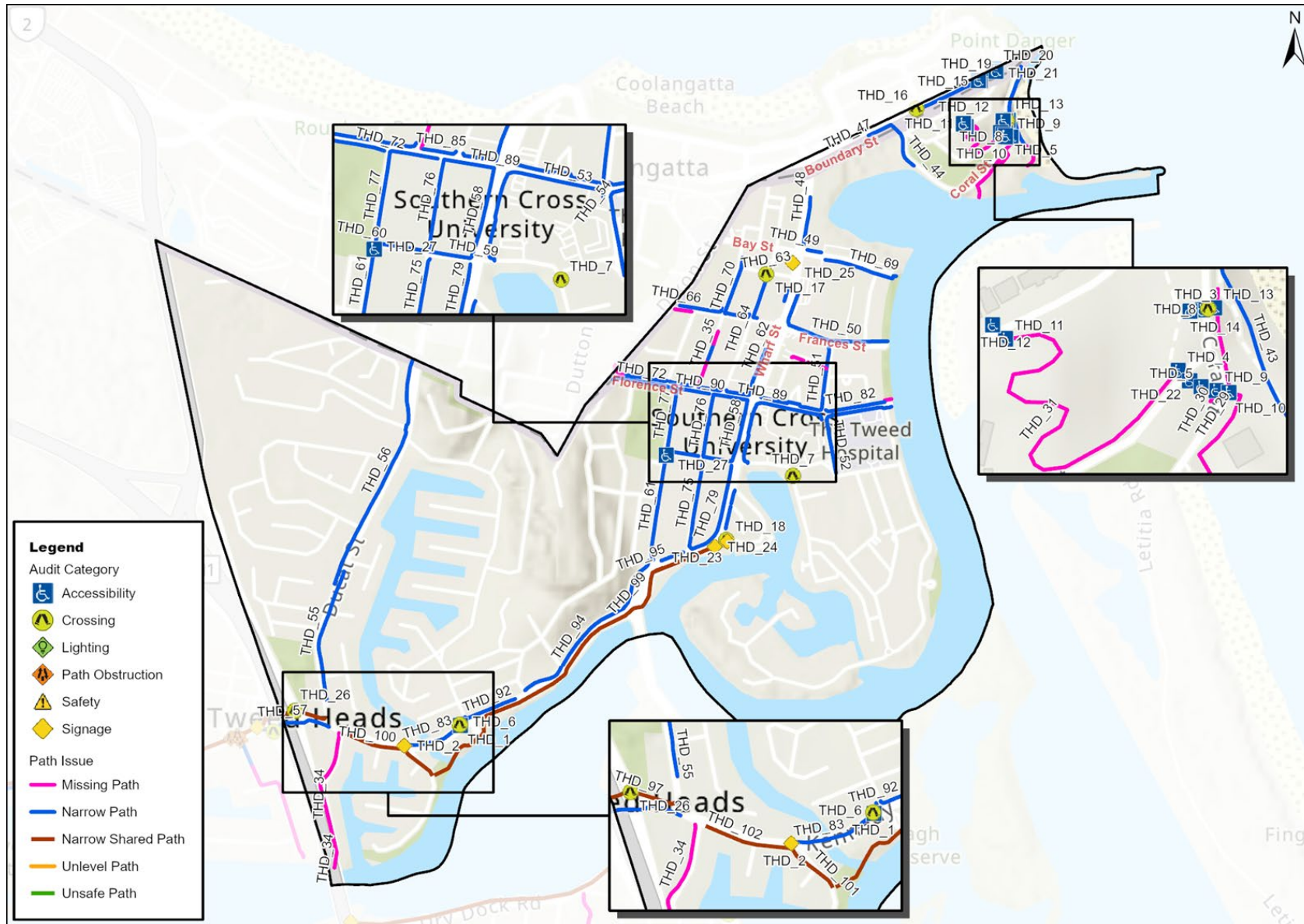


Figure 9.62: Tweed Heads

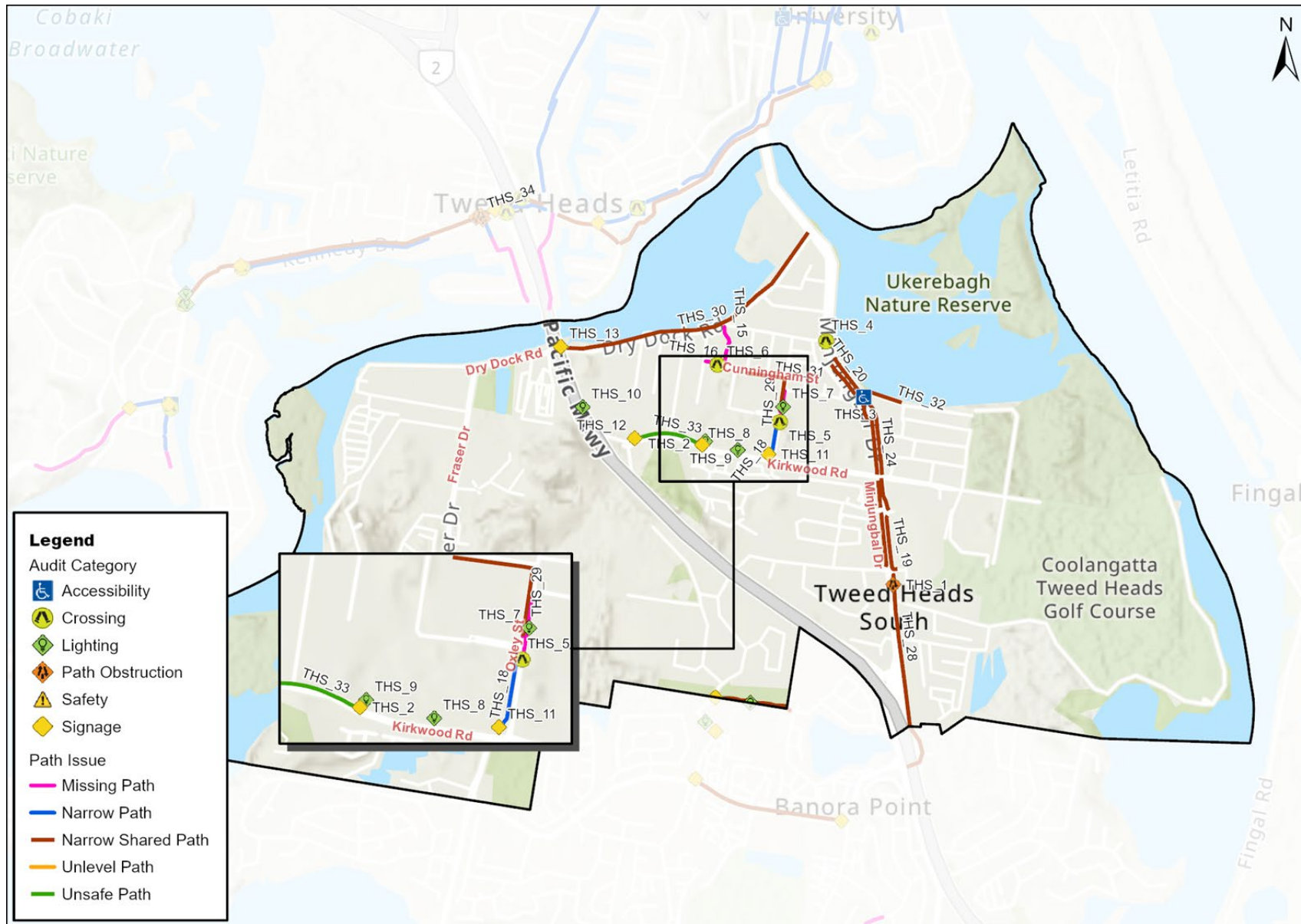


Figure 9.63: Tweed Heads South

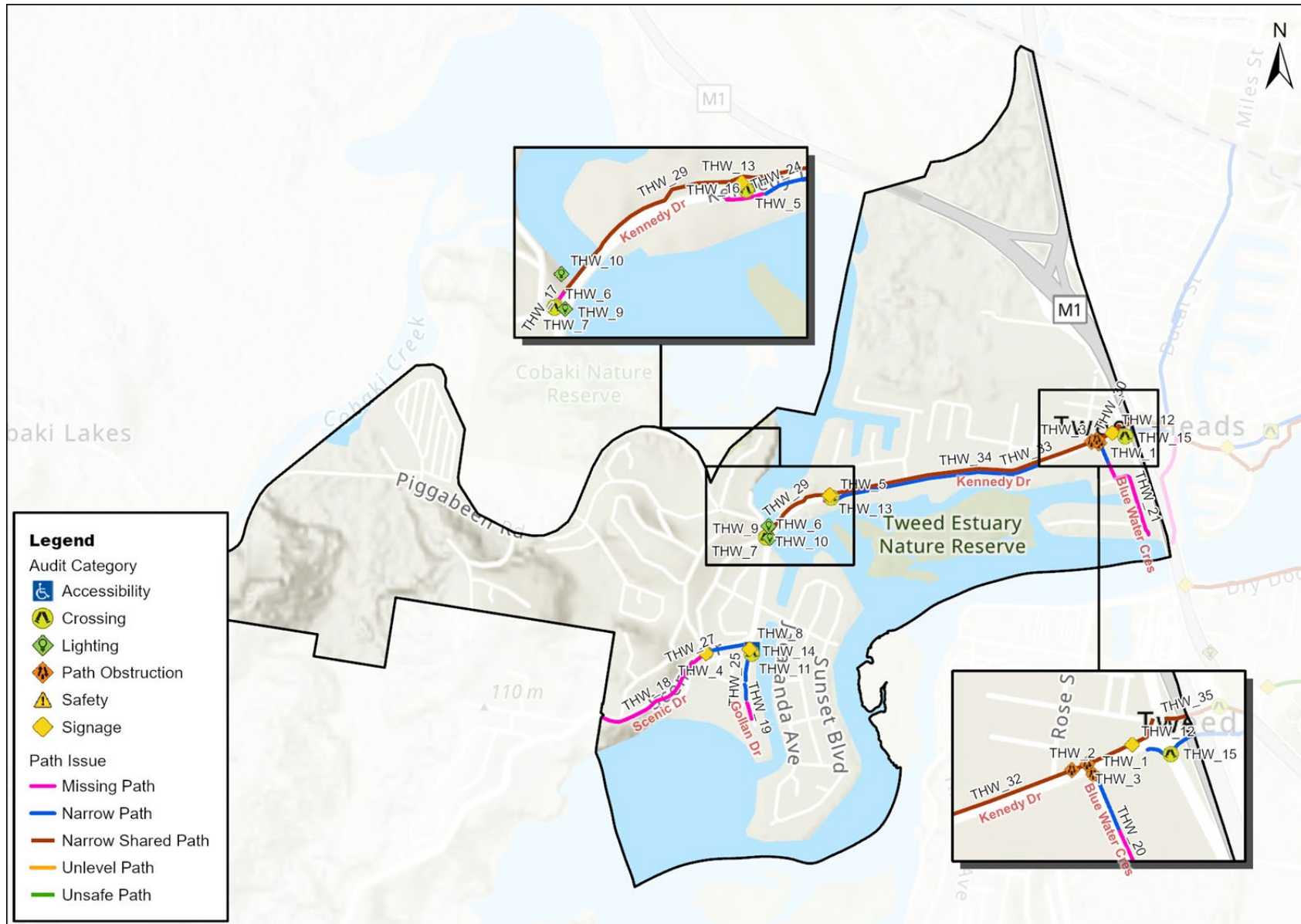


Figure 9.64: Tweed Heads West

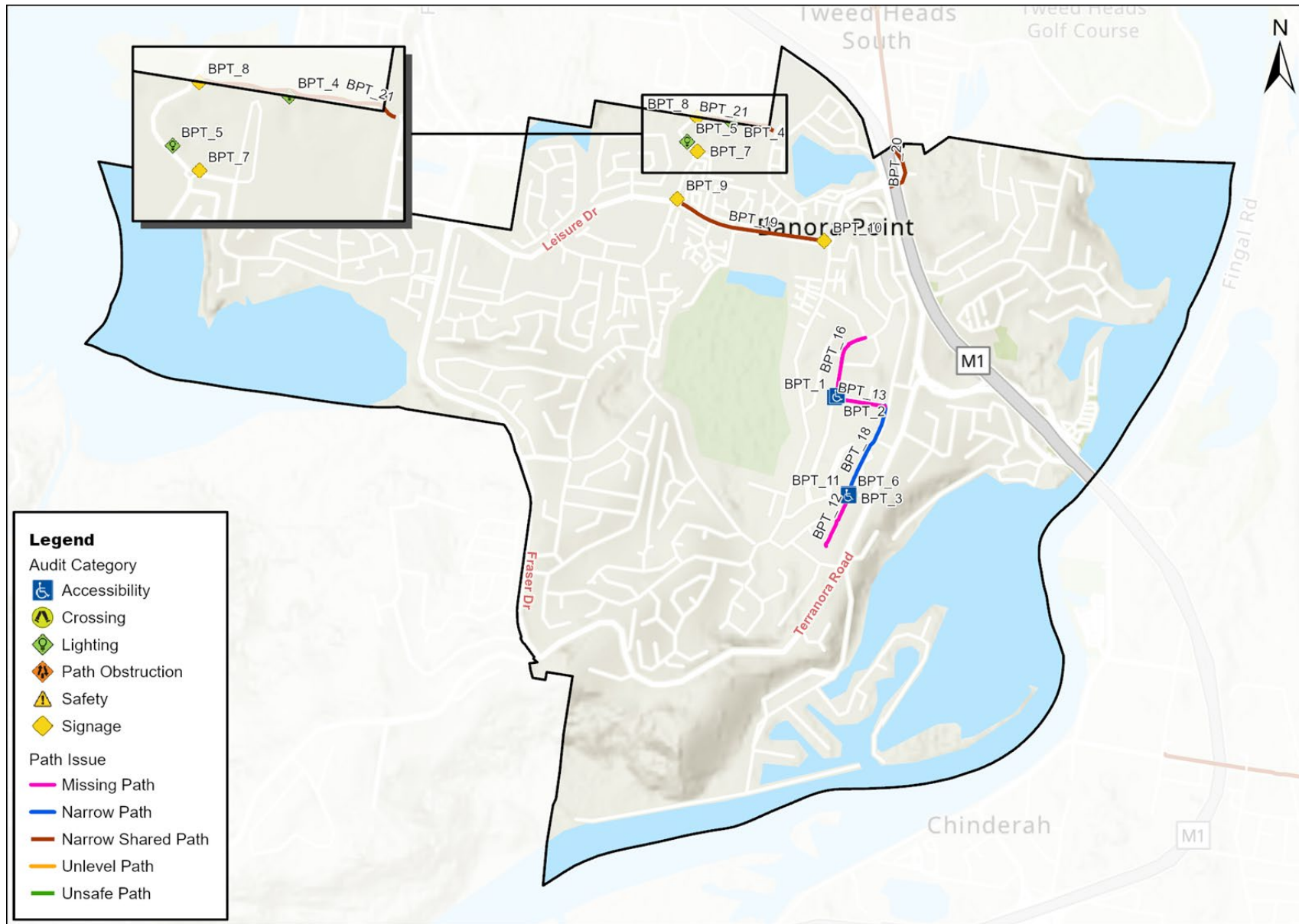


Figure 9.65: Banora Point

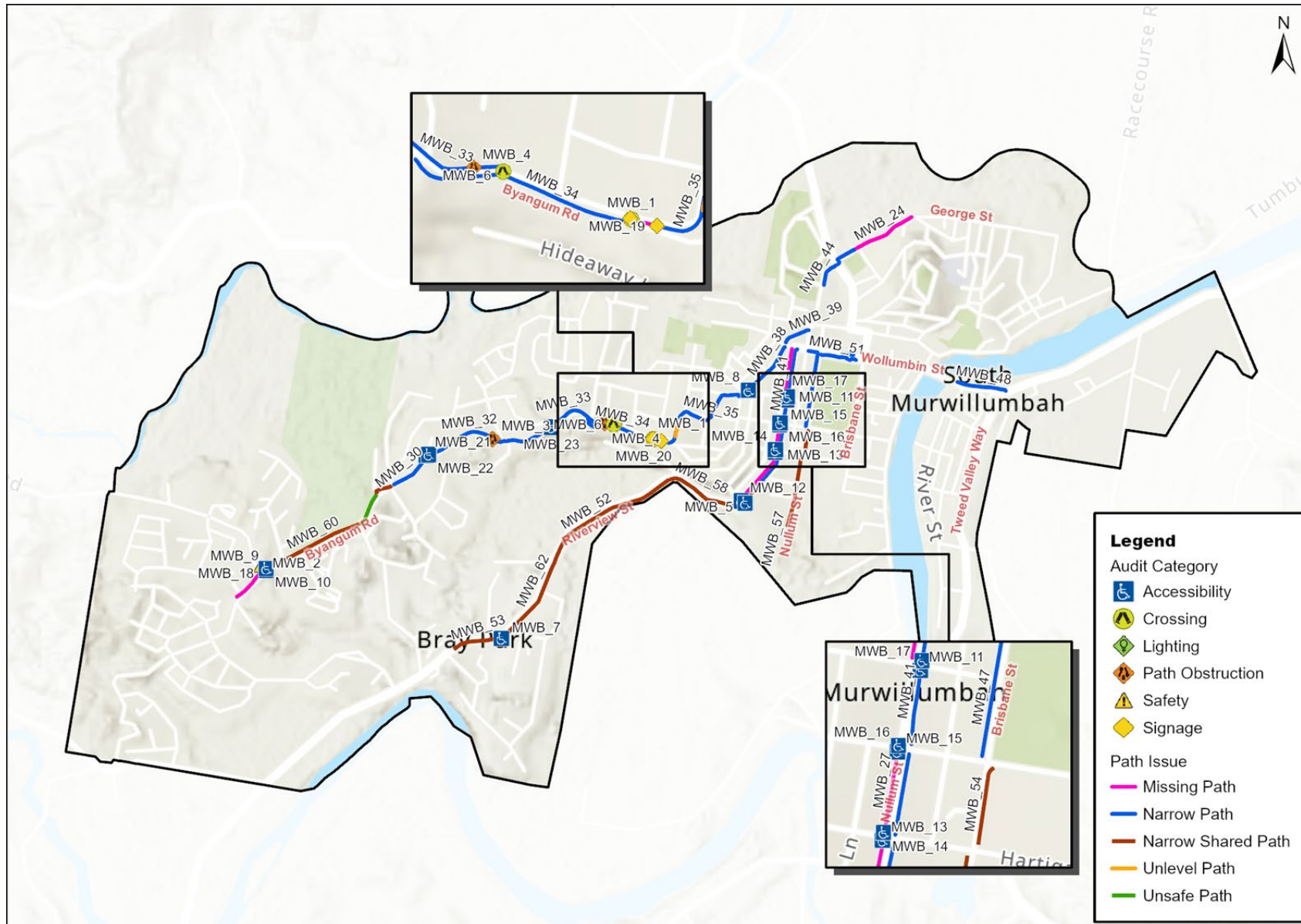


Figure 9.66: Murwillumbah

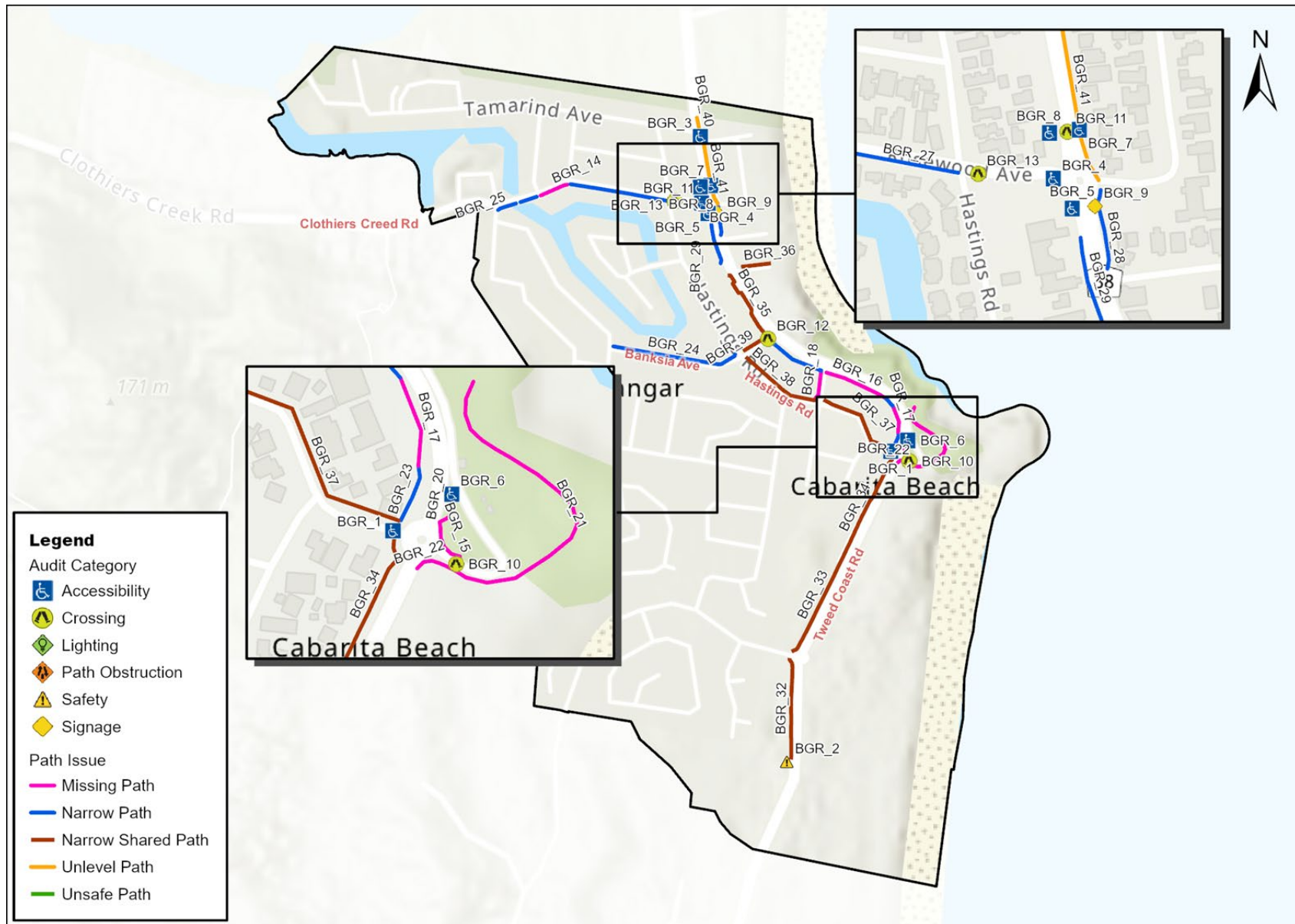


Figure 9.67: Cabarita

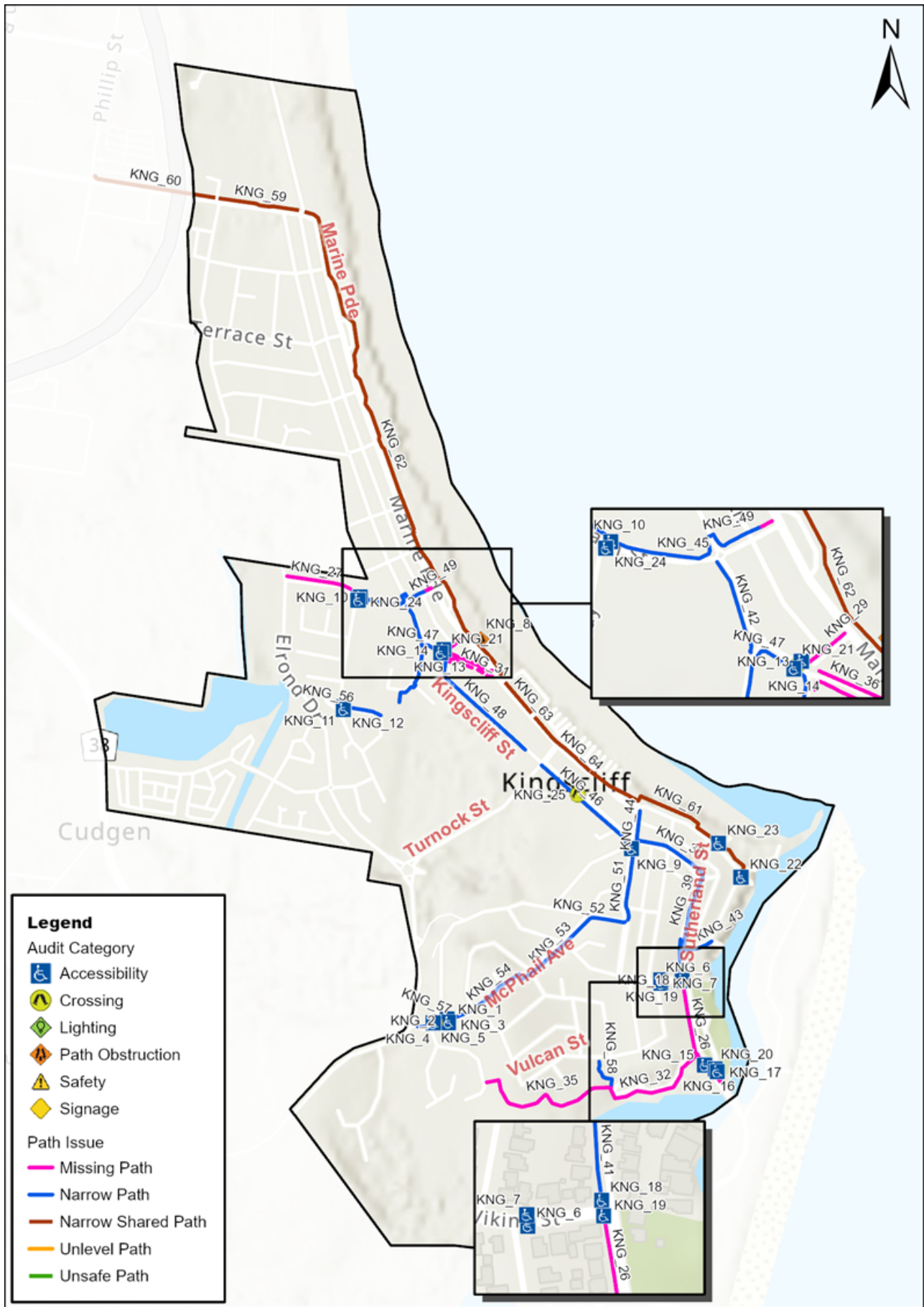


Figure 9.68: Kingscliff



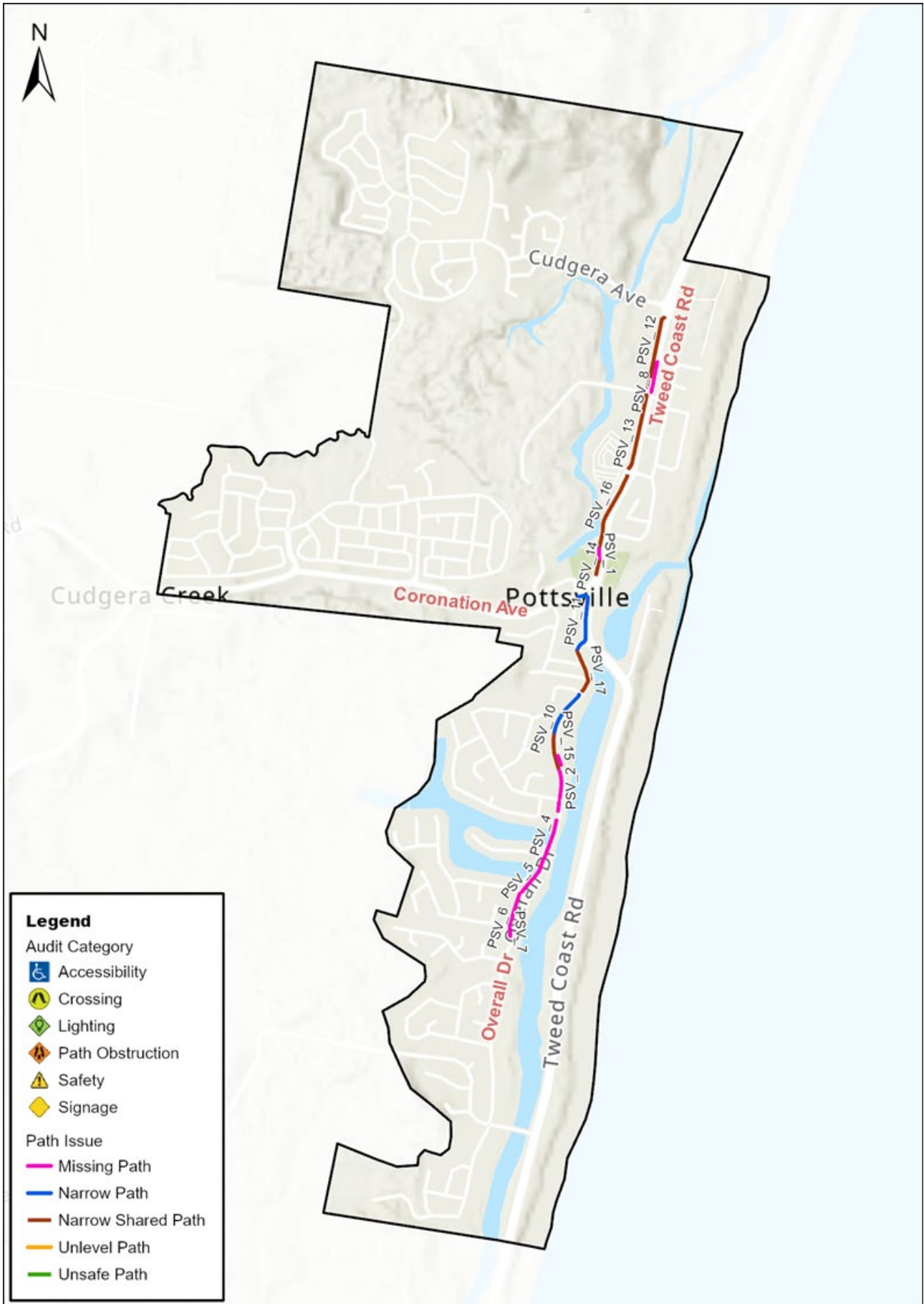


Figure 9.69: Pottsville

## 10 Evaluation framework

### 10.1 Overview

A Multi Criteria Assessment (MCA) was undertaken to evaluate and prioritise the recommended treatments presented in Section 9.3.

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, one criterion related to impacts (i.e. 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 10.9: Multi Criteria Assessment**

Criteria	Description	Measurement and scoring methods	Weighting
<b>Accessibility</b>	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 20 scale <i>Lowest perceived accessibility improvement = 1</i> <i>Highest perceived accessibility improvement = 20</i>	20%
<b>Connectivity</b>	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 20 scale. <i>Lowest perceived connectivity improvement = 1</i> <i>Highest perceived connectivity improvement = 20</i>	20%

Criteria	Description	Measurement and scoring methods	Weighting
<b>Safety</b>	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 20 scale. <i>Lowest perceived safety improvement = 1</i> <i>Highest perceived safety improvement = 20</i>	20%
<b>Cost</b>	Estimated infrastructure costs	Measured in foreseeable infrastructure cost \$ (2023). Scored based on 1 to 20 scale. <i>Highest cost = 1</i> <i>Lowest cost = 20</i>	40%
<b>Level of Activity</b>	The expected number of potential active transport users benefited by the recommended treatment	Measured based on the PAMP route hierarchy, provided as an adjustment factor. <i>High Priority = 1.0</i> <i>Medium Priority = 0.9</i> <i>Low Priority = 0.8</i> <i>Outside Priority Route = 0.5</i>	<i>Not applicable</i>

## 10.2 Common themes

Existing and potential pedestrian and cycling related issues have been condensed in 20 'common themes', which were then evaluated in accordance with their importance relative to the MCA.

Table 10.2 describes each of the 20 common themes.

**Table 10.10: Pedestrian Treatment Themes**

Themes	Description
Provide path (at missing path)	Provide a compliant path at an existing location with a missing footpath or missing shared path
Provide path (at narrow path)	Upgrade existing narrow path
Provide path (at unlevelled / non-compliant path)	Upgrade existing cracked path, uneven path or path with trip hazard (lips)
New kerb ramp	Provide a kerb ramp at an existing intersection or mid-block crossing with no kerb ramp provision
Upgrade kerb ramp	Upgrade existing narrow kerb ramp, steep kerb ramp, cracked kerb ramp, kerb ramp directing pedestrian into intersection / traffic

Themes	Description
Pedestrian refuge Island	Provide a pedestrian refuge island
Pedestrian signalised crossing	Provide a pedestrian wombat crossing (see note 1)
Pedestrian wombat crossing	Provide a pedestrian wombat crossing (see note 1)
Pedestrian zebra crossing	Provide a pedestrian zebra crossing (see note 1)
Provide kerb / blister build outs	Provide kerb / blister build outs at existing or proposed crossing point
Provide accessible ramp (replacing stairs)	Provide accessible and compliant ramp replacing existing stairs
Provide handrail	Provide handrail at stairs or ramps to support accessibility and safety
Provide physical separation from through traffic	Provide physical separation (i.e. kerb / median) from through traffic
Threshold treatment	Provide threshold treatment to increase awareness of road users
Shared path signage	Provide shared path signage at existing and recommended new shared paths
Separated off-road cycle path	Provide separated off-road cycle path
On-road cycle lane	Provide delineated on-road cycle lane
Lighting	Provide or upgrade lighting at paths, crossing point and cycle lanes
Missing / incorrect wayfinding signage	Provide or update wayfinding signage to key land uses
Landscape trim	Provide maintenance / landscape trim in areas where trees / turf are encroaching paths, cycle lanes

Note 1: It is important to note that certain treatment types can have additional criteria / requirements to be met prior to implementation. In particular, specific warrants must be met for installation of certain crossing types. 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

The 20 common themes described in Section 10.2 were evaluated in conjunction with Council against the qualitative criteria described in Section 10.1. The result is shown in Table 10.3.

**Table 10.11: Evaluation Criteria and Level of Importance**

Treatment types/Themes	Category importance score			Benefits score
	Safety	Connectivity	Accessibility	
Missing path	13	20	20	53
Pedestrian signalised crossing	20	17	17	54
Pedestrian wombat crossing	19	16	16	51
Pedestrian zebra crossing	18	15	15	48
Blister build outs (crossing)	17	14	14	45
Accessible Ramp (replacing stairs)	7	19	18	44
Narrow path	12	11	11	34
New Kerb Ramp	5	9	19	33
Pedestrian Refuge Island	14	5	12	31
Separated cycle lane	11	13	7	31
Unlevelled Path / non-compliant path	9	10	9	28
On-road cycle lane	10	12	6	28
Lighting	16	3	8	27
Wayfinding sign	1	18	5	24
Median separation from through traffic	15	6	3	24
Update Kerb Ramp	4	8	10	22
Handrail	3	4	13	20
Threshold Treatment	8	2	2	12
Landscape trim	6	1	4	11
Shared Path Signage	2	7	1	10

## 10.4 Cost scoring

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

- The cost scoring was developed as follows:
- The scoring calculations were settled into four brackets using the lower quartile, median and upper quartile as range bounds
- The range between each quartile was then divided into five equal brackets to give a total of 20 scores
- 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 capital costs are shown in Table 10.4.

Treatment capital cost	Capital cost score
\$0 to \$720	20
\$720 to \$1,440	19
\$1,440 to \$2,160	18
\$2,160 to \$2,880	17
\$2,880 to \$3,600	16
\$3,600 to \$10,050	15
\$10,050 to \$16,500	14
\$16,500 to \$22,950	13
\$22,950 to \$29,400	12
\$29,400 to \$35,900	11
\$35,900 to \$46,550	10
\$46,550 to \$57,250	9
\$57,250 to \$67,950	8
\$67,950 to \$78,650	7
\$78,650 to \$89,350	6
\$89,350 to \$239,150	5
\$239,150 to \$388,900	4
\$388,900 to \$538,700	3
\$538,700 to \$688,450	2
\$688,450 to \$838,200	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 (low priority = 0.8, medium priority = 0.9, high priority = 1), which was then applied to the score, providing the final score for each treatment. This was used to prioritise treatments that would benefit a larger number of users, while at the same time, not overlook 'easy fix / quick win' treatments.

Items were broken down into three priority categories including:

- **High Priority:**        **Short Term (0-5years)**
- **Medium Priority:**    **Medium Term (5-10years)**
- **Low Priority:**        **Longer Term (beyond 10 years).**

The adjustment factor was then applied to the combined Accessibility, Connectivity, Safety and Cost scores, providing the final score for each treatment. This was used to prioritise treatments that would benefit a larger number of users, while at the same time, not overlook 'easy fix / quick win' treatments.

To support Council in prioritising future requests for pedestrian improvements against the Plan program of work, any pedestrian related upgrades / request outside the priority nominated routes shall be assigned a **0.5 factor**.

The priority categorisation considers Council's practical budget to be able to deliver active transport infrastructure based on a combination of annual budgets as well as grants, which averages close to \$1 million per year over the last 4 years.

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

**Table 10.12: Item and Cost Breakdown by Priority Category**

Priority	Item	Quantity	Cost
High	Pedestrian signalised crossing	2	\$121,600
	Lighting	1	\$16,000
	Missing path	62	\$4,865,640
	Narrow path	14	\$330,456
	Unlevelled Path / non-compliant path	2	\$32,000
	Accessible Ramp (replacing stairs)	1	\$5,760
	Landscape trim	2	\$3,200
	New Kerb Ramp	36	\$118,560
	Update Kerb Ramp	5	\$15,200
	Shared Path Signage	12	\$4,800
	Wayfinding sign	4	\$2,000
	<b>TOTAL</b>	<b>141</b>	<b>\$5,515,216</b>
	Medium	Lighting	8
Median separation from through traffic		7	\$40,320
Missing path		7	\$1,449,685
Narrow path		69	\$5,496,492
Unlevelled Path / non-compliant path		4	\$89,666
New Kerb Ramp		11	\$33,440
Update Kerb Ramp		13	\$42,560
<b>TOTAL</b>		<b>119</b>	<b>\$7,237,604</b>
Low	Median separation from through traffic	1	\$5,760
	Narrow path	94	\$24,438,568
	Unlevelled Path / non-compliant path	2	\$146,304
	Threshold Treatment	1	\$5,600
	<b>TOTAL</b>	<b>98</b>	<b>\$24,596,232</b>



In the short term (0-5 years), the higher priority works focus on filling in the gaps of the active transport network at key ( higher use) locations, with missing paths accounting for 88% of the short term works recommendations. The remaining items represent lower cost items that Council could undertake while also contributing to increasing overall safety and connectivity. An example of this is 41 (24%) of the high priority items involve replacing or installing kerb ramps.

During the medium term (5-10 years), a broad range of items were recommended which shift towards improving existing infrastructure such as widening existing narrow paths (76% of the total medium term cost).

The longer term items (10+ years) predominately comprise of investment towards improving existing infrastructure across the network with the established centres in order to maintain and also improve existing facilities.

## 11 Priority mapping

### 11.1 Overview

The priority maps for the Tweed Shire areas are shown in Figure 11.1 to Figure 11.8. The priority treatments register, and the detailed priority maps are provided in **Appendix F** and **Appendix G** respectively.



Figure 11.70: Tweed Heads

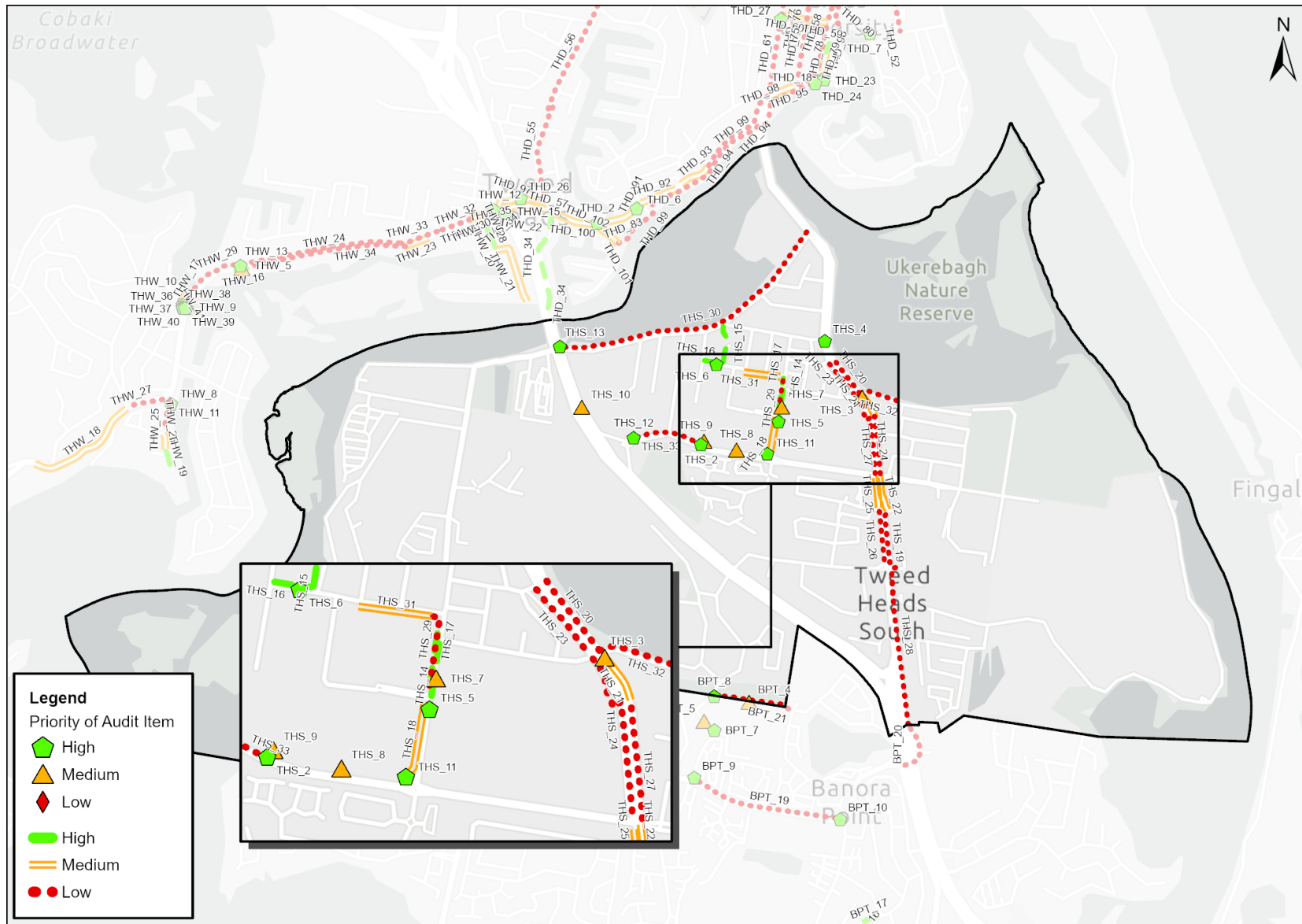


Figure 11.71: Tweed Heads South



Figure 11.72: Tweed Heads West

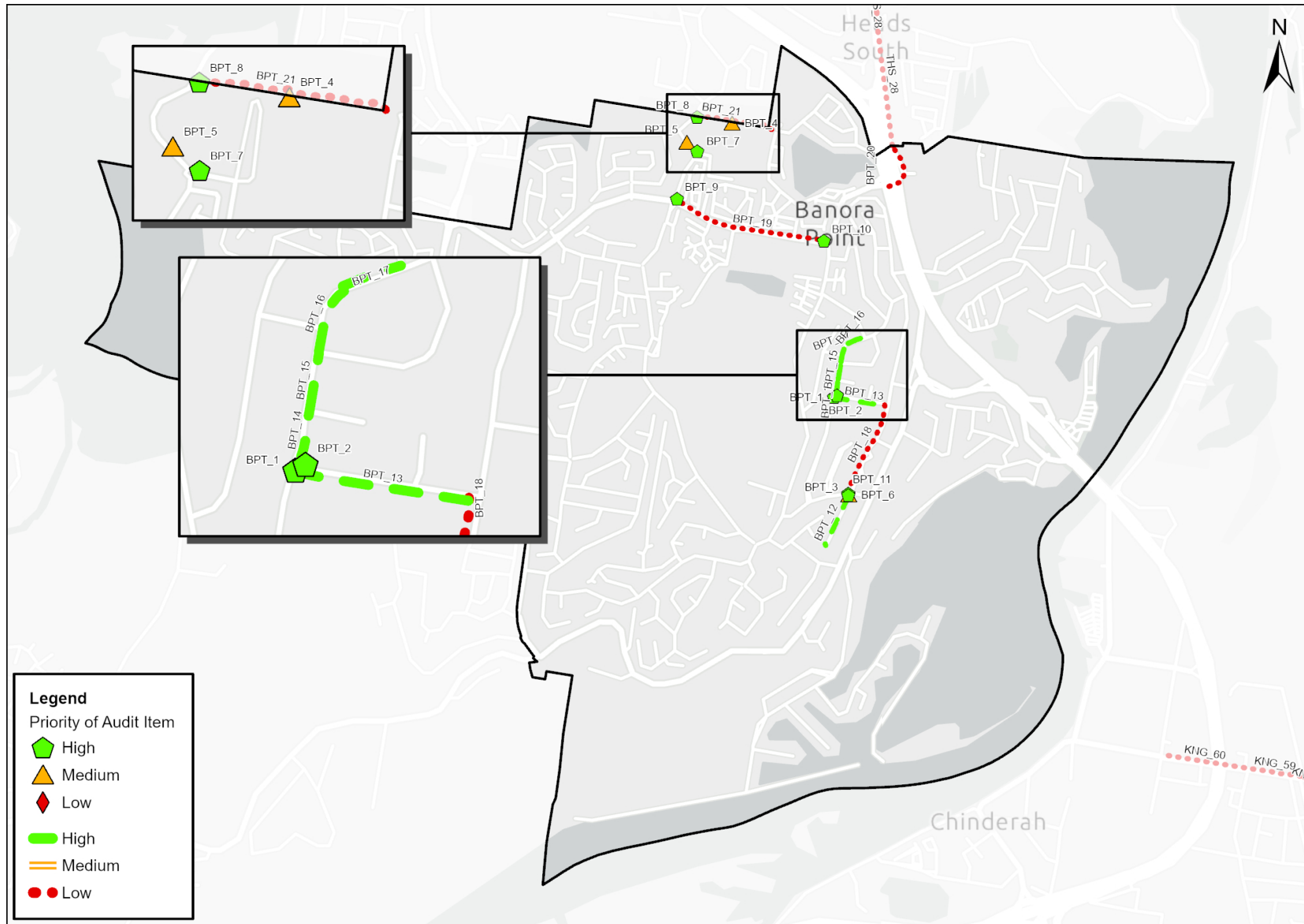


Figure 11.73: Banora Point

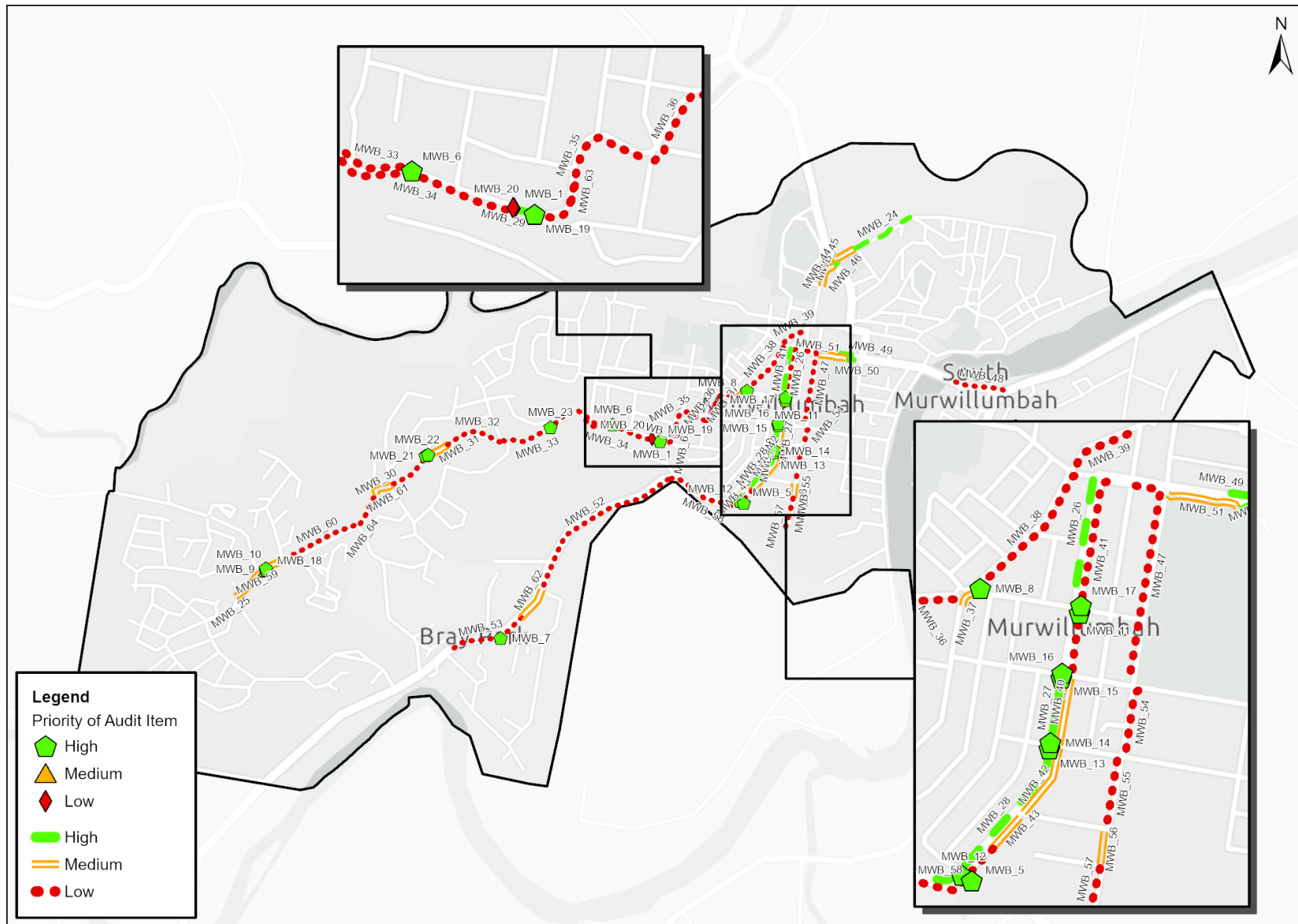
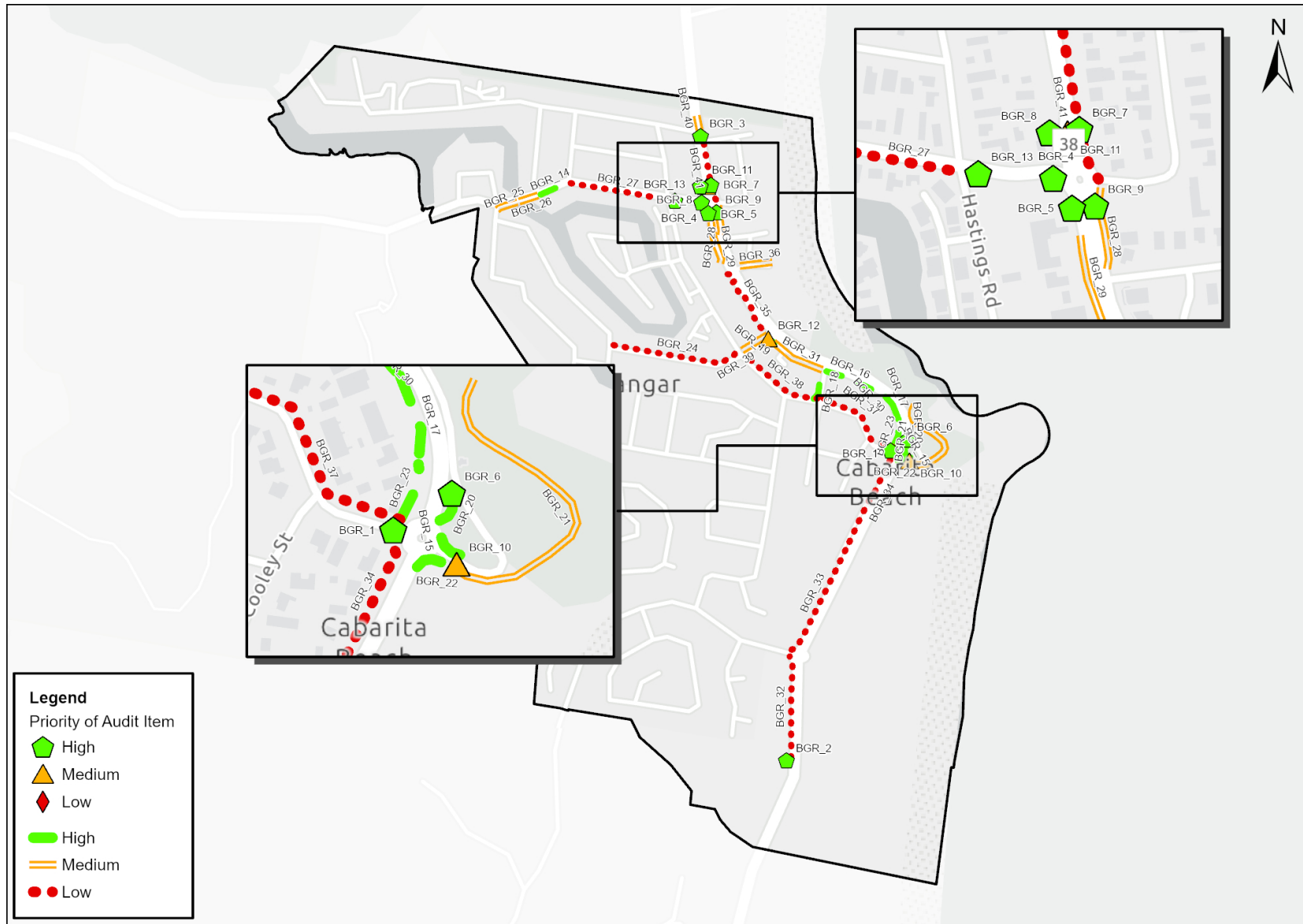


Figure 11.74: Murwillumbah



**Figure 11.75: Cabarita / Bogangar**



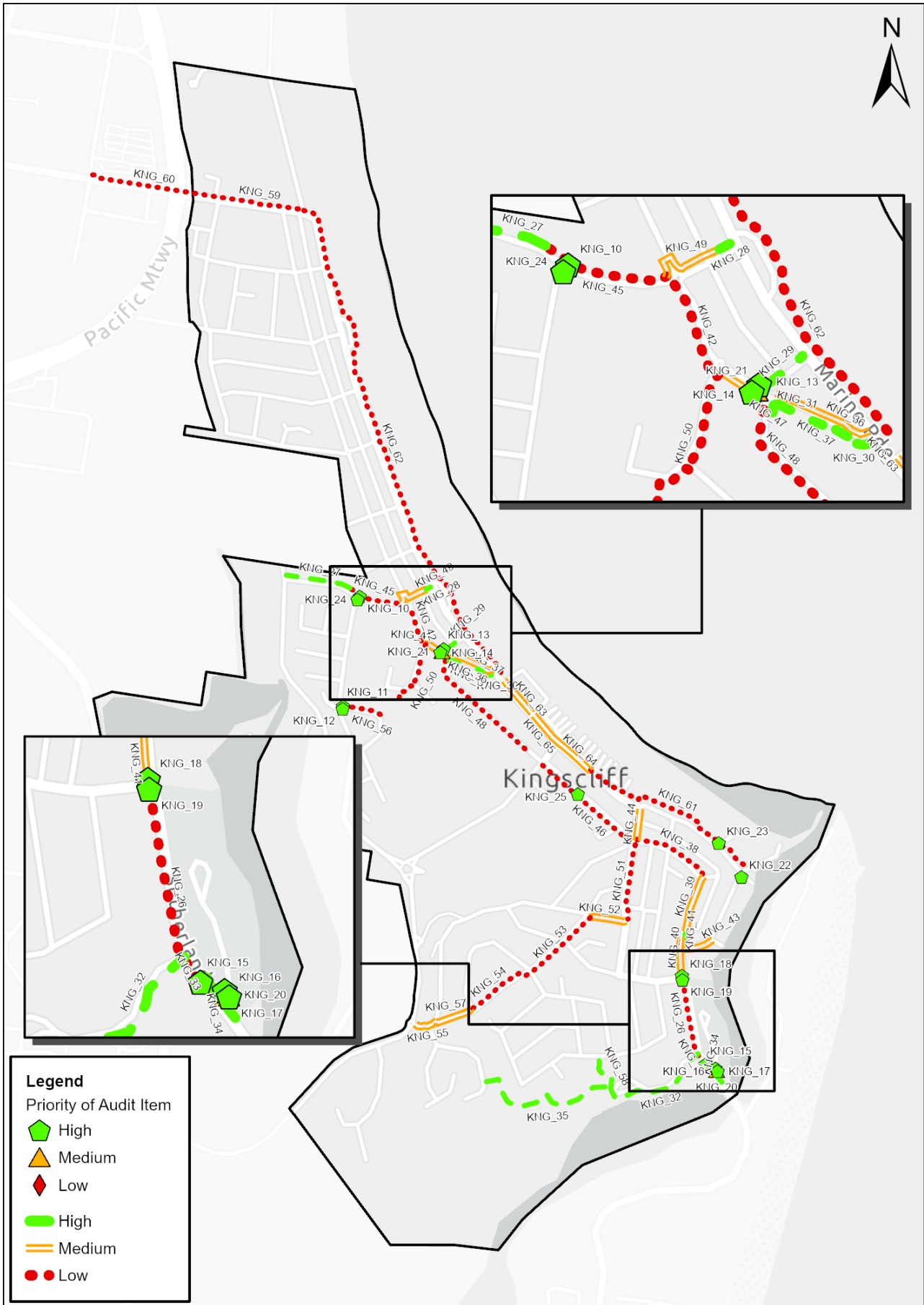


Figure 11.76: Kingscliff

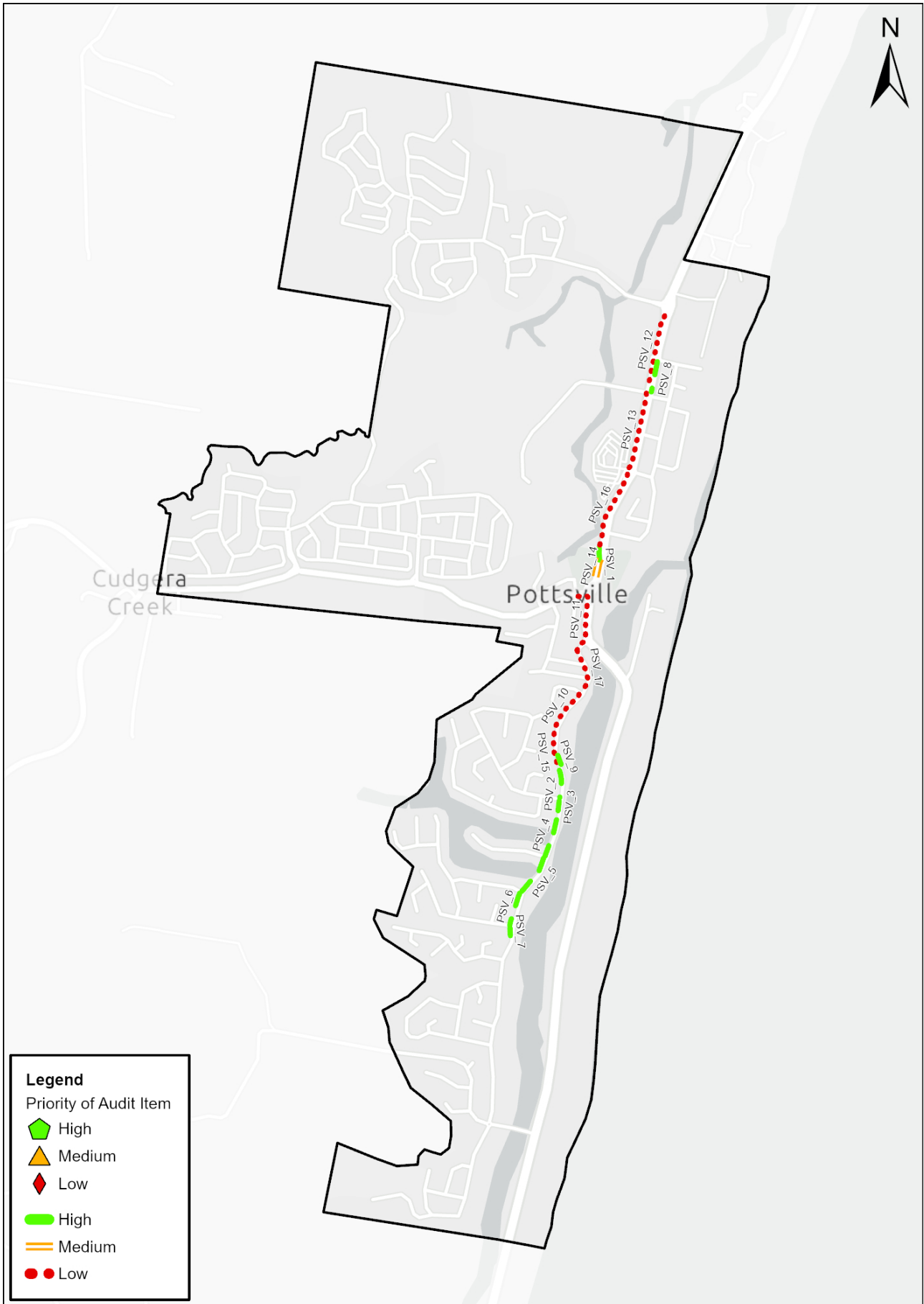


Figure 11.77: Pottsville

## 12 Supporting strategies

### 12.1 Overview

A number of strategies are recommended to support the infrastructure upgrades and the prioritisation tool described in Section 10 and Section 11. These strategies have been recommended considering the community engagement feedback, review of current Council's planning documents and strategies and review of the existing network and infrastructure.

Given the limited scope of this project, not every pedestrian and cycle routes have been audited. Specifically, the majority of inter-suburb connections have not been included in the site audits (refer to the site audit process and methodology described in Section 7 and Section 8). These inter-suburb connection are particularly relevant to on-road cyclists, which are generally longer distance commuters / travellers.

To support Council in providing fit-for-purpose cycle infrastructure across Tweed Shire, a number of recommendations have been made regarding planning and implementation of cycle and pedestrian provisions catering for all user types.

### 12.2 On-road cycle strategies

Figure 12.1 shows the existing cycling network in Tweed Shire Council.

At present, Tweed Shire has a limited and non-continuous on-road cycle network. This is partly due to the following:

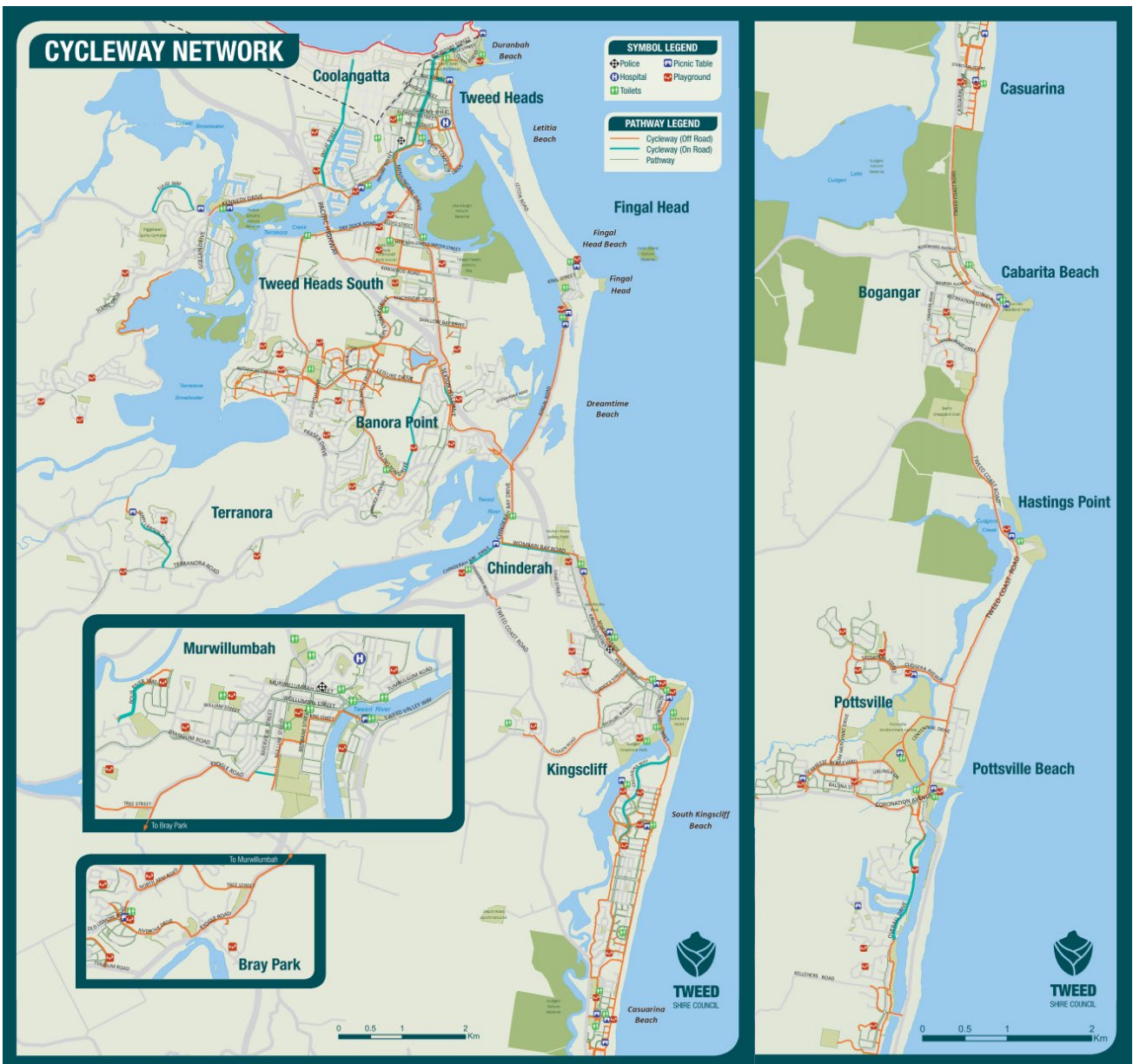
- Council's current standards, which do not make provision for on-road cycle lanes)
- Historical road infrastructure issues with a number of 'older' roads exhibiting narrow carriageway and limited shoulders,
- Natural terrain. which poses a challenge to widening existing road
- Existing cycling planning focusing on off-road infrastructure – which is considerably more connected and extensive compared to on-road cycle provisions.

The existing on road bicycle lanes are provided in the form of separated cycle lanes, cycle lanes shared with parking lane and cycle lanes shared with right turn lane. It is further noted in a number of locations the cycle lane width is substantially reduced or even removed where the road carriageway gets narrower (e.g. due to bridge crossings, intersections, terrain, historical constraints), resulting in a discontinued network.

In order to provide a more comprehensive, connected and safe on-road cycle network, there are a number of strategies that need to be considered. These include:

- Updating Council's standard drawings, so new roads and upgraded roads are provided with on-road cycle infrastructure (when relevant)
- Reviewing and upgrading cycle awareness signage, to increase cyclist's safety
- Defining key priority routes to be upgraded to include bicycle lanes, to increase the on-road network connectivity.

It is noted that the provision of a more extensive and connected on-road cycle network may involve the reduction of on-street parking and significant costs (i.e. road widening and private property acquisitions).



Source: Tweed Cycleway Map

**Figure 12.78: Tweed Shire Council Existing Cycle Network**

### 12.2.1 Strategic cycle corridors

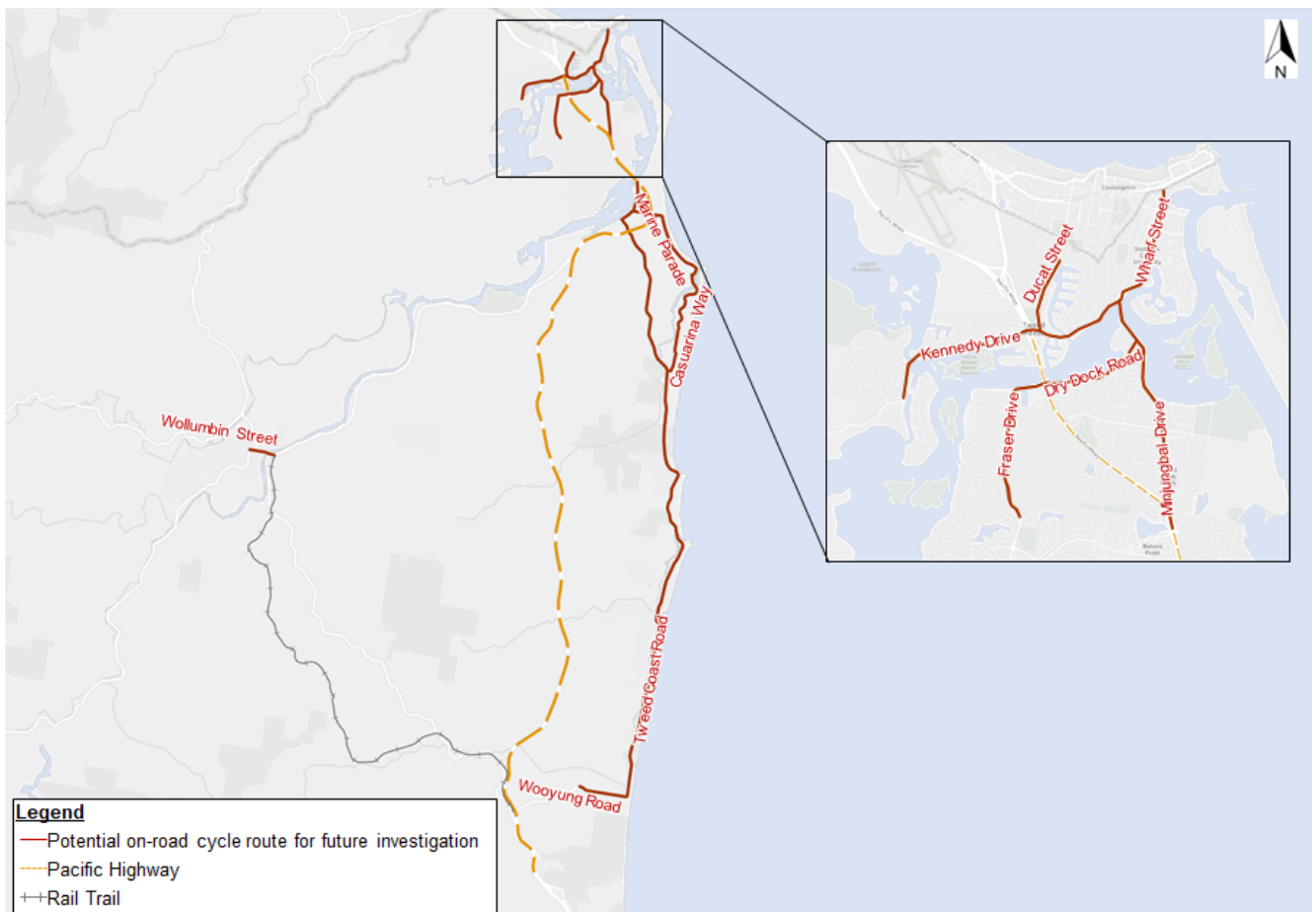
It is recommended that Council develops a ‘Strategic Cycle Corridor Plan’ (SCCP). That means a document where core cycle routes are nominated and a vision for the on-road cycle network is outlined to inform practitioners involved in the planning, design, and construction of the Tweed Shire transport network.

A draft SCCP map has been developed in collaboration with Council presenting key desire lines for core on-road cycle routes in the area. The map has been developed considering feedback from the community engagement, review of key centres, activity areas, significant constraints and the existing road network.

It is noted that a number of the nominated routes do not have the required carriageway width to cater for separated on-road cycle lanes or the addition of cycle lanes would significantly impact on-street parking provision. Council is limited in its ability to acquire additional land to provide for cycle infrastructure and is expected this would represent a significant cost that would impact the feasibility of the project.

By developing a SCCP and incorporating it in Council's formal planning documents, Council has the ability to tie the delivery of the cycle network to state / federal funding opportunities, developer contributions, acquire land when developments are upgraded to allow for a wider carriageway or request new development to provide allowances for the cycle network.

The draft SCCP network is provided in Figure 12.2.



**Figure 12.79: Draft SCCP Network**

It is recommended for Council to further investigate the SCCP network in consultation with key relevant stakeholders (such as cycling groups).

## 12.2.2 Update road cross sections

Road cross sections are used to specify the elements of specific roads, including travel lanes, cycle lanes, public transport lanes, medians, footpath, shared paths and etc. Depending on the road type, functionality, level of traffic and hierarchy, roads have different elements. Typically, major roads are provided with a level of cycling provision, by the means of on-road bike lanes or wider delineated shoulders allowing for cyclists to use. This is generally used to improve safety to on-road cyclist in an environment with high motor vehicle traffic and speeds, as well as providing longer-distance cycle connectivity.

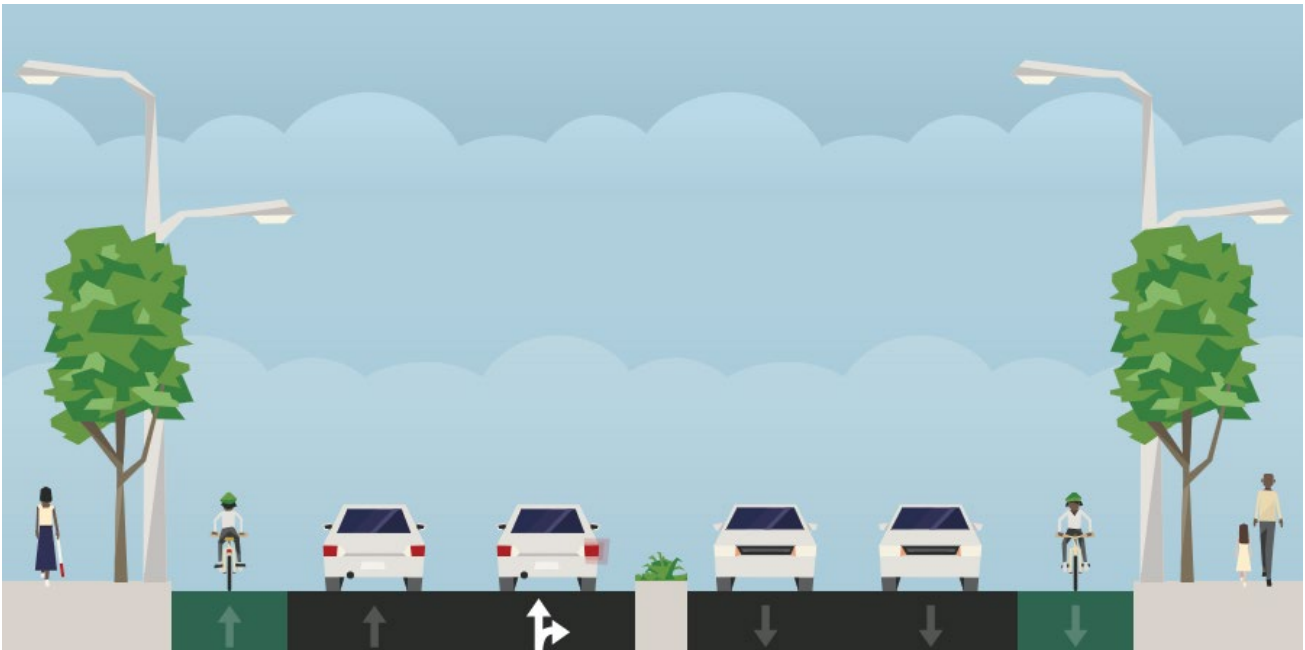
At present, Tweed Shire Council Standard Road Cross Section do not specify requirements for on-road cycle provision regardless of the road type. This means that existing roads, roads being upgraded, and new roads are not required to be provided with cycle lanes, resulting in a non-continuous, not consistent and not connected on-road cycle network.

It is recommended for Council to undertake a detailed review of the Road Cross Section standard drawing to include provision for on-road cyclists. An initial review of the potential updates to Council's Cross Sections regarding cycle provision is shown in Table 12.1.

**Table 12.13: Cross Section Cycle Updates**

Road type	Cycle provision
Arterial or Distributor Road	Minimum 2.0m wide bicycle lane on both sides of road
Normal Neighbourhood Connector Road	Minimum 2.0m wide bicycle lane on both sides of road
Low Volume Neighbourhood Connector Road	Minimum 2.0m wide bicycle lane on both sides of road
Arterial Formation Rural Road	Line marked bicycle lane on shoulder

An example of a road cross section catering for on-road cyclists is shown in Figure 12.3.



**Figure 12.80: Road Cross Section Example**

Upon review and update of the Road Cross Section standard drawing Council shall aim to implement these when a new road is proposed or when existing roads are upgraded.

### 12.2.3 Interim strategies

A number of interim, shorter-term actions can be implemented to improve on-road cyclist safety prior to the planning and delivery of larger scale strategies mentioned above. As discussed in Section 12.2, the existing on-road cycle network is limited and not continuous, which means sections with separated cycle lane ends abruptly and cyclist are required to share the travel lane with motor vehicles. Prior to implementing additional on-road cycle lanes, Council can improve on-road cyclist awareness, including the provision of advisory signage and linemarking and cyclist safety campaigns.

Cyclist advisory signage and linemarking should be provided where on-road cycle lanes cannot be achieved. In instances where an on-road cycle lane provision ends for a small section or road, or where on-road cyclist provision is not achievable (e.g. due to limited road widths, bridge crossings, intersections, limited shoulders), cyclist advisor signage and linemarking should be provided to indicate road users of the potential presence of cyclists.

Generally, advisory signage should be provided in accordance with Australian Standards Manual of Uniform Traffic Control Devices (MUTCD) Part 9: Bicycle Facilities, including '*Watch for Bicycles sign*' (G9-57) and linemarking may be provided by the means of yellow bicycle signage within the travel lane. Example of cyclist advisory signage is shown in Figure 12.4.



Source: Bicycle Awareness Zone (TMR)

**Figure 12.81: Cyclist Advisory Signage and Linemarking**

Council can also improve cyclist safety with campaigns through Council’s website or social media platforms, including providing awareness for general traffic about cyclist on roads, road rules related to cyclists and safety tips for drivers and cyclist when sharing the road.

## 12.3 Shared path signage

Based on community engagement, missing or insufficient shared path signage is a frequent concern for cyclists and pedestrians within Tweed Shire. Given the limited scope of this project in reviewing all shared paths within the LGA, it is recommended Council to undertake a detailed audit of shared path signage. It is noted that recommendation for additional shared path signage has been provided in the priority works schedule on Section 11, where the detailed site audit took place.

In areas of significant shared path usage, it is recommended that Council further investigate the use of additional signage such as ‘Cyclists Keep Left’ and ‘Cyclists watch out for pedestrians’.

## 12.4 Non-infrastructure opportunities

### 12.4.1 Overview

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

As discussed in WP2, the provision of shade along the paths are especially important in a sub-tropical environment such as Tweed Heads, and also have the potential to encourage active transport usage.



### **12.4.2 Street tree planting**

The provision of natural shade adjacent to active transport paths have the potential to improve active transport user's comfort. Trees and natural shade adjacent to paths are especially important at tropical areas (i.e. Tweed Shire) and built out areas, such as CBDs as a way to control the temperature, reduce the exposure to ultraviolet radiation and to provide a more enjoyable active transport journey.

Tweed Shire Council has a number of initiatives to improve natural shade within the Shire. The '*Cool Towns Urban Forest Program*' acknowledges the importance of providing natural shade and aims to increase canopy cover at a number of locations within the Shire, including at footpaths, cycleways and parks.

The *Cool Towns Urban Forest Program* outlines Council aims to integrate natural shade planting into routine maintenance and to upgrade works as the budget allows.

It is recommended that the new paths and upgraded paths are provided with natural shade to improve active transport user's experience. Council may benefit from the abovementioned existing programs to provide funding to the provision of natural shade along the paths.

### **12.4.3 International Car-Free Day**

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

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

### **12.4.4 Monthly Walking Teams**

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

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

### **12.4.5 Tweed Coffee Coast**

The Cake Scape is an initiative from Essex in England to encourage residents and tourists to cycle and at the same time explore the restaurants and cafes in the area.

Participants of the Cake Scape can cycle to any of the signed-up cafes and restaurants of the area and earn a reward stamp at the till after making a purchase. When they collect a certain number of stamps, they receive a free slice of cake.

This is a great initiative that has the potential to increase cycling uptake across the Tweed Shire as well as provide benefits to restaurants, cafes and the local economy. An opportunity may be to locally brand to using café / coffee shops as the Tweed Coffee Coast and promote along businesses extending from Tweed Heads to Pottsville.

### **12.4.6 Bicycle workshops**

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

### **12.4.7 Community Breakfast Trails**

Council could organise planned walking and cycling routes that end with a free breakfast in a local area. The routes can be advertised Council's website and social media platforms. This type of event is great for making people more confident walking and cycling and promoting active transport usage.

For school kids during the week, providing a free breakfast in specific areas along a common route or at school gates can help to promote walking and cycling to school. Council can promote this action through partnership with private and public schools.

### **12.4.8 Themed cycle route signage**

Council could promote cycling by developing themed cycle route maps and signage along the routes. Cycling routes can include Kingscliff to Cabarita, Murwillumbah to Rail Trail, Kingscliff TAFE to Kingscliff and etc. These routes could have specific locally themed names, wayfinding signage and be colour coded in Council's cycle map to facilitate movements.

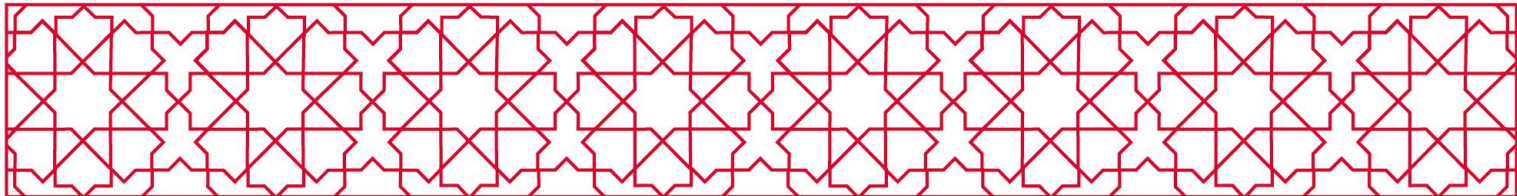
## 13 Next steps

The next stages following the completing of this Tweed Shire Pedestrian and Bike Plan are for Council to:

- Consider funding sources and establish the implementation program
- Monitor the implementation program and its outcomes in conjunction with other relevant Council projects
- Use the Prioritisation Tool to assess future potential items or community identified concerns against the action plan
- Develop a '*Strategic Cycle Corridor Plan*' (SCCP)
- Undertake a detailed review of Council's Road Cross Section standard drawings to include provision for on-road cyclists
- Improve on-road cyclist awareness, providing advisory signage and line marking, where on-road cycle lanes cannot be achieved
- Develop on-road cyclist safety campaigns
- Undertake a detailed review of shared path signage
- Progress the non-infrastructure opportunities and strategies discussed within the plan across all of Council's sectors including Planning, Engineering, Corporate Services and Sustainable Communities & Environment.

# Appendix A: Community and Stakeholder Engagement Report



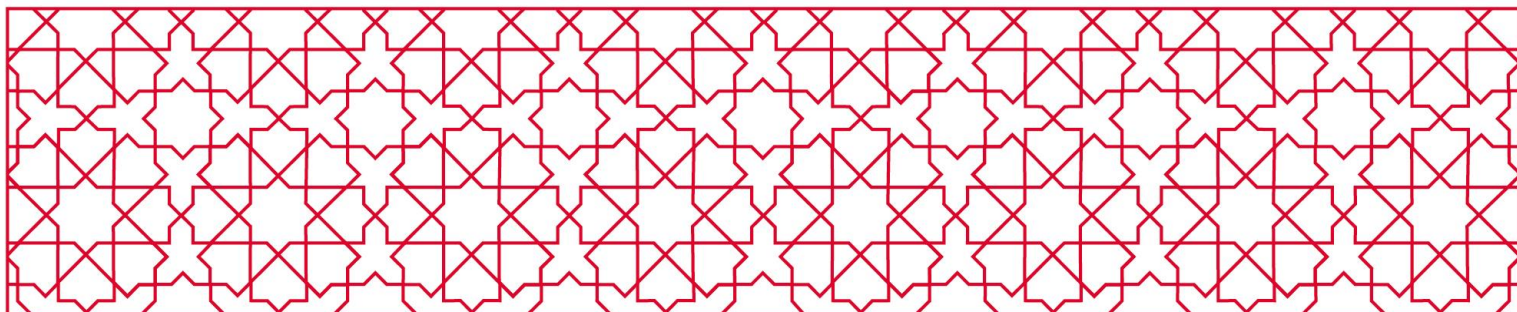


**Leisa Prowse  
CONSULTING**

# Community and Stakeholder Engagement Summary Report

## Tweed Pedestrian and Bike Plan

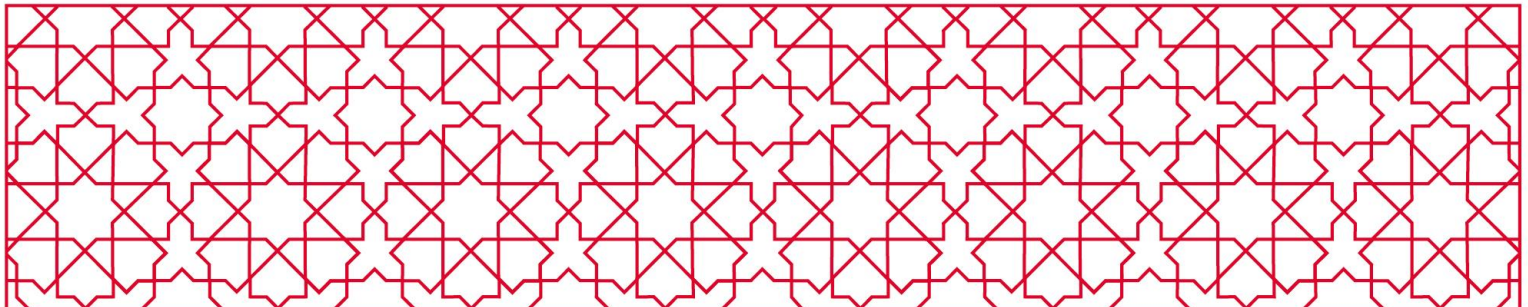
December 2021



# Document Control Sheet

## Version History

	Date	Author	Reviewer	Action
1	29/10/2021	Chelsea Baker	Leisa Prowse	Issued to Bitzios Consulting for review.
2	13/12/2021	Chelsea Baker	Leisa Prowse	Address comments and finalise. Issued to Bitzios Consulting.
3	14/12/2021	Sophie Perissinotto	Leisa Prowse	Issued to Bitzios Consulting



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# 1. Introduction

Tweed Shire Council (Council) is developing the Tweed Pedestrian and Bike Plan to guide ongoing investment in the pedestrian and bike network across the local government area. This plan will update the existing Pedestrian Access and Mobility Plan (PAMP) and Bike Plan and combine both documents into a single plan. It will also include a 10-year action plan for delivering pedestrian and cycling infrastructure.

Tweed Shire has a strong focus on an active lifestyle, with this activity an important part of daily life for residents and visitors. The Pedestrian and Bike Plan will aim to meet the needs of these residents and visitors, and encourage active transport as an alternative mode of travel through the sustainable development of a network of shared paths, footpaths and on road cycling facilities.

To inform the development of the Pedestrian and Bike Plan, far-reaching and rigorous community engagement was undertaken to seek feedback from cyclists and pedestrians. It is important to note that pedestrians include people who walk, run, push a pram, use a mobility aid, mobility scooter, roller skate or skateboard.

Community and stakeholder engagement is a clear priority for Council. Council's *Community Engagement and Participation Plan 2019–2024* outlines the why, who, what, when and how of Council's commitment to an engaged community. This plan underpinned the approach to community and stakeholder engagement for the Tweed Pedestrian and Bike Plan.

The engagement activities delivered as part of the community and stakeholder engagement process enabled the project team to gather comprehensive input and feedback from community members and stakeholders. This input provided insight into:

- locations where new footpaths, crossings or on-road cycle lanes could be upgraded or built
- potential safety, accessibility, and comfort improvements
- ways to encourage people to walk or cycle more often
- issues or challenges experienced on the existing pedestrian and bike network
- ideas about the future of walking and cycling in the Tweed.

This report documents the community and stakeholder engagement process implemented to inform the development of the Pedestrian and Bike Plan. Specifically, this document:

- outlines the community and stakeholder engagement approach
- summarises community and stakeholder feedback and input captured during the engagement process
- outlines key themes and findings determined through the analysis of the 1,621 pieces of community and stakeholder feedback and input captured during the engagement process.

The community and stakeholder engagement process commenced with the publication of a project page on Council's 'Your Say Tweed' website on 17 August 2021. Figure 1 shows the community and stakeholder engagement options as they were promoted on the project webpage.

Engagement activities included:

- online surveys, one related to cycling and one related to walking
- two online interactive maps, one related to cycling and one related to walking
- four online workshops, one for on-road cyclists across the Tweed, one for the northern areas of the Tweed, one for the coastal areas of the Tweed, and one for the western areas of the Tweed
- online presentation and discussion with Council's Access Inclusion Group.

Community members and stakeholders also had the opportunity to call a member of the project team, email Council, or write to the project team.



During the engagement period, which closed on Thursday 30 September 2021:

- 255 walking survey responses were received
- 271 cycling surveys were received
- 187 community members contributed to the interactive maps
- 414 pins and associated comments were dropped on the bike map
- 405 pins and associated comments were dropped on the walking map
- 252 items of feedback were captured across the four online workshops
- 24 items of feedback items gathered discussion with Council's Access Inclusion Group.

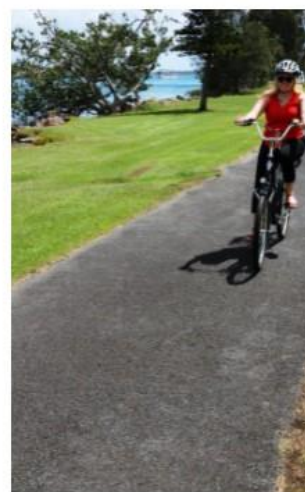
## Have your say

**Have your say by Thursday 30 September 2021.**

Your feedback will help inform our ongoing planning and investment in the pedestrian and bike networks.

### Ways to provide feedback

- **Take the online surveys:** take the [bike](#) and [walking](#) surveys
- **Drop pins on interactive maps:** highlight issues and challenges and share your ideas for improvement on the [bike](#) and [walking](#) plan maps
- **Attend online workshops:** workshops have been held
- **Call us:** the project team will be available to take your call on Wednesday 8, Thursday 9 or Wednesday 22 September, between 9 am and 4 pm – call [02 6670 2586](tel:0266702586)
- **Email us:** [tsc@tweed.nsw.gov.au](mailto:tsc@tweed.nsw.gov.au) with the subject Tweed Pedestrian and Bike Plan
- **Drop us a note:**  
Tweed Pedestrian and Bike Plan  
Tweed Shire Council  
PO Box 816  
Murwillumbah NSW 2484



**Figure 1: Engagement options promoted on Your Say Tweed**

Input captured through the engagement process has provided the project team with a deeper understanding of community ideas, insights, and observations about localised and broader issues on the pedestrian and bike network across the Tweed. This input will inform the project team's ongoing work to investigate the existing pedestrian and bike network, and prepare the Tweed Pedestrian and Bike Plan.

## 2. Community and stakeholder engagement process

This section of the report outlines the community and stakeholder engagement process, including:

- the engagement goal
- the engagement approach
- identified stakeholders.

The engagement approach was clarified during an engagement planning workshop conducted with key Council staff and project team members in February 2021, where the strategic needs of the project were discussed. These strategic needs included:

- the need for timely engagement capturing community input early in the project to inform the vision for pedestrian and bike infrastructure, and to help the project team understand issues, challenges and opportunities
- the need for coordinated engagement that increased community awareness of the project and participation in engagement activities.

### 2.1 Community and stakeholder engagement goal

The goal of the engagement process was to work collaboratively with community members and stakeholders to capture input about walking and cycling priorities, connections, issues and needs across Tweed Shire, and build acceptance and ownership of the Tweed Pedestrian and Bike Plan.

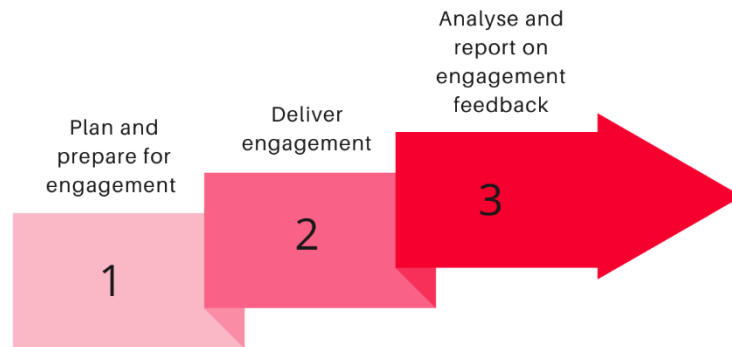
### 2.2 Engagement approach

To meet the community and stakeholder engagement goal, the engagement process included three key steps. These steps are illustrated in Figure 2.

The engagement process included the delivery of multiple engagement activities that captured input from community members and stakeholders from early in the project. These activities allowed broad engagement across the Council area while also being responsive to local needs.

The engagement process, and combination of engagement activities, was designed to obtain highly useful local insights, observations and feedback to inform the technical work conducted by the project team. It is important to note that, because of COVID-19 lockdowns and restrictions in regional NSW, proposed face-to-face engagement activities needed to be redesigned for online delivery, and proposed intercept surveys were not able to be delivered. As a result, engagement activities included:

- pre-engagement meeting with Tweed Shire Councillors on 9 April 2021
- dedicated project page established on Council's 'Your Say Tweed' website
- media release and social media posts across Council platforms
- two online surveys, one related to walking and one related to cycling, available through Council's 'Your Say Tweed' website
- two online interactive maps, one related to walking and one related to cycling, available through Council's 'Your Say Tweed' website
- four online workshops, one for on-road cyclists across the Tweed, one for the northern areas of the Tweed, one for the coastal areas of the Tweed, and one for the western areas of the Tweed
- online presentation and discussion with Council's Access Inclusion Group.



**Figure 2: The engagement process**

The combination of online workshops and online tools provided a breadth of data related to both walking and cycling. The workshops were designed to scale up, or down, depending on the number of participants. The workshops were also designed to ensure that experiences of local places were captured.

Each online workshop included:

- an overview of the project, the approach to undertaking the project, and the community and stakeholder engagement process and opportunities to participate
- an overview of the four focus areas, and the key services and land uses within the area that was the subject of the workshop
- a real-time exploration of the potential vision for walking and cycling in the Tweed for the next ten years
- a facilitated small group discussion to capture:
  - issues and challenges
  - ideas and opportunities
- an overview of the 'Your Say Tweed' webpage and how to provide more input
- an outline of the next steps for the project.

The 'Your Say Tweed' website went live on 16 August 2021 and remained open until this phase of engagement closed on 30 September 2021.

During this engagement period, the online workshops were conducted on the following dates:

- On-road cycling workshop on Wednesday 25 August 2021
- Western areas workshop on Tuesday 31 August 2021
- Coastal areas workshop on Wednesday 1 September 2021
- Northern areas workshop on Monday 6 September 2021.

## 2.3 Identified stakeholders

There are a range of stakeholders with a potential interest in the Tweed Pedestrian and Bike Plan. These stakeholders include:

- Tweed Shire Council Councillors
- State and Federal elected representatives
- state government agencies
- educational facilities
- local businesses and business chambers
- tourism operators
- community groups and interested community members
- local media.

A more detailed list of identified stakeholders is included in Appendix A.

### 3. Feedback captured during engagement

This section of the report provides an overview of the amount of feedback captured during the engagement process, and the number of people who engaged in the process. During the engagement process, the project received the following feedback from the community and stakeholders:

- 252 items of feedback were captured across the four online workshops
- 414 pins and associated comments were dropped on the bike map
- 405 pins and associated comments were dropped on the walking map
- 255 walking survey responses were received
- 271 cycling surveys were received
- 24 items of feedback items gathered during discussion with Council's Access Inclusion Group.

This amounts to 1,621 separate ideas, insights, observations and items of feedback, which are analysed in section 4 of this report. This feedback was provided by 731 people.

#### 3.1 Online community workshop sessions

Four project specific online workshop sessions were delivered during the engagement process, and key members of the project team also presented at an inter-agency stakeholder online meeting. Prior to the introduction of COVID-19 restrictions in late-July 2021, face-to-face sessions were planned for specific locations. Given that online sessions allow people to connect from anywhere in the region, workshops were promoted and targeted to the following catchment groups:

- on-road cycling session, which was aimed at cycling enthusiasts, and was attended by 14 people
- Western areas, which focused on Murwillumbah, Terranora, Tumbulgum, Uki, Tyalgum, Burringbar, and was attended by eight people
- Coastal areas, which focused on Chinderah, Fingal Head, Kingscliff, Casuarina, Bogangar, Pottsville, and was attended by six people
- Northern areas, which focused on Tweed Heads, Tweed Heads South, Tweed Heads West, Banora Point, Bilambil Heights, and was attended by five people
- Access Group, which was a regular meeting with Council's Access Group attended by 20 representatives from the inclusion and disability support provider network (including service provider staff and lived experience participants).

The online community sessions were designed to capture a broad cross section of context-rich, qualitative data. A summary of feedback from each group is further detailed in section 4 of this report and Figure 3 shows how the online community workshop sessions were presented on the 'Your Say Tweed' project page.

