

BERRIGAN SHIRE COUNCIL

BERRIGAN PEDESTRIAN ACCESS AND MOBILITY PLAN



Des Gunn Landscape Design/Review Berrigan Shire Council

Adopted 16th July, 2014

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1. INTRODUCTION

Pedestrian Access and Mobility Plans were initially prepared for all towns within Berrigan Shire by Des Gunn Landscaping Pty Ltd and adopted by Council in 2006.

This review is based on the original plan and incorporates accomplishments since its adoption in 2006.

The review also incorporates requirements of legislation and other Council adopted documents that have changed during the intervening period.

It has also been expanded to consider issues and infrastructure related to recreational walking/cycling paths and trails that sit outside the scope of the accepted PAMPS format.

1.1 Study Objectives

1.1.2 State Objectives

The Pedestrian Safety Action Plan 2002-2004 sets out the New South Wales (NSW) State Government Policy context for the current study. That policy has the following objectives:

- Encourage safe behaviour by pedestrians, and by motorists and other road users around pedestrians.
- Raise the priority given to pedestrians on the road network.
- Provide appropriate road facilities to improve pedestrian safety especially for the aged, children and people with disabilities.
- Increase the 'pedestrian friendliness' of vehicles on New South Wales roads.
- Improve the planning and implementation of local pedestrian safety initiatives across the community.

1.1.2 Local Objectives

In addition to ensuring that this plan achieves the outcomes required by Roads and Maritime Services *Local Government Pedestrian Facilities Program* namely:

1. Improved community satisfaction with pedestrian facilities.
2. Improved and expanded opportunities to cross roads conveniently and safely.
3. Improved personal mobility for all pedestrians.

This review of the Berrigan Township *Pedestrian Access and Mobility Plan* (PAMP) contributes to the following Berrigan Shire Council strategic planning outcomes and Delivery Program objectives.

Berrigan Pedestrian Access and Mobility Plan

Plan	Outcome	Objective / Action
<i>Berrigan Shire 2023</i>	Sustainable natural and built landscapes.	
<i>Delivery Program 2013 - 2017</i>	Connect and protect our communities.	Coordinate flood levee, Council road network and stormwater asset management and planning
<i>Ageing and Liveability Strategy Action Plan 2013 – 2017</i>	Age friendly pedestrian access in and between open space, public buildings and retail centres.	Extend and upgrade pedestrian access to open space, public buildings and retail centres.

The review and development of this plan will also achieve a number of specific objectives:

- To undertake a strategic review of footpath/shared networks within the township area
- To review the condition of key pedestrian infrastructure, particularly kerb ramps, crossings and key paths.
- To identify improvements required to bring pedestrian/shared facilities to current Roads and Maritime Services standards.
- To develop a Pedestrian Access and Mobility Plan which promotes a safe and ageing friendly network of pedestrian routes linking the major public facilities and attractions.
- To provide pedestrian facilities which cater for the needs of all pedestrians including people with disabilities, children, seniors, commuters, club patrons and recreational walkers.
- To provide shared facilities that cater for recreational walkers, joggers and cyclists to a standard that allows safe operation at the anticipated usage levels.
- To ensure that pedestrian facilities are provided in a consistent manner throughout the Shire based on New South Wales standards of best practice.
- To prioritise pedestrian improvement works by means of a costed and staged works schedule.

1.2 Methodology

The original study was undertaken in the following sequence of steps:

- Define project objectives
- Review existing conditions. Map key attractors and generators of pedestrian traffic. Undertake detailed audit of existing pedestrian facilities, with photographs and preliminary works recommendations.
- Consult with Shire officers on preliminary findings.
- Identify priority routes based on analysis of existing conditions and discussions with Shire officers.
- Map priority routes
- Identify global list of works. Review with Shire officers.
- Develop criteria, prioritise and cost global list of works
- Map proposed works.

The review followed a similar sequence with attractors and generators being updated and a new audit being carried out to record improvements carried out to the path network since the original audit.

As the review was carried out internally it involved staff working groups to help determine priorities for future works and develop the mapping.

The review also involved public consultation in the form of a street stall meeting where members of the public could discuss both the functionality of works completed since the original plan and the proposals and priorities for future works.

This plan does not go past the prioritisation of works to the development of a works program as the works program needs to be considered as part of the overall Council financial plan. The programming of works is done via the asset management process and the development of the Roads, Bridges, Footpaths, Kerb and Guttering Asset Management Plan and the preparation of the Council delivery program.

1.3 How to read this report

Appendix1, Site photographs and comments, underpins all the analysis and recommendations contained in this report. Reviewing this document first will give the reader a feel for the range of issues relevant to pedestrian infrastructure in Berrigan. Together with Plan 1, Existing Conditions, and Section 2 of this report, Appendix 1 provides an overview of existing paths, crossing points, pedestrian desire lines, and settlement pattern as well as an indication of improvements accomplished since the original plan.