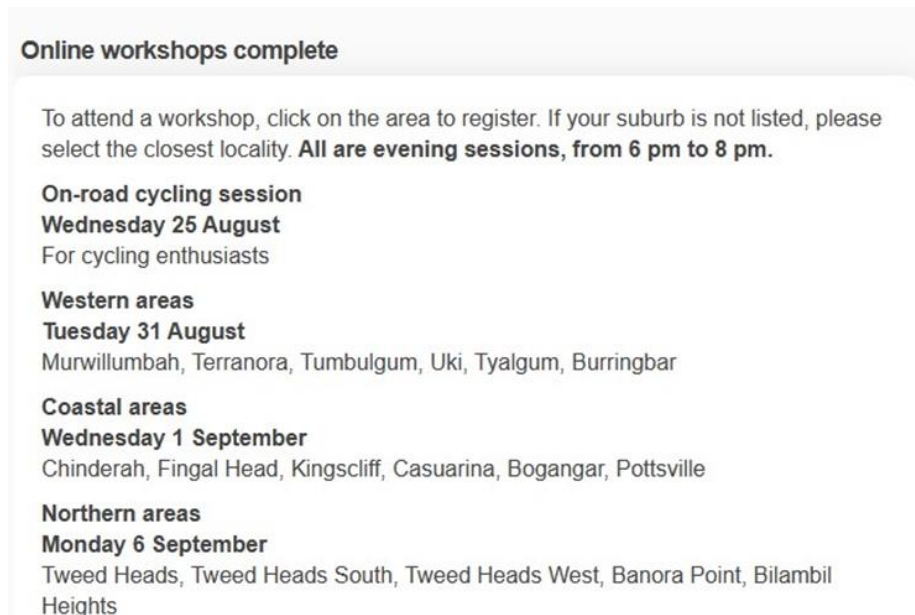


Figure 3: Online community workshop schedule on Council website

## 3.2 Online interactive maps

A link to two interactive maps was provided on the 'Your Say Tweed' project page. One map focused on capturing feedback related to pedestrians, and the other related to cycling. Across both interactive maps 187 community members placed 919 pins, identifying missing links, existing network challenges, and opportunities for improvement.

A summary of feedback from the online interactive maps is further detailed in section 4.1 and 4.2 of this report. Verbatim feedback related to the pedestrian map is included in Appendix B. Verbatim feedback related to the cycling map is included in Appendix C.

### *Pedestrian map*

On the pedestrian map, 405 pins were placed with the highest concentration of pins placed in the Northern area. Figure 4 shows the locations that pins were dropped on the pedestrian interactive map.

The pedestrian map was visited 131 times, with 103 registered visitors dropping pins and providing comments. On average, based on these figures, each registered visitor dropped 3.9 pins.

The commercial precincts and school zones were frequently noted as areas requiring auditing in relation to inclusivity and accessibility, safe crossing options and increased signage to support cohesive shared path use. In the town and village centres, most pins related to suggestions for crossings and connectivity, safety concerns, and ideas for better managing safety on shared paths. Considerable feedback was also captured in relation to dog owners using footpaths and shared paths.

### *Cycling map*

On the cycling map, 414 pins were placed with the highest concentration of pins placed in the Coastal and Northern areas. Figure 5 shows the locations that pins were dropped on the cycling interactive map.

The cycling map was visited 146 times, with 83 registered visitors dropping pins and providing comments. On average, based on these figures, each registered visitor dropped 4.9 pins.

In the town and village centres most pins related to safety, connectivity, and risks associated with shared path use and cycling on-road. Pins were also used to identify multiple locations for future infrastructure and routes, and maintenance needs.

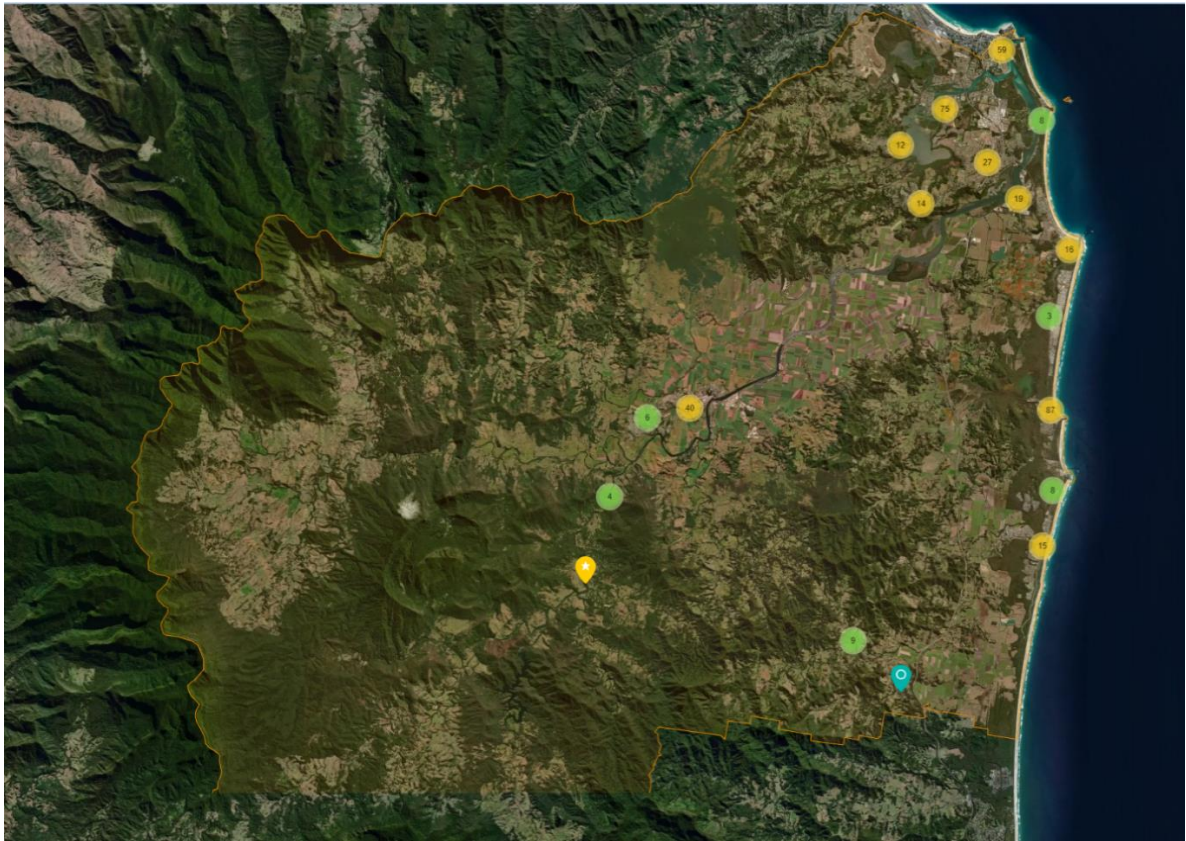


Figure 4: Pedestrian Map

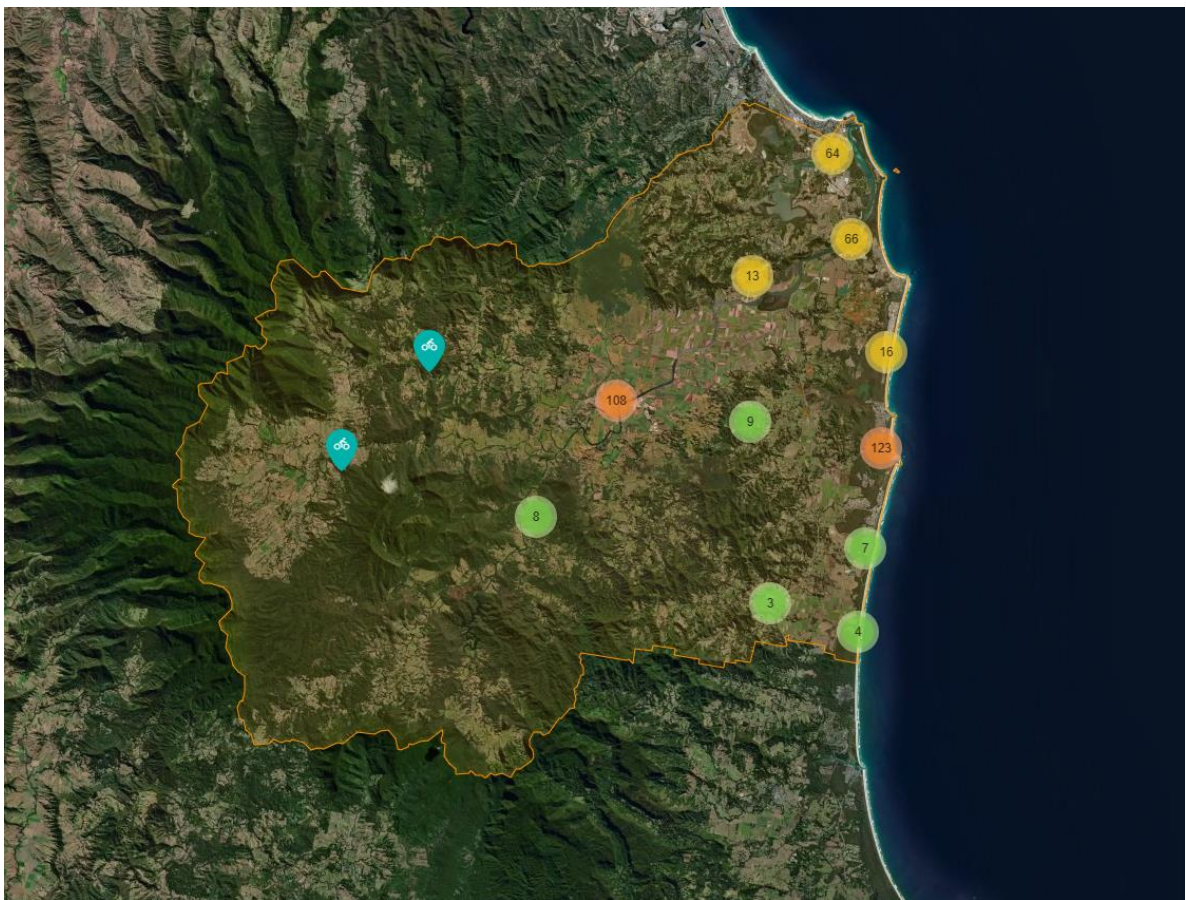


Figure 5: Cycling Map

### 3.3 Online surveys

Links to two online surveys were provided on Council's 'Your Say Tweed' project page. One survey related to pedestrians and one survey related to cyclists. The online surveys were available for community input from 16 August 2021 to 30 September 2021. A total of 409 surveys were completed.

The surveys captured:

- demographic information
- transport preferences, active travel priorities and details about experience.

The surveys also explored:

- use of footpaths, shared paths, and bike paths
- existing challenges, positive and negative perceptions about the use of paths, and opportunities for improvement.

A summary of feedback from the online surveys is further detailed in section 4 of this report. Verbatim feedback related to the pedestrian survey is included in Appendix D. Verbatim feedback related to the cycling map is included in Appendix E.

#### *Pedestrian survey*

The pedestrian survey captured 255 responses. Of these, 177 were completed by people that identified as female, 73 identified as male, and two respondents were unspecified.

Respondents to the pedestrian survey respondents ranged in age:

- one respondent was between 18 and 24 years old
- 26 respondents were between 25 and 34 years old
- 71 respondents were between 35 and 49 years old
- 52 respondents were between 50 and 59 years old
- 65 respondents were between 60 and 69 years old
- 36 respondents were older than 70 years.

Respondents indicated that they were from 30 different locations across the Council area. The most frequently mentioned locations were:

- Tweed Heads (36)
- Terranora (31)
- Banora Point (28)
- Murwillumbah (25)
- Kingscliff (23)
- Bilambil Heights (13)
- Bogangar (13)
- Tweed Heads South and Tweed Heads West (23).

#### *Cycling survey*

The cycling survey captured 271 responses. Of these responses, 146 were completed by people that identified as female, 121 identified as male, and one respondent preferred not to say.

Respondents to the cycling survey reflected a broad age range:

- three respondents were under 17 years of age
- 23 respondents were between 17 and 34 years old

- 82 respondents were between 35 and 49 years old
- 60 respondents were between 50 and 59 years old
- 77 respondents were between 60 and 69 years old
- 27 respondents were older than 70 years.

Respondents indicated that they were from 41 different locations across the Council area. The most frequently mentioned locations were:

- Kingscliff (34 respondents)
- Banora Point (24 respondents)
- Murwillumbah (22 respondents)
- Tweed Heads (20 respondents)
- Terranora (20 respondents)
- Pottsville (17 respondents)
- Bogangar (16 respondents)
- Tweed Heads South and Tweed Heads West (16 respondents)
- Casuarina (14 respondents)
- Bilambil Heights (12 respondents)
- Pottsville beach (12 respondents).



## 4. Engagement findings

This section of the report summarises community and stakeholder feedback captured throughout the engagement process. Analysis of this feedback paints a clear picture about aligned priorities, and areas where there are divergent views and opinions.

This analysis:

- combined and analysed the data captured through the online survey and online interactive map that related to pedestrians
- combined and analysed the data captured through the online survey and online interactive map that related to cycling
- analysed data captured through the online workshops
- cross-analysed the online workshop data with the online survey and interactive map pedestrian and cycling data.

The technical project team will also use the pins dropped on the online interactive map to guide their audit activities and future planning of infrastructure upgrades.

### 4.1 Online interactive maps

Given the nature of the engagement activities, feedback provided a range of location-specific observations coupled with a more generalised understanding of how community and stakeholders interact with the pedestrian and bike path network across the Tweed. Analysis of this feedback revealed that identified themes were frequently repeated by community members and stakeholders.

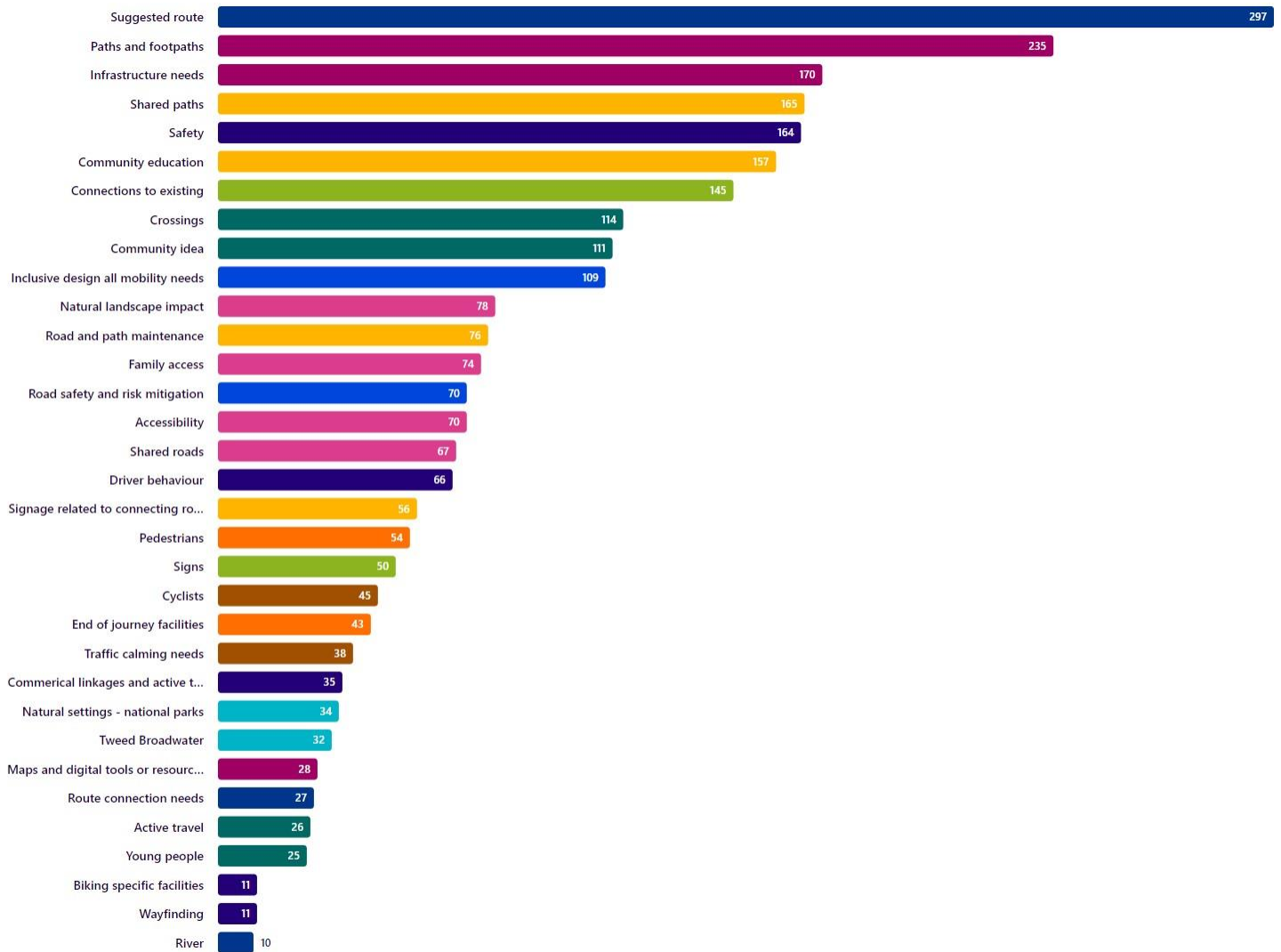
Common themes that emerged during this analysis relate to:

- improving safety, including the use of shared paths and the education that is needed to support safer use of shared paths and roads for cyclists
- improving continuity of paths, including completing 'missing links' and ensuring that paths follow one side of the road (reducing the need for pedestrians and cyclists to cross roads)
- improving connectivity to key attractors, particularly schools, public transport, shopping centres and existing bike facilities
- accommodating different users on paths either through appropriate signage, separation, or education to improve safe usage of shared paths
- providing footpaths, shared paths or bicycle lanes where there is currently no infrastructure, particularly where people currently need to walk or cycle on busy roads
- improving maintenance, such as clearing vegetation, removing trip hazards and increased scheduling of routine maintenance
- providing more facilities along paths, including water fountains and toilets, and car parking at key pathway locations
- providing end of trip facilities and bike racks on buses
- improving accessibility of paths, particularly for older people and people with reduced mobility
- using paths for tourism, recreation, and health and fitness, and seeing these paths as an opportunity for economic development
- educating community members about the benefits of increased activity and the use of footpaths and bike paths to support this
- improving directional signage, hazard warning signage, and educational signage
- creating and improving connections to schools, so children are encouraged to walk and cycle
- controlling motorcycle access to paths
- considering paths in areas with significant natural attractions (such as the Broadwater).

Of these common themes, three were mentioned more consistently and frequently:

- improving connectivity of current infrastructure, including completing missing links
- improving safety and managing risk, including providing better signage and community education to inform motor vehicle drivers, pedestrians and cyclists about how to cohesively use shared paths and the road and prompt caution in high risk shared road or path areas
- maintaining existing infrastructure, including a thorough audit of maintenance needs and regular removal of debris or vegetation to manage hazards.

Figure 6 lists the themes that emerged through the analysis of the 1,621 ideas, issues, observations, and insights provided by community members and stakeholders through the online workshops, surveys, and interactive maps.



**Figure 6: Summary of data analysis by theme**

Analysis of the 1,621 items of feedback, revealed that footpaths were important to participants, with 235 items related to foot paths, and a further 145 items related to the need to connect existing footpaths to other infrastructure. Verbatim comments describe ‘paths to nowhere’, lack of safe crossing locations, and the need for inclusive access points for mobility device users.

More than 234 feedback items related to safety, and issues that impact on safety.

More than 106 feedback items related to improved signs on shared paths and roads. These suggestions included wayfinding signs, route information signs, and educational signs that

encouraged better sharing of public spaces and paths. Dog owners were regularly mentioned in relation to need for signs on shared paths.

Driver behaviour was noted in 77 feedback items and was commonly paired with feedback relating to road signs. The need to improve road safety, encourage traffic calming and improve driver behaviour were also mentioned frequently.

The need to clear vegetation or maintain landscaping on paths was referred to 154 times. It was observed by community members that regular debris clearing on shared roads would significantly improve cyclist experiences.

There were also 297 feedback items that suggested community routes.

## **4.2 Online community workshops**

A number of common themes emerged as being important to participants during the discussion in each workshop. A summary of the key feedback captured during each of the online community workshops is outlined in this section of the report.

Key feedback captured during the on-road cycling workshop related to:

- safety
- driver behaviour
- shared roads and paths
- end of journey facilities
- connectivity to towns and villages
- maintenance of shared paths
- debris clearing on roads
- audit of width of shoulders and bike lanes on key roads.

Key feedback captured during the western areas workshop related to:

- shared roads
- safety risks
- crossings
- signage
- connectivity between villages
- connectivity to the rail trail project
- enhanced end of journey facilities, including increased lighting and improved facilities for secure bike storage.

Key feedback captured during the coastal areas workshop related to:

- traffic calming and reduced speeds
- pedestrian crossings, especially for children, families and other residential areas
- pathway network development that reflects the level of development and change in the area
- impacts and needs of tourism industry, particularly during peak periods.

Key feedback captured during the northern areas workshop related to:

- improved infrastructure near natural assets, such as Broadwater, coastal foreshores and recreational areas
- connectivity between towns
- focus on safety to encourage children and families to walk and cycle
- pedestrian crossing access, particularly in town and village centres.

Key feedback captured during the meeting with the Access Group related to:

- the need to audit town and village centres, and other key commercial areas, to assess inclusivity and access needs for user groups with ranging mobility device dimensions and requirements
- the need to raise awareness, educate the community, and provide signage to inform shared path users about different needs required to meet diverse pedestrian and cyclists' safety and accessibility needs
- the need to design shared paths and paths in commercial, residential and recreational areas that enables fair and easy access to community locations for individuals with diverse mobility needs.

The workshops were designed to provide opportunities for the project team to present information about the project and capture community input. To capture community input in 'real time', interactive tools were used during the online workshops. These tools, Mentimeter and Mural, were visible to participants during the workshop.

The Mentimeter wordcloud feature used in each of the four workshops helped to efficiently capture community and stakeholder aspirational statements about the future of walking and cycling in the Tweed over the next ten years. Figure 7 is a collated word cloud combining the vision statements shared across all four workshops. Appendix F includes the Mentimeter outputs from each workshop.



Figure 7: Combined vision word cloud from four workshops

Common words and phrases used to describe participant aspirations for the future included:

- connected
- safe and secure 24/7
- green
- easy commuting – well planned bike parking and amenities
- accessible for all ages and all members of the community

- family and child friendly
- friendly, respectful and peaceful community co-use
- walking and cycling is a tangible, practical alternative to the motor vehicle
- circuits, tracks and routes are mapped and promoted
- tourism is enhanced
- more options to access coast line and natural environment.

The Mentimeter wordcloud was also used to capture workshop participant interest in walking and cycling. Figure 8 presents a combined wordcloud which captures the interest of participants in active travel from four workshops.



**Figure 8: Combined interest word cloud from four workshops**

The reasons participants indicated they were interested in cycling and walking included:

- exercise and fitness
- fun, stress release and enjoyment
- family activity
- social connection
- sustainable and cheaper mode of transport
- access to nature.

Capturing future aspirations and identifying why people walk or cycle using Mentimeter provided a quick visual summary of community feedback. The wordclouds demonstrate workshop participant preference for connected, secure and accessible pedestrian and bike networks. Participants expressed interest in an active travel network that is sustainable and meets community, business and tourism needs.

Appendix G includes the Murals created during each workshop to capture discussion.

### 4.3 Pedestrian feedback

Feedback captured through the online survey and the online interactive map in relation to pedestrian needs and concerns was significant and wide-ranging. Comments related to:

- safety concerns
- need for accessible or connected paths
- lack of infrastructure in town and village centres and residential areas
- need for family access to recreational facilities and schools
- need to plan for walking and cycling around schools and in town and villages centres to improve safety
- need for traffic calming
- need for signs and community education so that all users consider shared needs.

Of the 255 responses to the walking survey:

- 49 survey respondents used skateboards, roller skates or foot scooters
- 56 survey respondents used prams
- six survey respondents used a mobility aid
- four survey respondents used mobility scooters
- six survey respondents used wheelchairs
- 22 survey respondents specified devices like vision impairment canes and support tools.

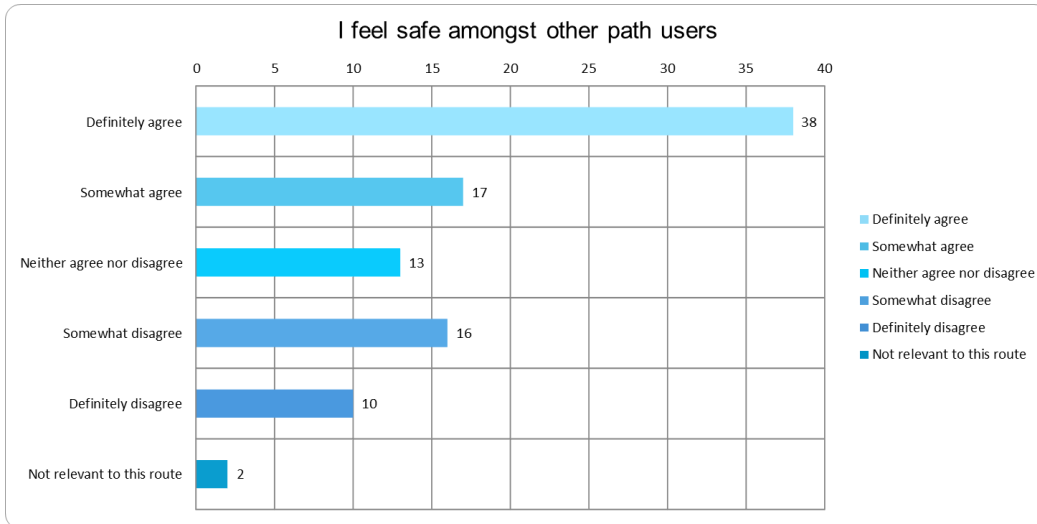
Of the 255 responses to the walking survey:

- 189 survey respondents used a car as their main form of transport
- 47 survey respondents walked as their main form of transport
- two survey respondents were bus users
- nine survey respondents were cyclists
- one survey respondent was a motorcycle rider.

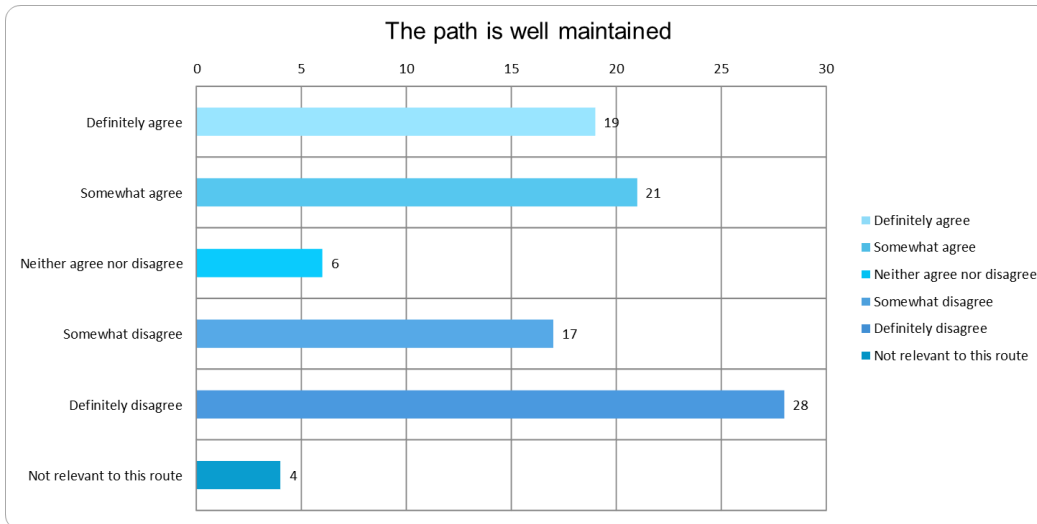
The majority of survey respondents, 157, walked more than a block every day, while 81 respondents walked three times a week, and nine respondents walked once a week.

Survey responses indicated that pedestrians experienced better safety. However, there are locations where pedestrians have increased safety concerns. A detailed review of the pins dropped on the interactive map will inform the project team about the location of areas where pedestrians indicated safety could be improved.

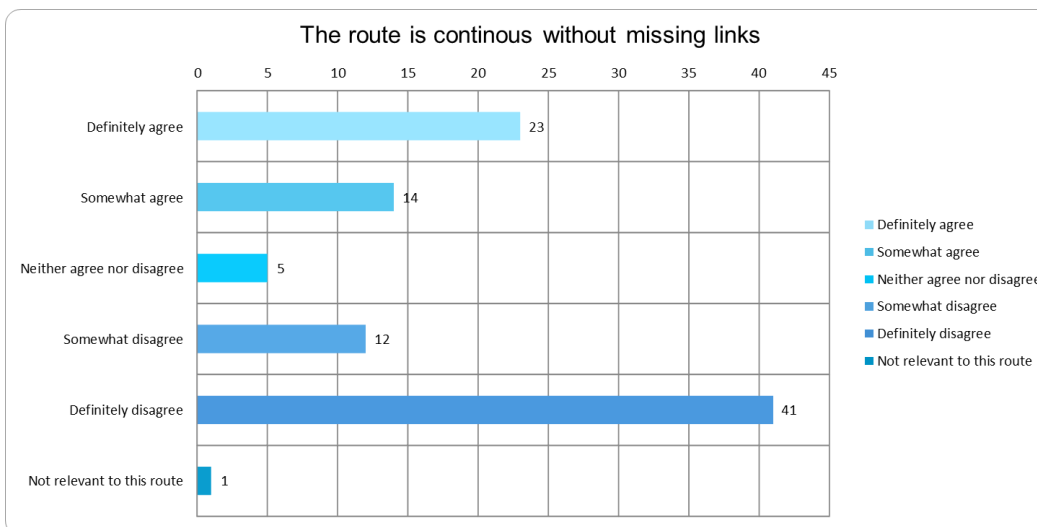
The following figures provide survey responses relating to pedestrian safety, infrastructure and maintenance needs, connectivity, shared path use and community education needs.



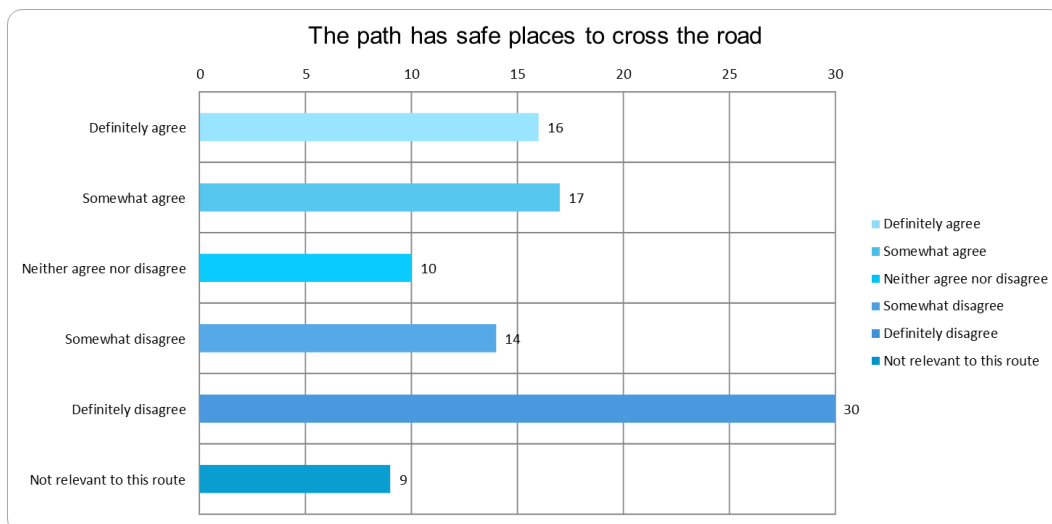
**Figure 9: Pedestrian online survey results relating to safety**



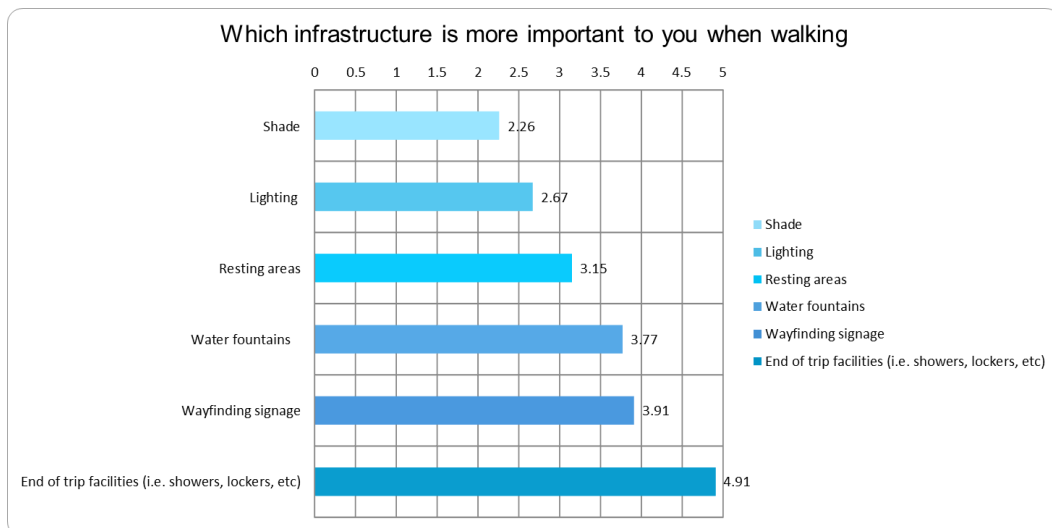
**Figure 10: Pedestrian online survey results relating to maintenance**



**Figure 11: Pedestrian online survey results relating to connectivity**



**Figure 12: Pedestrian online survey results relating to safe locations to cross roads**



**Figure 13: Pedestrian online survey results relating to infrastructure preference**

## 4.4 Bicycle riding feedback

Feedback captured through the on-road cycling community workshop, online survey and online interactive map in relation to bicycle riding was significant and wide-ranging. Comments related to:

- driver behaviour
- safety issues on shared paths and roads
- need for increased signs
- need for future-focused bike specific facilities
- need to maintain current bike-specific and shared path infrastructure
- connectivity between residential and town and village centres or commercial precincts
- need for improved infrastructure for to encourage active travel to school and work
- need for increased sense of comfort and security.

There were 271 responses to the bike survey. The cycling skills of respondents ranged from beginner to advanced, suggesting a need to plan bike specific facilities to suit ranging cycling skill and experience levels. Pins dropped on the interactive map identified multiple locations where increased signs, enhanced infrastructure and improved bike-specific facilities would increase safety.



The bike survey results indicate significant interest in safety and ways to increase safety through driver education.

Of the 271 responses to the cycling survey:

- 203 survey respondents used a car as their main form of transport
- 47 survey respondents used cycling as their main form of transport
- 13 survey respondents walked as their main form of transport.

In relation to cycling frequency, 112 survey respondents indicated that they cycled at least three times a week, 57 respondents cycled every day, 55 respondents cycled once a week, and 27 respondents cycled once a month.

In relation to experience, 30 respondents described themselves as being beginner level, while 147 respondents indicated that they had intermediate experience levels, and 94 indicated that they were advanced.

In relation to cycling preferences, 178 survey respondents prefer an off-road path shared with pedestrians, 124 prefer to cycle on-road with a physically separated bike lane, 79 respondents prefer on-road bike lanes, and eight respondents prefer on-road with no marked bike lane.

Recreation was the main reason indicated for cycling for 211 survey respondents, while 24 respondents cycled to access retail and commercial facilities, 10 cycled for work, and six cycled to school.

The following figures provide survey responses relating to safety, infrastructure preferences and maintenance needs, connectivity, shared path use and community education needs.

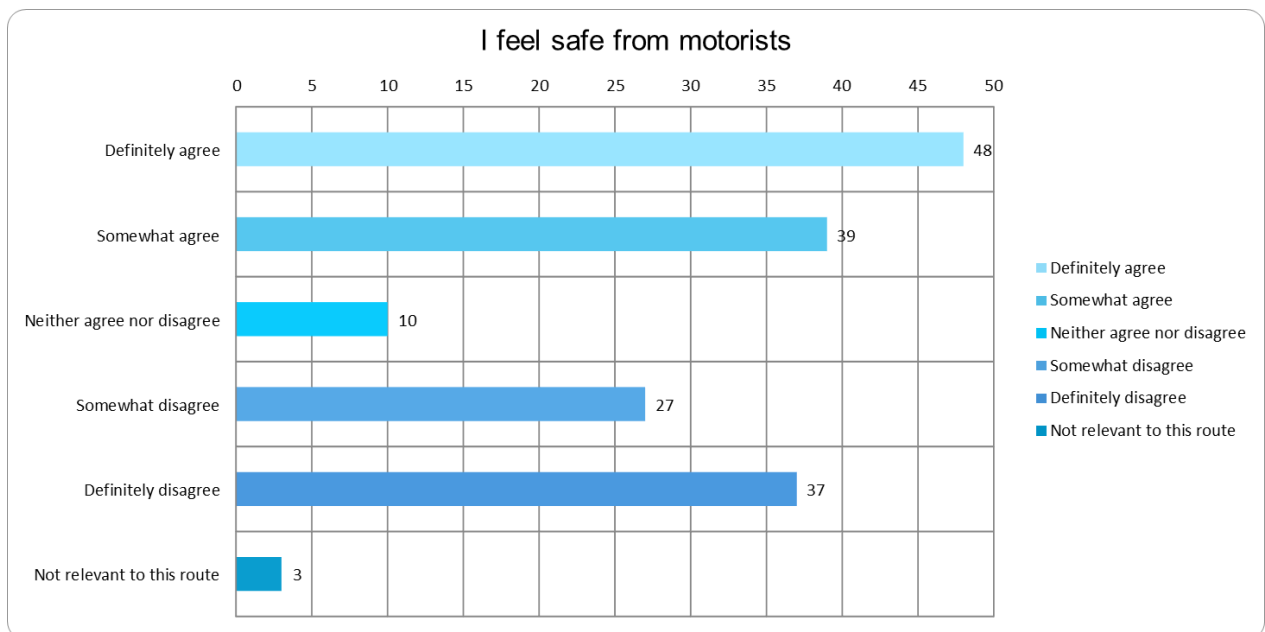
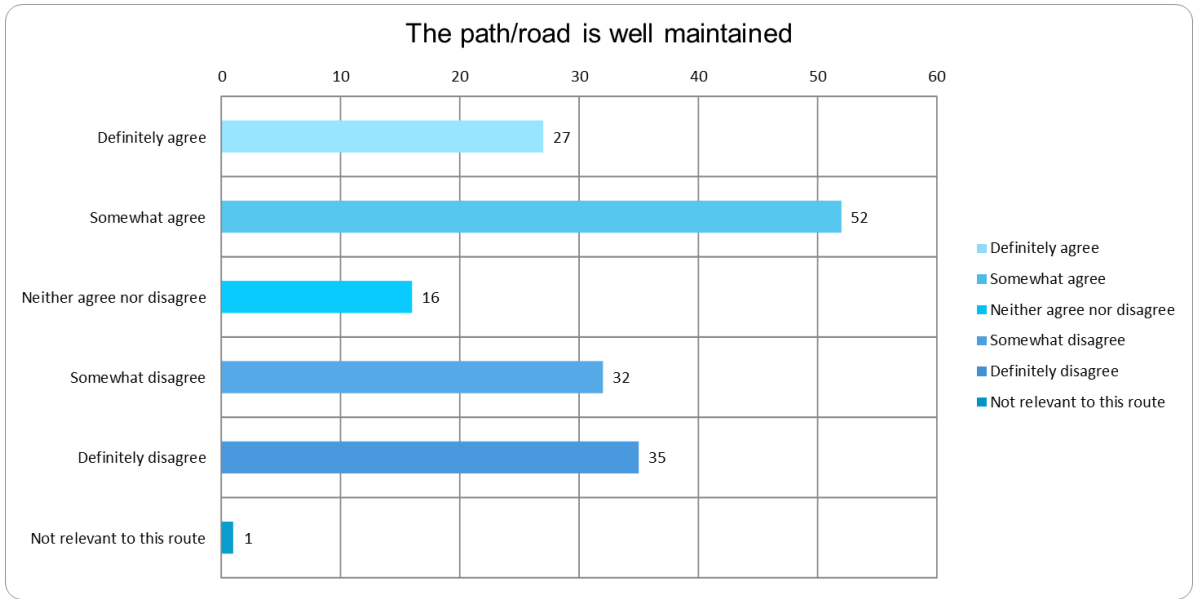
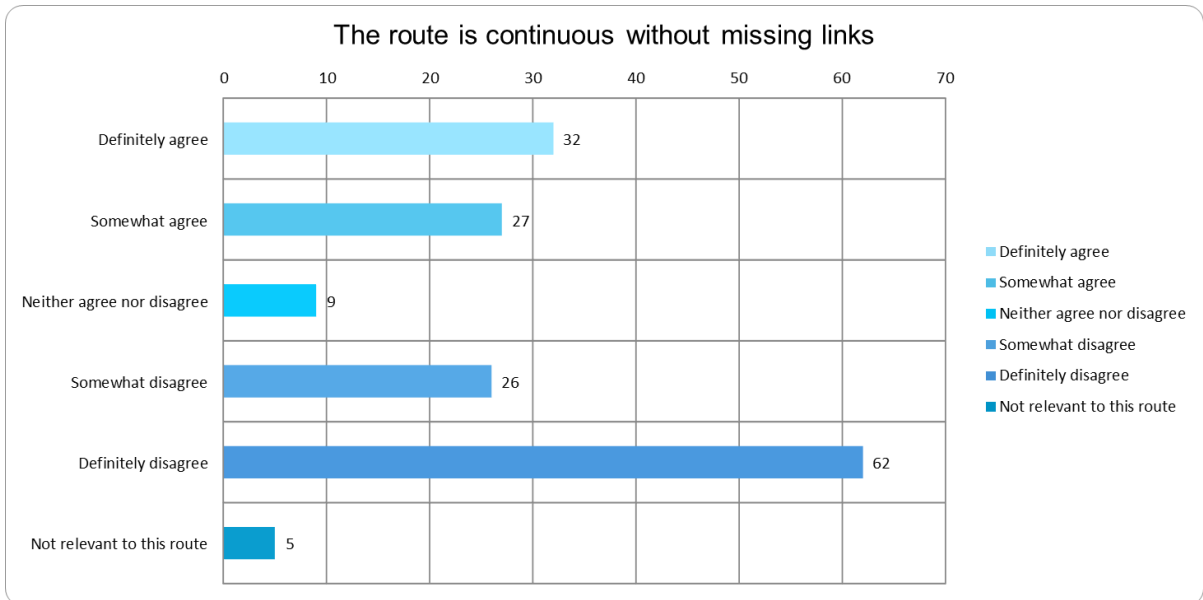


Figure 14: Bike online survey results relating to sense of safety and motorists



**Figure 15: Bike online survey results relating to path and road maintenance**



**Figure 16: Bike online survey results relating to connectivity**

### What would encourage you to cycle more often?

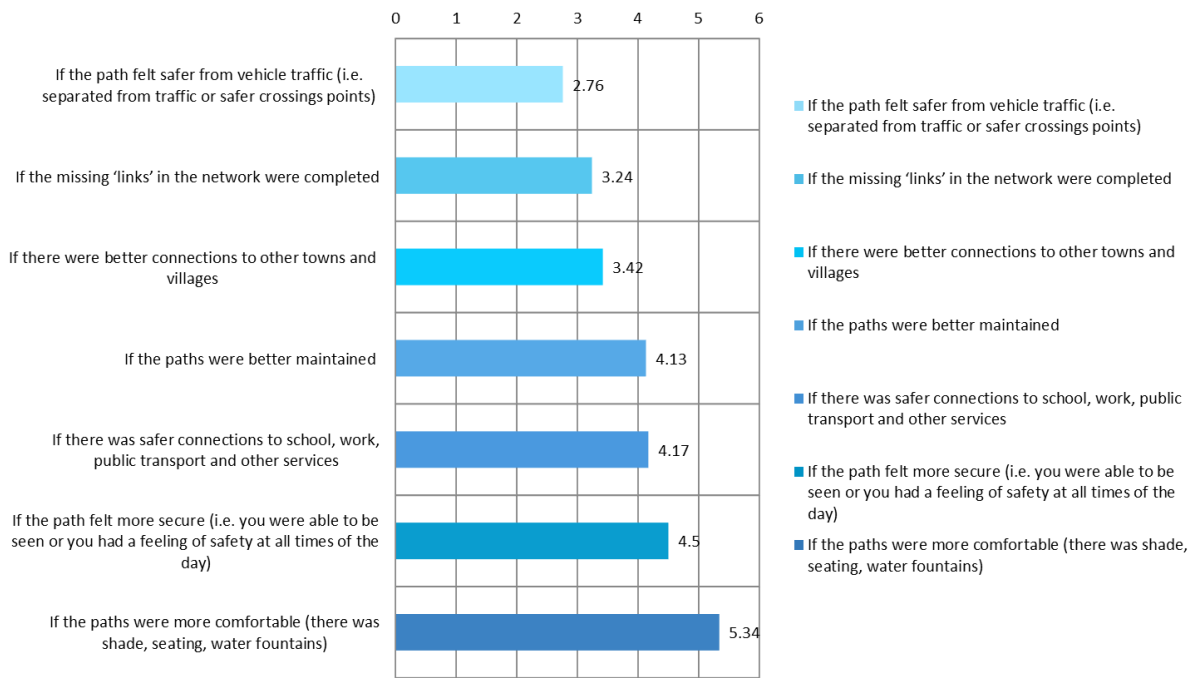


Figure 17: Bike online survey results showing preferred ways to encourage more cycling

### If you are cycling on a path, there are safe spaces to cross.

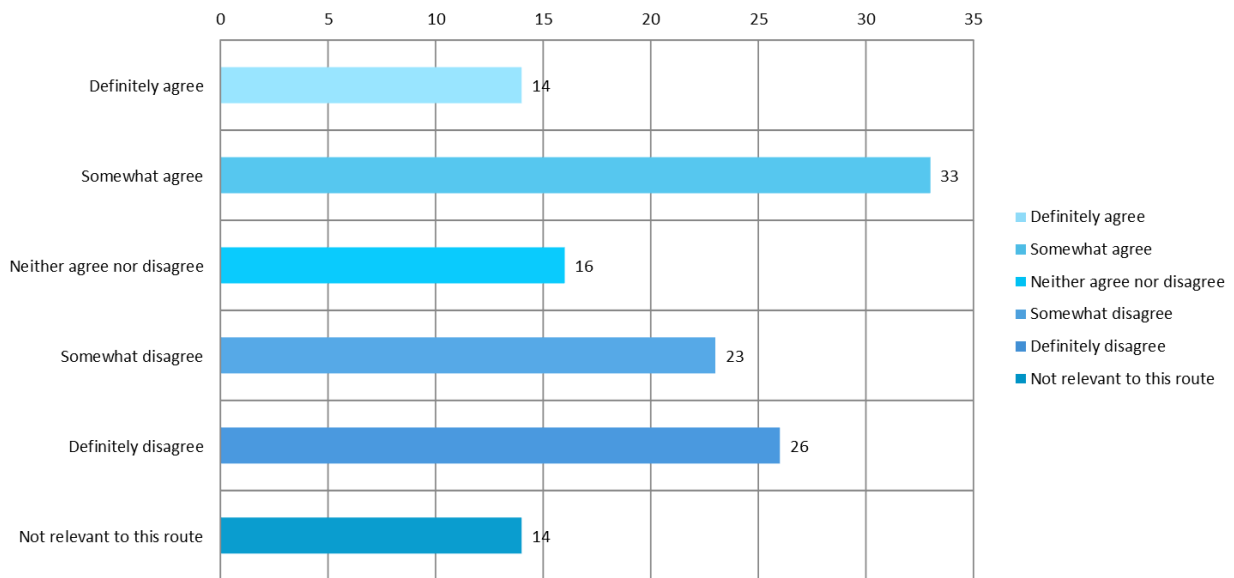
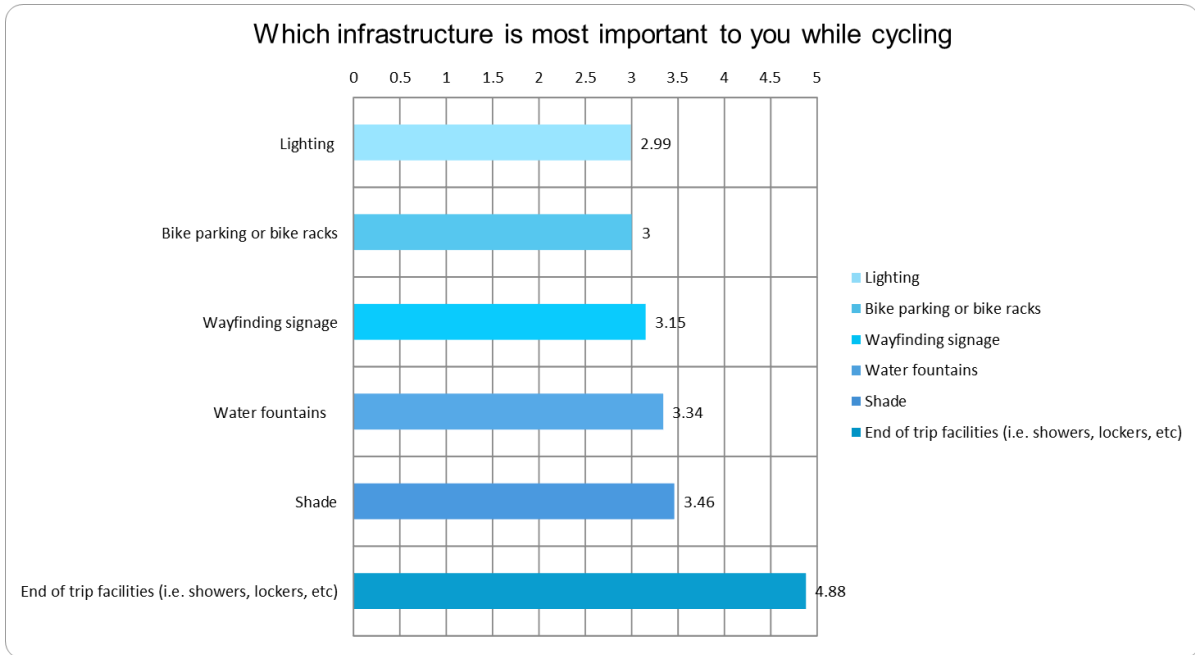


Figure 18: Bike online survey results relating to safe crossing locations while cycling on paths



**Figure 19: Bike online survey results presenting infrastructure preference while cycling**

The bike survey results reinforce broader feedback gathered during workshops and on the interactive map. Recurring feedback includes:

- the need to improve end of trip facilities, safety and connection between routes
- the need to increase frequency and standard of maintenance of surrounding landscapes and shared paths or roads
- the need to educate all commuters (pedestrians, motor vehicle drivers and cyclists) about safety standards for shared paths or road use
- the need to enhance the use of signs to show routes, and prompt positive interactions between shared path and road users.

Feedback captured across engagement activities illustrates that cyclists seek paths and networks that enable connectivity between town and village centres. Community feedback presented significant interest to improve and plan for more active transport access to natural settings. Significant feedback suggested a need for Council to increase awareness raising campaigns that encourage cycling as a viable form of transport. Community suggestions to increase uptake of cycling as a viable form of transport are to improve bike specific facilities, encourage driver behaviours change and install signs

## 5. Conclusion

The community and stakeholder engagement process was designed to inform the development of the Tweed Pedestrian and Bike Plan. While the engagement strategy was developed in February 2021, the engagement process was delivered between 16 August and 30 September 2021.

The engagement process was delivered early in the project program to ensure that feedback gathered can be provided to project team to inform on-going technical analysis and the development of the Pedestrian and Bike Plan.

Feedback captured during the engagement process provides insights into community and stakeholder perceptions about region wide pedestrian and bike travel experiences and needs. Engagement feedback was collated and analysed to determine key themes, and this report provides a summary of this analysis.

A concise summary of feedback themes includes:

- the need to improve connectivity of current infrastructure, including completing missing links
- the need to improve safety and managing risk, including providing better signs and community education to inform motor vehicle drivers, pedestrians and cyclists about how to cohesively use shared paths and the road
- the need to maintain existing infrastructure, including a thorough audit of maintenance needs and regular removal of debris or vegetation to manage hazards.

The key themes that have emerged through community and stakeholder engagement process will help to inform ongoing technical work, and practical and proactive recommendations in relation to the Pedestrian and Bike Plan. Based on this feedback, matters that require ongoing investigation include opportunities:

- for maintenance and debris clearing
- for community education about using shared paths
- to improve connectivity
- to improve bike storage
- to improve lighting
- to ensure design suits all accessibility needs
- to encourage cycling and walking.

The engagement process provided multiple channels for connection and conversation with community members and stakeholders. Through locally informed, inclusive, and location specific activities, the engagement process:

- gathered significant feedback, insight and understanding
- increased community awareness of the project
- provided multiple inclusive and accessible options to be involved.

## Appendix A – Identified stakeholders

- Elected representatives:
  - Tweed Shire Council Councillors:
    - Cr Chris Cherry, Mayor
    - Cr Reece Byrnes, Deputy Mayor
    - Cr Pryce Allsop
    - Cr Ron Cooper
    - Cr Katie Milne
    - Cr James Owen
    - Cr Warren Polglase
  - State member: Geoffrey Keith Provest, CCM, FAIM, AICD, JP MP, member for Tweed and Parliamentary Secretary for Tourism and Major Events
  - Federal member: Hon Justine Elliot MP, member for Richmond and Deputy Chair of Standing Committee on Petitions
- Government agencies:
  - Transport for NSW
  - NSW Police
  - NSW Department of Education
  - Tweed Shire Council staff members
- Educational facilities
- Local businesses and business chambers
- Tourism operators
- Community stakeholders:
  - Resident, Environment, Industry Group (REIGR) Stakeholder Forum
  - resident and progress associations
  - community groups with social media presence
  - Equal Access and Advisory Committee
  - cycling clubs and bicycle user groups
  - walking clubs and pedestrian advocacy groups
  - disability advocacy groups and disability support services, and their clients, including people with disability and their families and carers
  - young families
  - young community members
  - elderly community members
  - Youth Council
  - Aboriginal and Torres Strait Island people residing in Tweed Shire
  - local community members (including property owners, tenants and other interested community members)
- local media.

## Appendix B – Verbatim feedback from pedestrian map

Your Comment
Some bike riders ride too fast on paths in order to let walkers know that these paths are really meant for those who ride bikes, even though they are suppose to be shared.
There is far too much vegetation on the nature strip. It's hard for pedestrians and impossible for mobility scooters to pass between the massive garden on the nature strip and the road. Passing on the house side requires basically walking into a front yard that's obscured from the street. Needs to be trimmed backed to a couple of street trees to make it accessible.
Dismount for cyclists.
Dismount sign for cyclist
Insufficient space, requires single file for pedestrians and is unsafe for cyclist, horses and pedestrians would be required to move off the pathway onto rocks.
Clean the pathway of gravel and improve the stormwater drains so as less likelihood of flooding.
Repair pathway as the condition has been barricaded for several years with no improvement by TSC.
Allow horses the track from the Old Boat Harbour or the parking locality of Quarry Road at Caves Point to disembark and ride upon the beach. Not to impinge on the bush tracks leading off from the pathway onto the other pathways associated with the Fingal Headland as the paths are designated as pedestrian thoroughfares due to the width of the majority of the paths.
Desperately Need a pedestrian crossing and a footpath. There is no designated area for children and parents to cross safely here
Facilities for level walking exercise are non-existent in the Uki area. I believe that a walking circuit, perhaps with additional exercise equipment, would be a valuable and well-used addition to Sweetnam Park. Council has already installed parking, children's play equipment, a water bubbler and a path from the village - a walking circuit seems the obvious next step.
A footpath from Altitude Estate to bottom of Fraser drive would be awesome
No footpaths here and low Visibility corner with buses and cars speeding up to get up the steep hill to Hillcrest avenue
Path needed to continue to exisiting pathways
Path needed
Path needed
This path is badly in need of repair
No footpath for mobility Scooter
Crossing access impeded by coffee shop patrons and dining furniture. On a mobility Scooter this makes route unsafe as you have to try and cross illegally
No lighting in this section of the path which makes walking or running unsafe early or late in the day
The path from KINGSCLIFF all the way to Pottsville is broken only in this section of Cabarita Beach, where cyclists must try and find their way via back street. It would be wonderful to have a path or at least a bike lane through Caba.
There is no footpath on this small section and no alternate footpath on the other side of the road. The grassed verge is interrupted by tree roots which are a trip hazard. Anyone with a pram or small children on bikes are forced to veer onto the road which is very busy and also on a blind corner.
There are many trip hazard along the footpaths of Hastings Rd caused by tree roots
Walking path desperately needed to access seagulls and waterways including coffs shop and bakery at bottom of hill
Walking path needed for safe access from upper scenic drive
Need a pedestrian crossing, lots of children and families cross here, and cars definitely are not sticking to the speed limit on this road. Terrifying when you are stuck on the safety island with young kids/pram, and cars and busses come so close
Need a pedestrian crossing
walkway and path needed to safely run, walk, ride from top of "The View Estate"linking footpath all along scenic drive to seagulls please
Footpath needed please
footpath for walking, running, riding
footpath with fencing from traffic , trucks, road

The footpath in this area is very dangerous due to uneven ground and large cracked ridges/rises in the path. This is from the tree roots uplifting the path. It presents a risk to bike riders, people on foot and people with babies in prams etc.
Footpath required
footpath please for bikes, walking, scooters , families etc
Walkway / Footpath fro walking, riding, running, families and dogs
Footpath
Footpath
Ideally a footpath would be constructed at the point where it currently finished and continue east along Terranora Rd to Fraser Drive.
A footpath between mahers lane and Fraser drive would connect both terranora and banora point for recreation and excercise as well as provide better access for the growing terranora area to access the pavillions facilities and provide another option to go there apart from driving. Ultimately it would provide a safe area to excercise
The path that ends at Mahers lane needs to recommence back all the way to Fraser Drive to help pedestrians access the rest of the suburb in a safe way.
There needs to be a safe walkway from Terranora Pavillions down to Fraser drive to link a Safe walkway for pedestrians and Daily walkers to exercise.
No pathways. People walk in middle of road
Path needed. People walk in the middle of the road
Yellow lines needed both sides of Bione Avenue in front of real estate
Path needed from bus stop on terranora Ed down to corner of Rosemount ct; it's a safety issue for walkers and school children trying to get hone. Bilambil rd is fast and narrow.
Agreed- The path that ends at Mahers lane needs to recommence back all the way to Fraser Drive to help pedestrians access the rest of the suburb in a safe way.
Path needed continuation from mahers lane terranora, and continue down to the coles in banora. Will give people the opportunity to ride bikes or walk; to buy groceries; reduce cars on road and reduce emissions.
Not a path; but opportunity to either upgrade the children's play park or turn it into a fully fenced dog park. Either way; park or dog park would need to be fully fenced.
Desperately need a path from the top of Fraser Drive, along Terranora Road to the Pavillions.
This is a very busy traffic intersection and it is used heavily by pedestrains/walkers with small children, prams, dogs, bikes/scooters and surfboards etc. A traffic calming measure could be put in place e.g. a pedestrian crossing with flashing lights, a reduced speed limit through the vil- lage of Bogangar
The southern end of Hastings Road is used heavily by people on bikes/scooters/skateboards to access the Headland/beach to surf, fish and walk dogs - adults and teenagers often use the road instead of the footpath. Cars often speed here between Tweed Coast Rd and Towners/Banksia Ave. Traffic calming measures along this section e.g. reduced speed limit, speed humps could improve safety.
Blind corner. Footpath required
Bilambil Heights need paths everywhere as there are currently none and it is very dangerous to go walking especially with dogs, strollers or for elderly with walkers.
This path is weedy
This area feels unsafe due to not being able to see over the flood wall, lots of overgrown weeds and hidden spots, graffiti on walls and trees and not kept path.
There is a gap in the pedestrian path on this corner of James/ Brisbane Street
This area would be great for a walking destination with a shark net swimming/ picnic/ fishing place. It is so hot in Murwillumbah and there is no safe local places to swim, due to fear of bull sharks.
Children and people walking to Mt St Patricks school/college need to navigate this roundabout with nil pedestrian access.
I slipped and broke my leg on this slippery grass hill after dropping my child to school. A path OR stairs would have prevented this. The Mt St Patricks children/families use this path every school day.
It would be good to have a public path through the back of the golf course
There could be a walking track from the bottom of Joshua Street to the CBD
You could make a beautiful walk through to the showgrounds. We live in a place of great natural beauty, let's enjoy it.
Lets have a walking trail through to the showgrounds.
Let's have public access to the weir and a walking trail.



path needed here, currently no firm path. It has exposed tree roots and is sandy.
Path is unmaintained and over grown & pavers are lifting.
Path is unmaintained and over grown & pavers are lifting.
path is overgrown and too narrow for walkers, bikes and scooters to pass each other safely.
There is a right-of-way between the houses here which, for local residents, reduces the walking distance to the Sexton Hill bus stops by about 1 kilometre. The bottom section is quite steep and comprised of loose gravel and rocks which are quite hazardous to negotiate. A path or steps on this lower section would be much appreciated.
the path just ends short along the walking track on the levy bank at the end of Water Street.
the path just ends short along the walking track on the levy bank at the end of Water Street.
path falls short along the levy bank before the end of Water Street.
dangerous path, roots lifting path, this is dangerous trip hazard, we've had a bike accident there. this is along the whole path from Dry Dock getting on to the bridge.
there is very little path along the whole walking/riding track that runs from Kirkwood Road to Greenway Drive, this enters/exits beside Radio 97
There is a low lying barrier here that has an unexpected dog leg when transitioning from the ashfelt path to the concrete path. The bit sticking into the path should be removed. I have fallen over it and had a bad injury. The whole low lying barrier should also be made visible. The visibility paint faded years ago and this low lying barrier is completely invisible in the dark.
It is impossible to roller blade on the river side path due to the stones. A smoother surface / resurface is required.
The is no path along Tweed Coast Road and no shoulder. There could be a path or shoulder all the way to Coles.
The only other way to walk to the service station / McDonalds is about a 5km detour via Chinderah
There is no way of walking or taking a pram down this section of Tweed Coast Road. It is an obvious loop or link to the Tweed River / Chinderah from the new hospital / for people who do a loop of Kingscliff
Plan required for path to link to King's Forrest from Casuarina.
With more and more vehicles using this area, so a better crossing is needed indicating pedestrian priority i.e. a zebra crossing. This is the only crossing in 6 or 7 km along the path and my kids struggle with it especially after coming down the hill.
Slippery rubbery bridge. Easy to slip while jogging.
You come up the hill and then there is no path. You can run through people's front yards or on the road. A path is needed here.
Path here is in poor condition.
Path needed here as the path finishes and then there is no path on either side.
A safe path needed from the bottom of the forest area past the carpark to the playground equipment and Norries Headland. Pedestrians and cars need to be separated.
Start of missing link when walking north towards Pottsville shopping center.
Path needed along Crabbes Creek Rd
Missing link walking north would be completed with path to this point.
The path is very narrow and close to the road. It needs to be widened to allow people to safely pass. Bike riders should dismount in this section and across the bridge.
The path is very narrow and close to the road. It needs to be widened to allow people to safely pass. Bike riders should dismount in this section and across the bridge.
It would be great to hav3 a path all the way along Philip Pde.
More shade along this section to Dry Dock Rd would be great.
More shad3 along here would be great
Extend the path to the bridge in this area.
We have to walk on the road with the vehicular traffic
There is no path currently
We have to walk on the road with cars, busses, trucks because there is no footpath
Marked Pedestrian Crossing required
On behalf of customer (Norman). Path ends abruptly at No. 43. Continue path to link up with Botanical Circuit and provide kerb ramps so it is accessible for a mobility scooter. Missing link to shopping centre.
Need a path

a path needed from sovereign way all the way through Bray Park and into Town
Foot path and bike tracks needed all along the tweed river from Alma St to Tumbulgun for recreational/walking/fitness equipment just like there is along the tweed river in Tweed Heads near the Tweed Hospital
The dirt track (end of road) between Oxley St & Heffron St that runs along the side of the South Tweed Primary School needs a pathway for people in Mobility Scooters, bikes, and walkers and this includes school kids as well needs to be made.
a short cut path needs to be added at Harold Pearce Park, there is a track being worn where people cut across the grass to the foot path from the roadway that runs off Falcon Way at South Tweed Heads, thank you.
It would be nice to have the path extended right to the end of the field and run right along Arkinstall Park to Cunningham St.
There's a lovely path here but it's old and cracking up and needs repair.
Here's another really beautiful path with native bush land and the river. It could be improved by native planting in the sections beside the river where currently there is lawn.
A path from the Rous to the town through what appears to Council land and would be wonderful both for those of us wanting a walk by the river and River Vue people wanting to walk into town.
Many streets in our shire, such as this one, have no footpath at all, as if we are all always going to use cars!
There is a concrete slab that has been undermined by the tide and sticks up on the path. Good place for someone to trip and have a serious accident
Trees over the path has allowed the concrete to get very slippery, they need to cut right back so the sunlight can get to track.
Footpath comes to an end and doesn't go all the way to the corner (Casuarina way and windsong way), even though it keeps going on the other side. So you basically have to cross Casuarina way, then cross windsong way then cross Casuarina way again to stay on the footpath. So because the footpath does continue 2metres past a drive way if you have a pram you have to cross the busiest road twice just to keep going
Footpath needed all the way to the school
Footpath needed
Footpath needed as people walk on road. Continue existing footpath to the park
Traffic comes around this corner at speed & even the pedestrian crossing is dangerous
The existing path from Eyles Ave to Lucas lookout is in very, very bad repair. It's slippery, uneven & a danger - but it could be an excellent link path
It would be wonderful to re-establish the path from the Lion's Lookout down to Church St.
Access to the weir and green space on river bank
Link path through to Bray Park & on to the weir.
Pathway is pitch black at night, often blocked by trolleys. Needs lights
Footpath outside Woolworths on wharf street has no light. Needs lights especially given the clientele that follow you through from the pub
Road too narrow for safety
No footpath along Park Avenue. Pedestrians have to walk on road.
Footpath narrow uneven and nonexistent in places. Busy road needing to cross multiple times.
Path too narrow to pass.
A pedestrian crossing is needed here
A walking path is needed here as the path ends
Kids walking here all the time and jumping out the way of cars!
Rockslides and no footpath
No path connecting Fraser to Banora Point. Massive safety risk as kids use the road to get to school and cars travel at high speed on blind corners. Fatality waiting to happen.
We cross here to go to the bus stop (primary aged children) also to go to the beach and creek (as do lots of tourists from the caravan park. The section for crossing is small and can barely fit more than two people or a pram on it. Cars go way too fast through here even though it is 50 and being a main road the traffic flow can be high. It is unsafe for families to cross here.
a pedestrian crossing for safer crossing to bus stop, creek and beach.
Terranora Boardwalk has not been maintained and the path is very dangerous and over grown with weeds and trees. This could be a beautiful walk to take in the amazing area but has been let go
very dangerous and unable to walk in this area except on the road. There are no foot paths at all
foot path over grown and trees not maintained

no footpath
no footpath have to walk on the road
no footpath and very dangerous
no street light in street at all. very dark
Path is needed so those living on Scenic Drive can access shops at Panorama
Safer access from the bus stop on Scenic, coming up the hill to Warringa Drive.
Path needed
A path is needed for those living up Scenic Dr so they can access the shops
Cyclists whizz past walkers without any indication that they are behind. There is the odd dog (particularly a white bull terrier) off leash but most are restrained.
access stairs to lower area of walking track is over grown and stairs have not been maintained and are dangerous
access stairs to lower area of walking track is over grown and stairs have not been maintained and are dangerous
construct walking path along riverbank, public access along entire length of riverfront
an undervalued public area
Create access track for walkers to Mt Nullum
create access track to Hatton's Bluff Nature Reserve
A path along here would be great as it can feel dangerous walking through the path in the bushland alone or in the evening.
Footpath on this stretch between Tamarind and Rosewood Ave is interrupted
High traffic volume causes safety concerns when crossing this intersection.
Concerns with number of driveways with limited vision with pedestrian footpath (Woolworths carpark, delivery bay, shop driveways, childcare driveways. Often cars parked on the road and high traffic volumes limits option of using the road.
Path interrupted
Interrupted pathway from headland track to park
The stretch the length of the headland carpark lacks safe crossing areas.
Footpath interrupted and you must continue on the grass around the corner to Hastings Road where the pathway is interrupted up to the intersection with Rosewood Avenue.
Footpath ends and you must continue on the road once you get to the traffic calming measures.
There is a tripping hazard along the boardwalk track in this area. Tripping hazard. It is marked with yellow paint and is a tripping hazard and dangerous for children on scooters etc.
It would be great to continue the lighting of the boardwalk to continue along the track all the way to Bogangar.
Bridge slippery particularly when wet.
No lighting on this stretch of pathway. It would be great to have the lighting extended all the way south to connect to Bogangar.
The walkway to cross the road is dangerous as cars come around the roundabout and most (particularly those coming from the south) cut the corner, making for a lot of near misses when crossing this section of road. It is especially terrifying trying to cross with a pram or small child when accessing the daycare facilities as it is a busy road at peak times of day and will only get busier with the new development.
Shade need for warmer months. One table with shade isn't nearly enough.
Toilets would also be good. Have seen people go toilet behind the water pump shed numerous times.
Footpaths needed so people don't walk the road
Dangerous for pedestrians to cross
Dangerous for pedestrians to cross
Dangerous for pedestrians to cross
Not enough time for pedestrians with mobility problems to cross in the time allowed by the traffic lights.
Problems when cars turning right into the car park near the bakery, and also cars coming down the hill on Gull Place into the bakery car park at Panorama Plaza at the intersection with Inlet Drive.
No path
No path
path needed

No path on this side of tallwood yet the rest has a pathway
difficult to cross from school side of TCR to the headland car park - lack of visibility from roundabout
A playpark and bin would be a great addition to this park
Playpark or an older child's play area/pump track
The pathway along here is not accessible and forces people onto the carpark
More seats and viewing areas, less cars
Pedestrianise this area, its the main hub of the village no need to drive right up to it
A crossing is desperately required along here, both for pedestrians and cyclists. There is no safe, direct way of children cycling to the public school from Pottsville Waters. At the moment you have to check multiple directions and a relatively blind bend and roundabout with traffic exiting quickly.
A continuation of this path is needed much further down into black rocks. Much safer for pedestrians and cyclists
At school pick up / drop off times it is very hard to cross the road and also pull out of the school gates. Looking for pedestrians on the footpath both ways, limited visibility around parked cars towards koala beach and also cars quickly entering Cudgera Ave from Tweed coast road via the roundabout. Speed humps or similar outside school grounds or further towards the roundabout might help?
Many school children walk here each day and there are no footpaths. Cars have low visibility and drive quickly. Someone is going to be hurt here.
Path needed along Philp Parade. 2 x caravan parks with elderly residents with mobility scooters, 1 park allows dogs so elderly walking dog on road that has cars and the bus drive along it. Also has school children on bikes on the road and general pedestrian. I manage one of the parks and have seen some very near missing with bus/mobility scooters, also cars exiting the park where pedestrians are walking. It is an accident waiting to happen.
Currently no pathways along Broadwater Esplanade or surrounding streets. Great if there was a pathway from Broadwater ESP up to the bus stop on Terranora Drive and a pedestrian crossing so you could walk safely across the road to the park. Ideally would make sense if the footpath then continued up Terranora Drive linking to the existing footpath that covers part a section of Simpson drive, in order to walk safely up to the Top shop, chemist, ect. Additionally great if there was a footpath built leading all the way down Broadwater Espl to the bottom that linked up to the oyster track. Currently very dangerous walking with a pram around Bilambil Heights as very few footpaths. Only option is to walk on the road if you are pushing a pram.
Footpath needed full length of Broadwater ESP to link up at bottom to oyster track. Plus build footpath up top of Broadwater ESP that joins up to the existing footpath on Simpson drive that leads to the shops.
The improvements to park have been great but really need a path on the eastern side of park. This would great encourage people to walk & would create a natural path for people to do laps of the park.
The new paving has been great but there is about a 20m section of path missing.
Big lip on the concrete path in between 4 & 6 Riveroak drive. Its a trip hazard
Path needed around this block
This corner is nearly impossible for pedestrians to cross Riverview Street.
They can try to cross up at the roundabout and use the high side of the road which isn't great either but coming from town it is too late to think of that when they reach the corner.
The footpath on the northern side is steep and very narrow. Pedestrians are very exposed to the sharp corners on the guard rail posts which should have protective tops. I'm sure these would be readily available and easily fitted.
Old Lismore Road is a vital pedestrian link between Hundred Hills and the shops at Golden Links and the Golf Club. There isn't even room for cars to pass on some bends let alone accommodate cyclist or walkers.
It is unlit at night and nowhere to get away from the cars. A lot of people would use it but it is far too dangerous.
Beautiful footpath to the end of Hundred Hill then absolutely nothing. It is the worst place in Murwillumbah for pedestrians and cyclists. Terrible contours and surface on the road too. Desperate need to be fixed for all kinds of traffic.
Footpath needs reconstructing. It is in terrible condition due to heavy traffic into service station.
Southern side footpath stops here and it isn't a great place to cross.
Narrow section with no path for the length of approx 3 houses.
Dangerous crossing on blind corner, commercial bin collection at this location, this crossing is used by a lot of foot traffic
Only pedestrian crossing on Tweed Coast Road with high volume of traffic. Consider raised crossing to slow traffic. Lighting is occasionally U/S

Another dangerous crossing, one of the main routes to school
Missing section of footpath
Sections of Cabarita Rd missing a path, no connectivity
Path needed, area badly eroded
One of the busiest roads, traffic often exceeding limit, dangerous crossing used by kids to access school bus stops
No footpath in this section of Hastings Rd, school bus stops on both sides of the road
Better warning signage for crossing
<b>PATH NEEDED TO CONNECT TERRANORA TO BANORA. CURRENTLY TOO DANGEROUS TO NAVIGATE.</b>
There is a path required up the hill of scenic Drive. I see more and more people walking up and down the hill on the road. The road is already tight and I'm worried someone will be killed as people still speed around the bends and there isn't room to dodge a pedestrian and an oncoming car.
There is a walking path required up and down the hill of scenic road. I see lots of teenagers and people cycling (not professional cyclists) up and down the hill. The kids are just flying down with no helmets and the others jump off their bikes to walk and push bikes on the road. There isn't enough room for a pedestrian pushing a bike and a car in each lane. It's getting busier and busier with pedestrian traffic as well as plenty of cars on that road each day.
Footpath is too narrow to travel using a wheelchair, all along Prince Street between Nullum St and Byangum Road. On behalf of Wendy Buckingham, Equal Access Advisory Committee member
There is no footpath on the left-hand side of William st, travelling east to town. I have to cross William St to access the footpath, which is too narrow. I find that I have to position the wheelchair in the middle of the expansion joint which is very difficult, and unsafe. On behalf of Wendy Buckingham, Equal Access Advisory Committee member
a pedestrian crossing needs to be put here to link AMbrose Park and the oval.
a pedestrian crossing needs to be put here from the oval to the Phillip street shops Pottsville
Pedestrian and bike path needed to connect Fraser Drive -Terranora Road all the way through to Terranora Pavilions. This would provide a safer access route for school students to commute to local schools and allow local residents greater access to outdoor exercise opportunities.
This & nearly every other E-W beach access pathway in Salt & Casuarina has a vertical kerb & drain inlet at the W. end of the path, & often no N-S footpath either. This is untrafficable to wheelchairs & other disabled users, as well as cyclists. All these kerbs should be made safe & trafficable.
The cars get a green turning light at the same time the pedestrians get a green man. There have been heaps of near misses I have witnessed and been apart of in the 6 months we have been walking to and from school.
No pedestrian footpath or road shoulder from Viking St south. Very busy sub-arterial road and poor visibility at crest. Dangerous for pedestrians & bicycles.
This footpath is only 1m wide and only 0.4 m from the through-traffic lane on the outside of a curve. Try standing there after 4pm on a regular non-COVID day when tradies' ute's are rushing home, and you will be AFRAID, as they come directly towards you.
A bridge here to connect koala beach with the existing trail in the environment park would be a fantastic way to increase usability of the enviro centre trails and improve access to this beautiful bushland without having to drive!
Hastings headland needs walkways and viewing areas to be built pathways are very eroded
There is no footpath in this area. Many children walk, ride or scoot to school along this road and there is little visibility around the corner.
This is a great path - shaded. This is the route from River vue to town that Nola was asking for - it needs steps or path at the north end
Steps or preferably a levelled retained sloping path up the steep bank needed. This is the ideal access way from riva vue to town
I agree - access to the showgrounds here needed. I would walk to the market on wednesdays (from Barnby St) if there was a gate through the boundary fence
I second that - I see all these amazing hills around Murwillumbah and have no idea if or how to access them. Just simple informal pathways
Agreed - access track to Hattons bluff
River side path - and Access to the river here - for kayak launching to paddle up the creek
Dirt Path needed along side of river from Stotts to Chinderah - for bicycles as well as pedestrians - then you can walk/ride all the way to Fingal Head
This heavily used parkland is being destroyed by uncontrolled vehicle traffic across grassed areas trying to avoid the poor road surface. There is no pedestrian corridor or disabled pathway other than the rough dusty track.

There is a beautiful but little known rainforest walk from the KHS to "Cudgen Foreshore Park". It forms only part of a potential delightful tourist loop walk that circumnavigates the Kingscliff Hill via the creek boardwalk, the ocean foreshore walk, Fire Station Lane, Drift Court, Blue Jay Cres, Osprey Place, the Kingscliff Library, the Aquatic Centre & back to the KHS. This could be signposted for both locals & visitors to enjoy.
The bikeway beside the sports field is regularly overparked by sporting players & spectators (pre-COVID). This is illegal and dangerous. It needs protective barriers (e.g. move the fence south) or at least some control signage
traffic turning
traffic turning traffic ignoring stop signs no pedestrian crossing for busy intersection - especially traffic turning to go to Woolworths
Path required on southern side of Banksia Ave Very uneven surface down southern side of footpath of Banksia
Safety concern for crossing rd
No footpath on either side of rd
some form of crossing required
no path on ocean side of Tweed Coast Rd
no path at beginning of this side of the rd
crossing required somewhere in this area to access shops
Paths required on both sides of rd
Crossing somewhere in this section for safe access to beach and bike path
People walking running and riding here all the time with no path. Really dangerous as this is a route lots of children use to walk to schools in Banora
Path need to connect top of Fraser Drive with the Banora Point Shopping Centre, Schools and Sports Field at Cnr Fraser Drive and Leisure Drive
Need a pathway or at least a wide shoulder all the way from Terranora Village (Pavillions) to Fraser Drive.
Can walk or run along here safely (no shoulder).
No safe crossing for pedestrians (particularly children) crossing from Terranora PS to the Pavillions
Cars do not stop at the crossing here (unmanned). A few stop but most don't. If kids are to walk safely to school from the southern side of the road or use the bus stop there, they need a safe place to cross. This really needs traffic lights (pedestrian button triggered) or alternatively a proper flashing lights crossing which would be active on school days during the school zone period so cars actually stop).
This is an under utilised park. There are playgrounds for really young kids in the area but nothing for older kids and teenagers. They thus use Pavillions as a place to skate/ride and make jumps in the residential developments and Lindisfarne school. With such a young active bike/scooter/skate loving community, it would be great if this could be turned into a pump track, skate park or just have a few bike jumps or skate ramp. It has an existing pathway connection to Terranora PS, Lindisfarne, Pavillions already (although might need a suitable crossover/crossing from the footpath on the north side of Terranora Rd).
A toilet block here is needed. So many people use this area, but no toilets until Jack Evans area.
Path from Naru Street to Corner of Chinderah Road and Chinderah Bay Drive
Foot path and crossing needed to access public toilets.
Path needed to connect to Naru Street and Chinderah Road and Chinderah Bay Drive
Crossing required ASAP - slow down signage, speed bumps.
Path needed from Chinderah Hotel to River Street to connect to the path at River Street
Zebra crossing required
Zebra crossing required
Zebra crossing required
A safer place to cross on foot or cycling - cut trees & area around that corner completely away so motorists can see and add a zebra crossing.
Cut all this bush right back to see motorists coming and going from service stations and so pedestrians can be more visible.
Crossing required between sporting fields.
Something safer when vehicles are driving on and off this parking area. Barrier possibly.
Zebra crossing needed

Gutters need to be installed along Wommin Bay Road. Vehicles regularly stopping causing large pot holes and damage to drive ways. Can redirect water back into the storm water drains to.
Skate park, pump track, much needed improved play ground, needs a huge upgrade. Loads of opportunity here whilst keeping a lot of the large trees in tact.
Zebra crossing into childcare centre
Back gate, school pickup/drop off area. Shared with cars, no side walks. Kids walk and use bikes and some parents drive down the dead end street.
Pathway needed Mahers Lane to McAuleys Rd
Very dangerous as everyone walking to South Beach has to walk on the road which is narrow and with cars going two ways as well as pedestrians it is a constant safety hazard. High need for a path
The only foreshore footpath is <1m wide rough unsurfaced with rocky drop-offs; cars mount kerb with doors open onto walkway; pedestrians, prams, wheelchairs are forced onto busy roadway. Path also blocked when used as work area for fishcleaning table.
See comment on safety. This path is untrafficable to wheelchairs & prams. Dangerous for anyone who is not agile, let alone disabled.
It is ridiculous that the most popular foreshore in the Shire is used for an asphalt carpark without even a proper paved footpath. Push the ugly carpark north & return this prime recreational site to human use.
Footpath to link to the stairs on Boomerang Street near the five ways roundabout
Footpath between Gumnut School and town centre
Path needed along Eden Street
Path needed
Accessibility concern
Path needed
High traffic and pedestrian conflict area. PedX crossing urgently needed.
Accessibility concern
Accessibility concern
High pedestrian and traffic area. PedX crossing urgently needed
Accessibility concern
High car/pedestrian conflict zone
Path needed
Accessibility concern. Path in poor condition
Path needed parallel to road
Path needed. With shade trees along side road
Accessibility concern
High pedx and traffic conflict zone
There needs to be a footpath added alongside the western side of Fraser Drive opposite the Twin Towns Juniors playing fields. The path needs to be continued right along to meet up with the pathway near the Vintage Lakes Dive roundabout. This path will then add safety for pedestrians needing to access the Coles Banora Shopping Centre, Local Schools and Club from the Vintage Lakes Estate ( including new East at Banora subdivision) by not needing to cross the increasingly busy Fraser Drive.
There needs to be a footpath added alongside the western side of Fraser Drive opposite the Twin Towns Juniors playing fields. The path needs to be continued right along to meet up with the pathway near the Vintage Lakes Dive roundabout. This path will then add safety for pedestrians needing to access the Coles Banora Shopping Centre, Local Schools and Club from the Vintage Lakes Estate ( including new East at Banora subdivision) by not needing to cross the increasingly busy Fraser Drive.
This is an additional photo to support my submission for a new footpath that needs to be constructed on the western side of Fraser Drive opposite the Twin Towns Juniors playing fields. There is no room for pedestrians to safely walk from Vintage Lakes Estate to Coles Banora Shops, schools and fields without crossing the busy Fraser Drive.
The path around this island stops just before it joins the bridge so the only way is back around the island. It needs to be joined up so people can walk right round the island and thus be more open to the general public rather than the precinct of the houses there. ( The path is on Council land. )

This area is so pedestrian unfriendly. What about a pedestrian bridge across the wide, busy, carcentric Minjungbal Ave. Also an area that is a microforest to relieve the concrete jungle - as per the Cool Towns policy.
Dangerous with cars parked and no path for pedestrians
No footpath along this road. people with wheel chairs have to use road
no path for pedestrians
needs a center line down middle of road.
no marked center line on entire road.
High vehicular traffic
Path washed out
Toilet amenities needed. This area and south very popular especially during summer
Reopen this section of a frequently used walkway
Regular conflict zone between walkers/runners, cyclists and those with dogs!
Urgent path maintenance required
desperately need a safe boardwalk to walk from the carpark/creek area to the beach. Currently it's an unsafe goat's track complete with brown snakes!
Path needed to join Parkes Lane with the path along Fraser Drive adjacent to the Altitude. At the moment walkers need to walk on the road from the end of Parkes Lane to the start of the new path. I have previously contacted council with this concern. Ref. 6465386
pothole - sunken cover
no footpath
no footpath
no footpath
Missing link between the road to the sewerage works and the path along the northern side of the canal to Greenway drive. This track gives access from Greenway drive and St Joseph's School to Banora Cove. It is a popular circuit walk that links Fraser drive to Greenway drive either side of the canal.
There is a missing link of footpath (approx. 85m) on Rosewood Ave, a busy road that carries over 4000 vehicles per day. It's the main link between the Pacific Motorway and Cabarita Beach/Bogangar but is also where children catch school buses and is an important link between the north-western part of Bogangar, the bowls/sports club and Caba main street.
A footpath on Cabarita Road (approx. 90m) plus kerb ramp at Poinciana Ave is needed here to fill a missing link between Poinciana Ave and Tallowood Ave. It is directly opposite the Tweed Coast Community Church (which is busy most days of the week with the church, op shop, playgroup, cafe and new playground) attracting people from all around town. This includes many people pushing prams and with small children on bikes/scooters (see image below, taken from the corner of Cabarita Road/Poinciana Ave, facing south where there is no footpath on the opposite side of the street).
A footpath is needed to fill the missing link (approx. 80m) on the western side of Hastings Road between 17/47 Hastings Rd and Banksia Ave. Whilst there is an existing shared path on the eastern side of the road, this short link connects to an existing footpath with shade trees and fewer driveway crossings, making it an already well-used walking route. Connects to Caba Main Street, bus stops and Beach Kids childcare centre.
There's a missing link (approx. 140m) in the Cabarita Road footpath between the existing pedestrian refuge/path cut-through to Silver Ash Court and Sandalwood Drive. A path here would improve access to the Tweed Coast Community Church (op shop/café/playgroup venue), bowls/sports club and Pippies preschool and long day care centre. It would also provide safe access to school bus stops on Cabarita Rd and Sandalwood Dr. Kerb ramps would also be needed at the crossing of Tallowood Drive (southern end).
This short missing footpath link is only 200m from the Caba shops/bus stop and would directly serve 27 dwellings across three apartment complexes as well as the Emu Park Lodge accommodation. A kerb ramp plus pedestrian crossing of Banksia Avenue is also needed to connect this path, due to the large number of vehicles turning in and out of Banksia Ave from Tweed Coast Road. A local teenage girl was recently hit by a car trying to cross Banksia Ave at this location.
There is currently no footpath connection on the western side of the school (zebra) crossing on Ti Tree Ave between Poinciana Ave and Cassidy Cres (approx. 95m of footpath or shared path plus kerb ramps are needed). This zebra links to the cut-through path from Ti Tree Ave to the school back gate at Towners Ave. Many students who live to the south, west and north of the school who walk, ride bikes or scooter to school come via Cassidy Cres or Poinciana Ave but many don't actually use the zebra crossing as there's no path connection. A path here would also improve access for parents doing the 'double drop off' to the school back gate and to Pippies childcare centre (Tallowood Ave).



<p>There are two short sections of existing footpath on Hastings Rd (eastern side) outside the apartments, leaving three missing links between Tamarind Ave and Rosewood Ave. With no path leading to the crossing of Rosewood Ave, people have to travel on the road to be able to access the kerb ramp and shared path that starts on the southern side of Rosewood Ave. A footpath and safe crossing of Rosewood Ave would greatly improve walking and cycling access for the large catchment of residents to the north and west of this location.</p>
<p>An extension of the footpath along Cassidy Cres (which currently only goes along the southern half of the crescent) would connect Bogangar Public School (BPS) and Pippies preschool and long day care centre. Around 40% of Pippies children have older siblings at BPS, so a link here would make the school and daycare drop off a lot easier and safer.</p>
<p>There is no kerb ramp where this path meets Cassidy Cres. This cut-through path is well used, as it provides a significant short-cut between Pippies childcare centre and Bogangar Public School (BPS) for many families, as well as residents connecting between residential areas and the beach, shops etc. A kerb ramp would make it much more accessible and comfortable for people pushing prams, using wheelchairs or riding bikes/scooters.</p>
<p>Ficus Street is the only road access to Grass Tree Circuit and Blackbean Place and provides access to 80+ dwellings. A footpath link along Ficus St (approx. 180m) would fill a missing link between the existing shared path/short-cut to Blackbean Pl and the existing footpath on the northern side of Sandalwood Dr. It would improve access to informal school bus stops on Sandalwood Drive and the playground on Grasstree Cct.</p>
<p>The metal chicane/path barrier on this short-cut path would be impossible to get through on a mobility scooter and difficult in a wheelchair (or if using a twin/double stroller). A single central, high vis bollard (along with a kerb ramp connecting to the street at Cassidy Cres) would make a huge difference to accessibility at this location.</p>
<p>A path on Poplar Ave (connecting this path to the existing path on Rosewood Ave) would connect to the existing bus shelter on Poplar Ave (south of Tamarind Ave intersection) and improve access to Cudgen Lake. Approx. 150m of footpath needed.</p>
<p>There are several sections of disconnected footpaths along Tamarind Ave. There has been an increase in traffic here since the development of several house lots at Willow Ave and there are two large apartment blocks here too. Feedback from CBBRA members suggest vehicles travel at speed along here, making it uncomfortable to walk or ride on the road with small children. Connecting these paths up would improve access to the bus stop on the Tweed Coast Road (just south of Tamarind Ave), as well as to Cudgen Lake, the beach and Caba town centre.</p>
<p>This popular cut-through path between Banksia Ave and Oleander Ave does not have a compliant kerb ramp on the southern side of Banksia Ave and there is no corresponding kerb ramp on the northern side. It is located approx. 70m from a blind corner to the east and visibility of approaching cars can be impacted by on-street residential car parking. The crossing distance is approx. 11m. Children, older people or those with a mobility impairment may struggle to cross the full distance before a vehicle approaches around the blind corner. At a minimum, two new kerb ramps are required here. Ideally, a refuge and/or kerb build outs would also be constructed.</p>
<p>The shared path connecting to the north and south of this crossing on Banksia Ave is the main walking and cycling route through the village, which connects to the shops, school and headland and forms part of the NSW Coastal Cycleway. It is located approx. 65m from a blind corner to the west. The crossing distance is approx. 11m so children, older people or those with a mobility impairment may struggle to cross the full distance before a vehicle approaches around the blind corner to the west or from the Tweed Coast Road to the east.</p>
<p>Rosewood Ave is a heavily trafficked route connecting the highway/Clothiers Creek Rd and the Tweed Coast Rd (and is the second busiest road in town after the Tweed Coast Rd). Hastings Rd is becoming busier as well, with the main Woolworths car park entrance approx. 110m to the south of this intersection. The crossing distance is approx. 9m, so children, older people or those with a mobility impairment may struggle to cross the full distance before a vehicle approaches from the west or from Tweed Coast Rd to the east. Crossing improvements here would need to be combined with a new footpath and kerb ramp along the eastern side of Hastings Rd to the north.</p>
<p>Sandalwood Ave is very wide (approx. 13m) and a crossing is required here to improve safe access to the 80+ dwellings on Grasstree Circuit and Blackbean Place. Many Bogangar Public School students live in this area so it would support more and safer walking and riding to school (and improve access to the school bus stops on Sandalwood Ave for high school students). A crossing may also serve as a visual cue to slow vehicles, as residents have reported vehicles speeding along this stretch of road. Needs to be constructed at the same time as the missing footpath link along Ficus St.</p>
<p>The footpath on Tallowood Ave currently stops just to the north of here and directs people south to the cut-through to Sandalwood Ave. An extension of the footpath on this southern part of Tallowood Ave (west towards Cabarita Road) would improve connectivity and access to Pippies childcare centre.</p>
<p>could build flat access for Isavers and families</p>
<p>trucks and kids /pensioners dont mix</p>
<p>great place for kbeach access and lifesavers- well away from polluted pville creek mouth</p>
<p>New walkway created but must separate passing bikes from walkers and children</p>

Toilet Block needed. Great picnic spot with children but can't be used because no facilities
Empty the Bins more frequently especially after Holidays
Empty the Bins more frequently especially after Holidays
Fix the sea wall properly. It will preserve the footpath
Redirect the pathway around the back of the toilet so you don't risk your life entering or exiting the facilities.
Area of high pedestrian traffic with no footpath
Area of high pedestrian traffic no footpath and a blind corner
no marked road crossing at the bus stop for school children/pedestrians
parked cars in road verge
new path needed to connect the Rail Trail underpass
link path for Rail Trail access
vacant land here could house a shade shelter and wayfinding information in the future
vehicles are often randomly parked within the shared use path
pedestrian crossing? there is none - possibility of trial road markings and traffic calming measures has been discussed with the Traffic Officer, but no action taken to date
Current pathway at the underpass is sub-standard and narrow ie. could not accommodate passing pedestrian and/or person wheeling stroller. Also not suitable for wheelchairs and very dark - even during the day
It would be great if the footpath that ends here could be extended to the end of Pacific Drive. Much of the road is narrow with cars generally parked on both sides, while the single nature strip is on a slope and not possible to negotiate with mobility scooters and strollers.
'Safety at this intersection (Banksia Ave/Tweed Coast Rd) has been raised by many residents and members of the Cabarita Beach/Bogangar Residents Association. Issues include: - No footpath connection/safe pedestrian crossing between existing shared path to shops and Lower Coast Road (a local teenage girl was hit by a car recently crossing the road here). - Vehicles coming from the north u-turning here to head back to the main shopping street - Reduced safety for vehicles exiting the Lower Coast Road due to poor sight lines (partly obscured by vehicles parked on the grassy verge between main Tweed Coast Rd and service road)
A new pedestrian crossing point needed here, especially if the path along Poplar Ave can be completed. The new residential subdivision at Kanooka Cres has installed kerb ramps to the west but something will be needed for residents of Poplar Ave and the western end of Tamarind Ave to cross Rosewood Ave safely..
Many school students (and residents) cross Hastings Rd to connect between the Hastings Rd shared pathway and Ti Tree Ave footpath. It can be very busy in peak hour/school drop off/pick up time and it is a complex intersection for children to navigate on their own (with vehicles coming from three directions).
Maintenance/path design issue - uneven pavement joints and service pits/storm water grates make it difficult for people using mobility scooters and wheelchairs. These are also a trip hazard for pedestrians and even more so at night time as it is quite dark along this stretch of path.
The angle/crossfall of the path here makes it very uncomfortable for people using wheelchairs/mobility scooters.
The angle/crossfall of the path here makes it very uncomfortable for people using wheelchairs/mobility scooters.
Extremely hazardous blind corner for vehicles and pedestrians. Cars, buses and trucks travel at speed around this corner and it is only a matter of time before a serious accident occurs. Requires official signage, possible speed bump but definitely a footpath since this area is a popular walkway and families with children on bikes, parents with prams and other pedestrians and cyclists regularly risk life and limb on this corner.
Extremely hazardous blind corner for vehicles and pedestrians. Cars, buses and trucks travel at speed around this corner and it is only a matter of time before a serious accident occurs. Requires official signage, possible speed bump but definitely a footpath since this area is a popular walkway and families with children on bikes, parents with prams and other pedestrians and cyclists regularly risk life and limb on this corner.
Footpath needed here.
A hazardous blind corner. Not quite as bad as the corner further north along Broadwater Esplanade but still requires a footpath for families with prams, bicycles and walkers.
Narrow road here with many cars usually parked on the side of the road. Generally only one car can pass at a time which is a traffic hazard in itself but pedestrians are required to dodge in and out of parked and moving cars since there is no footpath and little off-road access. Footpath required.
path needed for safety and network connectivity unsafe for peds (many with pushers forced to walk on road whilst cars park on road verges behind K and G. Could be staged relatively easy project from existing path to Steep Street then from Steep St to Adelaide St a bit more difficult.

path needed for safety

There is no footpath all along Broadwater Esplanade. Some areas have flatter and wider spaces where pedestrians can walk but this area is particularly congested, often with steep gardens abutting the road, and requires some space to be made for footpaths for families with prams and other pedestrians.

path needed for safety and network connectivity unsafe for peds (many with pushers forced to walk on road whilst cars park on road verges behind K and G.

need a crossing point with ramps and path to join Dixon St .People have to walk through roundabout to get to path in Dixon st. Very popular route to Coolangatta as access to Thomson Street very difficult due to height differences

There is no footpath along Broadwater Esplanade and there is generally no area to walk off the road here since it is overgrown and/or steep on the side of the road. This area has a beautiful view of the mangroves and rainforest of the Broadwater and would be an ideal place to install a path or boardwalk along the road for pedestrians and nature lovers.

The Council track from Broadwater Esplanade south around the Broadwater is overgrown at times and terminates near 57 Broadwater Esplanade. There is a great opportunity to upgrade this section and then build a new raised boardwalk from the current terminus to the entrance of Bilambil Creek as a nature reserve walk for education - with ecological, biodiversity, settler history and Aboriginal history signage - and recreation.

Ideally, a path would then continue up Bilambil Creek to Prindable Park at Bilambil, which would allow students to ride their bikes on a flat path from the Esplanade at Bilambil Heights to Bilambil Public School without needing to ride up/down Bilambil Road which is patently unsuitable for any cyclists, let alone school children. The area along Bilambil Creek is mostly farmland but this is an ideal opportunity for the Council to acquire some of this land for public benefit before the area turns into housing subdivisions - which hopefully doesn't happen but if there is a sizeable area along the creek that has been reserved for public use then any future housing development will not impinge on both the biodiversity and amenity values of the Creek.

Along with the addition of a footpath/boardwalk around Peninsula Drive, this would allow a separated and flat pathway around a large section of the Broadwater. Families could park at Seagulls Club (ideally with Council parking) with kids' bicycles and ride all around the Broadwater from The Oyster Shed around past 188 Peninsula Drive, along Broadwater Esplanade - hopefully with a separated path - then onto the track from around 90 Broadwater Esplanade along the upgraded/new track around the Broadwater to the entrance of Bilambil Creek then up the Creek to Prindable Park and Bilambil Public School and Preschool.

Apart from the nature and ecological education benefits this would achieve amenity and public health benefits by helping to fight childhood obesity and reducing carbon emissions since some students would no longer need to be driven to school.

In addition, the owners of the Bilambil Post Office/service station assure us that every Saturday cyclists from Murwillumbah ride to Bilambil and this service station and then turn around and ride back since they are not willing to take their lives into their hands with the ride up Bilambil Road to Bilambil Heights. If a flat off-road pathway around the Broadwater was developed these cyclists could continue from Bilambil, around the Broadwater and on to the Tweed coast. Likewise cyclists could safely travel in the opposite direction.

We know of people on Broadwater Esplanade who are avid cyclists but they put their bicycles on their car and drive to an area that is safer - such as Murwillumbah - before taking their bikes out and riding them. This path network around the Broadwater would allow them to ride out from their house without using their car. Of course signage would be needed to ensure safe passage if this was envisioned as a cycling/pedestrian dual use pathway.

It would be great for the Council to provide a Nature Walking Trail through the Council land from 71/73 Peninsula Drive to 138/140 Broadwater Esplanade. This trail could also have ecological/historical signage highlighting the Gondwana rainforest species in the area and provide a pedestrian link with the pathways along the edge of the Broadwater.

This would also improve access to assist with forest and fire management.

The area in front of 73 Broadwater Esplanade and around the peninsula is listed on the original subdivision plan (1959) as 'Public Garden and Recreation Space' but this area is now largely overgrown and inaccessible. It's possible to walk down to the track by the water next to 188 Peninsula Drive but the track is not maintained and it is not possible to walk around to Broadwater Esplanade via the track in front of 73 Broadwater Esplanade since the track gradually stops and is overgrown thereafter. A well maintained and low ecological impact public path or raised boardwalk at the water's edge from Broadwater Esplanade, past 73 Broadwater Esplanade and around past 188 Peninsula Drive and joining the larger track in front of 164 Peninsula Drive would increase the safety and amenity for walkers.

This would allow a safe and continuous path by the water's edge from The Oyster Shed around Peninsula Drive and to Broadwater Esplanade, which will hopefully have a footpath as well.

In addition to the boardwalk at Bilambil Creek this would allow a continuous flat path from Bilambil Public School to The Oyster Shed and from there the Tweed coast.

The Terranora Broadwater is already an enormous community asset. At present, however, access is limited so any investment the Council makes to improve low-impact pedestrian and bicycle access will provide an excellent return on investment, in terms of amenity, community health and ecological and biodiversity protection.

Suggested nature boardwalk with biodiversity/historical/Aboriginal signage through mangroves from 57 Broadwater Esplanade and then pathway along Bilambil Creek to Prindable Park and Bilambil Public School for school students to cycle to school and for general recreation, ecological awareness and community exercise.

Suggested footpath along Bilambil Creek towards Terranora Broadwater meeting up with a nature boardwalk with biodiversity/historical/Aboriginal signage through the mangroves to 57 Broadwater Esplanade for school students to cycle to school and for general recreation, ecological awareness and community exercise.

Upgrade of Oyster Track and revegetation of surrounding area with native pre-European trees and flora.

Acquisition of farmland near the track for native revegetation project to provide buffer zone and filtration of farm runoff (cow manure etc) before it enters the Broadwater.

There is an enormous old fig tree along this Oyster Trail which has an old side path built off the main path to view the tree. Clearly this has been an old and historical natural monument for some time but it is rapidly becoming decrepit. There should be an urgent restoration project to protect this tree and the viewing path upgraded with potentially seating added.

The state of this tree is indicative of the broader situation relating to the Terranora Broadwater and Oyster Trail. There is enormous historical, cultural and ecological value in this tree itself and the surrounding palm forest, rainforest and mangrove vegetation but the infrastructure is rather decrepit.

This Oyster Trail is used by walkers, families with prams, cyclists and joggers but the area should be a major destination for nature lovers, families and exercise seekers. The Broadwater is an incredible natural asset and should be protected and supported by having adequate facilities and infrastructure including historical/ecological/Aboriginal signage.

The better the infrastructure the more people will use it which will mean that people are more willing to spend more resources on the area resulting in a virtuous circle that will turn it into the community asset it should be. Building better infrastructure around the Broadwater would result in a great return on investment in terms of maximising access to an incredible existing natural asset and achieving a range of community/council goals such as increasing exercise, fighting obesity, reducing carbon emissions and educating the community on natural and Aboriginal histories.

There is a magnificent huge tree here, along with many others, and the council should ensure that everything is being done to ensure that it and other historical trees on this Oyster Trail are protected. There could also be historical and ecological signage added to alert walkers to the history and significance of this and other flora and fauna around the Oyster Trail and the rest of the Terranora Broadwater.

Broadwater Esplanade is regularly used by families, joggers and walkers for recreation and exercise but there are no footpaths. Ideally there would be paths accessible by prams and wheelchairs all along the Esplanade.

There is no formalised pedestrian crossing here. Many people cross here as they take the short cut from Hastings Rd through the shopping centre with the Cabarita Bakehouse to get to the beach. A crossing would also connect between the two bus stops.

Upgrading this existing pedestrian refuge to a raised zebra crossing would greatly improve safety for those trying to cross the road, including to access the bus stop and beach. It would also slow down traffic at the village entrance where drivers are coming from an 80km/h zone straight into a high pedestrian area along the Caba main street.

footpath required

Improve signage and SUP pavement marking to highlight the concrete path is a SUP and pedestrians only on boardwalk section. Also signs asking people to move off SUP if stopping to talk

widen main entry to separate SUP from Pedestrian only path greatly improve safety by reducing conflict

Maintenance required path is undercut by erosion subsidence likely and dangerous drop off on edge cheaper to fix now before it collapses
reinstate footpath that has been eroded away or buried under shifting sand
There is a dire need for a pedestrian and bicycle bridge attached to the M1 on the Terranora Creek crossing to allow the community to travel more easily between Tweed Heads West and Banora Point/Tweed Heads South. The only crossing point between the north and south of Tweed Heads for pedestrians and cyclists is at Boyds Bridge which can be difficult to access and is a long way from Tweed Heads West. If the Council wants to encourage walking and cycling in the shire this is an essential piece of infrastructure to facilitate that shift.
If a bridge was to be built it would need to be easily accessible for pedestrians and cyclists from all directions on both sides of the Creek.
There is very little space for people to safely walk or ride out to the creek mouth. You can see from Google Streetview that there used to be physical barriers to stop people parking here but all that is left now is a white line. It would be great to return the space back to people walking or riding and by using the road space, people in wheelchairs or using mobility devices could also safely access the path along the rock wall.
MOTORISTS DO U TURNS AT THIS INTERSECTION AND THE HAVE BEEN A COUPLE OF PEOPLE HIT RECENTLY. THERE SHOULD BE AN ISLAND AND A PEDESTRIAN SAFETY FEATURE THE SAME AS AT TOWNERS AVENUE AND TWEED COAST ROAD SO PEDESTRIANS CAN CROSS SAFELY AND STOP VEHICLES FROM DOING ILLEGAL U TURNS THERE.
Lots of space alongside the path from Banksia Ave to the shops for more shade trees - one was lost in December 2020 (at the top of the little hill) to a storm and has not been replaced.
Lots of room beside the shared path and within Council land (Rosewood Ave and Hastings Rd) for more shade trees leading to the Caba main street shops.
Complete the missing link in the footpath and shade trees along the western side of Hastings Rd. Many people prefer to walk on this side of Hastings Rd rather than use the wider, unshaded shared path on the eastern side of the road. The street trees planted along the frontage of the Reef Villas townhouses to the north of here provide a very pleasant walking environment.
Kids speed down this path on bicycles on a daily basis, even though two signs have been erected at top of path to instruct cyclists to dismount. Pedestrians walking up path from adjoining court are at risk of being crashed into by juvenile cyclists who are unable to brake soon enough.
There are a number of people who walk Charles Street, Tweed Heads down to Coolangatta and Tweed who have to walk on the road and around park cars. Roadway is narrow and a formed footpath would be a safe outcome. Some of the walkers are young families with strollers.
With the border lockdown there is no linkage between Charles Street and Thompson Street, Tweed Heads. It is dangerous for pedestrians at the best of times at this roundabout configuration. Suggest installation of a crossing, steps to access Thompson Street and the terrain is a little steep and uneven. Would make this intersection safer for all.
An integrated masterplan for the Caba Town Centre is needed to address a number of issues, including urban design, walking/cycling routes and road crossings, disability access, open space allocation, speed limits and car parking. A high quality main street and town centre will result in more retail trade for local businesses. Improving access to Caba's only patrolled beach is also critical.
safety issue
Path/Stairs required from Adelaide st to Wharf St/Recreation St Intersection to provide better and safer connectivity to the Hill area
remove palms and plants between back edge of SUP and Fence to improve sight lines ,cyclists cant be seen at this bend
path here is quite damaged
more frequent ranger presence to deter owners having dogs off lead in this area and along the whole walk around the anchorage island. Dogs off-lead ruin the walk for everyone
would love to see this track refurbished, new signage, trees trimmed etc. It is a beautiful area for a walk
it would be great if the track along here could be maintained and be an 'official' walking track. Including fixing the broken stairway at the end so that it connects with lakeview parade.
widen and maintain this short track behind the houses that joins up with vintage lakes walkway system
it would be great if the track could be extended further around here.
Any way to get the community involved in track creation / refurbishment? I'd love to help
There is a loop of cable sticking out of the power pole at head height. It is a hazard to pedestrians.

## Appendix C – Verbatim feedback from cycling map

Your Comment
Dangerous intersection as it is difficult to see traffic driving onto the round about and difficult to ride from stop uphill out of the round about. The path needs to be shared over the bridge bikes and pedestrians
A off road cycleway needed, the surface of the safety lane is very poor not enough room for cars and bikes.
Toilet and water bottle fill up needed
On road cycle lane needed for all of Dulguigan Road
Kids off road bike learner pathway
Off road separate path along Tumbulgum road
Road crossing can be dangerous. Would be good if this shared bike/pedestrian lane continued around the corner as far as the bus shelter in Waugh Street. Waugh Street is wide and crossing to Phillip Street is pretty easy.
Stop cars from being allowed to park on the shared-use path. It reduces visibility and forces users towards the vehicle lanes.
A pedestrian crossing is required for children to safely cross the road.
A pedestrian crossing is required for people to safely cross the road or the foot path needs to be extended/continued on the eastern side to join up towards Amaroo Park.
Path widening to accommodate cyclists and pedestrians.
Vehicles travel fast & they don't have a great sight line for bikes.
Vehicles travel fast along this corner and they do cut into the corner with no sight line to see if bikes are travelling in the same direction
Absolutely no where to ride a bike safely along here to Guinea's veggie stall. Have almost gone over the edge when two vehicles have past me (going in opposite directions)
I understand the challenges to have a dedicated bike lane/walking lane from Uki Village to Mt Warning Road or to Bray Park, however it would be awesome if it could be done or in the dangerous areas.
Dedicated bike lane/path from Uki Village to Bray Park would be awesome.
Dedicated bike lane/path from Uki Village to Bray Park would be awesome.
Footpath/cycle path required to connect to Banora Central shopping centre and provide safe passage for school children at Banora High & Centuar Primary
Unclear. Path just kind of dog legs and ends or you go head on into traffic.
Missing link from Hastings Point to Shell.
On road cycle lane needed Black Rock to Wooyung on Tweed Coast Road
Sign says go to dedicated cycle path, but there isn't a dedicated cycle path. There is only a shared path and the shared path is busy or congested with tourists sight seeing or surfboards or toddlers playing on the shared path in this location. It's much safer to stay on the road.
Remove no access sign and leave gate off. It's a short distance and pedestrians and cyclists use this access anyway.
Sign indicates cyclists stay on M1, However there is no emergency lane over bridge ahead and you have to mix with 100km/h trucks on the terranora Creek bridge who can't slow down to 20 km/h. There should be a sign and map indicating that cyclists have to leave M1 here and go on the path under M1 on the terranora Creek bridge not over it.
No emergency lane here for cyclists on the M1. See other comments about directing cyclists to the bridge under M1. Or have an exit somewhere linking to the other side.
Cyclists path ends abruptly around here. Very dangerous to ride on. Please complete cycle path.
Path needed from Chinderah service area along Tweed Coast Road to Cabarita. Either on either side of road or a dedicated path or shared path.
Cyclist access required here to access highway. It's safer than riding around at the Chinderah exchange.
The path here is in a very bad state. A leap is also required up the gutter on the otherside to cross in front of cars entering the M1.
Cycle lane needed along Terranora Rd and Fraser drive. Very popular route and not safe with narrow winding roads.
It is not clear here that you have to go on the road here to go towards Murwillumbah or Ballina or stay on the path to go to Cabarita. A bike direction sign would be good.
Agree completely about safety of this section of road, particularly sides of road.
No provision for cyclists has been made at this round about. Very poor design for something that was recently built. Cycle lanes are required around the round about.
Very difficult to cross Tweed Valley Way due to volume/ speed of traffic

Road level surface abrupt change. Plus there is no lane for cyclists.

Cycle path to Ocean Shores

Better (safer) access from Murwillumbah to Art Gallery. Difficult/ dangerous riding along Tweed Valley Way

On road cycle lane needed

On road cycle lane needed

On road cycle lane needed. Recent road works have made area where cyclists could ride even smaller. Should have been widened since this is the only link from Pottsville to anywhere.

Separate bike path needed from Pottsville to Black Rock and Wooyung

Path collapsed into water - concrete slab projecting into path creating very dangerous hazard for cyclists and pedestrians.

Really scary cycling on this section of road as it is narrow and very damaged on either side. Cars are also not observing the 50km zone.

Tight shoulders and fast traffic makes for a nervous ride cudgen <-> Chinderah

Narrow road shoulder and high lip between road and shoulder means hazard for road bikes especially moving from shoulder into road as shoulder narrows

Tomewin Rd Kynnumboon from Dulgaigan Rd into Murwillumbah is a dangerous stretch of Road. This road is shared by cars and trucks moving at high speeds. This stretch of Road is heavily utilised by cyclist of all different levels from professional types coming over the Tomewin Mountain to commuters riding in to Murwillumbah. A mixed use path could be built from Murwillumbah on the southern side. This could be built to go all the way to the Dungay Rd past the Dungay Primary School to also allow children safe passage to school as well.

The section along Chinderah Bay Dve and Fingal Rd changes from side to side to often causing you to have to cross the road to many times, putting you in harm's way to traffic.

Footpath disappears from Hastings Rd to Banksia Ave. You are forced to ride on the roundabout through a busy carpark ( Cabarita Headland ) to cross over again on Tweed Coast Way on a blind hill.

Cars often pull out of this intersection without seeing cyclist!

Dulgaigan Rd could use a separate lane. If this was combined with my suggestion of a cycle path from Murwillumbah along Tomewin Rd a circuit could be created into Tumbulgum with a cycle path along Tweed Valley way into Murwillumbah. This would be an asset as a great cycle tourism route.

Shared foot path and cycle lane needed along Terranora road as very busy road these days and can be dangerous, limited places for Terranora residents to cycle

Cycle and pedestrian path between Terranora tennis courts and new altitude estate so residents have a quiet area to link into Banora point off the main Terranora road, also makes Terranora tennis courts and part more usable for residents

Walking/bike path to Maher's Lane for school students

Bike/walking path connecting Mahers Lane and Fraser Dr

Need a safe crossing between Terranora school and Terranora shops, as area is very busy during school times and a lot of parents need to park in the shop carpark as limited other parking at the school.

We need a safe passage way for people to exercise along Terranora Rd, specifically between Mahers lane and Fraser drive. The community of Terranora have been forgotten about within the Shire. Road repairs (not patch ups) are a major concern along with the safety of joggers and walkers along this particular stretch of road.

Narrow section of poor road quality leading to and from town requires upgrade. Possible bike lane.

Poor road quality forces cyclists to ride away from edge of the road.

Difficult to navigate both on and off the bridge due to poor road quality and traffic flow.

Great that there is a wide foot path travelling away from town however when travelling on road as a cyclist cars tend to overtake at pinch point.

Speed zone of 50 is rarely adhered to especially early mornings which makes this road unsafe.

BMX track needs an upgrade to a flow track to enable more children to use. Install low maintenance.

With the amalgamation of several schools it would be safe to see bicycle/walking paths leading to this school from town areas and from Bray Park housing developments. This would need to link with a safe path to the railway station to access rail trail.

The entire length of Riverview Street is unsuitable for cycling with traffic and poor road quality.

Install children's riding area that simulates riding on the roads to educate and provide practise area.

Agree that this is a dangerous intersection for cycling. Perhaps roundabout.

Largest primary school on the Tweed Coast requires safe cycling access to Koala Beach, Pottsville, Seabreeze etc. At the moment it is pretty good but planning for future to maintain and enhance makes sense.

Recent road works have made this section of road narrower. It is a road that cyclist use to access quieter roads.

Support Tweed Valley MTB with the support required to build and maintain tracks in the area designated. Provide a safe link to access via Uki Road and via Smiths Creek Road to rail trail.

Tweed Valley Way varies considerably in the width of the shoulder for cycling. This area is often not maintained and has a build up of debris making safe cycling more difficult.

Currently unsafe as narrow with 100 speed limit.

Enhance the safety for cyclists moving in and out of town.

Enhance these secondary roads keeping them safe for cycling with reduced speed limits and wider shoulders. Dulgigan road is a good example as it leads to Banora/Tweed without accessing Tweed Valley Way.

Ensure that the cycle path runs the full length of the Shire. Fingal to Wooyung. Minimise points where road crossings are required and also where you have to join the mainstream traffic flow.

The bike path road crossing (on the south side) here is very dangerous because you can't see traffic coming from the right (highway off ramp) until the last instant. I've timed it at less than 2 seconds from when you can see an approaching car to when it reaches the crossing.

Since the bike path is non-existent through Bogangar, there is a safety concern for cyclists wishing to connect from Kingscliff to Pottsville.

On-road cycle lane needed to connect Bogangar to Cudgen/Kingscliff. A lower speed limit along the entire section e.g. 60km/h, would also improve safety.

On road bike lane needed

Pedestrian crossings are like obstacles and bikes need to swerve out in front of traffic. Should have space so bikes can ride to the left and so pedestrians can also cross

Cannot see traffic on left due to fence. Pedestrian crossing required.

There is a plastic bridge that is slippery for bikes. I've investigated a court case against Brisbane City Council about this material on bike parks. Also my son has slipped.

Have to cross North Arm Road to get on the shared footpath.

The footpath is steep and has some sharp curves, needs to be straightened.

Have to cross Byangum Road to get onto Tree St and from there to the path over to Kyogle Rd.

Bike path potholed and irregular and prone to flooding

Path potholed, rough, prone to flooding. Whole path from Tree St to Kyogle Rd needs resurfacing.

The foot/bike path all the way from Bray Park to the high school needs resurfacing - numerous irregularities, uneven surface, pothole. Happy to see a small length of it has been repaved near where the path from Tree St meets Kyogle Rd.

If I go down to Bray Park via Park RD I have to cross Kyogle Rd somewhere around here to get to the footpath on the east side. When magpies are swooping, fewer of them on Park Rd than on path from Tree St to Kyogle Rd

An aggressive magpie swoops here during swooping season.

An aggressive magpie swoops around here during swooping season.

The footpath from the high school to this lane is very narrow.

The foot/bike path all the way from Bray Park to the high school needs resurfacing - numerous irregularities, uneven surface, pothole. Happy to see a small length of it has been repaved near where the path from Tree St meets Kyogle Rd.

2 issues on this road:

1. Pedestrian path starts on one side of the road and then have to cross over the road on a hill for continued lane on the other side. Please extend the lane all the way up to the roundabout.
2. While part of the bike/pedestrian lane on the east side of the road has white posts to separate the cars, the posts then give way to little yellow 'road safety' humps. These are very dangerous for bikes- especially when going downhill. Caused me a crash, mild concussion and other injuries including 8 hours in the ER.

Nowhere to cross from pedestrian path on this side of the road to the other side of the road in order to go over the bridge. Either need a path on both sides of the bridge or a safe place to cross, or a bike lane on the bridge.

All along this portion of Kennedy Drive, the walking paths are narrow, have bus shelters, and lamp posts on them making them difficult for cyclists and pedestrians to share. Either need to be widened or separated or move the bike lane onto the road in both directions.

The pedestrian path crossing at these 2 roundabouts in both directions is scary at the best of times. Hard to get across safely when it is busy.

I was unaware there is a bridge under the M1 for cyclists?? Definitely need some signage on both sides to direct cyclists to it if it exists.

Add some signage directly cyclists down the road to the beginning of the path along the river.

Signage needed from the river path if wanting to cross the bridge. Extremely unclear how to safely get onto the bridge from the river path.



Need more signage on this path - especially heading to south/east on how to link up with the Tweed Coast cycle path. When to turn, how to get there, etc. There is one sign, but no hint as to when to turn right.

Connecting bike path here would be nice.

More signage on how to safely cross the bridge on a bike. Need lots of it on both sides from a ways out. Also, if possible update the cycle routes on Google Maps as I can't figure out how to cross!

Another photo of the dangerous for cyclist 'road safety' humps.

There needs to be a bike path along Scenic Drive (or a bike path on an alternate road that links Bilambil Heights to Tweed/M1/Gold Coast Highway).

need a cycle lane on this narrow fast piece of road . The whole length would be nice

fast cars and narrow rd . Cycl lane would be nice .or at least a shoulder

Shared path ends .would be nice if it continued to roundabout. Having a shared path on both sides of bridge would hlp with crossing rd either end of bridge

need a path or shoulder here.

Need a shoulder at least.

bad spot for cyclists and everybody at busy times

many cyclists use TVW as it has decent wide shoulders. the smoother the tarmac the better. chip seal is the slowest surface. Improvements could be made with more consistent wider width in places. Th little bridge about here can be a pinch point and a bit scary

A bike lane or shoulder to Uki would be awesome. Would get a lot of use if set up well . Seperate path would be ideal here. Ride to MTB trails when that happens.

Always see cyclists on Tyalgum Rd . Shoulder needed on loop to Tyalgum then to Crystal Ck

Kirkwood Rd to Greenway Drive This track is heavily used by cyclists (see tracks) but has only a soft sandy surface

Northbound cycleway ends here without prior warning or suggested alternative route. Resumes at Water St. Unsafe to proceed from here to Tweed City shops as multiple uncontrolled traffic conflict points exist. This is also the sole bikeway missing link between Black Rocks & Qld border.

Connection required to link Rivervue estate with sporting fields and on to shops and schools.

Very degraded path uneven too narrow to allow passing

The whole of Byangum road unsafe for cyclists and pedestrians

Separate path required for cyclists and pedestrians

Alert required for vehicles to give way to pedestrians.

Kingscliff Primary School kids need to use this road to get to school from the creek bike path. The footpath is very narrow. Needs to be wider for bicycles.

Crossing from the new path at Recreation PCYC Park across Florence St. If this is installed all roads to both schools will have zebra crossings.

Tight for cyclists

Tight for cyclists

There are often cars parked in the bike lane in this area, negating the benefit of having a bike lane.

This section and also the part near the bottom of the hill is usually allowed to become overgrown with vegetation before it is cleared. Visibility is affected and it also leaves little room for passing oncoming riders or pedestrians. Condition at present is good, but more frequent maintenance is required during the periods of rapid plant growth.

Poorly maintained and no shoulder for bikes

Blind corner for both pedestrians and cyclists. Vehicles at speed

Squeeze point for cyclist.

Tumbulgum Rd would be safer with separation from traffic due to high traffic volume and speed

Crossing and path needed to allow safe walking and riding connection from path outside shops to Old Lismore Road

Linking commercial Rd to bray Park would provide a safe cycle route for families

Improved off road bike way, badly needs maintenance. Very rough and uneven surface for both pedestrians and cyclists

Narrow Bridge, could be improved for bike safety

Separate path required for bikes and pedestrians. This road is well used by by cars, bikes and pedestrians and is very narrow.

I almost got ran over here heading sth along Wharf St. Cars coming in and out of Brett St.

Bikes restricted on path here. Better connection required from River Tce north into Tweed Mall.

Improve aesthetics here. One of the most scenic areas and "gateway" to city centre. However has been neglected for many years.

If people are going to come from the trail into Murwillumbah it will need to be easy and safe to do so - there will need to be bike lanes over the bridge and around town and bike racks in town. Also a bike path to the Gallery and other places of interest.

Dangerous crossing section.

Dangerous crossing section.

Cars entering service station from road with no idea about cycleway.

Nerurmos obsticals in this block section.

Nerurms obsticals in this block section.

The section from here to south tweed bowls club need work. can it be re routed behind the shopping centre .

Exiting the bridge and crossing the road here is very bad. better sinage for the cars and bikes required.

obsticals.

Poor town planning has placed a sign in the sight line of cars and bikes. The sign should be relocated. Death trap.

This section through here is a joke. take the high road and get lost or take the low road and get squashed by a car from the cafe.

Sinage required.

No flow here.

Needs green paint.

Needs green paint.

Pedestrian crossing required here.

There needs to be a separated path from leisure drive to through terranora to the top of bilbial road. This section of road is particularly dangerous for cyclists & pedestrians as there are no foot paths for most of this section & little or no shoulder on the road to use. Along with the heavy traffic & high speed this makes it particularly dangerous. A safe cycling corridor such as this would connect south tweed, banora, & tweed heads to terranora safely. Much needed

This piece of land here would be the perfect opportunity for a small mountain bike & walking / running park with single trails. Something similar to what has been built at Glossy back reserve in Reedy Creek. It is really close to the populations centres so it would be great for the young family & kids who at present have no where to ride. Im aware there is a MTB park being built at Uki but this is way to far out of the way for young kids & families.

The land is no good for any other development due to the highway but this has no effect on an outdoor reaction park. The terrain has the perfect elevation & gradient for some runs down the hill & the soil is also perfect for building trails. hard wearing & good draining.

this is really a perfect opportunity to fill a much needed facility in the area. It would mean kids won't be carving up public parks making jumps or driving hours just to ride their bikes.

Hope this is possible.

Terranora road & Fraser drive need to have a a separated cycle / pedestrian path. Its really dangerous with narrow road & heavy traffic.

No linkage to Banora Point and South Tweed

No shoulder here and connection to two main areas/towns of Terranora and Banora/Tweed

No shoulder on main connecting road

Lack of path or road shoulder is major safety concern here. See lots of kids riding to school or walking here. They are on the very busy road with no where to stay safe from the busy road traffic.

blind corner, inadequate access to bridge, narrowness of bridge, problems with driver frustration

Narrow road with inadequate shoulder alongside guard rail going north. Street parking outside McDonalds & IGA forces cyclists into main flow of traffic

Poorly maintained with debris on approach to bridge, 'tar lumps' on south bound lane of bridge forces cyclist into traffic. Dangerous turn into Kielvale if approaching from the south.

Big long cracks in hotmix

Outdoor dining area outside Court House Hotel where advertising signage is often placed in 'cycle lane'

rough edges, fast traffic, chaos on market day.

on road cycle lane needed

on road cycle lane needed

narrow road, fast traffic, dangerous

busy road, no verge in places, concrete divide in front of High School creates a 'squeeze spot'

Cycle path need redoing. It's uneven & narrow.
Concrete road divide creates a dangerous squeeze point
A shared path between Mahers Lane and Fraser Drive
fast traffic, unmaintained verges, dangerous
Link need through from Bray Park to Murwillumbah CBD. A far safer route for family rides & cyclists coming in from Uki & surrounds.
road narrows here, fencing alongside road, squeeze point for cyclists
I would like to see a 'hanging' pedestrian bridge alongside this one & the existing footpaths made level with the road to become dedicated bike lanes.
suspension bridge from end of Tumbulgum Rd to Dulguigan Rd
Dangerous intersection due to speed & volume of traffic
fast & frequent vehicles, Clothiers Ck Rd is a danger for cyclists. An on-road cycle lane for this section would be a good start
When the hospital goes in this will be a traffic nightmare. Most of the staff will be driving. There needs to be a way of integrating and supporting cycling options going past the hospital plus anyone wanting to get to the hospital.
On road cycle lane required.
Clothiers creek Rd require an on road cycle lane
Newly sealed section of road with no off road edge/ cycle lane on an extremely busy road.
Dangerous, no off-road edge.
No continuous edge
Have to cross on blind corner to continue on cycle path.
No safe link between River terrace and the Sexton hill cycle path.
Minjungbal Drive is dangerous. Too many driveways and side streets and heavy traffic.
Off Minjumbil Drive link south from Davey Street along edge of golf course to Alf Memorial Drive along riverfront.
A new footpath to link with Kirkwood therefore avoiding Tweed City Mall area.
New bike track
Upgrade Alf Memorial Drive for use by cyclists. Understand it is flood prone however it could be engineered.
Connect here a way through to the Sexton Hill cycle path
Shared paths are not so good for cyclists. Too many dogs, kids, strollers, people running off the beach and people with head phones in who can't hear your bell. A dedicated bike path here is needed. I have had many near misses along this stretch of path.
Protection for cyclists is needed through Cabarita. A path is needed to join Bogangar to Casaurina.
The bike path from the Shell servo to the BP servo at Hastings point is terrible. The path is narrow and crosses multiple driveways. A proper bike path is needed here, either on or off road.
There is no way to cycle safely past the General Store. The path is very narrow and the road can be busy with turning traffic and parking cars.
This bridge is dangerous. The path is narrow, and despite the signs, is used by fishers and in the summer by kids jumping from the bridge. If you ride in the road traffic can sometimes get backed up.
It would be great to see a bike lane linking Pottsville to Wooyung. This would then allow cyclists to link up with South Golden Beach. Also, 100 kph is too fast for this road as there are many entrances to the beach along here. The road is not wide enough for cyclists and cars travelling at speed.
The traffic island added a couple of years ago has made a pinch point for cyclists heading south.
No shoulder on the road and a steep drop off from the side of the road leaves cyclists exposed here. A bike lane is needed.
When the gym and pre-school car park are full, which is often, some people are parking on or near the corner of Tom Merchant Drive. This is restricting motorists view when pulling out onto Seabreeze Boulevard and has caused a few near misses for cyclists. Better signage and maybe a painted yellow line is needed.
This has been an ongoing issue for years. The car parking spaces available for the sports ground are no where near enough. Consequently cars park on the bike path for hundreds of metres north and south of the sports ground. Enforcement is needed.
Can Kellehers Road be opened up to link up with Tweed Valley Way?

Bike lane needed here from Pottsville to the roundabout by the primary school. The path is not suitable for cyclists and riding in the road is hazardous as the chicanes are pinch points where some motorists try to squeeze past.

Vehicles turn off the road to access the beach here unaware that they are crossing a bike path. We've had a few near misses here. Signage required please.

We would love a safe family friendly cycling and walking path along TVW so that families and individuals can travel safely by bike or foot to join the rail trail and to enjoy all that Murwillumbah has to offer safely without driving

On the cycle path under the bridge are 2 bollards placed to prevent vehicles entering and damaging the park area. They are heavy gauge steel and of a design that would cause serious injury in the event of a cyclist colliding with them. The one on the north side is in shadow for most of the day and is difficult to see despite its bright colour. Anything attached to the path should be of such a nature that it minimizes the risk of injury if a rider is unfortunate enough to collide with it.

On the cycle path under the bridge are 2 bollards placed to prevent vehicles entering and damaging the park area. They are heavy gauge steel and of a design that would cause serious injury in the event of a cyclist colliding with them. The one on the north side is in shadow for most of the day and is difficult to see despite its bright colour. Anything attached to the path should be of such a nature that it minimizes the risk of injury if a rider is unfortunate enough to collide with it.

The marked cycle path runs right behind nose in parking outside Ancora cafe bakery. Bike lane should be next to building but there is not space?.. so dangerous.

A bike path is badly needed here, particularly the section that runs through the bush by Cudgen Nature Reserve. There is no shoulder and poor visibility around the bends. Ideally the path should run from Cabarita out towards the motorway. Also please consider reducing the speed limit, not just for cyclist safety, but for our native wildlife as well.

It would be great to have a shared path separated from the road along Cudgen Road to safely visit The Farm & Co and Red Earth Brewery by bike or on foot.

Regular footpath between Bogangar Primary School and Pippies Early learning centre with no connecting footpath between the two.

This path is used by so many families from the community up to the headland park. This path that comes from Ti Tree Ave ends at the school and does not then connect through to Towner's Avenue. It is a real hassle with children on bikes, prams and when walking with our older family members with mobility assistance.

Need a safer crossing to Norrie's headland park. The majority of local residence ride/walk/pram to the headland. This is not a safe crossing. It could be improved with a pedestrian crossing. There is no connecting pathway on the norries head side of the road meaning small children, older family members with mobility issues and people with prams then have to go onto uneven ground

This is the main bike/pedestrian access from the community to Norries headland and there is no path across from the road. Meaning small children, older family members with mobility issues and people with prams then have to go onto uneven ground

The bike path needs to continue from south of Cabarita headland through to Casuarina

The path stops suddenly on Rosewood Avenue leaving parents with strollers or riding a bike especially with young children almost impossible.

Footpath stops suddenly leaving parents with strollers or bike riders (especially young children) impossible to ride without going onto the road.

no footpath to get back into town up past the houses on Tweed Coast Road with pram or bikes. The only footpath is across through the trees and that has stairs. Not functional for riding bikes or pram. If you leave or want to go to the park with small children, you can't come up around the headland. You are forced to use back streets like Hastings Road, which you then need to cross multiple side streets.

Create cycling/walking link using gazetted road between Hammond Drive and Reserve Ck Rd

Create walking/cycling link on gazetted road between Condong Fire Trail and Reserve Ck Rd

Create cycling/walking link on gazetted road between end of Palmvale Fire Trail and Palmvale Rd

Kyogle Road to Uki is quite narrow and creates a risk for cyclist. Murwillumbah to Uki would create a great tourist ride if a dedicated cycle shoulder was created. Given the width of the existing road this may create a challenge, which I understand.

pinch point

Byangum Rd is narrow with high volumes of traffic

This under utilised area of Murwillumbah would be a great place to introduce some easy mountain bike tracks for teenagers to explore.

Another under utilised area in Murwillumbah that could be developed for cycling and walking. Currently school children ride through this area from Rivavue estate to Murbah East Primary school.

Another area for cycling off road with a looped course.

Currently in this area you have teenagers who have constructed their own jumps. Perhaps this area could be used for cycling.

Provide a connection route for access to town & schools from estates.

Road narrowed near roundabout to allow for new development. Dangerous and with a gutter which exacerbates the pinch spot

Bike lane required along Tweed Coast Road linking Cabarita to Kingscliff.

No safe passage way for walking or cycling but is a main rd school kids, walkers and riders use daily.
No safe crossing to cross road walking or riding
Needs to be a proper crossing between shops for cycling and walking
Need a safety crossing to join footpaths
No safe way of passage to cross bridge walking or kids riding
Dangerous crossing this road at any point in this area. Partially blind due to vegetation from east-west on north side of roundabout. A traffic calming device/signage northbound, south of the roundabout would be helpful.
The road condition here is also very poor.
Always damage road.
Road is always in poor condition.
Kids jumping on west side is ok but east side is super dangerous - no barrier.
This whole section - Shell to BP is a shocker. Needs new subgrade and new top with clear on-road bike verge and removal of chicanes that just pinch cyclists and motorists.
Pottsville to Wooyung has no cycle way. Would be a good link to develop.
This road is TIGHT with no verge for most of it. Cars often get way to close particularly when it coincides with on-coming traffic.
The bridge is the only way from the rail trail to town and is currently very dangerous to ride across. There are existing wide footpaths on both sides. It would be very easy and cost effective to dedicate 1 of the sides as a cycle path and the other as a foot path. A separated cycle path is far better than a shared path. Better and safer for both pedestrians and cyclists. See research on this issue.
There is potential for an attractive architectural pedestrian / bike bridge to be built near the existing road bridge. More expensive than dedicating one of the existing footpaths on the bridge, but an architecturally designed footbridge would be a visually transformative outcome, further cementing Murwillumbah as a hub for the arts. The Brunswick Heads foot bridge sees a LOT of traffic and would not have cost very much compared to other options like adding to the road bridge. There is space at Budd Park and also on Tumbulgum Rd near the cenotaph for entrance / exits. It could be a real draw card if done correctly, not just a way to cross the river, but a way to experience the beauty of the Tweed with views to Mt Warning, removed from the close noise of cars etc on the road bridge.
The bike and walking area could be improved around the skate park area - it's hard to see bikes coming and the path is rough in areas.
Really poor road condition that results in cars and cyclists swerving.
No verge. Shocking road quality.
The bike lane just disappears with a quick narrowing and some rough edges and gaps to navigate - not easy at 45kmh with cars coming up behind at 80kmh+
If this is the current "Tweed Bikeway/Cycleway", there should not/cannot be dangerous features like this broken off above the concrete and left for a bike to hit it, existing sign post.
A lot of the problems concerning the path for pedestrians & cyclists throughout this stretch from Young Street to Shell service station are because there are many services installed which have required cutting up concrete path and "contractors" re-installing, which leaves an uneven, inconsistent concrete path surface.
Similar comment to what concerns others have shared, path ends/ disappears in this location around store...
Please improve the drainage so the path under the bridge is not covered with mud so often.
And stop place barriers to stop car being parked on the footpath.
Build a complete footpath the full length of Park Avenue so pedestrians don't have to keep crossing the street.
Old Lismore Road is a vital link between Hundred Hills and the shops at Golden Links and the Golf Club. There isn't even room for cars to pass on some bends let alone accommodate cyclist or walkers.
It is unlit at night and nowhere to get away from the cars. A lot of people would use it but it is far too dangerous.
Beautiful footpath to the end of Hundred Hill then absolutely nothing. It is the worst place in Murwillumbah for pedestrians and cyclists. Terrible contours and surface on the road too. Desperate need to be fixed for all kinds of traffic.
Blind corners on a narrow road with a guard rail. Terrifying for cyclists and pedestrians.
I know there is track down behind the houses on Point Lookout Chase but it is not connected to Sovereign Way at the western end.
Far fetched yes but a pedestrian and cycle bridge to reach Tumbulgum from the end of Tumbulgum Road would be awesome. Tumbulgum Road is a beautiful ride or walk beside the river.
Even if it just crossed the Rous and had a track to the existing bridge.

A safe track from the Trailway Station to town will be vital.

Pedestrian crossing to the cafe for now but one day an underpass emerging in Buckley Park on Prospero Street. Include this in the long term plan for the layout of the Trailway Station precinct.

This corner is nearly impossible for pedestrians to cross Riverview Street.

They can try to cross up at the roundabout and use the high side of the road which isn't great either but coming from town it is too late to think of that when they reach the corner.

Southern side footpath stops here and it isn't a great place to cross.

The footpath on the northern side is steep and very narrow. Pedestrians are very exposed to the sharp corners on the guard rail posts which should have protective tops. I'm sure these would be readily available and easily fitted.

This is the main walk path on the way to the beach for a lot of houses in Kingscliff street, Drift Ct, spoonbill ave, Lorien Way and many more.

There is no safe place to cross the road, and once you cross the road, there is no path at all so you are forced to walk on the road. It is unsafe.

Safe bike path separate from road, from Cudgen lights to Tweed River. Safe bike path from Cudgen lights to Red Earth, Farm and co.

Blind corner, path needs realigning

Whole Tweed Coast Rd is dangerous, cycling would be encouraged by adding a separate bike lane

Missing link of Tweed Coast, need to connect path from CBD to headland

This would be best option as it has the best gradient for a cycle lane/path

No path means cyclist and children are forced to ride through congested carpark with no parking plan

High traffic area, very congested. Consider separating bikes and pedestrians

No footpath on road leading to school entrance. Cars and kids all mixed at drop off and pick up. Accident waiting to happen

no safe, convenient access between headland and town for wheels (prams, bikes, wheelchairs etc)

needs disabled access

SHADE!!!!!!!

Path needed here.

Missing connection from path over bridge to Friday Island. Kids cut across garden and road.

The most abused STOP sign in Tweed! This needs a roundabout to improve flow and safety.

Blind spot existing school across bike path.

No verge!! Danger!

No verge.

No verge and poor visibility.

Trip hazard on footpath.

Dangerous mix of kids, bikes, scooters, cars! Accident/incident bound to happen

Kids entrance to rear gate of school.

This is the missing link footpath heading south that needs to be attended to urgently before an accident happens with school children riding on the road to school.

Conflict happens here at path crossroads where surprise 90 degree turn necessary to stay on main pathway

This east side bikeway section is (IMHO) on the wrong side of the road as much traffic arrives at & emerges from from major commercial establishments on this side producing conflicts. Family cyclists not intending to cross the river (the majority) are forced to cross this very busy 60kph arterial twice in 700m. for no reason. Also the physical separation from road traffic is dangerously inadequate. River Bridge users could still cross using the existing crossing under the bridge.

Upgrade & mark the Kennedy Dr footpath as bikeway from Shearwater Pde to bikepath halfway down Crystal Waters Drive. This is missing link on bikeway loop ride over the 2 Terranora Ck bridges.

Missing Ozone St link from Kingscliff to Chinderah & Maccas.

A bridge would be a great addition here - creating bike and pedestrian access to the trails in the environment park directly from koala beach would enhance the usability of this area and offer an incredible alternate route to walk/ride into town.

YES! Let's make an intentional mountain bike trail or circuit here or somewhere in the koala beach area. The evidence is everywhere in homemade jumps in this spot and throughout the neighbourhood that there is a strong demand for decent mountain bike track. If a purpose built option was available, there would likely be fewer attempts at digging and mound-building in other locations!!

This carpark is a major safety problem. Cars, cyclists, walkers, kids, prams, scooters, etc. First make it reverse parking. Next make a walking and cycling path. Maybe close to the sea wall area.

There is no footpath and it is a blind corner with 4 roads meeting at once. It is also a bus route and has frequent traffic due to the hospital and schools nearby. Cars also often park close to the corner making visibility extremely poor. Many children walk or ride to school along this street and there is nowhere for them to be other than on the road.

Heading south-west - Where the path changes from bitumen to concrete, either the bitumen level has dropped or the concrete has lifted to cause a dangerous lip just where the path veers to the right. Unless you make a conscious effort to approach it at an angle close to 90 degrees it's akin to getting your wheel caught in tram tracks and being thrown off.

No signage to indicate this is hidden start of the major western bikeway going north to Kingscliff.

Extremely dangerous unmarked surprise squeeze point where there is no bikelane, road shoulder, or footpath. Southbound non-local traffic start overtaking cyclists just before un-signed median appears in view. They either have to brake suddenly or force cyclists off the road into kerb & scrub.

Coastal bikeway from Kingscliff ends at Cypress Crescent. Continue it south as foreshore bikepath to Pandanus Pde to remove conflicts with pedestrians, busy intersections & the accesses to commercial premises on Coast Road.

There is no obvious or signed route for northbound cyclists in Seaview St to continue north up Marine Pde. Once located, the shared footpath is much too narrow until reaching Turnock St. And there are multiple mixed-mode conflicts on the shared coastal pathway that preclude its use for other than recreation cycling.

The majority of coastal cyclists use the bowls club carpark route in preference to Marine Pde. Their desire lines are obvious - appearing as deep tracks across the parkland.

There is a water meter box next to path here which continually leaks water across path especially when there is wet weather around (& not sure if there is a drain pipe under the ground too) which makes it a hazardous spot for walking, running & riding of bikes.

Need something to connect Village of Terranora to Fraser Drive and down to Banora Point

This corner is quite dangerous to ride a bike or run/walk. No sholder and low visibility.

Terranora kids and teenagers seem to be obsessed with bikes and scooters, pump tracks and jumps. They use the residential development sites in Terranora and sites at Lindisfarne school to make jumps. Unfortunately they also use the stairs and carpark at the Pavilions which is somewhat unsafe (particularly when they ride down the stairs across the path of vehicles). This would be a great location for a pump track or skate park/skate ramp. This way they have somewhere to go. There are lots of playgrounds for really young kids but not much (if anything) for the older kids and teenagers. The footpath from Lindisfarne and Terranora Public school already links to here so it is a great spot for something. The one set of swings here is rarely used.

No crossing between Terranora School and Terranora Shops

Pearl St is the only legal north bound on-road cycle route through the CBD & also the corridor to the shopping village. It is dangerous because always heavily parked & lots of accesses both sides - cyclists stay wide of vehicle doors opening & are forced into traffic lanes. A number of pedestrian refuges block kerbside travel, also forcing cyclists into traffic.

This area can flood and get boggy during the storm season. Would it be possible to improve the drainage here or build an elevated platform?

Would it possible to open the gate here giving access to Sea Eagle Court and therefore avoiding the shared path?

Narrow

Trail need regular clearing to make safe for walkers and riders

Create cycle lane between Pottsville and new Tweed valley rail trail

Needs give way sign leaving service station

There is a walking path down Banks Avenue (has a exit point in gutter) and on 1 side of Keith Compton Drive (no access point in gutter). If wheeling a pram, wheelchair or similar it needs to be lifted up over the gutter to get on the path along Keith Compton Drive. I consider that this would probably be a suitable location so that there is a defined link to each path.

tree Street and bike path to town need improvement - surface of track etc

Need an off-road cycle path between Bray Park and Uki

Need an on-road cycle path between Bray Park and Tyalgum - or at least a wide and safe shoulder

Need an on-road (off would be even better) cycle way between Bray Park and Chillingham. Road surface is terrible and the road is WAY TOO narrow, especially for weekend traffic.

shade needed

shade needed - more trees

Continuous cycle lane needed from Wooyung to Chinderah for recreational and sport and training purposes.

The bike/foot pathway along Overall Drive, along the creekside of the road stop opposite Foodworks (at the swings) and then starts again at the bottom of Buckingham Drive, so there is a large section not there. Many school children (from the 2 primary schools in town) ride this route every day and it is very dangerous. I see near misses every day that I drive down Overall Drive around school times. Can this be connected?

There are palm trees on the corner of this street and when children ride their bikes around this corner the cars cannot see them - it obscures all view around corner. I think they need to be moved

A bike track or skate park is desperately needed in Pottsville. The young children are often making "jumps" and "tracks" in other areas of the village as there is very little recreation opportunities for the children above 5 years old

Perhaps this could become a mountain biking track for families as well as avid riders to get through to Tweed Valley Way

What about a walking / bicycle track that loops around Mooball Creek (cross from west side to east side at Black Rocks bridge

Dangerous for pedestrian to cross road coming from side street with cars traveling too fast on Coast road

Blind corner x 2. Short steep descent. A few close calls.

Share path has poor visibility due to winding pathway and overgrown trees. I had a head on collision with another cyclist.

When crossing the road from Left to Right heading to Tweed Heads the pedestrian refuge is not in the middle of the road but on the Right hand side. Some cyclists may think that it is in the middle of the road despite double lines.

When riding my bike from Kingscliff to Fingal I have to cross busy Chinderah Bay Road 3 times, once near the intersection with Woomin Bay Road, once just past the Waugh Street intersection and again near the freeway exit roundabout, this last one being particularly dangerous as there is limited vision and cars come off the freeway exit at speed. I would like the bike path to be put on the western side of Chinderah Bay Road so that I would only need to cross the road once, near Woomin Bay Road intersection.

SUP finishes here and no kerb ramp to road level. One is needed to allow riders to transition from road to path

road verge that cyclists use south bound disappears due to protruding gully pit and kerb, move pit and kerb and path back 1 meter to provide connection without having to swerve into traffic lane

Dangerous crossing

Toilet amenity required

Dedicated path needed

on road cycle lane needed

SUP needs to be better defined maybe surface colour with some speed bumps through car park and signage maybe remove parking to the west of Ancora ?

The walkway that joins Drift Court to Blue Jay circuit should be the same width all along, and there should be proper bike access at the Drift Court entrance. I come this way to avoid the dangerously slippery and narrow roundabout at the entrance to Drift Court. I have fallen there due to gravel and road debris sliding out from under my wheels, when dealing with traffic..not nice. I mentioned to council when Drift Court was being developed, but nothing came back to me...how the developers were allowed to link up using a narrower path, is beyond me.

Lorien Way roundabout to the south end of Blue Jay Circuit has no footpath..instead, the path goes around Blue Jay Circuit, which is quite a deviation for someone on a mission to get to Elrond Drive to go to the library or to anywhere in that area.

Many people ride and walk to Norries Headland and the beach from the residential areas of Bogangar to the south and west, using the Ti-Tree Ave to Towners Ave cut through path, Towners Ave, Recreation St, Cooley St and Hastings Rd. Those wanting to access the school or dog off-leash beach to the south of the Tweed Coast Road roundabout tend to stay on this side of Hastings Road rather than cross to the existing path on the other side of the road. A new path link here (and improved crossing of the Tweed Coast Road south of the roundabout) is needed.

A walking and cycling route is needed along the western side of Tweed Coast Rd between the Hastings Rd roundabout and Caba Town Centre. This will also require upgrades to crossings of the side streets at Towners Ave and Banksia Ave. Safe crossings of Tweed Coast Rd to connect across to the Norries Headland park will be important, especially once the new park masterplan is implemented. The path design should consider current issues of informal parking along the verge and the need for shade trees along the route. The Hastings Rd shared path will continue to provide a flatter, alternative (and wheelchair accessible) route.

Road to path ramp needs more space to enable mobility scooter turning circle.

Road to path ramp needs more space to enable mobility scooter turning circle.

Narrow bridge across creek without dedicated space for pedestrians or bicycles, despite much heavy traffic through this industrial area.

Tweed Valley Way could be an easy cycling commute for workers in the industrial area who live in town; a dedicated cycle lane would make cycling more attractive and safer.

Path ramp too steep for mobility scooters forced to use the road.

various tow locations, just not suitable for mobility scooters. I will email a separate report that covers the issues.

Extreme risk zone for all, especially mobility scooters. slope issues, path condition issues, pole in the middle of danger zone.....

An extreme risk with footpath slope, a major issue for a mobility scooter. I have hit a wall at this location.

An extreme risk with footpath slope, a major issue for a mobility scooter. I have hit a wall at this location.

An extreme risk with footpath slope, a major issue for a mobility scooter. I have hit a wall at this location.

lack of access to go around a bus stop, for mobility scooter



An extreme issue, path ramp is poorly designed, impossible to safely steer a mobility scooter, more room is required around the ramp
The path from the Shell to the BP at Hastings point is an extreme risk to all. There is no path. what is present is narrow and crosses multiple driveways. A path is needed here, either on or off-road
there is no path here, one has to go onto a busy road, with cars coming around a corner, someone will be seriously hurt here, only a matter of time.
path ramp unsafe for mobility scooter
two blind corners, not safe, perhaps a mirror+ signage may help
two blind corners, not safe, perhaps a mirror+ signage may help
the design of ramps on both sides leaves the road as the only safe option.
please refer to the attachment
I use the road, due to path slope issues for mobility scooter
High traffic area, very congested. Consider separating bikes/ mobility scooters and pedestrians
Extreme path/road slope ramp issues for mobility scooters.
Extreme path/road slope ramp issues for mobility scooters.
Extreme path/road slope ramp issues for mobility scooters.
Extreme path/road slope ramp issues for mobility scooters.
bike path ramp impossible for a mobility scooter to use. Extreme path/road slope ramp issues for mobility scooters.
Major path lifting up by tree roots needs to be fixed not just paint yellow lines, almost impossible for a mobility scooter to pass.
the original path and wooden bridges need an urgent update, very hard for a mobility scooter to use. not safe, especially the wooden arches/pathways.
Especially weekend mornings a lot of walkers, runners, kids on scooters and people with dogs; very congested and no place for cyclists. Hospital staff parking negates a roadway cycle way.
I would like to see the bike path continued over this part of tweed coast road .Apparently there is a proposal for parallel parking here but with the gradient of the road this area would have constant traffic flow problems,as well as very dangerous
Urgently needed
Pedestrian/bike connecting path from Oleander Ave leads to dangerous section of Banksia St to cross to paved side of road. A child on a bike was hit here a few years ago coming out of alleyway. Perhaps a pathway leading to Hastings Rd Sth Stop sign and crossing or roundabout at this intersection would encourage less crossings at the previous Oleander Ave outlet or a pedestrian crossing or refuge island on Banksia St directly from the alley/outlet?
Roundabout? Or pedestrian refuge islands? Too much foot/bike/car mixed traffic.
Pedestrian hit here couple of weeks ago.
Create link between Clothiers Ck Rd and Reserve Ck Rd
Coast road narrow & dangerous for cyclists. Those small roundabouts a particular hazard. On road cycle path needed
extremely dangerous! openings in road surface large enough to cause loss of control and falls/accidents
Continue from end of Tumbulgum Rd along river and then down Quans Lane to link back to Tumbulgum Rd OR across to link up with Cane Rd by following lane alongside Mayal Ck to create a safe cycling/walking circuit.
I second Darcy Harris' motion.
This bike path/walkway is in such a dangerous spot, on multiple occasions I have had people on bikes fly out across the road in front of my car and once having to slam on my brakes to miss a small child. There needs to be something in place here like a path on the same side of the road so people don't have to cross the road in this blind spot.
On-street parking / trees obstruct sight lines to south on western side of pedestrian refuge
Shared path remains covered in water for weeks after heavy rain
Trees in verge obstruct sight lines to cyclists
Pedestrians and cyclists travelling in parking lane due to absence of footpath / shared path along Overall Drive at risk of being struck by vehicles overtaking turning vehicles in southbound direction
Kerb ramps provided either side of speed hump are problematic crossing points for pedestrians and cyclists, particularly on Market Sundays.
Local youth have been building bike jumps here. It is not an ideal location, however highlights the need for a dedicated facility elsewhere on Council land.
Passage past shop is problematic
Consider options for link between MTB park and Uki Village. There is potential for Uki to be a destination similar to Derby, TAS.

Convert BMX track to pump track

Pedestrian fence absent where walkway between houses enters Overall Drive. Young children at risk of riding out onto Overall Drive.

The Bogangar Public School back gate (accessible from the southern end of Towners Ave and from the Ti Tree Ave cut-through path) is VERY busy at drop-off and pick up times. Well over 100 students are dropped off/picked up at the back gate each day yet there is no path connecting Towners Ave to the back gate and existing path to Ti Tree Ave. A shared path (only about 20m long) and kerb ramp is needed here.

Safety concerns over mixing of cars (that are maneuvering/ parking/ reversing and stopping in the turnaround/no stopping zone) and many children walking and riding bikes, scooters and skateboards. Issue is mainly at pickup time (2:50pm-3:10pm) when children spill out the back gate.

Remove these barriers in the pathways! I could never use this path (and many others around Bogangar with two metal barriers off-set in a chicane) when towing my kids in a bicycle trailer. We had to ride twice as far (and on the road) to get to daycare, the playground etc. If something does need to go in to replace it, a single yellow reflective bollard in the middle of the path would work well (an example is at Phillip St, behind the Pottsville Beach Neighbourhood Centre).

Given this is a well-used path linking the southern part of Bogangar to the Caba main street, lighting for night-time use would be another improvement. Examples of bollards with solar lights on top are at: <https://orcasolarlighting.com.au/solar-bollard-lighting>

The existing refuge here is not wide enough for a bicycle towing a bicycle trailer - plus there is no path connecting to the ramp on the Norries Headland side of roundabout. This whole area needs to be upgraded for improved, safer and more equitable access to Norries Headland and park.

No shoulders for about five blind curves in a row.

Continual cycle path needed all Terranora Rd.

This is one of the most popular paths in Bogangar as it provides a considerable short-cut between the residential area, Bogangar Public School and Norries Headland (beach, park, playground, dog off-leash area). The metal barriers in the path restrict people riding with bicycle trailers and people using mobility scooters from accessing the path. So, please review TSC standard drawing S.D. 016 (Bike path slow down control 'z' chicane) and adopt the latest guidance as outlined in Austroads Guide to Road Design Part 6A: Paths for walking and cyclings (see Section 7.3 Treatments for Intersections of Paths with Roads). There are many alternative design options available that will improve access for all path users.

Please plant shade trees on verge between bike/pedestrian path and road. Power lines are located across road so would not interfere. If need be, path could curve away from road as per the one existing shade area, to accommodate, if need be. A park bench or two along this route, under the shade trees would go far in inviting more pedestrians and cyclists to utilize path as would add beauty and comfort on hot days. .

Please plant shade trees within verge/nature strip of this stretch of Tweed Coast Road bike/pedestrian path. The shrubs and trees on western side of path do not offer any protection from sun on a hot day. One option could be to vary the dead straight path by curving it west around clumps of planted shrubs and in similar fashion as the existing clump. Spacing shade trees along the whole path between Cudgera Ave roundabout and the Shell Petrol station would make this path very aesthetically pleasing both to those using it and for those driving along on road in a vehicle.

Poor ending to off road path.

Abrupt interruption in bicycle friendly Tweed Coast Road path going both north and south when reaching Hastings Point Cafe and convenience store. Traveling south, narrow footpath along store front forces cyclists onto road behind cars backing out of parking places. Heading north, cyclists must stop and either walk bicycle along narrow footpath finding way between tables and chairs, otherwise, need to cross busy road to cycle the meters past Hastings Point store and then cross back to rejoin cycle/pedestrian path. Very dangerous.

Very dangerous blind curve. Bicyclists on road cannot be seen from south bound traffic I've had to swerve on a few occasions and cross over driving with one wheel on narrow median strip to avoid hitting pedestrians and bicyclists.

Bike/pedestrian path ends here with bicyclists forced back onto road. This is the favored route as is picturesque compared to traveling along inland residential streets.

Squeeze point for cyclists on road lane narrows who are forced into single travel lane. Easily fixed by removing part of the concrete splitter island as shown in picture to provide wider cycle lane to match exiting north and south of it

frequently overgrown vegetation on this corner. narrows the path and reduces visibility of vehicles exiting the wharf

pole in middle of path makes it very narrow for bikes trying to get past on either side of the pole

add signage to direct cyclist to cycle path under m1 at end of shearwater parade

Lack of space, congestion

Narrow foot path

Poor access, need to dismount

Rough surface from dry Dock Rd, need to dismount & walk bike until you are (under the roadway)

Limited head clearance, actual clearance height could be useful

## Appendix D – Verbatim feedback from pedestrian survey

Do you have a regular walking route that you would like to rate?	Walking route 1 (include start and end point)	Please rate this route by responding to the following statements	Walking route 2 (include start and end point)	Please rate this route by responding to the following statements2	Do you have any other comments, ideas or issues about walking and using our pathways?
					Some paths I have walked on have a short concrete fence in the middle of a path, to stop cyclist from intimidating walkers
Yes, share your experience on up to two walking routes	The Anchorage walkway	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Jack Evans Boat Harbour and Duranbah Breakwater	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	
Yes, share your experience on up to two walking routes	Lake Kimberley	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Riverfront Greenbank	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	
Yes, share your experience on up to two walking routes	From Clareville Road on Smith Creek to Smith Creek joining Kyodle Road	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	same as above		
Yes, share your experience on up to two walking routes	Tweed Mall to Duranbah Beach	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Neither agree nor disagree	Seagulls to Terranora via Scenic Peninsula walkway	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Neither agree nor disagree	I have fallen twice due to pathway edges having a few inches drop to grass along side. Rolled ankle and dropped heavily. Tripping over roots and rocks on the Scenic Drive walk too.
Yes, share your experience on up to two walking routes	Terrace street to cudgen surf club	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree	Terrace street to cudgen creek	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree	Cyclists are rarely the problem on our shared walkways, prams and people who do not stay left are far worse and I walk daily, usually twice per day.
Yes, share your experience on up to two walking routes	Home address at 48 Healy Lane, Fingal Head to the various bush tracks surrounding Fingal Headland.	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Not relevant to this route	Home address at 48 Healy Lane, Fingal Head to The New Boat Harbour, onwards to The Old Boat Harbour and upon the designated walking track adjacent to Tweed River to Wommin Lake and return.	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Somewhat agree	Yes. Use your TSC Vehicle that vacuums roadways to collect the gravel upon the riverside path at Fingal Head where flooding occurs and deposits the gravel. Also, fix the Stormwater Drains that are between the river and pathway so gravel isn't deposited and the pathway is not flooded all the time when heavy rain is set in on the pathway of Fingal Head. In conclusion, cease the operation of horses using any pathway that is not greater than three meters in width and to introduce mandatory requirement to the horse rider, poo bags for the horse.
Yes, share your experience on up to two walking routes	Love Love Love Rowan Robinson Park. I walk this in winter as it is safe and well lit at 4.30am in the morning.				

Yes, share your experience on up to two walking routes	Along Tweed Valley way from the mill to the IGA	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			
Yes, share your experience on up to two walking routes	Lake kimberley	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Wupawn place to banora primary school	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	The area along westray Avenue that connects to the banora point primary school is so unsafe. Multiple times I've seen kids walk out near speeding cars. A footpath and a pedestrian crossing here could save a life. It's an accident waiting to happen . It would be great to see more footpaths around where I live as I have to drive places to go for a walk.  I love the walk around lake Kimberly however the bridge near the motorway is very old and has loose wooden planks. In definite need of an update .  Thanks
Yes, share your experience on up to two walking routes	Casuarina to Salt	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Casuarina to Bogangar	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree	Yes. I would like to see a path installed going west from Casuarina to Kings Forest and ultimately link up with some attractions like Farm and Co - and even all the way to Tropical Fruit World
No					Please see the pin I added to the map; Uki needs a level, off-road walking circuit, so our elderly have a safe place to exercise.
Yes, share your experience on up to two walking routes	Harrier Street to Acacia Street	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			There needs to be a safe place to cross the road from Harrier Street to Acacia Street. Kids are having near misses with cars when trying to get to school it's a major accident waiting to happen
Yes, share your experience on up to two walking routes	Tweed Valley Way to Condong Boat Ramp and back.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Main St Murwillumbah around town in different directions in a loop.	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Neither agree nor disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree	Tweed Valley Way has virtually no footpath or cycleway between South Murwillumbah and Condong - or safe crossing points. Traffic along TVW is too fast and busy for pedestrians and cyclists using this road space. Speed limit should be reduced between South Murwillumbah and Condong to 50 kph at least - a traffic study should be undertaken on TVW and I'm sure that this will confirm that a safer lower speed limit would be more appropriate. Maybe something could be done with the old railway line? Thank you.
No					There are a lot of places around my area where there are no footpaths at all. I am particularly concerned about Fraser Drive between Altitude Boulevard and Leisure Drive near Coles Central Banora Point. No footpath at all and too dangerous to walk on the road.
Yes, share your experience on up to two walking routes	McKenzie Avenue to Pottsville shops and back	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			
Yes, share your experience on up to two walking routes	Loop from 71 Hillcrest avenue, down to dry dock road and back up to Hillcrest.	I feel safe from motorists: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			No footpaths in tweed heads south, creates dangerous situations with cars, buses and cyclists when pedestrians must walk on the road

Yes, share your experience on up to two walking routes	Shamrock Ave Banora Point to Coles Darlington Drive	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Shamrock Ave Banora Point to Dog Park	I feel safe from motorists: Neither agree nor disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	We would love to see pathways added on Shamrock Ave so it was continuous
Yes, share your experience on up to two walking routes	Hillcrest Avenue to Boyd's Bay bridge	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			More walkways through green spaces would be nice
Yes, share your experience on up to two walking routes	Ocean Avenue to the Cabarita end of walk path	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Not relevant to this route	Ocean Ave kingscliff to kingscliff shops	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	The road racer long distance bike riders should not be able to access these paths
No					More maintenance, eg pressure washing paths. Shallow Bay drive, Tweed Heads south is a massive slip hazard in the wet due to excessive vegetation with shade all year round creating moss.
Yes, share your experience on up to two walking routes	Knox Park to Bray Park	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Neither agree nor disagree	Tweed Aquatic Centre Murwillumbah then Tumbulgum Rd left down Racecourse Rd to SDA	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Not relevant to this route	We desperately need more walking/cycle paths in Murwillumbah. Something like Casuarina/Kingscliff has besides the river would be amazing! Many paths are very hilly so more flat paths would be great. Riveroak Drive is a great example of a nice wide footpath. Really looking forward to the rail trail.
No					There needs to be a better pathway from the Showground end of Mt St Patrick Primary School, crossing the road. It is an accident waiting to happen with the amount of school children and families crossing, buses, P plate drivers and other vehicles.
Yes, share your experience on up to two walking routes	From home in Tumbulgum red into and around town	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Beside the Tweed river	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat agree	The Tweed river is such a great asset but there is very little access for walking/ cycling
Yes, share your experience on up to two walking routes	38 Enid street tweed Heads				
Yes, share your experience on up to two walking routes	Hastings Rd, Rosewood Ave, Cabarita Rd, Banksia	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree	Hastings Rd to Cudgen Lake	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Paths in the more affluent areas (ie. Casuarina) seem to be in much better condition and more regularly maintained than in Cabarita Beach.

Yes, share your experience on up to two walking routes	Home - 10 Caroline Street Pottsville into town	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams): Not relevant to this route, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat agree	Home - 10 Caroline street to Ambrose brown park	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams): Not relevant to this route, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat agree	There are virtually no footpaths in Pottsville waters at all. This is particularly dangerous for pram users and families walking with small children who are either on foot or using a bike or scooter. Victoria Avenue is a particularly dangerous street to walk on and many many people and children walk and ride their bikes on this street. Overall drive is another street that really needs a footpath the whole way along. It is also extremely hot walking around pottsville waters in the warmer months as there is virtually no shade. There is also a serious lack of street lights in pottsville waters making it dangerous and a bit scary walking at night time. This part of pottsville seems to have been poorly planned in terms of lighting, footpaths and shade and it is not user friendly. It is a shame because there are so many residents, young and old who are very active and walk around the area multiple times per day.
No					The more connectivity to services the better. I live in Bilambil Heights (halfway up Scenic Dr), and there is no safe way to walk down to the Panorama shops, or to link to the Oyster Track (which is a fantastic off-road shared trail).  A footpath on Scenic Drive would allow for safe walking all the way from Bilambil to Bay St or South Tweed - these are the kind of links we should be aiming for to encourage non-vehicular transport.
Yes, share your experience on up to two walking routes	Tweed River near hospital around to the end of the rock wall at the entrance to the Tweed River.	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams): Definitely disagree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Neither agree nor disagree	Tweed River pathway near the hospital to the boardwalk at the Anchorage.	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams): Definitely disagree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Neither agree nor disagree	Cyclists ride too fast around walkers and too many motorised bikes race past walkers. Motorised wheelchairs should have a limit to match walking speed and a compulsory bell to warn walkers that they are coming up behind them.
No					Please consider putting Paths in and around Banora Point East as walking on roads is very dangerous and so many people including children have to as the grassed areas are unstable It's an accident waiting to happen.
No					WE ARE A FAMILY OF 6 (4 Children under 10) We live up at Karingal Ave, bilambil heights - Now with border lockdowns and not being able to leave too far from your home. we have been exercising and riding with our children alot more however leaving from warringa drive to go out on scenic drive down to panorama shops and then onto kennedy drive is not the safest and easiest to ride bikes scooters or even walk around scenic drive. but such a shame as its beautiful and shady nice hills and would be awesome to think we could ride all the way into tweed on weekends instead of driving and more adventures for the kids to enjoy.
No					It would be wondering for the children in Terranora to have a pathway from Mahers Lane to Fraser Drive to connect them to school and friends and shops. It is very unsafe for them to walk anywhere in this part of Terranora Road and it also creates a lot of traffic issues in the afternoon with bus holdups and a large car line up for school pick ups as there is no safe way for the children to ride or walk to and from school. The pathway from Mahers Lane to Bilambil Road is well used and I believe that a lot of local people would extend their daily walks if the pathway was extended.
No					There is a complete lack of footpaths in our area of Terranora. Walking along the roadside is unsafe given the volume of traffic, particularly for children.
No					I would love to use footpath around Terranorra but there are none!?! Terranora road is busy and dangerous

Yes, share your experience on up to two walking routes	Walking along terranora Rd to gladioli and back down mahers In and across eaglmont	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat agree			I would like to see a foot path extend along terranora Rd from mahers lane to Fraser drive connecting terranora eoth banora point for extended exercrise and access
No					It would be wonderful if we could have a pathway along Terranora Road (from Mahers lane to Fraser Drive)for chn to be able to safely walk to school and people to enjoy exercise and take in the beautiful view . Thanks
Yes, share your experience on up to two walking routes	Pottsville to Hastings Point	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Definitely agree	Charles Street to Black Rocks	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Definitely agree	Would love to see the recently installed pathway from Charles Street extended further - all the way to the bike/walk path further down. The path installed so far gets so much use from so many people, and it is great to see those with wheelchairs, mobility aids and mobility scooters being able to use it.
No					Gollan drive is awful for skateboarding  Introduce a pedestrian/cycling bridge from Gollan drive to Fraser drive to connect west tweed to Banora/South tweed  Improved lighting at tweed skate park
Yes, share your experience on up to two walking routes	I believe there should be a footpath extending from BBC where it ends at mahers lane all the way to Fraser drive	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	I believe there should be a footpath extending from BBC where it ends at mahers lane all the way to Fraser drive	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	I believe there should be a footpath extending from where it ends at mahers lane all the way to Fraser drive
Yes, share your experience on up to two walking routes	Crystal waters drive to Boyd's bay bridge	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Somewhat disagree	Jack evans to mini dbah	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Not relevant to this route	The endless summer bridge from crystal waters drive needs serious repairs.
No					I would love to see a proper pathway from Mahers Lane to Fraser drive via Terranora Rd
No					No pathways in East Banora point. So dangerous people walk on the road
Yes, share your experience on up to two walking routes	Oyster point	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Not relevant to this route, The path has safe places to cross the road: Not relevant to this route			Just more footpaths
Yes, share your experience on up to two walking routes	Corner of bilambil rd and terranora rd to mahers lane and back again.				
Yes, share your experience on up to two walking routes	horseshoe circuit swagmans way to Horseshoe rd	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Not relevant to this route	federation dve to Bilambil rd	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree	All in all I think Terranora has such potential to have great recreation tracks and areas, The easement running from Henry Lawson to Federation under the power lines has such potential as a beautiful small park, also the Horseshoe track , both areas need clearing of noxious weeds and planting of native species , Horseshoe track needs re surfacing. The park at the end of Bushranger with the fantastic views could benefit from a replant and a spruce up.

Yes, share your experience on up to two walking routes	Mahers Lane , Terranora, end at Coles Banora Central	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			
Yes, share your experience on up to two walking routes	Kingscliff, north caravan park to Salt	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree	Along the waterfront from the Anchorage to Jack Evans	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	
Yes, share your experience on up to two walking routes	Glenbrae Drive to Lindisfarne high school	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree			I definitely like to be near a busy road as I am a diabetic and may need assistance at sometime
Yes, share your experience on up to two walking routes	frances st north or south & return	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree			
No					Definitely a NO to a pathway from Mahers Lane to Fraser Drive, this would be too dangerous to people and the roads are not wide enough.
Yes, share your experience on up to two walking routes	Glen Ayr Drive to Ash Drive back to Glen Ayr Drive	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Lake Kimberly	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Not relevant to this route	It would be great if there was a path along Frazer drive towards Coles Central or another flat area similar to Lake Kimberly with Shade. Better paths towards Centaur primary would also be great for students.
No					Since there are a lot of young families in Bogangar I think it is important to ensure the footpaths are safe for children to ride scooters/bikes/skateboards since there are no designated safe "on road" lanes for them.
Yes, share your experience on up to two walking routes	Parkes Lane, Terranora	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			There is no footpath along Parkes Lane Terranora. This is a narrow road with two blind corners and is presently used by b-double trucks, tip trucks and heavy machinery for the 'altitude' development along with pedestrians who at points must walk onto the road. Residents who live on the blind corners also park their vehicles on the side of the road there and create traffic hazards. The footpath along Parkes Lane should be given a priority so as the population density (read additional cars) increases along Parkes Lane people may be able to walk safely.
No					We'd really like the path continued from Mahers Lane and Fraser Drive on Terranora Rd
Yes, share your experience on up to two walking routes		I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat agree			Please complete the footpath on McLeod st Condong. We have kids that walk or ride this road to school and elderly citizens that for half of the street their is not footpath to walk on.
No					I would love a footpath along Australia Drive & Federation Drive. They are streets full of children & I worry about their safety & my own, especially when walking along there.



Yes, share your experience on up to two walking routes	Live Harwood St, Murwillumbah, unable to get bus live too close. Walk to William St, walk east. At roundabout left onto Byangum Rd. Cross at West End St, continue on Byangum St. Cross at Murwillumbah St. Cross at Mooball St. Arrive at Mt St Pats College.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			
Yes, share your experience on up to two walking routes	Chinderah to Fingal Head	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree	Cudgen to Kingscliff return	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Somewhat agree	
Yes, share your experience on up to two walking routes	Moss St Kingscliff to Turnock St Kingscliff	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree	Moss St to Salt	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Curves that are obscured by bush cause problems when people try and ride through then too fast. ebikes are causing this to happen more often. My wife was knocked off her bike by a bike coming the other way, and I've had two close calls on another. One is on Wommin Bay Rd between the motorway and Phillip St; another is the path heading to Les Burger Fields.
Yes, share your experience on up to two walking routes	Parkes lane, Frazer drive to coles supermarket	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Parkes Lane, Frazer drive, Amaroo Drive to shops	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Neither agree nor disagree	I love to walk but Frazer Drive doesn't have a foot path to Coles
Yes, share your experience on up to two walking routes	We regularly walk our dogs around Bilambil Heights however there is absolutely no paths in our suburb to walk safely. All of our walks involve having to walk on the road along streets with blind corners. Often walk from Simpson-Diane-Peninsula-McAllister	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Not relevant to this route, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Not relevant to this route, The route is continuous without missing links: Not relevant to this route, The path has safe places to cross the road: Not relevant to this route	We also regularly use the Oyster Track in Bilambil Heights (Peninsula Dr-Birds Bay Dr) which is great and also the path along the river between Island Dr and Bay St and the boardwalk at the end of Island Dr.	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Bilambil Heights has no footpaths throughout the streets and it is unsafe walking dogs, pushing strollers and for elderly on walkers who have to all walk on the roads and around blind corners. The suburb is surrounded by open spaces but no usable green spaces where we have walking tracks and exercise areas for people and dogs - the only ones have to be driven to - there is nothing up on the hill for locals to walk to. Footpaths around the local streets would give residents a much safer way to get walking!
Yes, share your experience on up to two walking routes	Kingscliff to Cabarita	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Neither agree nor disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Definitely disagree	Kingscliff to Casuarina	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Neither agree nor disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Definitely disagree	The beach paths would be better if you separated cyclists from pedestrians as it can be very unsafe at times due to inconsiderate cyclists.
No					Please create a pathway along the river of Murwillumbah that is landscaped with Australian natives, with a defined path and lighting

Yes, share your experience on up to two walking routes	Start Glenbrae drive, up Highland left onto Terranora road turn at Maher's Lane (as walk way stops here). Would be great to see a walk way down to Fraser drive.	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree			Any additional access from Terranora to Banora / tumbulgum is needed for foot traffic and bikes
No					Walking between Terranora and Fraser Dr on a pathway would make safer for children/teens
No					I specifically want to mention Rob Roy Crescent in Kingscliff. There is no path, there is too much vegetation on the side walk, cars park on the side and you have to walk on the road. Almost been hit several times by cars going too fast. Especially dangerous when using a pram.
Yes, share your experience on up to two walking routes	Creek street to peninsula street	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Neither agree nor disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree	Creek street to cudgels		
No					Most of the points you raise above are unimportant. The problem is lack of places to walk.
Yes, share your experience on up to two walking routes	Cabarita Beach to norries headland	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree	Cabarita Beach to Salt Village	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat disagree	
Yes, share your experience on up to two walking routes	from blundell boulevard to boyds bay bridge & return	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	from Blundell Boulevard to Shearwater Parade & return	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat disagree	concerns are lifting pathways from tree roots and over grown and unmaintained paths
Yes, share your experience on up to two walking routes	Rob Roy Crescent. Macphail street.				
Yes, share your experience on up to two walking routes	Windsong Way to Pottsville	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree	Windsong Way to Murphy's Road	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree	It is not fair that walkers get asked about restricting bicycle useage on the path. The coastal cycleway is the only path cyclists are able to use. Cyclists should also be asked how they feel about walkers on the path.
No					I would like to see a walking path put in Crabbes Creek rd, walking on the road has become increasingly dangerous
Yes, share your experience on up to two walking routes	Cypress Cres, Cabarita Beach, along Pandanus Ave, through the carpark at Lions Park to Norries Headland and return	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Not relevant to this route			I desperately want the pedestrian/car interface at Norries Headland to be made safer. There is a very rough track around the headland carpark which I have slipped on numerous times, so I now walk through the carpark which is really dangerous because cars are coming and going all the time to check the surf and often the drivers reverse without looking, its a real mess. There's no safe way to get from the littoral forest to the Norries Headland walking track. I am delighted that Council are currently upgrading the Norries Headland walking track - thank you for that.
Yes, share your experience on up to two walking routes	169 Overall Drive Pottsville to Pottsville shopping center - Coronation Avenue.	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links:			Wherever there is a shaded picnic area or seating provided there is always litter. More bins may encourage people to be more responsible. Occasionally dog owners disregard the rule regarding walking dogs on leash and MANY dog owners fail to pick up after their dogs. More stenciled signage on the foot

		Definitely disagree, The path has safe places to cross the road: Somewhat agree			paths and on-the-spot fines may encourage dog owners to be more responsible.
Yes, share your experience on up to two walking routes	Barnby Street to Murwillumbah CBD	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Neither agree nor disagree			
Yes, share your experience on up to two walking routes	Harrier St Tweed Heads Sth - Minjungbal Drive Tweed Heads Sth	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Keith Compton Dr near Island Dr Tweed Heads to Jack Evans Boat Harbour	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Definitely agree	Always make paths as wide as possible to allow for multiple users.
Yes, share your experience on up to two walking routes	Jacaranda Ave around to path on the river behind Sunset blvd	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			The path stops at jacaranda Avenue, if you have a pram you have to go on the road and most times there's cars and boat trailers parked so you are nearly in the middle of the road going around them.
No					We should aim to reduce as much fossil fuelled transport as possible. If we in the Tweed had a interconnected walking/cycling network that was easily accessible and connected all suburbs such as Banora to Tweed, West Tweed to Tweed Heads, Terranora to Banora etc (Kingscliff has reasonable connections to Cabba and beyond. Sorry I can not comment on Murwillumbah infrastructure as no knowledge of what is happening that end of the shire) with signage with distances and directions I believe we could reduce the use of private vehicles considerably. We have the best climate in the country we are in the best spot in Australia. With some foresight and courage we have a great opportunity to greatly improve our environment and quality of life by encouraging people to be more active through the establishment of said infrastructure.
No					The new trees planted along the water and footpath in banora point opposite Avondale drive. I worry A's when these trees grow the path won't be visible and it's a safety risk for children who use this path everyday to walk to school. As an adult I won't be using it as I won't feel safe.
Yes, share your experience on up to two walking routes	Walking around the Anchorage island there is no footpath on the left hand side. Walking on the grassed area there are tree roots which make walking dangerous and if you walk on the road there is vehicular traffic.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Neither agree nor disagree	Oyster track behind sea-gulls club	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Not relevant to this route, The path has safe places to cross the road: Not relevant to this route	Bike riders to dismount at appropriate areas to at least reinforce to them to be careful, even if they won't dismount
No					We need footpaths in our street, Mooball Street Murwillumbah as there is a lot of traffic including buses and we have to walk on the road.

Yes, share your experience on up to two walking routes	Start 50 Kingscliff Street end 1 Pearl street Kingscliff	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Definitely disagree	Start 50 Kingscliff Street end 1 Marine Parade	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Possibility of advertising to make property owners aware of the need to keep vegetation away from paths
Yes, share your experience on up to two walking routes	Black Rocks to Pottsville Town	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree			i think that the cyclists need to get on the pathways and off the roads. However, there needs to be more signage about cyclists respecting walkers and runners. Cyclists in this area act like they own the roads and pathways and can get very abusive to walkers and other people using it.
No					People parking their cars on footpaths make it very difficult for those relying on mobility aids to get around, not to mention parents with children in strollers. It's illegal and needs to be enforced.
Yes, share your experience on up to two walking routes	Shell Street to Sutherland Street Cudgen Creek	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Definitely agree			Low level lighting at night would be safer and more useable
Yes, share your experience on up to two walking routes	Karingal Avenue, Warringa Drive, Karingal Avenue	I feel safe from motorists: Not relevant to this route, I feel safe amongst other path users: Not relevant to this route, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Not relevant to this route, The route is continuous without missing links: Not relevant to this route, The path has safe places to cross the road: Not relevant to this route	Oyster Track	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Definitely disagree	We desperately need a footpath down scenic drive Bilambil for kids getting on & off buses, riding their bikes & walking down scenic drive to be able to go anywhere. It's dangerous & needed for people to be able to walk further than just around the block.
Yes, share your experience on up to two walking routes	Philp Parade and Dry Dock Road	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	River path Keith Compton Drive	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Definitely agree	Philp Parade has no path and the grassed area which would be a safe alternative is often filled with parked cars. It needs bollards to stop parking on grass +/- path as it is a bus route and due to elderly living in the area pedestrians and mobility scooters are frequently at risk from traffic when having to use the road
No					more foot path should be build within the suburb for people to be able to get around for both recreational and other purposes
Yes, share your experience on up to two walking routes	Greenvale court to tweed valley way Burringbar	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Neither agree nor disagree			The path I am concerned about has a nice concrete path at both ends but between is a bad gravel path that is overgrown and as my kids ride there bikes on it a lot there Tyers dig in to it and make it hard to stay on there bikes. my suggestion would be to concrete the large gap between greenvale court and the Burringbar primary school to make it safer for the kids that walk and ride regularly to and from school and the sports field.
Yes, share your experience on up to two walking routes	The Quarterdeck st, to Ducat st, on to Kennedy Drive and up Norman st back to The Quarterdeck.	I feel safe from motorists: Neither agree nor disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Neither agree nor disagree	The Quarterdeck up Norman, up Stanley st on to Charles St, and back the same way	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Neither agree nor disagree	Skateboards and roller skating is becoming a very popular activity in this area and having safe public spaces to accommodate that is why we pay taxes. Smooth paths benefits every path user.
Yes, share your experience on up to two walking routes	Pathway around Bingham Bay to Seagulls	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Not relevant to this route			

Yes, share your experience on up to two walking routes	I live in Bent St Murwillumbah and walk around The Hospital Hill circuit. It's lovely o have some nearby bush land to walk in especially as there are a				
Yes, share your experience on up to two walking routes	Home (NobleLakeside) to K/cliff Beach Bowls Club to K/cliff Volunteer Marine Rescue to Home.	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree			Having a designated Parking Place for a Mobility Scooter at Kingscliff Village Shopping Centre would be fantastic. We all feel uncertain and guilty about leaving our Scooters outside the Shops. Smoother Footpaths would also be great.
Yes, share your experience on up to two walking routes	ingal to tweed	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Definitely disagree			
No					It would be great if there were a safe, separate to traffic walking/ riding path From the bottom of scenic drive to the top. So many people would use it and with new estates being built on many more families would use it.
Yes, share your experience on up to two walking routes	50 sand street into Kingscliff town central	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Not relevant to this route, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	50 sand street to the beach	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Not relevant to this route, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Not relevant to this route, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Neither agree nor disagree	Please build a footpath along sand street, Cars travel extremely fast and there has been several near misses with children / mum's with prams due to the blind corner and speed. A lot of locals use sand street to travel into town via the highway, it has become very unsafe.
Yes, share your experience on up to two walking routes	Darling Drive Circuit, Banora Point	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree	Fingal, along Tweed River	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Not relevant to this route	A footpath on a busy road such as Darlington Drive should not be on the road, and if it is should have a physical barrier to protect pedestrians from vehicles using the road. You feel very vulnerable on this section of the circuit
No					Would like path from Banora Primary school all the way down to Coles shops so kids don't have to walk on the road. More kids would ride or walk to school if paths were better
Yes, share your experience on up to two walking routes	Terranora Road, Makers Lane, Bushranger, Henry Lawson, Tennis Courts, Austalia Drive, Federation Drive				
Yes, share your experience on up to two walking routes	Starting in the main business district of Burringbar being Broadway then heading to the pedestrian bridge down Greenvale Court.	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Starting point is Broadway, Burringbar, end point is Tweed Valley Way, Mooball.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	
No					The electric bikes are dangerous at the speed they travel
Yes, share your experience on up to two walking routes	Home (Eyles Ave) to Murwillumbah High School, through top oval, along levee bank, along Tweed river upstream, up through Hospital grounds, to Lions	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree	Eyles Ave, up to Lucas Park, to Myrtle St, Byangum Rd, Amwil Ave, to end of Hartigan St, past Brothers	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat agree	In Murwillumbah there are a lot of opportunities for excellent walking paths which are ignored

	Lookout, down the via a tagged track to Church St, up the main street, through Knox Park, back to Eyles Ave		Club, past sewerage treatment plant, end Murwillumbah St & return to Eyles Ave		
Yes, share your experience on up to two walking routes	Tamarisk Ave Byangum Rd Park Ave Bray Park Shops	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			Footpaths in Murwillumbah are a disgrace. Dangerous. Not fit for purpose. Coastal villages are catered for while Murwillumbah has been neglected. Forcing more cars on the roads. We don't have a choice. New housing estates have been created with no linking infrastructure.
Yes, share your experience on up to two walking routes	Marine parade beach front. It is in need of lighting at night as well as link the path in front of the bowling club.	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree	Kingscliff primary school needs safe crossings and paths to get to Marine parade paths.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	
Yes, share your experience on up to two walking routes	I walk around all the streets near Jacaranda Avenue	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Jacaranda Avenue to Freckles Kindy	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	I would like a path up Jacaranda Avenue
Yes, share your experience on up to two walking routes	I walk from Charles St Tweed Heads to and from work every weekday. As the street is extremely narrow and there is only very small sections with a footpath it is dangerous	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Not relevant to this route, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			
No					Quite often there are cars parked in driveways over the footpath, meaning my young children need to walk/ride of the path onto the road. It's extremely dangerous and happens a lot.
Yes, share your experience on up to two walking routes	Home via Norris Headland.	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree	Home via Cabarita Shops.	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree	Put consistent signage that Bike Riders use their bell when approaching Pedestrians like most other areas have.
Yes, share your experience on up to two walking routes	anchorage island to boat harbour	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Neither agree nor disagree	anchorage island to tweed shopping centre	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Neither agree nor disagree	dogs are a pest, not on leads or on long leads.
Yes, share your experience on up to two walking routes	Banora Hills Dr to cherubs preschool	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Banora Hills drive to Uncle George coffee shop	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Get some footpaths!!!!!! They are severely lacking anywhere that isn't a retirement village
No					We need a path from Bilambil Heights to at least Panorama Shops. There is also no safe way to get from the bus stop on Scenic Dr coming up the hill, onto Warringa Drive without almost being cleaned up by cars coming up and down the hill.

Yes, share your experience on up to two walking routes	Home to home around Caba	I feel safe from motorists: Neither agree nor disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat agree			Multiple pathways around Cabarita/Bogangar just stop with no alternative but to walking on the road. This is unsafe especially with little children.
Yes, share your experience on up to two walking routes	Mimosa Avenue, Bogangar circling around Bogangar over the main beach to headland track back to Mimosa Avenue	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree	Mimosa Avenue Bogangar to Casuarina and return	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree	major intersections in Bogangar to be safer - Rosewood/Hastings Road, Hastings Road back of Woolworths complex, Banksia/Hastings, crossing to headland
Yes, share your experience on up to two walking routes	I like to walk to town but path is his terrible.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Definitely disagree	Walking in areas outside suburbia, being amongst nature away from Noisy cars. Barnby st beyond Francis st along river to rous riva way back to Byangum rd	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree	Increased paths with shady trees suitable for pedestrian and cycling. There's so few paths in Murwillumbah, very sad. Town sadly lacks quality paths. Please give the town folk the opportunity to get active instead of relying on cars and gyms to improve health and wellbeing.. Prevention instead of cure. I found this survey doesn't give me the opportunity to express what we need.
Yes, share your experience on up to two walking routes	From our home to Maggie's Beach via the Goanna Track	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Somewhat disagree	Around the suburb of Bogangar (all over)	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Somewhat agree	It's a wonderful area to walk in though comfortable crushed granite (or alternative) would be easier than concrete for everyone (especially older residents)
Yes, share your experience on up to two walking routes	Starts at 39 Queen St and finishes there.				
Yes, share your experience on up to two walking routes	Condong- Murwillumbah	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree	South Murwillumbah - Condong	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	
Yes, share your experience on up to two walking routes	Victoria street and overall drive pottsville	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Not relevant to this route, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Not relevant to this route, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Neither agree nor disagree			Pottsville doesn't have footpaths in Pottsville waters, there are often very fast drivers in this area. No complete pathway along overall drive, therefore forced to walk along road with fast cars and sun. Path should extend as far as possible. There should also be a path/access to the foreshore in front of the caravan park, the caravan park should not be able to block people from using the waterfront space for walking and recreation.
No					There are so many trip hazards on the byangum road paths, hard for prams
Yes, share your experience on up to two walking routes	the greenback area from hospital to the Anchorage is a favourite it needs a makeover like kingscliff the Venice beach look also a toilet block coffee cafe would be a great idea a community hub it's such a scenic vista ...	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Somewhat agree	the seagulls route around the club area circuits around the lake could be developed in these covid times we have had to adapt and the walk also along the oyster farms	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	I think what you have achieved at kingscliff the Venice beach look and the zinc coffee shop is exceptional we love that trekk

			such a magical trekk again no toilet ... but this is my favorite during lockdown		
Yes, share your experience on up to two walking routes	Kennedy drive to goolangatya	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Neither agree nor disagree	Kenny drive bridge bridge and back	I feel safe from motorists: Neither agree nor disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Somewhat agree	It is about time that council fix the walking bridge over endless water
Yes, share your experience on up to two walking routes	Wyuna Road to Dry Dock Road	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree		I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Neither agree nor disagree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Neither agree nor disagree	My main reason for doing this survey was to express my concern as to the wooden bridge between Bluewater Cres and Shearwater Cres. The boards are uneven in places and I have tripped a few times. One day someone is going to fall and injure themselves more than a "little trip". They all need to be replaced with something more user friendly to the conditions. When the boards start rotting they have been replaced with higher boards.
Yes, share your experience on up to two walking routes	I walk with my partner, baby and dog from our house on Inlet Drive, Tweed Heads West, then down Lakes Drive towards Terranora Creek walking path. Unfortunately there are no footpaths on Inlet Drive or Bay Street which is extremely dangerous.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	I walk with my partner up inlet Drive and around Pigabeen Road. Then we turn on to Nerang Street and Myeerimba Pde before connecting with Scenic Drive and back on to Inlet Drive	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree	There needs to be more footpaths and street lights around Tweed Heads West. Particularly Inlet Drive, Bay Street, Gollan Drive , panorama plaza and Pigabeen Road. It is very ssnfours for me and my partner to push our pram anywhere on these roads and an accident is waiting to happen.
Yes, share your experience on up to two walking routes	Ducat Street, over the by pass underpass, along dry dock, over Boyd's bay bride and along Kennedy drive, along Norman into quarterdeck and then Muggs way and then back onto ducat.	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Somewhat disagree	Ducat Street to the anchorage	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat agree	The dry dock Rd side of the highway underpass walkway needs serious upgrading. The path is very bad and bumpy. Terribled trip hazards and for prams and runners.
Yes, share your experience on up to two walking routes	71 Ewing Street to town. There is a section of Ewing St with no footpaths and many children walk her to school each day. Cars have low visibility and drive quickly. This needs to be addressed before an accident occurs.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Not relevant to this route, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Not relevant to this route, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			
Yes, share your experience on up to two walking routes	McAuleys Rd to Mahers Lane	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	McAuleys Rd to Fraser Drive	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	There are virtually no footpaths at all along Terranora Rd. It s a main road that connects all of Terranora and connects to other suburbs, yet it impossible to walk along the road. It is very unsafe and quite dangerous.



Yes, share your experience on up to two walking routes	17 Broadwater Espl to 144 Broadwater Espl.				
No					have bike lanes
No					I use a lot of the tracks down to the beach and appreciate these tracks being maintained and also like that they are not too heavily trafficked and used mainly by locals. More paths please. The Cabarita To Kingscliff is congested indicating that people love to ride and walk on paths. We need more and they need to be wider, signage, shade, walking is such a popular activity and Tweed Shire is so scenic so why are there not more.? There should be a Tweed River walk all the way from Murbah to Uki and beyond. Hastings to Potty could be improved. Tumbulgum has great views and needs a designated walking area. With Mt wollumbin closed, it's important to provide walking infrastructure.
Yes, share your experience on up to two walking routes	Clonakilty Close, Glen Ayr Drive, Manuka road, Ash Drive, Kintyre Crescent, Lochlomond, Stonehaven way	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Not relevant to this route, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Clonakilty Close, Tralee, Darlington Drive, Banora Hills Drive Pioneer Parade	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Not relevant to this route, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	We need more pathways! There are none on both routes we use.
No					Waking tracks along rivers and places of natural beauty. Through farmland and hinterland
Yes, share your experience on up to two walking routes	Boyd street to Tweed City along the highway	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely agree			
Yes, share your experience on up to two walking routes	Walkway along Tweed River from Anchorage Islands to Hospital and Return.	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree	Along boardwalk at the Anchorage Islands	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree	The footpaths are uneven in quite a few spots and should be marked with yellow lines
No					Walking paths are so poorly maintained with trip hazards everywhere, I am not convinced there is any maintenance program in place.
Yes, share your experience on up to two walking routes	Eureka st, Henry Lawson drive, bushranger, l'll swing, horseshoe drive into eaglemont then Mahers lane up to Terranora road and back to Henry Lawson drive.	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Lawlor place into Henry Lawson drive, up to the child-care centre & back again.	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Henry Lawson drive- needs a zebra crossing for children etc near The Pavillions and for the footpaths there to match up to the footpaths & graded ramps on the other side of the road. There is no way to safely cross the road at the pavilions if you have a pram. There is a terrible section of footpath on Terranora road near the real estate agent - it is not passable, people need to walk off the path either up or down the embankment on either side. This is a serious falls risk. Cars often park over their driveways along Mahers Lane, before Eaglemont drive, forcing pram users onto the grass or the road.
No					I would love to see a safe pathway and pedestrian crossing around Mt St Patrick's school. I find the pathways inadequate around this area and a huge safety concern crossing in the afternoons with many cars, P platers, pedestrians and busy intersections. I would also like to see better maintained paths so that we can contribute to positive environmental change as well as encouraging our younger generations to be more active in an easier way

Yes, share your experience on up to two walking routes	We walk the beach front path in salt	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree			We like to go rollerskating and living here at salt you would think we could utilise the fantastic pathways along the beach but unfortunately the surface of these paths is not appropriate the surface is not smooth and the large expansion gaps make it not possible to roller skate on the pathways. This makes it not possible for rollerskating a real shame so we have to skate on the street which is not safe but at least the tar is smooth. Rollerskating is becoming increasingly popular and also skating in skate parks. If you could please keep this in mind when surfacing our pathways. It seems such a shame that on our extensive beachfront network the pathways can't be used by every form of recreational user. This pathway has been such a blessing both in last years lockdown and in this current lockdown. From what I've been told the pathway on the beach at Kirra is better. I've not skated it so can't say for sure. Also if your putting in a skate park at Kingscliff could you consider smooth pathways all around the area for rollerskating. Rollerskating is more taken up by females so it would be great to keep in mind also the skate needs of women. Thankyou
Yes, share your experience on up to two walking routes	Jack Evans Boat Harbor from Hospital to D Bar	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat agree			
Yes, share your experience on up to two walking routes	Ewing Street (cnr Uki Street) to cnr Waterloo St and Queensland Road	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree	Ewing Street to Lucas Look-out Myrtle Street	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	All accesses to all schools should have complete footpath links for at least 1km from the school e.g. Waterloo St next to Possums has no safe shoulder for children to use - the side street has no passive surveillance, and crossing Rous Street is at a difficult grade across a wide street with little vision for vehicle drivers heading north.  Completing gaps in the network need to be a priority e.g. Myrtle St from lower Byangum Road.
Yes, share your experience on up to two walking routes	We walk around the block up Broadwater Esplanade, up Peninsula Drive, Simpson Drive & back down Broadwater Esplanade.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat agree			
Yes, share your experience on up to two walking routes	Fingal Head turnoff into Final Village, along the river	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree	Jack Evans Boat Harbour to Kirra	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Terranora is in most need of a path from the Fraser Drive Terranora turn-off, connecting to Mahers Lane Terranora. Many school students, both primary, secondary and tertiary walk the roadway to access schools and the bus service. It is completely unsafe and especially at peak times (morning before school and after school) when they are using the road. Cyclists also use the road and often dodge or have to stop to avoid cars and buses.