Section 3 defines key pedestrian/shared routes through and around the town, and provides a discussion of the basis for assigning priority to those routes.

Section 4 discusses proposed works, including discussion of criteria used for allocating works priority.

1.4 Status of recommendations

Recommendations for capital works to enhance pedestrian/shared facilities in Berrigan are outlined in this report. The actual pace at which the various stages of work identified will be able to be implemented depends upon:

- Availability of funds from council
- Availability of funds from Roads and Maritime Services
- Periodic availability of funds from other sources, including developer and resident contributions, special government programs and the like.
- Complexity of project logistics including any need for special consultation (for example on rail crossing works)

This document provides a basis for sensible allocation of resources when and as available from whatever source. The existence of the document will allow ready submission of application for new funding programs as and when they become available.

In addition, council undertakes maintenance and capital works on footpaths as part of normal annual operation budgets. This document will influence some focussing of that annual expenditure towards the achievement of capital works priorities identified in the report.

2. EXISTING CONDITIONS

2.1 The town

Berrigan, with a population around 922, is located in the north east part of Berrigan Shire, at the junction of the Riverina Highway (SH 20, Chanter Street and Jerilderie Street, in part, through the town); Berrigan-Barooga Road (MR 363, Cobram Street), Berrigan-Oaklands Road (MR356, Greggerys Road), and Berrigan-Jerilderie Road (MR564, Jerilderie Street).

The town is essentially a small service town for the extensive irrigated and other agricultural pursuits of the southern Riverina hinterland. Berrigan comprises wide streets, large lots, plentiful open space, and generally low traffic volumes. It does not host large seasonal holiday populations, though peaks in requirements for labour may cause town numbers to grow occasionally.

2.2 Settlement and subdivision pattern, road network

Development has followed the Riverina Highway, and the rail alignment, through the town. (See Plan 1).

The two main axes of street orientation, exemplified by Chanter Street and Jerilderie Street respectively, match approach and departure alignments of the rail line. The angle is essentially formed as the rail line travels south east from Jerilderie, and then west to Finley.

Further development is likely south of the current township area, east of Cobram Street.

More recent development includes the expansion of retirement housing between Cobram Street and Davis Street to cater for the increasing aged population within the township.

2.3 Attractors and generators

Berrigan has a relatively compact core, though with an irregular layout, surrounded by active and passive sporting and recreational facilities. (See Plan 1) These facilities include a recreation reserve, a pool and caravan park, skate park, Apex Park, and Bowls and Tennis Clubs, as well as golf, cycling and walking opportunities.

A cluster of shops and public facilities, including bank, shire offices and library are located along Chanter Street between Drummond and Jerilderie Streets.

The historic silos are one of a number of such structures erected by John Monash as a young engineer. (No. 2 Railway Station)

2.4 Existing paths and associated facilities

Appendix 1, Site Photographs and comments, provides a photographic inventory of pedestrian facilities and issues as at 2005 and comparison photographs of the sites where works have been completed since that date. New issues identified have also been included. This also provides recommendations for future actions. Recommendations requiring significant capital works are detailed here.

Other recommendations, which relate to maintenance items for Council's attention (e.g attention to excessive bumps at invert of kerb ramps) will be directly taken up by council as a part of normal operations.

Plan 1 shows existing paths and crossing facilities. Analysis of existing pedestrian facilities has two main elements, one being the condition of existing assets, the other being the adequacy of those assets as a path network.

Condition of existing assets: Existing paths, kerb ramps and crossings

Condition of existing paths varies, from relatively recent high quality work to some older sections of concrete paths in need of attention. Many of the identified substandard kerb ramps in 2005 have since been rectified as indicated in Appendix 1 although there are still some that require attention.

Sufficient opportunities are provided to allow safe crossing of the main roads. There is a suggestion that the pavement colour at the informal Chanter Street crossing gives pedestrians a false impression of priority. There is some merit in that criticism, and the pavement colour should be returned to one more closely matching the road service when maintenance warrants an upgrade. The concept of a threshold is a good one, to physically alert drivers to possible danger, for example a bluestone or exposed aggregate rumble strip each side of the pedestrian path across the carriageway.

Very few paths have recommended markings for the visually impaired and it would be beneficial to provide these markings in the high traffic areas such as the shopping strip.

Gravelled/Sealed paths in Jerilderie Street would benefit from minor improvement works, including more consistent detailing where the path crosses car park and service road access ways; better definition and detailing of crossing points of intersecting roads.

Gravelled paths through the Tank Paddock and the Police Paddock require work to make them safe and functional.

Adequacy of the path network

No comments were received requesting a change to overall service levels for footpaths.