<p>Yes, share your experience on up to two walking routes</p>	<p>Bent st to Murwillumbah CBD. I walk this most days but there is in fact no footpath at all so I walk on the road.</p>	<p>I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree</p>	<p>Around Kar-ramul circuit on Hospital Hill Murwillumbah. Lots of us walk it but there is no dedicated pathway - we use the road.</p>	<p>I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Not relevant to this route</p>	<p>I have made comments in the workshops but the main one that comes to mind is the need for pathways as a normal part of housing development infrastructure. There are many places where there are no paths at all. The Anchorage in Tweed Heads is one example and my own street, Bent St and nearby streets Church St and Church Lane in Murwillumbah all have no paths at all. There seems to be a (hopefully outdated) assumption we will all use cars.</p> <p>I would also like to see the paths we do have sufficiently widened so two people can walk together or a pram or scooter can use them. I have mentioned in a workshop the one in South Murwillumbah to the art gallery. It is so narrow, and sometimes overgrown, that only single file is possible. There is a bike path to Bray Park but it is also very narrow.</p> <p>I would also like to see more pathways by the rivers - Tweed and Rous. The one from Dallis Park on Bakers Rd is delightful. We need more of these river paths closer to town. We in Murwillumbah live on a river but are not able to walk beside it easily. In fact finding a natural environment to walk in at Murwillumbah is a challenge - Hospital Hill as one exception.</p> <p>Also our pathways could be an opportunity to activate the Cool Towns plan. Cared-for native environment verges could be the norm rather than single trees and lawns as is the case on many paths and roadways (e.g. the Fingal head pathway). Other towns are doing this - planting micro forests to cool urban areas and attract native species who urgently need such habitat. Singapore is one example (Happily our shire has just joined biophilic cities: <a href="https://www.biophilicities.org">https://www.biophilicities.org</a>). I have also seen it done in Victoria where I used to live e.g. Beechworth, now a much loved tourist town, has many walks into and around town, but when I was growing up there it had very few.</p> <p>Lastly I would like to see attractive paths that connect from housing areas to the CBD so people can easily walk to go shopping or for a coffee.</p> <p>I am excited that you are doing this update project and hopeful our pathways will become much more beautiful, usable and used. Thank you for the opportunity to contribute.</p>
<p>Yes, share your experience on up to two walking routes</p>	<p>Ambrose Park Pottsville to Community hall. There needs to be a pedestrian crossing on Tweed coast road between Ambrose Park Pottsville and the oval/ community hall. This is a busy road and many children try to cross especially in summer</p>	<p>I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree</p>	<p>pottsville oval to phillip st needs a pedestrian crossing</p>	<p>I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree</p>	
<p>Yes, share your experience on up to two walking routes</p>	<p>Hastings Headland Hastings NSW. A system of wooden walkways need to be implemented . The track to the northern end of Pottsville beach is steep and slippery when wet. The whole headland is being eroded by too many people and</p>	<p>I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree</p>			<p>Norries headland at Cabarita Beach is a good example of how Hastings Headland should look with walkways and lookout areas to enjoy thanks</p>

	needs urgent attention.				
Yes, share your experience on up to two walking routes	Hospital Hill loop. Main Street Murwillumbah, up to the hospital past the pool slides. Around Ewing Street, down to Queensland Road. Joining up to Main Street again.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	From Murwillumbah to the Show Grounds and back (for market days on Wednesday; kids sport on weekends)	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	The lack of footpaths is a big issue in Murwillumbah. My primary school aged children often have to walk to school (or ride their scooters) on the road, at times around blind corners. There is also no continuous path from Murwillumbah town to important public facilities such as the Hospital or the Showgrounds / weekly Farmer's Markets.
Yes, share your experience on up to two walking routes	Circuit from Barnby St, Murwillumbah via frangela drive (same start and end point)	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Not relevant to this route, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat agree	2nd circuit from Barnby St - via Murwillumbah St	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Not relevant to this route, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat agree	My main requirement is to be able to use my car less. I would love to have more paths along routes away from roads - noone enjoys walking along a busy road - its not relaxing, its not pleasant and its not healthy. I would like simple dirt paths - we dont need any more concrete paths. For example the one that runs along the edge of the football field from the north end of Dorothy St towards east side of the sewage works - its shaded by trees both sides and is beautiful at any time of day and in any season. Its just not very long ! We need more short cut pedestrian routes to encourage us to walk to the shops rather than drive. My walk to town from Barnby st was blocked by the house that as built at the bottom end of Westend st - now i go up Murwillumbah st - but its a steep hill and on a hot day I give up and just drive. We also need more off road recreational walks (dirt paths) - that are easy to access from town - eg. along the river bank, round the cane fields, public rights of way across farm land even!! This is just about providing access and planting trees , not building concrete paths everywhere and spending on maintenance. AND we need cycle paths that go somewhere useful and arent next to the road for the whole way - Murbah to Tweed for example - these can be dirt too.
Yes, share your experience on up to two walking routes	Oyster track base of hill to seagulls	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Not relevant to this route		I feel safe from motorists: Not relevant to this route	The oyster track path would be amazing if actually had a concrete path so young family could use there bikes and scooter easily. Also prams are harder to push as track uneven and pot holes. It is the only flat area near bilambil to walk
					Various needs for walking either to get to a destination orientated or journey orientated. Walking where the journey is the experience, its good to have it buffered with natural vegetation planted to minimise traffic noise, pollution etc and enhance the walking experience
Yes, share your experience on up to two walking routes	Start Corner of Bay and Thomson st and walk up to Point Danger down steps to Dbar beach then along breakwater and back along Jack Evans Harbour	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Somewhat agree	Walk down Bay st and along river then along stree to Wharf st back to Bay Street	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Somewhat agree	The pavers in some areas along the path going out to breakwater need replacing Some toilets need to be built along the river walk
No					I love walking and any walking facilities are a huge boon to a community - thank you for the survey and I look forward to seeing what new pathways happen in the future =)
No					Terranora Village (Pavillions, 2 x Schools) needs connection to Banora Point and hence to the hub of Tweed desperately. There is no way to safely walk, run or ride from Terranora. A

					shared pathway or even a wider shoulder along Terranora Rd is desperately needed.
Yes, share your experience on up to two walking routes	Wommin Bay Road to Naru Street Chinderah	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Definitely disagree	Wommin Bay Road to Fingal	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	No
No					Uneven surfaces need to be fixed
Yes, share your experience on up to two walking routes	Beach path from Kingscliff to Casuarina	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Pathway along Cudgen Creek from Kingscliff to Casuarina Coles shop	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	The Kingscliff - Casuarina area has lots of kids using the streets for skateboarding, cycling or basketball and the like. Residential areas like Salt should have a maximum speed of 40km. Trades people or delivery vans speed in to do their work, and it is a real risk to our kids.
Yes, share your experience on up to two walking routes	Lorien Way to Cudgen Creek Bridge	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Not relevant to this route, The path has safe places to cross the road: Somewhat disagree	Lorien Way	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	More paths that are wider.
Yes, share your experience on up to two walking routes	Franklin St Banora Point to Winders Place Banora Point	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			The footpath at Franklin St just stops and doesn't continue to the corner of Macquarie St. As a result I am unable to use my electric scooter as I have to go over grass which is uneven. There are other streets in Banora Point where footpaths just end without going all the way to the next cross street but I cant remember the street names
Yes, share your experience on up to two walking routes	I walk my daughter to and from school at Terranora Public School. I start at 15 Federation Drive Terranora and go to the Henry Lawson entrance and home again..	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Federation Drive to Mahers Lane and back	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	'The pathways around Terranora Public School are inadequate. I walk to and from the school with my school aged daughter and a pram. I am required to follow a path down into the school from Terranora Road then reconnect with the path onlong Terranora Road further along. While this isn't a major inconvenience it does pose a problem when children are being dropped off at school and particularly at end of day pick up when I have to negotiate teachers, students, my daughter and the pram and oncoming vehicles collecting students along a small walkway intended for teachers and students only. I'd like to see; - A suitable path constructed right the way along Terranora Road from Federation Drive to Henry Lawson Drive bypassing the need to enter school property. The path needs you be safe from the ever increasing volume of traffic being experienced in this area and level to accommodate all users. There are currently raised sections near the crossing which makes navigating with a pram dangerous, difficult and frustrating. - Infrastructure at the school crossing on Terranora Road that is highly visible when in use before and after school. Thank you for the opportunity to take part in this survey. I hope my experience and opinion as a user is helpful in determining changes to our Tweed pathways.
Yes, share your experience on up to two walking routes	18, Buchan Avenue = Keith Compton Drive - Brett St / Wharf St.				
Yes, share your experience on up to two walking routes	18, Buchan Avenue, East in K. Compton Drive to Riverside Specialists Centre, (corner of Banks Avenue)				

Yes, share your experience on up to two walking routes	18, Buchan Avenue, East in K. Compton Drive to Riverside Specialists Centre, (corner of Banks Avenue)	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Not relevant to this route, The route is continuous without missing links: Not relevant to this route, The path has safe places to cross the road: Definitely disagree		I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree	Greenbank Island was developed by Tweed Shire Council 1970's /early 1980's. STILL WAITING FOR FOOTPATHS!!!
Yes, share your experience on up to two walking routes	Starting Winders Place (home address) and walking to Lake Kimberley and walking around the Lake or part lake then to the Banora shops	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Somewhat agree	From Winders Ploace (home address) to the end of the street, turning left at Palm Lake Resort to the path leading past St Joseps High School fence to the end of the path that meets Greenway Drive. Turn left on Greenway drive and around the block to home	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Neither agree nor disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Neither agree nor disagree	I am concerned at the lack of fencing at Lake Kimberley as I have seen several accidents of people (one in a gopher) fall into the water.
Yes, share your experience on up to two walking routes	Casuarina Walkway from Exit 18 north and south	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Not relevant to this route		I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Not relevant to this route	Maybe the path could be divided so bikes stay to one side. Major problem is maintenance, though - yellow lines around broken concrete does not make the walk much safer, and sometimes it takes ages for broken wooden slats to be replaced.
Yes, share your experience on up to two walking routes	I have several routes around Murwillumbah. Many of them involve Byangum Road and many involve Kyogle Road.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Multiple locations around Murwillumbah, this applies to pretty much all parts of teh town and areas between towns and villages	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	We often push a pram and find that there are many roads with no footpath at all, and sometimes there is one which just ends and another starts on the opposite side of a busy road and it's in a bend. Murwillumbah is totally car centric. This must change in order to have happier people and continued human existence in the area and on the planet. The state of Murwillumbah is shameful.
Yes, share your experience on up to two walking routes	SUTHERLAND STREET TO THE CREEK	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			THE ACCESS FROM SUTHERLAND STREET DOWN TO THE CREEK IS EXTREMELY DANGEROUS FOR PEDESTRIANS AND SCHOOL CHILDREN THAT WALK AND RIDE OVER THE BRIDGE TO SALT. A FOOTPATH IS SEPARATELY NEEDED
Yes, share your experience on up to two walking routes	Wharf / Florence St. to Point Danger.				
No					Have somebody walk around our busy areas and see what we have to put up with.
No					As a Kingscliff resident I feel that pedestrian safe crossings in the right locations add to the safe village and seaside feel of visitors and residents. This location attracts visits from all over with the parks, cafes and board walks, it lends itself the many walkers and safe passage for all these people is paramount.

Yes, share your experience on up to two walking routes	Along western side of Darlington Drive as far as Ash Drive	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat agree			
Yes, share your experience on up to two walking routes	McPhail Avenue to surf club	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	McPhail avenue to south beach via Sutherland street	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Cars parked on footpaths for people who have physical disabilities. As well as a continuous network of footpaths especially in high use areas such as Seaview Street (northern side) linking to the steps on Boomerang Street which provides a route to the shopping centre and businesses in the town centre.
Yes, share your experience on up to two walking routes	along Waranga Cres to Burringbar Village via Tweed Valley Way	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Neither agree nor disagree	Tweed Valley way to Clarkes Rd	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree	
Yes, share your experience on up to two walking routes	Cudgen Creek bridge to Casuarina	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Kingscliff Bowls Club to Cudgen Creek Bridge	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Somewhat agree	The entry points from crossing roads to the paths are often at a steep incline, quite dangerous for wheelchair users with the possibility of tilting backwards so I avoid them by wheeling on the road, not going there at all or needing someone with me for assistance thus taking away my independence. Also where paths have lifted or buckled, causing a steep incline (as on route 1) or an uneven surface through cracking is an obstacle for my front cater wheels.
No					I have seen some cycleways in other LGA's utilise a dotted line along the centre of the path, to help define walking and passing zones.
No					Nothing specific as I can find locations to walk without necessarily access to a walking path to have an enjoyable walk. I am currently very active and don't necessarily rely on an even surface. I regularly use the path along the Tweed River, Solander Street, Banks Avenue to wheel my kayak to one of my launching points in the Anchorage. Whilst there is access off the path at the corner of Banks Avenue & Keith Compton Drive there is not an access on to the path across the road. Required to lift the kayak off the road onto the footpath - this would also be difficult for people with prams, wheelchairs etc. I have added a pin to the interactive map with this information.
No					It would be sad to see someone badly injured or killed before something was done about the discourteous and dangerous cyclists that think the footpaths are for their sole use or as speedways.
Yes, share your experience on up to two walking routes	Spring Lane to Town centre Byangum road	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			Murwillumbah has very few nice places to walk and it looks like we may lose one of the nicest, the land around the school, due to development. The gaps in paths, lack of safe crossings, disregard of speed limits and aggressive drivers make walking dangerous and unpleasant. Clearly cars 'own' this town and pedestrians are unwanted and uncarered for. I've seen people in wheelchairs and mobility scooters playing chicken with the traffic to cross a road and I've had to jump out of the way myself. I've pretty much given up on my daily walking routine. :( Too stressful. Lack of shade is also a problem.
Yes, share your experience on up to two walking routes	Anchorage Islands to Jack Evans and return	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links:	Anchorage Islands across the BB bridge to the parkland		

		Definitely agree, The path has safe places to cross the road: Definitely agree			
Yes, share your experience on up to two walking routes	Anchorage Islands to Jack Evans and return	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams): Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Anchorage Islands past the Ivory to boat ramp and park and return	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams): Somewhat disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Somewhat disagree	
Yes, share your experience on up to two walking routes	Balmoral Street, Pottsville (along to Blackrocks Oval) and return	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams): Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Neither agree nor disagree	Balmoral Street, Pottsville to Pottsville Village and return	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams): Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree	Connect the missing pathway link in Pottsville and make loops walking tracks more accessible for people with prams and wheelchairs
Yes, share your experience on up to two walking routes	Start : 50 Cabarita Road Bogangar Finish: 50 Cabarita Road Bogangar				
Yes, share your experience on up to two walking routes	tweed river - anchorage to jack evans	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams): Neither agree nor disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Definitely agree			Stop the psychopaths using the cycle paths! To improve safety the best way is to separate pedestrians and bikes/skateboards as they do in some cities like Vancouver. Ban motorised cycles - they should be on the road. Improve signage so that even the cyclists would read the signs. At present no one seems to take notice of your present signs. A Centre line marker may help divide the paths of walkers/cyclist, but the path at present isn't wide enough for this to work well. Paint more signage on the concrete path in bold paint. Use red crossing style stripes around the Tweed hospital where pedestrians, patients and bikes come into greater contact. Finally, the signage to the Anchorage steel boardwalk (across from the fishing fleet) is encouraging more bikes to use the smooth surface (after the gravel path in the park). Cyclists often continue over the Pelican Point to the Anchorage wooden boardwalk at the rotunda and its narrowness and use make it dangerous for pedestrians and the greater number of bikes now speeding along here. Prominent signs at the beginning of both boardwalks and new ones at Pelican Point where they meet on the grass and moorings are essential as I fear someone may get hurt with a collision between bikes and pedestrians. I trust you listen to the feedback and give greater priority to the safety of pedestrians of all types.
Yes, share your experience on up to two walking routes	We start from the Tweed Shores Caravan Park, 186 Chinderah Bay Drive to Wommin Bay Road, to pick up the bus to Tweed shops.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams): Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat agree	From our park (tweed Shores) to the corner of Chinderah drive, no paths at all are there for pedestrians, or mobile scooters and the road is extremely busy all day due to new development of industrial buildings and the sand and gravel business.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams): Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Chinderah Bay Drive, has got extremely busy, since the sand business and a huge new industrial building further down our road is being constructed and will be up and running not too far down the track, meaning even more trucks builders, including cement trucks as well as homeowners in our park we have at least 150 sites in our park most of which own a car, mobile scooter bicycle or just people walking up the street have no safe separated walking, or shared pathway on the road. This is a safety problem. and I have previously mentioned this to the Tweed Council, but nothing has been done, unfortunately they seem to think it is not a priority. Even a shared pathway would be advantageous for both pedestrians, cyclists ( who use our road quite often) and mobile scooters are well used in our park.



Yes, share your experience on up to two walking routes	Beginning at Parkes Lane car of Frazer drive and loop through the Altitude estate	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Fingal Road from M1 bridge to the Old boat ramp kids park	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	We desperately need a path along Frazer drive from the shops at Banora Coles opposite Twin towns Juniors to the top of the hill with Terranora road. This is a very busy road and is the missing link to the shops for many kids
No					remove blocked vision panels on both side of bus shelters very necessary for everyone safety, a clear wind and rain panel or perforated one please. if a bicycle etc, going at speed hit a moving person. there would be injury to both parties. and for goodness sake notify all non walking person using a footpath the rules when using a foot path. we have no regular newspaper so do mail box drops, talk to all schools. not a tiny notice somewhere that no one can see. would the council be held responsible if anyone is hurt using a foot/pedestrian path. i don't know and i certainly have no wish too. this matter needs to be taken very seriously. ++++++
No					Please create safer walk ways for Clothiers ck road/ howards road. It is extremely dangerous for drivers/walkers/horse riders/cyclists on blind corners and many near misses.
Yes, share your experience on up to two walking routes	Australia Dr - Billambil Rd	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Definitely agree			
Yes, share your experience on up to two walking routes	Start at house, walk around banora canals, end up at home	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree		I feel safe from motorists: Somewhat agree	
No					all about the attitude. this needs to change before anything can be conclusive. Currently a bad attitude on the pathways.
No					Can't wait for the Rail Trail!
No					Improved enforcement of the dogs must be on a leash requirement.
No					I would like hitching posts for dogs outside public toilets, libraries, shopping malls etc
Yes, share your experience on up to two walking routes	Rob Roy Crescent. Macphail street.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree			
No					WE have a fantastic river. It is an absolute disgrace that in Murwillumbah there is no walking track NORTH from the town along the river on the western side from the bridge to the Condong bridge.. There are cane fields. Deals should have been done years ago with landowners to open up this resource. Not too late.
Yes, share your experience on up to two walking routes	Gollan Drive to Boyd's Family Park	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Inlet Drive to Boyd's Family Park	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Neither agree nor disagree	Pathways should not be shared with cyclists The boardwalk by Casaurina Beach is very dangerous. Cyclists are silent and rarely use a bell. Boardwalk is very narrow for a shared travel way

Yes, share your experience on up to two walking routes	From the Tweed Hospital along Keith Compton Drive to John Follent Park and in between	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Not relevant to this route	From the Tweed Hospital along Keith Compton Drive to John Follent Park and in between	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Not relevant to this route	We enjoy the exercise and walk a lot, but the mix of the traffic of skateboards, scooters and cycles which are now mostly electric/battery powered is very dangerous, they should be separated and a speed limit enforced. The pathway should be split for powered equipment and another for walkers.
Yes, share your experience on up to two walking routes	Ducat street to wharf street	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree	Ducat street to dry dock rd	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree	
No					We desperately require a safe walking boardwalk at Pottsville from the park area to the beach. Such an unsafe path atm complete with plenty of brown snakes and used by all the unknowing tourists. I feel threatened every time I use it and too scared to allow my grandchildren to use it.
No					Add a lot more shade and native vegetation so they're more amenable, don't make them concrete so they don't heat up so much. Find ways to use them for a double purpose that helps against climate change.
Yes, share your experience on up to two walking routes	Sandpiper ave down to Mudgimba Bridge up dry dock road then cross over pass down shearwater Pde back to sandpiper ave	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Definitely agree	Tweed Hospital around jack Evans boat harbour up dbah Hill down boundary Rd back around jack Evans to the hospital	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Build a proper foot / cycle path from sexton Hill to the new Tweed Hospital and make sure it has adequate lighting.
Yes, share your experience on up to two walking routes	Companion way around through Mugga way, along ducat street and along Kennedy drive to Norman street to end on companion way.	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	From Kennedy drive to tweed Mall along wharf street	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree	I don't have a pram anymore, but walking or running with a pram in my area is very difficult the paths are so poorly kept and there are so many missing links
Yes, share your experience on up to two walking routes	From 33 McAllisters Road to Bili Kids at 24 Buenavista Drive, Bilambil Heights NSW	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	33 McAllisters Road, bilambil Heights to 418 Bilambil Road, Bilambil NSW	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Without the connecting paths it is difficult to enjoy scooters or skateboarding as a family exercising or travelling to school/preschool. Also the overhanging trees make visibility for safe crossing very difficult amongst motorists.
Yes, share your experience on up to two walking routes	Barrett street to dry dock road	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree			
No					Here in West Tweed our pathways are atrocious. Stop and start, that's if there is a path. Im glad I didn't live here when my kids were babies as there would be no safe way to push the pram around. No-where safe kids to ride bikes, it's appalling.
No					Dog walkers are not a problem, only cyclist from behind

No					Basically we need more pathways to encourage walking. We need them by our beautiful river, from Murwillumbah cbd to the gallery, to the farmers market (presently there's an extremely dangerous bit of road we have to walk on as showground gates are always locked). The pathway on the river side of the flood wall along Commercial Rd should extend to the boat ramp and be maintained. It is a beautiful walk but it often feels a bit dangerous. If money permitted a River Walk boardwalk similar to Brisbane would be a huge draw card. As our town is getting busier with so many more cars, walking on roads is not safe anymore.
Yes, share your experience on up to two walking routes	Kingscliff Bowls Club via beach to breakwater and return via path	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Tweed heads Frances St along river path the Folent Park and back	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Not relevant to this route	
No					Please please please provide more walking paths for residents who have been here for years, not just new housing estates like salt and casuarina. We really feel left out. The Tweed is beautiful but just about the only way to see it at the moment is by vehicle. It is soooo frustrating. It would really enhance fitness etc if you could, for example, have a walking path from Tumbulgum to Murwillumbah; and tourism (apart from the Rail Trail which will be great) if you had walking paths out to Mount Warning and/or Uki, and out to Crystal Creek? It seems like so many other places have great walking path systems and we lag behind terribly, and in such a lovely part of the world. Let's try to get us out of our cars and onto our feet! Thank you
Yes, share your experience on up to two walking routes	My house on overall drive down the beach or on the road and back	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree			There are no connected pathways throughout the route which would take you along the back pathways in Black rocks to town and along the creek and beach in Pottsville compared to Kingscliff and other Tweed Coast coastal towns I think its disgraceful that Pottsville coastal township is the highest growth area in the Tweed with the least safe walkways, the most inconsistent footpath system of walkways and minimal consideration for people with disabilities or other mobility issues
Yes, share your experience on up to two walking routes	pville beach	I feel safe from motorists: Neither agree nor disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely disagree	pville creek	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Neither agree nor disagree	important from mental and phys health
Yes, share your experience on up to two walking routes	Prior to Covid and will resume when borders open.. Tweed Mall-Kirra Beach-D-Bar look out -Tweed Mall	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Neither agree nor disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree	Tweed Mall-Keith Curran Park-Tweed Mall	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Neither agree nor disagree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree	Allowing Motorbikes to use footpaths is disgraceful. Keith Curran park need to have Toilets. Maintain footpaths an unmaintained footpath cost more to replace. Example Coral St Tweed Heads along the river side. The width of tar is getting less an less every day! The "New" Board walk on the western side of Jack Evens. How are you going to protect pedestrians and children from Motorbikes using the walkway on the new concrete?
Yes, share your experience on up to two walking routes	Howards Road to Cudgera Creek Road, up the hill to the Mooball National Park via the Wabba Road link trail	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Neither agree nor disagree	Howards Road to Tweed Valley Way and into the Village Centre	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Burringbar has many missing links in the active transport trail network. As the final design for the Rail Trail is developed, consideration should be given to the various and obvious local links and connections that would better serve residents and visitors to the area, so that they can access the two National Parks that surround Burringbar - Mount Jerusalem and Mooball. Both Parks have a significant network of established fire trails that are available for hiking, cycling and horse riding. Better signage in villages like Burringbar would increase visitation to these locations and provide both residents and visitors with a greater range of opportunity to enjoy the outdoors and be active. Action 4.4.2 of Council's Open Spaces Strategy would see the formation of an Integrated Recreation Trails working group. This is of particular importance in all of the

					rural villages, but Burringbar in particular because Burringbar Village will be the centre piece of the Rail Trail, with users no doubt looking for more than a flat ride or walk through farmland. The panoramic views, wildlife and native bushland are along the ridgelines of these National Parks and have gone largely unnoticed to date.
No					None
Yes, share your experience on up to two walking routes	Broadwater Esplanade-Peninsula Drive-Simpson Drive-Terranora Parade-Broadwater Esplanade	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Not relevant to this route, The path is well maintained: Not relevant to this route, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams): Not relevant to this route, The route is continuous without missing links: Not relevant to this route, The path has safe places to cross the road: Not relevant to this route	Broadwater Esplanade-'Oyster Tracks' (on Google Maps)-Follow track by the Broadwater around to The Oyster Shed-Walk back to Broadwater Esplanade	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams): Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree	<p>This is a rather hopeless questionnaire for people living in Bilambil Heights. All these questions assume that there is a path to use, e.g. they mostly relate to 'path users' and the path experience - the list of important or desirable 'Infrastructure' doesn't even include a 'pathway' since it assumes that there is already a pathway.</p> <p>I'm not sure who designed this questionnaire but I don't think they've spent much time walking around Bilambil Heights. There are basically NO paths in the entire suburb so we are required to walk on the road for the entirety of our walks, apart from the Oyster Tracks around the Broadwater.</p> <p>Many of the roads in the suburb are quite steep and narrow without an off-road area to walk along. For instance the southern stretch of Broadwater Esplanade between where it abuts the Broadwater itself (around number 92) and Terranora Parade is all steep and narrow with blind corners and is often congested with parked cars. This only allows one car to drive through at a time which results in traffic hazards for drivers but pedestrians are forced to dodge and weave through parked and moving cars as well. This road has the potential to be a beautiful walk since it rises up with views to the Broadwater on one side but it requires a pathway or boardwalk on one side of the road to be safe for pedestrians, parents with prams, parents with children on bikes, etc.</p> <p>The other suggestion is to make better use of the paths around the Broadwater itself. It is an amazing natural resource for the community. Its biodiversity value and importance will only increase as other parts of our environment face land and exploitation pressures, but access is currently limited and restricted. Most areas are rather inaccessible. The only real walk by the Broadwater is Route 2 above from around 92 Broadwater Esplanade - where the road first descends down to the water - northwards along the flat area of Broadwater Esplanade by the water to the Oyster Tracks and the Oyster Shed.</p> <p>There are various parts of old tracks by the Broadwater that are available but are often overgrown and unsafe. I have three main nature walk suggestions for upgrading or extending these assets.</p> <p>1. The area near the water's edge around the Bilambil Heights peninsula at Peninsula Drive. The area in front of 73 Broadwater Esplanade and around the peninsula is listed on the original subdivision plan (1959) as 'Public Garden and Recreation Space' but this area is now largely overgrown and inaccessible. It's possible to walk down to the track by the water next to 188 Peninsula Drive but the track is not maintained and it is not possible to walk around to Broadwater Esplanade via the track in front of 73 Broadwater Esplanade since the track gradually stops and is overgrown</p>

					<p>thereafter. A well maintained and low ecological impact public path or raised boardwalk at the water's edge from Broadwater Esplanade, past 73 Broadwater Esplanade and around past 188 Peninsula Drive and joining the larger track in front of 164 Peninsula Drive would increase the safety and amenity for walkers.</p> <p>2. Broadwater/Bilambil Creek track from Broadwater Esplanade to Prindable Park at Bilambil Likewise the Council track from in front of 92 Broadwater Esplanade south around the Broadwater is overgrown at times and terminates near 57 Broadwater Esplanade. There is a great opportunity to upgrade this section and then build a new raised boardwalk from the current terminus to the entrance of Bilambil Creek as a nature reserve walk for education - with ecological, biodiversity, settler history and Aboriginal history signage - and recreation.</p> <p>Ideally, a path would then continue up Bilambil Creek to Prindable Park at Bilambil, which would allow students to ride their bikes on a flat path from Bilambil Heights to Bilambil Public School without needing to ride up/down Bilambil Road which is patently unsuitable for any cyclists, let alone school children. I know that the area along Bilambil Creek is mostly farmland but this is an ideal opportunity for the Council to acquire some of this land for public benefit before the area turns into housing subdivisions - which hopefully doesn't happen but if there is a sizeable area along the creek that has been reserved for public use then any future housing development will not impinge on both the biodiversity and amenity values of the Creek.</p> <p>This would allow a separated and flat pathway around a large section of the Broadwater. Families could park at Seagulls Club (ideally with Council parking) with kids' bicycles and ride all around the Broadwater from The Oyster Shed around past 188 Peninsula Drive, along Broadwater Esplanade - hopefully with a separated path -then onto the track from 92 Broadwater Esplanade along the upgraded/new track around the Broadwater to the entrance of Bilambil Creek then up the Creek to Prindable Park and Bilambil Public School and Preschool.</p> <p>Apart from the nature and ecological education benefits this would achieve amenity and public health benefits by helping to fight childhood obesity and reducing carbon missions since some students would no longer need to be driven to school.</p> <p>In addition, the owners of the Bilambil Post Office/service station assure us that every Saturday cyclists from Murwillumbah ride to Bilambil and this service station and then turn around and ride back since they are not willing to take their lives into their hands with the ride up Bilambil Road to Bilambil Heights. If a flat off-road pathway around the Broadwater was developed these cyclists could continue from Bilambil, around the Broadwater and on to the Tweed coast. Likewise cyclists could safely travel in the opposite direction.</p> <p>We have a neighbour on Broadwater Esplanade who is an avid cyclist but he puts his bicycle in his van and drives to an area that is safer - such as Murwillumbah - before taking his bike out and riding it. This path network around the Broadwater would allow him to ride out from his house without using his car. Of course signage would be needed to ensure safe passage if this was envisioned as a cycling/pedestrian dual use pathway.</p> <p>3. Nature Walking Trail through the Council land at Bilambil Heights</p>
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					<p>The third suggestion is the provision of a Nature Walking Trail through the Council land from 71/73 Peninsula Drive to 138/140 Broadwater Esplanade. This trail could also have ecological signage highlighting the Gondwana rainforest species in the area and provide a pedestrian link with the pathways along the edge of the Broadwater.</p> <p>This would also improve access to assist with forest and fire management.</p> <p>Obviously there are budgetary constraints to what the Council can achieve but I think the Terranora Broadwater is already an enormous community asset. At present, however, access is limited so any investment the Council makes to improve low-impact pedestrian and bicycle access will provide an excellent return on investment, in terms of amenity, community health and ecological and biodiversity protection.</p> <p>Thanks for the opportunity to contribute. We look forward to some of these projects coming to fruition!</p>
No					Need a connection from New Hospital, Kings Forest to Casuarina Village along the new Tweed Coast Road .
Yes, share your experience on up to two walking routes	Charles and Steep Street to Tweed Mall	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Neither agree nor disagree	Charles Street to Coolangatta	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	Need to complete missing sections of path network in Tweed as it is a very walkable area. EG Charles St needs a path urgently many people walk on the road (cant walk on grassed footpath as cars park on these areas )including pushing prams which is dangerous as street is a local road with some rat running traffic. St Maintenance needs to be improved as well so need inspection and not just for broken path but obstructions. EG Florence St has 2 sections where hedges effectively block half the path.
Yes, share your experience on up to two walking routes	Bogangar loop (start and end Hastings Rd, via Rosewood Ave, Cabarita Rd, Sandalwood Dr and Ti Tree Ave)	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree	Cabarita Beach main street to Norries Headland (via Tweed Coast Road)	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	<p>The standard footpaths are very narrow. It's hard to walk side-by-side with a friend or my child without one of us having to walk on the verge. It would be great if all new/upgraded paths were built to a wider standard to make it easier to walk side-by-side. This would also be beneficial for people using wheelchairs and kids using scooters and bikes on our footpaths.</p> <p>More shade/street trees along our paths is also really important! Please provide more funding for trees along our walking routes, it makes such a difference in the hotter months.</p>

Yes, share your experience on up to two walking routes	Pottsville Waters along Mooball Creek	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Neither agree nor disagree	Tweed Coast Road between Cudgera Ave and Shell Petrol Station	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely agree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely disagree	Shade trees planted on the nature strip along Tweed Coast Road between Cudgera Ave and Shell Petrol
No					THE MAINTENANCE OF THE FOOTPATHS SHOULD BE AN ANNUAL AGENDA ITEM TO INSPECT AND REPAIR WHEN NEEDED
Yes, share your experience on up to two walking routes	Riverside Drive, Government Road, Bawden St, Bawden Lane, Riverside Drive.	I feel safe from motorists: Somewhat agree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Somewhat disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat agree	Riverside Drive, Alexander Twohill Bridge, Terranora Rd, Dulguigan Rd, Terranora Rd, Alexander Twohill Bridge, Riverside Drive	I feel safe from motorists: Definitely disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree	As the local leader for Heart Foundation Walking Program, high priority is a safe path be constructed from Alexander Twohill Bridge, along Terranora Road to intersection of Dulguigan Road
Yes, share your experience on up to two walking routes	Anchorage island loop. from Keith compton near navigators way, around shoreint o island drive then along island drive and around end of island and along boardwalks	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Definitely agree	oyster track, from oyster farm around foreshore. Track not safe as too many dogs off lead	I feel safe from motorists: Definitely agree, I feel safe amongst other path users: Somewhat disagree, The path is well maintained: Somewhat agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Definitely agree	I'd love to see the development of more urban 'bush area' walking paths
Yes, share your experience on up to two walking routes	Board Walk from Cudgen Creek Coast Guard building to bridge over Cudgen Creek and back to the Coast Guard building and car park.	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Definitely disagree, The path is well maintained: Definitely agree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Somewhat agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Somewhat disagree	Walk from end of Shamrock ave to Locklmond via various routes including Buncrana Terrace, O'Sullivan Dr then right down Locklmond to Shamrock ave and back along Shamrock Ave to home	I feel safe from motorists: Somewhat disagree, I feel safe amongst other path users: Somewhat agree, The path is well maintained: Neither agree nor disagree, The path is easy to use for all pedestrians (including people using mobility aids, in wheelchairs, mobility scooters and pushing prams: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely agree	The path network is good and the wider paths make walking safer. Missing links could be improved

## Appendix E – Verbatim feedback from cycling survey

Do you have a cycling route that you regularly use and would like to rate?	Cycling route 1 (include start and end point)	Please rate this route by responding to the following statements	Cycling route 2 (include start and end point)	Please rate this route by responding to the following statements2	Do you have any other comments, ideas or issues about cycling?
Yes, share your experience on up to two cycling routes	Dulguigan road - McAuleys - Terranora road- Bilambil road - urluip - dulguigan road				
Yes, share your experience on up to two cycling routes	Kielvale to Murwillumbah via Tweed Valley Way and via Condong Bridge and Cane Rd. There is so much trash on the roads due to construction and cane harvesting vehicles, which never get removed.	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Somewhat agree			More bike ways
No					There are no cycle paths or routes or any such facility in Bilambil/Heights
No					These choices don't include options I'd like. Eg Q 7: need cycling paths NOT shared with pedestrians in busy areas such as the coastal path Q11: paths that are interesting and scenic, taking advantage of Tweed views, quiet, with nooks and crannies not usually accessed when driving cars, through bush and parks, avoiding suburbs Q12: cycling lanes and paths that don't suddenly run out leaving cyclist with no choice but to ride on roads with vehicles. (this is a classic problem with Tweed cycling lanes!) Please look at the cycling infrastructure in Darwin NT. It is excellent, safe and very well used
Yes, share your experience on up to two cycling routes	Casuarina to Pottsville	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Casuarina to kingscliff	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	Cabarita central to Cabarita headland needed Cabarita to murwillumbah would be great Signage to stop some cyclists speeding along paths carelessly, remembering that pedestrians have right of way  Q16 they're all very important and ranking is equal for some.  Cheers Rol
Yes, share your experience on up to two cycling routes	Fingal Road Fingal Head, Chinderah Drive, Wommin Bay Road, Marine Parade, Pearl Street Kingscliff	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Fingal Road Fingal Head, Chinderah Drive to corner of Tweed Coast Road Chinderah	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	
Yes, share your experience on up to two cycling routes	Terrace street to cudgen creek	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely	Terrace street to Fingal	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat	Cars parked in cycle lanes are a nightmare



		disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat agree		disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	
No					The Tweed seems to have limited on-road bike lanes with more off-road shared user paths. As I become more confident in cycling I feel that the mix of pedestrians and cyclists is troublesome for both parties. More clearly marked on-road bike paths would make riding more competitive for commutes where I currently use my car as I will have right of way when passing side roads and can ride faster as I don't have to worry about pedestrians and other users.
Yes, share your experience on up to two cycling routes	Kingscliff to Fingal	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Kingscliff to Pottsville	I feel safe from motorists: Neither agree nor disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	Would be awesome for a beach front cycle path from Fingal to Byron with good lighting. Big ask but would be so good to see it.
Yes, share your experience on up to two cycling routes	Inner Darlington Drive/Leisure Drive Loop around the golf course.	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Around Lake Kimberly, behind St Joseph's College then around Avondale dr path then behind Riversdale Blvd river path, back around Dave Burns Field up Leisure Drive onto Darlington Dr.	I feel safe from motorists: Neither agree nor disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Banora Point already has some excellent pathways, but with a little maintenance and safety upgrades it would be a much better experience for families.
Yes, share your experience on up to two cycling routes	Uki Village to M'bah. Dangerous in lots of places for cyclists and this stops others from cycling from the village. A lot more would do it if it was safer.				
Yes, share your experience on up to two cycling routes	Jack Bayliss to Fingal Head	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Kingscliff to Cabarita	I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely agree	Had trouble entering number 1 on last 2 questions. A dedicated cycle lane on the footpath path from Kingscliff to Cabarita would ease frustration and congestion.
No					When living in Canberra I cycled daily for many years, for both work and recreation. I would look at Canberra as a best case example, bike paths that are not on the road, going through parks and beside golf courses. We need direct bike paths connecting tourism locations to accommodation, such as tropical fruit world with Mantra Salt. Cycle ways that are off the road, connecting the new hospital with Kingscliff shops with reflective Signage. Increased bike racks around existing businesses such as Kingscliff Bowls club. These strategies would encourage visitor spend in the Tweed economy. <a href="https://tourism.act.gov.au/wp-content/uploads/2018/06/CBR_Cycle_strategy_WEB.pdf">https://tourism.act.gov.au/wp-content/uploads/2018/06/CBR_Cycle_strategy_WEB.pdf</a> Please improve cycle paths safety, particularly going beside the highways such as towards Tweed City from Kingscliff. You wouldn't even know this cycle path exists,

					it needs better signage. Please consider this bike plan also for elderly mobility scooter safety and disabled with mobility issues. Many are trying to get around Kingscliff, but many streets don't have bike or foot paths (such as Beach Street Kingscliff does not have a complete foot path, stops half way) and they cant get around. Going on the road is very dangerous for the elderly and disabled.
Yes, share your experience on up to two cycling routes	Between Hatsings Point and south end of Overall Drive Pottsville - Black Rocks	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Definitely disagree			Too many cyclists continue to ride on the road when there are bike paths available, often riding 2 abreast and slowing traffic. Why not have a road rule that compels cyclists to use paths when available? This would improve the experience on local roads for many and make better use of the funds expended on the paths.
No					The cycling track installed in Overall Drive Pottsville is a good example of poorly invested tax payer funds. Local call it "the world's longest illegal off leash dog park" Total waste of money.
No					I believe that cyclist should have to use the bikeway instead of the road adjacent especially when the road has continuous double lines and chicanes as in Fingal Road. This would make it safer for the cyclist and for car drivers that may be pushed to cross double lines to pass the cyclist.
Yes, share your experience on up to two cycling routes	Starting at Seaside, ride to the Round Mountain/ Clothiers Creek loop and back	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Seaside to Fingal and back	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Neither agree nor disagree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	I would love to be able to safely ride on the roads with enough maintained shoulder to not be a hindrance to cars
Yes, share your experience on up to two cycling routes	Fingal road through village or to Kingscliff	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree			The recent and increasing use of Electric bikes & Scooters, travel speeds should be restricted so as not to endanger other users. Safety signs must be posted along route showing restricted speeds for electric bikes ,scooters, boards ,etc..
No					Tweed south especially has no bike lanes making it unsafe on roads for bikers. Further education of road users to allow for and accomodate shared road use, for bikers and cars, is required as I regularly get honked at or abuse just for using the roads on my bike.
Yes, share your experience on up to two cycling routes	Kingscliff to Wooyung	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Kingscliff to Gold Coast Airport	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	Some signs say the coastal cycleway is a dedicated bike path, other signs say give way to pedestrians. Please remove the offending sign near salt mill near 20 Marine Pde Kingscliff. The route to the university/airport needs to be completed it is so dangerous. Just stops on the 2 lane 80 km/h Gold Coast highway. Tweed Coast Road needs a dedicated bike lane on either side of the road. The path area from Hastings Point to Shell Pottsville also needs improvement.
Yes, share your experience on up to two cycling routes	Murwillumbah - Tumbulgum return	I feel safe from motorists: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Somewhat agree		I feel safe from motorists: Neither agree nor disagree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat agree, The path has	There are many roads that , for the most part, are well maintained but have sections that are very poor along the sides. For example approaching crystal creek nursery and besides the Showgrounds in Murwillumbah. This means cyclists have to choose cycling through potholes on the side or ride near the middle in front of motor vehicles.

				safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	
Yes, share your experience on up to two cycling routes	I have stopped riding from my home on Terranora to work at Tweed Hospital because the route is not safe. Felt better riding from Cabarita!	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Not relevant to this route, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Not relevant to this route, If you are riding on road- I have positive interactions with other road users: Definitely disagree			
No					There is little to no mountain bike trails in Tweed Council area. This is a great way to promote people being in nature and healthy living I strongly believe that the paths around Casuarina should not be used by speeding, larger than groups of 3 road riders. They are dangerous.
Yes, share your experience on up to two cycling routes	Ocean Ave Kingscliff to end of pathway	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree		I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	
Yes, share your experience on up to two cycling routes	Church Lane - Wharf Street - Commercial Road - Alma Street - Tweed Valley Road - Quarry Road - Lundberg Drive and return	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Not relevant to this route, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route, If you are riding on road- I have positive interactions with other road users: Somewhat agree			
Yes, share your experience on up to two cycling routes	Fraser Drive to Jack evens harbour	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Dry dock Road and Minjungbul Drive	I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	No connecting path from top of FRAZER DRIVE to MULTIPLE SCHOOLS !!!!!!!!!!!!!!! In Banora/Tweed area - VERY DANGEROUS RIDE/walk
Yes, share your experience on up to two cycling routes	Koala beach - Pottsville shops	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Pottsville to Cabarita Beach	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Neither agree nor disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	
Yes, share your experience on up to two cycling routes	From Seagulls to end of Peninsula Drive	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Somewhat agree, If you are riding on a			This path is in terrible condition particularly at the end. A concrete slab has collapsed into the water and ores now sticking up, creating a dangerous hazard for both cyclists and pedestrians. Also the grass and weeds and trees are all overgrown, making it dangerous to walk or cycle. Council does absolutely no maintenance of this path, and it is an embarrassment and a disgrace.

		path- There are safe places to cross the road: Not relevant to this route, If you are riding on road- I have positive interactions with other road users: Not relevant to this route			
Yes, share your experience on up to two cycling routes	Tweed Heads - Kingscliff	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Kingcliff -Pottsville	I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree	
No					Some off road cycling with jumps berms for kids to ride on
Yes, share your experience on up to two cycling routes	Cabarita to Kingscliff cycle/pedestrian path	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree	Brisbane Street to end of Racecourse Rd	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Neither agree nor disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Murwillumbah definitely need more cycle path. In town I mainly ride around Brisbane St and to the end of Commercial Rd. At the weekend I venture across town to Tumbulgum Rd and Racecourse Rd but too scared to go Cane Rd and around town back to Byangum Rd passed Wollumbin high school. Same going towards Dungay and Dulguigan Rd. Too scary. Actually the WORST BIT in town is cycling passed the showground towards Dungay .... It's very dangerous on a bike! Bad road and very fast drivers in a 50km zone; deadly combination!
Yes, share your experience on up to two cycling routes	Pottsville to Mullumbimby. Koala Beach, head south from Koala Beach (on pavement as the coast road is awful with drivers and road furniture. Wooyung on coast road. beachside singletrack to S Golden Beach. Bike path to Billinugel. Coolimom Senic to Mullum	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Definitely disagree	25k Loop from Pottsville - Pottsville Road from Pottsville over highway to Kane Rd. Kane to Round Mountain - gravel Loop back to Pottsville via Hastings Point.	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	There are no way near enough safe, separated bike paths. Too many 'gaps' between one bike lane and another. On road traffic calming infrastructure like chicanes make riding more dangerous (cars desperately try to overtake beforehand). Most residential areas have speed limits set too high: why is Seabreeze in Pottsville a 50kph zone? We need smooth, physically separate, direct, well-planned bike lanes if we are going to reduce the number of people in cars and encourage more people to ride bikes, not just for recreation but also for transport.
Yes, share your experience on up to two cycling routes	Falcon Way, Tweed Heads South, to border: past schools, past jetty (opposite fire station), over bridge, along the river behind the hospital, around Jack Evans Harbour.	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Not relevant to this route	Falcon Way to Machinery Drive (Bunnings and Tweed Health for Everyone)	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Not relevant to this route, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Neither agree nor disagree, If you are riding on a path- I have positive interaction with other path users: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	The area along Minjungbal Drive, between Dry Dock Road and Kirkwood Road, is dangerous for women riding alone at night. I got hassled badly by three teenage boys one night while riding home from Coolangatta and have never ridden of a night again.  Kirkwood Road, from Minjungbal Drive to Falcon Way needs the trees kept more trimmed so it feels safer for women to see what's ahead. It doesn't feel very well lit either.  A much wider path going from Minjungbal Drive right up Heffron Street wouldn't go astray either.  I'm grateful for the bike paths already and happy to see more attention going into them. I'm hoping to see more of my routes linked safely.  Aussie drivers don't (and probably never will) treat cyclists with respect. So the more that can go into keeping them safely separate, the more people will likely ride. When crossing roads is required we need more pedestrian crossings to dismount and cross many streets are tree lined and crossing is difficult.
Yes, share your experience on up to two cycling routes	Start kingscliff surf club to fingal headsp	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I	Salt to casuarina commons	I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If	

		have positive interactions with other road users: Somewhat disagree		you are riding on a path- There are safe places to cross the road: Definitely disagree	
Yes, share your experience on up to two cycling routes	Black rocks to Pottsville schools	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree			The bike path along overall drive to black rocks needs to be finished. So many children ride their bikes to school and i have witnessed many close calls with cars and children crossing st intersections.
Yes, share your experience on up to two cycling routes	Start/Finish at Karingal Avenue Bilambil Heights, down scenic drive, along Kennedy Dr, across Boyds Bay bridge, Minjungbal Dr to Sextons Hill, shared path across Barneys Pt Bridge, on-road bike lane to Kingscliff. Same route in reverse return.	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Definitely disagree	Start/finish at Kingscliff Creek, cycling south to Wooyung on shared path, on-road bike lanes and on-road no bikelane on Tweed Coast Road yowards Wooyung. Return	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	Any road upgrade or repair should include a dedicated on-road bike lane wherever possible. On-road bike lanes are much more suitable for recreational cycling than shared paths - you can't ride without stop -starting on shared paths, and pedestrians don't always feel safe having bikes riding near them. Kennedy Drive is a great example: there's no on-road bike lane, so cyclists either have to ride on the foot-path (which isn't very wide) and interact with pedestrians, or ride on the road and take a full lane to avoid being swiped by vehicles.  Further examples: Kennedy Dr and Scenic Dr roads are very popular with recreational cyclists, and it creates negative interactions with motorists as there simply isn't the necessary space for cars to pass safely. On-road bike lanes would make a huge difference (although the necessary space may not be available), although even a proper sealed road verge would help - the first half of Scenic Dr has only just been completely relaid, yet there was no attempt to increase the sealed verge even where obviously possible. This is the kind of thing that could and should be done as standard.
Yes, share your experience on up to two cycling routes	Tweed River pathway around to the rock wall.	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Tweed river walkway to the Anchorage	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Neither agree nor disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	
Yes, share your experience on up to two cycling routes	From altitude estate Terranora to Coolangatta and to Kirra and elephant rock back to Terranora	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree			I would love the path extended from altitude estate to manors point shops as the downhill road is dangerous to ride on and I can't ride off the road as often the grass is so long and uneven and has gravel in places
Yes, share your experience on up to two cycling routes	I have to ride on the road until I get into town then on a bike path from town to my place of work I an aged care facilitie	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Definitely disagree	I would feel a lot Safer if we had a bike path from Nunderi into town as I hate riding on the road. I feel safer once I get into town and have a proper bike path to rife on	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree	You Seriously need to Look at Putting a lot more pedestrian and bike Paths out at Nunderi into town as it is not a safe road for pedestrians and cyclists to be walking on especially during the sugar cane season. I have seen alot of near misses on our road involving pedestrians and cyclists. We seriously need a bike path connecting it to the bile path in town as this area is growing. We seriously need a bike path. As it is a very nice place to ride.
No					I praise the direction of Council in securing and promoting cycling and walking in the Tweed. The main problem with cycling is the interaction between cars and cyclists on the road. Both groups need education.

Yes, share your experience on up to two cycling routes	Cudgen to Kingscliff	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Cudgen to Cabarita	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree	Pretty good going into kingscliff - going from anywhere else from cudgen is a bit of a nightmare due to lack of shoulder and fast angry traffic on tweed coast road
Yes, share your experience on up to two cycling routes	Currently I drive or ride up the Tomewin Mountain Road to The Garden of Eden Rd. Riding on the roads here feels dangerous.	I feel safe from motorists: Not relevant to this route, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Cabarita beach to Fingal	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Neither agree nor disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	I cycle alot, but I still find riding a bike in the Tweed especially on the roads a bit daunting due to road width high speeds and inattentive drivers. For instance Tomewin Rd Kynnumboon from Dulgaigan Rd into Murwillumbah. This road I would like to see a cycle path on. This could be built on the southern side verge. This road is heavily used by cyclist of all levels as well as cyclist riding over the Tomewin Mountain.
No					Our family is unable to cycle in our area of Terranora due to the lack of cycle paths/lanes. It is completely unsafe.
Yes, share your experience on up to two cycling routes	Pottsville to Kingscliff Bowls Club	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Definitely agree	Charles Street to Black Rocks (Men's Shed)	I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree	I would like to see some of the bike/walk paths better maintained. I would like to see the recently installed path from Charles Street at Pottsville extended further towards Black Rocks.
Yes, share your experience on up to two cycling routes	Kennedy drive to Seagulls Gym	I feel safe from motorists: Neither agree nor disagree, If you are riding on a path- I have positive interactions with other path users: Definitely disagree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Definitely disagree	Kennedy drive to Tweed Mall	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Creating better cycling infrastructure on our roads. Better crossings for cyclists/pedestrians Cycle path/lane through South tweed with well signed path with protected lane leading to tweed river Barneys point bridge crossing, at the moment the cycling path directly is alongside the M1 and the noise from cars/trucks at 110kph is overwhelming and makes you feel exposed.  Tweed heads wharf st at ivory tavern is confusing to ride through on bicycle  I've had been hit by cars several times on wharf st which has discouraged me from cycling Paint cycling lane green or construct wider shared cycling/pedestrian path off road.  There is great cycling infrastructure in parts but there are plenty of missing links.  Kennedy drive/Gollan drive bridge is narrow to ride on and scary to ride on in peak hour But the pedestrian path is too narrow to use it as a cyclist.  Perhaps introduce a pedestrian refuge island at the tweed museum to allow cyclists/pedestrians to transition from the cycle path to riding on the left side of the road safely Safety between Murwillumbah and Uki, safety around Uki by bike and walking
No					
Yes, share your experience on up to two cycling routes	Fraser drive to dungay creek road	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Neither agree nor disagree, If you are riding on a path- There are safe places to cross	Highland drive Terranora to Banora central shops	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Definitely	Would be nice to install bike and pedestrian path along Terranora road into Banora as road is very busy now. Also a path in new estates in Terranora from altitude estate to Terranora tennis courts on Henry Lawson drive to join Terranora to Banora and not as busy as Terranora road, also makes it easier for people to enjoy the tennis courts or Terranora shops.

		the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree		disagree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	
Yes, share your experience on up to two cycling routes	From my home on Byangum Road to and back from CBD and retail areas in South Murwillumbah	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	My home in Byangum Road to Tunnel Road Stokers Siding and return.	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	Encourage businesses to be more cycle friendly with secure areas and bike racks to lock and secure bikes. Business like IGA Tweed Valley Way need to remove shopping trolleys from bike rack area . I personally have email management and went and spoke to them but they seem uninterested to do something about it
Yes, share your experience on up to two cycling routes	Black Rocks Overall Dr to Pottsville Beach Public School (Tweed Coast Rd)	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree		I feel safe from motorists: Somewhat disagree	Extend the path behind the houses on Overall Dr, Pottsville (opposite Foodworks) to Buckingham Drive. So many children riding to school on this road and so the path needs to be completed.
No					I would like to be able to ride safely along terranora road from Terranora to Fraser Drive. I currently don't ride this way as I feel extremely unsafe, but would love to be able to.
No					I live in Terranora and it would be fantastic if a walking cycling path could be created along Terranora Rd, there are many cyclists on the road which is poorly lit with heavy traffic. a separate path would be fantastic , safe and would alleviate traffic hold ups.
No					We desperately need some sort of walking/ cycling access from Terranora to Banora point. Fraser road to Terranorra
Yes, share your experience on up to two cycling routes	Nobbys Creek to Tumbulgum via Dulgaigan road and back	I feel safe from motorists: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Cudgen to Cabarita pony club via tweed coast road, clothiers creek road and watty bishop road	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree	road cycling is very different to recreational cycling - i am less likely to put my road bike on a bike path unless it is in very smooth and well maintained condition - bike paths are generally for recreational cyclists where as road cyclists are happy to share the road with motorists providing there is sufficient room for it to be safe to do so. Many areas of the tweed are too narrow to feel safe to share with cars so we tend to ride very early in the morning but still encounter inconsiderate motorists who drive too close to us on our road bikes. I would be more encouraged to ride to work more often if the road into murwillumbah from nobbys creek was safer for cyclists to share with motorists. thank you
Yes, share your experience on up to two cycling routes	Home to Mall. No defined cycle path	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Home to tennis	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Neither agree nor disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Yes. More public toilets especially southern end of Tweed River bikeway
Yes, share your experience on up to two cycling routes	Salt	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Kingscliff path	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There	It's nerve racking driving along Fraser drive due to the cyclist riding uphill. There needs to be a bike path along there and even along Terranora road as it's too unsafe for cyclists! They aren't easily seen due to corners.  Also we would love to take the family riding along our beautiful rivers or to Lake Kimberley, however, there's no bike paths and it's too unsafe driving along the road and our bike rack doesn't fit all of our bikes. Hopefully this will be improved soon.

				are safe places to cross the road: Somewhat agree	
No					Would love a path in Terranora to be used to link to Banora. Something the kids could use as safe passage to school and to access parklands.
Yes, share your experience on up to two cycling routes	Casuarina to Kingscliff,	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Not relevant to this route	Casuarina to Hastings	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Maintenance on the side of current paths is an issue, long grass hides animals that pop out and shortens the width of path when its shared with pedestrians.
Yes, share your experience on up to two cycling routes	My son Trip to Uki school	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Not relevant to this route, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Not relevant to this route, If you are riding on road- I have positive interactions with other road users: Somewhat disagree			Trying to answer for my son and myself - can I fill in two surveys under the same log in?
Yes, share your experience on up to two cycling routes	Banora-Pottsville-Wooyung-Burringbar-Murbah-Terranorra-Banora				
Yes, share your experience on up to two cycling routes	Mountain View Retirement Village to shops	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree			Maintenance of the paths are travel on is urgently needed.
Yes, share your experience on up to two cycling routes	casuarina to Kingscliff	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Definitely agree	Casuarina to Cabarita	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	The bike path from Kingscliff to Casuarina is far too narrow for the amount of pedestrian usage. Bikes are travelling along sometimes quite fast and toddlers on tri-cycles are meandering all over the path. Dogs are on leads take up a lot of the path. The path needs to be twice as wide with a centre line down the middle.
Yes, share your experience on up to two cycling routes	Cudgen Creek return trip to Cabarita Beach	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Definitely agree	Chinderah return trip to Fingal Head	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Continue the good work of maintaining our paths. Remove Swooping Magpies (thanks for the signage!) but they can still be dangerous and not ideal near paths.
Yes, share your experience on up to two cycling routes	Banora Point to Coolangatta				



Yes, share your experience on up to two cycling routes	From Myeerimba Parade to Jack Evans Boat Harbour	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Not relevant to this route	Myeerimba Parade to Kirra Beach	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	
Yes, share your experience on up to two cycling routes	Kingscliff to Burringbar via Cudgera Creek Rd and Reserve Creek Rd	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Kingscliff to Murwillumbah along Cudgen Rd, Duranbah and Eviron Rd.	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	One of the major issues of safety I have is getting through the traffic calming measures that narrow the road. Cars often overtake as the cyclist is forced into the centre of the road.  Overall we really enjoy the cycling around the tweed shire. A few measures could make it a road and mtb cycling mecca. The hills and the quiet backroads provide a variety of rides with great scenery.
No					Frazer drive has no bike path or is not wide enough to share with a car towards Cole shopping centre
No					We really need some mountain biking trails in the tweed shire. Canberra shows how well mountain bike trails can be installed in areas without impacting on the natural beauty of the landscape and also allow other activities in the same areas like walking dogs on leads. Tweed has some great areas that would be perfect for mountain biking and it could be a massive tourism drawcard for the region as mountain biking is booming in many areas. With the borders shut at the moment people can't access the Qld mountain biking trails so it is a great opportunity to capitalise.
Yes, share your experience on up to two cycling routes	loop Murbah TVW Cane rd Tomewin Rd North arm Rd Byangum Rd	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Not relevant to this route, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Byangum Rd TVWay Clothiers ck rd Eviron rd Farants rd Clothiers ck rd Tvway Byangum rd	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route	When resurfacing roads add a shoulder at least 1m wide PLEASE Busiest roads first! .Eventually all roads should have a shoulder. We dont need ,much but this simple thing can make cyclists and drivers trips much less stressful. Any narrow winding road is dangerous for cyclists. Giving cyclist a safe shoulder to ride on is win win for everybody, but they must be cleaned from time to time as road debris builds up and make rapid punctures a safety hazard. Paths are good for getting across town for commuting and safety. Many fit cyclists will be doing 30-40 kph on flat areas so riding on paths at that speed is not safe. I feel safer riding the shoulder on Tweed valley way than I do on Clothiers Ck rd . This is due to Impatient motorists having to wait short periods for a safe overtake and then passing aggressively close out of spite.or worse not waiting and passing dangerously close as the rider has not "claimed the lane" the only way to fix is to provide cyclist their own space, effectively a bike lane or at last a decent shoulder.
Yes, share your experience on up to two cycling routes	Kingscliff to Casuarina	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Kingscliff to Cabarita	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	The beachside paths should have a seperate pathway for cyclists and a seperate pathway for pedestrians as it has become far too busy for both to be on the same path, I say this as a cyclist and a pedestrian.
Yes, share your experience on up to two cycling routes	Creek street to sandalwood dr	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Creek street to corona st	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Not relevant to this route, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree,	Hastings point- tweed coast road, cars drive way too fast along there. There is a section from the bridge to creek street where the path is right next to the road. This part is very busy weekends and holidays especially in summer with people walking/riding to the creek. A crossing, speed hump, railings, lower speed limit are a few options that would help people feel safer along this section.

				If you are riding on a path- There are safe places to cross the road: Somewhat agree	
Yes, share your experience on up to two cycling routes	Bray Park to Murwillumbah footpath. Very poorly maintained. Lots of cracks and weeds.	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	Bray Park to Uki	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	I cycle constantly around the Tweed Valley. There is only one cycle path that I (can) use and it's poorly maintained (Bray Park to Murwillumbah). I often feel unsafe while on the roads, mainly because the traffic goes too fast and too few seem to have any understanding of the road rules in relation to bikes. We DEFINITELY need more bike lanes. Ad they need to be off the road, or if on, clearly demarcated and NOT suddenly coming to an end leaving one to the mercy of traffic. Murwillumbah to Uki would be a fantastic start. Ideal distance for cyclists, and if safe, would be much used. Would be wonderful to link all villages. TVRT is BEST thing that has happened in/to this town - ever!! Thank you for that.
Yes, share your experience on up to two cycling routes	Cabarita Beach to Kingscliff	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Cabarita Beach to Pottsville	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	
Yes, share your experience on up to two cycling routes	Tamarisk Avenue Tree St Kyogle Road Nullum St Knox Park	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Tamarisk Ave North Arm Rd Numinbah Rd Farmer's Market Show-ground	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Not relevant to this route, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route	I just want you to do your job and provide proper paths for Murwillumbah residents
No					Thanks for your great Services.
Yes, share your experience on up to two cycling routes	tweed to murwillumbah	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Definitely disagree	tweed to bilambil	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	please bring on the rail trial, it will bring in millions to the shire
Yes, share your experience on up to two cycling routes	Cypress Crescent, Cabarita Beach heading north past the nature reserve to Casuarina along the bike path and return	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Not relevant to this route	Cypress Crescent, Cabarita Beach to Hastings Point and return	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	There seems to be a missing link at Cabarita between the Casuarina Bike Path (which is really good) and the Pottsville Bike Path (which is also good). I don't feel safe negotiating the Tweed Coast Road traffic, so usually bike down Hastings Road.
Yes, share your experience on up to two cycling routes	Smiths Creek Rd. Uki to Tweed Valley Way. It is often narrow, lacking centre lines, and speed limit is too high, 80km should be maximum. Motor vehicles usually cut corners.	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Not relevant to this route, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the	Kingscliff to Pottsville cycle path. Needs a section avoiding Cabarita village to the hill top.	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely agree, If you	Roadside shoulders are often wide enough for safer cycling, but are littered with debris (broken glass, branches, etc), making them unusable for cyclists. A regular shoulder sweeping program to clear this debris would make the roads safer for cycling. Smiths Creek Rd is a fine example of this issue, and you need to cycle the road to understand the problem.

		road: Not relevant to this route, If you are riding on road- I have positive interactions with other road users: Definitely disagree		are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	
No					Would be good to have some off-road cycling tracks and areas for mountain biking. Have to travel to Nerang or to Grafton for mtb trails cycle lanes, wider and better maintained roads please.
Yes, share your experience on up to two cycling routes	Tropical Fruit World via Tweed Coast route, very nice however extremely tight on road. We have many cycle clubs and large groups, we ride at an average speed of 35kph so its hard to ride that fast on the footpath.	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	Tweed Valley Way, lots of room to create a separate bike lane following the highway. Very fast speeds from motorists.	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	
Yes, share your experience on up to two cycling routes	Fraser Dr heading south. Turn right onto Terranora Rd. Left onto old Highway down Sextons Hill through Tweed Heads South to Dry Dock Rd to Fraser Dr.	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Not relevant to this route, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Not relevant to this route, If you are riding on road- I have positive interactions with other road users: Definitely disagree	Fraser Dr heading south. Right onto Terranora Rd down to Tumbulgum then left at Husk head to Mcaulleys Rd. Up said Rd to Terranora Rd. Right towards Fraser Dr. Left at Fraser Dr South Tweed football club.	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Not relevant to this route, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route	Speed limits on local roads such as Fraser Dr need to come down. Fraser Drive should be 50km like other shire roads. Further there needs to be at a minimum a bike lane clearly marked on all shire roads and clearer marking at intersections. Bicycles should be given right of way at all intersections. Seperate protected bike lanes should be around all schools and shopping centres to reduce car traffic and encourage kids to ride to school safely and provide people with an incentive to make short journeys by bike.
Yes, share your experience on up to two cycling routes	Blakeney's Road Stokers Siding to Murwillumbah town center	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Not relevant to this route, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Not relevant to this route, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	I ride on the old road not on the old highway.	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Not relevant to this route, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route	There are no paths and the one in planning doesn't come (rail trail).....it's just a mind bubble....
No					Please extend the paths so that the cyclists are off the road completely - they are far too dangerous and there will be an increase in accidents the more and more they are on the roads
Yes, share your experience on up to two cycling routes	Kingscliff to Cabarita	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Kingscliff to Fingal	I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	
Yes, share your experience on up to two cycling routes	From Bilambil Heights to Tweed Heads (library, shops ++). Relatively good, if I completely avoid Scenic Drive going down the hill, which is a death trap for cyclists. From about Seagulls onwards there is sharing with pedestrians, which is quite good.	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Tweed Heads to Kingscliff - I have tried a number of times to do this ride, but never been able to find a safe cycle path option once I reach Tweed City Shopping Centre.	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	I appreciate that the council is considering improving cycling infrastructure.....it is definitely a sustainable transport which should be given high priority.

Yes, share your experience on up to two cycling routes	I commute from Banora Point on the off ride bike way to Coast Cyclery (Tweed Heads). Drydock-River- Behind Tweed Hospital.	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Coast Cyclery to Banora Point. Past Tweed Hospital- River Kennedy drive- Under footbridge (Hwy)- Past Tweed soccer club - Gravel next to radio station- Past Harvey Norman Centre- Banora Bike way to Home.	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Working in a bike shop for the past 20 years I been lucky enough to travel around the world & ride some cycling friendly countries. I think the Tweed has done a wonderful job creating an on & off road cycling paths. I think there are some areas that could create jobs & revenue for the local economy (Cafe's & accommodation) . Most road cyclist (Group rides) are looking at ways to go from the Coastal areas to the hills in country areas to get away from traffic. I think they need SCC (Safe Cycling Corridors). SCC are a link road eg Drydock/Fraser Drive/ Teranorra Rd that has a concrete barrier between cyclists & motor vehicles. This will help to encourage these riders to get out of busy traffic areas. The biggest area of growth in our shop is Commuting bikes which use the amazing bike ways built already. But E-bike mountain & gravel bikes are the places that need more facilities. Gravel rider's are looking for safer ways to get from the bike way on the coast to Murwillumbah to the start of the Rail trail & other gravel roads. I would suggest a on the road bike lane on Round mountain/ Reserve Creek road. This way they could use the existing bike way on the coast then head inland. With the boom of off road riding ( most people want to avoid motorists & enjoy nature ) we need entry level Trails, eg Pottsville trail for families and beginner cyclists and a more advanced trail eg Ready Creek on the GC. They used a very small area on the side of a hill to create a challenging ride. People also run & walk these places. We thought that under the freeway next to the bike way on Sextons hill before Barney's Point would be perfect. With traffic noise, not a lot of housing and on the side of a hill it would be ideal for the advanced rider & the low lying flat area for the beginner with a separate trail that could be linked. Last but not least is a ring road circuit eg Runaway Bay sports Centre. We have so many people coming into the shop asking for an area where they can ride some laps at speed without cars. These circuits can be hired out for events. I thought an area off interest is around the outside of Arkinstall Park. Thank you for your time & efforts on making Tweed region a safe cycling area. Cycle tourism is a massive growth area with places like Derby & St Hellens in Tasmania, Bright in Victoria. I really think with the rail trail & these other areas improved we can make the Tweed a must do on cyclists bucket list. Cheers Paul.
Yes, share your experience on up to two cycling routes	A short circuit which includes the path from Barney's Point Bridge to the top of Sexton Hill	I feel safe from motorists: Not relevant to this route, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Not relevant to this route	Barney's Point Bridge to Casuarina and back	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	
No					Please connect Kirkwood Rd/ Davey St with Alf Memorial Drive along the side of Tweed Golf Course to enable me to avoid most of the driveways/ side streets/ traffic when cycling from Tweed Heads south to Kingscliff and beyond.
Yes, share your experience on up to two cycling routes	Smiths Creek, Stokers Siding, Murwillumbah				
Yes, share your experience on up to two cycling routes	Murwillumbah Byangum Bakers Rd Stokers Siding Smith Ck Hill B'bar range North Minnows Rd Fernvale Rd top quarry hill Murwillumbah	I feel safe from motorists: Somewhat agree, The path/road is well maintained: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Murwillumbah Boat Harbour Chillingham Hopkins Ck Murwillumbah	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The path has safe places to cross the road: Neither agree nor disagree	There are safe minor roads but access is often via main roads with limited or no safety for cyclists
Yes, share your experience on up to two cycling routes	Terranora road, Fraser drive to Tweed Hospital	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Definitely disagree			

No					More information signage to drivers regarding overtaking distance on the road would be a plus for the safety of cyclists.
Yes, share your experience on up to two cycling routes	Starting in Coolangatta, along Wharf street to Minjungbal Drive, to the M1 bike path over Sextons Hill, over the Tweed River Bridge to Chinderah Bay Road, Wommin Bay Road to Kingscliff Street/ Pearl street, over Sutherland St Hill to the Casuarina Bikeway	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Not relevant to this route, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Not relevant to this route, If you are riding on road- I have positive interactions with other road users: Definitely disagree	Starting in Coolangatta, along Wharf street to Minjungbal Drive, turn into Dry Dock Road and then into Fraser Drive, up the hill to Terranora R, then all the way along Terranora Road to Dulguigan Road, then Tomewin Road to Queensland Road to Murwillumbah	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Not relevant to this route, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route	Cyclists are hardly considered in the road planning network in the Tweed. Cyclist safety appears to be secondary to all other concerns. For example - Bike lanes constantly disappear, road furniture sits in bike lanes, turning lanes precede bike lanes, road shoulders are tiny or full of potholes, signage for cars about cyclists (ie: minimum distance requirement or sharing road) are lacking. Safety for advanced cyclists on Tweed Roads needs much more consideration and improvement.
Yes, share your experience on up to two cycling routes	Casuarina to Kingscliff	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Casuarina to Bogongar	I feel safe from motorists: Definitely agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Safety issues' Magpies are very dangerous. Remove signs when mesting has finished. Provide alternative routes e.g. the Path along Cudgen Creek rather than the esplanade. Pedestrian Crossings across Casuarina Way so the 100s of families can access the bike tracks (and get home from School buses. The current island crossings are a joke. Install a training "road" in a park(s) where young kids can learn the road rules. Better access to schools. Better Amenity. Extend the track along Cudgen Creek from the boatshed to the bridge, and then along the southern bank to the ocean. Provide better access for riding on the beach from Cabarita to Kingscliff. This is fantastic with a favourable tide and wind. It could include beach platforms at Casuarina, Salt and the Cudgen Creek mouth which others could use also to enjoy the ocean and whale views.
No					the reason i don't use my bike more often for either commuting to work or recreational purpose is because the lack of footpath in my area to be able to get into town.
Yes, share your experience on up to two cycling routes	Start at Pottsville and End at Casurina	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat agree			The biggest concern for me is that there is not a long (> 20klms) continuous well maintained bike path anywhere in the Tweed Shire (& in particular not anywhere between Pottsville and Fingal)
Yes, share your experience on up to two cycling routes	Hastings Point to Pottsville on shared bike/pedestrian path	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Not relevant to this route	Hastings Point to Fingal Head mostly on shared bike/pedestrian path but on some roads connecting bike paths.	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	I have ridden on Rail Trails in Qld and Vic for cycling holidays. I look forward to riding our own Rail Trail which will connect communities and bring tourists to the villages on the route.
Yes, share your experience on up to two cycling routes	Dry Dock Road Tweed South to Coolangatta Kirra then back through Ducat Street, under M1 bridge onto Dry Dock Road	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Dry Dock Road travelling round the back of south Tweed, Banora Point and through Sout Tweed township and back to Dry Dock Road	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	
No					Having smooth and safe paths away from motor vehicles would be really great.

Yes, share your experience on up to two cycling routes	From Bilambil Heights to Tugun	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Bilambil Heights to Greenmount	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	
					<p>I have done a lot of cycling in the past (in Melbourne) but in Murwillumbah, where I live, there seems to have been little attention to safe biking and many of the roads out of town are too narrow.</p> <p>I would love to see bike lanes and trails developed in and around Mbah and would certainly use them.</p> <p>The new bike 'rail' trail will end at Murwillumbah and there needs to be safe ways for these bikers to enter the town, travel to places like the Gallery, park their bikes etc. Murwillumbah needs to become a bike friendly town.</p> <p>Bike lanes need to become the norm throughout the whole shire interconnecting our towns/ villages.</p> <p>Would love some bike nature trails. Eg through local Forrest areas. Linking to rail trail at Murbah. So exciting</p>
Yes, share your experience on up to two cycling routes	Kingscliff to cabarita	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Kingscliff to fingal	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	
Yes, share your experience on up to two cycling routes	1. Fingal to Tweed Heads CBD.				
No					<p>Please build a off road footpath along Sand Street Kingscliff. There are so many kids that have very near misses with cars due to motor vehicles speeding and blind corners.</p> <p>There desperately needs to be a separated bike &amp; pedestrian path through terranora. this path would need to go from the traffic lights at leisure drive, up Fraser drive, along terranora road to bilambil road. This would allow pedestrians &amp; cyclist living in the terranora area to safely assess there suburbs as currently there is no infrastructure &amp; only a very small shoulder on the road. These roads are also extremely busy.</p> <p>It would allow cyclist to get through town &amp; into the quieter roads around murwillumbah &amp; it would also allow the pedestrians &amp; cyclist to move between terranora &amp; banora without traversing the super busy roads. this one is really essential.</p> <p>There needs to be more shoulders on connecting roads. Many paths that don't go anywhere or connect to roads with appropriate safe shoulders or cycle lanes.</p> <p>There is no safe way to cycle, walk or run between Terranora (including Lindisfarne main campus and the Terranora public primary school) to Banora Point or Tweed Heads arras. So many kids, teenages and adults at risk everyday trying to ride bikes, scooter etc on Terranora road and Fraser Drive. This is a big "missing link" and I feel like someone is going to get hurt. Perhaps the Terranora developments (such as Altitude) could provide a safe link via the proposed streets. Otherwise simply having a decent road shoulder could work.</p>
No					
Yes, share your experience on up to two cycling routes	Darlington Drive Banora Point to St James Primary School, Doyle Street, Banora Point	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without	Darlington Drive Circuit, Banora Point	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without	Having a bike path on road with a physical barrier to was safer for riders and drivers alike

		missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree		missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	
Yes, share your experience on up to two cycling routes	Twin Towns Triathlon Course, Start at Oasis Pools and ride up to Fraser, through Botanical and back to the Oasis Pools 14 km course	I feel safe from motorists: Neither agree nor disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Federation Drive, Terranora to Banora Shopping Village	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	Please consider a safe pedestrian shared path from Mahers Lane Terranora to Fraser Drive, Terranora
Yes, share your experience on up to two cycling routes	Kirra to Greenmount that to Tweed mall and along the river return via West Tweed.	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Kirra to Tweed city mall and return	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	it's such a beautiful area to relax and ride along the river
Yes, share your experience on up to two cycling routes	kingscliff to murwillumbah via environ/farrants hill				
No					I would love to see a bike path on Fraser dr all the way and also Terranora rd Terranora.
Yes, share your experience on up to two cycling routes	Bay Street to Terranora Road	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Definitely disagree	Bay st to Chinderah	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Not relevant to this route, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	There are a number of roads used regularly by cyclists. Council should ensure that those roads are safe by ensuring the paved verge is wide enough to accommodate a cyclist and allow traffic to pass. Terranora Road and Fraser Drive are prime examples
Yes, share your experience on up to two cycling routes	Coolangatta to top of Curumbin valley	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Coolangatta to Hastings Point	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	
Yes, share your experience on up to two cycling routes	Tweed Heads - Potsville	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Not relevant to this route, The path/road is well maintained: Not relevant to this route, The route is continuous without missing links: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route, If	Tweed Heads - Murwillumbah	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Not relevant to this route, The route is continuous without missing links: Not relevant to this route, The path has safe places to cross the road: Not relevant to this route, If you are riding on a path- I	

		you are riding on road- I have positive interactions with other road users: Somewhat agree		have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route	
Yes, share your experience on up to two cycling routes	Uki - Murwillumbah (Kyogle Road)	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Not relevant to this route, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Not relevant to this route, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Brisbane Road from Murwillumbah to Dulguigan turnoff	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Not relevant to this route, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route	I love riding around the Tweed, and think it has the potential to be a huge draw card for cyclists. However some roads are extremely dangerous, already with bike accidents on them. Tweed Coast Road between Chinderah and Casuarina is another prime example. Tradies and P Platers are especially notorious for speeding up and driving dangerously close to cyclists. Driver education for this demographic/ age bracket to pass the driving test is definitely encouraged.
Yes, share your experience on up to two cycling routes	Pottsville to Kingscliff.	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Pottsville to Burringbar	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Not relevant to this route, The path has safe places to cross the road: Not relevant to this route, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	
Yes, share your experience on up to two cycling routes	Begin Norths Lane Nunderi, Eviron Rd , Clothiers Creek Rd , Tweed Valley Way , Quarry Rd. At Quarry Rd . I often slip into Quarry rd as there are businesses I need to visit , I feel like the Quarry Rd/ Tweed Valley way roundabout do me in one day!	I feel safe from motorists: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Nunderi, Clothiers Creek Rd, Tweed Valley Way, McCloud Av, Cane Rd, Racehorse Rd ,Tumbulgum rd, main town block for shopping.	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree	The original plan for the Rail trail went from Condong to Crabbes Creek, using the old cane train network to the mill. The " cane train rail path would be an ideal commuter path for workers and shoppers as more commercial activity takes hold east of town centre. The more people who use bikes in and out from East of the Tweed River , the less we'll have the " peak hour" queueing over the Tweed Bridge. Also the Quarry Rd / Tweed Valley Way roundabout is an horrendous traffic hazard and needs either a short tunnel to negotiate . Could there please be a safe passage via Commercial Rd, along the river, from west of town, this too would greatly ease congestion and provide a scenic cycle to town residents. It is a well used pedestrian path for exercise already but cyclists have to contend with traffic. This will become even more imperative as the " Super School " plans go ahead.
Yes, share your experience on up to two cycling routes	Marine Parade opposite ozone street to salt park kingscliff. In need to link the path before and after bowling club as it gets very tight crossing along bowling club and then you have to either go through town or into the carpark to get back on the track.	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Kingscliff primary school to Ozone street via Marine parade	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Not relevant to this route, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	Kingscliff primary school needs safer paths and crossing to get to Marine Parade path for children who don't live on the hill. Lighting from Kingscliff Marine parade to salt, it is so dark particularly between salt and Kingscliff creek and dangerous. Link up the path in front of the Kingscliff bowling club so you can ride the whole way without crossing or getting in pedestrians way in busy paths. Most people ride through the carpark to avoid this which is really dangerous with lots of reversing cars.
Yes, share your experience on up to two cycling routes	Tweed valley way to town centre	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Definitely disagree	South Murwillumbah to Wollumbin high	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	We need more in Murwillumbah. I would love for one to connect Condong to town. Please



Yes, share your experience on up to two cycling routes		I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree			Please complete a proper bike path from tweed city to the new tweed hospital
Yes, share your experience on up to two cycling routes	Jacaranda Avenue to Freckles kindy	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Jacaranda Avenue down to the boat ramp and along the river path	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	I would like a path to cycle along Jacaranda Avenue Tweed Heads West
Yes, share your experience on up to two cycling routes	85 Commercial Road, Murwillumbah to 12 Queen Street, Murwillumbah	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	85 Commercial Road to Art Gallery	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	
Yes, share your experience on up to two cycling routes	From Byangum, using Tyalgum and Kyogle roads to Murwillumbah	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Definitely disagree	From Murwillumbah along Tweed Valley Way	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	Unable to fill in above . Didn't work. From Byangum to Murwillumbah is extremely dangerous ride on 80-100 klm roads with no room for cyclists.
Yes, share your experience on up to two cycling routes	Kingscliff to Pottsville	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Kingscliff to fingal	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	
Yes, share your experience on up to two cycling routes	Start Hardy Park opposite Hampton Court road Pottsville. The riverside cycle track begins here then there is a missing link before the cycle /walking track starts again south of Taylor Drive. urgently need footpath for children/ mother strollers etc	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Definitely disagree			The footpath commencing at Hardy Park opposite Hampton court road Pottsville heading in a southerly direction beside the creek needs to be completed The footpath starts again south of Taylor drive.. There is a missing link and at present and we have to share the road which is dangerous if cars are parked on the kerb. Children going to school/ mothers with strollers general cyclists walkers etc would all benefit . There is no designated off road footpath at PRESENT. This riverside path could be a real feature for the town. Please consider urgently before an accident happens.

No					Please have a vote for the disabled... so many good things could be done up in Bilambil heights for the elderly with shop access and a beautiful Broadwater walk which is there but just dirt and extremely poor access
No					Safety is paramount
Yes, share your experience on up to two cycling routes	The bottom or Uriup Rd (Dulguigan end) to Tumbulgum	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Not relevant to this route, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Margaret Olley Art Gallery to Uki via Stokers Siding	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Somewhat agree	More bike lanes around Murwillumbah surrounds would be fantastic, the area is extremely popular with cyclists but often the cars are driving very fast and sometimes cut corners, and sometimes the cyclists ride side by side making it difficult to cross on a windy road, so separate lanes would be much safer. I would also want my kids to ride to school if the road was safer to ride on
Yes, share your experience on up to two cycling routes	Tweed city murwillimbah	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Not relevant to this route, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Not relevant to this route, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Tweed Kingscliff	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Not relevant to this route, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route	Shoulders of roads wider to allow bikes and vehicles to be separated. The shoulders better maintained to remove debris to prevent damage to bikes. Potholes, man hole covers etc to be removed from bike lanes to prevent injury.  Bike lanes painted differently to enable vehicles to differentiate.  Bikes lanes to be wide enough for 2 a breast riding.
Yes, share your experience on up to two cycling routes	Casuarina beach path	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Not relevant to this route	Tweed Coast Round Mountain road	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Not relevant to this route, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route	I enjoy the local routes (bike/pedestrian paths) for leisurely cycles with the family, but there are not many safe options to go for a ride on a road bike.
Yes, share your experience on up to two cycling routes	anchorage island to tweed harbour	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree	anchorage island to tweed bowling club	I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree	
Yes, share your experience on up to two cycling routes	Banora Hills Dr to Banora shops	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree			I love to cycle and did it a lot when I lived in Montreal - a city with fantastic bike infrastructure. One thing I hate about biking in Australia is the shared paths - cars and peds. It's too dangerous
Yes, share your experience on up to two cycling routes	Kingscliff to Pottsville	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely agree, The route is continuous without missing	Kingscliff to Tweed/Coolangatta border	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing	The town that I grew up in inThe Netherlands, they installed "wildlife friendly" bike path lighting, through the forest and dune area, which is amber coloured lighting that works on a sensor. When you go past one light post, the next light post turns on and the previous post turns off, so that you're always riding with a few hundred meters of light. This could be a great options along the bike path between Kingscliff

		links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree		links: Somewhat agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	and Casuarina, to make it safer for people to travel to restaurants for dinner by bike between Kingscliff and Casuarina, without disturbing the birds and bats with bright lights all night.
No					Please put foot paths in northern kingscliff for kids to be able to cycle on particularly on Sand St and Ocean St
Yes, share your experience on up to two cycling routes	Home to Cabarita Village	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Definitely agree			
No					Terranora road to Tumbulgum is a major link for cyclists to get to quiet country roads. It really needs a bike lane! Sealing McAuleys Road will help as this can be used to link banora point to dulgigan road. Thank you for your consideration.
Yes, share your experience on up to two cycling routes	Kielvale to South Murwillumbah	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Kielvale to Industrial area (Lindbergh Dr.)	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Not relevant to this route, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route	Cycling from Kielvale as a number of us do we have no concrete path from the Crash Centre to the bridge on TVT then we have to contend with rough grass almost to Buchanan St. Please can we have a concrete path?
Yes, share your experience on up to two cycling routes	West Tweed to Twin Towns	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree			
Yes, share your experience on up to two cycling routes	Casuarina bike path along the beach to Cabarita Headland	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Definitely disagree	Casuarina beach path to Hastings Point	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	The main issue we face is when we go through Cabarita crossing near the Beach Hotel can be dangerous. It would be great if that path extended on the eastern side of the road side.
Yes, share your experience on up to two cycling routes	Terranora to Kingscliff				
Yes, share your experience on up to two cycling routes	Caba-Plantation Rd-Tropical Fruit World-Cemetery-Farrant's Rd-Clothiers-Round Mtn-Caba	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Not relevant to this route, If you are riding on	Caba-Rnd Mtn-Kanes-Potty-Black Rock-and back via Tweed Coast Rd	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Definitely disagree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are	Tweed has the opportunity to be a world leading coastal cycling community and an national/international cycling destination. Surf, coast, mountain!

		road- I have positive interactions with other road users: Somewhat agree		riding on a path- There are safe places to cross the road: Not relevant to this route	
No					The surface is very important for older recreational riders, concrete if used needs to be well maintained.
Yes, share your experience on up to two cycling routes	Casuarina to Pottsville via Round Mountain	I feel safe from motorists: Neither agree nor disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Casuarina to Fingal Head and return	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	i will submit a separate response
Yes, share your experience on up to two cycling routes	Home tweed heads south through tennis courts cross over minjungbal drive anchorage bike path to Coolangatta	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	South tweed heads through tennis courts over M1 bridge cross at Kennedy drive then ducat st to Coolangatta	I feel safe from motorists: Neither agree nor disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Not relevant to this route, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	
Yes, share your experience on up to two cycling routes	Tweed coast road Kingscliff to Pottsville then return through lanes rd, round mountain road and clothiers. Pretty much the main arterial road sections of this route are as about as rubbish as a 3rd world country. I could bring up dozens of roads in the a				
Yes, share your experience on up to two cycling routes	Condong- Murwillumbah	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Condong - Tumbulgum	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Definitely disagree	Gutters should have bike/ wheelchair ramps so users can avoid taking dangerous detours on roads to get up gutters
Yes, share your experience on up to two cycling routes	Chinderah to Kingscliff	I feel safe from motorists: Not relevant to this route, If you are riding on a path- I have positive interactions with other path users: Definitely disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Not relevant to this route	Chinderah to Fingle	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	If we have to live with Covid this is a perfect survey
Yes, share your experience on up to two cycling routes	Casuarina to Pottsville	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing	Casuarina to Fingal	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without	Better signage (include that this is a shared road) when the road is shared between bicycles and cars. Clear marking of cycle lanes. Better maintenance of road shoulders. Car drivers frequently become annoyed and sometimes abusive because cyclists are not on the extreme left but this is usually because the shoulders are in poor condition or downright dangerous.

		links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree		missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	
Yes, share your experience on up to two cycling routes	Riversdale blvde to tugun	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Fingal head to Pottsville	I feel safe from motorists: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Education of pedestrians regarding sharing of pathway, no outbursts of anger when they have to move single file/or to the left. Dogs kept on short leads.
Yes, share your experience on up to two cycling routes	Casuarina to fingal	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Casuarina to Pottsville	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	
Yes, share your experience on up to two cycling routes	Adelaide St to D'bah; Adelaide St to Kirra.	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree			It would be great if the bike paths afforded a better ability to skate on them. I.e. smooth concrete rather than exposed aggregate, minimal joins, and at least 3m wide. I skate regularly, and do it on the road, due to it having a more consistent surface, but this is a risk to me, and also hinders traffic flow.
Yes, share your experience on up to two cycling routes	Kingscliff to Cabarita	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Kingscliff to Fingal	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	Traffic islands protruding on to road forces cyclist into traffic lanes
Yes, share your experience on up to two cycling routes	Pottsville to Kingscliff	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree			All of the answers in question 16 are important and would encourage me to cycle more. If the bike paths we were continuous (no missing sections between Pottsville and Kingscliff I would allow my children to do more independent riding. I think bike paths are a priority issue to encourage healthy and active living for the community.
Yes, share your experience on up to two cycling routes	Kingscliff to Casurina	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road:	Home to Murwillumbah town Centre	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely	

		Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Not relevant to this route		disagree, If you are riding on a path- I have positive interaction with other path users: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	
Yes, share your experience on up to two cycling routes	Cabarita to Kingscliff bike path part of the NSW bike path. Runs along next to beach.	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree			<p>I cycle all the time. What I have noticed is:</p> <p>No one understands bike path rules, especially women who have no idea to keep left at all times.</p> <p>Pedestrians look at you with anger as if to say, "what are you doing on here/you shouldn't be here/I'm not moving over for you/I have right of way/my dog and I own the path/will not give way even when asked".</p> <p>Men especially take their very young children on the path whether on their own bikes or just walking ahead of any adult, which is dangerous when there is cyclist motoring very fast on the path.</p> <p>There needs to be a dotted line showing left and right sides of the path so people can stick and stay to the left.</p> <p>People tend to walk out in front of you, turn in front of you, have their dog on leash which extends right over the path.</p> <p>Many people have dogs off leash very dangerous for bike riders.</p> <p>There needs to be many signs on the path indicating bike rules and dogs on leashes at all times.</p> <p>More signs painted on the path for dogs to be on leashes.</p> <p>Too many ruts in the concrete bike path is quite uncomfortable. Ruts not fixed up. The wooden bridges are in disrepair and need considerable work on them. Someone is going to go through one soon.</p> <p>There is going to be an accident because many people do not stay left.</p> <p>A BIG PROBLEM, school children cycling straight onto the intersection before the kingy bridge without looking before crossing. That stresses me out just watching them fly down the path. I try to tell them but of course they don't listen.</p> <p>The path should have been made much wider. It's too narrow for people and bikes and dogs etc.</p> <p>What I like is the shade, beautiful trees, ocean views, rainforest canopy whilst cycling; peace and quiet, birds, some people are respectful, thankful you have indicated you are coming behind them; friendly and sociable; I just love the Cabarita to Kingscliff path and we are very lucky to have it. BUT it needs work.</p> <p>If people are riding ebikes, there should be a speed limit.</p>
No					<p>We just need more places to roam freely, we need more paths meandering along the rivers or through farmland, where perhaps council could offer a rates discount for land owners who allow access through their property on a maintained route.</p> <p>We need to encourage recreation as the northern rivers is comparatively poor when it comes to access to the outdoors environment.</p>
No					<p>Paths following rivers and to places of natural beauty. Could farmers be given an incentive to create tracks through their land. Maybe discounted rates. We could attract more tourism to our area and locals could enjoy keeping fit and healthy by having a variety of paths to follow</p> <p>Trimmed trees near crossings</p>
Yes, share your experience on up to two cycling routes	Cudgen to Kingscliff Beach	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Cudgen to Cudgen creek	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	
No					<p>Current infrastructure needs to be maintained and missing links completed before starting new projects. Wholistic approach to be taken to ensure the shire works as a whole rather than the patch work approach it is now.</p>
No					<p>I would really love to have a safe cycling track around Murwillumbah for myself, husband and 3 young children (ages 7, 5 and 2.5 years.) We have moved from Brisbane in the last year and really miss the amount of time we could safely spend outdoors on our bikes or scooters moving around our local community. There are no safe spaces to do this in Murwillumbah which leads to less community activity and less opportunity to be active and outdoors.</p>

Yes, share your experience on up to two cycling routes	Bakers Road Loop through Stokers Siding, Fernvale and South Murwillumbah.	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Bakers Road to Dungay	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Neither agree nor disagree, If you are riding on a path- I have positive interaction with other path users: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	Public Awareness Campaign about benefits of cycling to the community and raising driver awareness of their responsibilities to all members of the community.
Yes, share your experience on up to two cycling routes	Cotton beach to Kingscliffe	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Definitely agree	Cabarita to Pottsville	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely agree	
No					Cabarita/Bogangar really needs to be considered here, pathways do not link are not safe, crossings need to be put on busy roads so children can ride bikes to school and daycare safely. At times children have to ride onto the road to get to a destination.
Yes, share your experience on up to two cycling routes	From Ewing Street to the Lundberg Drive in the Industrial Estate to accompany our 15yo to martial arts	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Ewing Street to Riveroak Drive Bray Park	I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	The path to Bray Park needs to be wider - its difficult to share with pedestrians, too narrow. Wider safer road shoulders (where off road paths aren't possible) are needed to get kids from home to school to after school activities and back.
No					Bike paths that are good for leisure rides with kids
Yes, share your experience on up to two cycling routes	Tweed Heads start, Kennedy Drive to Bilambil Heights, along Hogans Rd then along Rous River to Murwillumbah.	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Tweed Heads to Tweed South, Barnbeys Point bridge, onto highway the Tweed Valley Way to Murwillumbah	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	It would be great to see a high quality bike path link from the Tweed to Murwillumbah area. If of high quality there would be a significant increase in people riding to Murwillumbah, helping local businesses. A possible route would be from Bilambil village along creeks and Tutes Bay to Kennedy Drive (Seagulls area), then up through to Boyd Street in Tugun. South of Bilambil via Hogans Road then a pathway bridge over Rous River to connect to backroads to Cane Road, then into Murwillumbah. Another great ride for more experienced riders is over Mt Tomewin to Currumbin Valley. Both routes would bring more Queensland riders in to the area and help link the Rail Trail.
Yes, share your experience on up to two cycling routes	south of foodstore near victoria ave pottsville ends near taylor st. I regularly go in this direction and always feel unsafe as i have to share the road on my bike. children going to school have no designated foot-path between these two points! DANGEROUS!!	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Definitely disagree			The proposed path mentioned above would be well used by the community of Pottsville. We do not have a scenic pathway/cycleway for exercise and recreation. Children would be able to cycle safely to school on an off road footpath. This missing link needs to be fixed up fast before an accident happens. Thank you.
Yes, share your experience on up to two cycling routes	Bray Park to Murwillumbah CBD along Kyogle Rd	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Somewhat agree, If you are riding on a	Murwillumbah CBD to South Murwillumbah over the bridge	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has	Bike access across the river needs to be addressed before the Rail Trail opens. Currently unsafe to ride on the road (edge of the road where a bike rides is very rough). Also not legally allowed to ride on the bridge footpaths. The path out to Bray Park is a fantastic piece of infrastructure, but it has had very little maintenance since it opened in the 80's. It has many very damaged sections and is only wide enough for 1 person. When passing another pedestrian or cyclist, you have to

		path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Not relevant to this route		safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route	leave the path. The section from the High School down to the flat is good and the rest of the path needs to meet this standard.
Yes, share your experience on up to two cycling routes	poinciana ave to woolworths in caba.	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Not relevant to this route, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	reefwater circuit to bogangar public	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	
Yes, share your experience on up to two cycling routes	Hastings Rd/BanksiaAve to Bogangar PS	I feel safe from motorists: Neither agree nor disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Somewhat agree			
Yes, share your experience on up to two cycling routes	Marine parade cycle track north				
Yes, share your experience on up to two cycling routes	Lorien Way to Centre of Kingscliff along Elrond Dr	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route, If you are riding on road- I have positive interactions with other road users: Definitely disagree	Lorien Way to Centre of Kingscliff via Marine Parade	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Wider paths and more footpaths for safer routes
No					Some lane marking down the centre of the paths to separate pedestrians from cyclists
Yes, share your experience on up to two cycling routes	Kielvale to Murwillumbah CBD	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Definitely agree	Murwillumbah to Chinderah	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	The Tweed shire desperately needs a safe cycling link from Murwillumbah to Chinderah with a hopefully cycle / pedestrian bridge over the Tweed river at Murwillumbah. . This then links to Banora, Tweed and Gold Coast into one massive cycleway. It will also link the coastal villages and ultimately complete a loop to the Rail Trail. Such a cycle way would put the Tweed Shire on the world map in terms of great cycling journeys as good as anywhere in the world. It would be a massive tourist draw card, add to the public amenity of the Tweed that residents can be proud of. The trip along the river from Murwillumbah to Chinderah is quite beautiful in the early morning despite having to ride along Tweed Valley Way. A separate cycle / pedestrian path would make this even more beautiful particularly passing through Tumbulgum village and along the river bank instead of Oaks Ave. Plus, whole lot more family friendly.
No					I see many elderly people riding bikes in my area which shows the need for safer, segregated bike ways
Yes, share your experience on up to two cycling routes	Pretty much all of the Tweed area is horrendous for cycling. There is almost no cycling infrastructure, the culture here is murderous and police are not enforcing the law. As the culture is bad and police are bad, we	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	The previous message applies to the whole area.	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I	Question 14 was poorly constructed. Both the first two options are equally important. Questions 15 and 16 offered choices of poor relevance.



	could at least build bike paths.	riding on road- I have positive interactions with other road users: Somewhat disagree		have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Definitely disagree	
Yes, share your experience on up to two cycling routes	Seabreeze to Pottsville Rd to Reserve Crk Rd to Round Mtn Rd to Tweed Coast Rd to Seabreeze	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Seabreeze to Tweed Coast Rd to Wooyung to Mooball to Burringbar on the bike path then Cudgera Crk Rd to Pottsville Rd to Seabreeze	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Neither agree nor disagree, If you are riding on a path- I have positive interaction with other path users: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree	Widen Tweed Coast Rd Widen Pottsville Rd at Seabreeze roundabouts and the hill leaving Pottsville
Yes, share your experience on up to two cycling routes	Home in on Kingscliff Hill down to bowls club along the beach front, down to the creek along boardwalk to bridge and back.	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Somewhat agree			There are so many crossing spaces that have the connecting path but no crossing which are in particularly dangerous with blind corners from traffic.
Yes, share your experience on up to two cycling routes	Darlington Drive Banora Point, to Leisure Drive, around the canals and across Greenway Drive to Lake Kimberly	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Definitely agree	Along Darlington Drive to Banora Village Shopping Centre, Leisure Drive, around Lake Kimberly back via canals	I feel safe from motorists: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely agree	Some of the kerbs , where a path meets the road, aren't graded. This makes it more difficult to negotiate. I'm sure it would be the same for prams. The path along Darlington Drive, just south of Amaroo Drive, is quite narrow, badly maintained and unsafe.
No					Only that I am only a limited distance cyclist who generally confines my cycling around Tweed Heads, Tweed Heads South and Tweed Heads West
Yes, share your experience on up to two cycling routes	Mooball to end of Burringbar Road				
Yes, share your experience on up to two cycling routes	Pottsville to Kingscliff	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Mooball to end of Burringbar Road	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Definitely agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	It is important to get more people cycling more often - for transport recreation and sport. Facilities should be designed for the range of cyclists needs - experienced and confident, safety conscious, children, older adults. Transport should be focussed on improving routes that connect essential services around towns with specific designs such as marked bicycle lanes, dedicated crossing facilities, cycle paths, shared paths, continuous networks and end of trip facilities. Recreation can be improved by ensuring design for cyclists are included in all road projects when planning, designing, constructing, resurfacing and rehabilitating roads. Minimal cost considerations for cyclists include narrowing traffic lanes to eliminate squeeze points, setting back traffic islands, placing rubber caps on guard rail posts, cycle friendly raised reflective pavement markers, smooth joints of different road seals, managing traffic speed to levels where cyclists can safely mix with cars. Being so close to the major urban centres of Gold Coast and Brisbane the Tweed Shire can benefit from providing facilities for cycling tourism and events. Recreational cycling routes can be promoted by Council on their website. Skateboarding, scootering and rollerblading require smooth surfaces for recreation and commuting.
Yes, share your experience on up to two cycling routes	cabarita to kingscliff	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Not relevant to this route			

Yes, share your experience on up to two cycling routes	Balmoral Street, Pottsville along Overall Drive to St Ambrose Primary School	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Definitely disagree	Balmoral Street, Pottsville to Pottsville Village Centre	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	Connect the missing links, particularly in Pottsville along the road of the primary schools at the very least
Yes, share your experience on up to two cycling routes	Start Cabarita Beach to Kingscliff back to Cabarita	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree			There should be respect from bike riders for pedestrians , no speeding past at dangerous speed on paths.
Yes, share your experience on up to two cycling routes	I travel from the corner of William & Dorothy St, to Murwillumbah and around the local area of Murwillumbah back to William & Dorothy ST.	I feel safe from motorists: Neither agree nor disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat agree			
Yes, share your experience on up to two cycling routes	Fingal Road from M1 to the old boat ramp park	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Forshore path from North Kingscliff caravan park to Casuarina	I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree	Having water fountains is great and also lighting along the path. PLEASE mark the middle line of the path and if able to have slightly wider that would be great. :)
No					i use current bike paths to run on on most days
Yes, share your experience on up to two cycling routes	Banora to Cudgen	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree			Lots of intersection junctions don't pick up bikes when you are at a red light if no car is waiting too. A bike button (for on road cycling) would stop me having to cycle over red lights (Banora/Kingscliff/Cudgen areas for me)
Yes, share your experience on up to two cycling routes	Kingscliff - SouthTweed				
Yes, share your experience on up to two cycling routes	Kingscliff - SouthTweed	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Definitely agree	Moss St Kingscliff - Kingscliff library	I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are	Finish the rail trail. Signage (or bulletins) to advise cyclists to warn pedestrians when they are passing them. It scares a lot of pedestrians.

				riding on a path- There are safe places to cross the road: Somewhat agree	
No					Please get more bike lanes to eliminate the danger that road cyclists currently present.
Yes, share your experience on up to two cycling routes	Casuarina to Kingscliff	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Definitely disagree	Casuarina to Cabairita	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Neither agree nor disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	the attitude of people using the pathways need to change. i.e. shared pathways. There is an especially bad group of elder people who deem that the path is only for pedestrians and them and will not share.
Yes, share your experience on up to two cycling routes	Salt to Kingscliff	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Definitely agree	Salt to Cabarita	I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree	
No					It is difficult to undertake a safe and secure 1 hour or so ride around Tweed. Shared paths are becoming congested with people walking with dogs etc.
Yes, share your experience on up to two cycling routes	Off road bike/pedestrian track from Kingscliff to south Casuarina	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Not relevant to this route	From Kingscliff to Fingal	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Not relevant to this route, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	I would love to see the Murwillumbah - Casino rail trail proceed and be run along the lines of the Central Otago Rail Trail in NZ where there is ample accommodation, points of interest, cafes, restaurants and comfort stops along the route.
No					Tyalgum Road is often used for cycling events. It is a death trap for cyclists and residents alike, and high level inconvenience during, before and after events. Tyalgum road is not safe or adequate or suitable for bikes and cycling events. Most times before events, many cyclists come on Tyalgum road, and are unsupervised. Keep these events away from Tyalgum Road, as someone will surely get injured or die.
Yes, share your experience on up to two cycling routes	North Kingscliff to Pottsville	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Murwillumbah to Tumbulgum	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat agree	I do a lot of riding on country roads. The lack of verge space and the rough condition of many road surfaces is of concern. Speed limits should be lowered on many country roads as vehicle traffic often goes too fast for the road conditions. Signs that remind motorists to leave at least 1.5m when overtaking cyclists in 60km plus zones should be erected.  The coastal path through Bogangar should be rerouted so it doesn't go along the back streets of the town.
Yes, share your experience on up to two cycling routes	Bay Street to Fingal Beach then to Chinderah back to Bay St	I feel safe from motorists: Neither agree nor disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are			definitely need better maintenance eg Minjungbal Drive has weeds growing and bad joints.

		riding on road- I have positive interactions with other road users: Neither agree nor disagree			
Yes, share your experience on up to two cycling routes	We park down the bottom of Peninsula drive Bilambil and cycle around the river and head into Tweed past Seagulls. From there we head around Tweed.	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree		I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	I wish we also had better paths around villages such as Bilambil Heights
Yes, share your experience on up to two cycling routes	SALT/Kingscliff/SALT	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	SALT/Cabba/SALT	I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree	The cycle way to Cabba is great, however when you come to the northern entry of Cabba. There is no cycle way to take you into the town, as you then need to access pedestrian path or road. I understand there is a nature reserve but any chance the path can continue along beach front and come through to Cabba surf club ? Thanks
Yes, share your experience on up to two cycling routes	Robina to Coolangatta mostly via the Gold Coast Hwy. Cooly to Tweed then down to Kingscliff. Once over the border in Tweed I find the going much harder and far riskier. The consideration for cyclists is minimal compared to Qld.	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Definitely disagree	Both the Minjungbal Dve and the Pacific Mwy routes have serious issues. Continuity, rough surfaces, traffic proximity, poor signage. Generally not encouraging for riders, particularly less experienced ones.	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	All forms of cycling has exploded in terms of participation numbers during recent times. There are far more people on bicycles everywhere. The development and take-up of ebikes has also increased dramatically. All indications point to this phenomenon trending upwards for some time to come.  For this reason it is not difficult to understand why Councils are looking to improve bicycle related infrastructure. More bikes equates to fewer cars. As an avid road cyclist (and mountain biker) I would like to see fully segregated bicycle lanes on all major and second tier routes. No one can put a price on safety, and safety is paramount.  Local authorities should be wholeheartedly encouraging this social movement by investing heavily in associated infrastructure. Along with safer cycling routes, end of journey facilities like properly secure bike lockers (good bikes are expensive), clean well lit, safe and roomy amenities will also encourage more people to ride. More people cycling delivers only positives. Less road congestion and pollution, and a healthier population. Got to be happy about that.
Yes, share your experience on up to two cycling routes	Salt Kingscliff	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Definitely disagree	Kingscliff Beachfront	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	Why is the path width at salt so different to path width at Kingscliff??? Builder Rodd needs new tape measure???
No					Cycling pedestrians and scooters and skateboards do not mix, somebody is going to get hurt. The motorised scooters and skateboards are getting faster and you cannot hear them coming up from behind. The majority of cyclists don't ring their bell coming up from behind. Where is the survey for people who walk and aren't interested in cycling?
Yes, share your experience on up to two cycling routes	Ducat street to Murwillumbah hospital	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous	Ducat street to tweed city	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without	

		without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree		missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	
Yes, share your experience on up to two cycling routes	Murphy's road to Cudgen Creek	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Lorien way to library or woolworths	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	In Wa I had the pleasure of riding along the foreshore on a Bitumen path rather than concrete...SO much smoother. In Kingscliff I often ride along the road rather than the bike path, to avoid the bone-jarring unevenness between the concrete slabs.
Yes, share your experience on up to two cycling routes	Pottsville to Fingal Head	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Kingscliff to Point Danger	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	I'm 60 years ago and have cycled most of my life, in my opinion the biggest problem is the lack of a safe connection between cycleways, I'm experienced and I even find it stressful linking the current cycleway network.
No					Cycling in Murwillumbah main streets. Little room for bikes at roundabouts and near angle parking where cars are backing out of their angle parking with little to no vision for the driver through the rear of car.
Yes, share your experience on up to two cycling routes	Casuarina to Fingal	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Casuarina to Tumbulgum	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Definitely disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Definitely disagree	we need more bike paths to be available - not only just along the beach front, but also down better access to the Tweed and the villages along the Tweed. Bike paths need to be cleaned on a regular basis as many as the on road paths are covered in glass and debris. There needs to be a campaign to encourage the sharing of the paths, be nice to each other and share the beautiful facilities that we have.
Yes, share your experience on up to two cycling routes	Recreation St, Florence St, Enid St, Bay St, Stewart St	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Recreation St, Florence St, Enid St, Warwick St, Jack Evans	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Yes. Please please please can you put a Pump Track at Arkinstall Park. Plus Tweed is in great need of a new Skate Park. The one by the pool is dangerous and now we can't get to the Cooly skate park, it leaves us with no other options. The set up at Suffolk Park would fit perfectly in Arkinstall.
Yes, share your experience on up to two cycling routes	Cabarita Beach to Kingscliff along the cycle path	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Cabarita Beach to Pottsville along Tweed Coast Rd cycle path	I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Cycling should be encouraged as a transport option and recreation in our community

No					There needs to be a cycle way across the entire Tweed. Physically separated by cement with trees for shade. This should make schools and leisure more accessible.
Yes, share your experience on up to two cycling routes	Murwillumbah to Chillingham return	I feel safe from motorists: Definitely disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Not relevant to this route, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Murwillumbah, Byangum Bridge ,Art Gallery ,Murwillumbah	I feel safe from motorists: Definitely disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Not relevant to this route	<p>The 2 double lane roundabouts in the Murwillumbah CBD are dangerous to negotiate if turning right. You have to occupy the right lane before you get to the roundabout and then operate brakes and hand signal to turn right. Once around you must then safely navigate to the far left lane to continue on all while making sure you have been seen and are being given right of way.</p> <p>Even if you wanted to dismount and cross on foot next to the roundabout there is no pedestrian crossing on the roundabout at the railway station.</p> <p>Traffic speed in Murwillumbah township is too high and needs to be dropped significantly.</p> <p>On country roads around the area road surfaces are often very substandard with broken edges which are particularly dangerous to cyclists.</p> <p>Generally there is a poor attitude from motorists to the presence of a cyclist on the road in front of them and often a very aggressive attitude.</p> <p>Police need to have regular patrols targeting dangerous driving towards cyclists, perhaps even putting an officer on a bicycle out on the road with a vehicle up ahead to pull over offenders.</p> <p>I have had 40 or so years of training, racing, and recreational cycling experience and I am still experiencing life threatening behaviour towards me from a substantial number of drivers.</p> <p>If cycling is to flourish into the future some things have to change, especially with the influx of riders we will experience with the opening of the Rail Trail.</p> <p>There is not enough secure cycle parking points in the Murwillumbah CBD</p> <p>The off the road pathways for bikes and walkers are great BUT bike riders rarely use them. They prefer to stay on the road. This increases risks for bikes and motorists on narrow roads like the Tweed Coast Road. I wish there was a way to force them back on to the ready made bike track that we invest \$\$\$ in.</p>
No					We currently have no guard rail or bike safety on the road down to Bilambil primary school from the roundabout at the top of Bilambil road.
No					We live in Tweed Heads West and we cannot ride our bikes safely at all. There are no paths or if the paths we have just stop or are overgrown. Its terrible. I'd love for my kids to ride to school but there is just no safe way for them to do that.
Yes, share your experience on up to two cycling routes	Pottsville - Banora Point (via Coast Rd)	I feel safe from motorists: Neither agree nor disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree			A safer system to commute between towns would be greatly appreciated as well as driver education.
Yes, share your experience on up to two cycling routes	Bogangar to Kingscliff	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Not relevant to this route	Bogangar to Black Rocks	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	Overhanging trees and uneven surfaces (wooden boardwalks) on the path between Casuarina and Kingscliff are making it unpleasant and even dangerous to ride.
Yes, share your experience on up to two cycling routes	Pottsville Beach (Overall Drive) to SALT Kingscliff	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree			This was for a mobility scooter, I use to have a trike (too dangerous)

No				One piece cycle ways or paths shared with pedestrians with no centre joints as these are dangerous for cyclists
No				Where possible take into consideration regular magpie territories that become an issue during nesting times.
No				Bilambil road is a death waiting to happen. Drivers overtake cyclist in this narrow road. Please make bikers ride single file
Yes, share your experience on up to two cycling routes	Just around my local area close to my home on Overall Drive Pottsville	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree		Overall Drive is not a safe place for bikes but there is limited access behind the houses for safe travel for both children and adults wanting to improve their mental and physical health. There needs to be a connection from the black rocks public access pathway from Blackrock estate that finishes in a southerly direction at McKenzie Street up to to the new pathway built behind houses on 11- 25 Overall drive, children, families and adults / seniors lives depend on it.... I have witnessed bike vs car accidents out the front of my house (on Overall Drive) and it was the most confronting thing I ever saw which led to a child hospitalized for several months !!! We need footpaths and bikeways to keep our children and elderly safe and they deserve to have access to the creek from 69 Overall to 89 Overall Drive its not a private sanctuary for those residents in place , its public land, that is perceived by the majority of residents as blocked from public access.. Kids have started making a bike ramp along Overall Drive , they are not hurting anyone , although I think they did cut down some trees.... Kids need a safe place to access and play and the area on Overall Drive that they have made as their bike ramps throughout Covid lockdown should be opened up to them as BMX tacks or a skate park .. There are more young people living in Pottsville nowadays, they need somewhere safe to play, they probably haven't gone about it right, but you cant blame them for utilizing a previously empty and unused space off road to play safely can you ?
No				Would love duranbah/cudgen/eviron roads to have dedicated bike lanes, particularly along narrow duranbah rd. A very popular and scenic cycle route. But could be better maintained with road edges swept too-lots of debris.
Yes, share your experience on up to two cycling routes	elanora av via bicentennial park to home	I feel safe from motorists: Neither agree nor disagree, If you are riding on a path- I have positive interactions with other path users: Somewhat disagree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	elanora av to town bridge	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Definitely agree
No				No
No				In todays world I think the word "cycle" is too liberal. Some powered "Cycles: weigh in excess of 50Kg and travel without assistance at 40kph or more. These electric bikes must be separated from real bicycles and pedestrians.
Yes, share your experience on up to two cycling routes	Casuarina beachside pedestrian / cycle path from Bogangar to Salt	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree, If you are riding on road- I have positive interactions with other road users: Not relevant to this route	Casuarina (southern end) to Kingscliff via the path to the Rugby Fields and then via Tweed Coast Road to Cudgen and Kingscliff	I feel safe from motorists: Definitely disagree, If you are riding on road, I have positive interactions with other road users: Somewhat disagree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Not relevant to this route, If you are riding on a path- There are safe places to cross the road: Definitely agree
Yes, share your experience on up to two cycling routes	Around Darlington Dr, Leisure Drive loop road around the golf course.	I feel safe from motorists: Definitely disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I		An upgraded dirt BMX/Bike track for children. There currently is one built by the community at the end of John Baker Reserve, but an upgrade or newer facilities built at John Baker Reserve would help.

		have positive interactions with other road users: Somewhat agree			
Yes, share your experience on up to two cycling routes	Howards Road Burringbar, left hand turn Cudgera Creek Road - follow the gravel road through to bitumen, Cudgera Creek and return same way. Can add diversion down the Wabba Road link track to Mooball National Park fire trails.	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Howards Road Burringbar, right hand turn onto Cudgera Creek Road to Tweed Valley Way, left hand turn on road for short distance to Broadway right hand turn to Village Centre-through to Upper Burringbar on road. Various side road options - return same way	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	Consideration for local linkages to the Rail Trail from Burringbar North and South so that residents can use the Tweed Valley Way underpass once the Rail Trail becomes operational. Tweed Valley Way has no formal road crossings and vehicles often exceed the speed limit. Consider more road marking symbols - especially in the rural villages where people also ride horses on the road. Also consider lowering the speed limits within the confines of the village residential areas- even beyond the confines of the village centre. Heavy vehicles and cars often travel at high speed on rural roads which makes it unsafe to consider active transport. Rather than "drive to conditions" signs actual speed limits should be signposted. Why do vehicles need to travel faster than 50-60km beyond the confines of residential areas- especially on narrow winding roads that have many driveways either side?
No					Cycling tracks should also be able to carry mobility scooters also.
Yes, share your experience on up to two cycling routes	Cabarita Beach town centre to Casuarina town centre	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Cabarita Beach town centre to Pottsville town centre	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Somewhat agree, The path has safe places to cross the road: Somewhat agree, If you are riding on a path- I have positive interaction with other path users: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Somewhat agree	Greater priority needs to be given to people riding bicycles. For example, many of the 'short-cut' paths in Cabarita Beach/Bogangar have metal or timber barriers in the middle of them (presumably to stop vehicles or motorbikes using the paths), but they end up penalising path users. I was never able to use these paths when towing my children in a bicycle trailer, so instead I had to ride the longer (and less safe) route to daycare, playgrounds etc. Please remove these barriers and if something does need to go in their place, please just use a yellow/reflective bollard like at the end of Phillip St behind the Pottsville Beach Neighbourhood Centre.
No					I won't cycle from home as Clothiers Creek road is too narrow and dangerous with school buses, cane trucks, other heavy vehicles and cars that often tend to go faster than the local 60km limit or 80 Km. A dedicated bike path would allow me to feel more confident about riding into town.
Yes, share your experience on up to two cycling routes	Coastal bike/pedestrian path from Black Rocks, Pottsville to Kingscliff	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat agree, If you are riding on road- I have positive interactions with other road users: Definitely agree		I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree	Plant shade trees along Tweed Coast Road bike/pedestrian path verge between Cudgera Avenue Pottsville and Shell Petrol Station at Hastings Point.
Yes, share your experience on up to two cycling routes	Pottsville, Hastings Point to Cabarita and return.	I feel safe from motorists: Somewhat disagree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Pottsville, Hastings Point, Cabarita, Casuarina, Kingscliff and return	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	It would be good to see a SAFE bike route linking Pottsville and other coastal towns in the Tweed to the Rail Trail when it is completed. It would also be good to have a series of connected bike routes that maximise the coastal scenery and parklands in the Tweed. This would be great for locals and for tourism.
Yes, share your experience on up to two cycling routes	Pottsville to Cotton Beach	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree, If you are riding on road- I have positive interactions with other road users: Somewhat disagree	Pottsville to Hastings	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Somewhat agree, The path/road is well maintained: Definitely disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Somewhat disagree, If you are riding on a path- I have positive interaction with other path users: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	

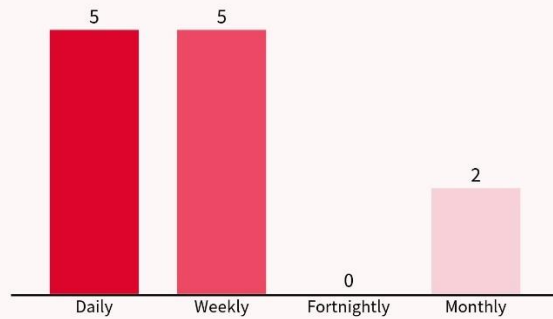


Yes, share your experience on up to two cycling routes	Pottsville to Cabarita headland and return. Bike tracks are awesome. The only problem area is the Hastings Point general store. The footpath narrows to go between the shop front seating area and between the cars nosed in. Too dangerous to ride behind.	I feel safe from motorists: Definitely agree, If you are riding on a path- I have positive interactions with other path users: Definitely agree, The path/road is well maintained: Somewhat agree, The route is continuous without missing links: Somewhat agree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Somewhat agree	Pottsville environmental park	I feel safe from motorists: Definitely agree, If you are riding on road, I have positive interactions with other road users: Not relevant to this route, The path/road is well maintained: Neither agree nor disagree, The route is continuous without missing links: Not relevant to this route, The path has safe places to cross the road: Not relevant to this route, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Not relevant to this route	Friendlier gutters next to paths would be good. If you need to ride around walkers etc but the gutters are too harsh (high/ square) to efficiently and safely ride over.
Yes, share your experience on up to two cycling routes	Tweed heads to Jack Evans	I feel safe from motorists: Neither agree nor disagree, If you are riding on a path- I have positive interactions with other path users: Neither agree nor disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, If you are riding on a path- There are safe places to cross the road: Somewhat disagree	Dry Dock Rd to Kennedy drive	I feel safe from motorists: Somewhat disagree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Somewhat disagree, The route is continuous without missing links: Definitely disagree, The path has safe places to cross the road: Definitely disagree, If you are riding on a path- I have positive interaction with other path users: Neither agree nor disagree, If you are riding on a path- There are safe places to cross the road: Definitely disagree	Crossing at Kennedy drive/minjunbul at the ivory Hotel sign is extremely confined, the only way to dismount your bike,
No					Why when re-paving roads do we not automatically extend the width to provide a consistent and dedicated bike lane !
No					Fix potholes, cycle lanes
Yes, share your experience on up to two cycling routes	I live at 54 Fingal Road, so I ride to the surf club pass the school regularly.	I feel safe from motorists: Somewhat agree, If you are riding on a path- I have positive interactions with other path users: Somewhat agree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Somewhat disagree, If you are riding on a path- There are safe places to cross the road: Neither agree nor disagree, If you are riding on road- I have positive interactions with other road users: Neither agree nor disagree	Fingal to Kingscliff	I feel safe from motorists: Somewhat agree, If you are riding on road, I have positive interactions with other road users: Neither agree nor disagree, The path/road is well maintained: Definitely agree, The route is continuous without missing links: Definitely agree, The path has safe places to cross the road: Definitely agree, If you are riding on a path- I have positive interaction with other path users: Definitely agree, If you are riding on a path- There are safe places to cross the road: Definitely agree	Fingal bike track, which is well promoted and utilised by the community, runs the whole peninsular and stops at Bambury St, where riders dismount and walk to Main Road. There is no bike track from the start of Main Road corner to the school or the surf club - this is the Fingal missing link!!
No					Need more off road paths - need a circuit running around the terranora bay
No					need more signage of the actual bike routes that are there already. Sometimes it is not obvious if a given path is allowed bicycles or not

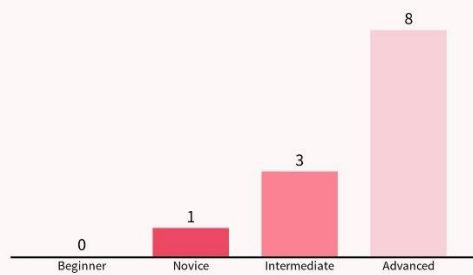
## Appendix F – Workshop Mentimeter outputs

### On-road cycling workshop

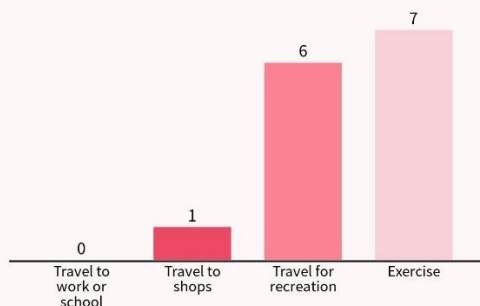
#### How often do you cycle?



#### What level of experience do you have?



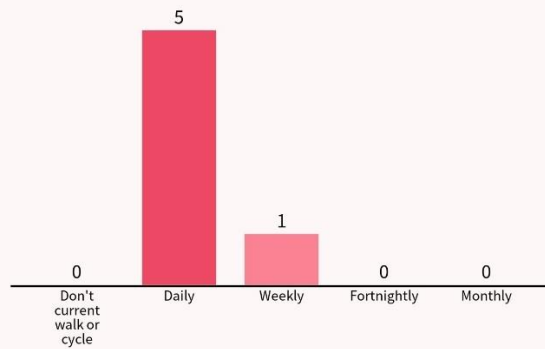
#### When you cycle, what is the main purpose of your trip?





## How often do you walk or cycle?

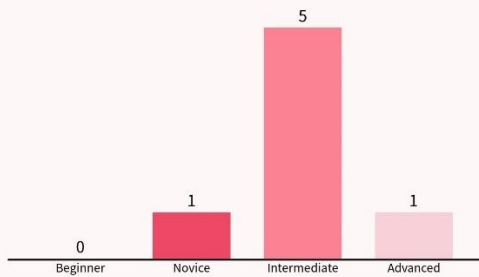
Leisa Prowse  
CONSULTING



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## If you cycle, what level of experience do you have?

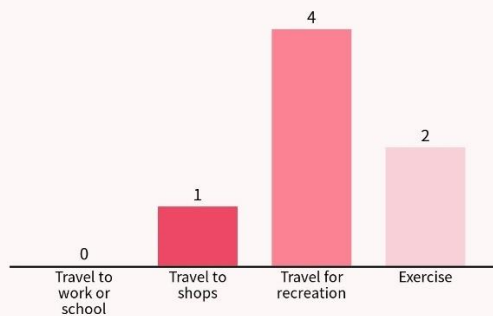
Leisa Prowse  
CONSULTING



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## When you walk or cycle, what is the main purpose of your trip?

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CONSULTING



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## What is your main interest in walking or cycling? Why do you walk or cycle?

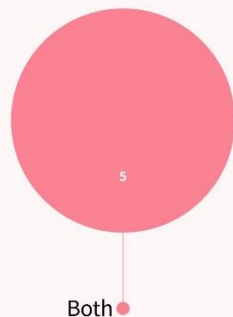


## What is your vision for walking and cycling in Tweed for the next 10 years?



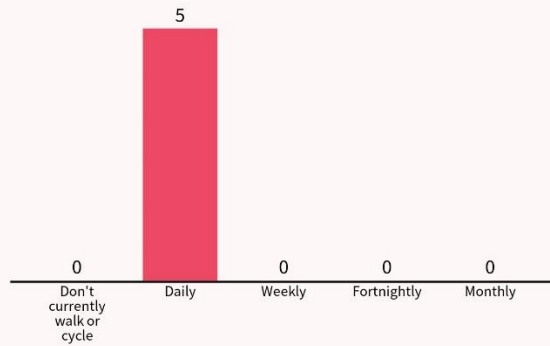
### Coastal areas workshop

## Do you walk or cycle?



## How often do you walk or cycle?

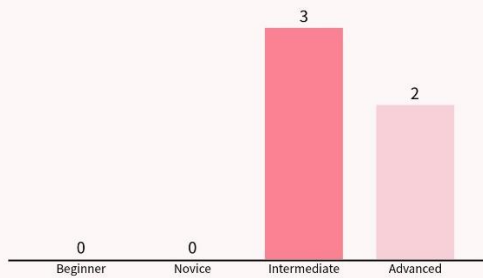
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## If you cycle, what level of experience do you have?

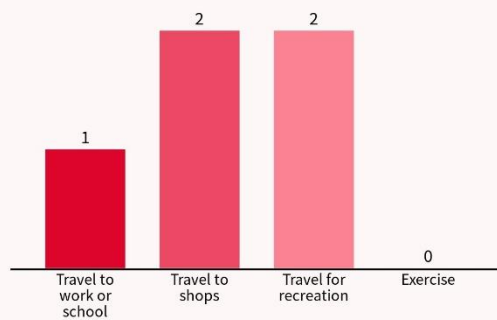
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## When you walk or cycle, what is the main purpose of your trip?

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## What is your main interest in walking or cycling? Why do you walk or cycle?

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## What is your vision for walking and cycling in Tweed for the next 10 years?

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### Northern areas workshop

## What is your vision for walking and cycling in Tweed for the next 10 years?

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# Appendix G – Workshop discussion captured in Mural

## On-road cycling workshop





# Western areas workshop



# Coastal areas workshop

Tweed Pedestrian and Bike Plan: Coastal areas



# Northern areas workshop



# Access group workshop



# Appendix B: Community Engagement Summary



Issue Type	Issue Category	Your Comment	Suburb
Cycle	Other	Stop cars from being allowed to park on the shared-use path. It reduces visibility and forces users towards the vehicle lanes.	BANORA POINT
Cycle	Crossing	A pedestrian crossing is required for children to safely cross the road.	BANORA POINT
Cycle	Crossing	A pedestrian crossing is required for people to safely cross the road or the foot path needs to be extended/continued on the eastern side to join up towards Amaro Park.	BANORA POINT
Cycle	Widen existing path	Path widening to accomodate cyclists and pedestrians.	BANORA POINT
Cycle	Path	Footpath/cycle path required to connect to Banora Central shopping centre and provide safe passage for school children at Banora High & Centuar Primary	BANORA POINT
Cycle	Other	Remove no access sign and leave gate off. It's a short distance and pedestrians and cyclists use this access anyway.	BANORA POINT
Cycle	Signage & Linemarking	Sign indicates cyclists stay on M1, However there is no emergency lane over bridge ahead and you have to mix with 100km/h trucks on the terranora Creek bridge who can't slow down to 20 km/h. There should be a sign and map indicating that cyclists have	BANORA POINT
Cycle	Path	Cycle lane needed along Terranora Rd and Fraser drive. Very popular route and not safe with narrow winding roads.	BANORA POINT
Cycle	Signage & Linemarking	More signage on how to safely cross the bridge on a bike. Need lots of it on both sides from a ways out. Also, if possible update the cycle routes on Google Maps as I can't figure out how to cross!	BANORA POINT
Cycle	Signage & Linemarking	Northbound cycleway ends here without prior warning or suggested alternative route. Resumes at Water St. Unsafe to proceed from here to Tweed City shops as multiple uncontrolled traffic conflict points exist. This is also the sole bikeway missing link be	BANORA POINT
Cycle	Other	This section and also the part near the bottom of the hill is usually allowed to become overgrown with vegetation before it is cleared. Visibility is affected and it also leaves little room for passing oncoming riders or pedestrians. Condition at present	BANORA POINT
Cycle	Other	This piece of land here would be the perfect opportunity for a small mountain bike & walking / running park with single trails. Something similar to what has been built at Glossy back reserve in Reedy Creek. It is really close to the populations centres	BANORA POINT
Cycle	Other	No shoulder on main connecting road	BANORA POINT
Cycle	Maintenance	Lack of path or road shoulder is major safety concern here. See lots of kids riding to school or walking here. They are on the very busy road with no where to stay safe from the busy road traffic.	BANORA POINT
Cycle	Other	On the cycle path under the bridge are 2 bollards placed to prevent vehicles entering and damaging the park area. They are heavy gauge steel and of a design that would cause serious injury in the event of a cyclist colliding with them. The one on the nor	BANORA POINT
Cycle	Other	On the cycle path under the bridge are 2 bollards placed to prevent vehicles entering and damaging the park area. They are heavy gauge steel and of a design that would cause serious injury in the event of a cyclist colliding with them. The one on the nor	BANORA POINT
Cycle	Other	I second Darcy Harris' motion.	BANORA POINT
Cycle	Other	No shoulders for about five blind curves in a row.	BANORA POINT
Cycle	On-road cycle lane needed	Continual cycle path needed all Terranora Rd.	BANORA POINT
Cycle	Path	Path collapsed into water - concrete slab projecting into path creating very dangerous hazard for cyclists and pedestrians.	BILAMBIL HEIGHTS
Cycle	On-road cycle lane needed	There needs to be a bike path along Scenic Drive (or a bike path on an alternate road that links Bilambil Heights to Tweed/M1/Gold Coast Highway).	BILAMBIL HEIGHTS
Cycle	Path	Footpath disappears from Hastings Rd to Banksia Ave. You are forced to ride on the roundabout through a busy carpark ( Cabarita Headland ) to cross over again on Tweed Coast Way on a blind hill.	BOGANGAR
Cycle	Safety	Since the bike path is non-existent through Bogangar, there is a safety concern for cyclists wishing to connect from Kingscliff to Pottsville.	BOGANGAR
Cycle	On-road cycle lane needed	On-road cycle lane needed to connect Bogangar to Cudgen/Kingscliff. A lower speed limit along the entire section e.g. 60km/h, would also improve safety.	BOGANGAR
Cycle	Safety	Tight for cyclists	BOGANGAR
Cycle	On-road cycle lane needed	Protection for cyclists is needed through Cabarita. A path is needed to join Bogangar to Casuarina.	BOGANGAR
Cycle	Signage & Linemarking	Vehicles turns off the road to access the beach here unaware that they are crossing a bike path. We've had a few near misses here. Signage required please.	BOGANGAR
Cycle	Path	A bike path is badly needed here, particularly the section that runs through the bush by Cudgen Nature Reserve. There is no shoulder and poor visibility around the bends. Ideally the path should run from Cabarita out towards the motorway. Also please con	BOGANGAR
Cycle	Path	Regular footpath between Bogangar Primary School and Pippies Early learning centre with no connecting footpath between the two.	BOGANGAR
Cycle	Path	This path is used by so many families from the community up to the headland park. This path that comes from Ti Tree Ave ends at the school and does not then connect through to Towner's Avenue. It is a real hassle with children on bikes, prams and when wa	BOGANGAR
Cycle	Accessibility	Need a safer crossing to Norrie's headland park. The majority of local residence ride/walk/pram to the headland. This is not a safe crossing. It could be improved with a pedestrian crossing There is no connecting pathway on the norries head side of the	BOGANGAR
Cycle	Accessibility	This is the main bike/pedestrian access from the community to Norries headland and there is no path across from the road. Meaning small children, older family members with mobility issues and people with prams then have go onto uneven ground	BOGANGAR
Cycle	Path	The bike path needs to continue from south of cabarita headland through to casuarina	BOGANGAR
Cycle	Other	The path stops suddenly on Rosewood Avenue leaving parents with strollers or riding a bike especially with young children almost impossible.	BOGANGAR
Cycle	Safety	Footpath stops suddenly leaving parents with strollers or bike riders (especially young children) impossible to ride without going onto the road.	BOGANGAR
Cycle	Path	no footpath to get back into town up past the houses on Tweed Coast Road with pram or bikes. The only footpath is across through the trees and that has stairs. Not functional for riding bikes or pram. If you leave or want to go to the park with small ch	BOGANGAR
Cycle	Other	Road narrowed near roundabout to allow for new development. Dangerous and with a gutter which exacerbates the pinch spot	BOGANGAR
Cycle	Crossing	Dangerous crossing this road at any point in this ara. Partially blind due to vegetation from east-west on north side of roundabout. A traffic calming device/signage northbound, south of the roundabout would be helpful.	BOGANGAR
Cycle	Path	The road condition here is also This road is TIGHT with no verge for most of it. Cars often get way to close particularly when it coincides with on-coming traffic.	BOGANGAR
Cycle	Path	Blind corner, path needs realigning	BOGANGAR
Cycle	Safety	Whole Tweed Coast Rd is dangerous, cycling would be encouraged by adding a separate bike lane	BOGANGAR
Cycle	On-road cycle lane needed	Missing link of Tweed Coast, need to connect path from CBD to headland	BOGANGAR
Cycle	Other	This would be best option as it has the best gradient for a cycle lane/path	BOGANGAR
Cycle	Path	No path means cyclist and children are forced to ride through congested carpark with no parking plan	BOGANGAR
Cycle	Paths	High traffic area, very congested. Consider separating bikes and pedestrians	BOGANGAR
Cycle	Path	No footpath on road leading to school entrance. Cars and kids all mixed at drop off and pick up. Accident waiting to happen	BOGANGAR
Cycle	Path	Path needed here.	BOGANGAR
Cycle	Path	Missing connection from path over bridge to Friday Island. Kids cut across garden and road.	BOGANGAR
Cycle	Other	The most abused STOP sign in Tweed! This needs a roundabout to improve flow and safety.	BOGANGAR
Cycle	Safety	No verge!! Danger!	BOGANGAR

Issue Type	Issue Category	Your Comment	Suburb
Cycle	Safety	Trip hazard on footpath.	BOGANGAR
Cycle	Other	Dangerous mix of kids, bikes, scooters, cars! Accident/incident bound to happen	BOGANGAR
Cycle	Other	Kids entrance to rear gate of school.	BOGANGAR
Cycle	Signage & Linemarking	Extremely dangerous unmarked surprise squeeze point where there is no bikelane, road shoulder, or footpath. Southbound non-local traffic start overtaking cyclists just before un-signed median appears in view. They either have to brake suddenly or force c	BOGANGAR
Cycle	Safety	Dangerous for pedestrian to cross road coming from side street with cars traveling too fast on Coast road	BOGANGAR
Cycle	Safety	Blind corner x 2. Short steep descent. A few close calls.	BOGANGAR
Cycle	Path	Many people ride and walk to Norries Headland and the beach from the residential areas of Bogangar to the south and west, using the Ti-Tree Ave to Towners Ave cut through path, Towners Ave, Recreation St, Cooley St and Hastings Rd. Those wanting to access	BOGANGAR
Cycle	Path	A walking and cycling route is needed along the western side of Tweed Coast Rd between the Hastings Rd roundabout and Caba Town Centre. This will also require upgrades to crossings of the side streets at Towners Ave and Banksia Ave. Safe crossings of Twe	BOGANGAR
Cycle	Signage & Linemarking	two blind corners, not safe, perhaps a mirror+ signage may help	BOGANGAR
Cycle	Signage & Linemarking	two blind corners, not safe, perhaps a mirror+ signage may help	BOGANGAR
Cycle	Other	the design of ramps on both sides leaves the road as the only safe option.	BOGANGAR
Cycle	Other	please refer to the attachment	BOGANGAR
Cycle	Path	High traffic area, very congested. Consider separating bikes/ mobility scooters and pedestrians	BOGANGAR
Cycle	Path	I would like to see the bike path continued over this part of tweed coast road .Apparently there is a proposal for parallel parking here but with the gradient of the road this area would have constant traffic flow problems,as well as very dangerous	BOGANGAR
Cycle	Other	Urgently needed	BOGANGAR
Cycle	Path	Pedestrian/bike connecting path from Oleander Ave leads to dangerous section of Banksia St to cross to paved side of road. A child on a bike was hit here a few years ago coming out of alleyway. Perhaps a pathway leading to Hastings Rd Sth Stop sign and	BOGANGAR
Cycle	Path	Roundabout? Or pedestrian refuge islands? Too much foot/bike/car mixed traffic.	BOGANGAR
Cycle	Other	Pedestrian hit here couple of weeks ago.	BOGANGAR
Cycle	On-road cycle lane needed	Coast road narrow & dangerous for cyclists. Those small roundabouts a particular hazard. On road cycle path needed	BOGANGAR
Cycle	Safety	This bike path/walkway is in such a dangerous spot, on multiple occasions I have had people on bikes fly out across the road in front of my car and once having to slam on my brakes to miss a small child. There needs to be something in place here like a p	BOGANGAR
Cycle	Path	The Bogangar Public School back gate (accessible from the southern end of Towners Ave and from the Ti Tree Ave cut-through path) is VERY busy at drop-off and pick up times. Well over 100 students are dropped off/picked up at the back gate each day yet th	BOGANGAR
Cycle	Safety	Safety concerns over mixing of cars (that are maneuvering/ parking/ reversing and stopping in the turnaround/no stopping zone) and many children walking and riding bikes, scooters and skateboards. Issue is mainly at pickup time (2:50pm-3:10pm) when child	BOGANGAR
Cycle	Other	Remove these barriers in the pathways! I could never use this path (and many others around Bogangar with two metal barriers off-set in a chicane) when towing my kids in a bicycle trailer. We had to ride twice as far (and on the road) to get to daycare, t	BOGANGAR
Cycle	Widen existing path	The existing refuge here is not wide enough for a bicycle towing a bicycle trailer - plus there is no path connecting to the ramp on the Norries Headland side of roundabout. This whole area needs to be upgraded for improved, safer and more equitable acce	BOGANGAR
Cycle	Other	This is one of the most popular paths in Bogangar as it provides a considerable short-cut between the residential area, Bogangar Public School and Norries Headland (beach, park, playground, dog off-leash area). The metal barriers in the path restrict peo	BOGANGAR
Cycle	Safety	Very dangerous blind curve. Bicyclists on road cannot be seen from south bound traffic I've had to swerve on a few occasions and cross over driving with one wheel on narrow median strip to avoid hitting pedestrians and bicyclists.	BOGANGAR
Cycle	Path	Bike/pedestrian pedestrian path ends here with bicyclists forced back onto road. This is the favored route as is picturesque compared to traveling along inland residential streets.	BOGANGAR
Cycle	Path	The path from KINGSCLIFF all the way to Pottsville is broken only in this section of Cabarita Beach, where cyclists must try and find their way via back street. It would be wonderful to have a path or at least a bike lane through Caba.	BOGANGAR
Cycle	Maintenance	Path potholed, rough, prone to flooding. Whole path from Tree St to Kyogle Rd needs resurfacing.	BRAY PARK
Cycle	Maintenance	The foot/bike path all the way from Bray Park to the high school needs resurfacing - numerous irregularities, uneven surface, pothole. Happy to see a small length of it has been repaved near where the path from Tree St meets Kyogle Rd.	BRAY PARK
Cycle	Other	If I go down to Bray Park via Park RD I have to cross Kyogle Rd somewhere around here to get to the footpath on the east side. When magpies are swooping, fewer of them on Park Rd than on path from Tree St to Kyogle Rd	BRAY PARK
Cycle	Crossing	Needs to be a proper crossing between shops for cycling and walking	BRAY PARK
Cycle	Path	Build a complete footpath the full length of Park Avenue so pedestrians don't have to keep crossing the street.	BRAY PARK
Cycle	Maintenance	Trail need regular clearing to make safe for walkers and riders	BURRINGBAR
Cycle	Path	I understand the challenges to have a dedicated bike lane/walking lane from Uki Village to Mt Warning Road or to Bray Park, however it would be awesome if it could be done or in the dangerous areas.	BYANGUM
Cycle	On-road cycle lane needed	A bike lane or shoulder to Uki would be awesome. Would get a lot of use if set up well . Separate path would be ideal here. Ride to MTB trails when that happens.	BYANGUM
Cycle	Widen existing path	Kyogle Road to Uki is quite narrow and creates a risk for cyclist. Murwillumbah to Uki would create a great tourist ride if a dedicated cycle shoulder was created. Given the width of the existing road this may create a challenge, which I understand.	BYANGUM
Cycle	Maintenance	Always damage road.	CABARITA BEACH
Cycle	Amenities	The bike and walking area could be improved around the skate park area - it's hard to see bikes coming and the path is rough in areas.	CABARITA BEACH
Cycle	Other	needs disabled access	CABARITA BEACH
Cycle	Other	SHADE!!!!!!!	CABARITA BEACH
Cycle	Signage & Linemarking	Blind spot existing school across bike path.	CABARITA BEACH
Cycle	Path	Coastal bikeway from Kingscliff ends at Cypress Crescent. Continue it south as foreshore bikepath to Pandanus Pde to remove conflicts with pedestrians, busy intersections & the accesses to commercial premises on Coast Road.	CABARITA BEACH
Cycle	On-road cycle lane needed	On road cycle lane needed	CASUARINA
Cycle	Safety	Narrow road shoulder and high lip between road and shoulder means hazard for road bikes especially moving from shoulder into road as shoulder narrows	CASUARINA
Cycle	Path	Ensure that the cycle path runs the full length of the Shire. Fingal to Wooyung. Minimise points where road crossings are required and also where you have to join the mainstream traffic flow.	CASUARINA
Cycle	Path	On road bike lane needed	CASUARINA
Cycle	Amenities	There is a plastic bridge that is slippery for bikes. I've investigated a court case against Brisbane City Council about this material on bike parks. Also my son has slipped.	CASUARINA
Cycle	On-road cycle lane needed	Bike lane required along Tweed Coast Road linking Cabarita to Kingscliff.	CASUARINA
Cycle	Safety	The bike lane just disappears with a quick narrowing and some rough edges and gaps to navigate - not easy at 45kmh with cars coming up behind at 80kmh+	CASUARINA
Cycle	Signage & Linemarking	No signage to indicate this is hidden start of the major western bikeway going north to Kingscliff.	CASUARINA

Issue Type	Issue Category	Your Comment	Suburb
Cycle	Other	Would it possible to open the gate here giving access to Sea Eagle Court and therefore avoiding the shared path?	CASUARINA
Cycle	Other	Major path lifting up by tree roots needs to be fixed not just paint yellow lines, almost impossible for a mobility scooter to pass.	CASUARINA
Cycle	On-road cycle lane needed	Need an on-road (off would be even better) cycle way between Bray Park and Chillingham. Road surface is terrible and the road is WAY TOO narrow, especially for weekend traffic.	CHILLINGHAM
Cycle	Path	Road crossing can be dangerous. Would be good if this shared bike/pedestrian lane continued around the corner as far as the bus shelter in Waugh Street. Waugh Street is wide and crossing to Phillip Street is pretty easy.	CHINDERAH
Cycle	Accessibility	Cyclist access required here to access highway. It's safer than riding around at the Chinderah exchange.	CHINDERAH
Cycle	Path	The path here is in a very bad state. A leap is also required up the gutter on the otherside to cross in front of cars entering the M1.	CHINDERAH
Cycle	Signage & Linemarking	It is not clear here that you have to go on the road here to go towards Murwillumbah or Ballina or stay on the path to go to Cabarita. A bike direction sign would be good.	CHINDERAH
Cycle	Path	No provision for cyclists has been made at this round about. Very poor design for something that was recently built. Cycle lanes are required around the round about.	CHINDERAH
Cycle	Safety	Tight shoulders and fast traffic makes for a nervous ride cudgen <-> Chinderah	CHINDERAH
Cycle	Other	The section along Chinderah Bay Dve and Fingal Rd changes from side to side to often causing you to have to cross the road to many times, putting you in harm's way to traffic.	CHINDERAH
Cycle	Safety	The bike path road crossing (on the south side) here is very dangerous because you can't see traffic coming from the right (highway off ramp) until the last instant. I've timed it at less than 2 seconds from when you can see an approaching car to when it	CHINDERAH
Cycle	Other	There are often cars parked in the bike lane in this area, negating the benefit of having a bike lane.	CHINDERAH
Cycle	Path	Have to cross on blind corner to continue on cycle path.	CHINDERAH
Cycle	Accessibility	This east side bikeway section is (IMHO) on the wrong side of the road as much traffic arrives at & emerges from from major commercial establishments on this side producing conflicts. Family cyclists not intending to cross the river (the majority) are fo	CHINDERAH
Cycle	Path	Missing Ozone St link from Kingscliff to Chinderah & Maccas.	CHINDERAH
Cycle	Path	Share path has poor visibility due to winding pathway and overgrown trees. I had a head on collision with another cyclist.	CHINDERAH
Cycle	Signage & Linemarking	When crossing the road from Left to Right heading to Tweed Heads the pedestrian refuge is not in the middle of the road but on the Right hand side. Some cyclists may think that it is in the middle of the road despite double lines.	CHINDERAH
Cycle	Path	When riding my bike from Kingscliff to Fingal I have to cross busy Chinderah Bay Road 3 times, once near the intersection with Woomin Bay Road, once just past the Waugh Street intersection and again near the freeway exit roundabout, this last one being p	CHINDERAH
Cycle	Safety	Tight for cyclists	CLOTHIERS CREEK
Cycle	On-road cycle lane needed	Clothiers creek Rd require an on road cycle lane	CLOTHIERS CREEK
Cycle	Path	Create cycling/walking link using gazetted road between Hammond Drive and Reserve Ck Rd	CLOTHIERS CREEK
Cycle	Maintenance	Really poor road condition that results in cars and cyclists swerving.	CLOTHIERS CREEK
Cycle	Path	No verge. Shocking road quality.	CLOTHIERS CREEK
Cycle	Safety	No verge.	CLOTHIERS CREEK
Cycle	Maintenance	No verge and poor visibility.	CLOTHIERS CREEK
Cycle	Crossing	Very difficult to cross Tweed Valley Way due to volume/ speed of traffic	CONDONG
Cycle	Safety	Cars often pull out of this intersection without seeing cyclist!	CONDONG
Cycle	Safety	Agree that this is a dangerous intersection for cycling. Perhaps roundabout.	CONDONG
Cycle	On-road cycle lane needed	need a cycle lane on this narrow fast piece of road. The whole length would be nice	CONDONG
Cycle	Other	bad spot for cyclists and everybody at busy times	CONDONG
Cycle	Safety	Dangerous intersection due to speed & volume of traffic	CONDONG
Cycle	On-road cycle lane needed	fast & frequent vehicles, Clothiers Ck Rd is a danger for cyclists. An on-road cycle lane for this section would be a good start	CONDONG
Cycle	Signage & Linemarking	No continuous edge	CRABBES CREEK
Cycle	Path	Path needed from Chinderah service area along Tweed Coast Road to Cabarita. Either on either side of road or a dedicated path or shared path.	CUDDGEN
Cycle	Path	It would be great to have a shared path separated from the road along Cudgen Road to safely visit The Farm & Co and Red Earth Brewery by bike or on foot.	CUDDGEN
Cycle	Safety	Safe bike path separate from road, from Cudgen lights to Tweed River. Safe bike path from Cudgen lights to Red Earth, Farm and co.	CUDDGEN
Cycle	Other	Enhance these secondary roads keeping them safe for cycling with reduced speed limits and wider shoulders. Dulgigan road is a good example as it leads to Banora/Tweed without accessing Tweed Valley Way.	DULGUIGAN
Cycle	Safety	Vehicles travel fast along this corner and they do cut into the corner with no sight line to see if bikes are travelling in the same direction	DUM DUM
Cycle	Accessibility	Absolutely no where to ride a bike safely along here to Guinea's veggie stall. Have almost gone over the edge when two vehicles have past me (going in opposite directions)	DUM DUM
Cycle	Path	Dedicated bike lane/path from Uki Village to Bray Park would be awesome.	DUM DUM
Cycle	Path	Dedicated bike lane/path from Uki Village to Bray Park would be awesome.	DUM DUM
Cycle	Maintenance	many cyclists use TVVW as it has decent wide shoulders. the smoother the tarmac the better. chip seal is the slowest surface. Improvements could be made with more consistent wider width in places. Th little bridge about here can be a pinch point and a bi	EVIRON
Cycle	Path	Heading south-west - Where the path changes from bitumen to concrete, either the bitumen level has dropped or the concrete has lifted to cause a dangerous lip just where the path veers to the right. Unless you make a conscious effort to approach it at an	FINGAL HEAD
Cycle	Signage & Linemarking	Dismount for cyclists.	FINGAL HEAD
Cycle	Signage & Linemarking	Dismount sign for cyclist	FINGAL HEAD
Cycle	Other	Unclear. Path just kind of dog legs and ends or you go head on into traffic.	HASTINGS POINT
Cycle	Path	Missing link from Hastings Point to Shell.	HASTINGS POINT
Cycle	Path	The bike path from the Shell servo to the BP servo at Hastings point is terrible. The path is narrow and crosses multiple driveways. A proper bike path is needed here, either on or off road.	HASTINGS POINT
Cycle	Path	There is no way to cycle safely past the General Store. The path is very narrow and the road can be busy with turning traffic and parking cars.	HASTINGS POINT
Cycle	Safety	This bridge is dangerous. The path is narrow, and despite the signs, is used by fishers and in the summer by kids jumping from the bridge. If you ride in the road traffic can sometimes get backed up.	HASTINGS POINT
Cycle	Maintenance	Road is always in poor condition.	HASTINGS POINT
Cycle	Path	Kids jumping on west side is ok but east side is super dangerous - no barrier.	HASTINGS POINT
Cycle	Path	This whole section - Shell to BP is a shocker. Needs new subgrade and new top with clear on-road bike verge and removal of chicanes that just pinch cyclists and motorists.	HASTINGS POINT
Cycle	Maintenance	A lot of the problems concerning the path for pedestrians & cyclists throughout this stretch from Young Street to Shell service station are because there are many services installed which have required cutting up concrete path and "contractors" re-instal	HASTINGS POINT
Cycle	Other	Similar comment to what concerns others have shared, path ends/ disappears in this location around store...	HASTINGS POINT
Cycle	Signage & Linemarking	Needs give way sign leaving service station	HASTINGS POINT
Cycle	Path	there is no path here, one has to go onto a busy road, with cars coming around a corner, someone will be seriously hurt here, only a matter of time.	HASTINGS POINT
Cycle	Other	Passage past shop is problematic	HASTINGS POINT



Issue Type	Issue Category	Your Comment	Suburb
Cycle	Amenities	Please plant shade trees on verge between bike/pedestrian path and road. Power lines are located across road so would not interfere. If need be, path could curve away from road as per the one existing shade area, to accommodate, if need be. A park bench	HASTINGS POINT
Cycle	Path	Abrupt interruption in bicycle friendly Tweed Coast Road path going both north and south when reaching Hastings Point Cafe and convenience store. Traveling south.narrow footpath along store front forces cyclists onto road behind cars backing out of park	HASTINGS POINT
Cycle	Other	Create link between Clothiers Ck Rd and Reserve Ck Rd	KIELVALE
Cycle	On-road cycle lane needed	On road cycle lane required.	KINGS FOREST
Cycle	Signage & Linemarking	Sign says go to dedicated cycle path, but there isn't a dedicated cycle path. There is only a shared path and the shared path is busy or congested with tourists sight seeing or surfboards or toddlers playing on the shared path in this location. It's mu	KINGSCLIFF
Cycle	Safety	Pedestrian crossings are like obstacles and bikes need to swerve out in front of traffic. Should have space so bikes can ride to the left and so pedestrians can also cross	KINGSCLIFF
Cycle	Crossing	Cannot see traffic on left due to fence. Pedestrian crossing required.	KINGSCLIFF
Cycle	Other	Alert required for vehicles to give way to pedestrians.	KINGSCLIFF
Cycle	Widen existing path	Kingscliff Primary School kids need to use this road to get to school from the creek bike path. The footpath is very narrow. Needs to be wider for bicycles.	KINGSCLIFF
Cycle	Accessibility	When the hospital goes in this will be a traffic nightmare. Most of the staff will be driving. There needs to be a way of integrating and supporting cycling options going past the hospital plus anyone wanting to get to the hospital.	KINGSCLIFF
Cycle	Path	Shared paths are not so good for cyclists. Too many dogs, kids, strollers, people running off the beach and people with head phones in who can't hear your bell. A dedicated bike path here is needed. I have had many near misses along this stretch of path.	KINGSCLIFF
Cycle	Path	This is the main walk path on the way to the beach for a lot of houses in Kingscliff street, Drift Ct, spoonbill ave, Lorien Way and many more. There is no safe place to cross the road, and once you cross the road, there is no path at all so you are for	KINGSCLIFF
Cycle	Path	Conflict happens here at path crossroads where surprise 90 degree turn necessary to stay on main pathway	KINGSCLIFF
Cycle	Amenities	This carpark is a major safety problem. Cars, cyclists, walkers, kids, prams, scooters, etc. First make it reverse parking. Next make a walking and cycling path. Maybe close to the sea wall area.	KINGSCLIFF
Cycle	Signage & Linemarking	There is no obvious or signed route for northbound cyclists in Seaview St to continue north up Marine Pde. Once located, the shared footpath is much too narrow until reaching Turncock St. And there are multiple mixed-mode conflicts on the shared coastal	KINGSCLIFF
Cycle	Accessibility	The majority of coastal cyclists use the bowls club carpark route in preference to Marine Pde. Their desire lines are obvious - appearing as deep tracks across the parkland.	KINGSCLIFF
Cycle	Amenities	There is a water meter box next to path here which continually leaks water across path especially when there is wet weather around (& not sure if there is a drain pipe under the ground too) which makes it a hazardous spot for walking, running & riding of	KINGSCLIFF
Cycle	Safety	Pearl St is the only legal north bound on-road cycle route through the CBD & also the corridor to the shopping village. It is dangerous because always heavily parked & lots of accesses both sides - cyclists stay wide of vehicle doors opening & are force	KINGSCLIFF
Cycle	Path	The walkway that joins Drift Court to Blue Jay circuit should be the same width all along, and there should be proper bike access at the Drift Court entrance. I come this way to avoid the dangerously slippery and narrow roundabout at the entrance to Drif	KINGSCLIFF
Cycle	Path	Lorien Way roundabout to the south end of Blue Jay Circuit has no footpath...instead, the path goes around Blue Jay Circuit, which is quite a deviation for someone on a mission to get to Elrond Drive to go to the library or to anywhere in that area.	KINGSCLIFF
Cycle	Safety	The bikeway beside the sports field is regularly overparked by sporting players & spectators (pre-COVID). This is illegal and dangerous. It needs protective barriers (e.g. move the fence south) or at least some control signage	KINGSCLIFF
Cycle	On-road cycle lane needed	On road cycle lane needed for all of Dulgaigan Road	KYNNUMBOON
Cycle	Path	Tomewin Rd Kynnumboon from Dulgaigan Rd into Murwillumbah is a dangerous stretch of Road. This road is shared by cars and trucks moving at high speeds. This stretch of Road is heavily utilised by cyclist of all different levels from professional types co	KYNNUMBOON
Cycle	On-road cycle lane needed	Dulgaigan Rd could use a separate lane. If this was combined with my suggestion of a cycle path from Murwillumbah along Tomewin Rd a circuit could be created into Tumbulgum with a cycle path along Tweed Valley way into Murwillumbah. This would be an asse	KYNNUMBOON
Cycle	Signage & Linemarking	Dangerous intersection as it is difficult to see traffic driving onto the round about and difficult to ride from stop uphill out of the round about. The path needs to be shared over the bridge bikes and pedestrians	MURWILLUMBAH
Cycle	On-road cycle lane needed	A off road cycleway needed, the surface of the safety lane is very poor not enough room for cars and bikes.	MURWILLUMBAH
Cycle	Amenities	Kids off road bike learner pathway	MURWILLUMBAH
Cycle	Other	Agree completely about safety of this section of road, particularly sides of road.	MURWILLUMBAH
Cycle	Safety	Really scary cycling on this section of road as it is narrow and very damaged on either side. Cars are also not observing the 50km zone.	MURWILLUMBAH
Cycle	Maintenance	Narrow section of poor road quality leading to and from town requires upgrade. Possible bike lane.	MURWILLUMBAH
Cycle	Safety	Poor road quality forces cyclists to ride away from edge of the road.	MURWILLUMBAH
Cycle	Maintenance	Difficult to navigate both on and off the bridge due to poor road quality and traffic flow.	MURWILLUMBAH
Cycle	Safety	Great that there is a wide foot path travelling away from town however when travelling on road as a cyclist cars tend to overtake at pinch point.	MURWILLUMBAH
Cycle	Other	Speed zone of 50 is rarely adhered to especially early mornings which makes this road unsafe.	MURWILLUMBAH
Cycle	Other	BMX track needs an upgrade to a flow track to enable more children to use. Install low maintenance.	MURWILLUMBAH
Cycle	Path	With the amalgamation of several schools it would be safe to see bicycle/walking paths leading to this school from town areas and from Bray Park housing developments. This would need to link with a safe path to the railway station to access rail trail.	MURWILLUMBAH
Cycle	Maintenance	The entire length of Riverview Street is unsuitable for cycling with traffic and poor road quality.	MURWILLUMBAH
Cycle	Amenities	Install children's riding area that simulates riding on the roads to educate and provide practise area.	MURWILLUMBAH
Cycle	Accessibility	Have to cross North Arm Road to get on the shared footpath.	MURWILLUMBAH
Cycle	Safety	The footpath is steep and has some sharp curves, needs to be straightened.	MURWILLUMBAH
Cycle	Accessibility	Have to cross Byangum Road to get onto Tree St and from there to the path over to Kyogle Rd.	MURWILLUMBAH
Cycle	Maintenance	Bike path potholed and irregular and prone to flooding	MURWILLUMBAH
Cycle	Other	An aggressive magpie swoops here during swooping season.	MURWILLUMBAH
Cycle	Other	An aggressive magpie swoops around here during swooping season.	MURWILLUMBAH
Cycle	Safety	The footpath from the high school to this lane is very narrow.	MURWILLUMBAH
Cycle	Maintenance	The foot/bike path all the way from Bray Park to the high school needs resurfacing - numerous irregularities, uneven surface, pothole. Happy to see a small length of it has been repaved near where the path from Tree St meets Kyogle Rd.	MURWILLUMBAH
Cycle	Other	Always see cyclists on Tyalgum Rd . Shoulder needed on loop to Tyalgum then to Crystal Ck	MURWILLUMBAH
Cycle	Path	Connection required to link Rivervue estate with sporting fields and on to shops and schools.	MURWILLUMBAH
Cycle	Maintenance	Very degraded path uneven too narrow to allow passing	MURWILLUMBAH
Cycle	Safety	The whole of Byangum road unsafe for cyclists and pedestrians	MURWILLUMBAH
Cycle	Path	Separate path required for cyclists and pedestrians	MURWILLUMBAH
Cycle	Signage & Linemarking	Blind corner for both pedestrians and cyclists. Vehicles at speed	MURWILLUMBAH
Cycle	Safety	Squeeze point for cyclist.	MURWILLUMBAH
Cycle	Safety	Crossing and path needed to allow safe walking and riding connection from path outside shops to Old Lismore Road	MURWILLUMBAH
Cycle	Path	Linking commercial Rd to bray Park would provide a safe cycle route for families	MURWILLUMBAH

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Cycle	Maintenance	Improved off road bike way, badly needs maintenance. Very rough and uneven surface for both pedestrians and cyclists	MURWILLUMBAH
Cycle	Safety	Narrow Bridge, could be improved for bike safety	MURWILLUMBAH
Cycle	Path	Separate path required for bikes and pedestrians. This road is well used by cars, bikes and pedestrians and is very narrow.	MURWILLUMBAH
Cycle	Accessibility	blind corner, inadequate access to bridge, narrowness of bridge, problems with driver frustration	MURWILLUMBAH
Cycle	Maintenance	Big long cracks in hotmix	MURWILLUMBAH
Cycle	Signage & Linemarking	Outdoor dining area outside Court House Hotel where advertising signage is often placed in 'cycle lane'	MURWILLUMBAH
Cycle	Other	rough edges, fast traffic, chaos on market day.	MURWILLUMBAH
Cycle	Other	busy road, no verge in places, concrete divide in front of High School creates a 'squeeze spot'	MURWILLUMBAH
Cycle	Maintenance	Cycle path need redoing. It's uneven & narrow.	MURWILLUMBAH
Cycle	Safety	Concrete road divide creates a dangerous squeeze point	MURWILLUMBAH
Cycle	Safety	fast traffic, unmaintained verges, dangerous	MURWILLUMBAH
Cycle	Path	Link need through from Bray Park to Murwillumbah CBD. A far safer route for family rides & cyclists coming in from Uki & surrounds.	MURWILLUMBAH
Cycle	Other	pinch point	MURWILLUMBAH
Cycle	Other	Byangum Rd is narrow with high volumes of traffic	MURWILLUMBAH
Cycle	Amenities	This under utilised area of Murwillumbah would be a great place to introduce some easy mountain bike tracks for teenagers to explore.	MURWILLUMBAH
Cycle	Path	Another under utilised area in Murwillumbah that could be developed for cycling and walking. Currently school children ride through this area from Rivavue estate to Murbah East Primary school.	MURWILLUMBAH
Cycle	Other	Another area for cycling off road with a looped course.	MURWILLUMBAH
Cycle	Path	Provide a connection route for access to town & schools from estates.	MURWILLUMBAH
Cycle	Accessibility	No safe passage way for walking or cycling but is a main rd school kids, walkers and riders use daily.	MURWILLUMBAH
Cycle	Crossing	No safe crossing to cross road walking or riding	MURWILLUMBAH
Cycle	Path	Old Lismore Road is a vital link between Hundred Hills and the shops at Golden Links and the Golf Club. There isn't even room for cars to pass on some bends let alone accommodate cyclist or walkers.  It is unlit at night and nowhere to get away from the	MURWILLUMBAH
Cycle	Safety	Blind corners on a narrow road with a guard rail. Terrifying for cyclists and pedestrians.  I know there is track down behind the houses on Point Lookout Chase but it is not connected to Sovereign Way at the western end.	MURWILLUMBAH
Cycle	Safety	This corner is nearly impossible for pedestrians to cross Riverview Street.  They can try to cross up at the roundabout and use the high side of the road which isn't great either but coming from town it is too late to think of that when they reach the co	MURWILLUMBAH
Cycle	Path	Southern side footpath stops here and it isn't a great place to cross.	MURWILLUMBAH
Cycle	Safety	The footpath on the northern side is steep and very narrow. Pedestrians are very exposed to the sharp corners on the guard rail posts which should have protective tops. I'm sure these would be readily available and easily fitted.	MURWILLUMBAH
Cycle	Path	There is no footpath and it is a blind corner with 4 roads meeting at once. It is also a bus route and has frequent traffic due to the hospital and schools nearby. Cars also often park close to the corner making visibility extremely poor. Many children w	MURWILLUMBAH
Cycle	Maintenance	tree Street and bike path to town need improvement - surface of track etc	MURWILLUMBAH
Cycle	Other	extremely dangerous! openings in road surface large enough to cause loss of control and falls/accidents	MURWILLUMBAH
Cycle	Amenities	Convert BMX track to pump track	MURWILLUMBAH
Cycle	Other	suspension bridge from end of Tumbulgum Rd to Dulguigan Rd	NORTH TUMBULGUM
Cycle	On-road cycle lane needed	On road cycle lane needed. Recent road works have made area where cyclists could ride even smaller. Should have been widened since this is the only link from Pottsville to anywhere.	POTTSVILLE
Cycle	Path	Separate bike path needed from Pottsville to Black Rock and Wooyung	POTTSVILLE
Cycle	Accessibility	Largest primary school on the Tweed Coast requires safe cycling access to Koala Beach, Pottsville, Seabreeze etc. At the moment it is pretty good but planning for future to maintain and enhance makes sense.	POTTSVILLE
Cycle	Path	Recent road works have made this section of road narrower. It is a road that cyclist use to access quieter roads.	POTTSVILLE
Cycle	Other	Newly sealed section of road with no off road edge/ cycle lane on an extremely busy road.	POTTSVILLE
Cycle	Safety	Dangerous, no off-road edge.	POTTSVILLE
Cycle	Path	It would be great to see a bike lane linking Pottsville to Wooyung. This would then allow cyclists to link up with South Golden Beach. Also, 100 kph is too fast for this road as there are many entrances to the beach along here. The road is not wide enough	POTTSVILLE
Cycle	Safety	The traffic island added a couple of years ago has made a pinch point for cyclists heading south.	POTTSVILLE
Cycle	Path	No shoulder on the road and a steep drop off from the side of the road leaves cyclists exposed here. A bike lane is needed.	POTTSVILLE
Cycle	Signage & Linemarking	When the gym and pre-school car park are full, which is often, some people are parking on or near the corner of Tom Merchant Drive. This is restricting motorists view when pulling out onto Seabreeze Boulevard and has caused a few near misses for cyclists	POTTSVILLE
Cycle	Other	This has been an ongoing issue for years. The car parking spaces available for the sports ground are no where near enough. Consequently cars park on the bike path for hundreds of metres north and south of the sports ground. Enforcement is needed.	POTTSVILLE
Cycle	Path	Bike lane needed here from Pottsville to the roundabout by the primary school. The path is not suitable for cyclists and riding in the road is hazardous as the chicanes are pinch points where some motorists try to squeeze past.	POTTSVILLE
Cycle	Path	Currently in this area you have teenagers who have constructed their own jumps. Perhaps this area could be used for cycling.	POTTSVILLE
Cycle	On-road cycle lane needed	Pottsville to Wooyung has no cycle way. Would be a good link to develop.	POTTSVILLE
Cycle	Path	This is the missing link footpath heading south that needs to be attended to urgently before an accident happens with school children riding on the road to school.	POTTSVILLE
Cycle	Amenities	A bridge would be a great addition here - creating bike and pedestrian access to the trails in the environment park directly from koala beach would enhance the usability of this area and offer an incredible alternate route to walk/ride into town.	POTTSVILLE
Cycle	Path	YES! Let's make an intentional mountain bike trail or circuit here or somewhere in the koala beach area. The evidence is everywhere in homemade jumps in this spot and throughout the neighbourhood that there is a strong demand for decent mountain bike tra	POTTSVILLE
Cycle	Maintenance	This area can flood and get boggy during the storm season. Would it be possible to improve the drainage here or build an elevated platform?	POTTSVILLE
Cycle	Path	The bike/foot pathway along Overall Drive, along the creekside of the road stop opposite Foodworks (at the swings) and then starts again at the bottom of Buckingham Drive, so there is a large section not there. Many school children (from the 2 primary s	POTTSVILLE
Cycle	Amenities	There are palm trees on the corner of this street and when children ride their bikes around this corner the cars cannot see them - it obscures all view around corner. I think they need to be moved	POTTSVILLE
Cycle	Path	A bike track or skate park is desperately needed in Pottsville. The young children are often making "jumps" and "tracks" in other areas of the village as there is very little recreation opportunities for the children above 5 years old	POTTSVILLE

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Cycle	Amenities	Perhaps this could become a mountain biking track for families as well as avid riders to get through to Tweed Valley Way	POTTSVILLE
Cycle	Path	What about a walking / bicycle track that loops around Mooball Creek (cross from west side to east side at Black Rocks bridge	POTTSVILLE
Cycle	Path	The path from the Shell to the BP at Hastings point is an extreme risk to all. There is no path. what is present is narrow and crosses multiple driveways. A path is needed here, either on or off-road	POTTSVILLE
Cycle	Other	On-street parking / trees obstruct sight lines to south on western side of pedestrian refuge	POTTSVILLE
Cycle	Maintenance	Shared path remains covered in water for weeks after heavy rain	POTTSVILLE
Cycle	Other	Trees in verge obstruct sight lines to cyclists	POTTSVILLE
Cycle	Safety	Pedestrians and cyclists travelling in parking lane due to absence of footpath / shared path along Overall Drive at risk of being struck by vehicles overtaking turning vehicles in southbound direction	POTTSVILLE
Cycle	Other	Kerb ramps provided either side of speed hump are problematic crossing points for pedestrians and cyclists, particularly on Market Sundays.	POTTSVILLE
Cycle	Other	Local youth have been building bike jumps here. It is not an ideal location, however highlights the need for a dedicated facility elsewhere on Council land.	POTTSVILLE
Cycle	Other	Pedestrian fence absent where walkway between houses enters Overall Drive. Young children at risk of riding out onto Overall Drive.	POTTSVILLE
Cycle	Amenities	Please plant shade trees within verge/nature strip of this stretch of Tweed Coast Road bike/pedestrian path. The shrubs and trees on western side of path do not offer any protection from sun on a hot day. One option could be to vary the dead straight pat	POTTSVILLE
Cycle	Maintenance	Poor ending to off road path.	POTTSVILLE
Cycle	Other	Can Kellehers Road be opened up to link up with Tweed Valley Way?	SLEEPY HOLLOW
Cycle	Accessibility	Support Tweed Valley MTB with the support required to build and maintain tracks in the area designated. Provide a safe link to access via Uki Road and via Smiths Creek Road to rail trail.	SMITHS CREEK
Cycle	Accessibility	Better (safer) access from Murwillumbah to Art Gallery. Difficult/ dangerous riding along Tweed Valley Way	SOUTH MURWILLUMBAH
Cycle	Path	Shared path ends. would be nice if it continued to roundabout. Having a shared path on both sides of bridge would hlp with crossing rd either end of bridge	SOUTH MURWILLUMBAH
Cycle	Maintenance	Poorly maintained and no shoulder for bikes	SOUTH MURWILLUMBAH
Cycle	Path	If people are going to come from the trail into Murwillumbah it will need to be easy and safe to do so - there will need to be bike lanes over the bridge and around town and bike racks in town. Also a bike path to the Gallery and other places of intere	SOUTH MURWILLUMBAH
Cycle	Amenities	Narrow road with inadequate shoulder alongside guard rail going north. Street parking outside McDonalds & IGA forces cyclists into main flow of traffic	SOUTH MURWILLUMBAH
Cycle	Maintenance	Poorly maintained with debris on approach to bridge, 'tar lumps' on south bound lane of bridge forces cyclist into traffic. Dangerous turn into Kievalve if approaching from the south.	SOUTH MURWILLUMBAH
Cycle	Safety	road narrows here, fencing alongside road, squeeze point for cyclists	SOUTH MURWILLUMBAH
Cycle	Path	I would like to see a 'hanging' pedestrian bridge alongside this one & the existing footpaths made level with the road to become dedicated bike lanes.	SOUTH MURWILLUMBAH
Cycle	Crossing	Need a safety crossing to join footpaths	SOUTH MURWILLUMBAH
Cycle	Crossing	No safe way of passage to cross bridge walking or kids riding	SOUTH MURWILLUMBAH
Cycle	Safety	The bridge is the only way from the rail trail to town and is currently very dangerous to ride across. There are existing wide footpaths on both sides. It would be very easy and cost effective to dedicate 1 of the sides as a cycle path and the other as a	SOUTH MURWILLUMBAH
Cycle	Path	There is potential for an attractive architectural pedestrian / bike bridge to be built near the existing road bridge. More expensive than dedicating one of the existing footpaths on the bridge, but an architecturally designed footbridge would be a visua	SOUTH MURWILLUMBAH
Cycle	Other	Please improve the drainage so the path under the bridge is not covered with mud so often. And stop place barriers to stop car being parked on the footpath.	SOUTH MURWILLUMBAH
Cycle	Path	A safe track from the Trailway Station to town will be vital. Pedestrian crossing to the cafe for now but one day an underpass emerging in Buckley Park on Prospero Street. Include this in the long term plan for the layout of the Trailway Station precinct	SOUTH MURWILLUMBAH
Cycle	Path	Narrow bridge across creek without dedicated space for pedestrians or bicycles, despite much heavy traffic through this industrial area.	SOUTH MURWILLUMBAH
Cycle	On-road cycle lane needed	Tweed Valley Way could be an easy cycling commute for workers in the industrial area who live in town; a dedicated cycle lane would make cycling more attractive and safer.	SOUTH MURWILLUMBAH
Cycle	Path	Shared foot path and cycle lane needed along Terranora road as very busy road these days and can be dangerous, limited places for Terranora residents to cycle	TERRANORA
Cycle	Path	Cycle and pedestrian path between Terranora tennis courts and new altitude estate so residents have a quiet area to link into Banora point off the main Terranora road, also makes Terranora tennis courts and part more usable for residents	TERRANORA
Cycle	Path	Walking/bike path to Mahers Lane for school students	TERRANORA
Cycle	Path	Bike/walking path connecting Mahers Lane and Fraser Dr	TERRANORA
Cycle	Crossing	Need a safe crossing between Terranora school and Terranora shops, as area is very busy during school times and a lot of parents need to park in the shop carpark as limited other parking at the school.	TERRANORA
Cycle	Safety	We need a safe passage way for people to exercise along Terranora Rd, specifically between Mahers lane and Fraser drive. The community of Terranora have been forgotten about within the Shire. Road repairs (not patch ups) are a major concern along with th	TERRANORA
Cycle	Path	There needs to be a separated path from leisure drive to through terranora to the top of bilabal road. This section of road is particularly dangerous for cyclists & pedestrians as there are no foot paths for most of this section & little or no shoulder	TERRANORA
Cycle	Path	Terranora road & Fraser drive need to have a a separated cycle / pedestrian path. Its really dangerous with narrow road & heavy traffic.	TERRANORA
Cycle	Path	No linkage to Banora Point and South Tweed	TERRANORA
Cycle	Other	No shoulder here and connection to two main areas/towns of Terranora and Banora/Tweed	TERRANORA
Cycle	Path	A shared path between Mahers Lane and Fraser Drive	TERRANORA
Cycle	Path	Need something to connect Village of Terranora to Fraser Drive and down to Banora Point	TERRANORA
Cycle	Path	This corner is quite dangerous to ride a bike or run/walk. No sholder and low visibility.	TERRANORA
Cycle	Other	Terranora kids and teenagers seem to be obsessed with bikes and scooters, pump tracks and jumps. The use the residential development sites in Terranora and sites at Lindisfarne school to make jumps. Unfortunately they also use the stairs and carpark at th	TERRANORA
Cycle	Crossing	No crossing between Terranora School and Terranora Shops	TERRANORA
Cycle	Path	Road level surface abrupt change. Plus there is no lane for cyclists.	TUMBULGUM
Cycle	Maintenance	Tweed Valley Way varies considerably in the width of the shoulder for cycling. This area is often not maintained and has a build up of debris making safe cycling more difficult.	TUMBULGUM
Cycle	Path	We would love a safe family friendly cycling and walking path along TVW so that families and individuals can travel safely by bike or foot to join the rail trail and to enjoy all that murwillumbah has to offer safely without driving	TUMBULGUM
Cycle	Signage & Linemarking	Add some signage directly cyclists down the road to the beginning of the path along the river.	TWEED HEADS
Cycle	Signage & Linemarking	Signage needed from the river path if wanting to cross the bridge. Extremely unclear how to safely get onto the bridge from the river path.	TWEED HEADS
Cycle	Signage & Linemarking	Need more signage on this path - especially heading to south/east on how to link up with the Tweed Coast cycle path. When to turn, how to get there, etc. There is one sign, but no hint as to when to turn right.	TWEED HEADS
Cycle	Path	Connecting bike path here would be nice.	TWEED HEADS

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Cycle	Other	Crossing from the new path at Recreation PCYC Park across Florence St. If this is installed all roads to both schools will have zebra crossings.	TWEED HEADS
Cycle	Other	I almost got ran over here heading sth along Wharf St. Cars coming in and out of Brett St.	TWEED HEADS
Cycle	Path	Bikes restricted on path here. Better connection required from River Tce north into Tweed Mall.	TWEED HEADS
Cycle	Other	Improve aesthetics here. One of the most scenic areas and "gateway" to city centre. However has been neglected for many years.	TWEED HEADS
Cycle	Signage & Linemarking	Exiting the bridge and crossing the road here is very bad. better sinage for the cars and bikes required.	TWEED HEADS
Cycle	Other	obsticals.	TWEED HEADS
Cycle	Signage & Linemarking	Poor town planning has placed a sign in the sight line of cars and bikes. The sign should be relocated.Death trap.	TWEED HEADS
Cycle	Other	This section through here is a joke. take the high road and get lost or take the low road and get squashed by a car from the cafe.	TWEED HEADS
Cycle	Signage & Linemarking	Sinage required.	TWEED HEADS
Cycle	Other	No flow here.	TWEED HEADS
Cycle	Other	Needs green paint.	TWEED HEADS
Cycle	Other	Needs green paint.	TWEED HEADS
Cycle	Safety	The marked cycle path runs right behind nose in parking outside Ancora cafe bakery. Bike lane should be next to building but there is not space?... so dangerous.	TWEED HEADS
Cycle	Path	Upgrade & mark the Kennedy Dr footpath as bikeway from Shearwater Pde to bikepath halfway down Crystal Waters Drive. This is missing link on bikeway loop ride over the 2 Terranora Ck bridges.	TWEED HEADS
Cycle	Other	There is a walking path down Banks Avenue (has a exit point in gutter) and on 1 side of Keith Compton Drive (no access point in gutter). If wheeling a pram, wheelchair or similar it needs to be lifted up over the gutter to get on the path along Keith Co	TWEED HEADS
Cycle	Amenities	shade needed	TWEED HEADS
Cycle	Amenities	shade needed - more trees	TWEED HEADS
Cycle	Other	SUP finishes here and no kerb ram to road level.One is needed to allow riders to transition from road to path	TWEED HEADS
Cycle	Crossing	Dangerous crossing	TWEED HEADS
Cycle	Other	Toilet amenity required	TWEED HEADS
Cycle	Path	Dedicated path needed	TWEED HEADS
Cycle	On-road cycle lane needed	on road cycle lane needed	TWEED HEADS
Cycle	Other	SUP needs to be better defined maybe surface colour with some speed bumps through car park and signage maybe remove parking to the west of Ancora ?	TWEED HEADS
Cycle	Other	Especially weekend mornings a lot of walkers, runners, kids on scooters and people with dogs; very congested and no place for cyclists. Hospital staff parking negates a roadway cycle way.	TWEED HEADS
Cycle	Other	Squeeze point for cyclists on road lane narrows who are forced into single travel lane.Easily fixed by removing part of the concrete splitter island as shown in picture to provide wider cycle lane to match exiting north and south of it	TWEED HEADS
Cycle	Other	frequently overgrown vegetation on this corner. narrows the path and reduces visibility of vehicles exiting the wharf	TWEED HEADS
Cycle	Other	pole in middle of path makes it very narrow for bikes trying to get past on either side of the pole	TWEED HEADS
Cycle	Signage & Linemarking	add signage to direct cyclist to cycle path under m1 at end of shearwater parade	TWEED HEADS
Cycle	Other	Lack of space, congestion	TWEED HEADS
Cycle	Safety	Narrow foot path	TWEED HEADS
Cycle	Accessibility	Poor access. need to dismount	TWEED HEADS
Cycle	Accessibility	No emergency lane here for cyclists on the M1. See other comments about directing cyclists to the bridge under M1. Or have an exit somewhere linking to the other side.	TWEED HEADS SOUTH
Cycle	Signage & Linemarking	I was unaware there is a bridge under the M1 for cyclists?? Definitely need some signage on both sides to direct cyclists to it if it exists.	TWEED HEADS SOUTH
Cycle	Other	Kirkwood Rd to Greenway Drive This track is heavily used by cyclists (see tracks) but has only a soft sandy surface	TWEED HEADS SOUTH
Cycle	Crossing	Dangerous crossing section.	TWEED HEADS SOUTH
Cycle	Crossing	Dangerous crossing section.	TWEED HEADS SOUTH
Cycle	Other	Cars entering service station from road with no idea about cycleway.	TWEED HEADS SOUTH
Cycle	Other	Nerurms obsticals in this block section.	TWEED HEADS SOUTH
Cycle	Other	Nerurms obsticals in this block section.	TWEED HEADS SOUTH
Cycle	Other	The section from here to south tweed bowls club need work. can it be re routed behind the shopping centre .	TWEED HEADS SOUTH
Cycle	Path	No safe link between River terrace and the Sexton hill cycle path.	TWEED HEADS SOUTH
Cycle	Safety	Minjungbal Drive is dangerous. Too many driveways and side streets and heavy traffic.	TWEED HEADS SOUTH
Cycle	Path	Off Minjungbal Drive link south from Davey Street along edge of golf course to Alf Memorial Drive along riverfront.	TWEED HEADS SOUTH
Cycle	Path	A new footpath to link with Kirkwood therefore avoiding Tweed City Mall area.	TWEED HEADS SOUTH
Cycle	Other	New bike track	TWEED HEADS SOUTH
Cycle	Maintenance	Upgrade Alf Memorial Drive for use by cyclists. Understand it is flood prone however it could be engineered.	TWEED HEADS SOUTH
Cycle	Path	Connect here a way through to the Sexton Hill cycle path	TWEED HEADS SOUTH
Cycle	Safety	If this is the current "Tweed Bikeway/Cycleway", there should not/cannot be dangerous features like this broken off above the concrete and left for a bike to hit it, existing sign post.	TWEED HEADS SOUTH
Cycle	Path	road verge that cyclists use south bound disappears due to protruding gully pit and kerb ,move pit and kerb and path back 1 meter to provide connection without having to swerve into traffic lane	TWEED HEADS SOUTH
Cycle	Accessibility	Rough surface from dry Dock Rd, need to dismount & walk bike until you are (under the roadway) Limited head clearance, actual clearance height could be useful	TWEED HEADS SOUTH
Cycle	Safety	Lightpole position limits width of footpath, so passing pedestrian or bikes is a safety issue	TWEED HEADS SOUTH
Cycle	Path	Cyclists path ends abruptly around here. Very dangerous to ride on. Please complete cycle path.	TWEED HEADS WEST
Cycle	Safety	2 issues on this road: 1. Pedestrian path starts on one side of the road and then have to cross over the road on a hill for continued lane on the other side. Please extend the lane all the way up to the roundabout. 2. While part of the bike/pedestrian la	TWEED HEADS WEST
Cycle	Accessibility	Nowhere to cross from pedestrian path on this side of the road to the other side of the road in order to go over the bridge. Either need a path on both sides of the bridge or a safe place to cross, or a bike lane on the bridge.	TWEED HEADS WEST
Cycle	Other	All along this portion of Kennedy Drive, the walking paths are narrow, have bus shelters, and lamp posts on them making them difficult for cyclists and pedestrians to share. Either need to be widened or separated or move the bike lane onto the road in bo	TWEED HEADS WEST
Cycle	Accessibility	The pedestrian path crossing at these 2 roundabouts in both directions is scary at the best of times. Hard to get across safely when it is busy.	TWEED HEADS WEST
Cycle	Path	Another photo of the dangerous for cyclist 'road safety' humps.	TWEED HEADS WEST
Cycle	On-road cycle lane needed	Need an on-road cycle path between Bray Park and Tyalgum - or at least a wide and safe shoulder	TYALGUM
Cycle	Path	Off road separate path along Tumbulgum road	TYALGAH
Cycle	Safety	Currently unsafe as narrow with 100 speed limit.	TYALGAH
Cycle	Other	Enhance the safety for cyclists moving in and out of town.	TYALGAH
Cycle	On-road cycle lane needed	fast cars and narrow rd . Cycl lane would be nice .or at least a shoulder	TYALGAH
Cycle	Path	need a path or shoulder here.	TYALGAH
Cycle	Path	Need a shoulder at least.	TYALGAH
Cycle	Path	Tumbulgum Rd would be safer with separation from traffic due to high traffic volume and speed	TYALGAH
Cycle	On-road cycle lane needed	on road cycle lane needed	TYALGAH
Cycle	On-road cycle lane needed	on road cycle lane needed	TYALGAH
Cycle	Safety	narrow road, fast traffic, dangerous	TYALGAH

Issue Type	Issue Category	Your Comment	Suburb
Cycle	Path	Far fetched yes but a pedestrian and cycle bridge to reach Tumbulgum from the end of Tumbulgum Road would be awesome. Tumbulgum Road is a beautiful ride or walk beside the river. Even if it just crossed the Rous and had a track to the existing bridge.	TYGALGAH
Cycle	Other	Continue from end of Tumbulgum Rd along river and then down Quans Lane to link back to Tumbulgum Rd OR across to link up with Cane Rd by following lane alongside Mayal Ck to create a safe cycling/walking circuit.	TYGALGAH
Cycle	Safety	Vehicles travel fast & they don't have a great sight line for bikes.	UKI
Cycle	Path	Need an off-road cycle path between Bray Park and Uki	UKI
Cycle	Other	Consider options for link between MTB park and Uki Village. There is potential for Uki to be a destination similar to Derby, TAS.	UKI
Cycle	Other	Toilet and water bottle fill up needed	URLIUP
Cycle	Path	Creat walking/cycling link on gazetted road between Condong Fire Trail and Reserve Ck Rd	WARDROP VALLEY
Cycle	Path	Create cycling/walking link on gazetted road between end of Palmvale Fire Trail and Palmvale Rd	WARDROP VALLEY
Cycle	On-road cycle lane needed	On road cycle lane needed Black Rock to Wooyung on Tweed Coast Road	WOOYUNG
Cycle	Path	Cycle path to Ocean Shores	WOOYUNG
Cycle	On-road cycle lane needed	On road cycle lane needed	WOOYUNG
Cycle	Safety	Narrow	WOOYUNG
Cycle	Path	Create cycle lane between Pottsville and newTweed valley rail trail	WOOYUNG
Cycle	Amenities	Continuous cycle lane needed from Wooyung to Chinderah for recreational and sport and training purposes.	WOOYUNG

Issue Type	Issue Category	Your Comment	Suburb
Pedestrian	Accessibility	2 x kerb ramps	BANORA
Pedestrian	Path	45m footpath to connect to Muirfield Place	BANORA
Pedestrian	Path	185m of new footpath	BANORA
Pedestrian	Path	1460m of 2.5m wide path from Botanical Circuit, south to existing path (on Fraser Drive)	BANORA
Pedestrian	Path	130m of footpath + 1 kerb ramp + retaining. Kiara to Pileena Avenue	BANORA
Pedestrian	Safety	Refuge to cross Banora Hills Drive at Pioneer Parade	BANORA
Pedestrian	Crossing	Desperately Need a pedestrian crossing and a footpath. There is no designated area for children and parents to cross safely here	BANORA POINT
Pedestrian	Path	Path needed to continue to existing pathways	BANORA POINT
Pedestrian	Path	No pathways. People walk in middle of road	BANORA POINT
Pedestrian	Path	Path needed. People walk in the middle of the road	BANORA POINT
Pedestrian	Other	Yellow lines needed both sides of Bione Avenue in front of real estate	BANORA POINT
Pedestrian	Path	There is a right-of-way between the houses here which, for local residents, reduces the walking distance to the Sexton Hill bus stops by about 1 kilometre. The bottom section is quite steep and comprised of loose gravel and rocks which are quite hazardous	BANORA POINT
Pedestrian	Path	On behalf of customer (Norman). Path ends abruptly at No. 43. Continue path to link up with Botanical Circuit and provide kerb ramps so it is accessible for a mobility scooter. Missing link to shopping centre.	BANORA POINT
Pedestrian	Path	Footpath needed all the way to the school	BANORA POINT
Pedestrian	Path	Footpath needed	BANORA POINT
Pedestrian	Path	Footpath needed as people walk on road. Continue existing footpath to the park	BANORA POINT
Pedestrian	Path	Kids walking here all the time and jumping out the way of cars!	BANORA POINT
Pedestrian	Path	Rockslides and no footpath	BANORA POINT
Pedestrian	Amenity	Shade need for warmer months. One table with shade isn't nearly enough.	BANORA POINT
Pedestrian	Path	Toilets would also be good. Have seen people go to toilet behind the water pump shed numerous times.	BANORA POINT
Pedestrian	Path	Footpaths needed so people don't walk the road	BANORA POINT
Pedestrian	Path	Currently no pathways along Broadwater Esplanade or surrounding streets. Great if there was a pathway from Broadwater ESP up to the bus stop on Terranora Drive and a pedestrian crossing so you could walk safely across the road to the park. Ideally would	BANORA POINT
Pedestrian	Path	PATH NEEDED TO CONNECT TERRANORA TO BANORA. CURRENTLY TOO DANGEROUS TO NAVIGATE.	BANORA POINT
Pedestrian	Safety	The cars get a green turning light at the same time the pedestrians get a green man. There have been heaps of near misses I have witnessed and been apart of in the 6 months we have been walking to and from school.	BANORA POINT
Pedestrian	Path	People walking running and riding here all the time with no path. Really dangerous as this is a route lots of children use to walk to schools in Banora	BANORA POINT
Pedestrian	Path	Missing link between the road to the sewerage works and the path along the northern side of the canal to Greenway drive. This track gives access from Greenway drive and St Joseph's School to Banora Cove. It is a popular circuit walk that links Fraser d	BANORA POINT
Pedestrian	Path	It would be great if the footpath that ends here could be extended to the end of Pacific Drive. Much of the road is narrow with cars generally parked on both sides, while the single nature strip is on a slope and not possible to negotiate with mobility s	BANORA POINT
Pedestrian	Path	Connection from school to stairs	BANORA POINT
Pedestrian	Path	Anderson Street, to continue to the tennis court area at the end of Oyster Point road. (~150 metres)	BANORA POINT
Pedestrian	Path	Connection from Bione Avenue to Oyster Point Road	BANORA POINT
Pedestrian	Path	Between Toolona Avenue and Banora Hills Drive	BANORA POINT
Pedestrian	Path	In front of house 321 Darlington Drive	BANORA POINT
Pedestrian	Crossing	Footbridge Tuckeroo Springs	BANORA POINT
Pedestrian	Path	Covert Gardens to Glenayr	BANORA POINT
Pedestrian	Path	Kintyre Cres to Ash Drive	BANORA POINT
Pedestrian	Path	Connection of Donegal Court to Lochlomon Drive	BANORA POINT
Pedestrian	Path	Connection between Muirfield Place and Darlington Drive	BANORA POINT
Pedestrian	Path	Link to 62 Darlington	BANORA POINT
Pedestrian	Footpath provided	Extension of footpath to Pacific Drive	BANORA POINT
Pedestrian	Path	90m of path. Franklin St missing link+ kerb rampx2	BANORA POINT
Pedestrian	Path	480m footpath 4 kerb ramps Entire length	BANORA POINT
Pedestrian	Path	470m footpath 4 kerb ramps Bionne Ave to Bushland Dr	BANORA POINT
Pedestrian	Path	50m x 1.2m wide footpath. Connection from Cycleway to Summit Drive	BANORA POINT
Pedestrian	Path	90m x 1.2m footpath + 2 KR Franklin to Macquarrie to connect to Botanical	BANORA POINT
Pedestrian	Path	340m 1.2m wide + KR . 129 Pioneer Parade to Curtawilla Street	BANORA POINT
Pedestrian	Path	Footpath request Madeira St to Botanical Circuit (65m)	BANORA POINT
Pedestrian	Path	Lakeview Terrace to Lake	BIAMBIL HEIGHTS
Pedestrian	Path	Suggested footpath along Bilambil Creek towards Terranora Broadwater meeting up with a nature boardwalk with biodiversity/historical/Aboriginal signage through the mangroves to 57 Broadwater Esplanade for school students to cycle to school and for genera	BIAMBIL
Pedestrian	Path	Walking path desperately needed to access seagulls and waterways including coffs shop and bakery at bottom of hill	BIAMBIL HEIGHTS
Pedestrian	Path	walkway and path needed to safely run, walk, ride from top of "The View Estate" linking footpath all along scenic drive to seagulls please	BIAMBIL HEIGHTS
Pedestrian	Path	Footpath needed please	BIAMBIL HEIGHTS
Pedestrian	Path	footpath for walking, running, riding	BIAMBIL HEIGHTS
Pedestrian	Path	footpath with fencing from traffic, trucks, road	BIAMBIL HEIGHTS
Pedestrian	Path	Footpath required	BIAMBIL HEIGHTS
Pedestrian	Path	footpath please for bikes, walking, scooters, families etc	BIAMBIL HEIGHTS
Pedestrian	Path	Walkway / Footpath for walking, riding, running, families and dogs	BIAMBIL HEIGHTS
Pedestrian	Path	Footpath	BIAMBIL HEIGHTS
Pedestrian	Path	Footpath	BIAMBIL HEIGHTS
Pedestrian	Path	Bilambil Heights need paths everywhere as there are currently none and it is very dangerous to go walking especially with dogs, strollers or for elderly with walkers.	BIAMBIL HEIGHTS
Pedestrian	Maintenance	There is a concrete slab that has been undermined by the tide and sticks up on the path. Good place for someone to trip and have a serious accident	BIAMBIL HEIGHTS
Pedestrian	Maintenance	Trees over the path has allowed the concrete to get very slippery, they need to cut right back so the sunlight can get to track.	BIAMBIL HEIGHTS
Pedestrian	Path	Path is needed so those living on Scenic Drive can access shops at Panorama	BIAMBIL HEIGHTS
Pedestrian	Path	Safer access from the bus stop on Scenic, coming up the hill to Warringa Drive.	BIAMBIL HEIGHTS
Pedestrian	Path	Path needed	BIAMBIL HEIGHTS
Pedestrian	Path	Footpath needed full length of Broadwater ESP to link up at bottom to oyster track. Plus build footpath up top of Broadwater ESP that joins up to the existing footpath on Simpson drive that leads to the shops.	BIAMBIL HEIGHTS
Pedestrian	Path	There is a path required up the hill of scenic Drive. I see more and more people walking up and down the hill on the road. The road is already tight and I'm worried someone will be killed as people still speed around the bends and there isn't room to d	BIAMBIL HEIGHTS
Pedestrian	Path	There is a walking path required up and down the hill of scenic road. I see lots of teenagers and people cycling (not professional cyclists) up and down the hill. The kids are just flying down with no helmets and the others jump off their bikes to walk	BIAMBIL HEIGHTS