Observations were made by some property owners that they would like the footpath network extended to their side of the street. In all cases other than those highlighted in the following report when it was explained that New South Wales legislation required that property owners pay a contribution toward the installation of a path these ratepayers subsequently expressed their satisfaction with current service levels.

Comment was also received in relation to weed management – in particular the control of Bindi and the difficulty this caused for property owners that had rear access lanes, open drains, and or no formed footpaths / guttering. Comments suggested that intermittent attempts by property owners controlling or not controlling this issue would not 'fix' the problem whereas formed paths, kerbs and gutters would assure cyclists, pedestrians, mobile scooter riders and mother's with prams Bindi free access. A number of comments were made about punctures caused by Bindi weed and the cost incurred by cyclists and mobility scooter users.

Duplicate footpath Davis Street – Feedback suggested that this was needed because the camber of the road makes it difficult to cross from the footpath side of Davis Street for pedestrians that use scooters or other mobility aids who need to be on the other side of the road. Likewise if pedestrian chooses to not use footpath but use the road. Camber results in the pedestrian needing to walk or used scooter toward the middle of the road. Comment from mobile scooter user was that they had been warned by police for being on the road.

The existing path network (see Plan 1) generally reflects well the distribution of main attractions around the town.

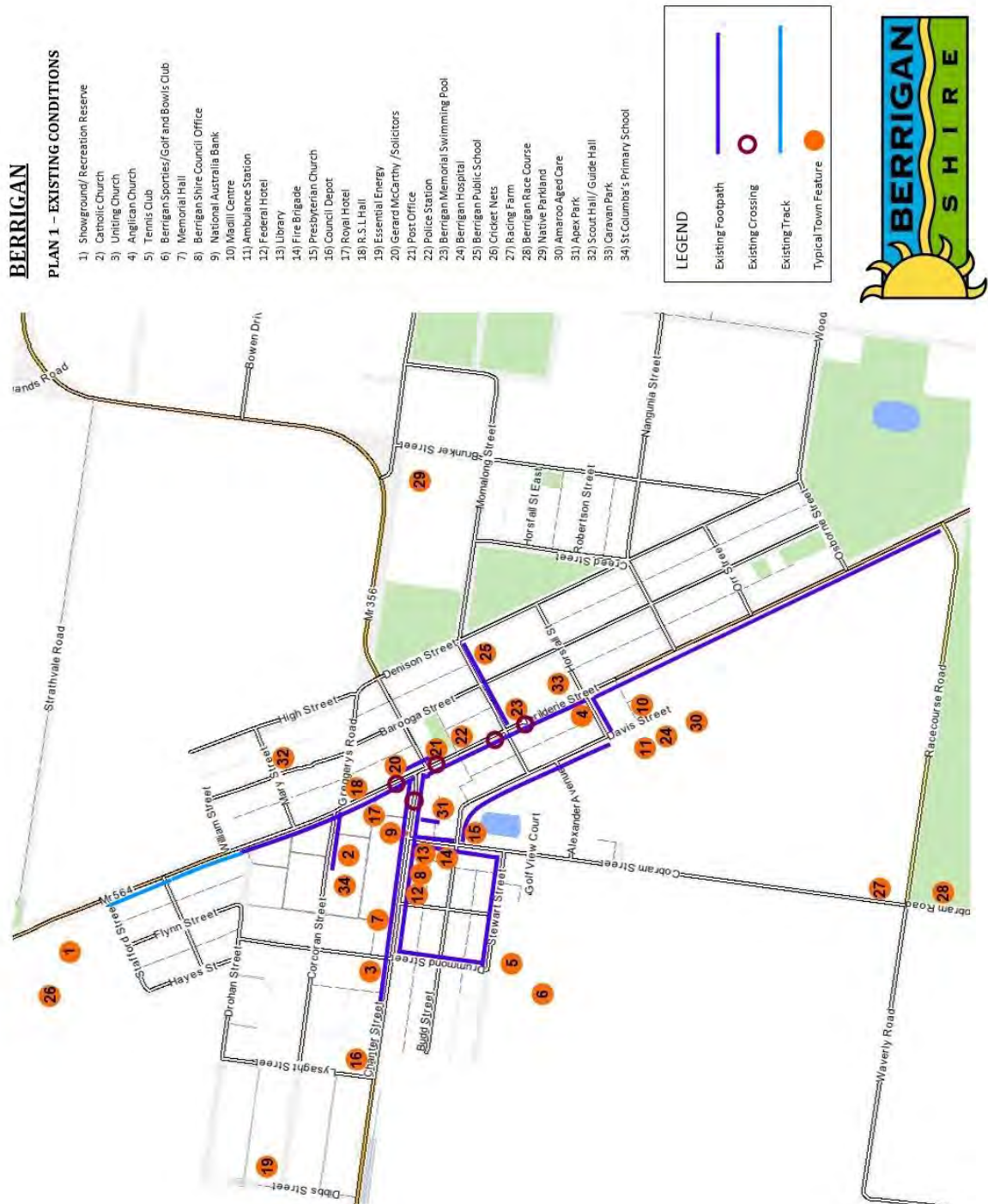
Plan 1 shows additional paths that have been identified by community request to complement existing paths to form a more integrated network, further develop the network around key traffic areas or provide additional recreational walks/rides., including:

- the need for a path on the east side of Jerilderie Street between Carter Street (the Post Office) to Momalong Street
- connection of the path in Corcoran Street to Drummond Street and along Drummond Street to Chanter Street.
- extension of the gravel walking/cycling track from the Tank Paddock to connect the old recreation reserve and cemetery.

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- extension of the sealed path along Jerilderie Street to connect the recreation reserve.

Plan of Existing Conditions



3. PRIORITY ROUTES

3.1 Discussion of key routes

Key route may be defined as those which:

- link the majority of attractors and generators of pedestrian traffic, or a significant individual feature, such as a school
- carry significant pedestrian and vehicle traffic
- play an important linking role in relation to subordinate streets in the subdivision or settlement pattern.

Plan 2 shows streets deemed to be key routes based on the above criteria, and assigned a priority level as described below.

3.2 Priority level of key routes.

Plan 2 also shows a priority (numbered 1 to 3) for the key routes identified therein. Priority levels are assigned according to the degree to which the route in question satisfies the criteria, as follows:

Priority Level 1	Satisfies all criteria
Priority Level 2	Satisfies at least one criteria strongly.
Priority Level 3	Non – key routes, to be re-evaluated when other routes complete.

Priority levels and routes may be summarised as follows:

Priority Level 1

Chanter Street - Drummond Street to Jerilderie Street. The commercial and public heart of the town.

Jerilderie Street - Greggerys Road to Horsfall Street. Links schools, swimming pool, Hospital, Post Office. Other main axis of town development.

Cobram Street - Chanter Street to Stewart Street. Third main spine of development

Drummond Street - Chanter Street to Stewart Street. Connects town with Bowls and Tennis Clubs.

Davis Street - Status high in part due to importance to elderly people with Hospital and Aged Care facilities at the southern end of Davis Street set to expand.

Priority Level 2

Jerilderie Street - From Greggerys Road to Recreation Reserve. Links town with Reserve.

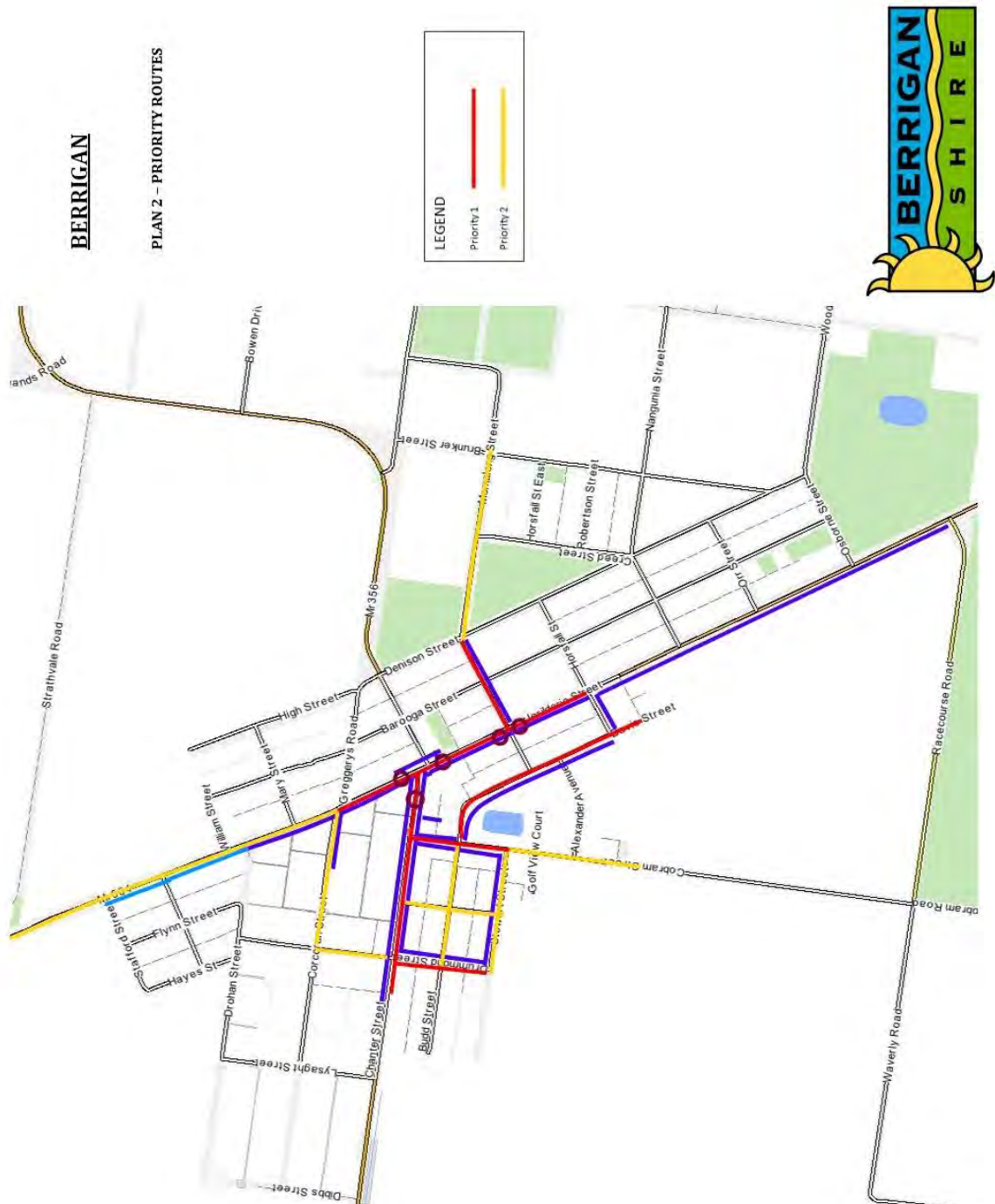
Momalong Street - East of Denison Street. Links school and town with active and passive recreation opportunities.