Pedestrian	Safety	Extremely hazardous blind corner for vehicles and pedestrians. Cars, buses and trucks travel at speed around this corner and it is only a matter of time before a serious accident occurs. Requires official signage, possible speed bump but definitely a foo	BILAMBIL HEIGHTS
Pedestrian	Safety	Extremely hazardous blind corner for vehicles and pedestrians. Cars, buses and trucks travel at speed around this corner and it is only a matter of time before a serious accident occurs. Requires official signage, possible speed bump but definitely a foo	BILAMBIL HEIGHTS
Pedestrian	Path	Footpath needed here.	BILAMBIL HEIGHTS
Pedestrian	Safety	A hazardous blind corner. Not quite as bad as the corner further north along Broadwater Esplanade but still requires a footpath for families with prams, bicycles and walkers.	BILAMBIL HEIGHTS
Pedestrian	Safety	Narrow road here with many cars usually parked on the side of the road. Generally only one car can pass at a time which is a traffic hazard in itself but pedestrians are required to dodge in and out of parked and moving cars since there is no footpath an	BILAMBIL HEIGHTS
Pedestrian	Path	There is no footpath all along Broadwater Esplanade. Some areas have flatter and wider spaces where pedestrians can walk but this area is particular congested, often with steep gardens abutting the road, and requires some space to be made for footpaths f	BILAMBIL HEIGHTS
Pedestrian	Path	There is no footpath along Broadwater Esplanade and there is generally no area to walk off the road here since it is overgrown and/or steep on the side of the road. This area has a beautiful view of the mangroves and rainforest of the Broadwater and woul	BILAMBIL HEIGHTS
Pedestrian	Maintenance	The Council track from Broadwater Esplanade south around the Broadwater is overgrown at times and terminates near 57 Broadwater Esplanade. There is a great opportunity to upgrade this section and then build a new raised boardwalk from the current terminu	BILAMBIL HEIGHTS
Pedestrian	Other	It would be great for the Council to provide a Nature Walking Trail through the Council land from 71/73 Peninsula Drive to 138/140 Broadwater Esplanade. This trail could also have ecological/historical signage highlighting the Gondwana rainforest species	BILAMBIL HEIGHTS
Pedestrian	Maintenance	The area in front of 73 Broadwater Esplanade and around the peninsula is listed on the original subdivision plan (1959) as 'Public Garden and Recreation Space' but this area is now largely overgrown and inaccessible. It's possible to walk down to the tr	BILAMBIL HEIGHTS
Pedestrian	Other	Suggested nature boardwalk with biodiversity/historical/Aboriginal signage through mangroves from 57 Broadwater Esplanade and then pathway along Bilambil Creek to Prindable Park and Bilambil Public School for school students to cycle to school and for ge	BILAMBIL HEIGHTS
Pedestrian	Other	Upgrade of Oyster Track and revegetation of surrounding area with native pre-European trees and flora.	BILAMBIL HEIGHTS
Pedestrian	Other	Acquisition of farmland near the track for native revegetation project to provide buffer zone and filtration of farm runoff (cow manure etc) before i	BILAMBIL HEIGHTS
Pedestrian	Other	There is an enormous old fig tree along this Oyster Trail which has an old side path built off the main path to view the tree. Clearly this has been an old and historical natural monument for some time but it is rapidly becoming decrepit. There should be	BILAMBIL HEIGHTS
Pedestrian	Path	Broadwater Esplanade is regularly used by families, joggers and walkers for recreation and exercise but there are no footpaths. Ideally there would be paths accessible by prams and wheelchairs all along the Esplanade.	BILAMBIL HEIGHTS
Pedestrian	Path	it would be great if the track could be extended further around here. Any way to get the community involved in track creation / refurbishment? I'd love to help	BILAMBIL HEIGHTS
Pedestrian	Path	Roberta Crescent to Inlet walkway	BILAMBIL HEIGHTS
Pedestrian	Path	Terranora Parade to Lake	BILAMBIL HEIGHTS
Pedestrian	Path	2600m footpath from Simpson Drive to Gull Place (missing links)	BILAMBIL HEIGHTS
Pedestrian	Footpath provided	Footpath from no. 13Bilambil Rd to McAllisters Rd (150m)	BILAMBIL HEIGHTS
Pedestrian	Lighting	No lighting in this section of the path which makes walking or running unsafe early or late in the day	BOGANGAR
Pedestrian	Path	There is no footpath on this small section and no alternate footpath on the other side of the road. The grassed verge is interrupted by tree roots which are a trip hazard. Anyone with a pram or small children on bikes are forced to veer onto the road whi	BOGANGAR
Pedestrian	Maintenance	There are many trip hazard along the footpaths of Hastings Rd caused by tree roots	BOGANGAR
Pedestrian	Crossing	This is a very busy traffic intersection and it is used heavily by pedestrians/walkers with small children, prams, dogs, bikes/scooters and surfboards etc. A traffic calming measure could be put in place e.g. a pedestrian crossing with flashing lights, a	BOGANGAR
Pedestrian	Safety	The southern end of Hastings Road is used heavily by people on bikes/scooters/skateboards to access the Headland/beach to surf, fish and walk dogs - adults and teenagers often use the road instead of the footpath. Cars often speed here between Tweed Coas	BOGANGAR
Pedestrian	Path	You come up the hill and then there is no path. You can run through people's front yards or on the road. A path is needed here.	BOGANGAR
Pedestrian	Path	A safe path needed from the bottom of the forest area past the carpark to the playground equipment and Norries Headland. Pedestrians and cars need to be separated.	BOGANGAR
Pedestrian	Path	A path along here would be great as it can feel dangerous walking through the path in the bushland alone or in the evening.	BOGANGAR
Pedestrian	Path	Footpath on this stretch between Tamarind and Rosewood Ave is interrupted	BOGANGAR
Pedestrian	Safety	High traffic volume causes safety concerns when crossing this intersection.	BOGANGAR
Pedestrian	Safety	Concerns with number of driveways with limited vision with pedestrian footpath (Woolworths carpark, delivery bay, shop driveways, childcare driveways. Often cars parked on the road and high traffic volumes limits option of using the road.	BOGANGAR
Pedestrian	Path	Path interrupted	BOGANGAR
Pedestrian	Path	Interrupted pathway from headland track to park	BOGANGAR
Pedestrian	Crossing	The stretch the length of the headland carpark lacks safe crossing areas.	BOGANGAR
Pedestrian	Path	Footpath interrupted and you must continue on the grass around the corner to Hastings Road where the pathway is interrupted up to the intersection with Rosewood Avenue.	BOGANGAR
Pedestrian	Path	Footpath ends and you must continue on the road once you get to the traffic calming measures.	BOGANGAR
Pedestrian	Lighting	No lighting on this stretch of pathway. It would be great to ahve the lighting extended all the way south to connect to Bogangar.	BOGANGAR
Pedestrian	Path	No path	BOGANGAR
Pedestrian	Path	No path	BOGANGAR
Pedestrian	Path	path needed	BOGANGAR
Pedestrian	Path	No path on this side of tallwood yet the rest has a pathway	BOGANGAR
Pedestrian	Crossing	difficult to cross from school side of TCR to the headland car park - lack of visibility from roundabout	BOGANGAR
Pedestrian	Other	A playpark and bin would be a great addition to this park	BOGANGAR
Pedestrian	Other	Playpark or an older child's play area/pump track	BOGANGAR
Pedestrian	Accessibility	The pathway along here is not accessible and forces people onto the carpark	BOGANGAR
Pedestrian	Amenity	More seats and viewing areas, less cars	BOGANGAR
Pedestrian	Other	Pedestrianise this area, its the main hub of the village no need to drive right up to it	BOGANGAR
Pedestrian	Path	Narrow section with no path for the length of approx 3 houses.	BOGANGAR
Pedestrian	Crossing	Dangerous crossing on blind corner, commercial bin collection at this location, this crossing is used by a lot of foot traffic	BOGANGAR
Pedestrian	Crossing	Only pedestrian crossing on Tweed Coast Road with high volume of traffic. Consider raised crossing to slow traffic. Lighting is occasionally U/S	BOGANGAR
Pedestrian	Crossing	Another dangerous crossing, one of the main routes to school	BOGANGAR
Pedestrian	Path	Missing section of footpath	BOGANGAR
Pedestrian	Path	Sections of Cabarita Rd missing a path, no connectivity	BOGANGAR
Pedestrian	Path	Path needed, area badly eroded	BOGANGAR
Pedestrian	Safety	One of the busiest roads, traffic often exceeding limit, dangerous crossing used by kids to access school bus stops	BOGANGAR

Pedestrian	Path	No footpath in this section of Hastings Rd, school bus stops on both sides of the road	BOGANGAR
Pedestrian	Signage & Linemarking	Better warning signage for crossing	BOGANGAR
Pedestrian	Safety	traffic turning	BOGANGAR
Pedestrian	Safety	traffic turning traffic ignoring stop signs no pedestrian crossing for busy intersection - especially traffic turning to go to Woolworths	BOGANGAR
Pedestrian	Path	Path required on southern side of Banksia Ave Very uneven surface down southern side of footpath of Banksia	BOGANGAR
Pedestrian	Crossing	Safety concern for crossing rd	BOGANGAR
Pedestrian	Path	No footpath on either side of rd	BOGANGAR
Pedestrian	Path	no path on ocean side of Tweed Coast Rd	BOGANGAR
Pedestrian	Path	no path at beginning of this side of the rd	BOGANGAR
Pedestrian	Crossing	crossing required somewhere in this area to access shops	BOGANGAR
Pedestrian	Path	Paths required on both sides of rd	BOGANGAR
Pedestrian	Crossing	Crossing somewhere in this section for safe access to beach and bike path	BOGANGAR
Pedestrian	Other	Back gate, school pickup/drop off area. Shared with cars, no side walks. Kids walk and use bikes and some parents drive down the dead end street.	BOGANGAR
Pedestrian	Safety	Dangerous with cars parked and no path for pedestrians	BOGANGAR
Pedestrian	Path	There is a missing link of footpath (approx. 85m) on Rosewood Ave, a busy road that carries over 4000 vehicles per day. It's the main link between the Pacific Motorway and Cabarita Beach/Bogangar but is also where children catch school buses and is an im	BOGANGAR
Pedestrian	Path	A footpath on Cabarita Road (approx. 90m) plus kerb ramp at Poinciana Ave is needed here to fill a missing link between Poinciana Ave and Tallwood Ave. It is directly opposite the Tweed Coast Community Church (which is busy most days of the week with th	BOGANGAR
Pedestrian	Path	A footpath is needed to fill the missing link (approx. 80m) on the western side of Hastings Road between 17/47 Hastings Rd and Banksia Ave. Whilst there is an existing shared path on the eastern side of the road, this short link connects to an existing f	BOGANGAR
Pedestrian	Path	There's a missing link (approx. 140m) in the Cabarita Road footpath between the existing pedestrian refuge/path cut-through to Silver Ash Court and Sandalwood Drive. A path here would improve access to the Tweed Coast Community Church (op shop/café/play	BOGANGAR
Pedestrian	Path	This short missing footpath link is only 200m from the Caba shops/bus stop and would directly serve 27 dwellings across three apartment complexes as well as the Emu Park Lodge accommodation. A kerb ramp plus pedestrian crossing of Banksia Avenue is also	BOGANGAR
Pedestrian	Path	There is currently no footpath connection on the western side of the school (zebra) crossing on Ti Tree Ave between Poinciana Ave and Cassidy Cres (approx. 95m of footpath or shared path plus kerb ramps are needed). This zebra links to the cut-through pa	BOGANGAR
Pedestrian	Path	There are two short sections of existing footpath on Hastings Rd (eastern side) outside the apartments, leaving three missing links between Tamarind Ave and Rosewood Ave. With no path leading to the crossing of Rosewood Ave, people have to travel on the	BOGANGAR
Pedestrian	Path	An extension of the footpath along Cassidy Cres (which currently only goes along the southern half of the crescent) would connect Bogangar Public School (BPS) and Pippies preschool and long day care centre. Around 40% of Pippies children have older sibli	BOGANGAR
Pedestrian	Safety	There is no kerb ramp where this path meets Cassidy Cres. This cut-through path is well used, as it provides a significant short-cut between Pippies childcare centre and Bogangar Public School (BPS) for many families, as well as residents connecting betw	BOGANGAR
Pedestrian	Path	Ficus Street is the only road access to Grass Tree Circuit and Blackbean Place and provides access to 80+ dwellings. A footpath link along Ficus St (approx. 180m) would fill a missing link between the existing shared path/short-cut to Blackbean Pl and th	BOGANGAR
Pedestrian	Accessibility	The metal chicane/path barrier on this short-cut path would be impossible to get through on a mobility scooter and difficult in a wheelchair (or if using a twin/double stroller). A single central, high vis bollard (along with a kerb ramp connecting to th	BOGANGAR
Pedestrian	Path	A path on Poplar Ave (connecting this path to the existing path on Rosewood Ave) would connect to the existing bus shelter on Poplar Ave (south of Tamarind Ave intersection) and improve access to Cudgen Lake. Approx. 150m of footpath needed.	BOGANGAR
Pedestrian	Path	There are several sections of disconnected footpaths along Tamarind Ave. There has been an increase in traffic here since the development of several house lots at Willow Ave and there are two large apartment blocks here too. Feedback from CBBRA members s	BOGANGAR
Pedestrian	Accessibility	This popular cut-through path between Banksia Ave and Oleander Ave does not have a compliant kerb ramp on the southern side of Banksia Ave and there is no corresponding kerb ramp on the northern side. It is located approx. 70m from a blind corner to the	BOGANGAR
Pedestrian	Safety	The shared path connecting to the north and south of this crossing on Banksia Ave is the main walking and cycling route through the village, which connects to the shops, school and headland and forms part of the NSW Coastal Cycleway. It is located approx	BOGANGAR
Pedestrian	Safety	Rosewood Ave is a heavily trafficked route connecting the highway/Clothiers Creek Rd and the Tweed Coast Rd (and is the second busiest road in town after the Tweed Coast Rd). Hastings Rd is becoming busier as well, with the main Woolworths car park entra	BOGANGAR
Pedestrian	Safety	Sandalwood Ave is very wide (approx. 13m) and a crossing is required here to improve safe access to the 80+ dwellings on Grasstree Circuit and Blackbean Place. Many Bogangar Public School students live in this area so it would support more and safer walk	BOGANGAR
Pedestrian	Path	The footpath on Tallwood Ave currently stops just to the north of here and directs people south to the cut-through to Sandalwood Ave. An extension of the footpath on this southern part of Tallwood Ave (west towards Cabarita Road) would improve connecti	BOGANGAR
Pedestrian	Crossing	'Safety at this intersection (Banksia Ave/Tweed Coast Rd) has been raised by many residents and members of the Cabarita Beach/Bogangar Residents Association. Issues include: - No footpath connection/safe pedestrian crossing between existing shared path t	BOGANGAR
Pedestrian	Crossing	A new pedestrian crossing point needed here, especially if the path along Poplar Ave can be completed. The new residential subdivision at Kanooka Cres has installed kerb ramps to the west but something will be needed for residents of Poplar Ave and the w	BOGANGAR
Pedestrian	Crossing	Many school students (and residents) cross Hastings Rd to connect between the Hastings Rd shared pathway and Ti Tree Ave footpath. It can be very busy in peak hour/school drop off/pick up time and it is a complex intersection for children to navigate on	BOGANGAR
Pedestrian	Accessibility	Maintenance/path design issue - uneven pavement joints and service pits/storm water grates make it difficult for people using mobility scooters and wheelchairs. These are also a trip hazard for pedestrians and even more so at night time as it is quite da	BOGANGAR
Pedestrian	Accessibility	The angle/crossfall of the path here makes it very uncomfortable for people using wheelchairs/mobility scooters.	BOGANGAR
Pedestrian	Accessibility	The angle/crossfall of the path here makes it very uncomfortable for people using wheelchairs/mobility scooters.	BOGANGAR
Pedestrian	Crossing	There is no formalised pedestrian crossing here. Many people cross here as they take the short cut from Hastings Rd through the shopping centre with the Cabarita Bakehouse to get to the beach. A crossing would also connect between the two bus stops.	BOGANGAR
Pedestrian	Crossing	Upgrading this existing pedestrian refuge to a raised zebra crossing would greatly improve safety for those trying to cross the road, including to access the bus stop and beach. It would also slow down traffic at the village entrance where drivers are c	BOGANGAR



Pedestrian	Safety	MOTORISTS DO U TURNS AT THIS INTERSECTION AND THE HAVE BEEN A COUPLE OF PEOPLE HIT RECENTLY. THERE SHOULD BE AN ISLAND AND A PEDESTRIAN SAFETY FEATURE THE SAME AS AT TOWNERS AVENUE AND TWEED COAST ROAD SO PEDESTRIANS CAN CROSS SAFELY AND STOP VEHICLES FR	BOGANGAR
Pedestrian	Amenity	Lots of space alongside the path from Banksia Ave to the shops for more shade trees - one was lost in December 2020 (at the top of the little hill) to a storm and has not been replaced.	BOGANGAR
Pedestrian	Amenity	Lots of room beside the shared path and within Council land (Rosewood Ave and Hastings Rd) for more shade trees leading to the Caba main street shops.	BOGANGAR
Pedestrian	Path	Complete the missing link in the footpath and shade trees along the western side of Hastings Rd. Many people prefer to walk on this side of Hastings Rd rather than use the wider, unshaded shared path on the eastern side of the road. The street trees plan	BOGANGAR
Pedestrian	Other	An integrated masterplan for the Caba Town Centre is needed to address a number of issues, including urban design, walking/cycling routes and road crossings, disability access, open space allocation, speed limits and car parking. A high quality main stre	BOGANGAR
Pedestrian	Accessibility	no safe, convenient access between headland and town for wheels (prams, bikes, wheelchairs etc)	BOGANGAR
Pedestrian	Other	I use the road, due to path slope issues for mobility scooter	BOGANGAR
Pedestrian	Path	Extreme path/road slope ramp issues for mobility scooters.	BOGANGAR
Pedestrian	Path	Extreme path/road slope ramp issues for mobility scooters.	BOGANGAR
Pedestrian	Path	Extreme path/road slope ramp issues for mobility scooters.	BOGANGAR
Pedestrian	Path	Extreme path/road slope ramp issues for mobility scooters.	BOGANGAR
Pedestrian	Path	bike path ramp impossible for a mobility scooter to use. Extreme path/road slope ramp issues for mobility scooters.	BOGANGAR
Pedestrian	Other	Pedestrian hit here couple of weeks ago.	BOGANGAR
Pedestrian	Path	73m of path towards Poplar Ave	BOGANGAR
Pedestrian	Path	90m of path + KR Poinciana to Tallowood	BOGANGAR
Pedestrian	Footpath provided	82m of path Banksia to 47 Hastings	BOGANGAR
Pedestrian	Path	93m of path + KR Eastside Refuge to Tallowood	BOGANGAR
Pedestrian	Path	143m of path + KR Eastside Tallowood to Sandeewood	BOGANGAR
Pedestrian	Accessibility	95m of path + 2KR Pionciana to Cassidy	BOGANGAR
Pedestrian	Path	73m of path 136 to Rosewood	BOGANGAR
Pedestrian	Path	180m of path Access path to Ti Tree	BOGANGAR
Pedestrian	Path	80m of path + 2KR Grasstree to Sandeewood	BOGANGAR
Pedestrian	Path	152m of path number 8 to Rosewood	BOGANGAR
Pedestrian	Crossing	2 x KR (modify driveway) 1 x refuge 10 Banksia	BOGANGAR
Pedestrian	Crossing	Refuge 42 Hastings Road	BOGANGAR
Pedestrian	Crossing	Refuge + 1 KR 120 Hastings Road	BOGANGAR
Pedestrian	Crossing	Refuge + 2 KR 12 Sandeewood drive	BOGANGAR
Pedestrian	Crossing	Refuge + 2 KR 28 Rosewood Avenue	BOGANGAR
Pedestrian	Path	Let's have public access to the weir and a walking trail.	BRAY PARK
Pedestrian	Maintenance	There's a lovely path here but it's old and cracking up and needs repair.	BRAY PARK
Pedestrian	Path	Access to the weir and green space on river bank	BRAY PARK
Pedestrian	Path	No footpath along Park Avenue. Pedestrians have to walk on road.	BRAY PARK
Pedestrian	Path	The new paving has been great but there is about a 20m section of path missing.	BRAY PARK
Pedestrian	Maintenance	Footpath needs reconstructing. It is in terrible condition due to heavy traffic into service station.	BRAY PARK
Pedestrian	Path	Footpath between Gumnut School and town centre	BURRINGBAR
Pedestrian	Crossing	no marked road crossing at the bus stop for school children/pedestrians	BURRINGBAR
Pedestrian	Other	parked cars in road verge	BURRINGBAR
Pedestrian	Path	new path needed to connect the Rail Trail underpass	BURRINGBAR
Pedestrian	Path	link path for Rail Trail access	BURRINGBAR
Pedestrian	Other	vacant land here could house a shade shelter and wayfinding information in the future	BURRINGBAR
Pedestrian	Other	vehicles are often randomly parked within the shared use path	BURRINGBAR
Pedestrian	Crossing	pedestrian crossing? there is none - possibility of trial road markings and traffic calming measures has been discussed with the Traffic Officer, but no action taken to date	BURRINGBAR
Pedestrian	Accessibility	Current pathway at the underpass is sub-standard and narrow ie. could not accommodate passing pedestrian and/or person wheeling stroller. Also not suitable for wheelchairs and very dark - even during the day	BURRINGBAR
Pedestrian	Path	130m of 1.2m footpath from pre school to the bridge.	BURRINGBAR
Pedestrian	Path	New 20m of 1.2m footpath to connect kerb ramp to parking area	CABARITA
Pedestrian	Crossing	some form of crossing required	CABARITA BEACH
Pedestrian	Path	The is no path along Tweed Coast Road and no shoulder. There could be a path or shoulder all the way to Coles.	CASUARINA
Pedestrian	Safety	Slippery rubbery bridge. Easy to slip while jogging.	CASUARINA
Pedestrian	Path	Footpath comes to an end and doesn't go all the way to the corner (Casuarina way and windsong way), even though it keeps going on the other side. So you basically have to cross Casuarina way, then cross windsong way then cross Casuarina way again to s	CASUARINA
Pedestrian	Maintenance	There is a tripping hazard along the boardwalk track in this area. Tripping hazard. It is marked with yellow paint and is a tripping hazard and dangerous for children on scooters etc.	CASUARINA
Pedestrian	Lighting	It would be great to continue the lighting of the boardwalk to continue along the track all the way to Bogangar.	CASUARINA
Pedestrian	Safety	Bridge slippery particularly when wet.	CASUARINA
Pedestrian	Safety	The walkway to cross the road is dangerous as cars come around the roundabout and most (particularly those coming from the south) cut the corner, making for a lot of near misses when crossing this section of road. It is especially terrifying trying to cr	CASUARINA
Pedestrian	Maintenance	the original path and wooden bridges need an urgent update, very hard for a mobility scooter to use. not safe, especially the wooden arches/pathways.	CASUARINA
Pedestrian	Path	Connection of footpath to beach access path 29 She-Oak Lane	CASUARINA
Pedestrian	Path	The only other way to walk to the service station / McDonalds is about a 5km detour via Chinderah	CHINDERAH
Pedestrian	Path	Dirt Path needed along side of river from Stotts to Chinderah - for bicycles as well as pedestriains - then you can walk/ride all the way to Fingal Head	CHINDERAH
Pedestrian	Path	Path from Naru Street to Coner of Chinderah Road and Chinderah Bay Drive	CHINDERAH
Pedestrian	Path	Foot path and crossing needed to access public toilets.	CHINDERAH
Pedestrian	Path	Path needed to connect to Naru Street and Chinderah Road and Chinderah Bay Drive	CHINDERAH
Pedestrian	Crossing	Crossing required ASAP - slow down signage, speed bumps.	CHINDERAH
Pedestrian	Path	Path needed from Chinderah Hotel to River Street to connect to the path at River Street	CHINDERAH
Pedestrian	Crossing	Zebra crossing required	CHINDERAH
Pedestrian	Crossing	Zebra crossing required	CHINDERAH
Pedestrian	Crossing	Zebra crossing required	CHINDERAH
Pedestrian	Crossing	A safer place to cross on foot or cycling - cut trees & area around that corner completely away so motorists can see and add a zebra crossing.	CHINDERAH
Pedestrian	Maintenance	Cut all this bush right back to see motorists coming and going from service stations and so pedestrians can be more visible.	CHINDERAH
Pedestrian	Other	Gutters need to be installed along Wommin Bay Road. Vehicles regularly stopping causing large pot holes and damage to drive ways. Can redirect water back into the storm water drains to.	CHINDERAH
Pedestrian	Other	Skate park, pump track, much needed improved play ground, needs a huge upgrade. Loads of opportunity here whilst keeping a lot of the large trees in tact.	CHINDERAH
Pedestrian	Crossing	Zebra crossing into childcare centre	CHINDERAH
Pedestrian	Path	No footpath along this road. people with wheel chairs have to use road	CHINDERAH

Pedestrian	Path	no path for pedestrians	CHINDERAH
Pedestrian	Other	needs a center line down middle of road.	CHINDERAH
Pedestrian	Other	no marked center line on entire road.	CHINDERAH
Pedestrian	Path	Lifestyle Village Tweed Shores to junction of Chinderah Road/Chinderah bay Drive	CHINDERAH
Pedestrian	Path	700m of path. Swap from east side to west side. Waugh St to Fingal Road	CHINDERAH
Pedestrian	Signage and Linemarking	500m of line marking to provide a divided section to walk on the road	CHINDERAH
Pedestrian	Path	350m x 1.2m footpath. Naru Street to Chinderah Bay Drive	CHINDERAH
Pedestrian	Path	520m x 1.2m footpath. 186-202 Chinderah Bay Dr to Chinderah Rd	CHINDERAH
Pedestrian	Path	1.2m footpath 125m + 500m on road shared user path from 186 to Chinderah Road	CHINDERAH
Pedestrian	Path	150m x 1.2m wide footpath 11 Waugh St to Chinderah Bay Dr	CHINDERAH
Pedestrian	Path	Path needed along Crabbes Creek Rd	CRABBES CREEK
Pedestrian	Path	There is no way of walking or taking a pram down this section of Tweed Coast Road. It is an obvious loop or link to the Tweed River / Chinderah from the new hospital / for people who do a loop of Kingscliff	CUDGEN
Pedestrian	Path	Create access track for walkers to Mt Nullum	DUM DUM
Pedestrian	Path	I second that - I see all these amazing hills around Murwillumbah and have no idea if or how to access them. Just simple informal pathways	DUM DUM
Pedestrian	Amenity	Here's another really beautiful path with native bush land and the river. It could be improved by native planting in the sections beside the river where currently there is lawn.	DUNBIBLE
Pedestrian	Path	connect from shops to school	FINGAL
Pedestrian	Widen existing Path	widen around bridge to become SUP Narrow section opposite bambery street intersection( existing path would be removed)	FINGAL
Pedestrian	Maintenance	There is far too much vegetation on the nature strip. It's hard for pedestrians and impossible for mobility scooters to pass between the massive garden on the nature strip and the road. Passing on the house side requires basically walking into a front ya	FINGAL HEAD
Pedestrian	Widen existing Path	Insufficient space, requires single file for pedestrians and is unsafe for cyclist, horses and pedestrians would be required to move off the pathway onto rocks.	FINGAL HEAD
Pedestrian	Maintenance	Clean the pathway of gravel and improve the stormwater drains so as less likelihood of flooding.	FINGAL HEAD
Pedestrian	Maintenance	Repair pathway as the condition has been barricaded for several years with no improvement by TSC.	FINGAL HEAD
Pedestrian	Other	Allow horses the track from the Old Boat Harbour or the parking locality of Quarry Road at Caves Point to disembark and ride upon the beach. Not to impinge on the bush tracks leading off from the pathway onto the other pathways associated with the Fingal	FINGAL HEAD
Pedestrian	Safety	There is a low lying barrier here that has an unexpected dog leg when transitioning from the asphalt path to the concrete path. The bit sticking into the path should be removed. I have fallen over it and had a bad injury. The whole low lying barrier s	FINGAL HEAD
Pedestrian	Maintenance	It is impossible to roller blade on the river side path due to the stones. A smoother surface / resurface is required.	FINGAL HEAD
Pedestrian	Maintenance	Path here is in poor condition.	HASTINGS POINT
Pedestrian	Safety	We cross here to go to the bus stop (primary aged children) also to go to the beach and creek (as do lots of tourists from the caravan park. The section for crossing is small and can barely fit more than two people or a pram on it. Cars go way to fast th	HASTINGS POINT
Pedestrian	Crossing	a pedestrian crossing for safer crossing to bus stop, creek and beach.	HASTINGS POINT
Pedestrian	Other	Hastings headland needs walkways and viewing areas to be built pathways are very eroded	HASTINGS POINT
Pedestrian	Path	path ramp unsafe for mobility scooter	HASTINGS POINT
Pedestrian	Path	Old entrance into Caravan Park	HASTINGS POINT
Pedestrian	Path	3m extension to connect to driveway	HASTINGS POINT
Pedestrian	Path	Plan required for path to link to King's Forrest from Casuarina.	KINGS FOREST
Pedestrian	Crossing	Need a pedestrian crossing, lots of children and families cross here, and cars definitely are not sticking to the speed limit on this road. Terrifying when you are stuck on the safety island with young kids/pram, and cars and busses come so close	KINGSCLIFF
Pedestrian	Crossing	Need a pedestrian crossing	KINGSCLIFF
Pedestrian	Crossing	With more and more vehicles using this area, so a better crossing is needed indicating pedestrian priority i.e. a zebra crossing. This is the only crossing in 6 or 7 km along the path and my kids struggle with it especially after coming down the hill.	KINGSCLIFF
Pedestrian	Crossing	Marked Pedestrian Crossing required	KINGSCLIFF
Pedestrian	Accessibility	This & nearly every other E-W beach access pathway in Salt & Casuarina has a vertical kerb & drain inlet at the W. end of the path, & often no N-S footpath either. This is untrafficable to wheelchairs & other disabled users, as well as cyclists. All thes	KINGSCLIFF
Pedestrian	Path	No pedestrian footpath or road shoulder from Viking St south. Very busy sub-arterial road and poor visibility at crest. Dangerous for pedestrians & bicycles.	KINGSCLIFF
Pedestrian	Widen existing Path	This footpath is only 1m wide and only 0.4 m from the through-traffic lane on the outside of a curve. Try standing there after 4pm on a regular non-COVID day when tradies' utes are rushing home, and you will be AFRAID, as they come directly towards you.	KINGSCLIFF
Pedestrian	Path	This heavily used parkland is being destroyed by uncontrolled vehicle traffic across grassed areas trying to avoid the poor road surface. There is no pedestrian corridor or disabled pathway other than the rough dusty track.	KINGSCLIFF
Pedestrian	Amenity	There is a beautiful but little known rainforest walk from the KHS to "Cudgen Foreshore Park". It forms only part of a potential delightful tourist loop walk that circumnavigates the Kingscliff Hill via the creek boardwalk, the ocean foreshore walk, Fir	KINGSCLIFF
Pedestrian	Crossing	Crossing required between sporting fields. Something safer when vehicles are driving on and off this parking area. Barrier possibly.	KINGSCLIFF
Pedestrian	Crossing	Zebra crossing needed	KINGSCLIFF
Pedestrian	Safety	Very dangerous as everyone walking to South Beach has to walk on the road which is narrow and with cars going two ways as well as pedestrians it is a constant safety hazard. High need for a path	KINGSCLIFF
Pedestrian	Widen existing Path	The only foreshore footpath is <1m wide rough unsurfaced with rocky drop-offs; cars mount kerb with doors open onto walkway; pedestrians, prams, wheelchairs are forced onto busy roadway. Path also blocked when used as work area for fishcleaning table.	KINGSCLIFF
Pedestrian	Accessibility	See comment on safety. This path is untrafficable to wheelchairs & prams. Dangerous for anyone who is not agile, let alone disabled.	KINGSCLIFF
Pedestrian	Other	It is ridiculous that the most popular foreshore in the Shire is used for an asphalt carpark without even a proper paved footpath. Push the ugly carpark north & return this prime recreational site to human use.	KINGSCLIFF
Pedestrian	Path	Footpath to link to the stairs on Boomerang Street near the five ways roundabout	KINGSCLIFF
Pedestrian	Path	There is very little space for people to safely walk or ride out to the creek mouth. You can see from Google Streetview that there used to be physical barriers to stop people parking here but all that is left now is a white line. It would be great to ret	KINGSCLIFF
Pedestrian	Path	Connection from water tower at Dinsey Street to McPhail	KINGSCLIFF
Pedestrian	Path	connection to Aged Care Facility	KINGSCLIFF
Pedestrian	Path	Connection from Orient Lane to Sutherland Street	KINGSCLIFF
Pedestrian	Path	Turnock Street to Kingscliff Street	KINGSCLIFF
Pedestrian	Path	Ozone Street to Wommin Bay Drive	KINGSCLIFF
Pedestrian	Safety	300m footpath west and cross to east	KINGSCLIFF
Pedestrian	Footpath provided	C 1.2m wide footpath from Beach St to Wommin Bay Rd. 14 KR + Retain+ driveways	KINGSCLIFF
Pedestrian	Path	create access track to Hatton's Bluff Nature Reserve	MOUNT WARNING
Pedestrian	Path	Agreed - access track to Hattons bluff	MOUNT WARNING
Pedestrian	Maintenance	This path is weedy	MURWILLUMBAH
Pedestrian	Maintenance	This area feels unsafe due to not being able to see over the flood wall, lots of overgrown weeds and hidden spots, graffiti on walls and trees and not kept path.	MURWILLUMBAH

Pedestrian	Path	There is a gap in the pedestrian path on this corner of James/ Brisbane Street	MURWILLUMBAH
Pedestrian	Other	This area would be great for a walking destination with a shark net swimming/ picnic/ fishing place. It is so hot in Murwillumbah and there is no safe local places to swim, due to fear of bull sharks.	MURWILLUMBAH
Pedestrian	Crossing	Children and people walking to Mt St Patricks school/college need to navigate this roundabout with nil pedestrian access.	MURWILLUMBAH
Pedestrian	Path	I slipped and broke my leg on this slippery grass hill after dropping my child to school. A path OR stairs would have prevented this. The Mt St Patricks children/families use this path every school day.	MURWILLUMBAH
Pedestrian	Path	It would be good to have a public path through the back of the golf course	MURWILLUMBAH
Pedestrian	Path	There could be a walking track from the bottom of Joshua Street to the CBD	MURWILLUMBAH
Pedestrian	Path	You could make a beautiful walk through to the showgrounds. We live in a place of great natural beauty, let's enjoy it.	MURWILLUMBAH
Pedestrian	Path	Lets have a walking trail through to the showgrounds.	MURWILLUMBAH
Pedestrian	Path	We have to walk on the road with the vehicular traffic	MURWILLUMBAH
Pedestrian	Path	There is no path currently	MURWILLUMBAH
Pedestrian	Path	We have to walk on the road with cars, busses, trucks because there is no footpath	MURWILLUMBAH
Pedestrian	Path	a path needed from sovereign way all the way through Bray Park and into Town	MURWILLUMBAH
Pedestrian	Other	Foot path and bike tracks needed all along the tweed riverfrom Alma St to Tumbulgun for recreational/walking/fitness equipment just like there is along the tweed river in Tweed Heads near the Tweed Hospital	MURWILLUMBAH
Pedestrian	Path	A path from the Rous to the town through what appears to Council land and would be wonderful both for those of us wanting a walk by the river and River Vue people wanting to walk into town.	MURWILLUMBAH
Pedestrian	Safety	Traffic comes around this corner at speed & even the pedestrian crossing is dangerous	MURWILLUMBAH
Pedestrian	Maintenance	The existing path from Eyles Ave to Lucas lookout is in very, very bad repair. It's slippery, uneven & a danger - but it could be an excellent link path	MURWILLUMBAH
Pedestrian	Path	It would be wonderful to re-establish the path from the Lion's Lookout down to Church St.	MURWILLUMBAH
Pedestrian	Path	Link path through to Bray Park & on to the weir.	MURWILLUMBAH
Pedestrian	Path	Road too narrow for safety	MURWILLUMBAH
Pedestrian	Path	Footpath narrow uneven and nonexistant in places. Busy road needing to cross multiple times.	MURWILLUMBAH
Pedestrian	Path	Path too narrow to pass.	MURWILLUMBAH
Pedestrian	Other	an undervalued public area	MURWILLUMBAH
Pedestrian	Path	Many school children walk here each day and there are no footpaths. Cars have low visibility and drive quickly. Someone is going to be hurt here.	MURWILLUMBAH
Pedestrian	Path	The improvements to park have been great but really need a path on the eastern side of park. This would great encourage people to walk & would create a natural path for people to do laps of the park.	MURWILLUMBAH
Pedestrian	Maintenance	Big lip on the concrete path in between 4 & 6 Riveroak drive. Its a trip hazard	MURWILLUMBAH
Pedestrian	Crossing	This corner is nearly impossible for pedestrians to cross Riverview Street.	MURWILLUMBAH
		They can try to cross up at the roundabout and use the high side of the road which isn't great either but coming from town it is too late to think of that when they reach the co	
Pedestrian	Maintenance	The footpath on the northern side is steep and very narrow. Pedestrians are very exposed to the sharp corners on the guard rail posts which should have protective tops. I'm sure these would be readily available and easily fitted.	MURWILLUMBAH
Pedestrian	Safety	Old Lismore Road is a vital pedestrian link between Hundred Hills and the shops at Golden Links and the Golf Club. There isn't even room for cars to pass on some bends let along accommodate cyclist or walkers.  It is unlit at night and nowhere to get aw	MURWILLUMBAH
Pedestrian	Safety	Southern side footpath stops here and it isn't a great place to cross.	MURWILLUMBAH
Pedestrian	Accessibility	Footpath is too narrow to travel using a wheelchair, all along Prince Street between Nullum St and Byangum Road. On behalf of Wendy Buckingham, Equal Access Advisory Committee member	MURWILLUMBAH
Pedestrian	Path	There is no footpath on the left-hand side of William st, travelling east to town. I have to cross William St to access the footpath, which is too narrow. I find that I have to position the wheelchair in the middle of the expansion joint which is very dif	MURWILLUMBAH
Pedestrian	Path	There is no footpath in this area. Many children walk, ride or scoot to school along this road and there is little visibility around the corner.	MURWILLUMBAH
Pedestrian	Path	This is a great path - shaded. This is the route from River vue to town that Nola was asking for - it needs steps or path at the north end	MURWILLUMBAH
Pedestrian	Path	Steps or preferably a levelled retained sloping path up the steep bank needed. This is the ideal access way from riva vue to town	MURWILLUMBAH
Pedestrian	Path	I agree - access to the showgrounds here needed. I would walk to the market on wednesdays (from Barnby St) if there was a gate through the boundary fence	MURWILLUMBAH
Pedestrian	Path	400m footpath from near Buchanan Street to Condong Bridge90000	MURWILLUMBAH
Pedestrian	Path	380 m section to link to Dorset Street	MURWILLUMBAH
Pedestrian	Path	Connection between William Street and sports field	MURWILLUMBAH
Pedestrian	Path	Carmen Pl to existing footpath	MURWILLUMBAH
Pedestrian	Path	North of Moobal Street	MURWILLUMBAH
Pedestrian	Footpath provided	Westernside of Riverview Street between Prince and Wollumbin Street	MURWILLUMBAH
Pedestrian	Path	Connect ..... Point Lookout Chase to Sovereign Way, 60 metres of 1.2 metre footpath.	MURWILLUMBAH
Pedestrian	Path	missing link	MURWILLUMBAH
Pedestrian	Footpath provided	590m footpath Park Avenue Bray Park	MURWILLUMBAH
Pedestrian	Path	305m footpath to showground markets	MURWILLUMBAH
Pedestrian	Path	1420m footpath (west side)	MURWILLUMBAH
Pedestrian	Path	FTP20/0071 Entire length of street 380m Feb 2020	MURWILLUMBAH
Pedestrian	Accessibility	160m footpath + 2 kerb ramps to link Old Ferry Road to Reynolds Street	MURWILLUMBAH
Pedestrian	Path	1360m footpath and 8 kerb ramps Sylvan St-Bellevue Ave	MURWILLUMBAH
Pedestrian	Path	120m footpath From 41 Ewing Street to Peter Street	MURWILLUMBAH
Pedestrian	Path	270m of footpath to link Warana Ave to Tree Street	MURWILLUMBAH
Pedestrian	Path	100m x 1.2m footpath. Knox park to Tennis Court entrance	MURWILLUMBAH
Pedestrian	Path	200m x 1.2m footpath	MURWILLUMBAH
Pedestrian	Path	Footpath request Buchanan St to Quarry Rd (1.5m(w) x 225m (L)	MURWILLUMBAH
Pedestrian	Path	west side between king and condong street	MURWILLUMBAH 1
Pedestrian	Path	Path needed	POTTSVILLE
Pedestrian	Path	Path needed	POTTSVILLE
Pedestrian	Maintenance	This path is badly in need of repair	POTTSVILLE
Pedestrian	Path	Path needed here as the path finishes and then there is no path on either side.	POTTSVILLE
Pedestrian	Path	Start of missing link when walking north towards Pottsville shopping center.	POTTSVILLE
Pedestrian	Path	Missing link walking north would be completed with path to this point.	POTTSVILLE
Pedestrian	Crossing	A pedestrian crossing is needed here	POTTSVILLE
Pedestrian	Path	A walking path is needed here as the path ends	POTTSVILLE
Pedestrian	Crossing	A crossing is desperately required along here, both for pedestrians and cyclists. There is no safe, direct way of children cycling to the public school from Pottsville Waters. At the moment you have to check multiple directions and a relatively blind ben	POTTSVILLE
Pedestrian	Path	A continuation of this path is needed much further down into black rocks. Much safer for pedestrians and cyclists	POTTSVILLE

Pedestrian	Safety	At school pick up / drop off times it is very hard to cross the road and also pull out of the school gates. Looking for pedestrians on the footpath both ways, limited visibility around parked cars towards koala beach and also cars quickly entering Cudger	POTTSVILLE
Pedestrian	Crossing	a pedestrian crossing needs to be put here to link AMbrose Park and the oval.	POTTSVILLE
Pedestrian	Crossing	a pedestrian crossing needs to be put here from the oval to the Phillip street shops Pottsville	POTTSVILLE
Pedestrian	Path	A bridge here to connect koala beach with the existing trail in the environment park would be a fantastic way to increase usability of the enviro centre trails and improve access to this beautiful bushland without having to drive!	POTTSVILLE
Pedestrian	Path	desperately need a safe boardwalk to walk from the carpark/creek area to the beach. Currently it's an unsafe goat's track complete with brown snakes!	POTTSVILLE
Pedestrian	Path	could build flat access for Isavers and families	POTTSVILLE
Pedestrian	Safety	trucks and kids /pensioners dont mix	POTTSVILLE
Pedestrian	Other	great place for kbeach access and lifesavers- well away from polluted pville creek mouth	POTTSVILLE
Pedestrian	Other	Kids speed down this path on bicycles on a daily basis, even though two signs have been erected at top of path to instruct cyclists to dismount. Pedestrians walking up path from adjoining court are at risk of being crashed into by juvenile cyclists who a	POTTSVILLE
Pedestrian	Other	Road to path ramp needs more space to enable mobility scooter turning circle.	POTTSVILLE
Pedestrian	Other	Road to path ramp needs more space to enable mobility scooter turning circle.	POTTSVILLE
Pedestrian	Other	Path ramp too steep for mobility scooters forced to use the road.	POTTSVILLE
Pedestrian	Other	Extreme risk zone for all, especially mobility scooters. slope issues, path condition issues, pole in the middle of danger zone.....	POTTSVILLE
Pedestrian	Path	An extreme risk with footpath slope, a major issue for a mobility scooter. I have hit a wall at this location.	POTTSVILLE
Pedestrian	Path	An extreme risk with footpath slope, a major issue for a mobility scooter. I have hit a wall at this location.	POTTSVILLE
Pedestrian	Path	An extreme risk with footpath slope, a major issue for a mobility scooter. I have hit a wall at this location.	POTTSVILLE
Pedestrian	Accessibility	lack of access to go around a bus stop, for mobility scooter	POTTSVILLE
Pedestrian	Other	An extreme issue, path ramp is poorly designed, impossible to safely steer a mobility scooter, more room is required around the ramp	POTTSVILLE
Pedestrian	Path	New KR's x 2+ 1.2m wide footpath from 66 Overall Dr north to existing path	POTTSVILLE
Pedestrian	Path	480m x 1.2m wide footpath to connect to Overall Drive + 2 KR	POTTSVILLE
Pedestrian	Maintenance	Yvonne Barnes 6 x 1.2m wide footpath in front of 11 Elizabeth Street	POTTSVILLE
Pedestrian	Path	1.2m wide footpath connect to Tweed City shops	SOUTH TWEED HEADS
Pedestrian	Path	construct walking path along riverbank, public access along entire length of riverfront	SOUTH MURWILLUMBAH
Pedestrian	Path	1.2m footpath x 750m Wardrop St to Alma St	SOUTH MURWILLUMBAH
Pedestrian	Path	360m x 1.2m wide footpath + 2x Kerb ramps - Condong Creek Bridge to Buchanan St, and northern end of bridge join in Quarry Rd	SOUTH MURWILLUMBAH
Pedestrian	Path	45m x 1.2m wide footpath, connect Lloyd Street to Prowse Street	SOUTH TWEED HEADS
Pedestrian	Path	A footpath from Altitude Estate to bottom of Fraser drive would be awesome	TERRANORA
Pedestrian	Path	Ideally a footpath would be constructed at the point where it currently finished and continue east along Terranora Rd to Fraser Drive.	TERRANORA
Pedestrian	Path	A footpath between mahers lane and Fraser drive would connect both terranora and banora point for recreation and exercise as well as provide better access for the growing terranora area to access the pavilions facilities and provide another option to g	TERRANORA
Pedestrian	Path	The path that ends at Mahers lane needs to recommence back all the way to Fraser Drive to help pedestrians access the rest of the suburb in a safe way.	TERRANORA
Pedestrian	Path	There needs to be a safe walkway from Terranora Pavilions down to Fraser drive to link a Safe walkway for pedestrians and Daily walkers to exercise.	TERRANORA
Pedestrian	Path	Path needed from bus stop on terranora Ed down to corner of Rosemount ct, it's a safety issue for walkers and school children trying to get home. Bilambil rd is fast and narrow.	TERRANORA
Pedestrian	Path	Agreed- The path that ends at Mahers lane needs to recommence back all the way to Fraser Drive to help pedestrians access the rest of the suburb in a safe way.	TERRANORA
Pedestrian	Path	Path needed continuation from mahers lane terranora, and continue down to the coles in banora. Will give people the opportunity to ride bikes or walk; to buy groceries; reduce cars on road and reduce emissions.	TERRANORA
Pedestrian	Other	Not a path; but opportunity to either upgrade the children's play park or turn it into a fully fenced dog park. Either way; park or dog park would need to be fully fenced.	TERRANORA
Pedestrian	Path	Desperately need a path from the top of Fraser Drive, along Terranora Road to the Pavilions.	TERRANORA
Pedestrian	Path	Blind corner. Footpath required	TERRANORA
Pedestrian	Path	No path connecting Fraser to Banora Point. Massive safety risk as kids use the road to get to school and cars travel at high speed on blind corners. Fatality waiting to happen.	TERRANORA
Pedestrian	Path	Pedestrian and bike path needed to connect Fraser Drive -Terranora Road all the way through to Terranora Pavilions. This would provide a safer access route for school students to commute to local schools and allow local residents greater access to outdoor	TERRANORA
Pedestrian	Path	Path needed to connect top of fraser drive with the Banora Point Shopping Centre, Schools and Sports Field at Cnr Fraser Drive and Leisure Drive	TERRANORA
Pedestrian	Path	Need a pathway or at least a wide shoulder all the way from Terranora Village (Pavilions) to Fraser Drive.	TERRANORA
Pedestrian	Path	Can walk or run along here safely (no shoulder).	TERRANORA
Pedestrian	Crossing	No safe crossing for pedestrians (particularly children) crossing from Terranora PS to the Pavilions	TERRANORA
Pedestrian	Safety	Cars do not stop at the crossing here (unmanned). A few stop but most don't. If kids are to walk safely to school from the southern side of the road or use the bus stop there, they need a safe place to cross. This really needs traffic lights (pedestrian	TERRANORA
Pedestrian	Other	This is an under utilised park. There are playgrounds for really young kids in the area but nothing for older kids and teenagers. They thus use Pavilions as a place to skate/ride and make jumps in the residential developments and Lindisfarne school. Wit	TERRANORA
Pedestrian	Path	Pathway needed Mahers Lane to McAuleys Rd	TERRANORA
Pedestrian	Path	Path needed to join Parkes Lane with the path along Fraser Drive adjacent to the Altitude. At the moment walkers need to walk on the road from the end of Parkes Lane to the start of the new path. I have previously contacted council with this concern. Ref	TERRANORA
Pedestrian	Path	Between Terranora Road and Rosemount Court	TERRANORA
Pedestrian	Path	Fraser Drive connection	TERRANORA
Pedestrian	Path	connection between parkes Lane and Altitude Bvd (82m)	TERRANORA
Pedestrian	Path	Between McAuleys Road and Mahers Lane	TERRANORA
Pedestrian	Path	link from footpath to playground (near Bongaree Road)	TERRANORA
Pedestrian	Path	2 x 120m footpath 32 Parke Lane-28 Parkes Lane. 2 Parkes Lane- Roundabout	TERRANORA
Pedestrian	Path	400m Footpath from Tum Bridge to Husk	TUMBULGUM
Pedestrian	Path	No footpath for mobility Scooter	TWEED HEADS
Pedestrian	Safety	Crossing access impeded by coffee shop patrons and dining furniture. On a mobility Scooter this makes route unsafe as you have to try and cross illegally	TWEED HEADS
Pedestrian	Path	Extend the path to the bridge in this area.	TWEED HEADS
Pedestrian	Path	Many streets in our shire, such as this one, have no footpath at all, as if we are all always going to use cars!	TWEED HEADS
Pedestrian	Lighting	Pathway is pitch black at night, often blocked by trolleys. Needs lights	TWEED HEADS
Pedestrian	Lighting	Footpath outside Woolworths on wharf street has no light. Needs lights especially given the clientele that follow you through from the pub	TWEED HEADS
Pedestrian	Signage & Linemarking	Cyclists whizz past walkers without any indication that they are behind. There is the odd dog (particularly a white bull terrier) off leash but most are restrained.	TWEED HEADS
Pedestrian	Crossing	Dangerous for pedestrians to cross	TWEED HEADS
Pedestrian	Crossing	Dangerous for pedestrians to cross	TWEED HEADS

Pedestrian	Path	Path needed around this block	TWEED HEADS
Pedestrian	Other	A toilet block here is needed. So many people use this area, but no toilets until Jack Evans area.	TWEED HEADS
Pedestrian	Path	Path needed along Eden Street	TWEED HEADS
Pedestrian	Path	Path needed	TWEED HEADS
Pedestrian	Accessibility	Accessibility concern	TWEED HEADS
Pedestrian	Path	Path needed	TWEED HEADS
Pedestrian	Crossing	High traffic and pedestrian conflict area. PedX crossing urgently needed.	TWEED HEADS
Pedestrian	Accessibility	Accessibility concern	TWEED HEADS
Pedestrian	Accessibility	Accessibility concern	TWEED HEADS
Pedestrian	Crossing	High pedestrian and traffic area. PedX crossing urgently needed	TWEED HEADS
Pedestrian	Accessibility	Accessibility concern	TWEED HEADS
Pedestrian	Safety	High car/pedestrian conflict zone	TWEED HEADS
Pedestrian	Path	Path needed	TWEED HEADS
Pedestrian	Maintenance	Accessibility concern. Path in poor condition	TWEED HEADS
Pedestrian	Path	Path needed parallel to road	TWEED HEADS
Pedestrian	Path	Path needed. With shade trees along side road	TWEED HEADS
Pedestrian	Accessibility	Accessibility concern	TWEED HEADS
Pedestrian	Safety	High pedx and traffic conflict zone	TWEED HEADS
Pedestrian	Path	The path around this island stops just before it joins the bridge so the only way is back around the island. It needs to be joined up so people can walk right round the island and thus be more open to the general public rather than the precinct of the ho	TWEED HEADS
Pedestrian	Safety	High vehicular traffic	TWEED HEADS
Pedestrian	Maintenance	Path washed out	TWEED HEADS
Pedestrian	Other	Toilet amenities needed. This area and south very popular especially during summer	TWEED HEADS
Pedestrian	Other	Reopen this section of a frequently used walkway	TWEED HEADS
Pedestrian	Safety	Regular conflict zone between walkers/runners, cyclists and those with dogs!	TWEED HEADS
Pedestrian	Maintenance	pothole - sunken cover	TWEED HEADS
Pedestrian	Path	no footpath	TWEED HEADS
Pedestrian	Path	no footpath	TWEED HEADS
Pedestrian	Path	no footpath	TWEED HEADS
Pedestrian	Safety	New walkway created but must separate passing bikes from walkers and children	TWEED HEADS
Pedestrian	Other	Toilet Block needed. Great picnic spot with children but can't be used because no facilities	TWEED HEADS
Pedestrian	Other	Empty the Bins more frequently especially after Holidays	TWEED HEADS
Pedestrian	Other	Empty the Bins more frequently especially after Holidays	TWEED HEADS
Pedestrian	Maintenance	Fix the sea wall properly. It will preserve the footpath	TWEED HEADS
Pedestrian	Path	Area of high pedestrian traffic with no footpath	TWEED HEADS
Pedestrian	Path	Area of high pedestrian traffic no footpath and a blind corner	TWEED HEADS
Pedestrian	Path	path needed for safety and network connectivity unsafe for peds (many with pushers forced to walk on road whilst cars park on road verges behind K and G. Could be staged relatively easy project from existing path to Steep Street then from Steep St to Ade	TWEED HEADS
Pedestrian	Path	path needed for safety	TWEED HEADS
Pedestrian	Path	path needed for safety and network connectivity unsafe for peds (many with pushers forced to walk on road whilst cars park on road verges behind K and G.	TWEED HEADS
Pedestrian	Crossing	need a crossing point with ramps and path to join Dixon St .People have to walk through roundabout to get to path in Dixon st. Very popular route to Coolangatta as access to Thomson Street very difficult due to height differences	TWEED HEADS
Pedestrian	Path	footpath required	TWEED HEADS
Pedestrian	Signage & Linemarking	Improve signage and SUP pavement marking to highlight the concrete path is a SUP and pedestrians only on boardwalk section. Also signs asking people to move of SUP if stopping to talk	TWEED HEADS
Pedestrian	Other	widen main entry to separate SUP from Pedestrian only path greatly improve safety by reducing conflict	TWEED HEADS
Pedestrian	Maintenance	Maintenance required path is undercut by erosion subsidence likely and dangerous drop off on edge cheaper to fix now before it collapses	TWEED HEADS
Pedestrian	Maintenance	reinstate footpath that has been eroded away or buried under shifting sand	TWEED HEADS
Pedestrian	Path	There are a number of people who walk Charles Street, Tweed Heads down to Coolangatta and Tweed who have to walk on the road and around park cars. Roadway is narrow and a formed footpath would be a safe outcome. Some of the walkers are young families w	TWEED HEADS
Pedestrian	Crossing	With the border lockdown there is no linkage between Charles Street and Thompson Street, Tweed Heads. It is dangerous for pedestrians at the best of times at this roundabout configuration. Suggest installation of a crossing, steps to access Thompson St	TWEED HEADS
Pedestrian	Safety	safety issue	TWEED HEADS
Pedestrian	Path	Path/Stairs required from Adelaide st to Wharf St/Recreation St Intersection to provide better and safer connectivity to the Hill area	TWEED HEADS
Pedestrian	Maintenance	remove palms and plants between back edge of SUP and Fence to improve sight lines ,cyclists cant be seen at this bend	TWEED HEADS
Pedestrian	Maintenance	path here is quite damaged	TWEED HEADS
Pedestrian	Other	more frequent ranger presence to deter owners having dogs off lead in this area and along the whole walk around the anchorage island. Dogs off-lead ruin the walk for everyone	TWEED HEADS
Pedestrian	Safety	There is a loop of cable sticking out of the power pole at head height. It is a hazard to pedestrians.	TWEED HEADS
Pedestrian	Crossing	Pedestrian crossing required here.	TWEED HEADS
Pedestrian	Path	Connection between Caloola Drive School and Ducat Street	TWEED HEADS
Pedestrian	Path	Connect to existing path on riverbank	TWEED HEADS
Pedestrian	Footpath provided	East side Keith Compton Dr/ Buchan Street	TWEED HEADS
Pedestrian	Path	North on ramp footpath extension	TWEED HEADS
Pedestrian	Path	Connection of existing footpath in McGregor Crescent	TWEED HEADS
Pedestrian	Crossing	60m Pedestrian Bridge across channel	TWEED HEADS
Pedestrian	Path	Doug Hallet 70m footpath (river side) to link kerb ramp back to roundabout	TWEED HEADS
Pedestrian	Path	Missing links from 4 McGregor Cres 100m	TWEED HEADS
Pedestrian	Footpath provided	400m footpath Compass to Mugga Way Eastside March	TWEED HEADS
Pedestrian	Path	68m of 1.2m wide footpath from Keith Compton Drive	TWEED HEADS
Pedestrian	Maintenance	Replace 2 x Kerb ramps at the intersection of Recreation Street	TWEED HEADS
Pedestrian	Path	New kerb ramp x 2 connecting footpath 6m across grassed area opposite Ward Street Coolangatta (ON QLD NSW BORDER )	TWEED HEADS
Pedestrian	Path	Missing links in Enid Street 150m x 1.2m wide footpath	TWEED HEADS
Pedestrian	Path	300m x 1.2m wide Footpath Eden Street from Coral Street	TWEED HEADS
Pedestrian	Path	1.2m footpath x 350m Keith Compton to Island Drive	TWEED HEADS
Pedestrian	Path	120m x 1.2m footpath south side of McGregor Street	TWEED HEADS
Pedestrian	Path	240m x 1.2m wide footpath + 2x KR Coral Street to Hill Street via Eden Street (on Eden st)	TWEED HEADS
Pedestrian	Path	Footpath request on Enid St from Hill St to Coral St - 320m (1.2m w)	TWEED HEADS
Pedestrian	Footpath provided	Footpath East side of Ducat St Mugga Way - north 100m	TWEED HEADS
Pedestrian	Path	Footpath request north side of Island Drive from Harbour Dr to Keith Compton Dr (310m)	TWEED HEADS
Pedestrian	Path	No footpaths here and low Visibility corner with buses and cars speeding up to get up the steep hill to Hillcrest avenue	TWEED HEADS SOUTH
Pedestrian	Maintenance	The footpath in this area is very dangerous due to uneven ground and large cracked ridges/rises in the path. This is from the tree roots uplifting the path. It presents a risk to bike riders, people on foot and people with babies in prams etc.	TWEED HEADS SOUTH
Pedestrian	Path	path needed here, currently no firm path. It has exposed tree roots and is sandy.	TWEED HEADS SOUTH
Pedestrian	Maintenance	Path is unmaintained and over grown & pavers are lifting.	TWEED HEADS SOUTH

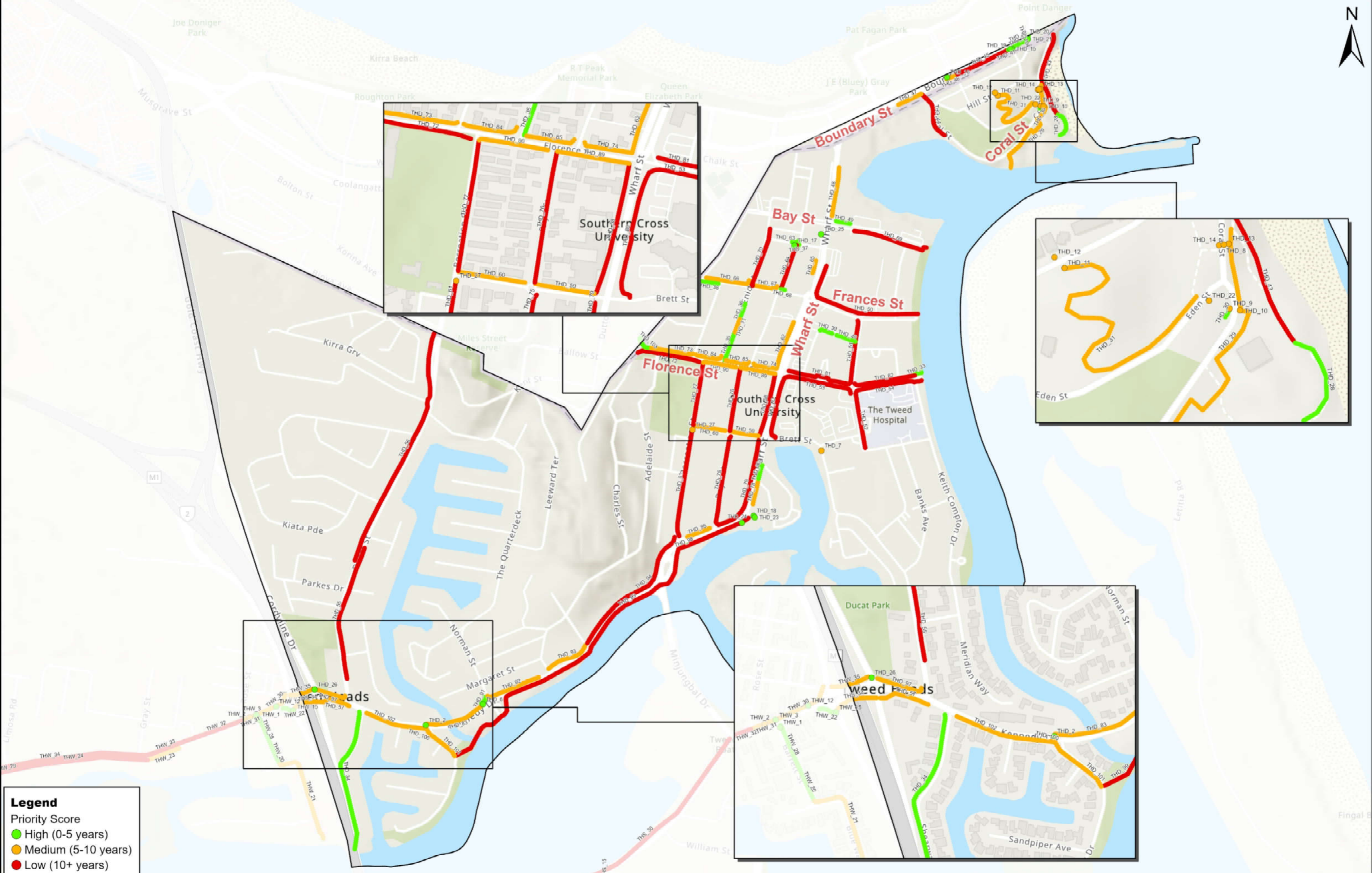
Pedestrian	Maintenance	Path is unmaintained and over grown & pavers are lifting.	TWEED HEADS SOUTH
Pedestrian	Maintenance	path is overgrown and too narrow for walkers, bikes and scooters to pass each other safely.	TWEED HEADS SOUTH
Pedestrian	Path	the path just ends short along the walking track on the levy bank at the end of Water Street.	TWEED HEADS SOUTH
Pedestrian	Path	the path just ends short along the walking track on the levy bank at the end of Water Street.	TWEED HEADS SOUTH
Pedestrian	Path	path falls short along the levy bank before the end of Water Street.	TWEED HEADS SOUTH
Pedestrian	Maintenance	dangerous path, roots lifting path, this is dangerous trip hazard, we've had a bike accident there. this is along the whole path from Dry Dock getting on to the bridge.	TWEED HEADS SOUTH
Pedestrian	Path	there is very little path along the whole walking/riding track that runs from Kirkwood Road to Greenway Drive, this enters/exits beside Radio 97	TWEED HEADS SOUTH
Pedestrian	Widen existing Path	The path is very narrow and close to the road. It needs to be widened to allow people to safely pass. Bike riders should dismount in this section and across the bridge.	TWEED HEADS SOUTH
Pedestrian	Widen existing Path	The path is very narrow and close to the road. It needs to be widened to allow people to safely pass. Bike riders should dismount in this section and across the bridge.	TWEED HEADS SOUTH
Pedestrian	Path	It would be great to hav3 a path all the way along Philip Pde.	TWEED HEADS SOUTH
Pedestrian	Amenity	More shade along this section to Dry Dock Rd would be great.	TWEED HEADS SOUTH
Pedestrian	Amenity	More shad3 along here would be great	TWEED HEADS SOUTH
Pedestrian	Path	Need a path	TWEED HEADS SOUTH
Pedestrian	Path	The dirt track (end of road) between Oxley St & Heffron St that runs along the side of the South Tweed Primary School needs a pathway for people in Mobility Scooters, bikes, and walkers and this includes school kids as well needs to be made.	TWEED HEADS SOUTH
Pedestrian	Path	a short cut path needs to be added at Harold Pearce Park, there is a track being worn where people cut across the grass to the foot path from the roadway that runs off Falcon Way at South Tweed Heads, thank you.	TWEED HEADS SOUTH
Pedestrian	Path	It would be nice to have the path extended right to the end of the field and run right along Arkininstall Park to Cunningham St.	TWEED HEADS SOUTH
Pedestrian	Maintenance	Terranora Boardwalk has not been maintained and the path is very dangerous and over grown with weeds and trees. This could be a beautiful walk to take in the amazing area but has been let go	TWEED HEADS SOUTH
Pedestrian	Path	very dangerous and unable to walk in this area except on the road. There are no foot paths at all	TWEED HEADS SOUTH
Pedestrian	Maintenance	foot path over grown and trees not maintained	TWEED HEADS SOUTH
Pedestrian	Path	no footpath	TWEED HEADS SOUTH
Pedestrian	Path	no footpath have to walk on the road	TWEED HEADS SOUTH
Pedestrian	Path	no footpath and very dangerous	TWEED HEADS SOUTH
Pedestrian	Lighting	no street light in street at all. very dark	TWEED HEADS SOUTH
Pedestrian	Maintenance	access stairs to lower area of walking track is over grown and stairs have not been maintained and are dangerous	TWEED HEADS SOUTH
Pedestrian	Maintenance	access stairs to lower area of walking track is over grown and stairs have not been maintained and are dangerous	TWEED HEADS SOUTH
Pedestrian	Safety	Not enough time for pedestrians with mobility problems to cross in the time allowed by the traffic lights.	TWEED HEADS SOUTH
Pedestrian	Path	Path needed along Philp Parade. 2 x caravan parks with elderly residents with mobility scooters, 1 park allows dogs so elderly walking dog on road that has cars and the bus drive along it. Also has school children on bikes on the road and general pedestr	TWEED HEADS SOUTH
Pedestrian	Path	There needs to be a footpath added alongside the western side of Fraser Drive opposite the Twin Towns Juniors playing fields. The path needs to be continued right along to meet up with the pathway near the Vintage Lakes Dive roundabout. This path will th	TWEED HEADS SOUTH
Pedestrian	Path	There needs to be a footpath added alongside the western side of Fraser Drive opposite the Twin Towns Juniors playing fields. The path needs to be continued right along to meet up with the pathway near the Vintage Lakes Dive roundabout. This path will th	TWEED HEADS SOUTH
Pedestrian	Path	This is an additional photo to support my submission for a new footpath that needs to be constructed on the western side of Fraser Drive opposite the Twin Towns Juniors playing fields. There is no room for pedestrians to safely walk from Vintage Lakes Es	TWEED HEADS SOUTH
Pedestrian	Crossing	This area is so pedestrian unfriendly. What about a pedestrian bridge across the wide, busy, carcentric Minjungbal Ave. Also an area that is a microforest to relieve the concrete jungle - as per the Cool Towns policy.	TWEED HEADS SOUTH
Pedestrian	Maintenance	Urgent path maintenance required	TWEED HEADS SOUTH
Pedestrian	Safety	Redirect the pathway around the back of the toilet so you don't risk your life entering or exiting the facilities.	TWEED HEADS SOUTH
Pedestrian	Path	There is a dire need for a pedestrian and bicycle bridge attached to the M1 on the Terranora Creek crossing to allow the community to travel more easily between Tweed Heads West and Banora Point/Tweed Heads South. The only crossing point between the nort	TWEED HEADS SOUTH
Pedestrian	Maintenance	would love to see this track refurbished, new signage, trees trimmed etc. It is a beautiful area for a walk	TWEED HEADS SOUTH
Pedestrian	Other	it would be great if the track along here could be maintained and be an 'official' walking track. Including fixing the broken stairway at the end so that it connects with lakeview parade.	TWEED HEADS SOUTH
Pedestrian	Path	widen and maintain this short track behind the houses that joins up with vintage lakes walkway system	TWEED HEADS SOUTH
Pedestrian	Path	one side 380m final	TWEED HEADS SOUTH
Pedestrian	Path	180 connection to river path	TWEED HEADS SOUTH
Pedestrian	Other	110 extension from end of Water Street to Duffy Street	TWEED HEADS SOUTH
Pedestrian	Path	one side 400m	TWEED HEADS SOUTH
Pedestrian	Path	Castlecrag Avenue to Gleneagles Place	TWEED HEADS SOUTH
Pedestrian	Path	Lorna Wright 12/16-20 Altair Street (various streets without footpaths)	TWEED HEADS SOUTH
Pedestrian	Safety	94m of footpath across bitumen and continue to Cunningham Street in front of car parking	TWEED HEADS SOUTH
Pedestrian	Path	1.2m wide footpath 80m from Tierneys Place to Machinery Drive loop	TWEED HEADS SOUTH
Pedestrian	Path	Shared user path 250m Machinery Drive to 23-27 Greenway Drive	TWEED HEADS SOUTH
Pedestrian	Footpath provided	25m x 1.2m footpath extension to 39-47 Soorley Street	TWEED HEADS SOUTH
Pedestrian	Path	290m x 1.2m footpath + 3 x KR. Aldi to Amart	TWEED HEADS SOUTH
Pedestrian	Footpath provided	North side b/w Minjungbal and Duffy	TWEED HEADS SOUTH
Pedestrian	Path	Glennayr? Construct new path entire circuit Industry Drive	TWEED HEADS SOUTH
Pedestrian	Footpath provided	West side between Machinery and Blundell	TWEED HEADS SOUTH
Pedestrian	Path	Walking path needed for safe access from upper scenic drive	TWEED HEADS WEST
Pedestrian	Path	A path is needed for those living up Scenic Dr so they can access the shops	TWEED HEADS WEST
Pedestrian	Crossing	Dangerous for pedestrians to cross	TWEED HEADS WEST
Pedestrian	Safety	Problems when cars turning right into the car park near the bakery, and also cars coming down the hill on Gull Place into the bakery car park at Panorma Plaza at the intersection with Inlet Drive.	TWEED HEADS WEST
Pedestrian	Other	There is a magnificent huge tree here, along with many others, and the council should ensure that everything is being done to ensure that it and other historical trees on this Oyster Trail are protected. There could also be historical and ecological sign	TWEED HEADS WEST
Pedestrian	Path	South of Lakes Drive	TWEED HEADS WEST
Pedestrian	Safety	230m footpath (southside) retaining/stabilise bank, KRx2, refuge	TWEED HEADS WEST
Pedestrian	Path	Gull Place to Cupania Court 350m	TWEED HEADS WEST
Pedestrian	Path	200m of footpath from Jacaranda Avenue to the pontoon (Sunset Blvd)	TWEED HEADS WEST
Pedestrian	Path	1660m of shared user path from Mt Bilinga to Gull place	TWEED HEADS WEST
Pedestrian	Path	C 1.2m wide footpath from Panorama Shops to lakes drive -> Piggabean rd 4 refuge 2 KR +Retain (Section from Lakes Dr to Scenic Dr under construction. Not total length of Inlet Dr)	TWEED HEADS WEST
Pedestrian	Accessibility	18 Gollan Drive (mobility) 400m x 1.2m wide to shops	TWEED HEADS WEST
Pedestrian	Path	Entire length.. 1100m x 1.2m + 2 x KR Access and Inclusion Plan	TWEED HEADS WEST
Pedestrian	Path	370m x 1.2m footpath + KR. Length of street	TWEED HEADS WEST

Pedestrian	Path	620m of path. Altair and Duffy connection to Tweed City	TWEED SOUTH
Pedestrian	Path	footpath along length 260 m	TWEEDS HEADS
Pedestrian	Path	River side path - and Access to the river here - for kayak launching to paddle up the creek	TYGALGAH
Pedestrian	Path	Facilities for level walking exercise are non-existent in the Uki area. I believe that a walking circuit, perhaps with additional exercise equipment, would be a valuable and well-used addition to Sweetnam Park. Council has already installed parking, ch	UKI

# Appendix C: Recommendation Maps

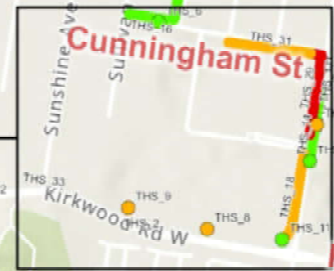
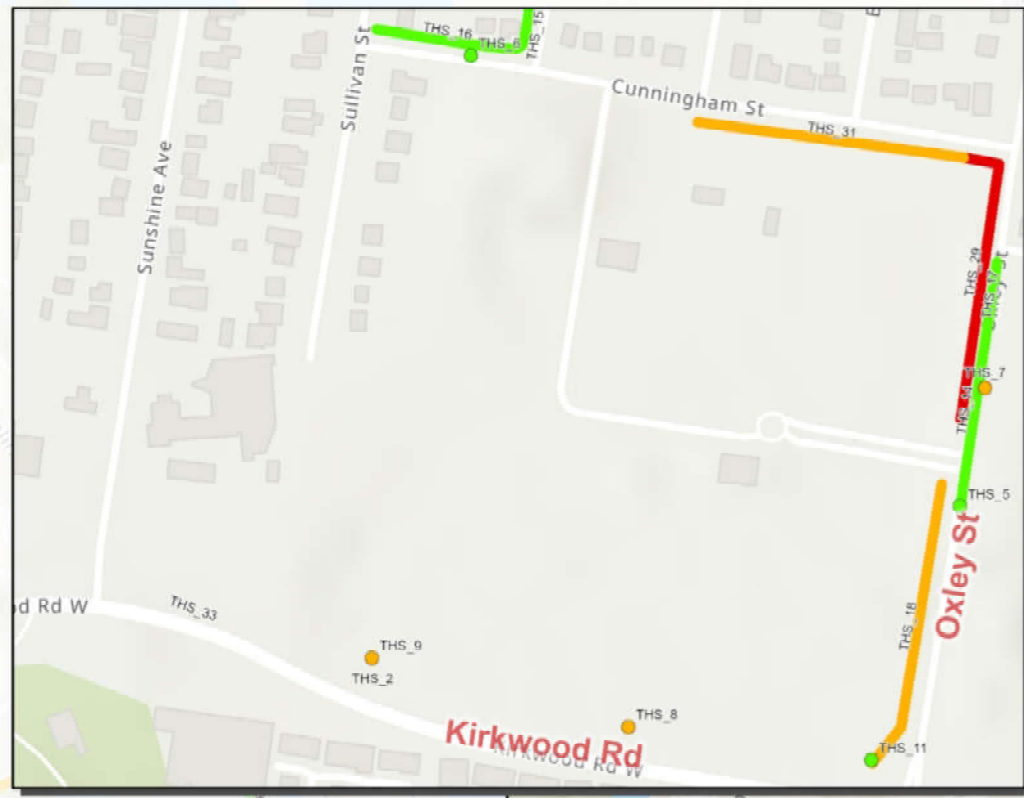






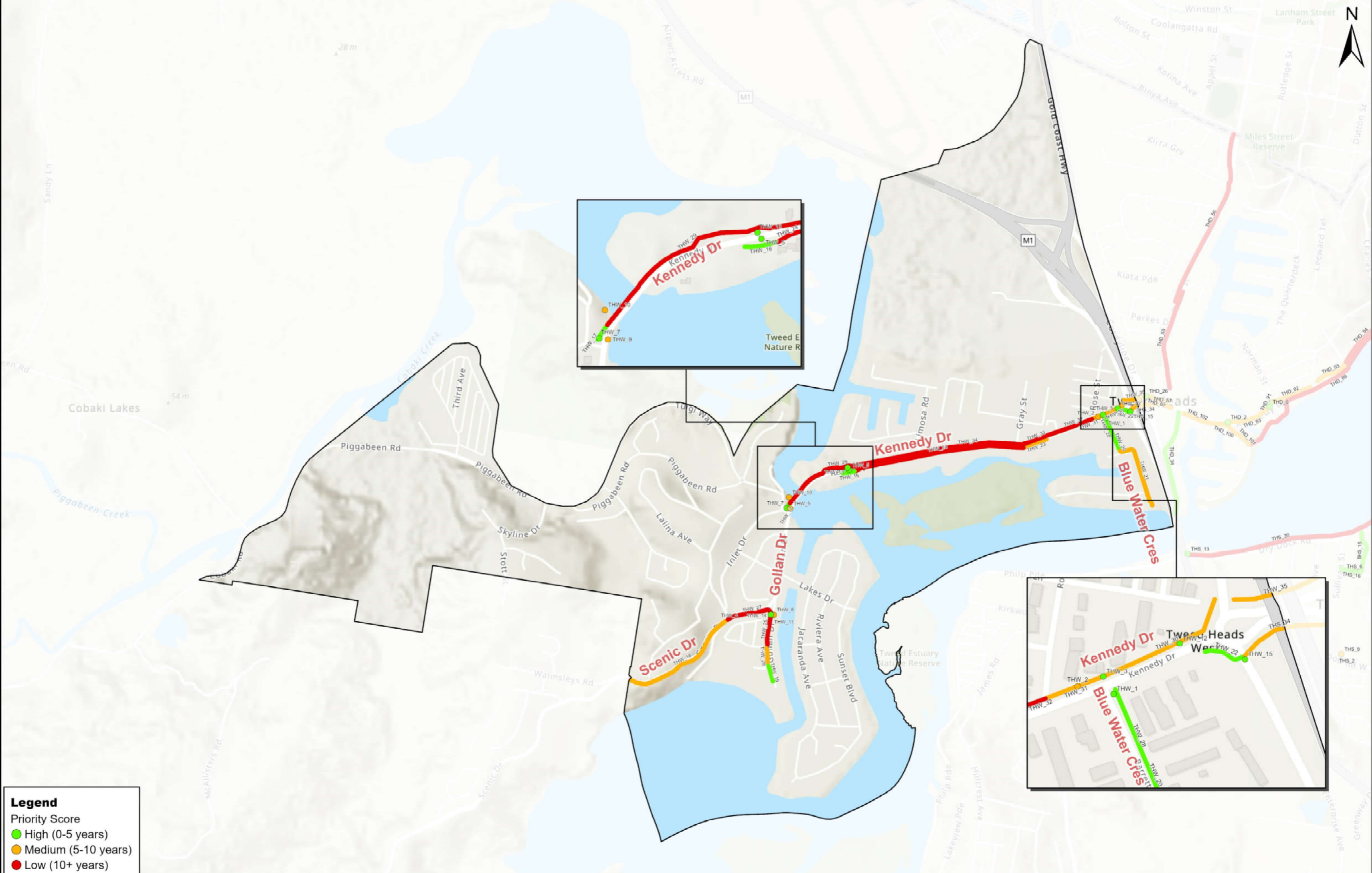
**Legend**  
 Priority Score  
 ● High (0-5 years)  
 ● Medium (5-10 years)  
 ● Low (10+ years)

	<b>Gold Coast</b> Suite 26, 58 Riverwalk Avenue Robina QLD 4226 P: (07) 5562-5377 W: www.bitziosconsulting.com.au	<b>Brisbane</b> Level 2, 428 Upper Edward Street Spring Hill QLD 4000 P: (07) 3831-4442 E: admin@bitziosconsulting.com.au	<b>Sydney</b> Studio 203, 3 Gladstone Street Newtown NSW 2042 P: (02) 9557-6202	<b>Project:</b> Tweed Active Transport Plan	<b>Title:</b> Tweed Heads Schedule of Works Action Plan	<b>Project Number:</b> P5028 <b>Date:</b> 29/06/2023 <b>Issue:</b> 1
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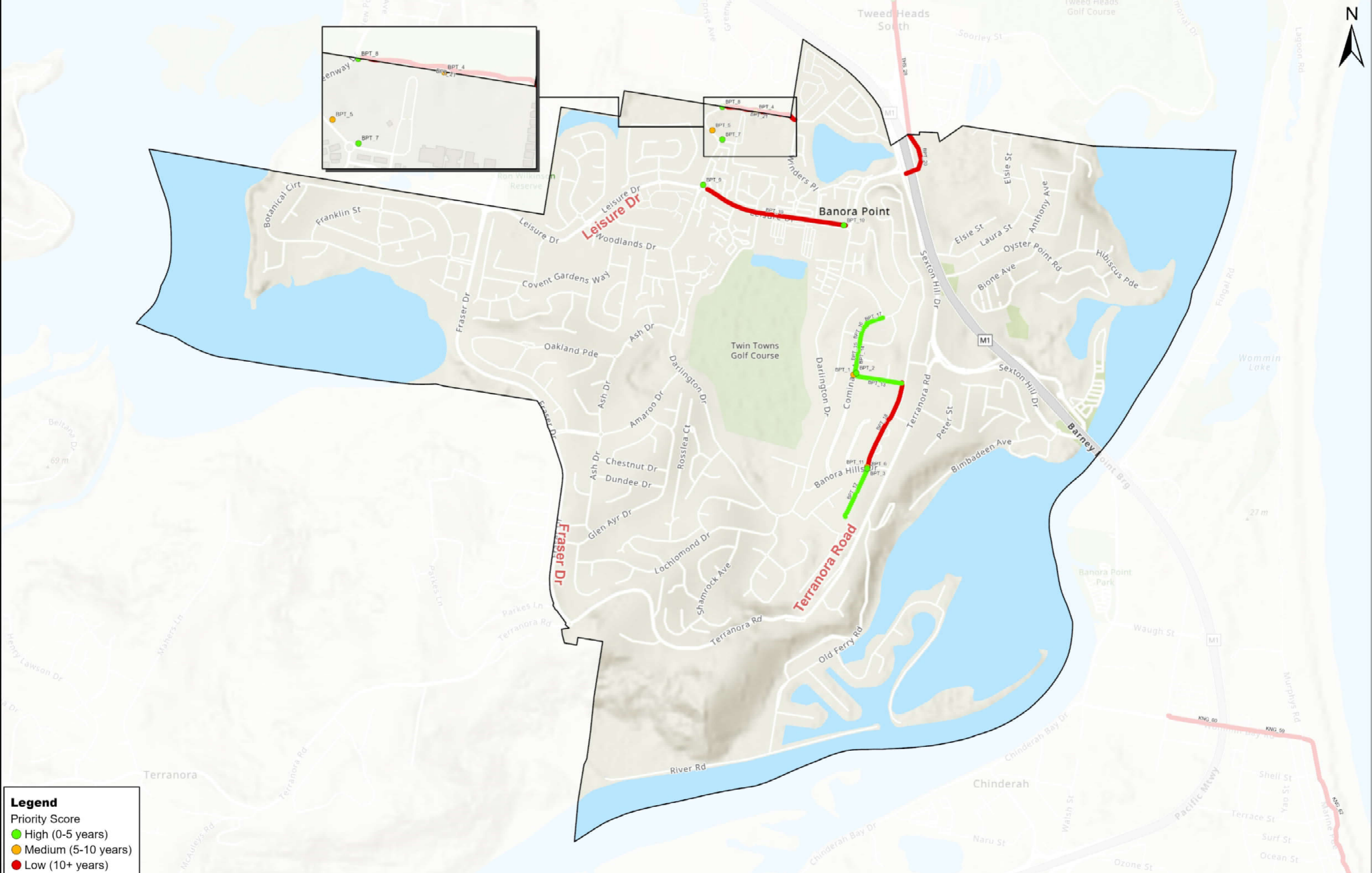
**Legend**  
 Priority Score  
 ● High (0-5 years)  
 ● Medium (5-10 years)  
 ● Low (10+ years)

	<b>Gold Coast</b> Suite 26, 58 Riverwalk Avenue Robina QLD 4226 P: (07) 5562-5377 W: www.bitziosconsulting.com.au	<b>Brisbane</b> Level 2, 428 Upper Edward Street Spring Hill QLD 4000 P: (07) 3831-4442 E: admin@bitziosconsulting.com.au	<b>Sydney</b> Studio 203, 3 Gladstone Street Newtown NSW 2042 P: (02) 9557-6202	<b>Project:</b> Tweed Active Transport Plan	<b>Title:</b> Tweed Heads South Schedule of Works Action Plan	<b>Project Number:</b> P5028 <b>Date:</b> 29/06/2023 <b>Issue:</b> 1
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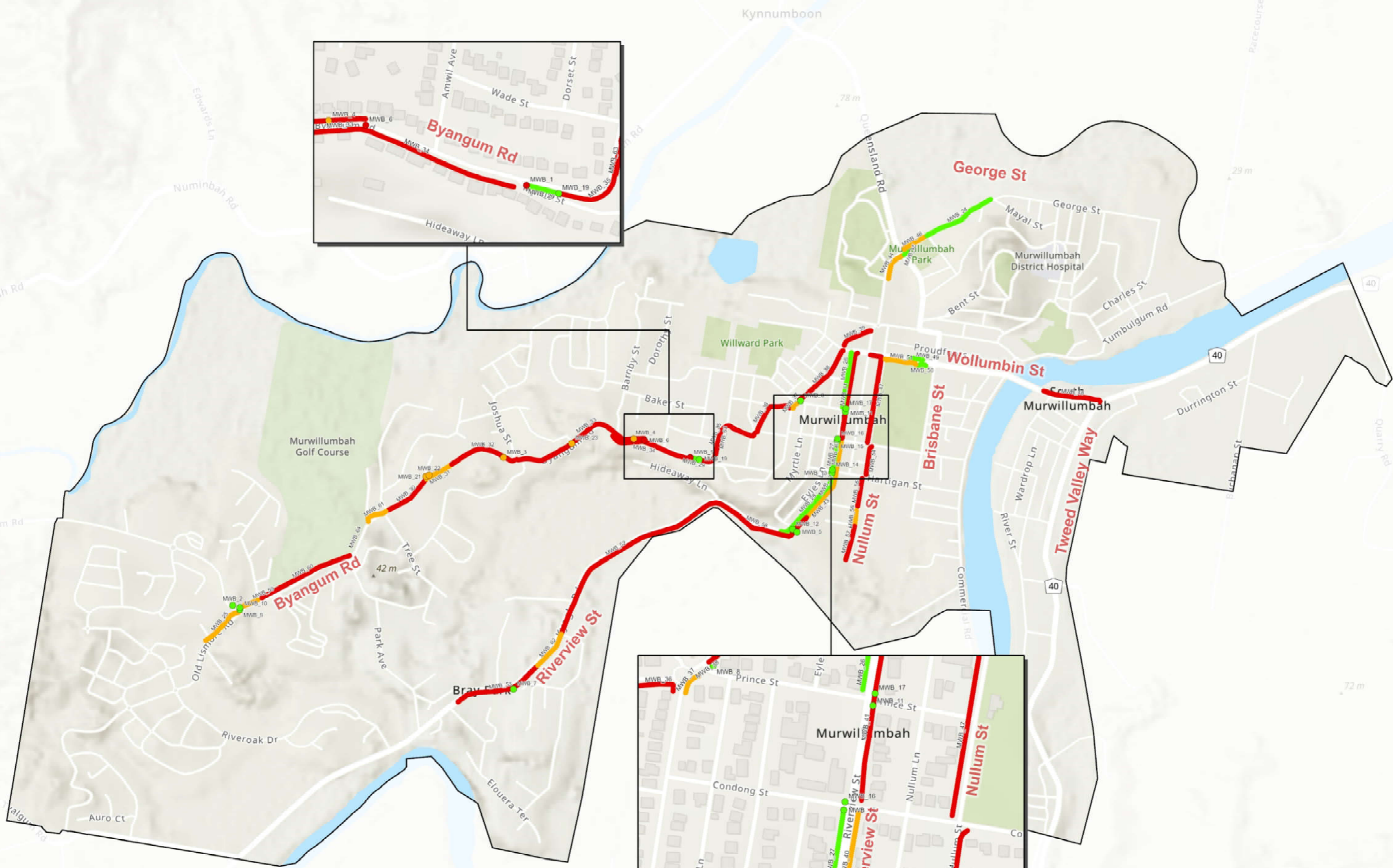
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 ● High (0-5 years)  
 ● Medium (5-10 years)  
 ● Low (10+ years)

	<b>Gold Coast</b> Suite 26, 58 Riverwalk Avenue Robina QLD 4226 P: (07) 5562-5377 W: www.bitziosconsulting.com.au	<b>Brisbane</b> Level 2, 428 Upper Edward Street Spring Hill QLD 4000 P: (07) 3831-4442 E: admin@bitziosconsulting.com.au	<b>Sydney</b> Studio 203, 3 Gladstone Street Newtown NSW 2042 P: (02) 9557-6202	<b>Project:</b> Tweed Active Transport Plan	<b>Title:</b> Tweed Heads West Schedule of Works Action Plan	<b>Project Number:</b> P5028 <b>Date:</b> 29/06/2023 <b>Issue:</b> 1
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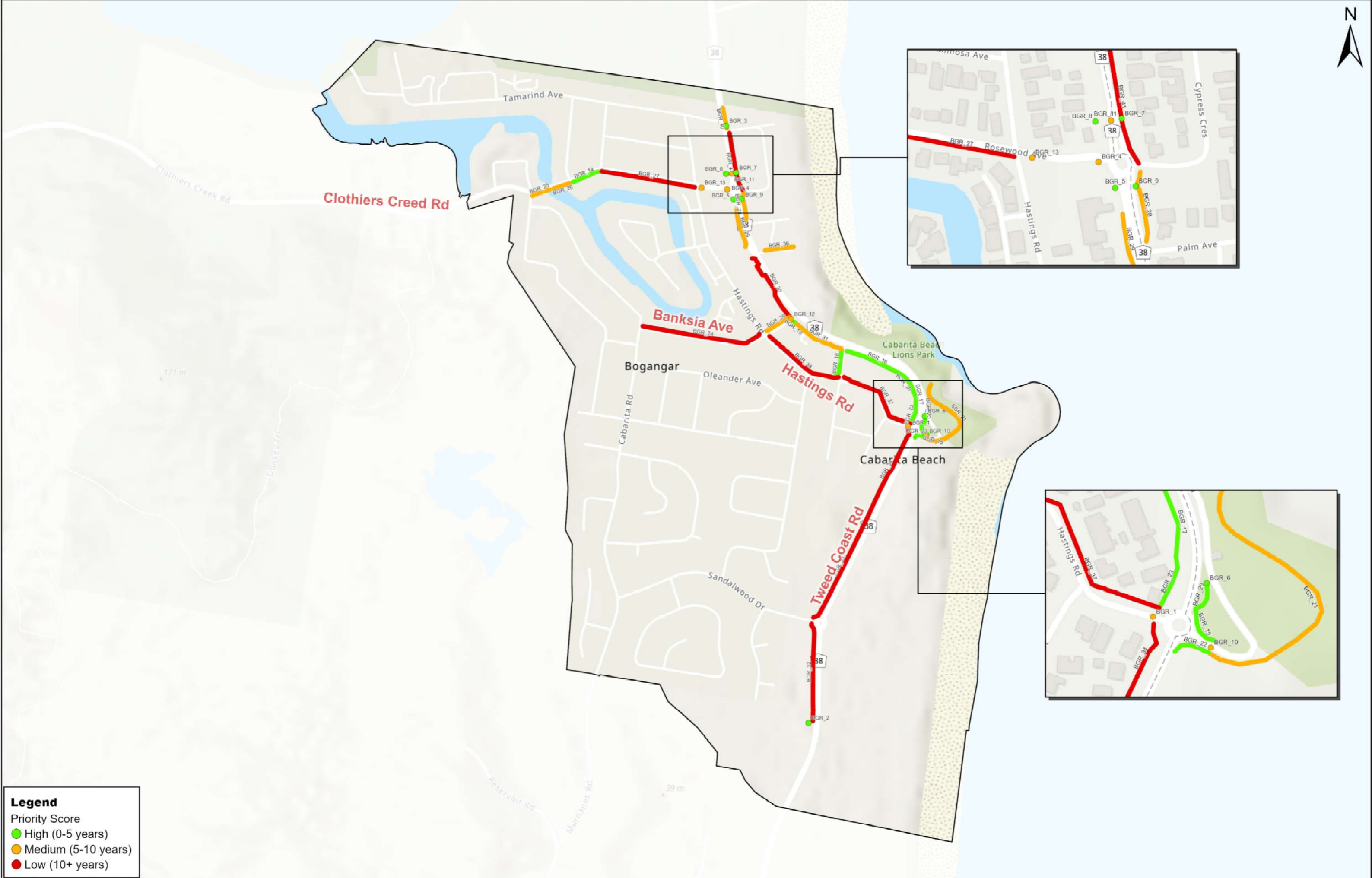
- Legend**
- Priority Score
  - High (0-5 years)
  - Medium (5-10 years)
  - Low (10+ years)

	<b>Gold Coast</b> Suite 26, 58 Riverwalk Avenue Robina QLD 4226 P: (07) 5562-5377 W: www.bitziosconsulting.com.au	<b>Brisbane</b> Level 2, 428 Upper Edward Street Spring Hill QLD 4000 P: (07) 3831-4442 E: admin@bitziosconsulting.com.au	<b>Sydney</b> Studio 203, 3 Gladstone Street Newtown NSW 2042 P: (02) 9557-6202	<b>Project:</b> Tweed Active Transport Plan	<b>Title:</b> Banora Point Schedule of Works Action Plan	<b>Project Number:</b> P5028
						<b>Date:</b> 29/06/2023
						<b>Issue:</b> 1




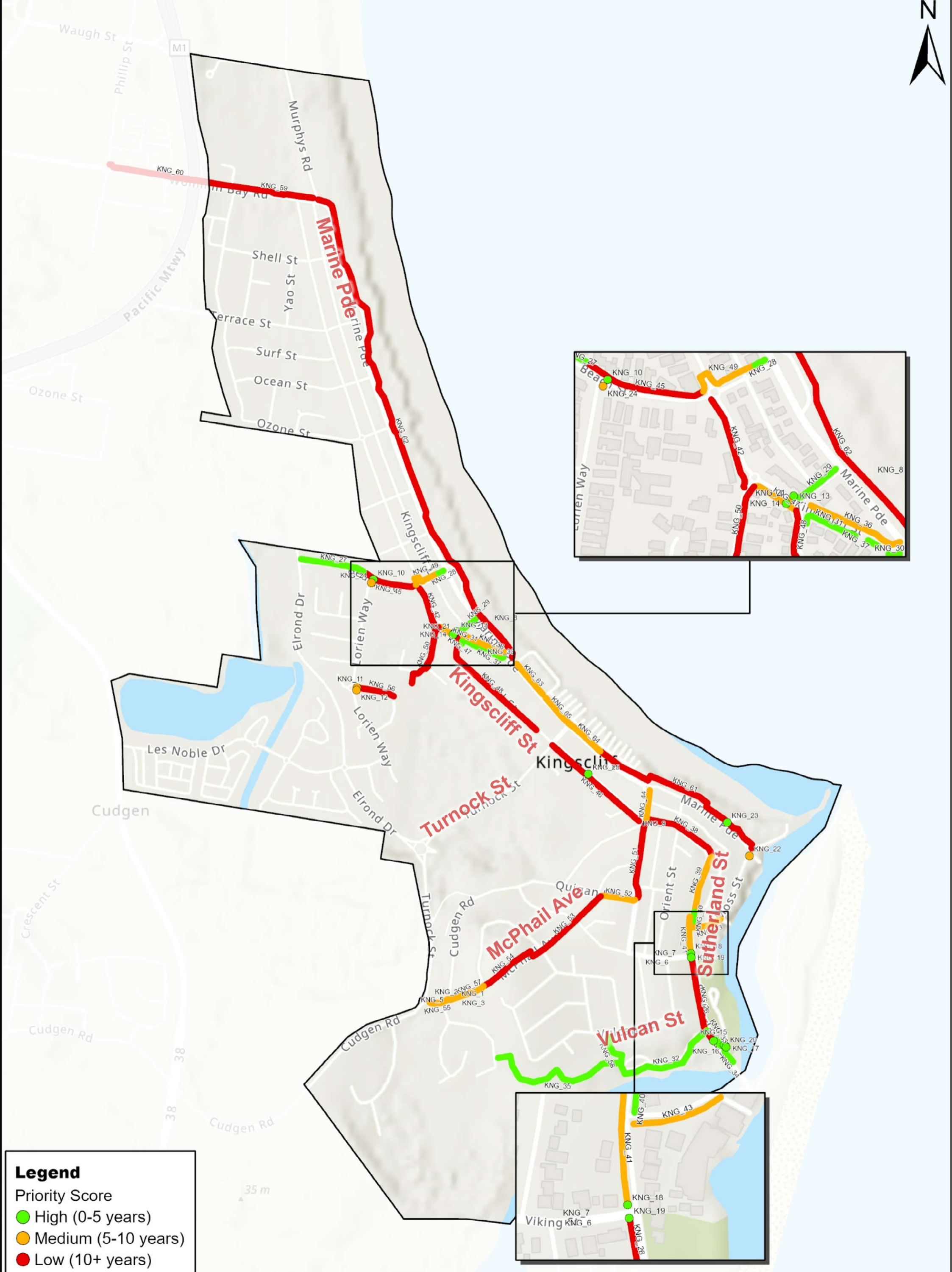
**Legend**  
 Priority Score  
 ● High (0-5 years)  
 ● Medium (5-10 years)  
 ● Low (10+ years)

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- Legend**
- Priority Score
- High (0-5 years)
  - Medium (5-10 years)
  - Low (10+ years)

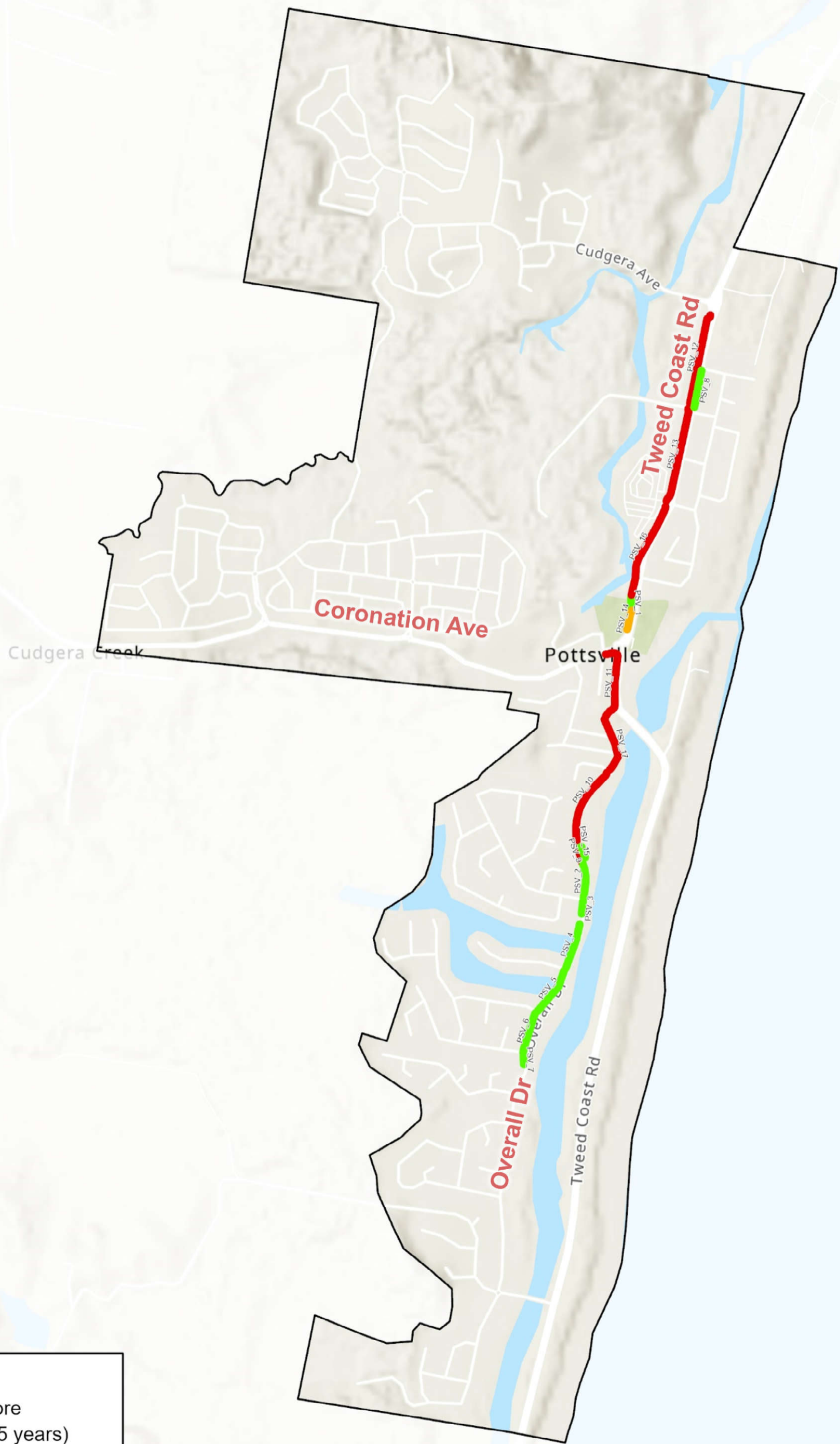
	<b>Gold Coast</b> Suite 26, 58 Riverwalk Avenue Robina QLD 4226 P: (07) 5562-5377 W: www.bitziosconsulting.com.au	<b>Brisbane</b> Level 2, 428 Upper Edward Street Spring Hill QLD 4000 P: (07) 3831-4442 E: admin@bitziosconsulting.com.au	<b>Sydney</b> Studio 203, 3 Gladstone Street Newtown NSW 2042 P: (02) 9557-6202	<b>Project:</b> Tweed Active Transport Plan	<b>Title:</b> Bogangar Schedule of Works Action Plan	<b>Project Number:</b> P5028
						<b>Date:</b> 29/06/2023
						<b>Issue:</b> 1