Corcoran and Drummond Streets - (part as shown Plan 2). Links Church and school with town, completes circuit.

Mitchell and Budd Streets - (part, as shown). Completes compact town core.

Cobram Street - South of Stewart Street.

Plan of Priority Routes



4. PROPOSED CAPITAL WORKS

Site investigations, and subsequent analysis and discussion with Shire Officers, has resulted in the nomination of 27 individual projects, some of which are integral with each other (See Appendix 2). These projects were then ranked as outlined below.

4.1 Criteria for prioritising works

The identification of key routes, and allocating a priority level to those routes, is one component of a broader process for identifying works priorities. A number of criteria for establishing works priorities have been developed. A numeric score or range of scores is associated with each criterion. The sum of those scores constitutes a priority score. It is assumed that any immediate safety hazards identified are communicated directly to the Shire and dealt with as part of normal operations. The works nominated are therefore generally capital improvements intended to be implemented over a period of years.

The criteria and associated scores are set out below:

a. Works creating better connections between key generators and attractors of pedestrian traffic along key routes and improvement of facilities located close to pedestrian generators and attractors, where higher pedestrian and vehicle traffic volumes warrant close attention to safety and access issues. Closing of gaps in existing path routes linking attractors and generators has particular emphasis.

Score: 1. Bonus if closes gap to create circuit: .5

b. Route priority level.

Works on Priority 1 Routes. **Score: 2**

Works on Priority 2 Routes. **Score: 1**

Works on Priority 3 Routes. **Score: 0**

c. Improvements to safety of crossing points on key routes.

Score: 1.

d. Improvements able to deliver multiple benefits (for example to cyclists and pedestrians). Some potential improvements, in particular new off road paths, offer opportunities to cater for shared use with cyclists under appropriate conditions.

Score: 1.

e. Visual inspection of patterns of use as evidence of demand

Score: 1.

f. Improvements delivering benefits to seniors and juniors, the major users of pedestrian facilities.

Score: 1.

The draft scores were discussed with Shire officers to ensure that application of the criteria took account of any particular local knowledge which might cast additional light on the priority which might sensibly be attached to a works proposal.

4.2 Ranking the priority of proposed works

Application of the criteria and scoring system outlined above generated a range of priority scores from 2.5 to 5.5 and provided sufficient discrimination to allow projects to be ranked in the following sequence:

Score 5.5	Priority Rank 1
Score 3.5	Priority Rank 2
Score 2.5	Priority Rank 3

Priority rankings for Berrigan are shown below:

Score 5.5 Priority Rank 1

- the need for a path on the east side of Jerilderie Street between Carter Street (the Post Office) to Momalong Street

Score 3.5 Priority Rank 2

- connection of the path in Corcoran Street to Drummond Street and along Drummond Street to Chanter Street.
- extension of the sealed path along Jerilderie Street to connect the recreation reserve.

Score 2.5 Priority Rank 3

- extension of the gravel walking/cycling track from the Tank Paddock to connect the old recreation reserve and cemetery.

4.3 Costing and Staging of Works

Appendix 3 lists the nominated projects in priority order, along with an indicative cost estimate and funding source. As noted earlier, these priorities and costings form the basis for further internal council deliberations across the Shire's four

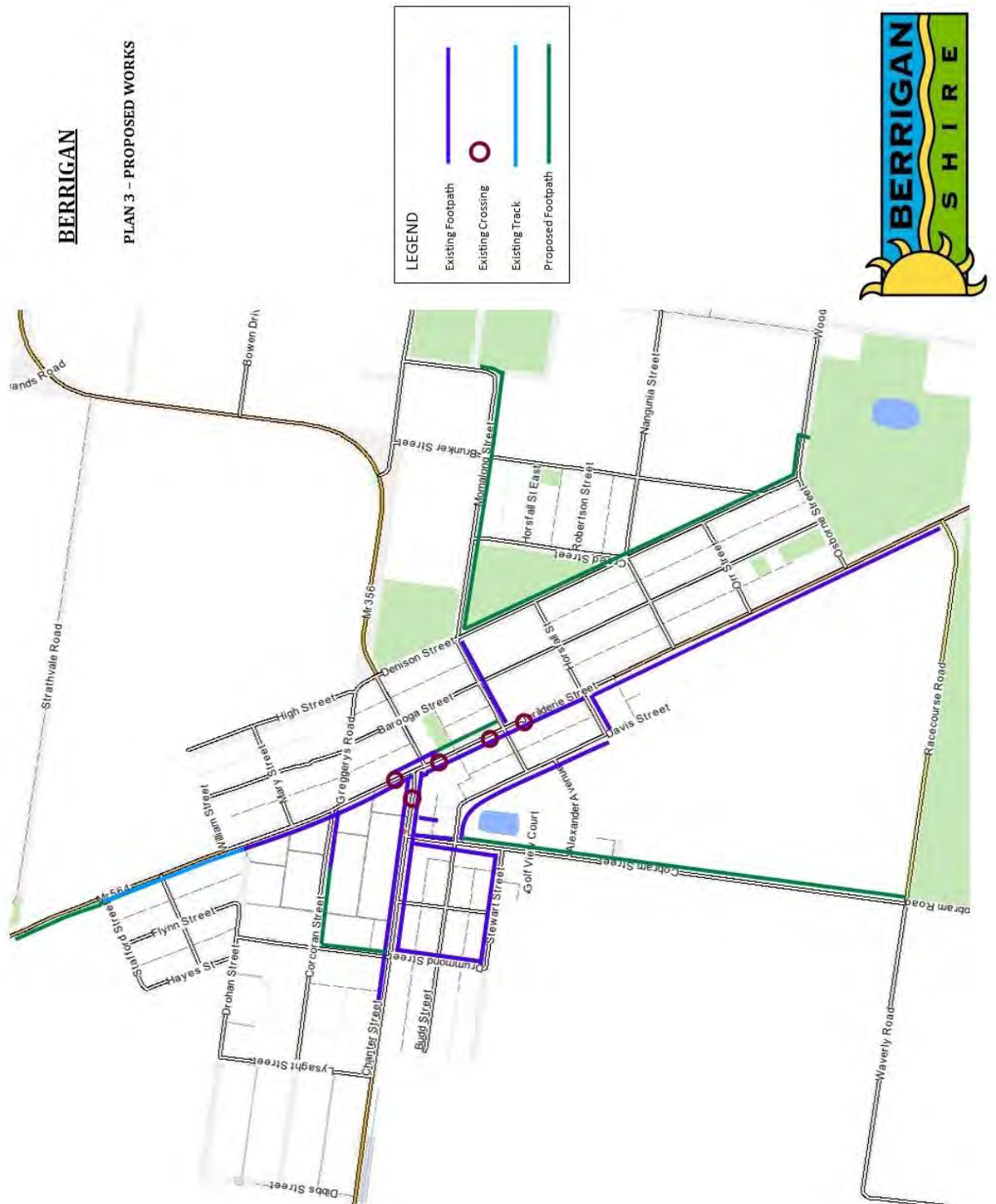
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towns. One outcome of these deliberations is a separate submission to Roads and Maritime Services containing a Shire wide funding and Staging proposition.

This Shire wide staged works proposal accommodates political, logistical, technical, financial and other practical considerations in a program soundly based on Council's financial and operational capacity.

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Plan of Proposed Works



APPENDICES

Appendix 1 Site photographs and comments

Appendix 2 Global list of recommended works

Appendix 3 Priority works and costs

Appendix 4 Standard kerb ramp detail

Appendix 5 Kerb extension detail

Appendix 6 Pedestrian refuge island detail

APPENDIX 1 SITE AUDIT PHOTOGRAPHS

Work ID	Photo ID
Be1	5
Be2	16
Be3	17
Be4	18
Be5	19
Be6	54,55
Be7	28
Be8	29
Be9	31
Be10	39
Be11	40
Be12	41
Be13	43, 44
Be14	46
Be15	32
Be16	45
Be17	49
Be18	51
Be19	No photo
Be20	No photo

Work
ID

Routes

Photo
ID

Key Inspection issues

Momalong St, Jerilderies St (part), Memorial
place, Davis St



1

Path commences at school.