**Legend**

Priority Score

- High (0-5 years)
- Medium (5-10 years)
- Low (10+ years)



**Legend**

Priority Score

- High (0-5 years)
- Medium (5-10 years)
- Low (10+ years)



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 Newtown NSW 2042  
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Project: Tweed Active Transport Plan  
 Title: Pottsville Schedule of Works Action Plan

Project Number: P5028  
 Date: 29/06/2023  
 Issue: 1



# Appendix D: Path Recommendations Register



Audit ID	Suburb	Street	Description	Recommendation	Further Recommendation	Hierarchy Score	Safety Score	Connectivity Score	Accessibility Score	Cost Score	Priority Score
BGR_19	Boanganar	Tweed Coast Road	Missing path	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	15	83
BGR_19	Boanganar	Tweed Coast Road	Missing path	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	14	81
BGR_20	Boanganar	Tweed Coast Road	Missing link across green island connecting to car park	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	14	81
BGR_22	Boanganar	Tweed Coast Road	Missing path	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	14	81
THD_33	Tweed Heads	Florence Street	Missing connection from existing path to river path	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	14	81
KNG_33	Kingsciff	Sutherland Street	Missing path to connect to bridge	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	14	81
KNG_34	Kingsciff	Sutherland Street	Missing link to path along bridge	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	12	77
PSV_1	Pottsville	Tweed Coast Road	Missing path from the Community Hall	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	12	77
THD_35	Tweed Heads	France Street	Missing path	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	12	77
THD_41	Tweed Heads	Boundary Street	Missing path	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	16	76.5
BGR_17	Boanganar	Tweed Coast Road	Missing path	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	15	76
KNG_26	Kingsciff	Beach Street	Missing link to existing path on Marine Parade	Provide 2.0m wide path	Consider providing natural shade	1	13	20	20	15	74.7
THD_37	Tweed Heads	Empire Lane	Missing link	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	15	74.7
THD_42	Tweed Heads	Boundary Street	Missing path from proposed new kerb ramp	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	15	74.7
MWB_6	Murwillumbah	Beach Street	Shoals leading to path	Provide 2.0m wide path	Consider providing natural shade	1	13	20	20	15	74.7
THD_25	Tweed Heads	Kenedy Drive	Unsafe pedestrian crossing	Signalised pedestrian crossing	Provide two aspect pedestrian signalised crossing point	1	20	17	10	74	74
THW_15	Tweed Heads West	Kenedy Drive	Unsafe pedestrian crossing	Signalised pedestrian crossing	Provide two aspect pedestrian signalised crossing point	1	20	17	10	74	74
PSV_7	Pottsville	Overall Drive	Missing path for pedestrian with existing on-street bicycle lanes	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	14	72.9
THW_17	Tweed Heads West	Kenedy Drive	Missing path after bridge leading to Piggabean Rd intersection	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	14	72
PSV_3	Pottsville	Overall Drive	Missing path for pedestrian with existing on-street bicycle lanes	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	13	71.1
PSV_9	Pottsville	Overall Drive	Missing path	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	13	71.1
MWB_27	Murwillumbah	Riverview Street	Missing path on high priority route	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	9	71
THD_103	Tweed Heads	Florence Street/ Dixon Street	Missing path	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	12	69.3
THD_32	Tweed Heads	Boundary Street	Missing path	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	12	69.3
THD_36	Tweed Heads	Ernie Street	Missing path	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	12	69.3
THW_16	Tweed Heads West	Kenedy Drive	Missing path to bus stop	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	12	69.3
BGR_6	Boanganar	Tweed Coast Road	New Kerb ramp required	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	69
BGR_7	Boanganar	Tweed Coast Road	Potential new crossing	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	69
BGR_8	Boanganar	Tweed Coast Road	Potential new crossing	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	69
KNG_15	Kingsciff	Sutherland Street	New Kerb ramp to existing refuge island crossing	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	69
KNG_16	Kingsciff	Sutherland Street (off parking area)	New Kerb ramp to cross parking area	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	69
KNG_17	Kingsciff	Sutherland Street (off parking area)	New Kerb ramp to cross parking area	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	69
KNG_18	Kingsciff	Sutherland Street	New Kerb Ramp to cross Viking Street	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	69
MWB_11	Murwillumbah	Riverview Street	Missing kerb ramp at Princes Street crossing	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	69
MWB_12	Murwillumbah	Riverview Street / Kyoole Road Corner	Missing kerb ramp at crossing in front of Murwillumbah High School	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	69
MWB_13	Murwillumbah	Riverview Street	Missing Kerb ramp	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	69
MWB_14	Murwillumbah	Riverview Street	Missing Kerb Ramp	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	69
MWB_15	Murwillumbah	Riverview Street	Missing Kerb Ramp	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	69
MWB_17	Murwillumbah	Riverview Street	Missing kerb ramp at crossing in front of Murwillumbah High School	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	69
MWB_7	Murwillumbah	Kyoole Road	Missing Kerb ramp	Provide kerb ramp	Kerb ramp at the new path extension	1	5	9	19	18	69
PSV_8	Pottsville	Tweed Coast Road	Missing path	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	8	69
THD_18	Tweed Heads	Terrace Street	Missing safe crossing point	Provide safe kerb ramp	Upgrade kerb ramp and railing	1	13	20	20	8	69
THD_30	Tweed Heads	Corral Street	Missing path to connect existing stairs to kerb ramp	Provide 1.5m wide path	Consider providing natural shade	0.8	13	20	20	16	68
BGR_14	Boanganar	Rosewood Avenue	Missing path	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	11	67.5
BGR_15	Boanganar	Town Centre	Missing path	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	11	67.5
KNG_29	Kingsciff	Pearl Street	Missing path to link to Pearl Street (north of green verge separation area)	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	11	67.5
BGR_16	Boanganar	Tweed Coast Road	Missing path	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	7	67
THS_14	Tweed Heads South	Osley Street	Missing path along unopened road used as informal car parking	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	7	67
THS_17	Tweed Heads South	Osley Street/ Cunningham Street	Missing path for shared way	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	7	67
KNG_30	Kingsciff	Kingsciff Street	Missing link along a key link route to a high priority route	Provide 2.0m wide path	Consider providing natural shade	0.8	13	20	20	15	66.4
KNG_37	Kingsciff	Kingsciff Street	Missing link along a key link route to a high priority route	Provide 2.0m wide path	Consider providing natural shade	0.8	13	20	20	15	66.4
KNG_58	Kingsciff	Vulcan Street to Sutherland Street	New path in the green space adjacent to Cudgen Creek (KHS upgrade)	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	10	65.7
THD_35	Tweed Heads	Ernie Street	Missing path	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	10	65.7
THS_16	Tweed Heads South	Myrtle Street	Missing path to Prowse street connecting to Lloyd Street/ Dry Dock Road Intersection through Public Park	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	10	65.7
MWB_29	Murwillumbah	Myrtle Street	Missing path	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	14	64.8
BGR_9	Boanganar	Tweed Coast Road	Small cycle detour sign	Provide larger cycle sign	Alternatively relocate sign to improve visibility	1	1	18	5	20	64
THD_2	Tweed Heads	Kenedy Drive	Signage required to promote path on the southern side of Kenedy Drive	Provide active transport wayfinding signage	Signage to promote path on the southern side of Kenedy Drive	1	1	18	5	20	64
THD_23	Tweed Heads	Terrace Terrace / Wharf Street	Lack of signage to indicate path continuing along car path after crossing Terrace Terrace	Provide wayfinding signage	Provide wayfinding signage	1	1	18	5	20	64
THD_68	Tweed Heads	France Street (east)	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	15	64
PSV_2	Pottsville	Overall Drive	Missing path for pedestrian with existing on-street bicycle lanes	Provide 2.5m wide path	Consider providing natural shade	0.9	13	20	20	9	63.9
THD_39	Tweed Heads	McGregor Crescent	Missing link based on Community feedback	Provide 1.5m wide path	Consider providing natural shade	0.8	13	20	20	13	63.2
MWB_26	Murwillumbah	Riverview Street	Missing path on high priority route	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	5	63
MWB_28	Murwillumbah	Riverview Street	Missing path on high priority route	Provide 2.5m wide path	Consider providing natural shade	1	13	20	20	5	63
THD_104	Tweed Heads	Boundary Street	Narrow path east of public toilets	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	11	63
THS_4	Tweed Heads South	Minunghal Drive	Safe crossing point required	Provide crossing point	Use existing median to provide a pedestrian refuge island south of Lloyd Street	1	5	9	19	15	63
THS_6	Tweed Heads South	Cunningham Street	Missing crossing to Prowse Street	Provide crossing point	Crossing point to be provided west of parallel parking area	1	5	9	19	15	63
BPT_2	Banora Point	Westray Parade	Missing Kerb Ramp	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	62.1
BPT_3	Banora Point	Pioneer Parade	Missing kerb ramp	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	62.1
KNG_10	Kingsciff	Beach Street	Missing kerb ramp to cross Beach Street	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	62.1
KNG_13	Kingsciff	Kingsciff Street	Kerb ramp required to cross Kingsciff Street	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	62.1
KNG_14	Kingsciff	Kingsciff Street	Kerb ramp missing to cross Kingsciff Street to access Pearl Street (north of green verge separation area)	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	62.1
KNG_19	Kingsciff	Sutherland Street	New Kerb Ramp to cross Viking Street	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	62.1
MWB_10	Murwillumbah	Byangum Road	Missing Kerb Ramp to cross Byangum road towards Old Lismore Road	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	62.1
MWB_15	Murwillumbah	Riverview Street	Missing Kerb Ramp	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	62.1
MWB_16	Murwillumbah	Riverview Street	Missing Kerb Ramp	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	62.1
MWB_18	Murwillumbah	Riverview Street	Missing Kerb Ramp	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	62.1
MWB_8	Murwillumbah	Byangum Road/ Prince Street	Missing Kerb Ramp to cross Prince Street	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	62.1
MWB_9	Murwillumbah	Byangum Road/ Old Lismore Road intersection	Kerb ramp required for crossing Byangum road	Provide kerb ramp	Provide kerb ramp	1	5	9	19	18	62.1
PSV_6	Pottsville	Overall Drive	Missing path for pedestrian with existing on-street bicycle lanes	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	8	62.1
THD_15	Tweed Heads	Boundary Street	Kerb ramp required	Provide kerb ramp	Provide kerb ramp	0.9	5	9	19	18	62.1
THD_16	Tweed Heads	Boundary Street	Crossing across Boundary Street to align with crossing on Coolangatta Boundary Street crossing	Provide kerb ramp	Provide kerb ramp	0.9	5	9	19	18	62.1
THD_17	Tweed Heads	Beryl Street	Missing crossing to ensure continuous path along east of Beryl Street/ Sands Street	Provide kerb ramp	Install kerb ramp on NSW side of Boundary Street / path through median on Boundary Street	0.9	5	9	19	18	62.1
THD_19	Tweed Heads	Boundary Street	Kerb Ramp required	Provide kerb ramp	Provide kerb ramp	0.9	5	9	19	18	62.1
THD_20	Tweed Heads	Boundary Street	Kerb Ramp required	Provide kerb ramp	Provide kerb ramp	0.9	5	9	19	18	62.1
THD_21	Tweed Heads	Boundary Street	Kerb Ramp required	Provide kerb ramp	Provide kerb ramp	0.9	5	9	19	18	62.1
THW_5	Tweed Heads West	Kenedy Drive	Missing safe crossing point as footpath continues north of Kenedy Drive	Provide crossing point	Crossing point to be provided east of bus layover / stop	0.9	5	9	19	18	62.1
THW_7	Tweed Heads West	Pharos Road Intersection	Lack of safe crossing point	Provide crossing point	Provide crossing point	0.9	5	9	19	18	62.1
BGR_50	Boanganar	Tweed Coast Road	Missing path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	14	62
MWB_50	Murwillumbah	Wollumban Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	14	62
THD_91	Tweed Heads	Norman Street / Kenedy Drive corner	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	14	62
THD_98	Tweed Heads	Wharf Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	14	62
THW_22	Tweed Heads West	Kenedy Drive	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	14	62
THD_40	Tweed Heads	McGregor Crescent	Missing link (based on Community feedback)	Provide 1.5m wide path	Consider providing natural shade	0.8	13	20	20	12	61.6
PSV_4	Pottsville	Overall Drive	Missing path for pedestrian with existing on-street bicycle lanes	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	12	60.3
BGR_23	Boanganar	Tweed Coast Road	Missing path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	13	60
BPT_14	Banora Point	Comman Avenue	Missing path	Provide 1.5m wide path	Consider providing natural shade	0.8	13	20	20	11	60
BPT_15	Banora Point	Comman Avenue	Missing path	Provide 1.5m wide path	Consider providing natural shade	0.8	13	20	20	11	60
BPT_17	Banora Point	Comman Avenue	Missing path	Provide 1.5m wide path	Consider providing natural shade	0.8	13	20	20	11	60
KNG_40	Kingsciff	Sutherland Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	13	60
THD_28	Tweed Heads	Corral Street (along beach)	Missing path along Durangbah beach	Provide 1.5m wide path	Consider providing natural shade	0.8	13	20	20	11	60
THD_49	Tweed Heads	Bay Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	13	60
THD_96	Tweed Heads	Wharf Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	13	60
THW_10	Tweed Heads West	Collen Drive	Missing path	Provide 2.0m wide path	Consider providing natural shade	0.9	13	20	20	11	60
THW_20	Tweed Heads West	Barrett Street	Missing link along a key route</								

Audit ID	Suburb	Street	Description	Recommendation	Further Recommendation	Hierarchy Score	Safety Score	Connectivity Score	Accessibility Score	Cost Score	Priority Score
KNG 11	Kingsgiff	Blue Jay Court	Missing Kerb ramp to cross Blue Jay Court to Lorien Way	Provide kerb ramp	Provide kerb ramp	0.8	9	9	19	18	55.2
KNG 12	Kingsgiff	Blue Jay Court	Kerb ramp to cross Blue Jay Court	Provide kerb ramp	Provide kerb ramp	0.8	9	9	19	18	55.2
KNG 36	Kingsgiff	Kingsgiff Street	Missing path along a key link route to a high priority route	Provide 2.0m wide path	Consider providing natural shade	0.8	13	20	20	8	55.2
THD 10	Tweed Heads	Coral Street	Kerb Ramp to cross Coral Street to connect to Eden street stairs	Provide kerb ramp	Provide kerb ramp	0.8	9	9	19	18	55.2
THD 11	Tweed Heads	Hill Street	Kerb ramp to cross Hill Street	Provide kerb ramp	Provide kerb ramp	0.8	9	9	19	18	55.2
THD 12	Tweed Heads	Hill Street	Kerb Ramp to cross Hill Street	Provide kerb ramp	Provide kerb ramp	0.8	9	9	19	18	55.2
THD 13	Tweed Heads	Coral Street	Kerb Ramp to cross Coral Street to access stairs to Hill Street	Provide kerb ramp	Provide kerb ramp	0.8	9	9	19	18	55.2
THD 14	Tweed Heads	Coral Street	Kerb Ramp to cross Coral Street	Provide kerb ramp	Provide kerb ramp	0.8	9	9	19	18	55.2
THD 22	Tweed Heads	Eden Street	Kerb ramp missing, particularly 1 path to the west is provided	Provide kerb ramp	Provide kerb ramp	0.8	9	9	19	18	55.2
THD 9	Tweed Heads	Coral Street	Kerb ramp required to cross and access stairs to Eden Street	Provide kerb ramp	Provide kerb ramp	0.8	9	9	19	18	55.2
THW 8	Tweed Heads West	Gollan Drive	Kerb ramp missing (existing disused driveway at site)	Provide kerb ramp	Formalise kerb ramp at the eastern side (existing disused driveway)	0.8	9	9	19	18	55.2
THW 18	Tweed Heads West	Scenes Drive	Missing path from street Drive alignment	Provide 2.0m wide path	Consider providing natural shade	0.8	4	4	24	4	54.9
BGR 10	Boanganer	Tweed Coast Road	Missing crossing	Provide pedestrian refuge island	Provide pedestrian refuge island	1	15	6	3	15	54
BGR 11	Boanganer	Tweed Coast Road	Potential new crossing	Provide pedestrian refuge island	Provide bank in the existing median	1	15	6	3	15	54
BGR 25	Boanganer	Clochers Creek Road	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	13	54
BGR 26	Boanganer	Clochers Creek Road	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	13	54
BGR 36	Boanganer	Pandanus Parade	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade	1	12	11	11	10	54
KNG 20	Kingsgiff	Marine Parade	Missing crossing	Provide pedestrian refuge island	Provide pedestrian refuge island	1	12	11	11	15	54
KNG 44	Kingsgiff	Seaview Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	10	54
PSV 14	Pottsville	Tweed Coast Road	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade	1	12	11	11	10	54
THD 65	Tweed Heads	Wharf Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	13	54
THD 67	Tweed Heads	Francis Street (east)	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	10	54
THD 71	Tweed Heads	Ernie Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	13	54
THD 74	Tweed Heads	Florence Street (west)	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	10	54
THD 78	Tweed Heads	Wharf Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	10	54
THD 84	Tweed Heads	Florence Street (west)	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	10	54
THD 85	Tweed Heads	Florence Street (west)	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	10	54
THD 85	Tweed Heads	Wharf Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	10	54
THS 34	Tweed Heads West	Kennedy Drive	Narrow Path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	10	54
THW 35	Tweed Heads West	Kennedy Drive	Narrow Shared Path	Provide 3.0m wide path	Consider providing natural shade	1	12	11	11	10	54
MWB 25	Murwillumbah	Old Lismore Road	Missing link for 200m to connect to existing path	Provide 1.5m wide path	Consider providing natural shade	0.8	13	20	20	7	54.5
BGR 1	Boanganer	Tweed Coast Road	Misaligned kerb ramp	Realign kerb ramp	Realign kerb ramp	0.9	4	8	10	18	52.2
BGR 13	Boanganer	Rosewood Avenue	Single kerb ramp leading to nowhere	Remove kerb ramp	Kerb ramp aligned to the north to be removed	0.9	4	8	10	18	52.2
BGR 4	Boanganer	Rosewood Avenue	Non-compliance kerb ramp (extreme slope)	Realign kerb ramp	Realign kerb ramp	0.9	4	8	10	18	52.2
BPT 11	Banora Point	Pioneer Parade	Kerb ramp too close to intersection	Realign kerb ramp	Kerb ramp to be relocated 1 the east of the intersection to allow for pedestrian refuge island	0.9	4	8	10	18	52.2
KNG 22	Kingsgiff	Moosa Street	Misaligned kerb ramp	Realign kerb ramp	Realign kerb ramp	0.9	4	8	10	18	52.2
KNG 24	Kingsgiff	Beach Street	Existing Kerb ramp misaligned for Beach road crossing	Realign kerb ramp	To cross to beach street	0.9	4	8	10	18	52.2
MWB 21	Murwillumbah	Bvanqum Road	Kerb ramp alignment towards Bvanqum road instead of Bapoo Avenue	Realign kerb ramp	Realign kerb ramp	0.9	4	8	10	18	52.2
MWB 22	Murwillumbah	Bvanqum Road	Kerb ramp alignment towards Bvanqum road instead of Bapoo Avenue	Realign kerb ramp	Realign kerb ramp	0.9	4	8	10	18	52.2
MWB 3	Murwillumbah	169 Bvanqum Road	Light pole in the middle of footpath	No action	Significant costs involved in relocating light pole	0.9	4	10	9	15	52.2
MWB 56	Murwillumbah	Nulium Street	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade	0.9	12	11	11	12	52
THD 27	Tweed Heads	Brett Street	Kerb ramps not to standard at Recreation Street intersection	Update kerb ramp	Update kerb ramp	0.9	4	8	10	18	52.2
THW 2	Tweed Heads West	Kennedy Drive	Light pole obstructing footpath	No action	Significant costs involved in relocating light pole	0.9	4	10	9	15	52.2
THW 31	Tweed Heads West	Kennedy Drive	Narrow shared path	Provide 2.5m wide path	Consider providing natural shade	0.9	12	11	11	12	52
BGR 29	Boanganer	Tweed Coast Road	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	9	52.2
BGR 40	Boanganer	Tweed Coast Road	Unlevelled path	Provide 2.5m wide levelled path	Consider providing natural shade	1	9	10	9	12	52
Kingsgiff 41	Kingsgiff	Sutherland Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	11	52
MWB 40	Murwillumbah	Riverview Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	9	52
THD 57	Tweed Heads	Kennedy Drive	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	9	52
THD 89	Tweed Heads	Florence Street (west)	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	9	52
THD 90	Tweed Heads	Florence Street (west)	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	9	52
THD 97	Tweed Heads	Kennedy Drive	Narrow path	Provide 3.0m wide path	Consider providing natural shade	1	12	11	11	9	52
THW 3	Tweed Heads West	Minungabal Drive	Kerb ramps not aligned to crossing across Water Street and Minungabal Drive	Provide aligned kerb ramp	Kerb ramp to be aligned to both crossing points	1	12	11	11	10	51.3
BPT 4	Banora Point	Green Space	Lack of Lighting along the entire stretch of the pathway	Provide lighting	Provide lighting	0.9	16	3	8	15	51.3
BPT 5	Banora Point	Greenway Drive	Lack of lighting - Street lights positioned at approximately 80m interval	Provide lighting	Provide lighting	0.9	16	3	8	15	51.3
THS 10	Tweed Heads South	Kirkwood Road West	Path runs behind the highway and barrier blocks the M1 signage for interval	Provide lighting	Provide lighting	0.9	16	3	8	15	51.3
THS 7	Tweed Heads South	Kirkwood Road West	No lighting on this stretch	Provide lighting	Provide lighting	0.9	16	3	8	15	51.3
THS 8	Tweed Heads South	Kirkwood Road (along Tweed United F.C field)	Dedicated lighting required for shared path as Sports field lighting will not be on all days	Provide lighting	Provide lighting	0.9	16	3	8	15	51.3
THS 9	Tweed Heads South	Kirkwood Road	Dedicated lighting required as path reverts	Provide lighting	Provide lighting	0.9	16	3	8	15	51.3
THW 10	Tweed Heads West	Pennington Drive	Lack of lighting for footpath emerge from underside of bridge	Provide lighting	Provide lighting	0.9	16	3	8	15	51.3
THW 9	Tweed Heads West	Kennedy Drive	Lack of lighting for footpath under bridge	Provide lighting	Provide lighting	0.9	16	3	8	15	51.3
MWB 19	Murwillumbah	Myrtle Street Intersection	Missing shared zone signage	Provide shared zone signage and entry threshold treatment	Provide shared zone signage and entry threshold treatment	0.8	13	20	20	5	50.4
BGR 21	Boanganer	Tweed Coast Road	Missing link along Coral Street	Provide 2.0m wide path	Consider providing natural shade	0.8	13	20	20	5	50.4
THD 29	Tweed Heads	Coral Street	Missing path along Coral Street	Provide 1.5m wide path	Consider providing natural shade	0.8	13	20	20	5	50.4
THD 31	Tweed Heads	Eden Street	Missing path	Provide 1.5m wide path	Investigate potential to provide DDA compliant grades	0.8	13	20	20	5	50.4
THW 1	Tweed Heads West	Blue Water Crescent	Missing link on a key route to connect to pedestrian path to Shearwater Place	Provide 2.0m wide path	Consider providing natural shade	0.8	13	20	20	5	50.4
BGR 39	Boanganer	Banksia Avenue	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade	0.9	12	11	11	11	50.4
KNG 47	Kingsgiff	Kingsgiff Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	11	50.4
KNG 55	Kingsgiff	Michael Avenue	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	11	50.4
MWB 59	Murwillumbah	North Arm Road	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade	0.9	12	11	11	11	50.4
BGR 31	Boanganer	Tweed Coast Road	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	8	50
BPT 10	Banora Point	Banora Hills Drive	Shared path signage missing	Provide signage	Shared path signage	1	12	11	11	20	50
KNG 63	Kingsgiff	Marine Parade	Narrow path	Provide 3.0m wide path	Consider providing natural shade	1	12	11	11	8	50
KNG 64	Kingsgiff	Marine Parade	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade	1	12	11	11	8	50
KNG 65	Kingsgiff	Marine Parade	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade	1	12	11	11	8	50
MWB 42	Murwillumbah	Riverview Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	8	50
MWB 51	Murwillumbah	Wolumbuln Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	8	50
THD 102	Tweed Heads	Kennedy Drive	Narrow Shared Path	Provide 3.0m wide path	Consider providing natural shade	1	12	11	11	8	50
THD 24	Tweed Heads	Wharf Street	Signage to indicate continuation of shared path	Provide signage	Shared path signage	1	2	7	1	20	50
THS 25	Tweed Heads	Wharf Street	Signage to indicate end of dedicated cycle way and shared path	Provide signage	Shared path ends signage	1	2	7	1	20	50
THD 73	Tweed Heads	Florence Street (west)	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	8	50
THS 21	Tweed Heads South	Minungabal Drive	Narrow path	Provide 3.0m wide path	Consider providing natural shade	1	12	11	11	8	50
THS 25	Tweed Heads South	Minungabal Drive	Narrow Shared Path	Provide 3.0m wide path	Consider providing natural shade	1	12	11	11	8	50
THW 12	Tweed Heads West	Kennedy Drive	Shared path signage missing	Provide signage	Shared path signage	1	2	7	1	20	50
THW 30	Tweed Heads West	Kennedy Drive	Narrow Shared Path	Provide 3.0m wide path	Consider providing natural shade	1	12	11	11	8	50
BGR 2	Boanganer	Tweed Coast Road	Blind spot	Consider updating the landscape to provide better sightlines	Consider updating the landscape to provide better sightlines	1	6	4	19	49	49
BGR 12	Boanganer	Banksia Avenue	Missing crossing	Provide pedestrian refuge island	Provide pedestrian refuge island	0.9	15	6	3	15	48.6
BPT 6	Banora Point	Banora Hills Drive	Refuge island to cross Banora Hills Drive at Pioneer Parade	Provide pedestrian refuge island	Provide pedestrian refuge island	0.9	15	6	3	15	48.6
KNG 21	Kingsgiff	Kingsgiff Street	Missing crossing across Kingsgiff Street to connect to Pearl Street	Provide pedestrian refuge island	Provide pedestrian refuge island	0.9	15	6	3	15	48.6
KNG 43	Kingsgiff	Moosa Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	10	48.6
MWB 18	Murwillumbah	Old Lismore Road	Safe crossing point from Bvanqum road to Old Lismore road	Provide pedestrian refuge island	Provide pedestrian refuge island	0.9	15	6	3	15	48.6
MWB 46	Murwillumbah	Mooball Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	10	48.6
THD 47	Tweed Heads	Boundary Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	10	48.6
THD 59	Tweed Heads	Brett Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	10	48.6
THD 48	Tweed Heads	Wharf Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	7	48
THD 62	Tweed Heads	Wharf Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	7	48
THD 66	Tweed Heads	Francis Street (west)	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	7	48
THD 83	Tweed Heads	Kennedy Drive	Narrow path	Provide 2.5m wide path	Consider providing natural shade	1	12	11	11	7	48
KNG 49	Kingsgiff	Beach Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	7	48
KNG 52	Kingsgiff	Quinan Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	9	48.8
KNG 57	Kingsgiff	Michael Avenue	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	9	48.8
MWB 31	Murwillumbah	Bvanqum Road	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	9	48.8
MWB 44	Murwillumbah	Mooball Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade	0.9	12	11	11	9	48.8
MWB 61	Murwillumbah	Bvanqum Road	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade	0.9	12	11	11	9	48.8</

Audit ID	Suburb	Street	Description	Recommendation	Further Recommendation	Hierarchy Score	Safety Score	Connectivity Score	Accessibility Score	Cost Score	Priority Score	
BGR_32	Boagangar	Tweed Coast Road	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
BGR_33	Boagangar	Tweed Coast Road	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
BGR_34	Boagangar	Tweed Coast Road	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
BGR_35	Boagangar	Tweed Coast Road	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
BPT_18	Barona Point	Pioneer Parade	Narrow path along Barona Point Public School	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
BPT_20	Barona Point	Helford Street	Narrow shared path varies 1.2m to 1.5m	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
KNG_26	Kingscliff	Sutherland Street	Misalign path	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
KNG_38	Kingscliff	Sutherland Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
KNG_46	Kingscliff	Pearl Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
KNG_59	Kingscliff	Woomin Bay Road	Narrow Shared Path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
KNG_60	Kingscliff	Woomin Bay Road	Narrow Shared Path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
MWB_41	Murwillumbah	Riverina Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
MWB_47	Murwillumbah	Nulium Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
MWB_58	Murwillumbah	River Street	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
PSV_12	Pottsville	Tweed Coast Road	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
PSV_13	Pottsville	Tweed Coast Road	Narrow path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
PSV_16	Pottsville	Tweed Coast Road	Narrow path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
THD_50	Tweed Heads	Florence Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
THD_53	Tweed Heads	Florence Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
THD_54	Tweed Heads	Florence Street	Narrow path along high priority route	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
THD_58	Tweed Heads	Wharf Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
THD_69	Tweed Heads	Bay Street (east)	Narrow path	Provide 2.0m wide path	Consider providing natural shade		1	12	11	11	5	44
THD_72	Tweed Heads	Florence Street (west)	Narrow path	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
THD_79	Tweed Heads	Wharf Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
THD_80	Tweed Heads	Wharf Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
THD_81	Tweed Heads	Florence Street	Narrow path	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
THD_82	Tweed Heads	Florence Street (east)	Narrow path	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
THD_84	Tweed Heads	Kennedy Drive	Narrow path	Provide 2.5m wide path	Consider providing natural shade		1	12	11	11	5	44
THS_19	Tweed Heads South	Minjungbal Drive	Narrow Shared Path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
THS_20	Tweed Heads South	Minjungbal Drive	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
THS_23	Tweed Heads South	Minjungbal Drive	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
THS_24	Tweed Heads South	Minjungbal Drive	Narrow Shared Path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
THS_26	Tweed Heads South	Minjungbal Drive	Narrow Shared Path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
THS_27	Tweed Heads South	Minjungbal Drive	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	5	44
KNG_45	Kingscliff	Beach Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	7	43.2
MWB_57	Murwillumbah	Nulium Street	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	7	43.2
MWB_58	Murwillumbah	Brangum Road	Path continues on opposite side of road	Provide crossing point	Remove two car parking spaces to allow for bistros buildouts for pedestrian protection		0.8	15	8	15	43.2	
MWB_63	Murwillumbah	Brangum Road	Unloading stretch of pathway due to terrain	Provide 1.5m wide levelled path		0.9	10	10	8	13	43.2	
THD_64	Tweed Heads	Bent Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	7	43.2
BGR_41	Boagangar	Tweed Coast Road	Unlevelled path	Provide 2.5m wide levelled path	Consider providing natural shade		1	12	10	8	7	42
KNG_61	Kingscliff	Marine Parade	Narrow Shared Path	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	6	42
KNG_56	Kingscliff	Drift Court/ Blue Jay Court	Narrow path	Provide 1.5m wide path	Consider providing natural shade		0.8	12	11	11	9	41.6
KNG_54	Kingscliff	McPhail Avenue	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	6	41.4
MWB_30	Murwillumbah	Brangum Road	Path narrows to 900mm	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	6	41.4
PSV_15	Pottsville	Overall Drive	Narrow path	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	6	41.4
THD_45	Tweed Heads	Boundary Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	6	41.4
THD_32	Tweed Heads West	Kennedy Drive	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	6	41.4
MWB_52	Murwillumbah	Kyogle Road	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	3	40
THD_44	Tweed Heads	Coral Street	Narrow path	Provide 1.5m wide path	Consider providing natural shade		0.8	12	11	11	8	40
THS_28	Tweed Heads South	Helford Street	Narrow shared path varies 1.2m to 1.5m	Provide 3.0m wide path	Consider providing natural shade		0.8	12	11	11	3	40
THW_25	Tweed Heads West	Gollan Drive	Narrow path along residential street	Provide 2.0m wide path	Consider providing natural shade		0.8	12	11	11	8	40
BGR_27	Boagangar	Rosewood Avenue	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
BGR_37	Boagangar	Hastings Road	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
BGR_38	Boagangar	Hastings Road	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
BPT_21	Barona Point	Greenway Drive to Winders Place	Narrow shared path across green space	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
KNG_48	Kingscliff	Pearl Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
KNG_53	Kingscliff	McPhail Avenue	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
MWB_32	Murwillumbah	Brangum Road	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
MWB_38	Murwillumbah	Brangum Road	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
MWB_39	Murwillumbah	Brangum Road	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
MWB_48	Murwillumbah	Alma Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
MWB_53	Murwillumbah	Kyogle Road	Narrow Shared Path	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
MWB_60	Murwillumbah	North Am Road	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
PSV_10	Pottsville	Overall Drive	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
PSV_11	Pottsville	Tweed Coast Road	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
PSV_17	Pottsville	Tweed Coast Road	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
THD_55	Tweed Heads	Ducat Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
THD_61	Tweed Heads	Recreation Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
THD_70	Tweed Heads	Ernie Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
THD_75	Tweed Heads	Boyd Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
THD_76	Tweed Heads	Boyd Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
THD_77	Tweed Heads	Recreation Drive	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
THS_29	Tweed Heads South	Ernie Street	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
THW_27	Tweed Heads West	Scenic Drive	Narrow shared path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
THW_33	Tweed Heads West	Kennedy Drive	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
THW_34	Tweed Heads West	Kennedy Drive	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	5	39.6
THD_52	Tweed Heads	Powell Street	Narrow path	Provide 1.5m wide path	Consider providing natural shade		0.8	12	11	11	7	38.4
THD_99	Tweed Heads	Kennedy Drive / Wharf Street	Narrow Shared Path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	2	38
BPT_19	Barona Point	Leisure Drive	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	4	37.8
THD_56	Tweed Heads	Ducat Street/Miles Street	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	4	37.8
THW_24	Tweed Heads West	Kennedy Drive	Narrow path on Kennedy Dr from traffic lights along Grey St alignment	Provide 2.0m wide path	Consider providing natural shade		0.9	12	11	11	4	37.8
THD_29	Tweed Heads West	Kennedy Drive	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		0.9	12	11	11	4	37.8
THD_51	Tweed Heads	Powell Street	Narrow path	Provide 1.5m wide path	Consider providing natural shade		0.8	12	11	11	6	36.8
KNG_62	Kingscliff	Marine Parade	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	1	36
THS_30	Tweed Heads South	Dry Dock Road	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		1	12	11	11	1	36
BGR_24	Boagangar	Bankia Avenue	Narrow path	Provide 1.5m wide path	Consider providing natural shade		0.8	12	11	11	5	35.2
KNG_60	Kingscliff	Drift Court/ Blue Jay Court	Narrow path	Provide 2.0m wide path	Consider providing natural shade		0.8	12	11	11	5	35.2
KNG_51	Kingscliff	Seaview Street	Narrow path	Provide 1.5m wide path	Consider providing natural shade		0.8	12	11	11	5	35.2
MWB_1	Murwillumbah	Myrtle Street intersection	Crossing and connection required as path continues along Myrtle Street	Formalise kerb ramp and provide shared zone	Provide shared zone threshold treatment and colour pavement		0.8	8	2	10	35.2	
MWB_33	Murwillumbah	Brangum Road	Narrow path	Provide 1.5m wide path	Consider providing natural shade		0.8	12	11	11	5	35.2
MWB_34	Murwillumbah	Brangum Road	Narrow path	Provide 1.5m wide path	Consider providing natural shade		0.8	12	11	11	5	35.2
MWB_35	Murwillumbah	Brangum Road	Narrow path	Provide 1.5m wide path	Consider providing natural shade		0.8	12	11	11	5	35.2
THD_43	Tweed Heads	Coral Street	Narrow path for shared access	Provide 1.5m wide path	Consider providing natural shade		0.8	12	11	11	5	35.2
THS_32	Tweed Heads South	Water Street	Narrow shared path	Provide 3.0m wide path	Consider providing natural shade		0.8	12	11	11	5	35.2
KNG_1	Kingscliff	McPhail Avenue	New crossing (KHS upgrades)	No action	Upgrades being undertaken by Kingscliff High School		#N/A	#N/A	#N/A	#N/A	#N/A	
KNG_2	Kingscliff	McPhail Avenue	New Kerb ramp to cross McPhail Avenue (KHS upgrades)	No action	Upgrades being undertaken by Kingscliff High School		#N/A	#N/A	#N/A	#N/A	#N/A	
KNG_3	Kingscliff	McPhail Avenue	New Kerb ramp to cross McPhail Avenue (KHS upgrades)	No action	Upgrades being undertaken by Kingscliff High School		#N/A	#N/A	#N/A	#N/A	#N/A	
KNG_4	Kingscliff	Cudgen Road	New Refuge Island (KHS upgrades)	No action	Upgrades being undertaken by Kingscliff High School		#N/A	#N/A	#N/A	#N/A	#N/A	
KNG_5	Kingscliff	Cudgen Road	New Kerb ramp (KHS upgrades)	No action	Upgrades being undertaken by Kingscliff High School		#N/A	#N/A	#N/A	#N/A	#N/A	
KNG_6	Kingscliff	Viking Street	New Kerb ramp (KHS upgrades)	No action	Upgrades being undertaken by Kingscliff High School		#N/A	#N/A	#N/A	#N/A	#N/A	
KNG_7	Kingscliff	Viking Street	New Kerb ramp (KHS upgrades)	No action								

# Appendix E: Treatment Capital Cost



<b>Type</b>	<b>Rate</b>	<b>Cost (coconstruction)</b>	<b>60% contingency</b>	<b>TOTAL</b>
Path – 1.5m wide	Per meter	<b>\$375</b>	\$225.0	<b>\$600</b>
Path – 2.0m wide	Per meter	<b>\$425</b>	\$255.0	<b>\$680</b>
Path – 2.5m wide	Per meter	<b>\$450</b>	\$270.0	<b>\$720</b>
Path – 3m wide	Per meter	<b>\$475</b>	\$285.0	<b>\$760</b>
Dirt track	Per meter	<b>\$100</b>	\$60.0	<b>\$160</b>
Gravel track	Per meter	<b>\$250</b>	\$150.0	<b>\$400</b>
Bitumen track	Per meter	<b>\$500</b>	\$300.0	<b>\$800</b>
Kerb ramp	Per unit	<b>\$1,900</b>	\$1,140.0	<b>\$3,040</b>
Cycle ramp (adjacent to stairs)	Per meter	<b>\$100</b>	\$60.0	<b>\$160</b>
Signage	Per unit	<b>\$250</b>	\$150.0	<b>\$400</b>
Pedestrian refuge island	Per unit	<b>\$3,600</b>	\$2,160.0	<b>\$5,760</b>
Street light	Per unit	<b>\$10,000</b>	\$6,000.0	<b>\$16,000</b>
Handrail	Per meter	<b>\$100</b>	\$60.0	<b>\$160</b>
Threshold treatment / coloured pavement	Per meter	<b>\$350</b>	\$210.0	<b>\$560</b>
Crossing build out	Per unit	<b>\$3,000</b>	\$1,800.0	<b>\$4,800</b>
Two aspect pedestrian signal	Per unit	<b>\$38,000</b>	\$22,800.0	<b>\$60,800</b>
Raised median	Per unit	<b>\$3,600</b>	\$2,160.0	<b>\$5,760</b>
Zebra Crossing	Per unit	<b>\$18,000</b>	\$10,800.0	<b>\$28,800</b>
Wombat Crossing	Per unit	<b>\$35,000</b>	\$21,000.0	<b>\$56,000</b>



Audit_ID	Suburb	Location	Type	Comments	Issue_Type
THS_33	Tweed Heads South	Kirkwood Road W	Pedestrian / Cyclist	Lack of path delineation from the road except for line marking	Unsafe Path
MWB_5	Murwillumbah	Riverview Street	Pedestrian / Cyclist	Stairs leading to path	Kerb Ramp
BGR_15	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Missing path	Missing Footpath
BGR_19	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Missing path	Missing Footpath
THD_33	Tweed Heads	Florence Street	Pedestrian / Cyclist	Missing connection from existing path to river path	Missing Footpath
BGR_20	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Missing link across green island connecting to car park	Missing Footpath
BGR_22	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Missing path	Missing Footpath
THW_41	Tweed Heads West	Inlet Drive	Pedestrian	Connect Kerb ramps	Missing Footpath
KNG_33	Kingscliff	Sutherland Street	Pedestrian / Cyclist	Missing path to connect to bridge path	Missing Footpath
THD_41	Tweed Heads	Boundary Street	Pedestrian	Missing path	Missing Footpath
PSV_1	Pottsville	Tweed Coast Road	Pedestrian / Cyclist	Missing path from the Community Hall	Missing Footpath
BGR_17	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Missing path	Missing Footpath
KNG_34	Kingscliff	Sutherland Street	Pedestrian / Cyclist	Missing link to path along bridge	Missing Footpath
THD_38	Tweed Heads	Frances Street	Pedestrian / Cyclist	Missing path	Missing Footpath
THD_37	Tweed Heads	Empire Lane	Pedestrian	Missing link	Missing Footpath
THD_42	Tweed Heads	Boundary Street	Pedestrian	Missing path from proposed new kerb ramp	Missing Footpath
THW_15	Tweed Heads West	Kenedy Drive	Pedestrian	Unsafe pedestrian crossing	Crossing
THD_26	Tweed Heads	Kenedy Drive	Pedestrian / Cyclist	Unsafe pedestrian crossing	Crossing
MWB_27	Murwillumbah	Riverview Street	Pedestrian / Cyclist	Missing path on high priority route	Missing Footpath
THW_17	Tweed Heads West	Kennedy Drive	Pedestrian	Missing path after bridge leading to Piggabeen Rd intersection	Missing Footpath
PSV_7	Pottsville	Overall Drive	Pedestrian	Missing path for pedestrian with existing on-street bicycle lanes	Missing Footpath
KNG_28	Kingscliff	Beach Street	Pedestrian	Missing link to existing path on Marine Parade	Missing Footpath
THS_14	Tweed Heads South	Oxley Street	Pedestrian / Cyclist	Missing path along unpaved road used as informal car parking	Missing Footpath
THS_17	Tweed Heads South	Oxley Street/ Cunningham Street	Pedestrian / Cyclist	Missing path for shared way	Missing Footpath
PSV_8	Pottsville	Tweed Coast Road	Pedestrian / Cyclist	Missing path	Missing Footpath
THW_16	Tweed Heads West	Kennedy Drive	Pedestrian	Missing path to bus stop	Missing Footpath
PSV_3	Pottsville	Overall Drive	Pedestrian	Missing path for pedestrian with existing on-street bicycle lanes	Missing Footpath
THD_36	Tweed Heads	Enid Street	Pedestrian	Missing path	Missing Footpath
PSV_9	Pottsville	Overall Drive	Pedestrian	Missing path	Missing Footpath
THD_30	Tweed Heads	Coral Street	Pedestrian	Missing path to connect existing stairs to kerb ramp	Missing Footpath
BGR_14	Bogangar	Rosewood Avenue	Pedestrian	Missing path	Missing Footpath
BGR_18	Bogangar	Townners Avenue	Pedestrian / Cyclist	Missing path	Missing Footpath
THD_32	Tweed Heads	Boundary Street	Pedestrian	Missing path	Missing Footpath
KNG_29	Kingscliff	Pearl Street	Pedestrian	Missing path to link to Pearl Street (north of green verge separation area)	Missing Footpath
THD_103	Tweed Heads	Florence Street/ Dixon Street	Pedestrian	Missing path	Missing Footpath
MWB_7	Murwillumbah	Kyogle Road	Pedestrian	Missing Kerb ramp	Kerb Ramp
THS_6	Tweed Heads South	Cunningham Street	Pedestrian	Missing crossing to Prowse Street	New Crossing
KNG_15	Kingscliff	Sutherland Street	Pedestrian / Cyclist	New Kerb ramp to existing refuge island crossing	Kerb Ramp
KNG_16	Kingscliff	Sutherland Street (off parking area)	Pedestrian / Cyclist	New Kerb ramp to cross parking area	Kerb Ramp
KNG_17	Kingscliff	Sutherland Street (off parking area)	Pedestrian / Cyclist	New Kerb ramp to cross parking area	Kerb Ramp
KNG_18	Kingscliff	Sutherland Street	Pedestrian / Cyclist	New Kerb Ramp to cross Viking Street	Kerb Ramp
THD_18	Tweed Heads	Terranora Terrace	Pedestrian	Missing safe crossing point	Crossing point
BGR_6	Bogangar	Tweed Coast Road	Pedestrian/ Cyclist	New Kerb ramp required	Kerb ramp
MWB_11	Murwillumbah	Riverview Street	Pedestrian / Cyclist	Kerb ramp deficiency on Prince Street crossing	Kerb Ramp
MWB_12	Murwillumbah	Riverview Street / Kyogle Road Corner	Pedestrian / Cyclist	Missing kerb ramp at crossing in front of Murwillumbah High School	Crossing
MWB_13	Murwillumbah	Riverview Street	Pedestrian / Cyclist	Missing Kerb ramp	Kerb Ramp
MWB_14	Murwillumbah	Riverview Street	Pedestrian / Cyclist	Missing Kerb Ramp	Kerb Ramp
MWB_17	Murwillumbah	Riverview Street	Pedestrian / Cyclist	Missing kerb ramp at crossing in front of Murwillumbah High School	Crossing
BGR_7	Bogangar	Tweed Coast Road	Pedestrian	Potential new crossing	Crossing
BGR_8	Bogangar	Tweed Coast Road	Pedestrian	Potential new crossing	Crossing
THW_38	Tweed Heads West	Kennedy Drive	Pedestrian / Cyclist	Mobility scooter can't access eastern side of Kennedy Drive using bridge underpass	Kerb Ramp
THW_39	Tweed Heads West	Kennedy Drive	Pedestrian / Cyclist	Mobility scooter can't access eastern side of Kennedy Drive using bridge underpass	Kerb Ramp
BGR_16	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Missing path	Missing Footpath
THD_35	Tweed Heads	Enid Street	Pedestrian	Missing path	Missing Footpath
THS_16	Tweed Heads South	Prowse Street	Pedestrian	Missing path on Prowse street connecting to Lloyd Street/ Dry Dock Road intersection through Public Park	Missing Footpath
KNG_58	Kingscliff	Vulcan Street to Sutherland Street	Pedestrian	New path in the green space adjacent to Cudgen Creek (KHS upgrade)	Narrow Footpath
MWB_26	Murwillumbah	Riverview Street	Pedestrian / Cyclist	Missing path on high priority route	Missing Footpath
THS_5	Tweed Heads South	Oxley Street	Pedestrian / Cyclist	Crossing from east to west across Oxley Street to connect existing path	Crossing
PSV_2	Pottsville	Overall Drive	Pedestrian	Missing path for pedestrian with existing on-street bicycle lanes	Missing Footpath
KNG_30	Kingscliff	Kingscliff Street	Pedestrian	Missing link along a key link route to a high priority route	Missing Footpath
KNG_37	Kingscliff	Kingscliff Street	Pedestrian / Cyclist	Missing link along a key link route to a high priority route	Missing Footpath



Audit_ID	Suburb	Location	Type	Comments	Issue_Type
PSV_6	Pottsville	Overall Drive	Pedestrian	Missing path for pedestrian with existing on-street bicycle lanes	Missing Footpath
THS_4	Tweed Heads South	Minjungbal Drive	Pedestrian / Cyclist	Safe crossing point required	Missing Crossing point
THW_40	Tweed Heads West	Kennedy Drive	Pedestrian / Cyclist	Mobility scooter can't access eastern side of Kennedy Drive using bridge underpass	Refuge Island
THD_39	Tweed Heads	McGregor Crescent	Pedestrian	Missing links (based on Community feedback)	Missing Footpath
THD_40	Tweed Heads	McGregor Crescent	Pedestrian	Missing link (based on Community feedback)	Missing Footpath
THD_104	Tweed Heads	Boundary Street	Pedestrian	Narrow path east of public toilets	Narrow Footpath
BGR_9	Bogangar	Tweed Coast Road	Cyclist	Small cycle detour sign	Signage
THD_23	Tweed Heads	Terranora Terrace / Wharf Street	Pedestrian / Cyclist	Lack of signage to indicate path continuing along car path after crossing Terranora Terrace	Signage
THD_2	Tweed Heads	Kennedy Drive	Pedestrian	Signage required to promote path on the southern side of Kennedy Drive	Sginage
BGR_30	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Narrow path	Narrow Footpath
MWB_50	Murwillumbah	Wollumbin Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_68	Tweed Heads	Frances Street (east)	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_98	Tweed Heads	Wharf Street	Pedestrian / Cyclist	Narrow path	Narrow Shared Path
THD_91	Tweed Heads	Norman Street / Kennedy Drive corner	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THW_5	Tweed Heads West	Kennedy Drive	Pedestrian	Missing safe crossing point as footpath continues north of Kennedy Drive	Pedestrian Crossing
KNG_10	Kingscliff	Beach Street	Pedestrian / Cyclist	Missing kerb ramp to cross Beach Street	Kerb Ramp
BPT_2	Banora Point	Westray Avenue	Pedestrian / Cyclist	Missing Kerb Ramp	Kerb Ramp
THS_2	Tweed Heads South	Kirkwood Road West	Pedestrian / Cyclist	Alert users of change in path conditions	Safety and Signage
MWB_8	Murwillumbah	Byangum Road/ Prince Street	Pedestrian	Missing Kerb ramp to cross Prince Street	Kerb Ramp
THD_15	Tweed Heads	Boundary Street	Pedestrian	Kerb ramp required	Kerb Ramp
THD_16	Tweed Heads	Boundary Street	Pedestrian	Crossing across Boundary Street to align with crossing on Coolongatta Boundary Street crossing	Crossing
KNG_13	Kingscliff	Kingscliff Street	Pedestrian / Cyclist	Kerb ramp required to cross Kingscliff Street	Kerb Ramp
KNG_14	Kingscliff	Kingscliff Street	Pedestrian / Cyclist	Kerb ramp missing to cross Kingscliff Street to access Pearl Street (north of green verge separation area)	Kerb Ramp
KNG_19	Kingscliff	Sutherland Street	Pedestrian / Cyclist	New Kerb Ramp to cross Viking Street	Kerb Ramp
THD_17	Tweed Heads	Beryl Street	Pedestrian/ Cyclist	Missing crossing to ensure continous path along east of Beryl Street/ Sands Street	Crossing
MWB_9	Murwillumbah	Byangum Road / Old Lismore Road intersection	Pedestrian / Cyclist	Kerb ramp required for crossing Byangum road	Kerb Ramp
MWB_10	Murwillumbah	Byangum Road	Pedestrian / Cyclist	Missing Kerb Ramp to cross Byangum road towards Old Lismore Road	Kerb Ramp
MWB_15	Murwillumbah	Riverview Street	Pedestrian / Cyclist	Missing Kerb Ramp	Kerb Ramp
THD_19	Tweed Heads	Boundary Street	Pedestrian	Kerb Ramp required	Kerb Ramp
THD_20	Tweed Heads	Boundary Street	Pedestrian	Kerb Ramp required	Kerb Ramp
THD_21	Tweed Heads	Boundary Street	Pedestrian	Kerb Ramp required	Kerb Ramp
MWB_16	Murwillumbah	Riverview Street	Pedestrian / Cyclist	Missing Kerb Ramp	Kerb Ramp
BPT_3	Banora Point	Pioneer Parade	Pedestrian / Cyclist	Missing kerb ramp	Kerb Ramp
THW_36	Murwillumbah	Inlet Drive	Pedestrian / Cyclist	Mobility scooter can't access eastern side of Kennedy Drive using bridge underpass	Kerb Ramp
THW_37	Tweed Heads West	Inlet Drive	Pedestrian / Cyclist	Mobility scooter can't access eastern side of Kennedy Drive using bridge underpass	Kerb Ramp
PSV_4	Pottsville	Overall Drive	Pedestrian	Missing path for pedestrian with existing on-street bicycle lanes	Missing Footpath
PSV_5	Pottsville	Overall Drive	Pedestrian	Missing path for pedestrian with existing on-street bicycle lanes	Missing Footpath
THS_15	Tweed Heads South	Prowse Street	Pedestrian	Missing path on Prowse street connecting to Lloyd Street/ Dry Dock Road intersection through Public Park	Missing Footpath
THD_7	Tweed Heads	Keith Compton Drive	Pedestrian/ Cyclist	Require blister buildouts/ refuge island for better pedestrian protection	Refuge Island
MWB_6	Murwillumbah	Byangum Road	Pedestrian	Path continues on opposite side of road	Crossing
THW_19	Tweed Heads West	Gollan Drive	Pedestrian	Missing path	Missing Footpath
BPT_14	Banora Point	Cominan Avenue	Pedestrian	Missing path	Missing Footpath
THD_28	Tweed Heads	Coral Street (along beach)	Pedestrian	Missing path along Durangbah beach	Missing Footpath
THW_20	Tweed Heads West	Barrett Street	Pedestrian	Missing link along a key route	Missing Footpath
BPT_15	Banora Point	Cominan Avenue	Pedestrian	Missing path	Missing Footpath
BPT_17	Banora Point	Cominan Avenue	Pedestrian	Missing path	Missing Footpath
MWB_28	Murwillumbah	Riverview Street	Pedestrian / Cyclist	Missing path on high priority route	Missing Footpath
KNG_27	Kingscliff	Beach Street	Pedestrian	Missing path	Missing Footpath
THW_22	Tweed Heads West	Kennedy Drive	Pedestrian	Narrow path	Narrow Footpath
BGR_23	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Narrow path	Narrow Footpath
KNG_40	Kingscliff	Sutherland Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
MWB_49	Murwillumbah	Wollumbin Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_49	Tweed Heads	Bay Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_96	Tweed Heads	Wharf Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
KNG_31	Kingscliff	Kingscliff Street	Pedestrian	Missing path along a key link route to a high priority route	Missing Footpath
BPT_16	Banora Point	Cominan Avenue	Pedestrian	Missing path	Missing Footpath
THW_28	Tweed Heads West	Barrett Street	Pedestrian / Cyclist	Missing link on a key route to connect to pedestrian path to Shearwater Place	Narrow Footpath
BPT_12	Banora Point	Pioneer Parade	Pedestrian	Missing path on Pioneer Parade to Banora Hills Drive	Missing Footpath
BPT_13	Banora Point	Westray Avenue	Pedestrian	Missing path to link Banora Point Public School	Missing Footpath
THS_3	Tweed Heads South	Minjungbal Drive	Pedestrian	Kerb ramp not aligned to crossing across Water Street and Minjungbal Drive	Kerb Ramp
BGR_3	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Narrow kerb ramp	Kerb Ramp

Audit_ID	Suburb	Location	Type	Comments	Issue_Type
BGR_5	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Non-compliance kerb ramp (extreme slope)	Kerb Ramp
KNG_23	Kingscliff	Marine Parade	Pedestrian / Cyclist	Misaligned kerb ramp	Kerb Ramp
KNG_25	Kingscliff	Pearl Street	Pedestrian / Cyclist	Existing kerb ramp near Servo not formalised	Crossing Alignment
THD_6	Tweed Heads	Kennedy Drive	Pedestrian / Cyclist	Kerb ramp alignment	Kerb Ramp
PSV_14	Pottsville	Tweed Coast Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
BGR_28	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Narrow path	Narrow Footpath
MWB_43	Murwillumbah	River Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_78	Tweed Heads	Wharf Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_101	Tweed Heads	Kennedy Drive	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
MWB_24	Murwillumbah	Moobal Street	Pedestrian	Missing path	Missing Footpath
KNG_36	Kingscliff	Kingscliff Street	Pedestrian	Missing path along a key link route to a high priority route	Missing Footpath
BGR_10	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Missing crossing	Crossing
BGR_11	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Potential new crossing	Crossing
KNG_20	Kingscliff	Marine Parade	Pedestrian / Cyclist	Missing crossing	Crossing
KNG_44	Kingscliff	Seaview Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_67	Tweed Heads	Frances Street (east)	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_74	Tweed Heads	Florence Street (west)	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_84	Tweed Heads	Florence Street (west)	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_85	Tweed Heads	Florence Street (west)	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_95	Tweed Heads	Wharf Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THS_34	Tweed Heads South	Kenedy Drive	Pedestrian / Cyclist	Narrow Path	Narrow Footpath
THW_35	Tweed Heads West	Kenedy Drive	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
BGR_36	Bogangar	Pandanus Parade	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
MWB_37	Murwillumbah	Myrtle Street corner	Pedestrian	Narrow path	Narrow Footpath
MWB_45	Murwillumbah	Mooball Street	Pedestrian	Narrow path	Narrow Footpath
THD_46	Tweed Heads	Boundary Street	Pedestrian	Narrow path	Narrow Footpath
THD_63	Tweed Heads	Empire Lane	Pedestrian	Narrow path - lack of continuity for path leading from Beryl Street	Narrow Footpath
THW_8	Tweed Heads West	Gollan Drive	Pedestrian	Kerb ramp missing (existing disused driveway at site)	Kerb Ramp
BPT_1	Banora Point	Westray Avenue	Pedestrian / Cyclist	Missing Kerb Ramp	Kerb Ramp
THD_9	Tweed Heads	Coral Street	Pedestrian	Kerb ramp required to cross and access stairs to Eden Street	Kerb Ramp
THD_10	Tweed Heads	Coral Street	Pedestrian	Kerb Ramp to cross Coral Street to connect to Eden street stairs	Kerb Ramp
THD_11	Tweed Heads	Hill Street	Pedestrian	Kerb ramp to cross Hill Street	Kerb Ramp
THD_12	Tweed Heads	Hill Street	Pedestrian	Kerb Ramp to cross Hill Street	Kerb Ramp
THD_13	Tweed Heads	Coral Street	Pedestrian	Kerb Ramp to cross Coral Street to access stairs to Hill Street	Kerb Ramp
THD_14	Tweed Heads	Coral Street	Pedestrian	Kerb Ramp to cross Coral Street	Kerb Ramp
KNG_11	Kingscliff	Blue Jay Court	Pedestrian/ Cyclist	Missing Kerb ramp to cross Blue Jay court to Lorien Way	Kerb Ramp
KNG_12	Kingscliff	Blue Jay Court	Pedestrian Cyclist	Kerb ramp to cross Blue Jay Court	Kerb Ramp
THD_22	Tweed Heads	Eden Street	Pedestrian	Kerb ramp missing, particularly if path to the west is provided	Kerb Ramp
MWB_25	Murwillumbah	Old Lismore Road	Pedestrian	Missing link for 200m to connect to existing path	Missing Footpath
THW_18	Tweed Heads West	Scenic Drive	Pedestrian	Missing path from Inlet Drive alignment	Missing Footpath
KNG_32	Kingscliff	Vulcan Street to Sutherland Street	Pedestrian	New path in the green space adjacent to Cudgen Creek (KHS upgrade)	Missing Footpath
KNG_35	Kingscliff	Cudgen Creek Foreshore	Pedestrian	Path through rainforest to connect to Oxford Street	Missing Footpath
THD_34	Tweed Heads	Shearwater Parade	Pedestrian	Missing path	Missing Footpath
BGR_29	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Narrow path	Narrow Footpath
BGR_40	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Uneveled path	Uneveled Footpath
KNG_41	Kingscliff	Sutherland Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
MWB_40	Murwillumbah	Riverview Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_57	Tweed Heads	Kennedy Drive	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_97	Tweed Heads	Kennedy Drive	Pedestrian / Cyclist	Narrow path	Narrow Shared Path
THD_89	Tweed Heads	Florence Street (west)	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_90	Tweed Heads	Florence Street (west)	Pedestrian / Cyclist	Narrow path	Narrow Footpath
BGR_25	Bogangar	Clothiers Creek Road	Pedestrian	Narrow path	Narrow Footpath
BGR_26	Bogangar	Clothiers Creek Road	Pedestrian	Narrow path	Narrow Footpath
THD_65	Tweed Heads	Wharf Street	Pedestrian	Narrow path	Narrow Footpath
THD_71	Tweed Heads	Enid Street	Pedestrian	Narrow path	Narrow Footpath
THW_31	Tweed Heads West	Kennedy Drive	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
THD_27	Tweed Heads	Brett Street	Pedestrian	Kerb ramps not to standard at Recreation Street intersection	Kerb Ramp
BGR_13	Bogangar	Rosewood Avenue	Pedestrian / Cyclist	Single kerb ramp leading to nowhere	Crossing
BGR_1	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Misaligned kerb ramp	Kerb Ramp
BGR_4	Bogangar	Rosewood Avenue	Pedestrian / Cyclist	Non-compliance kerb ramp (extreme slope)	Kerb Ramp
KNG_22	Kingscliff	Moss Street	Pedestrian / Cyclist	Misaligned kerb ramp	Kerb Ramp

Audit_ID	Suburb	Location	Type	Comments	Issue_Type
MWB_21	Murwillumbah	Byangum Road	Pedestrian	Kerb ramp alignment towards Byangum road instead of Bagoo Avenue	Kerb Ramp
MWB_22	Murwillumbah	Byangum Road	Pedestrian	Kerb ramp alignment towards Byangum road instead of Bagoo Avenue	Kerb Ramp
KNG_24	Kingscliff	Beach Street	Pedestrian/ Cyclist	Existing Kerb ramp misaligned for Beach road crossing	Kerb Ramp
BPT_11	Banora Point	Pioneer Parade	Pedestrian / Cyclist	Kerb ramp too close to intersection	Kerb Ramp
THS_21	Tweed Heads South	Minjungbal Drive	Pedestrian / Cyclist	Narrow path	Narrow Shared Path
THS_25	Tweed Heads South	Minjungbal Drive	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
BGR_31	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Narrow path	Narrow Footpath
KNG_63	Kingscliff	Marine Parade	Pedestrian / Cyclist	Narrow path	Narrow Shared Path
KNG_64	Kingscliff	Marine Parade	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
KNG_47	Kingscliff	Kingscliff Street	Pedestrian	Narrow path	Narrow Footpath
MWB_42	Murwillumbah	Riverview Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
MWB_51	Murwillumbah	Wollumbin Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
KNG_55	Kingscliff	McPhail Avenue	Pedestrian	Narrow path	Narrow Footpath
THD_66	Tweed Heads	Frances Street (west)	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_73	Tweed Heads	Florence Street (west)	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_93	Tweed Heads	Kennedy Drive	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THW_30	Tweed Heads West	Kennedy Drive	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
BGR_39	Bogangar	Banksia Avenue	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
MWB_56	Murwillumbah	Nullum Street	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
MWB_59	Murwillumbah	North Arm Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
THD_102	Tweed Heads	Kennedy Drive	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
KNG_65	Kingscliff	Marine Parade	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
THD_31	Tweed Heads	Eden Street	Pedestrian	Missing path	Missing Footpath
BGR_21	Bogangar	Tweed Coast Road	Pedestrian	Missing link along foreshore	Missing Footpath
BPT_6	Banora Point	Banora Hills Drive	Pedestrian	Refuge island to cross Banora Hills Drive at Pioneer Parade	Crossing
BGR_12	Bogangar	Banksia Avenue	Pedestrian / Cyclist	Missing crossing	Crossing
KNG_21	Kingscliff	Kingscliff Street	Pedestrian/ Cyclist	Missing crossing across Kingscliff Street to connect to Pearl Street	Crossing
MWB_18	Murwillumbah	Old Lismore Road	Pedestrian/ Cyclist	Safe crossing point from Byangum road to Old Lismore road	Crossing
KNG_43	Kingscliff	Moss Street	Pedestrian	Narrow path	Narrow Footpath
MWB_46	Murwillumbah	Mooball Street	Pedestrian	Narrow path	Narrow Footpath
THD_47	Tweed Heads	Boundary Street	Pedestrian	Narrow path	Narrow Footpath
THD_59	Tweed Heads	Brett Street	Pedestrian	Narrow path	Narrow Footpath
THS_22	Tweed Heads South	Minjungbal Drive	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
KNG_39	Kingscliff	Sutherland Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_29	Tweed Heads	Coral Street	Pedestrian	Missing path along Coral Street	Missing Footpath
THD_48	Tweed Heads	Wharf Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_62	Tweed Heads	Wharf Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_92	Tweed Heads	Kennedy Drive	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THS_18	Tweed Heads South	Oxley Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_100	Tweed Heads	Kennedy Drive	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
THS_31	Tweed Heads South	Cunningham Street	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
MWB_62	Murwillumbah	Kyogle Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
THW_9	Tweed Heads West	Kennedy Drive	Pedestrian / Cyclist	Lack of lighting for footpath under bridge	Lighting
THW_10	Tweed Heads West	Piggabeen Road	Pedestrian / Cyclist	Lack of lighting for footpath emerging from underside of bridge	Lighting
BPT_4	Banora Point	Green Space	Pedestrian / Cycling	Lack of Lighting along the entire stretch of the pathway	Lighting
BPT_5	Banora Point	Greenway Drive	Pedestrian / Cyclist	Lack of lighting - Street lights positioned at approximately 80m interval	Lighting
THS_7	Tweed Heads South	Oxley Street	Pedestrian / Cyclist	No lighting on this stretch	Lighting
THS_8	Tweed Heads South	Kirkwood Road (along Tweed United FC fields)	Pedestrian / Cyclist	Dedicated lighting required for shared path as Sports field lighting will not be on all days	Lighting
THS_9	Tweed Heads South	Kirkwood Road	Pedestrian / Cyclist	Dedicated lighting required as path reorients	Lighting
THS_10	Tweed Heads South	Kirkwood Road West	Pedestrian / Cyclist	Path runs behind the highway and barrier blocks the M1 lighting for path	Lighting
MWB_19	Murwillumbah	Myrtle Street intersection	Pedestrian/ Cyclist	Missing shared zone signage	Lighting
BGR_2	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Blind spot	Blind spot
THW_21	Tweed Heads West	Blue Water Crescent	Pedestrian	Missing link on a key route to connect to pedestrian path to Shearwater Place	Missing Footpath
THW_23	Tweed Heads West	Kennedy Drive	Pedestrian	Narrow path along the bus stop	Narrow Footpath
MWB_31	Murwillumbah	Byangum Road	Pedestrian	Narrow path	Narrow Footpath
MWB_39	Murwillumbah	Byangum Road	Pedestrian	Narrow path	Narrow Footpath
MWB_44	Murwillumbah	Mooball Street	Pedestrian	Narrow path	Narrow Footpath
KNG_49	Kingscliff	Beach Street	Pedestrian	Narrow path	Narrow Footpath
KNG_52	Kingscliff	Quigan Street	Pedestrian	Narrow path	Narrow Footpath
THD_60	Tweed Heads	Brett Street	Pedestrian	Narrow path	Narrow Footpath
MWB_61	Murwillumbah	Byangum Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path

Audit_ID	Suburb	Location	Type	Comments	Issue_Type
KNG_57	Kingscliff	McPhail Avenue	Pedestrian	Narrow path	Narrow Footpath
THW_12	Tweed Heads West	Kennedy Drive	Pedestrian / Cyclist	Shared path signage missing	Signage
BPT_10	Banora Point	Leisure Drive Intersection	Pedestrian / Cyclist	Shared path signage missing	Signage
THD_24	Tweed Heads	Wharf Street	Pedestrian / Cyclist	Signage to indicate continuation of shared path	Shared path signage
THD_25	Tweed Heads	Wharf Street	Pedestrian / Cyclist	Signage to indicate end of dedicated cycle way and shared path	Cycle path
THS_23	Tweed Heads South	Minjungbal Drive	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
THD_54	Tweed Heads	Florence Street	Pedestrian / Cyclist	Narrow path along high priority route	Narrow Footpath
THD_58	Tweed Heads	Wharf Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_72	Tweed Heads	Florence Street (west)	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_80	Tweed Heads	Wharf Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_81	Tweed Heads	Florence Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_82	Tweed Heads	Florence Street (east)	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_83	Tweed Heads	Kennedy Drive	Pedestrian / Cyclist	Narrow path crossing the bridge leading to unsafe crossing point	Narrow Footpath
BGR_35	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
KNG_42	Kingscliff	Sutherland Street	Pedestrian	Narrow path	Narrow Footpath
MWB_54	Murwillumbah	Nullum Street	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
THD_64	Tweed Heads	Beryl Street	Pedestrian	Narrow path	Narrow Footpath
MWB_55	Murwillumbah	Nullum Street	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
MWB_57	Murwillumbah	Nullum Street	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
MWB_23	Murwillumbah	Frangela Drive/Byangum Road	Pedestrian	Missing kerb ramp alignment (oriented towards Byangum Road)	Kerb Ramp
THD_8	Tweed Heads	Coral Street	Pedestrian	Missing crossing point	Crossing
THW_26	Tweed Heads West	Gollan Drive	Pedestrian	Narrow path along residential street	Narrow Footpath
THS_20	Tweed Heads South	Minjungbal Drive	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
BGR_41	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Uneveled path	Uneveled Footpath
KNG_38	Kingscliff	Sutherland Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_53	Tweed Heads	Florence Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_69	Tweed Heads	Bay Street (east)	Pedestrian	Narrow path	Narrow Footpath
PSV_15	Pottsville	Overall Drive	Pedestrian / Cyclist	Narrow path	Narrow Shared Path
KNG_45	Kingscliff	Beach Street	Pedestrian	Narrow path	Narrow Footpath
MWB_30	Murwillumbah	Byangum Road	Pedestrian	Path narrows to 900mm	Narrow Footpath
THD_45	Tweed Heads	Boundary Street	Pedestrian	Narrow path	Narrow Footpath
KNG_54	Kingscliff	McPhail Avenue	Pedestrian	Narrow path	Narrow Footpath
THD_70	Tweed Heads	Enid Street	Pedestrian	Narrow path	Narrow Footpath
THS_29	Tweed Heads South	Enid Street	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
THW_32	Tweed Heads West	Kennedy Drive	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
THW_11	Tweed Heads West	Gollan Drive	Pedestrian / Cyclist	Safe crossing point required	Crossing
THS_19	Tweed Heads South	Minjungbal Drive	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
THS_26	Tweed Heads South	Minjungbal Drive	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
BGR_32	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
BGR_34	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
KNG_59	Kingscliff	Woomin Bay Road	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
KNG_26	Kingscliff	Sutherland Street	Pedestrian / Cyclist	Missing path	Missing Footpath
THS_27	Tweed Heads South	Minjungbal Drive	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
BPT_20	Banora Point	Heffron Street	Pedestrian / Cyclist	Narrow shared path varies 1.2m to 1.5m	Narrow Shared Path
THW_13	Tweed Heads West	Kennedy Drive	Pedestrian / Cyclist	Shared path signage missing	Signage
BPT_7	Banora Point	Greenway Drive	Pedestrian / Cyclist	Shared path signage missing	Signage
BPT_8	Banora Point	Greenway Drive	Pedestrian / Cyclist	Shared path signage missing	Signage
BPT_9	Banora Point	Leisure Drive	Pedestrian / Cyclist	Shared path signage missing	Signage
THS_11	Tweed Heads South	Kirkwood Road West	Pedestrian / Cyclist	Shared path signage missing	Signage
THS_12	Tweed Heads South	Kirkwood Road	Pedestrian / Cyclist	Shared path signage missing	Signage
THS_13	Tweed Heads South	Dry Dock Road	Pedestrian / Cyclist	Shared path signage missing	Signage
PSV_10	Pottsville	Overall Drive	Pedestrian	Narrow path	Narrow Footpath
THW_27	Tweed Heads West	Scenic Drive	Pedestrian	Narrow shared path	Narrow Footpath
MWB_36	Murwillumbah	Byangum Road	Pedestrian	Narrow path	Narrow Footpath
MWB_48	Murwillumbah	Alma Street	Pedestrian	Narrow path	Narrow Footpath
THD_76	Tweed Heads	Boyd Street	Pedestrian	Narrow path	Narrow Footpath
THD_77	Tweed Heads	Recreation Drive	Pedestrian	Narrow path	Narrow Footpath
PSV_17	Pottsville	Tweed Coast Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
THW_33	Tweed Heads West	Kennedy Drive	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
MWB_63	Murwillumbah	Byangum Road	Pedestrian	Undulating stretch of pathway due to terrain	Uneveled Footpath
KNG_56	Kingscliff	Drift Court/ Blue Jay Court	Pedestrian	Narrow path	Narrow Footpath

Audit_ID	Suburb	Location	Type	Comments	Issue_Type
THS_24	Tweed Heads South	Minjungbal Drive	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
PSV_12	Pottsville	Tweed Coast Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
PSV_13	Pottsville	Tweed Coast Road	Pedestrian / Cyclist	Narrow path	Narrow Shared Path
PSV_16	Pottsville	Tweed Coast Road	Pedestrian / Cyclist	Narrow path	Narrow Shared Path
BGR_33	Bogangar	Tweed Coast Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
KNG_60	Kingscliff	Woomin Bay Road	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
KNG_61	Kingscliff	Marine Parade	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
KNG_46	Kingscliff	Pearl Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
BPT_18	Banora Point	Pioneer Parade	Pedestrian / Cyclist	Narrow path along Banora Point Public School	Narrow Footpath
MWB_41	Murwillumbah	Riverview Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
MWB_47	Murwillumbah	Nullum Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_50	Tweed Heads	Frances Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_79	Tweed Heads	Wharf Street	Pedestrian / Cyclist	Narrow path	Narrow Footpath
THD_94	Tweed Heads	Kennedy Drive	Pedestrian / Cyclist	Narrow path	Narrow Footpath
MWB_58	Murwillumbah	River Street	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
THW_25	Tweed Heads West	Gollan Drive	Pedestrian	Narrow path along residential street	Narrow Footpath
BGR_27	Bogangar	Rosewood Avenue	Pedestrian	Narrow path	Narrow Footpath
MWB_38	Murwillumbah	Byangum Road	Pedestrian	Narrow path	Narrow Footpath
THD_44	Tweed Heads	Coral Street	Pedestrian	Narrow path	Narrow Footpath
THD_52	Tweed Heads	Powell Street	Pedestrian	Narrow path	Narrow Footpath
BGR_37	Bogangar	Hastings Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
BGR_38	Bogangar	Hastings Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
THS_28	Tweed Heads South	Heffron Street	Pedestrian / Cyclist	Narrow shared path varies 1.2m to 1.5m	Narrow Shared Path
MWB_52	Murwillumbah	Kyogle Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
MWB_1	Murwillumbah	Myrtle Street intersection	Pedestrian	Crossing and connection required as path continues along Myrtle Street	Crossing
MWB_20	Murwillumbah	Myrtle Street intersection	Pedestrian / Cyclist	Missing shared zone signage	Threshold Treatment
THD_51	Tweed Heads	Powell Street	Pedestrian	Narrow path	Narrow Footpath
PSV_11	Pottsville	Tweed Coast Road	Pedestrian	Narrow path	Narrow Footpath
MWB_32	Murwillumbah	Byangum Road	Pedestrian	Narrow path	Narrow Footpath
KNG_53	Kingscliff	McPhail Avenue	Pedestrian	Narrow path	Narrow Footpath
THD_75	Tweed Heads	Boyd Street	Pedestrian	Narrow path	Narrow Footpath
KNG_62	Kingscliff	Marine Parade	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
KNG_50	Kingscliff	Drift Court/ Blue Jay Court	Pedestrian	Narrow path	Narrow Footpath
KNG_51	Kingscliff	Seaview Street	Pedestrian	Narrow path	Narrow Footpath
THD_99	Tweed Heads	Kennedy Drive / Wharf Street	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
THS_30	Tweed Heads South	Dry Dock Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
THS_32	Tweed Heads South	Water Street	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
THW_24	Tweed Heads West	Kennedy Drive	Pedestrian	Narrow path on Kennedy Dr from traffic lights along Grey St alignment	Narrow Footpath
THW_29	Tweed Heads West	Kennedy Drive	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
KNG_48	Kingscliff	Pearl Street	Pedestrian	Narrow path	Narrow Footpath
BPT_21	Banora Point	Greenway Drive to Winders Place	Pedestrian / Cyclist	Narrow shared path across green space	Narrow Shared Path
BPT_19	Banora Point	Leisure Drive	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
MWB_53	Murwillumbah	Kyogle Road	Pedestrian / Cyclist	Narrow Shared Path	Narrow Shared Path
THD_55	Tweed Heads	Ducat Street	Pedestrian	Narrow path	Narrow Footpath
THD_56	Tweed Heads	Ducat Street/Miles Street	Pedestrian	Narrow path	Narrow Footpath
THD_61	Tweed Heads	Recreation Street	Pedestrian	Narrow path	Narrow Footpath
MWB_60	Murwillumbah	North Arm Road	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
THW_34	Tweed Heads West	Kennedy Drive	Pedestrian / Cyclist	Narrow shared path	Narrow Shared Path
BGR_24	Bogangar	Banksia Avenue	Pedestrian	Narrow path	Narrow Footpath
THD_43	Tweed Heads	Coral Street	Pedestrian	Narrow path for shared access	Narrow Footpath
MWB_64	Murwillumbah	Byangum Road	Pedestrian / Cyclist	Path not physically separated from through traffic	Unsafe Path
MWB_34	Murwillumbah	Byangum Road	Pedestrian	Narrow path	Narrow Footpath
MWB_35	Murwillumbah	Byangum Road	Pedestrian	Narrow path	Narrow Footpath
MWB_33	Murwillumbah	Byangum Road	Pedestrian	Narrow path	Narrow Footpath
MWB_29	Murwillumbah	Myrtle Street	Pedestrian / Cyclist	Missing Threshold Treatment	Missing Threshold Treatment

Audit_ID	Category	Width_exis	Length	Recommend
THS_33	Provide path (at unlevelled path / non-compliant path)		2.5	354.0514 Provide physical separation between path and road
MWB_5	Accessible ramp (replacing stairs)			Provide accessible ramp
BGR_15	Provide path (at missing path)		0	34.857551 Provide 2.5m wide path
BGR_19	Provide path (at missing path)		0	15.664232 Provide 2.5m wide path
THD_33	Provide path (at missing path)		0	29.312951 Provide 2.5m wide path
BGR_20	Provide path (at missing path)		0	26.373388 Provide 2.5m wide path
BGR_22	Provide path (at missing path)		0	32.616942 Provide 2.5m wide path
THW_41	Provide path (at missing path)		0	4.453705 Provide 2.0m wide path
KNG_33	Provide path (at missing path)		0	39.369058 Provide 2.5m wide path
THD_41	Provide path (at missing path)		0	7.858007 Provide 2.0m wide path
PSV_1	Provide path (at missing path)		0	58.976572 Provide 2.5m wide path
BGR_17	Provide path (at missing path)		0	72.122427 Provide 2.5m wide path
KNG_34	Provide path (at missing path)		0	59.559775 Provide 2.5m wide path
THD_38	Provide path (at missing path)		0	61.110138 Provide 2.5m wide path
THD_37	Provide path (at missing path)		1.2	8.535814 Provide 2.0m wide path
THD_42	Provide path (at missing path)		0	8.758784 Provide 2.0m wide path
THW_15	Pedestrian signalised crossing			Signalised pedestrian crossing
THD_26	Pedestrian signalised crossing			Signalised pedestrian crossing
MWB_27	Provide path (at missing path)		0	126.234598 Provide 2.5m wide path
THW_17	Provide path (at missing path)		0	31.413185 Provide 2.0m wide path
PSV_7	Provide path (at missing path)		0	36.737581 Provide 2.0m wide path
KNG_28	Provide path (at missing path)		0	17.426498 Provide 2.0m wide path
THS_14	Provide path (at missing path)		0	156.81836 Provide 2.5m wide path
THS_17	Provide path (at missing path)		0	163.751749 Provide 2.5m wide path
PSV_8	Provide path (at missing path)		0	145.359186 Provide 2.5m wide path
THW_16	Provide path (at missing path)		0	56.795443 Provide 2.0m wide path
PSV_3	Provide path (at missing path)		0	46.949207 Provide 2.0m wide path
THD_36	Provide path (at missing path)		0	56.895009 Provide 2.0m wide path
PSV_9	Provide path (at missing path)		0	45.674557 Provide 2.0m wide path
THD_30	Provide path (at missing path)		0	8.12168 Provide 1.5m wide path
BGR_14	Provide path (at missing path)		0	76.723084 Provide 2.0m wide path
BGR_18	Provide path (at missing path)		0	82.894859 Provide 2.0m wide path
THD_32	Provide path (at missing path)		0	66.333189 Provide 2.0m wide path
KNG_29	Provide path (at missing path)		0	80.159066 Provide 2.0m wide path
THD_103	Provide path (at missing path)		0	62.720548 Provide 2.0m wide path
MWB_7	New kerb ramp			Provide kerb ramp
THS_6	New kerb ramp			Provide crossing point
KNG_15	New kerb ramp			Provide kerb ramp
KNG_16	New kerb ramp			Provide kerb ramp
KNG_17	New kerb ramp			Provide kerb ramp
KNG_18	New kerb ramp			Provide kerb ramp
THD_18	New kerb ramp			Provide kerb ramp
BGR_6	New kerb ramp			Provide kerb ramp
MWB_11	New kerb ramp			Provide kerb ramp
MWB_12	New kerb ramp			Provide kerb ramp
MWB_13	New kerb ramp			Provide kerb ramp
MWB_14	New kerb ramp			Provide kerb ramp
MWB_17	New kerb ramp			Provide kerb ramp
BGR_7	New kerb ramp			Provide kerb ramp
BGR_8	New kerb ramp			Provide kerb ramp
THW_38	New kerb ramp			Provide kerb ramp
THW_39	New kerb ramp			Provide kerb ramp
BGR_16	Provide path (at missing path)		0	171.892095 Provide 2.5m wide path
THD_35	Provide path (at missing path)		0	103.686686 Provide 2.0m wide path
THS_16	Provide path (at missing path)		0	98.411629 Provide 2.0m wide path
KNG_58	Provide path (at missing path)		1.5	107.051353 Provide 2.0m wide path
MWB_26	Provide path (at missing path)		0	239.768218 Provide 2.5m wide path
THS_5	Pedestrian zebra crossing			Investigate providing zebra crossing
PSV_2	Provide path (at missing path)		0	130.471782 Provide 2.0m wide path
KNG_30	Provide path (at missing path)		0	17.65475 Provide 2.0m wide path
KNG_37	Provide path (at missing path)		0	19.829914 Provide 2.0m wide path

Audit_ID	Category	Width_exis	Length	Recommend
PSV_6	Provide path (at missing path)		0	159.641769 Provide 2.0m wide path
THS_4	Pedestrian refuge island			Investigate providing crossing point
THW_40	Pedestrian refuge island			Investigate providing refuge island
THD_39	Provide path (at missing path)		0	45.382448 Provide 1.5m wide path
THD_40	Provide path (at missing path)		0	68.776837 Provide 1.5m wide path
THD_104	Provide path (at narrow path)		1.2	4.277768 Provide 2.0m wide path
BGR_9	Wayfinding sign			Provide larger cycle sign
THD_23	Wayfinding sign			Provide signage
THD_2	Wayfinding sign			Provide active transport wayfinding signage
BGR_30	Provide path (at narrow path)		1.2	26.644295 Provide 2.5m wide path
MWB_50	Provide path (at narrow path)		1.2	34.313395 Provide 2.5m wide path
THD_68	Provide path (at narrow path)		1.2	13.89238 Provide 2.5m wide path
THD_98	Provide path (at narrow path)		1.2	32.398574 Provide 3.0m wide path
THD_91	Provide path (at narrow path)		1.2	26.408892 Provide 2.5m wide path
THW_5	New kerb ramp			Investigate providing signalised pedestrian crossing
KNG_10	New kerb ramp			Provide kerb ramp
BPT_2	New kerb ramp			Provide kerb ramp
THS_2	Separated cycle lane			Provide warning signage
MWB_8	New kerb ramp			Provide kerb ramp
THD_15	New kerb ramp			Provide kerb ramp
THD_16	New kerb ramp			Provide kerb ramp
KNG_13	New kerb ramp			Provide kerb ramp
KNG_14	New kerb ramp			Provide kerb ramp
KNG_19	New kerb ramp			Provide kerb ramp
THD_17	New kerb ramp			Provide kerb ramp
MWB_9	New kerb ramp			provide kerb ramp
MWB_10	New kerb ramp			Provide kerb ramp
MWB_15	New kerb ramp			Provide kerb ramp
THD_19	New kerb ramp			Provide kerb ramp
THD_20	New kerb ramp			Provide kerb ramp
THD_21	New kerb ramp			Provide kerb ramp
MWB_16	New kerb ramp			Provide kerb ramp
BPT_3	New kerb ramp			Provide kerb ramp
THW_36	New kerb ramp			Provide kerb ramp
THW_37	New kerb ramp			Provide kerb ramp
PSV_4	Provide path (at missing path)		0	180.373866 Provide 2.0m wide path
PSV_5	Provide path (at missing path)		0	189.375175 Provide 2.0m wide path
THS_15	Provide path (at missing path)		0	191.456607 Provide 2.0m wide path
THD_7	Blister build outs (crossing)			Investigate upgrading crossing point
MWB_6	Blister build outs (crossing)			Investigate providing blister build outs (crossing)
THW_19	Provide path (at missing path)		0	76.345873 Provide 2.0m wide path
BPT_14	Provide path (at missing path)		0	79.706082 Provide 1.5m wide path
THD_28	Provide path (at missing path)		0	94.461003 Provide 1.5m wide path
THW_20	Provide path (at missing path)		0	80.82989 Provide 2.0m wide path
BPT_15	Provide path (at missing path)		0	83.66646 Provide 1.5m wide path
BPT_17	Provide path (at missing path)		0	92.620609 Provide 1.5m wide path
MWB_28	Provide path (at missing path)		0	352.079394 Provide 2.5m wide path
KNG_27	Provide path (at missing path)		0	218.676011 Provide 2.0m wide path
THW_22	Provide path (at narrow path)		2	36.201466 Provide 2.5m wide path
BGR_23	Provide path (at narrow path)		1.2	45.964467 Provide 2.5m wide path
KNG_40	Provide path (at narrow path)		2	41.551524 Provide 2.5m wide path
MWB_49	Provide path (at narrow path)		1.2	57.32567 Provide 2.5m wide path
THD_49	Provide path (at narrow path)		1.2	50.802879 Provide 2.5m wide path
THD_96	Provide path (at narrow path)		1.2	48.449665 Provide 2.5m wide path
KNG_31	Provide path (at missing path)		0	89.874917 Provide 2.0m wide path
BPT_16	Provide path (at missing path)		0	102.208811 Provide 1.5m wide path
THW_28	Provide path (at missing path)		1.2	94.814732 Provide 2.0m wide path
BPT_12	Provide path (at missing path)		0	282.407626 Provide 2.0m wide path
BPT_13	Provide path (at missing path)		0	260.040586 Provide 2.0m wide path
THS_3	Update kerb ramp			Provide aligned kerb ramp
BGR_3	Update kerb ramp			Provide compliant kerb ramp

Audit_ID	Category	Width_exis	Length	Recommend
BGR_5	Update kerb ramp			Provide compliant kerb ramp
KNG_23	Update kerb ramp			Realign kerb ramp
KNG_25	Update kerb ramp			Remove kerb ramp
THD_6	Update kerb ramp			Provide aligned kerb ramp
PSV_14	Provide path (at narrow path)		75.50912	Provide 3.0m wide path
BGR_28	Provide path (at narrow path)	1.2	76.839519	Provide 2.5m wide path
MWB_43	Provide path (at narrow path)	1.5	78.490452	Provide 2.5m wide path
THD_78	Provide path (at narrow path)	1.2	80.51304	Provide 2.5m wide path
THD_101	Provide path (at narrow path)	2.5	62.151114	Provide 3.0m wide path
MWB_24	Provide path (at missing path)	0	317.601258	Provide 2.0m wide path
KNG_36	Provide path (at missing path)	0	150.092493	Provide 2.0m wide path
BGR_10	Median separation from through traffic			Provide pedestrian refuge island
BGR_11	Median separation from through traffic			Provide pedestrian refuge island
KNG_20	Median separation from through traffic			Provide pedestrian refuge islan
KNG_44	Provide path (at narrow path)	1.5	98.822238	Provide 2.5m wide path
THD_67	Provide path (at narrow path)	1.2	86.251465	Provide 2.5m wide path
THD_74	Provide path (at narrow path)	1.2	83.289366	Provide 2.5m wide path
THD_84	Provide path (at narrow path)	1.2	94.71806	Provide 2.5m wide path
THD_85	Provide path (at narrow path)	1.2	83.520053	Provide 2.5m wide path
THD_95	Provide path (at narrow path)	1.2	83.656364	Provide 2.5m wide path
THS_34	Provide path (at narrow path)	1.5	94.884314	Provide 2.5m wide path
THW_35	Provide path (at narrow path)	1.5	81.874249	Provide 3.0m wide path
BGR_36	Provide path (at narrow path)	0	79.456783	Provide 3.0m wide path
MWB_37	Provide path (at narrow path)	1.5	27.407316	Provide 2.0m wide path
MWB_45	Provide path (at narrow path)	0	19.336903	Provide 2.0m wide path
THD_46	Provide path (at narrow path)	1.2	27.695059	Provide 2.0m wide path
THD_63	Provide path (at narrow path)	0.75	22.145803	Provide 2.0m wide path
THW_8	New kerb ramp			Provide kerb ramp
BPT_1	New kerb ramp			Provide kerb ramp
THD_9	New kerb ramp			Provide kerb ramp
THD_10	New kerb ramp			Provide kerb ramp
THD_11	New kerb ramp			Provide kerb ramp
THD_12	New kerb ramp			Provide kerb ramp
THD_13	New kerb ramp			Provide kerb ramp
THD_14	New kerb ramp			Provide kerb ramp
KNG_11	New kerb ramp			Provide kerb ramp
KNG_12	New kerb ramp			Provide kerb ramp
THD_22	New kerb ramp			Provide kerb ramp
MWB_25	Provide path (at missing path)	0	205.067518	Provide 1.5m wide path
THW_18	Provide path (at missing path)	0	580.208423	Provide 2.0m wide path
KNG_32	Provide path (at missing path)	0	395.756682	Provide 2.0m wide path
KNG_35	Provide path (at missing path)	0	520.172877	Provide 2.0m wide path
THD_34	Provide path (at missing path)	0	503.342233	Provide 2.0m wide path
BGR_29	Provide path (at narrow path)	1.5	107.680871	Provide 2.5m wide path
BGR_40	Provide path (at unlevelled path / non-compliant path)	2	57.866901	Provide 2.5m wide leveled path
KNG_41	Provide path (at narrow path)	1.2	123.080858	Provide 2.5m wide path
MWB_40	Provide path (at narrow path)	1.2	126.058387	Provide 2.5m wide path
THD_57	Provide path (at narrow path)	1.2	108.6573	Provide 2.5m wide path
THD_97	Provide path (at narrow path)	1.2	102.774447	Provide 3.0m wide path
THD_89	Provide path (at narrow path)	1.2	121.833956	Provide 2.5m wide path
THD_90	Provide path (at narrow path)	1.2	116.694956	Provide 2.5m wide path
BGR_25	Provide path (at narrow path)	1.1	50.962562	Provide 2.0m wide path
BGR_26	Provide path (at narrow path)	1.1	45.736127	Provide 2.0m wide path
THD_65	Provide path (at narrow path)	1.2	45.379982	Provide 2.0m wide path
THD_71	Provide path (at narrow path)	1.2	47.22384	Provide 2.0m wide path
THW_31	Provide path (at narrow path)	2	56.214115	Provide 2.5m wide path
THD_27	Update kerb ramp			Update kerb ramp
BGR_13	Update kerb ramp			Remove kerb ramp
BGR_1	Update kerb ramp			Align kerb ramp
BGR_4	Update kerb ramp			Provide compliant kerb ramp
KNG_22	Update kerb ramp			Realign kerb ramp



Audit_ID	Category	Width_exis	Length	Recommend
MWB_21	Update kerb ramp			Realign kerb ramp
MWB_22	Update kerb ramp			Realign kerb ramp
KNG_24	Update kerb ramp			Realign kerb ramp
BPT_11	Update kerb ramp			Realign kerb ramp
THS_21	Provide path (at narrow path)	2	120.939507	Provide 3.0m wide path
THS_25	Provide path (at narrow path)	1.2	138.503189	Provide 3.0m wide path
BGR_31	Provide path (at narrow path)	1.2	143.182802	Provide 2.5m wide path
KNG_63	Provide path (at narrow path)	1.7	137.512249	Provide 3.0m wide path
KNG_64	Provide path (at narrow path)	2.5	138.972782	Provide 3.0m wide path
KNG_47	Provide path (at narrow path)	1.2	74.856154	Provide 2.0m wide path
MWB_42	Provide path (at narrow path)	1.2	141.88959	Provide 2.5m wide path
MWB_51	Provide path (at narrow path)	1.5	136.865558	Provide 2.5m wide path
KNG_55	Provide path (at narrow path)	1.2	70.701067	Provide 2.0m wide path
THD_66	Provide path (at narrow path)	1.2	159.772938	Provide 2.5m wide path
THD_73	Provide path (at narrow path)	1.2	146.469114	Provide 2.5m wide path
THD_93	Provide path (at narrow path)	1.2	157.902178	Provide 2.5m wide path
THW_30	Provide path (at narrow path)	2	130.857375	Provide 3.0m wide path
BGR_39	Provide path (at narrow path)	1.5	72.31649	Provide 3.0m wide path
MWB_56	Provide path (at narrow path)	2	58.982123	Provide 3.0m wide path
MWB_59	Provide path (at narrow path)	2	69.943984	Provide 3.0m wide path
THD_102	Provide path (at narrow path)	2.5	125.076169	Provide 3.0m wide path
KNG_65	Provide path (at narrow path)	2	122.172971	Provide 3.0m wide path
THD_31	Provide path (at missing path)	0	317.806705	Provide 1.5m wide path
BGR_21	Provide path (at missing path)	0	270.026467	Provide 2.0m wide path
BPT_6	Median separation from through traffic			Provide pedestrian refuge island
BGR_12	Median separation from through traffic			Provide pedestrian refuge island
KNG_21	Median separation from through traffic			Provide pedestrian refuge island
MWB_18	Median separation from through traffic			Provide pedestrian refuge island
KNG_43	Provide path (at narrow path)	1.5	100.750344	Provide 2.0m wide path
MWB_46	Provide path (at narrow path)	1.2	104.437684	Provide 2.0m wide path
THD_47	Provide path (at narrow path)	1.2	88.153466	Provide 2.0m wide path
THD_59	Provide path (at narrow path)	1.2	99.649828	Provide 2.0m wide path
THS_22	Provide path (at narrow path)	1.8	169.011618	Provide 3.0m wide path
KNG_39	Provide path (at narrow path)	1.5	189.039378	Provide 2.5m wide path
THD_29	Provide path (at missing path)	0	370.643692	Provide 1.5m wide path
THD_48	Provide path (at narrow path)	2	171.183115	Provide 2.5m wide path
THD_62	Provide path (at narrow path)	1.2	172.944135	Provide 2.5m wide path
THD_92	Provide path (at narrow path)	1.2	194.323298	Provide 2.5m wide path
THS_18	Provide path (at narrow path)	1.2	187.807349	Provide 2.5m wide path
THD_100	Provide path (at narrow path)	2.5	169.015288	Provide 3.0m wide path
THS_31	Provide path (at narrow path)	0	172.395731	Provide 3.0m wide path
MWB_62	Provide path (at narrow path)	1.2	171.365468	Provide 3.0m wide path
THW_9	Lighting			Provide lighting
THW_10	Lighting			Provide lighting
BPT_4	Lighting			Provide lighting
BPT_5	Lighting			Provide lighting
THS_7	Lighting			Provide lighting
THS_8	Lighting			Provide lighting
THS_9	Lighting			Provide lighting
THS_10	Lighting			Provide lighting
MWB_19	Wayfinding sign			Provide shared zone signage and entry threshold treatment
BGR_2	Landscape trim			Consider updating the landscape to provide better sightlines
THW_21	Provide path (at missing path)	0	343.158349	Provide 2.0m wide path
THW_23	Provide path (at narrow path)	1.5	117.243231	Provide 2.0m wide path
MWB_31	Provide path (at narrow path)	0.9	125.028466	Provide 2.0m wide path
MWB_39	Provide path (at narrow path)	0	134.999381	Provide 2.0m wide path
MWB_44	Provide path (at narrow path)	1.2	124.049185	Provide 2.0m wide path
KNG_49	Provide path (at narrow path)	1.2	122.898433	Provide 2.0m wide path
KNG_52	Provide path (at narrow path)	1.2	117.783724	Provide 2.0m wide path
THD_60	Provide path (at narrow path)	1.2	111.947497	Provide 2.0m wide path
MWB_61	Provide path (at narrow path)	2	99.5261	Provide 3.0m wide path