No ramp at school entry, Momalong St



Ramp in place



2

No ramp at second school entry.



3

Baroga St east side at Momalong St.
Ramp does not line up with path. Lip
at channel is excessive.

Work
ID Routes

Photo
ID Key Inspection issues

4

Barooga St west side at Momalong St.
Lip at channel is excessive.



5

No ramp at path to pool.



Be1



Ramp installed

6

Blister crossing on Jerilderie St at
Momalong St.



Work
ID

Routes

Photo
ID

Key Inspection issues



The ramp at Jerilderie St east side is steeper than the recommended 1:8 ramp grade.

8



Path on west side of Jerilderie between Momalong St and Memorial Place. Alignment changes and rough concrete at driveway, No 129.






Retification has been taken

9



Kerb Ramp at Jerilderie St and Memorial place north corner. Lip at channel excessive.

Work ID	Routes	Photo ID	Key Inspection issues
			Kerb Ramp at Jerilderie St and Memorial place south corner.
		11	Ramp access for disabled parking bay at Health Centre, Memorial Place.
		12	Kerb ramp in Davis St east side near Memorial Place.

Work
ID Routes

Photo
ID Key Inspection issues



The side slope on this path down the west side of Davis St is excessive. Note also power poles in centre line of path.



14

Back of kerb path line results in unusual kerb Ramps at Davis St and Momalong St. They seem to work well enough however.

Work ID	Routes	Photo ID	Key Inspection issues
		15	<p>Change of path offset from Kerb, Davis St. Paths immediately back of kerb should be generally avoided where alternatives are available, for safety and amenity reasons.</p>
Be2	  <p>Cobram St east side heading north from Davis St., Chanter St (part), Jerilderie St (part)</p>	16	<p>This crossing point in Davis St from Apex Park is not prominent. The kerb ramp and the adjacent path are not connected. The kerb ramp</p>
Be3		17	<p>Kerb Ramp seriously out of specification, south east corner, Cobram and Davis Sts.</p>
			 <p>New path throughout park including pram ramp to standard</p>
			 <p>New ramp installed</p>

Work
ID Routes

Photo
ID Key Inspection issues

Be4



18

This whole corner at Cobram and Davis Sts needs a makeover, including pavement and kerb ramps.



New ramp to kerb

Be5



19

Kerb ramp needed, north west corner of Cobram and Budd Sts to link across to Apex Park.



New ramps



20

Consider paving this gap.

Work ID	Routes	Photo ID	Key Inspection issues
		21	
			Kerb ramp at Cobram and Chanter Sts, east side.
		22	
			Kerb ramp at Cobram and Chanter Sts, west side.
		23	
			This ramp doesn't appear to be going anywhere on the other side. Discontinue crossing this location.



Work ID Routes

Photo ID Key Inspection issues



24

Above crossing viewed from other side.



25

Path link from Chanter St to parking and Apex Park.



26

Informal pedestrian crossing on Chanter St. Seems to work OK, but use of different road pavement may send mixed signals about vehicle/pedestrian priority.



Signage installed

Work ID	Routes	Photo ID	Key Inspection issues		
Be7		27	Path conditions deteriorate adjacent to the garage in Jerilderie St		Garage removed, path old, but okay
		28	Path along Jerilderie St (west side, south of Chanter St) disappears at laneway. Note also trip hazard at Telstra Pit Cover.		Path installed. Telstra pit on left a hazard No evidence of pit on right. New fencing.
Be8		29	Blister crossing on Jerilderie St just north of Momalong St. No kerb ramps or path links. Review need for this crossing as there is one immediately south of Momalong St on Jerilderie St	 	Installed

Work
ID

Routes

Photo
ID

Key Inspection issues



Kerb Ramp at Jerilderie and Momalong Sts, north west corner. Note lip.

Where kerb and path are not aligned, a wider ramp apron would be useful, allowing the path a wider profile adjacent to the ramp.

Be9



31

Looking north along the east side of Jerilderie St from Momalong St. A path link is needed from here to the existing Post Office path.

Short path at Jerilderie and Carter Sts

Be15



32

Ramp in Carter St to Belmont Buildings. Very steep section adjacent to channel. Path overgrown.



Re-worked - refer to foothpath inspections MAY 2013

Work
ID

Routes

Photo
ID

Key Inspection issues



33

Pedestrian refuges in Carter St adjacent to Post Office are too narrow - min, 2.0 metres width preferred.