Audit_ID	Category	Width_axis	Length	Recommend
KNG_57	Provide path (at narrow path)		1.2	129.188407 Provide 2.0m wide path
THW_12	Shared path signage			Provide signage
BPT_10	Shared path signage			Provide signage
THD_24	Shared path signage			Provide signage
THD_25	Shared path signage			Provide signage
THS_23	Provide path (at narrow path)		1.2	194.087435 Provide 3.0m wide path
THD_54	Provide path (at narrow path)		1.2	240.339868 Provide 2.5m wide path
THD_58	Provide path (at narrow path)		1.2	226.140299 Provide 2.5m wide path
THD_72	Provide path (at narrow path)		1.2	219.860601 Provide 2.5m wide path
THD_80	Provide path (at narrow path)		1.2	224.454822 Provide 2.5m wide path
THD_81	Provide path (at narrow path)		1.2	222.203918 Provide 2.5m wide path
THD_82	Provide path (at narrow path)		1.2	214.0843 Provide 2.5m wide path
THD_83	Provide path (at narrow path)		1.5	216.882735 Promote path on the southern side of Kennedy Drive through wayfinding
BGR_35	Provide path (at narrow path)		1.5	208.377604 Provide 3.0m wide path
KNG_42	Provide path (at narrow path)		1.2	145.665639 Provide 2.0m wide path
MWB_54	Provide path (at narrow path)		1.2	123.343773 Provide 3.0m wide path
THD_64	Provide path (at narrow path)		1.2	163.058598 Provide 2.0m wide path
MWB_55	Provide path (at narrow path)		2	122.436157 Provide 3.0m wide path
MWB_57	Provide path (at narrow path)		2	148.726179 Provide 3.0m wide path
MWB_23	Update kerb ramp			Realign kerb ramp
THD_8	Update kerb ramp			Provide crossing point
THW_26	Provide path (at narrow path)		1.5	67.970509 Provide 2.0m wide path
THS_20	Provide path (at narrow path)		2	231.204065 Provide 3.0m wide path
BGR_41	Provide path (at unlevelled path / non-compliant path)		2	162.204213 Provide 2.5m wide levelled path
KNG_38	Provide path (at narrow path)		2	262.596435 Provide 2.5m wide path
THD_53	Provide path (at narrow path)		1.2	245.929232 Provide 2.5m wide path
THD_69	Provide path (at narrow path)		1.2	268.157783 Provide 2.0m wide path
PSV_15	Provide path (at narrow path)		1	172.354899 Provide 3.0m wide path
KNG_45	Provide path (at narrow path)		1.2	184.366952 Provide 2.0m wide path
MWB_30	Provide path (at narrow path)		0.9	209.356828 Provide 2.0m wide path
THD_45	Provide path (at narrow path)		0	202.981405 Provide 2.0m wide path
KNG_54	Provide path (at narrow path)		1.2	198.713184 Provide 2.0m wide path
THD_70	Provide path (at narrow path)		1.2	211.733666 Provide 2.0m wide path
THS_29	Provide path (at narrow path)		1.2	188.933358 Provide 3.0m wide path
THW_32	Provide path (at narrow path)		2	175.826965 Provide 3.0m wide path
THW_11	Median separation from through traffic			Investigate providing pedestrian refuge island
THS_19	Provide path (at narrow path)		2	295.690934 Provide 3.0m wide path
THS_26	Provide path (at narrow path)		1.2	276.825814 Provide 3.0m wide path
BGR_32	Provide path (at narrow path)		2.2	269.827218 Provide 3.0m wide path
BGR_34	Provide path (at narrow path)		2.2	265.025257 Provide 3.0m wide path
KNG_59	Provide path (at narrow path)		2	275.202956 Provide 3.0m wide path
KNG_26	Provide path (at narrow path)		0	296.259237 Provide 2.5m wide path
THS_27	Provide path (at narrow path)		2.2	292.569874 Provide 3.0m wide path
BPT_20	Provide path (at narrow path)		1.2	268.83473 Provide 3.0m wide path
THW_13	Shared path signage			Provide signage
BPT_7	Shared path signage			Provide signage
BPT_8	Shared path signage			Provide signage
BPT_9	Shared path signage			Provide signage
THS_11	Shared path signage			Provide signage
THS_12	Shared path signage			Provide signage
THS_13	Shared path signage			Provide signage
PSV_10	Provide path (at narrow path)		1	221.632389 Provide 2.0m wide path
THW_27	Provide path (at narrow path)		2	229.233741 Provide 2.0m wide path
MWB_36	Provide path (at narrow path)		1.2	241.541718 Provide 2.0m wide path
MWB_48	Provide path (at narrow path)		1.2	249.027304 Provide 2.0m wide path
THD_76	Provide path (at narrow path)		1.2	221.591075 Provide 2.0m wide path
THD_77	Provide path (at narrow path)		1.2	219.957055 Provide 2.0m wide path
PSV_17	Provide path (at narrow path)		2	213.911358 Provide 3.0m wide path
THW_33	Provide path (at narrow path)		2	201.982387 Provide 3.0m wide path
MWB_63	Provide path (at unlevelled path / non-compliant path)		0	49.197504 Provide 1.5m wide levelled path
KNG_56	Provide path (at narrow path)		1.2	129.794841 Provide 1.5m wide path

Audit_ID	Category	Width_exis	Length	Recommend
THS_24	Provide path (at narrow path)		1.2	437.139879 Provide 3.0m wide path
PSV_12	Provide path (at narrow path)		2	355.737273 Provide 3.0m wide path
PSV_13	Provide path (at narrow path)		2	371.772601 Provide 3.0m wide path
PSV_16	Provide path (at narrow path)		1.9	372.748897 Provide 3.0m wide path
BGR_33	Provide path (at narrow path)		2.2	325.781134 Provide 3.0m wide path
KNG_60	Provide path (at narrow path)		2	420.708779 Provide 3.0m wide path
KNG_61	Provide path (at narrow path)		2	657.221215 Provide 3.0m wide path
KNG_46	Provide path (at narrow path)		1.2	391.779929 Provide 2.5m wide path
BPT_18	Provide path (at narrow path)		1.2	482.393738 Provide 2.5m wide path
MWB_41	Provide path (at narrow path)		1.2	376.892395 Provide 2.5m wide path
MWB_47	Provide path (at narrow path)		1.2	421.510612 Provide 2.5m wide path
THD_50	Provide path (at narrow path)		1.2	477.178676 Provide 2.5m wide path
THD_79	Provide path (at narrow path)		1.2	352.147514 Provide 2.5m wide path
THD_94	Provide path (at narrow path)		1.2	498.330239 Provide 2.5m wide path
MWB_58	Provide path (at narrow path)		1.5	496.565683 Provide 3.0m wide path
THW_25	Provide path (at narrow path)		1.5	141.390298 Provide 2.0m wide path
BGR_27	Provide path (at narrow path)		1.2	260.415189 Provide 2.0m wide path
MWB_38	Provide path (at narrow path)		1.2	287.532802 Provide 2.0m wide path
THD_44	Provide path (at narrow path)		1.2	176.298485 Provide 1.5m wide path
THD_52	Provide path (at narrow path)		1.2	192.702664 Provide 1.5m wide path
BGR_37	Provide path (at narrow path)		1.5	240.008116 Provide 3.0m wide path
BGR_38	Provide path (at narrow path)		1.5	229.759051 Provide 3.0m wide path
THS_28	Provide path (at narrow path)		1.2	904.772829 Provide 3.0m wide path
MWB_52	Provide path (at narrow path)		1.2	893.612329 Provide 3.0m wide path
MWB_1	Threshold treatment			Formalise kerb ramp and provide shared zone
MWB_20	Threshold treatment			Provide shared zone signage and entry threshold treatment
THD_51	Provide path (at narrow path)		1.2	224.972509 Provide 1.5m wide path
PSV_11	Provide path (at narrow path)		1	315.720812 Provide 2.0m wide path
MWB_32	Provide path (at narrow path)		1.2	299.494537 Provide 2.0m wide path
KNG_53	Provide path (at narrow path)		1.2	309.304013 Provide 2.0m wide path
THD_75	Provide path (at narrow path)		1.2	315.355518 Provide 2.0m wide path
KNG_62	Provide path (at narrow path)		2.5	1764.679515 Provide 3.0m wide path
KNG_50	Provide path (at narrow path)		1.2	239.004792 Provide 2.0m wide path
KNG_51	Provide path (at narrow path)		1.2	255.667268 Provide 1.5m wide path
THD_99	Provide path (at narrow path)		2.5	1403.730537 Provide 3.0m wide path
THS_30	Provide path (at narrow path)		2	1462.876943 Provide 3.0m wide path
THS_32	Provide path (at narrow path)		1.5	214.845591 Provide 3.0m wide path
THW_24	Provide path (at narrow path)		1.2	812.061806 Provide 2.0m wide path
THW_29	Provide path (at narrow path)		1.5	695.295787 Provide 3.0m wide path
KNG_48	Provide path (at narrow path)		1.2	435.575875 Provide 2.0m wide path
BPT_21	Provide path (at narrow path)		2	397.442364 Provide 3.0m wide path
BPT_19	Provide path (at narrow path)		2	761.448848 Provide 3.0m wide path
MWB_53	Provide path (at narrow path)		2	394.19421 Provide 3.0m wide path
THD_55	Provide path (at narrow path)		1.2	475.897278 Provide 2.0m wide path
THD_56	Provide path (at narrow path)		1.2	858.682751 Provide 2.0m wide path
THD_61	Provide path (at narrow path)		1.2	375.965248 Provide 2.0m wide path
MWB_60	Provide path (at narrow path)		2	419.691291 Provide 3.0m wide path
THW_34	Provide path (at narrow path)		2	464.22321 Provide 3.0m wide path
BGR_24	Provide path (at narrow path)		1.2	334.822824 Provide 1.5m wide path
THD_43	Provide path (at narrow path)		1.5	300.24814 Provide 1.5m wide path
MWB_64	Median separation from through traffic		1.5	170.499583 Provide physical separation between path and road and increase shared path to 2.5m wide
MWB_34	Provide path (at narrow path)		1.2	343.310072 Provide 1.5m wide path
MWB_35	Provide path (at narrow path)		1.2	338.831633 Provide 1.5m wide path
MWB_33	Provide path (at narrow path)		1.2	620.994983 Provide 1.5m wide path
MWB_29	Threshold treatment		0	40.605361 Install shared zone treatment

Audit_ID	Recommended Width		Recomm_Com
THS_33	3	Provide path (at unlevelled path / non-compliant path)_3	Considered providing natural shade
MWB_5		Accessible ramp (replacing stairs)_	Ramp to facilitate access to path and school
BGR_15	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
BGR_19	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
THD_33	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
BGR_20	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
BGR_22	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
THW_41	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
KNG_33	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
THD_41	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
PSV_1	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
BGR_17	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
KNG_34	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
THD_38	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
THD_37	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THD_42	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THW_15		Pedestrian signalised crossing_	Provide two aspect pedestrian signalised crossing point
THD_26		Pedestrian signalised crossing_	Provide two aspect pedestrian signalised crossing point
MWB_27	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
THW_17	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
PSV_7	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
KNG_28	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THS_14	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
THS_17	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
PSV_8	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
THW_16	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
PSV_3	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THD_36	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
PSV_9	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THD_30	1.5	Provide path (at missing path)_1.5	Consider providing natural shade
BGR_14	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
BGR_18	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THD_32	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
KNG_29	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THD_103	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
MWB_7		New kerb ramp_	Kerb ramp at the new path extension
THS_6		New kerb ramp_	Crossing point to be provided west of parallel parking area
KNG_15		New kerb ramp_	
KNG_16		New kerb ramp_	
KNG_17		New kerb ramp_	
KNG_18		New kerb ramp_	
THD_18		New kerb ramp_	
BGR_6		New kerb ramp_	Upgrade kerb ramps and realign
MWB_11		New kerb ramp_	
MWB_12		New kerb ramp_	
MWB_13		New kerb ramp_	
MWB_14		New kerb ramp_	
MWB_17		New kerb ramp_	
BGR_7		New kerb ramp_	
BGR_8		New kerb ramp_	
THW_38		New kerb ramp_	Install crossing points at Inlet Drive and across Kennedy Drive
THW_39		New kerb ramp_	Install crossing points at Inlet Drive and across Kennedy Drive
BGR_16	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
THD_35	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THS_16	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
KNG_58	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
MWB_26	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
THS_5		Pedestrian zebra crossing_	
PSV_2	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
KNG_30	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
KNG_37	2.0	Provide path (at missing path)_2.0	Considered providing natural shade

Audit_ID	Recommended Width		Recomm_Com
PSV_6	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THS_4		Pedestrian refuge island_	Use existing median to provide a pedestrian refuge island south of Lloyd Street
THW_40		Pedestrian refuge island_	Investigate installing pedestrian median to cross at Inlet Drive and across Kennedy Drive
THD_39	1.5	Provide path (at missing path)_1.5	Considered providing natural shade
THD_40	1.5	Provide path (at missing path)_1.5	Considered providing natural shade
THD_104	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
BGR_9		Wayfinding sign_	Alternatively relocate sign to improve visibility
THD_23		Wayfinding sign_	Provide wayfinding signage
THD_2		Wayfinding sign_	Signage to promote path on the southern side of Kennedy Drive
BGR_30	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
MWB_50	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_68	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_98	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THD_91	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THW_5		New kerb ramp_	Crossing point to be provided east of bus layover / stop
KNG_10		New kerb ramp_	
BPT_2		New kerb ramp_	
THS_2		Separated cycle lane_	Shared path signage
MWB_8		New kerb ramp_	
THD_15		New kerb ramp_	
THD_16		New kerb ramp_	Install kerb ramp on NSW side of Boundary Street / path through median on Boundary Street
KNG_13		New kerb ramp_	
KNG_14		New kerb ramp_	
KNG_19		New kerb ramp_	
THD_17		New kerb ramp_	Widen path on Sands Street and provide crossing
MWB_9		New kerb ramp_	
MWB_10		New kerb ramp_	
MWB_15		New kerb ramp_	
THD_19		New kerb ramp_	
THD_20		New kerb ramp_	
THD_21		New kerb ramp_	
MWB_16		New kerb ramp_	
BPT_3		New kerb ramp_	
THW_36		New kerb ramp_	Install crossing points at Inlet Drive and across Kennedy Drive
THW_37		New kerb ramp_	Install crossing points at Inlet Drive and across Kennedy Drive
PSV_4	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
PSV_5	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THS_15	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THD_7		Blister build outs (crossing)_	Remove two car parking spaces to allow for blisters buildouts for pedestrian protection
MWB_6		Blister build outs (crossing)_	Remove two car parking spaces to allow for blisters buildouts for pedestrian protection
THW_19	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
BPT_14	1.5	Provide path (at missing path)_1.5	Consider providing natural shade
THD_28	1.5	Provide path (at missing path)_1.5	Consider providing natural shade
THW_20	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
BPT_15	1.5	Provide path (at missing path)_1.5	Considered providing natural shade
BPT_17	1.5	Provide path (at missing path)_1.5	Considered providing natural shade
MWB_28	2.5	Provide path (at missing path)_2.5	Considered providing natural shade
KNG_27	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THW_22	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
BGR_23	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
KNG_40	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
MWB_49	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_49	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_96	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
KNG_31	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
BPT_16	1.5	Provide path (at missing path)_1.5	Considered providing natural shade
THW_28	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
BPT_12	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
BPT_13	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THS_3		Update kerb ramp_	Kerb ramp to be aligned to both crossing points
BGR_3		Update kerb ramp_	

Audit_ID	Recommended Width		Recomm_Com
BGR_5		Update kerb ramp_	
KNG_23		Update kerb ramp_	
KNG_25		Update kerb ramp_	
THD_6		Update kerb ramp_	
PSV_14	3.0	Provide path (at narrow path)_3.0	Kerb ramp to be aligned to crossing
BGR_28	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
MWB_43	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_78	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_101	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
MWB_24	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
KNG_36	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
BGR_10		Median separation from through traffic_	
BGR_11		Median separation from through traffic_	Provide beak in the existing median
KNG_20		Median separation from through traffic_	
KNG_44	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_67	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_74	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_84	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_85	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_95	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THS_34	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THW_35	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
BGR_36	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
MWB_37	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_45	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_46	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_63	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THW_8		New kerb ramp_	Formalise kerb ramp at the eastern side (existign disused driveway)
BPT_1		New kerb ramp_	
THD_9		New kerb ramp_	
THD_10		New kerb ramp_	
THD_11		New kerb ramp_	
THD_12		New kerb ramp_	
THD_13		New kerb ramp_	
THD_14		New kerb ramp_	
KNG_11		New kerb ramp_	
KNG_12		New kerb ramp_	
THD_22		New kerb ramp_	
MWB_25	1.5	Provide path (at missing path)_1.5	Considered providing natural shade
THW_18	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
KNG_32	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
KNG_35	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THD_34	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
BGR_29	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
BGR_40	2.5	Provide path (at unlevelled path / non-compliant path)_2.5	Considered providing natural shade
KNG_41	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
MWB_40	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_57	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_97	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THD_89	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_90	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
BGR_25	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
BGR_26	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_65	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_71	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THW_31	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_27		Update kerb ramp_	provide standard kerb ramp
BGR_13		Update kerb ramp_	Kerb ramp aligned to the north to be removed
BGR_1		Update kerb ramp_	
BGR_4		Update kerb ramp_	
KNG_22		Update kerb ramp_	

Audit_ID	Recommended Width		Recomm_Com
MWB_21		Update kerb ramp_	
MWB_22		Update kerb ramp_	
KNG_24		Update kerb ramp_	To cross to beach street
BPT_11		Update kerb ramp_	Kerb ramp to be relocated to the east of the intersection to allow for pedestrian refuge island
THS_21	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THS_25	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
BGR_31	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
KNG_63	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
KNG_64	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
KNG_47	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_42	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
MWB_51	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
KNG_55	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_66	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_73	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_93	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THW_30	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
BGR_39	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
MWB_56	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
MWB_59	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THD_102	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
KNG_65	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THD_31	1.5	Provide path (at missing path)_1.5	Investigate potential to provide DDA compliant grades
BGR_21	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
BPT_6		Median separation from through traffic_	
BGR_12		Median separation from through traffic_	
KNG_21		Median separation from through traffic_	
MWB_18		Median separation from through traffic_	
KNG_43	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_46	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_47	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_59	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THS_22	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
KNG_39	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_29	1.5	Provide path (at missing path)_1.5	Consider providing natural shade
THD_48	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_62	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_92	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THS_18	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_100	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THS_31	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
MWB_62	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THW_9		Lighting_	
THW_10		Lighting_	
BPT_4		Lighting_	
BPT_5		Lighting_	
THS_7		Lighting_	
THS_8		Lighting_	
THS_9		Lighting_	
THS_10		Lighting_	
MWB_19		Wayfinding sign_	
BGR_2		Landscape trim_	
THW_21	2.0	Provide path (at missing path)_2.0	Considered providing natural shade
THW_23	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_31	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_39	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_44	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
KNG_49	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
KNG_52	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_60	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_61	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade

Audit_ID	Recommended Width		Recomm_Com
KNG_57	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THW_12		Shared path signage_	Shared path signage
BPT_10		Shared path signage_	Shared path signage
THD_24		Shared path signage_	Shared path signage
THD_25		Shared path signage_	Shared path ends signage
THS_23	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THD_54	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_58	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_72	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_80	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_81	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_82	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_83	3.0	Provide path (at narrow path)_3.0	
BGR_35	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
KNG_42	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_54	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THD_64	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_55	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
MWB_57	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
MWB_23		Update kerb ramp_	
THD_8		Update kerb ramp_	Remove two car parking spaces to allow for blisters buildouts so vehicles don't park in front of kerb ramp
THW_26	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THS_20	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
BGR_41	2.5	Provide path (at unlevelled path / non-compliant path)_2.5	Considered providing natural shade
KNG_38	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_53	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_69	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
PSV_15	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
KNG_45	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_30	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_45	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
KNG_54	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_70	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THS_29	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THW_32	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THW_11		Median separation from through traffic_	Widen and extend median island to provide a pedestrian refuge island
THS_19	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THS_26	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
BGR_32	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
BGR_34	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
KNG_59	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
KNG_26	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THS_27	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
BPT_20	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THW_13		Shared path signage_	Shared path signage
BPT_7		Shared path signage_	Shared path signage
BPT_8		Shared path signage_	Shared path signage
BPT_9		Shared path signage_	Shared path signage
THS_11		Shared path signage_	Shared path signage
THS_12		Shared path signage_	Shared path signage
THS_13		Shared path signage_	Shared path signage
PSV_10	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THW_27	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_36	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_48	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_76	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_77	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
PSV_17	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THW_33	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
MWB_63	1.5	Provide path (at unlevelled path / non-compliant path)_1.5	Considered providing natural shade
KNG_56	1.5	Provide path (at narrow path)_1.5	Considered providing natural shade



Audit_ID	Recommended Width		Recomm_Com
THS_24	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
PSV_12	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
PSV_13	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
PSV_16	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
BGR_33	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
KNG_60	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
KNG_61	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
KNG_46	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
BPT_18	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
MWB_41	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
MWB_47	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_50	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_79	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
THD_94	2.5	Provide path (at narrow path)_2.5	Considered providing natural shade
MWB_58	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THW_25	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
BGR_27	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_38	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_44	1.5	Provide path (at narrow path)_1.5	Consider providing natural shade
THD_52	1.5	Provide path (at narrow path)_1.5	Considered providing natural shade
BGR_37	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
BGR_38	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THS_28	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
MWB_52	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
MWB_1		Threshold treatment_	Provide shared zone threshold treatment and colour pavement
MWB_20		Threshold treatment_	Provide threshold treatment
THD_51	1.5	Provide path (at narrow path)_1.5	Considered providing natural shade
PSV_11	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_32	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
KNG_53	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_75	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
KNG_62	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
KNG_50	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
KNG_51	1.5	Provide path (at narrow path)_1.5	Considered providing natural shade
THD_99	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THS_30	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THS_32	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THW_24	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THW_29	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
KNG_48	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
BPT_21	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
BPT_19	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
MWB_53	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THD_55	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_56	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
THD_61	2.0	Provide path (at narrow path)_2.0	Considered providing natural shade
MWB_60	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
THW_34	3.0	Provide path (at narrow path)_3.0	Considered providing natural shade
BGR_24	1.5	Provide path (at narrow path)_1.5	Consider providing natural shade
THD_43	1.5	Provide path (at narrow path)_1.5	Consider providing natural shade
MWB_64	2.5	Median separation from through traffic_2.5	
MWB_34	1.5	Provide path (at narrow path)_1.5	Considered providing natural shade
MWB_35	1.5	Provide path (at narrow path)_1.5	Considered providing natural shade
MWB_33	1.5	Provide path (at narrow path)_1.5	Considered providing natural shade
MWB_29		Threshold treatment_	

Audit_ID	Capitl Cost	Capital Cost (+60%)	Hierarchy	Hierarch_Fact	Safety	Connectivi	Accessibil	Cost	Subtotal	
THS_33	168174.415	269079.064	Secondary		0.9	9	10	9	5	34.2
MWB_5	100	160	Primary		1	7	19	18	20	84
BGR_15	15685.89795	25097.43672	Primary		1	13	20	20	15	83
BGR_19	7048.9044	11278.24704	Primary		1	13	20	20	15	83
THD_33	13190.82795	21105.32472	Primary		1	13	20	20	15	83
BGR_20	11868.0246	18988.83936	Primary		1	13	20	20	15	83
BGR_22	14677.6239	23484.19824	Primary		1	13	20	20	15	83
THW_41	1892.824625	3028.5194	Secondary		0.9	13	20	20	19	81.9
KNG_33	17716.0761	28345.72176	Primary		1	13	20	20	14	81
THD_41	3339.652975	5343.44476	Secondary		0.9	13	20	20	18	80.1
PSV_1	26539.4574	42463.13184	Primary		1	13	20	20	13	79
BGR_17	32455.09215	51928.14744	Primary		1	13	20	20	13	79
KNG_34	26801.89875	42883.038	Primary		1	13	20	20	13	79
THD_38	27499.5621	43999.29936	Primary		1	13	20	20	13	79
THD_37	3627.72095	5804.35352	Secondary		0.9	13	20	20	17	78.3
THD_42	3722.4832	5955.97312	Secondary		0.9	13	20	20	17	78.3
THW_15	38000	60800	Primary		1	20	17	17	12	78
THD_26	38000	60800	Primary		1	20	17	17	12	78
MWB_27	56805.5691	90888.91056	Primary		1	13	20	20	11	75
THW_17	13350.60363	21360.9658	Secondary		0.9	13	20	20	15	74.7
PSV_7	15613.47193	24981.55508	Secondary		0.9	13	20	20	15	74.7
KNG_28	7406.26165	11850.01864	Secondary		0.9	13	20	20	15	74.7
THS_14	70568.262	112909.2192	Primary		1	13	20	20	10	73
THS_17	73688.28705	117901.2593	Primary		1	13	20	20	10	73
PSV_8	65411.6337	104658.6139	Primary		1	13	20	20	10	73
THW_16	24138.06328	38620.90124	Secondary		0.9	13	20	20	14	72.9
PSV_3	19953.41298	31925.46076	Secondary		0.9	13	20	20	14	72.9
THD_36	24180.37883	38688.60612	Secondary		0.9	13	20	20	14	72.9
PSV_9	19411.68673	31058.69876	Secondary		0.9	13	20	20	14	72.9
THD_30	3045.63	4873.008	Tertiary		0.8	13	20	20	18	71.2
BGR_14	32607.3107	52171.69712	Secondary		0.9	13	20	20	13	71.1
BGR_18	35230.31508	56368.50412	Secondary		0.9	13	20	20	13	71.1
THD_32	28191.60533	45106.56852	Secondary		0.9	13	20	20	13	71.1
KNG_29	34067.60305	54508.16488	Secondary		0.9	13	20	20	13	71.1
THD_103	26656.2329	42649.97264	Secondary		0.9	13	20	20	13	71.1
MWB_7	1900	3040	Primary		1	5	9	19	19	71
THS_6	1900	3040	Primary		1	5	9	19	19	71
KNG_15	1900	3040	Primary		1	5	9	19	19	71
KNG_16	1900	3040	Primary		1	5	9	19	19	71
KNG_17	1900	3040	Primary		1	5	9	19	19	71
KNG_18	1900	3040	Primary		1	5	9	19	19	71
THD_18	1900	3040	Primary		1	5	9	19	19	71
BGR_6	1900	3040	Primary		1	5	9	19	19	71
MWB_11	1900	3040	Primary		1	5	9	19	19	71
MWB_12	1900	3040	Primary		1	5	9	19	19	71
MWB_13	1900	3040	Primary		1	5	9	19	19	71
MWB_14	1900	3040	Primary		1	5	9	19	19	71
MWB_17	1900	3040	Primary		1	5	9	19	19	71
BGR_7	1900	3040	Primary		1	5	9	19	19	71
BGR_8	1900	3040	Primary		1	5	9	19	19	71
THW_38	1900	3040	Primary		1	5	9	19	19	71
THW_39	1900	3040	Primary		1	5	9	19	19	71
BGR_16	77351.44275	123762.3084	Primary		1	13	20	20	9	71
THD_35	44066.84155	70506.94648	Secondary		0.9	13	20	20	12	69.3
THS_16	41824.94233	66919.90772	Secondary		0.9	13	20	20	12	69.3
KNG_58	45496.82503	72794.92004	Secondary		0.9	13	20	20	12	69.3
MWB_26	107895.6981	172633.117	Primary		1	13	20	20	8	69
THS_5	18000	28800	Secondary		0.9	18	15	15	14	68.4
PSV_2	55450.50735	88720.81176	Secondary		0.9	13	20	20	11	67.5
KNG_30	7503.26875	12005.23	Tertiary		0.8	13	20	20	15	66.4
KNG_37	8427.71345	13484.34152	Tertiary		0.8	13	20	20	15	66.4

Audit_ID	Capitl Cost	Capital Cost (+60%)	Hierarchy	Hierarch_Fact	Safety	Connectivi	Accessibil	Cost	Subtotal	
PSV_6	67847.75183		108556.4029	Secondary	0.9	13	20	20	10	65.7
THS_4	3600		5760	Primary	1	14	5	12	17	65
THW_40	3600		5760	Primary	1	14	5	12	17	65
THD_39	17018.418		27229.4688	Tertiary	0.8	13	20	20	14	64.8
THD_40	25791.31388		41266.1022	Tertiary	0.8	13	20	20	14	64.8
THD_104	1818.0514		2908.88224	Secondary	0.9	12	11	11	19	64.8
BGR_9	250		400	Primary	1	1	18	5	20	64
THD_23	250		400	Primary	1	1	18	5	20	64
THD_2	250		400	Primary	1	1	18	5	20	64
BGR_30	11989.93275		19183.8924	Primary	1	12	11	11	15	64
MWB_50	15441.02775		24705.6444	Primary	1	12	11	11	15	64
THD_68	6251.571		10002.5136	Primary	1	12	11	11	15	64
THD_98	15389.32265		24622.91624	Primary	1	12	11	11	15	64
THD_91	11884.0014		19014.40224	Primary	1	12	11	11	15	64
THW_5	1900		3040	Secondary	0.9	5	9	19	19	63.9
KNG_10	1900		3040	Secondary	0.9	5	9	19	19	63.9
BPT_2	1900		3040	Secondary	0.9	5	9	19	19	63.9
THS_2	475		760	Secondary	0.9	11	13	7	20	63.9
MWB_8	1900		3040	Secondary	0.9	5	9	19	19	63.9
THD_15	1900		3040	Secondary	0.9	5	9	19	19	63.9
THD_16	1900		3040	Secondary	0.9	5	9	19	19	63.9
KNG_13	1900		3040	Secondary	0.9	5	9	19	19	63.9
KNG_14	1900		3040	Secondary	0.9	5	9	19	19	63.9
KNG_19	1900		3040	Secondary	0.9	5	9	19	19	63.9
THD_17	1900		3040	Secondary	0.9	5	9	19	19	63.9
MWB_9	1900		3040	Secondary	0.9	5	9	19	19	63.9
MWB_10	1900		3040	Secondary	0.9	5	9	19	19	63.9
MWB_15	1900		3040	Secondary	0.9	5	9	19	19	63.9
THD_19	1900		3040	Secondary	0.9	5	9	19	19	63.9
THD_20	1900		3040	Secondary	0.9	5	9	19	19	63.9
THD_21	1900		3040	Secondary	0.9	5	9	19	19	63.9
MWB_16	1900		3040	Secondary	0.9	5	9	19	19	63.9
BPT_3	1900		3040	Secondary	0.9	5	9	19	19	63.9
THW_36	1900		3040	Secondary	0.9	5	9	19	19	63.9
THW_37	1900		3040	Secondary	0.9	5	9	19	19	63.9
PSV_4	76658.89305		122654.2289	Secondary	0.9	13	20	20	9	63.9
PSV_5	80484.44938		128775.119	Secondary	0.9	13	20	20	9	63.9
THS_15	81369.05798		130190.4928	Secondary	0.9	13	20	20	9	63.9
THD_7	3600		5760	Tertiary	0.8	17	14	14	17	63.2
MWB_6	3600		5760	Tertiary	0.8	17	14	14	17	63.2
THW_19	32446.99603		51915.19364	Tertiary	0.8	13	20	20	13	63.2
BPT_14	29889.78075		47823.6492	Tertiary	0.8	13	20	20	13	63.2
THD_28	35422.87613		56676.6018	Tertiary	0.8	13	20	20	13	63.2
THW_20	34352.70325		54964.3252	Tertiary	0.8	13	20	20	13	63.2
BPT_15	31374.9225		50199.876	Tertiary	0.8	13	20	20	13	63.2
BPT_17	34732.72838		55572.3654	Tertiary	0.8	13	20	20	13	63.2
MWB_28	158435.7273		253497.1637	Primary	1	13	20	20	5	63
KNG_27	92937.30468		148699.6875	Secondary	0.9	13	20	20	8	62.1
THW_22	16290.6597		26065.05552	Primary	1	12	11	11	14	62
BGR_23	20684.01015		33094.41624	Primary	1	12	11	11	14	62
KNG_40	18698.1858		29917.09728	Primary	1	12	11	11	14	62
MWB_49	25796.5515		41274.4824	Primary	1	12	11	11	14	62
THD_49	22861.29555		36578.07288	Primary	1	12	11	11	14	62
THD_96	21802.34925		34883.7588	Primary	1	12	11	11	14	62
KNG_31	38196.83973		61114.94356	Tertiary	0.8	13	20	20	12	61.6
BPT_16	38328.30413		61325.2866	Tertiary	0.8	13	20	20	12	61.6
THW_28	40296.2611		64474.01776	Tertiary	0.8	13	20	20	12	61.6
BPT_12	120023.2411		192037.1857	Secondary	0.9	13	20	20	7	60.3
BPT_13	110517.2491		176827.5985	Secondary	0.9	13	20	20	7	60.3
THS_3	1900		3040	Primary	1	4	8	10	19	60
BGR_3	1900		3040	Primary	1	4	8	10	19	60

Audit_ID	Capitla Cost	Capital Cost (+60%)	Hierarchy	Hierarch_Fact	Safety	Connectivi	Accessibil	Cost	Subtotal	
BGR_5		1900	3040 Primary		1	4	8	10	19	60
KNG_23		1900	3040 Primary		1	4	8	10	19	60
KNG_25		1900	3040 Primary		1	4	8	10	19	60
THD_6		1900	3040 Primary		1	4	8	10	19	60
PSV_14	35866.832		57386.9312 Primary		1	12	11	11	13	60
BGR_28	34577.78355		55324.45368 Primary		1	12	11	11	13	60
MWB_43	35320.7034		56513.12544 Primary		1	12	11	11	13	60
THD_78	36230.868		57969.3888 Primary		1	12	11	11	13	60
THD_101	29521.77915		47234.84664 Primary		1	12	11	11	13	60
MWB_24	134980.5347		215968.8554 Secondary		0.9	13	20	20	6	58.5
KNG_36	63789.30953		102062.8952 Tertiary		0.8	13	20	20	10	58.4
BGR_10	3600		5760 Primary		1	15	6	3	17	58
BGR_11	3600		5760 Primary		1	15	6	3	17	58
KNG_20	3600		5760 Primary		1	15	6	3	17	58
KNG_44	44470.0071		71152.01136 Primary		1	12	11	11	12	58
THD_67	38813.15925		62101.0548 Primary		1	12	11	11	12	58
THD_74	37480.2147		59968.34352 Primary		1	12	11	11	12	58
THD_84	42623.127		68197.0032 Primary		1	12	11	11	12	58
THD_85	37584.02385		60134.43816 Primary		1	12	11	11	12	58
THD_95	37645.3638		60232.58208 Primary		1	12	11	11	12	58
THS_34	42697.9413		68316.70608 Primary		1	12	11	11	12	58
THW_35	38890.26828		62224.42924 Primary		1	12	11	11	12	58
BGR_36	37741.97193		60387.15508 Primary		1	12	11	11	12	58
MWB_37	11648.1093		18636.97488 Secondary		0.9	12	11	11	15	57.6
MWB_45	8218.183775		13149.09404 Secondary		0.9	12	11	11	15	57.6
THD_46	11770.40008		18832.64012 Secondary		0.9	12	11	11	15	57.6
THD_63	9411.966275		15059.14604 Secondary		0.9	12	11	11	15	57.6
THW_8	1900		3040 Tertiary		0.8	5	9	19	19	56.8
BPT_1	1900		3040 Tertiary		0.8	5	9	19	19	56.8
THD_9	1900		3040 Tertiary		0.8	5	9	19	19	56.8
THD_10	1900		3040 Tertiary		0.8	5	9	19	19	56.8
THD_11	1900		3040 Tertiary		0.8	5	9	19	19	56.8
THD_12	1900		3040 Tertiary		0.8	5	9	19	19	56.8
THD_13	1900		3040 Tertiary		0.8	5	9	19	19	56.8
THD_14	1900		3040 Tertiary		0.8	5	9	19	19	56.8
KNG_11	1900		3040 Tertiary		0.8	5	9	19	19	56.8
KNG_12	1900		3040 Tertiary		0.8	5	9	19	19	56.8
THD_22	1900		3040 Tertiary		0.8	5	9	19	19	56.8
MWB_25	76900.31925		123040.5108 Tertiary		0.8	13	20	20	9	56.8
THW_18	246588.5798		394541.7276 Secondary		0.9	13	20	20	5	56.7
KNG_32	168196.5899		269114.5438 Secondary		0.9	13	20	20	5	56.7
KNG_35	221073.4727		353717.5564 Secondary		0.9	13	20	20	5	56.7
THD_34	213920.449		342272.7184 Secondary		0.9	13	20	20	5	56.7
BGR_29	48456.39195		77530.22712 Primary		1	12	11	11	11	56
BGR_40	26040.10545		41664.16872 Primary		1	9	10	9	14	56
KNG_41	55386.3861		88618.21776 Primary		1	12	11	11	11	56
MWB_40	56726.27415		90762.03864 Primary		1	12	11	11	11	56
THD_57	48895.785		78233.256 Primary		1	12	11	11	11	56
THD_97	48817.86233		78108.57972 Primary		1	12	11	11	11	56
THD_89	54825.2802		87720.44832 Primary		1	12	11	11	11	56
THD_90	52512.7302		84020.36832 Primary		1	12	11	11	11	56
BGR_25	21659.08885		34654.54216 Secondary		0.9	12	11	11	14	55.8
BGR_26	19437.85398		31100.56636 Secondary		0.9	12	11	11	14	55.8
THD_65	19286.49235		30858.38776 Secondary		0.9	12	11	11	14	55.8
THD_71	20070.132		32112.2112 Secondary		0.9	12	11	11	14	55.8
THW_31	25296.35175		40474.1628 Secondary		0.9	12	11	11	14	55.8
THD_27	1900		3040 Secondary		0.9	4	8	10	19	54
BGR_13	1900		3040 Secondary		0.9	4	8	10	19	54
BGR_1	1900		3040 Secondary		0.9	4	8	10	19	54
BGR_4	1900		3040 Secondary		0.9	4	8	10	19	54
KNG_22	1900		3040 Secondary		0.9	4	8	10	19	54

Audit_ID	Capitl Cost	Capital Cost (+60%)	Hierarchy	Hierarch_Fact	Safety	Connectivi	Accessibil	Cost	Subtotal	
MWB_21		1900	3040 Secondary		0.9	4	8	10	19	54
MWB_22		1900	3040 Secondary		0.9	4	8	10	19	54
KNG_24		1900	3040 Secondary		0.9	4	8	10	19	54
BPT_11		1900	3040 Secondary		0.9	4	8	10	19	54
THS_21	57446.26583		91914.02532 Primary		1	12	11	11	10	54
THS_25	65789.01478		105262.4236 Primary		1	12	11	11	10	54
BGR_31	64432.2609		103091.6174 Primary		1	12	11	11	10	54
KNG_63	65318.31828		104509.3092 Primary		1	12	11	11	10	54
KNG_64	66012.07145		105619.3143 Primary		1	12	11	11	10	54
KNG_47	31813.86545		50902.18472 Secondary		0.9	12	11	11	13	54
MWB_42	63850.3155		102160.5048 Primary		1	12	11	11	10	54
MWB_51	61589.5011		98543.20176 Primary		1	12	11	11	10	54
KNG_55	30047.95348		48076.72556 Secondary		0.9	12	11	11	13	54
THD_66	71897.8221		115036.5154 Primary		1	12	11	11	10	54
THD_73	65911.1013		105457.7621 Primary		1	12	11	11	10	54
THD_93	71055.9801		113689.5682 Primary		1	12	11	11	10	54
THW_30	62157.25313		99451.605 Primary		1	12	11	11	10	54
BGR_39	34350.33275		54960.5324 Secondary		0.9	12	11	11	13	54
MWB_56	28016.50843		44826.41348 Secondary		0.9	12	11	11	13	54
MWB_59	33223.3924		53157.42784 Secondary		0.9	12	11	11	13	54
THD_102	59411.18028		95057.88844 Primary		1	12	11	11	10	54
KNG_65	58032.16123		92851.45796 Primary		1	12	11	11	10	54
THD_31	119177.5144		190684.023 Tertiary		0.8	13	20	20	7	53.6
BGR_21	114761.2485		183617.9976 Tertiary		0.8	13	20	20	7	53.6
BPT_6	3600		5760 Secondary		0.9	15	6	3	17	52.2
BGR_12	3600		5760 Secondary		0.9	15	6	3	17	52.2
KNG_21	3600		5760 Secondary		0.9	15	6	3	17	52.2
MWB_18	3600		5760 Secondary		0.9	15	6	3	17	52.2
KNG_43	42818.8962		68510.23392 Secondary		0.9	12	11	11	12	52.2
MWB_46	44386.0157		71017.62512 Secondary		0.9	12	11	11	12	52.2
THD_47	37465.22305		59944.35688 Secondary		0.9	12	11	11	12	52.2
THD_59	42351.1769		67761.88304 Secondary		0.9	12	11	11	12	52.2
THS_22	80280.51855		128448.8297 Primary		1	12	11	11	9	52
KNG_39	85067.7201		136108.3522 Primary		1	12	11	11	9	52
THD_29	138991.3845		222386.2152 Tertiary		0.8	13	20	20	6	52
THD_48	77032.40175		123251.8428 Primary		1	12	11	11	9	52
THD_62	77824.86075		124519.7772 Primary		1	12	11	11	9	52
THD_92	87445.4841		139912.7746 Primary		1	12	11	11	9	52
THS_18	84513.30705		135221.2913 Primary		1	12	11	11	9	52
THD_100	80282.2618		128451.6189 Primary		1	12	11	11	9	52
THS_31	81887.97223		131020.7556 Primary		1	12	11	11	9	52
MWB_62	81398.5973		130237.7557 Primary		1	12	11	11	9	52
THW_9	10000		16000 Secondary		0.9	16	3	8	15	51.3
THW_10	10000		16000 Secondary		0.9	16	3	8	15	51.3
BPT_4	10000		16000 Secondary		0.9	16	3	8	15	51.3
BPT_5	10000		16000 Secondary		0.9	16	3	8	15	51.3
THS_7	10000		16000 Secondary		0.9	16	3	8	15	51.3
THS_8	10000		16000 Secondary		0.9	16	3	8	15	51.3
THS_9	10000		16000 Secondary		0.9	16	3	8	15	51.3
THS_10	10000		16000 Secondary		0.9	16	3	8	15	51.3
MWB_19	250		400 Tertiary		0.8	16	18	5	20	51.2
BGR_2	0		0 Primary		1	6	1	4	20	51
THW_21	145842.2983		233347.6773 Tertiary		0.8	13	20	20	5	50.4
THW_23	49828.37318		79725.39708 Secondary		0.9	12	11	11	11	50.4
MWB_31	53137.09805		85019.35688 Secondary		0.9	12	11	11	11	50.4
MWB_39	57374.73693		91799.57908 Secondary		0.9	12	11	11	11	50.4
MWB_44	52720.90363		84353.4458 Secondary		0.9	12	11	11	11	50.4
KNG_49	52231.83403		83570.93444 Secondary		0.9	12	11	11	11	50.4
KNG_52	50058.0827		80092.93232 Secondary		0.9	12	11	11	11	50.4
THD_60	47577.68623		76124.29796 Secondary		0.9	12	11	11	11	50.4
MWB_61	47274.8975		75639.836 Secondary		0.9	12	11	11	11	50.4

Audit_ID	Capitla Cost	Capital Cost (+60%)	Hierarchy	Hierarch_Fact	Safety	Connectivi	Accessibil	Cost	Subtotal	
KNG_57	54905.07298		87848.11676 Secondary		0.9	12	11	11	11	50.4
THW_12	250		400 Primary		1	2	7	1	20	50
BPT_10	250		400 Primary		1	2	7	1	20	50
THD_24	250		400 Primary		1	2	7	1	20	50
THD_25	250		400 Primary		1	2	7	1	20	50
THS_23	92191.53163		147506.4506 Primary		1	12	11	11	8	50
THD_54	108152.9406		173044.705 Primary		1	12	11	11	8	50
THD_58	101763.1346		162821.0153 Primary		1	12	11	11	8	50
THD_72	98937.27045		158299.6327 Primary		1	12	11	11	8	50
THD_80	101004.6699		161607.4718 Primary		1	12	11	11	8	50
THD_81	99991.7631		159986.821 Primary		1	12	11	11	8	50
THD_82	96337.935		154140.696 Primary		1	12	11	11	8	50
THD_83	103019.2991		164830.8786 Primary		1	12	11	11	8	50
BGR_35	98979.3619		158366.979 Primary		1	12	11	11	8	50
KNG_42	61907.89658		99052.63452 Secondary		0.9	12	11	11	10	48.6
MWB_54	58588.29218		93741.26748 Secondary		0.9	12	11	11	10	48.6
THD_64	69299.90415		110879.8466 Secondary		0.9	12	11	11	10	48.6
MWB_55	58157.17458		93051.47932 Secondary		0.9	12	11	11	10	48.6
MWB_57	70644.93503		113031.896 Secondary		0.9	12	11	11	10	48.6
MWB_23	1900		3040 Tertiary		0.8	4	8	10	19	48
THD_8	1900		3040 Tertiary		0.8	4	8	10	19	48
THW_26	28887.46633		46219.94612 Tertiary		0.8	12	11	11	13	48
THS_20	109821.9309		175715.0894 Primary		1	12	11	11	7	48
BGR_41	72991.89585		116787.0334 Primary		1	9	10	9	10	48
KNG_38	118168.3958		189069.4332 Primary		1	12	11	11	7	48
THD_53	110668.1544		177069.047 Primary		1	12	11	11	7	48
THD_69	113967.0578		182347.2924 Primary		1	12	11	11	7	48
PSV_15	81868.57703		130989.7232 Secondary		0.9	12	11	11	9	46.8
KNG_45	78355.9546		125369.5274 Secondary		0.9	12	11	11	9	46.8
MWB_30	88976.6519		142362.643 Secondary		0.9	12	11	11	9	46.8
THD_45	86267.09713		138027.3554 Secondary		0.9	12	11	11	9	46.8
KNG_54	84453.1032		135124.9651 Secondary		0.9	12	11	11	9	46.8
THD_70	89986.80805		143978.8929 Secondary		0.9	12	11	11	9	46.8
THS_29	89743.34505		143589.3521 Secondary		0.9	12	11	11	9	46.8
THW_32	83517.80838		133628.4934 Secondary		0.9	12	11	11	9	46.8
THW_11	3600		5760 Tertiary		0.8	15	6	3	17	46.4
THS_19	140453.1937		224725.1098 Primary		1	12	11	11	6	46
THS_26	131492.2617		210387.6186 Primary		1	12	11	11	6	46
BGR_32	128167.9286		205068.6857 Primary		1	12	11	11	6	46
BGR_34	125886.9971		201419.1953 Primary		1	12	11	11	6	46
KNG_59	130721.4041		209154.2466 Primary		1	12	11	11	6	46
KNG_26	133316.6567		213306.6506 Primary		1	12	11	11	6	46
THS_27	138970.6902		222353.1042 Primary		1	12	11	11	6	46
BPT_20	127696.4968		204314.3948 Primary		1	12	11	11	6	46
THW_13	250		400 Secondary		0.9	2	7	1	20	45
BPT_7	250		400 Secondary		0.9	2	7	1	20	45
BPT_8	250		400 Secondary		0.9	2	7	1	20	45
BPT_9	250		400 Secondary		0.9	2	7	1	20	45
THS_11	250		400 Secondary		0.9	2	7	1	20	45
THS_12	250		400 Secondary		0.9	2	7	1	20	45
THS_13	250		400 Secondary		0.9	2	7	1	20	45
PSV_10	94193.76533		150710.0245 Secondary		0.9	12	11	11	8	45
THW_27	97424.33993		155878.9439 Secondary		0.9	12	11	11	8	45
MWB_36	102655.2302		164248.3682 Secondary		0.9	12	11	11	8	45
MWB_48	105836.6042		169338.5667 Secondary		0.9	12	11	11	8	45
THD_76	94176.20688		150681.931 Secondary		0.9	12	11	11	8	45
THD_77	93481.74838		149570.7974 Secondary		0.9	12	11	11	8	45
PSV_17	101607.8951		162572.6321 Secondary		0.9	12	11	11	8	45
THW_33	95941.63383		153506.6141 Secondary		0.9	12	11	11	8	45
MWB_63	18449.064		29518.5024 Tertiary		0.8	9	10	9	14	44.8
KNG_56	48673.06538		77876.9046 Tertiary		0.8	12	11	11	11	44.8

Audit_ID	Capitl Cost	Capital Cost (+60%)	Hierarchy	Hierarch_Fact	Safety	Connectivi	Accessibil	Cost	Subtotal
THS_24	207641.4425	332226.308	Primary	1	12	11	11	5	44
PSV_12	168975.2047	270360.3275	Primary	1	12	11	11	5	44
PSV_13	176591.9855	282547.1768	Primary	1	12	11	11	5	44
PSV_16	177055.7261	283289.1617	Primary	1	12	11	11	5	44
BGR_33	154746.0387	247593.6618	Primary	1	12	11	11	5	44
KNG_60	199836.67	319738.672	Primary	1	12	11	11	5	44
KNG_61	312180.0771	499488.1234	Primary	1	12	11	11	5	44
KNG_46	176300.9681	282081.5489	Primary	1	12	11	11	5	44
BPT_18	217077.1821	347323.4914	Primary	1	12	11	11	5	44
MWB_41	169601.5778	271362.5244	Primary	1	12	11	11	5	44
MWB_47	189679.7754	303487.6406	Primary	1	12	11	11	5	44
THD_50	214730.4042	343568.6467	Primary	1	12	11	11	5	44
THD_79	158466.3813	253546.2101	Primary	1	12	11	11	5	44
THD_94	224248.6076	358797.7721	Primary	1	12	11	11	5	44
MWB_58	235868.6994	377389.9191	Primary	1	12	11	11	5	44
THW_25	60090.87665	96145.40264	Tertiary	0.8	12	11	11	10	43.2
BGR_27	110676.4553	177082.3285	Secondary	0.9	12	11	11	7	43.2
MWB_38	122201.4409	195522.3054	Secondary	0.9	12	11	11	7	43.2
THD_44	66111.93188	105779.091	Tertiary	0.8	12	11	11	10	43.2
THD_52	72263.499	115621.5984	Tertiary	0.8	12	11	11	10	43.2
BGR_37	114003.8551	182406.1682	Secondary	0.9	12	11	11	7	43.2
BGR_38	109135.5492	174616.8788	Secondary	0.9	12	11	11	7	43.2
THS_28	429767.0938	687627.35	Primary	1	12	11	11	4	42
MWB_52	424465.8563	679145.37	Primary	1	12	11	11	4	42
MWB_1	350	560	Tertiary	0.8	8	2	2	20	41.6
MWB_20	350	560	Tertiary	0.8	8	2	2	20	41.6
THD_51	84364.69088	134983.5054	Tertiary	0.8	12	11	11	9	41.6
PSV_11	134181.3451	214690.1522	Secondary	0.9	12	11	11	6	41.4
MWB_32	127285.1782	203656.2852	Secondary	0.9	12	11	11	6	41.4
KNG_53	131454.2055	210326.7288	Secondary	0.9	12	11	11	6	41.4
THD_75	134026.0952	214441.7522	Secondary	0.9	12	11	11	6	41.4
KNG_62	838222.7696	1341156.431	Primary	1	12	11	11	3	40
KNG_50	101577.0366	162523.2586	Tertiary	0.8	12	11	11	8	40
KNG_51	95875.2255	153400.3608	Tertiary	0.8	12	11	11	8	40
THD_99	666772.0051	1066835.208	Primary	1	12	11	11	3	40
THS_30	694866.5479	1111786.477	Primary	1	12	11	11	3	40
THS_32	102051.6557	163282.6492	Tertiary	0.8	12	11	11	8	40
THW_24	345126.2676	552202.0281	Secondary	0.9	12	11	11	5	39.6
THW_29	330265.4988	528424.7981	Secondary	0.9	12	11	11	5	39.6
KNG_48	185119.7469	296191.595	Secondary	0.9	12	11	11	5	39.6
BPT_21	188785.1229	302056.1966	Secondary	0.9	12	11	11	5	39.6
BPT_19	361688.2028	578701.1245	Secondary	0.9	12	11	11	5	39.6
MWB_53	187242.2498	299587.5996	Secondary	0.9	12	11	11	5	39.6
THD_55	202256.3432	323610.149	Secondary	0.9	12	11	11	5	39.6
THD_56	364940.1692	583904.2707	Secondary	0.9	12	11	11	5	39.6
THD_61	159785.2304	255656.3686	Secondary	0.9	12	11	11	5	39.6
MWB_60	199353.3632	318965.3812	Secondary	0.9	12	11	11	5	39.6
THW_34	220506.0248	352809.6396	Secondary	0.9	12	11	11	5	39.6
BGR_24	125558.559	200893.6944	Tertiary	0.8	12	11	11	7	38.4
THD_43	112593.0525	180148.884	Tertiary	0.8	12	11	11	7	38.4
MWB_64	80987.30193	129579.6831	Secondary	0.9	15	6	3	9	37.8
MWB_34	128741.277	205986.0432	Tertiary	0.8	12	11	11	6	36.8
MWB_35	127061.8624	203298.9798	Tertiary	0.8	12	11	11	6	36.8
MWB_33	232873.1186	372596.9898	Tertiary	0.8	12	11	11	5	35.2
MWB_29	14211.87635	22739.00216	Tertiary	0.8	8	2	2	15	33.6

Audit_ID	Benefit_Sc	Start_y	Start_x	End_y	End_x
THS_33	Low	6880850.443	552466.7284	6880881.876	552128.2835
MWB_5	High	6865723.583	538199.4626		
BGR_15	High	6865376.528	556309.1137	6865403.496	556293.3166
BGR_19	High	6865688.041	555938.0119	6865678.338	555950.3094
THD_33	High	6883194.875	553645.0877	6883204.585	553668.4256
BGR_20	High	6865403.393	556293.3434	6865424.799	556302.4665
BGR_22	High	6865367.111	556275.6823	6865366.003	556304.6042
THW_41	High	6881546.618	549839.3463	6881542.902	549841.8022
KNG_33	High	6873396.586	556940.824	6873378.271	556967.3611
THD_41	High	6884331.674	553970.7717	6884334.731	553978.011
PSV_1	High	6859792.429	555435.6222	6859733.604	555437.7293
BGR_17	High	6865516.139	556262.4733	6865447.227	556276.6444
KNG_34	High	6873367.797	556974.5329	6873319.269	556997.9995
THD_38	High	6883523.139	552899.0317	6883514.705	552959.557
THD_37	High	6883649.817	553232.9342	6883650.749	553241.1771
THD_42	High	6884377.297	554034.0109	6884380.975	554041.9601
THW_15	High	6882023.943	551475.8932		
THD_26	High	6882097.619	551550.8982		
MWB_27	High	6866113.797	538372.5428	6865989.156	538352.5451
THW_17	High	6881588.681	549859.3567	6881559.023	549841.5504
PSV_7	High	6858007.161	555016.4703	6857970.47	555018.3254
KNG_28	High	6874984.425	555996.0144	6874992.632	556011.3871
THS_14	High	6881125.274	552879.7692	6880970.201	552856.4347
THS_17	High	6881024.289	552856.4033	6881186.207	552880.8427
PSV_8	High	6860665.941	555708.7007	6860523.382	555680.3049
THW_16	High	6881739.916	550165.1883	6881731.378	550109.404
PSV_3	High	6858603.9	555247.6939	6858557.264	555242.283
THD_36	High	6883391.087	553034.029	6883444.712	553053.0384
PSV_9	High	6858817.387	555241.075	6858774.358	555256.3957
THD_30	High	6884127.223	554080.245	6884134.42	554083.9935
BGR_14	High	6866070.315	555333.0899	6866099.3	555403.9422
BGR_18	High	6865531.323	556054.0013	6865609.193	556073.6763
THD_32	High	6884334.79	553983.5363	6884366.545	554040.9071
KNG_29	High	6874786.221	556054.9258	6874827.234	556118.7929
THD_103	High	6883289.217	552725.8752	6883325.971	552686.9517
MWB_7	High	6865046.55	536978.7692		
THS_6	High	6881257.916	552541.9186		
KNG_15	High	6873390.318	556932.0332		
KNG_16	High	6873377.945	556967.7677		
KNG_17	High	6873368.72	556974.2254		
KNG_18	High	6873689.275	556854.5608		
THD_18	High	6882704.375	553082.2426		
BGR_6	High	6865425.187	556302.7214		
MWB_11	High	6866239.935	538407.7219		
MWB_12	High	6865734.179	538180.2964		
MWB_13	High	6865978.112	538349.4458		
MWB_14	High	6865990.201	538351.1405		
MWB_17	High	6866254.713	538410.188		
BGR_7	High	6866096.662	555782.6336		
BGR_8	High	6866093.545	555754.7032		
THW_38	High	6881542.888	549841.8792		
THW_39	High	6881541.097	549858.4479		
BGR_16	High	6865603.956	556087.4113	6865535.91	556244.665
THD_35	High	6883247.714	552981.8296	6883345.45	553016.4511
THS_16	High	6881274.803	552481.0871	6881267.56	552575.9635
KNG_58	High	6873402.29	556576.724	6873324.05	556617.511
MWB_26	High	6866495.687	538433.85	6866259.028	538395.3634
THS_5	High	6880968.239	552855.9987		
PSV_2	High	6858747.433	555248.4106	6858618.649	555250.2118
KNG_30	High	6874697.887	556198.8133	6874697.887	556216.0408
KNG_37	High	6874708.564	556184.8876	6874718.556	556167.759



Audit_ID	Benefit_Sc	Start_y	Start_x	End_y	End_x
PSV_6	High	6858171.225	555062.63	6858018.884	555015.285
THS_4	High	6881375.971	553090.5466		
THW_40	High	6881542.084	549852.3816		
THD_39	High	6883352.031	553314.4395	6883341.204	553356.3252
THD_40	High	6883335.037	553372.4702	6883312.661	553437.5052
THD_104	High	6884380.975	554041.9601	6884385.009	554040.5364
BGR_9	High	6866024.697	555797.3656		
THD_23	High	6882698.717	553086.1641		
THD_2	High	6881973.386	551938.5857		
BGR_30	High	6865535.892	556244.6883	6865516.015	556262.4306
MWB_50	High	6866439.074	538753.8085	6866439.275	538722.3743
THD_68	High	6883494.777	553177.7938	6883492.045	553191.4148
THD_98	High	6882594.119	552828.6691	6882605.595	552858.967
THD_91	High	6882050.359	552132.3689	6882070.841	552142.8068
THW_5	High	6881746.035	550139.8577		
KNG_10	High	6874962.175	555772.928		
BPT_2	High	6878178.619	553234.4465		
THS_2	High	6880852.854	552463.603		
MWB_8	High	6866287.64	538215.7795		
THD_15	High	6884334.187	553983.5363		
THD_16	High	6884235.387	553756.9887		
KNG_13	High	6874785.846	556054.6155		
KNG_14	High	6874774.732	556043.7754		
KNG_19	High	6873674.764	556856.4494		
THD_17	High	6883647.658	553224.0014		
MWB_9	High	6865387.976	535800.6152		
MWB_10	High	6865396.738	535801.3134		
MWB_15	High	6866114.629	538372.4662		
THD_19	High	6884334.731	553978.011		
THD_20	High	6884377.297	554034.0109		
THD_21	High	6884368.518	554039.4686		
MWB_16	High	6866124.223	538374.1166		
BPT_3	High	6877676.478	553291.3673		
THW_36	High	6881558.901	549841.5315		
THW_37	High	6881546.583	549839.4163		
PSV_4	High	6858515.523	555235.0686	6858343.922	555180.7024
PSV_5	High	6858335.483	555174.7118	6858179.277	555072.537
THS_15	High	6881267.56	552575.9635	6881447.997	552575.7388
THD_7	High	6882931.538	553319.215		
MWB_6	High	6866117.477	537542.1032		
THW_19	High	6880814.273	549756.506	6880741.358	549778.0382
BPT_14	High	6878177.542	553234.0972	6878254.409	553240.1218
THD_28	High	6884103.775	554143.8047	6884033.012	554151.3988
THW_20	High	6881909.437	551394.8934	6881836.121	551428.7603
BPT_15	High	6878257.278	553240.6592	6878339.844	553254.1796
BPT_17	High	6878437.412	553290.0822	6878469.393	553374.7204
MWB_28	High	6865977.778	538350.8212	6865725.685	538130.847
KNG_27	High	6874989.927	555739.5812	6875032.593	555526.2482
THW_22	High	6882030.911	551439.7436	6882026.252	551473.051
BGR_23	High	6865404.636	556262.8828	6865447.227	556276.6444
KNG_40	High	6873830.639	556866.2924	6873789.297	556862.1185
MWB_49	High	6866464.401	538740.7653	6866473.189	538684.1172
THD_49	High	6883733.932	553369.8149	6883724.775	553419.7719
THD_96	High	6882880.158	553112.6735	6882833.685	553099.4608
KNG_31	High	6874743.877	556074.654	6874725.426	556148.4684
BPT_16	High	6878343.16	553254.2038	6878434.598	553290.245
THW_28	High	6881909.432	551394.8958	6881996.735	551357.9089
BPT_12	High	6877674.38	553292.4821	6877421.437	553177.8745
BPT_13	High	6878171.047	553220.3458	6878124.155	553474.2566
THS_3	High	6881094.485	553279.4991		
BGR_3	High	6866225.641	555755.2661		

Audit_ID	Benefit_Sc	Start_y	Start_x	End_y	End_x
BGR_5	High	6866022.699	555775.7765		
KNG_23	High	6874134.725	556978.2601		
KNG_25	High	6874299.154	556505.0826		
THD_6	High	6882046.262	552137.7895		
PSV_14	High	6859733.761	555437.4775	6859660.752	555419.2506
BGR_28	High	6866040.099	555802.5562	6865965.977	555808.9134
MWB_43	High	6865843.232	538291.2272	6865784.764	538238.8614
THD_78	High	6882823.251	553097.4456	6882744.67	553079.9983
THD_101	High	6881866.507	552038.6921	6881909.683	551995.4099
MWB_24	High	6866999.342	538759.2819	6867154.428	539032.9014
KNG_36	High	6874771.298	556081.018	6874715.857	556216.3141
BGR_10	High	6865370.591	556306.3623		
BGR_11	High	6866094.602	555771.3825		
KNG_20	High	6873373.319	556971.1102		
KNG_44	High	6874243.943	556714.2743	6874145.759	556703.0712
THD_67	High	6883509.125	553084.6421	6883505.469	553163.5943
THD_74	High	6883235.826	553082.9289	6883218.649	553161.5941
THD_84	High	6883266.722	552881.1299	6883261.366	552969.9015
THD_85	High	6883246.622	552985.6126	6883240.339	553065.7223
THD_95	High	6882630.698	552851.1573	6882660.443	552929.3469
THS_34	High	6882027.602	551476.1545	6882055.306	551561.8798
THW_35	High	6882078.549	551465.8621	6882099.69	551543.9887
BGR_36	High	6865882.53	555862.136	6865891.792	555941.0511
MWB_37	High	6866255.158	538182.6791	6866275.371	538198.2142
MWB_45	High	6866917.417	538662.0166	6866932.782	538668.444
THD_46	High	6884238.911	553780.8784	6884227.137	553755.8107
THD_63	High	6883660.089	553216.8337	6883663.225	553237.5529
THW_8	High	6881057.151	549781.2689		
BPT_1	High	6878170.092	553219.7394		
THD_9	High	6884135.095	554084.2933		
THD_10	High	6884133.682	554093.5356		
THD_11	High	6884172.055	553933.8806		
THD_12	High	6884181.954	553924.653		
THD_13	High	6884194.15	554083.1985		
THD_14	High	6884192.715	554074.5856		
KNG_11	High	6874593.744	555716.7469		
KNG_12	High	6874585.156	555715.8298		
THD_22	High	6884142.136	554065.4839		
MWB_25	High	6865254.66	535653.6157	6865388.213	535800.2452
THW_18	High	6881027.558	549551.7545	6880749.238	549097.2571
KNG_32	High	6873324.05	556617.511	6873426.367	556908.5446
KNG_35	High	6873332.158	556198.0278	6873315.172	556616.6759
THD_34	High	6881540.257	551690.592	6881595.038	551698.6163
BGR_29	Medium	6865995.245	555783.6724	6865891.913	555808.1084
BGR_40	Medium	6866275.494	555745.6344	6866218.793	555757.1933
KNG_41	Medium	6873812.957	556850.5381	6873690.317	556854.5658
MWB_40	Medium	6866110.929	538390.3646	6865986.703	538368.9612
THD_57	Medium	6882054.976	551569.4563	6882040.617	551671.3107
THD_97	Medium	6882096.025	551563.0799	6882075.856	551656.4472
THD_89	Medium	6883221.051	553037.323	6883200.905	553157.4797
THD_90	Medium	6883239.452	552906.6774	6883223.248	553021.3681
BGR_25	Medium	6866032.157	555220.9256	6866049.548	555268.4566
BGR_26	Medium	6866052.903	555279.8747	6866067.205	555323.3172
THD_65	Medium	6883552.129	553287.7581	6883595.844	553299.8258
THD_71	Medium	6883345.724	553017.1028	6883389.967	553033.6158
THW_31	Medium	6882008.364	551346.9844	6881988.415	551294.4289
THD_27	High	6883005.046	552868.5952		
BGR_13	High	6866055.118	555687.5885		
BGR_1	High	6865396.48	556256.9272		
BGR_4	High	6866050.693	555758.0056		
KNG_22	High	6874020.809	557054.4354		

Audit_ID	Benefit_Sc	Start_y	Start_x	End_y	End_x
MWB_21	High	6865961.333	536602.2917		
MWB_22	High	6865966.841	536614.8595		
KNG_24	High	6874952.267	555765.8562		
BPT_11	High	6877684.465	553291.3673		
THS_21	Medium	6880992.127	553341.8595	6881094.297	553279.7452
THS_25	Medium	6880673.474	553350.4882	6880535.566	553363.1826
BGR_31	Medium	6865678.56	555950.5312	6865609.193	556073.6763
KNG_63	Medium	6874676.378	556259.6825	6874571.983	556349.1878
KNG_64	Medium	6874469.542	556441.5393	6874377.289	556545.3349
KNG_47	Medium	6874763.84	556058.8509	6874800.335	555994.8801
MWB_42	Medium	6865976.194	538367.7286	6865855.516	538300.9245
MWB_51	Medium	6866444.001	538711.1074	6866467.069	538579.9223
KNG_55	Medium	6873533.167	556027.4505	6873523.335	555963.1973
THD_66	Medium	6883536.244	552916.9815	6883526.917	553066.5194
THD_73	Medium	6883289.345	552726.1304	6883269.359	552870.7086
THD_93	Medium	6882170.292	552366.9937	6882252.175	552495.0922
THW_30	Medium	6882078.866	551448.4761	6882008.364	551346.9844
BGR_39	Medium	6865660.467	555867.5549	6865698.158	555929.2729
MWB_56	Medium	6865814.973	538455.3087	6865756.393	538448.4364
MWB_59	Medium	6865402.244	535813.6178	6865429.995	535877.8213
THD_102	Medium	6881971.468	551848.3411	6882015.735	551731.6957
KNG_65	Medium	6874559.855	556359.5497	6874469.542	556441.5393
THD_31	Medium	6884145.965	554053.9306	6884171.792	553935.4248
BGR_21	Medium	6865512.933	556319.6862	6865365.996	556304.6143
BPT_6	Medium	6877681.136	553293.4714		
BGR_12	Medium	6865692.846	555933.9651		
KNG_21	Medium	6874779.655	556049.0893		
MWB_18	Medium	6865391.932	535800.9072		
KNG_43	Medium	6873806.038	556955.416	6873776.984	556860.9514
MWB_46	Medium	6866940.262	538662.5508	6866993.535	538748.9252
THD_47	Medium	6884177.66	553666.6847	6884140.018	553586.9789
THD_59	Medium	6882983.44	553098.9192	6882999.516	553000.5864
THS_22	Medium	6880522.896	553406.1051	6880685.455	553367.4498
KNG_39	Medium	6874018.51	556926.0071	6873839.852	556868.6906
THD_29	Medium	6884207.8	554085.5376	6883920.057	553979.6189
THD_48	Medium	6883920.851	553380.5096	6883751.762	553355.6792
THD_62	Medium	6883218.528	553162.0713	6883380.39	553222.2223
THD_92	Medium	6882075.765	552153.8356	6882139.869	552332.56
THS_18	Medium	6880982.506	552844.2229	6880803.424	552799.607
THD_100	Medium	6881909.683	551995.4099	6881971.468	551848.3411
THS_31	Medium	6881192.477	552858.3076	6881215.079	552687.4
MWB_62	Medium	6865282.856	537184.3995	6865148.229	537083.2359
THW_9	Medium	6881562.55	549860.6655		
THW_10	Medium	6881616.423	549855.0794		
BPT_4	Medium	6879550.574	552706.457		
BPT_5	Medium	6879454.46	552478.9152		
THS_7	Medium	6881044.369	552871.7853		
THS_8	Medium	6880826.673	552642.9108		
THS_9	Medium	6880870.786	552478.3946		
THS_10	Medium	6881043.576	551859.8099		
MWB_19	High	6866033.695	537779.0317		
BGR_2	High	6864578.839	555981.9594		
THW_21	Medium	6881835.776	551428.9418	6881578.045	551580.7643
THW_23	Medium	6881851.726	550967.9926	6881892.74	551077.8284
MWB_31	Medium	6865951.272	536604.3859	6866013.393	536712.4951
MWB_39	Medium	6866527.199	538402.9949	6866588.688	538517.8696
MWB_44	Medium	6866814.578	538593.3232	6866913.299	538652.978
KNG_49	Medium	6874944.429	555918.02	6874984.034	555994.9722
KNG_52	Medium	6873870.916	556663.7914	6873883.933	556547.8041
THD_60	Medium	6883002.097	552983.3371	6883019.816	552872.8008
MWB_61	Medium	6865811.844	536429.2501	6865767.794	536354.3662

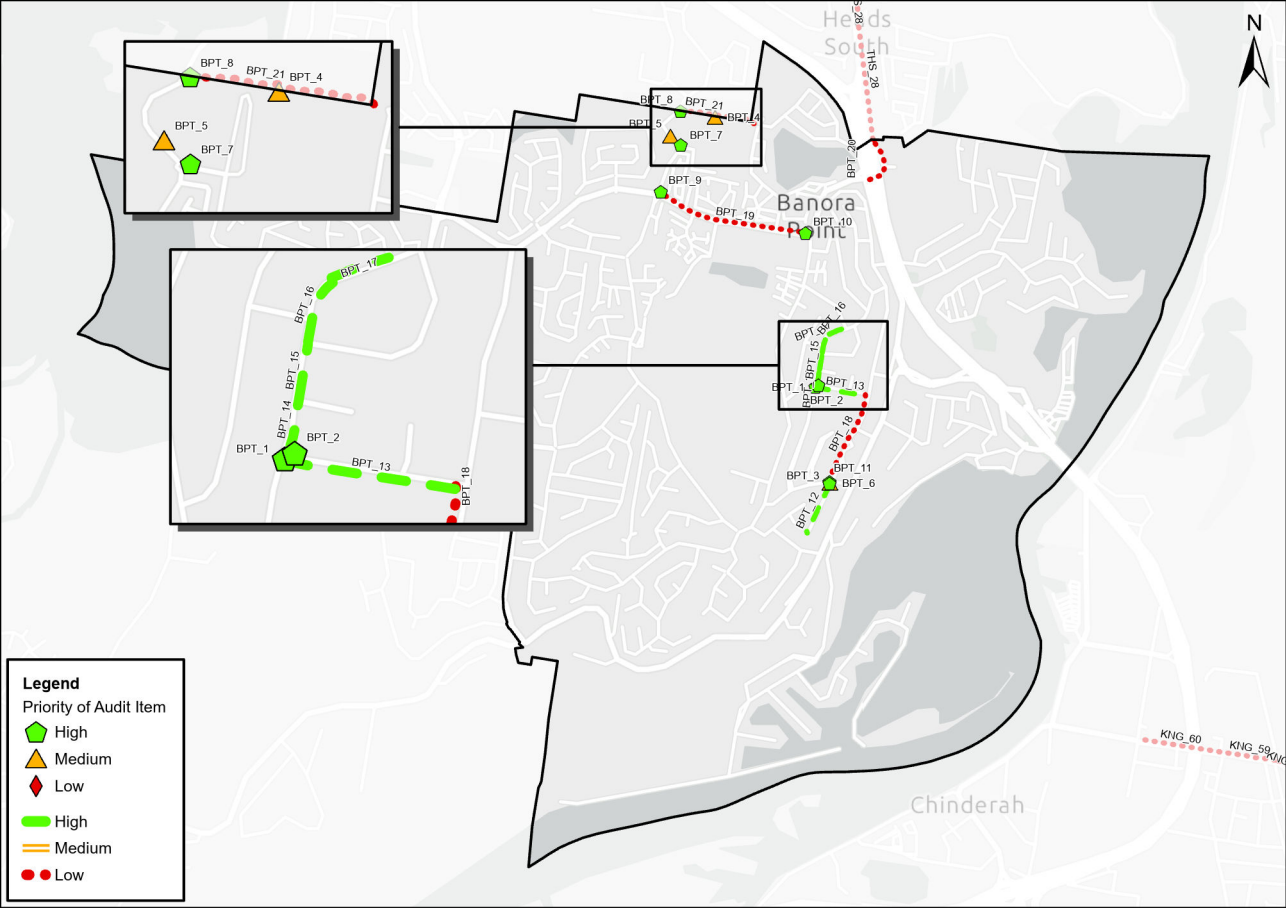
Audit_ID	Benefit_Sc	Start_y	Start_x	End_y	End_x
KNG_57	Medium	6873577.121	556148.0134	6873533.229	556029.897
THW_12	High	6882038.497	551416.4799		
BPT_10	High	6878955.89	553168.3906		
THD_24	High	6882679.843	553041.6929		
THD_25	High	6883687.34	553318.2739		
THS_23	Medium	6881256.543	553114.306	6881106.481	553236.6706
THD_54	Medium	6883131.288	553438.5758	6883177.135	553668.4618
THD_58	Medium	6883200.054	553157.3557	6882983.322	553098.9192
THD_72	Medium	6883273.44	552678.4287	6883241.903	552892.8633
THD_80	Medium	6882976.994	553158.3646	6883186.014	553190.6562
THD_81	Medium	6883210.702	553205.4201	6883164.676	553415.3899
THD_82	Medium	6883165.389	553435.1196	6883194.166	553644.9706
THD_83	Medium	6881977.594	551939.9225	6882045.394	552137.6537
BGR_35	Medium	6865860.154	555826.5882	6865698.316	555931.2733
KNG_42	Medium	6874932.297	555929.9582	6874798.658	555980.0122
MWB_54	Medium	6866089.99	538521.2342	6865971.277	538497.012
THD_64	Medium	6883495.711	553177.886	6883649.225	553232.6251
MWB_55	Medium	6865954.653	538480.1902	6865833.791	538460.6213
MWB_57	Medium	6865747.268	538447.2804	6865603.461	538409.5299
MWB_23	High	6866104.132	537229.3015		
THD_8	High	6884193.393	554078.7543		
THW_26	Medium	6880897.877	549745.7414	6880831.453	549753.4454
THS_20	Medium	6881108.486	553267.3438	6881293.562	553128.9357
BGR_41	Medium	6866205.829	555764.0661	6866049.072	555800.8091
KNG_38	Medium	6874145.759	556703.0712	6874025.653	556925.4998
THD_53	Medium	6883148.401	553409.9932	6883148.405	553409.9742
THD_69	Medium	6883698.488	553433.5815	6883640.422	553685.4615
PSV_15	Medium	6858921.504	555224.0057	6858752.431	555245.7539
KNG_45	Medium	6874985.238	555745.7892	6874944.443	555918.0505
MWB_30	Medium	6865816.567	536440.037	6865945.852	536599.3132
THD_45	Medium	6884331.674	553970.7717	6884243.126	553788.1465
KNG_54	Medium	6873695.859	556307.9417	6873577.818	556149.3155
THD_70	Medium	6883706.988	553139.7663	6883507.299	553079.0829
THS_29	Medium	6881024.289	552856.4033	6881192.477	552858.3076
THW_32	Medium	6881988.415	551294.4289	6881927.821	551129.3891
THW_11	Medium	6881055.71	549775.2145		
THS_19	Medium	6880226.757	553449.1001	6880495.911	553399.0556
THS_26	Medium	6880511.37	553365.6677	6880237.222	553389.0044
BGR_32	Medium	6864584.693	555994.2551	6864852.204	555990.6809
BGR_34	Medium	6865153.515	556148.0474	6865390.388	556257.698
KNG_59	Medium	6876261.681	555567.2511	6876301.964	555295.9097
KNG_26	Medium	6873671.969	556857.2458	6873389.268	556931.2589
THS_27	Medium	6880701.31	553370.8629	6880992.292	553341.8402
BPT_20	Medium	6879227.098	553496.2013	6879432.724	553512.4958
THW_13	High	6881756.879	550133.0621		
BPT_7	High	6879406.034	552531.3613		
BPT_8	High	6879578.182	552530.718		
BPT_9	High	6879166.741	552429.7876		
THS_11	High	6880805.208	552799.0315		
THS_12	High	6880885.636	552122.6502		
THS_13	High	6881347.672	551749.3246		
PSV_10	Low	6859104.361	555341.0865	6858922.219	555224.1233
THW_27	Low	6881056.059	549767.9763	6881035.117	549564.5051
MWB_36	Low	6866136.317	538010.4692	6866257.365	538167.5854
MWB_48	Low	6866329.45	539262.2107	6866284.728	539504.3383
THD_76	Low	6883001.99	552999.6736	6883220.446	553036.6484
THD_77	Low	6883021.909	552871.8384	6883239.124	552906.3627
PSV_17	Low	6859310.368	555331.3054	6859115.83	555352.1813
THW_33	Low	6881927.821	551129.3891	6881869.33	550937.8174
MWB_63	Low	6866057.507	537849.7732	6866105.349	537858.5859
KNG_56	Low	6874564.724	555842.2354	6874593.649	555716.9117

Audit_ID	Benefit_Sc	Start_y	Start_x	End_y	End_x
THS_24	Low	6881089.211	553251.4574	6880702.418	553345.2334
PSV_12	Low	6860880.992	555742.6505	6860538.428	555663.2857
PSV_13	Low	6860518.089	555656.871	6860158.929	555571.4268
PSV_16	Low	6860137.544	555568.1769	6859794.36	555436.0004
BGR_33	Low	6864869.29	555995.5037	6865153.515	556148.0474
KNG_60	Low	6876303.761	555285.622	6876376.61	554874.2794
KNG_61	Low	6874377.071	556547.3551	6874046.449	557061.5942
KNG_46	Low	6874139.506	556677.5761	6874397.648	556382.8702
BPT_18	Low	6878128.779	553474.5516	6877687.562	553295.2737
MWB_41	Low	6866492.672	538460.3052	6866126.25	538393.8905
MWB_47	Low	6866484.769	538515.7922	6866107.722	538502.8059
THD_50	Low	6883491.926	553304.2098	6883409.516	553655.6842
THD_79	Low	6882672.012	552959.7571	6882968.506	553100.0949
THD_94	Low	6882260.205	552502.1025	6882629.951	552806.6984
MWB_58	Low	6865784.636	538240.7833	6865841.586	537820.9698
THW_25	Low	6881055.096	549768.0029	6880915.27	549751.7127
BGR_27	Low	6866100.202	555412.0561	6866056.128	555668.6944
MWB_38	Low	6866292.496	538210.4647	6866503.719	538397.8754
THD_44	Low	6884032.55	553748.1759	6884177.445	553667.569
THD_52	Low	6883131.301	553438.5729	6882941.484	553471.6089
BGR_37	Low	6865404.173	556262.3616	6865532.915	556079.9914
BGR_38	Low	6865532.769	556065.1092	6865645.391	555874.6218
THS_28	Low	6879432.724	553512.4958	6880064.603	553437.8285
MWB_52	Low	6865841.586	537820.9698	6865282.856	537184.3995
MWB_1	High	6866043.667	537739.6701		
MWB_20	High	6866045.263	537737.8197		
THD_51	Low	6883385.695	553445.5338	6883164.919	553415.7248
PSV_11	Low	6859563.612	555335.7023	6859310.368	555331.3054
MWB_32	Low	6866013.923	536712.9365	6866032.051	536982.5662
KNG_53	Low	6873883.35	556547.2213	6873678.824	556316.1482
THD_75	Low	6882674.003	552957.5739	6882981.238	553002.6725
KNG_62	Low	6876256.645	555584.7279	6874697.58	556245.5783
KNG_50	Low	6874800.213	555994.9722	6874608.918	555903.9632
KNG_51	Low	6874128.507	556698.8277	6873877.874	556673.5177
THD_99	Low	6881868.239	552045.3426	6882074.553	552221.5215
THS_30	Low	6881925.593	552998.7257	6881343.201	551755.9745
THS_32	Low	6881108.944	553266.9423	6881065.965	553471.3859
THW_24	Low	6881851.745	550968.0261	6881740.042	550170.052
THW_29	Low	6881828.109	550477.6144	6881589.045	549859.4529
KNG_48	Low	6874449.53	556328.0231	6874763.84	556058.8509
BPT_21	Low	6879579.803	552532.9688	6879510.116	552913.937
BPT_19	Low	6879144.046	552452.3595	6878954.767	553179.3824
MWB_53	Low	6865148.393	537083.397	6864991.106	536740.1811
THD_55	Low	6882134.955	551663.8504	6882592.432	551725.1234
THD_56	Low	6882548.048	551690.8932	6883342.671	551968.0687
THD_61	Low	6883004.561	552867.9824	6882633.65	552822.6956
MWB_60	Low	6865439.767	535895.6321	6865620.413	536273.5409
THW_34	Low	6881869.33	550937.8174	6881828.109	550477.6144
BGR_24	Low	6865673.059	555525.2856	6865652.471	555846.5471
THD_43	Low	6884384.817	554128.0864	6884105.153	554142.7907
MWB_64	Low	6865618.579	536274.4847	6865767.794	536354.3662
MWB_34	Low	6866136.179	537406.5262	6866041.705	537724.1514
MWB_35	Low	6866033.695	537779.0317	6866136.947	538001.2576
MWB_33	Low	6866035.223	536992.7721	6866124.87	537542.0996
MWB_29	Low	6866033.695	537779.0317	6866043.667	537739.67



# Appendix G: Priority Treatments Map





**Legend**  
Priority of Audit Item

- High (Green pentagon)
  - Medium (Orange triangle)
  - Low (Red diamond)
- 
- High (Green line)
  - Medium (Orange line)
  - Low (Red line)

Heads South  
SHS 28

Banora Point  
BPT 20

Chinderah

KNG 60 KNG 59



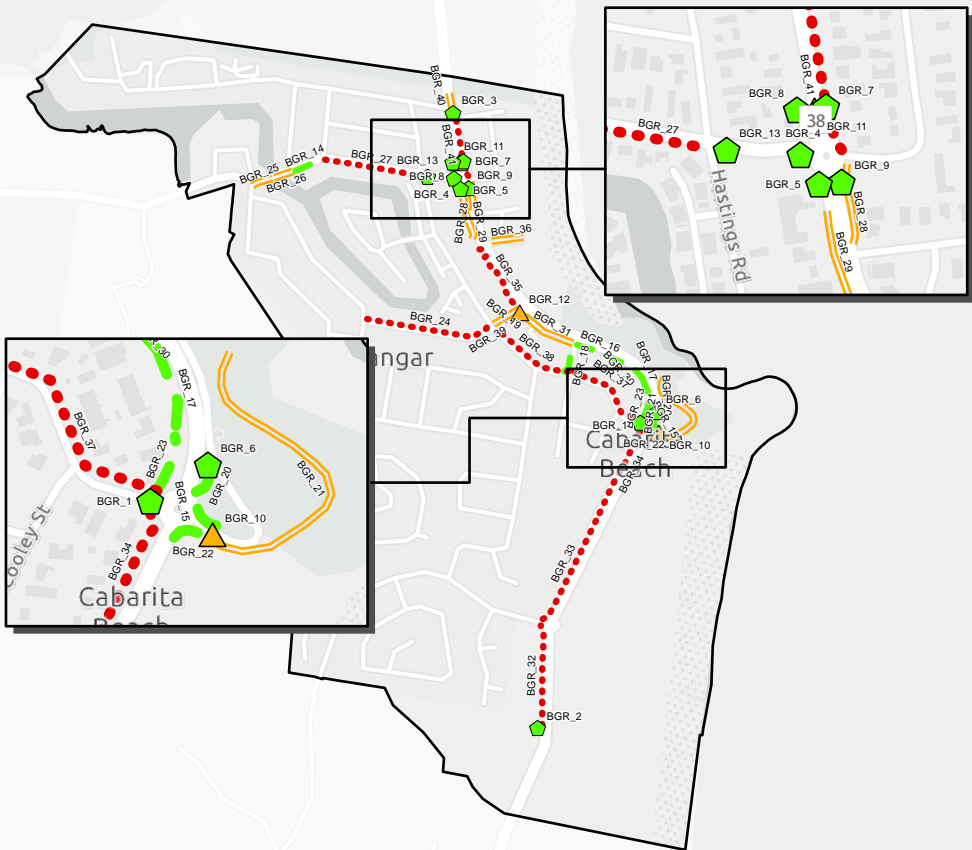
Inset map showing audit items BPT\_4, BPT\_5, BPT\_7, BPT\_8, and BPT\_21. BPT\_4, BPT\_8, and BPT\_21 are connected by a red dotted line. BPT\_5 and BPT\_7 are marked with orange triangles, while BPT\_4, BPT\_8, and BPT\_21 are marked with green pentagons.

Inset map showing a path of audit items BPT\_1 through BPT\_18. BPT\_1, BPT\_2, BPT\_13, BPT\_14, BPT\_15, BPT\_16, and BPT\_17 are connected by a green dotted line. BPT\_1, BPT\_2, BPT\_13, BPT\_14, BPT\_15, BPT\_16, and BPT\_17 are marked with green pentagons. BPT\_18 is marked with a red diamond.

Inset map showing audit items BPT\_4, BPT\_5, BPT\_7, BPT\_8, and BPT\_21. BPT\_4, BPT\_8, and BPT\_21 are connected by a red dotted line. BPT\_5 and BPT\_7 are marked with orange triangles, while BPT\_4, BPT\_8, and BPT\_21 are marked with green pentagons.

Inset map showing audit items BPT\_2, BPT\_10, BPT\_11, BPT\_12, BPT\_13, BPT\_14, BPT\_15, and BPT\_16. BPT\_2, BPT\_10, BPT\_11, BPT\_12, BPT\_13, BPT\_14, BPT\_15, and BPT\_16 are connected by a green dotted line. BPT\_2, BPT\_10, BPT\_11, BPT\_12, BPT\_13, BPT\_14, BPT\_15, and BPT\_16 are marked with green pentagons. BPT\_18 is marked with a red diamond.

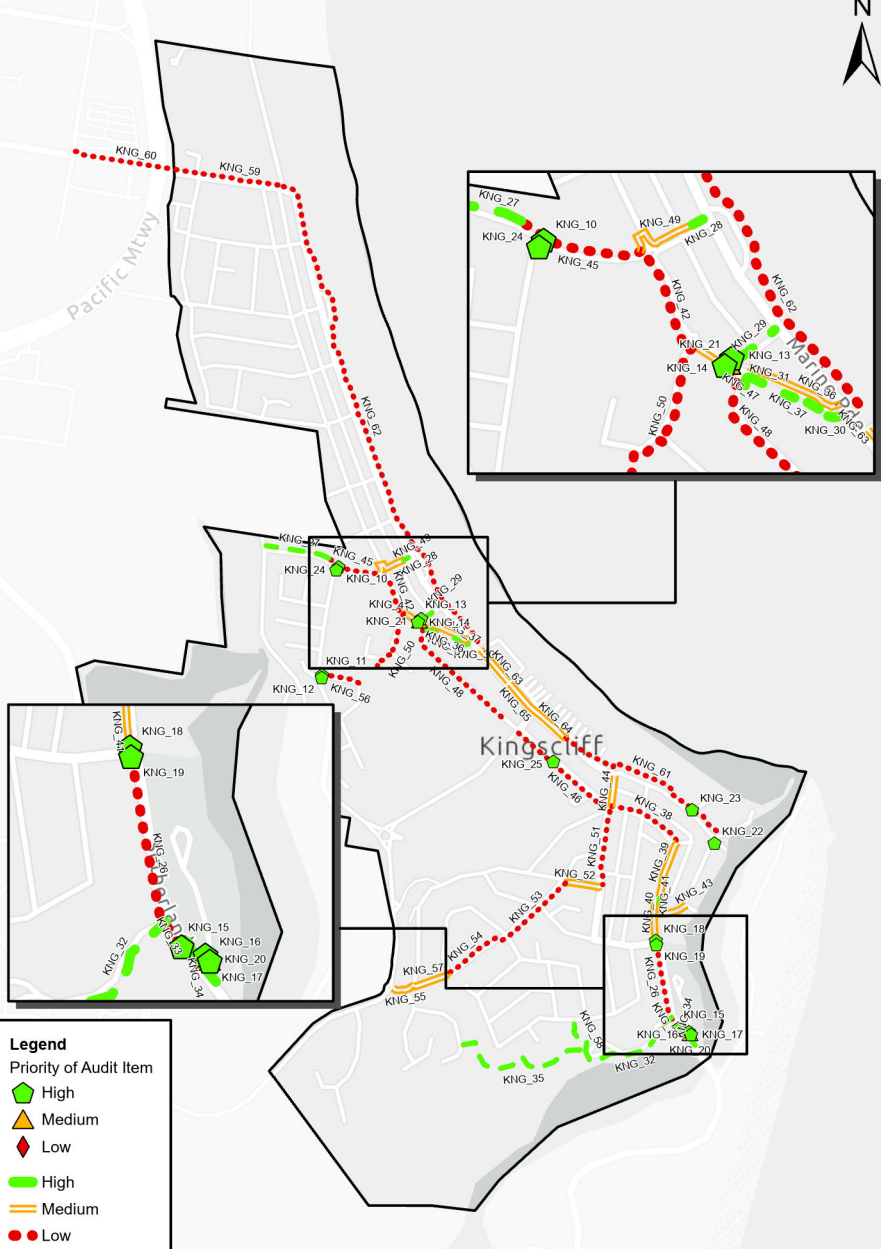


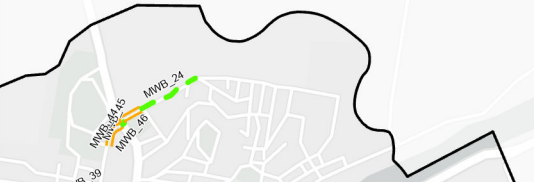
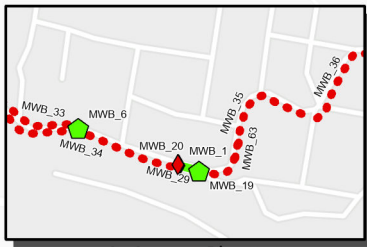


**Legend**  
Priority of Audit Item

- High (Green pentagon)
- Medium (Orange triangle)
- Low (Red diamond)

High (Green line)  
Medium (Orange line)  
Low (Red dotted line)



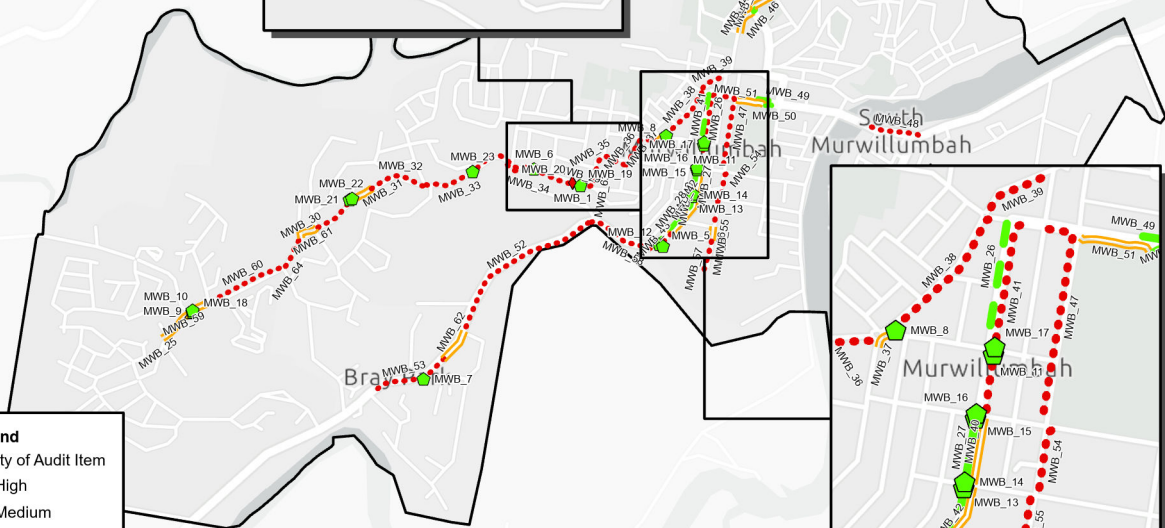


**Legend**  
Priority of Audit Item

-  High
-  Medium
-  Low

Line styles:

-  High
-  Medium
-  Low











Cudgera Creek

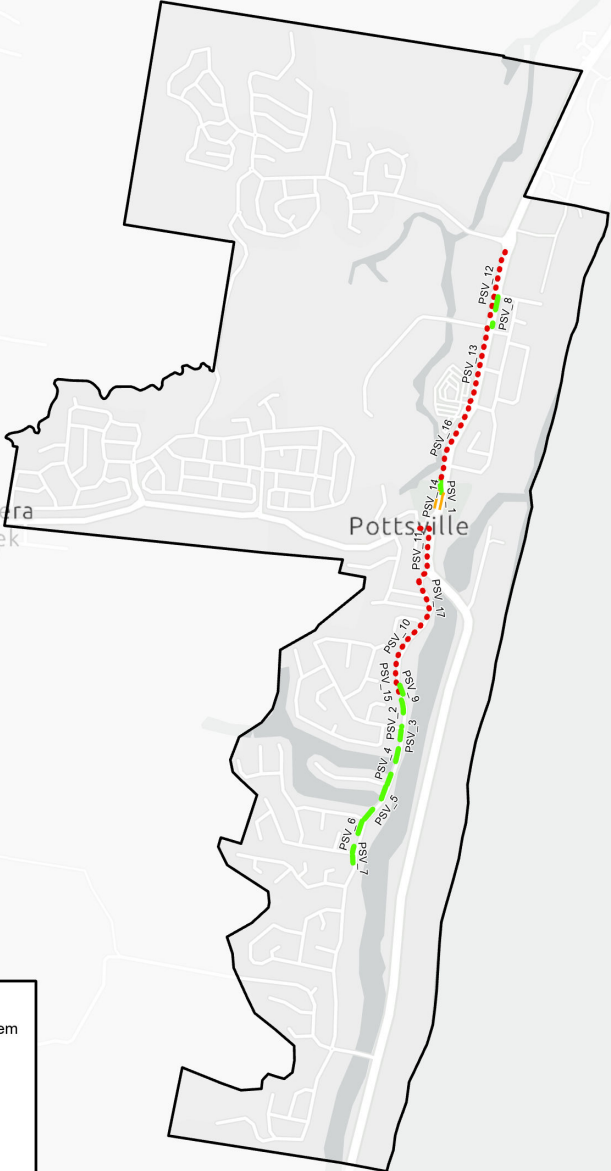
Pottsville

**Legend**  
Priority of Audit Item

-  High
-  Medium
-  Low

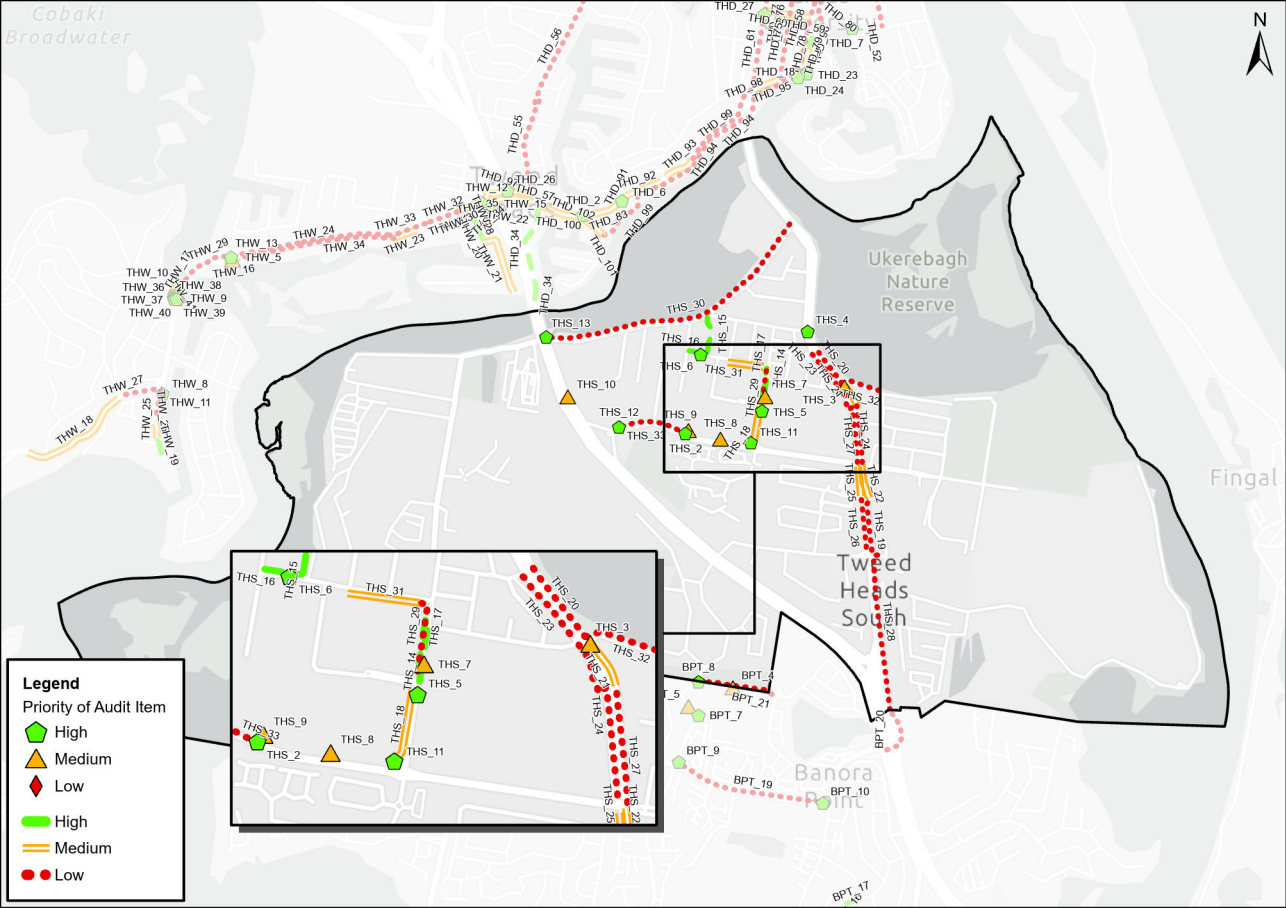
Legend for line styles:

-  High
-  Medium
-  Low





- Legend**
- Priority of Audit Item
- High: Green pentagon
  - Medium: Orange triangle
  - Low: Red diamond
- Audit Item Type
- High: Green line
  - Medium: Orange line
  - Low: Red dotted line



**Legend**

- Priority of Audit Item
- High
  - Medium
  - Low
- High
- Medium
  - Low



*Contact and connect*

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