34

Kerb ramp to Post Office, Carter St



35

Crossing of Jerilderie St at Post Office. Nothing seems to quite line up. Are signs needed?

Work ID	Routes	Photo ID	Key Inspection issues
		36	This path outside the Post Office should continue to Mamalong St.
		37	Evidence of worn tracks looking east along the north side of Carter St - is a path warranted?
		38	<p>Looking north, from Belmont Buildings.</p> <p>Outside path line should continue straight through to Portico concrete. (Jerilderie St near Chanter St)</p>

Work
ID Routes

Be10



Photo
ID Key Inspection issues

39

Path ends adjacent to RSL. Should continue at least to masonry wall visible in photo.

Be11



40

Consider upgrade of crossing at RSL.
Provide raised refuge island both sides of walkway. Consider hand rails.



Line marking

Work
ID Routes

Photo
ID Key Inspection issues

Be12



41

Existing sealed path, west side of Jerilderie St. This path continues from north of the rail line. Use of reflector posts on the outside of the path would help to distinguish the path from the adjacent and similarly coloured vehicle carriageway.



42

Junction of Asphalt and concrete paths, Jerilderie St near rail crossing. Maintenance upgrade recommended.

Work ID	Routes	Photo ID	Key Inspection issues	
Be13		43	Ramp at Jerilderie and Corcoran Sts. Ramp and path out of alignment.	
Be13	 Corcoran St, Jerilderie St (part) Chanter St (part)	44	Ramp at Jerilderie and Corcoran Sts Path not matched to kerb.	
Be16		45	Path begins outside St Columba's School, south side of Corcoran St - no obvious reason why?	

Work ID Routes

Photo ID Key Inspection issues

Be14



46

Jerilderie St east side looking south.
Reflector posts either side of Hotel
driveway would be useful.



47

Telstra Pit Cover near Hotel is a trip
hazard.



Partially rectified

Work
ID

Routes

Photo
ID

Key Inspection issues

48

Informal crossing at Federal Hotel in
Chanter St.



Be17

43

Both ramps at Chanter and Drummond
Sts have steep transitions and should
be replaced in due course.



Both ramps replaced

50

The path on Chanter St stops past
Drummond St - and the traffic
continues.



Work
ID

Routes

Photo
ID

Key Inspection issues

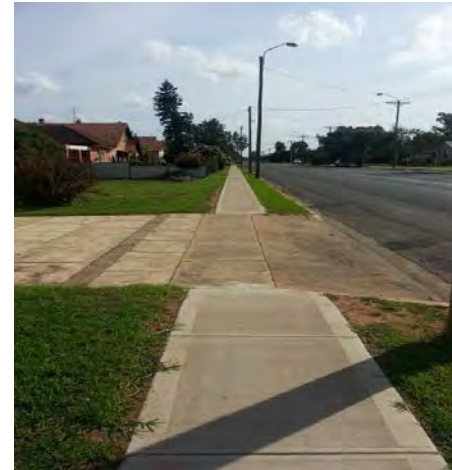
Be18



Mitchell St (part), Chanter St (part), Cobram St (prt)

51

Evidence of wear on the south side of Chanter St, where a path may also be justified.



Path continued on South side to Drummond Street

52

Pedestrian use is evident from the end of the existing short path in Mitchell St



Path constructed in Drummond Street to provide connection to Sports Club

Work ID	Routes	Photo ID	Key Inspection issues	
		53	<p>This ramp treatment at Chanter and Mitchell Sts would benefit from reworking to the same width and line as the approaching path.</p>	Replaced, no change to alignments
Be6		54	<p>Ramps at Cobram and Budd Sts are steep, narrow, broken in places and require reworking. See also photo below.</p>	Ramps replaced
Be6		55	<p>See photo above. Need new ramp across to Davis St also.</p>	Ramps replaced



Work
ID

Routes

Photo
ID

Key Inspection issues



56

Ramp at Cobram and Stewart Sts,
north west corner.



Ramps replaced



57

Ramp at Cobram and Stewart Sts,
south west corner.

Excessive lip, broken concrete around
ramp. Maintenance upgrade required.



Ramps replaced

ADDITIONAL ISSUES 2014

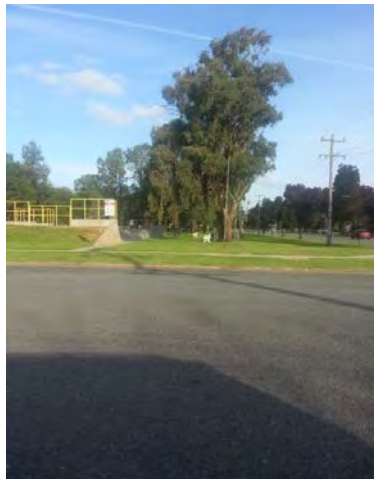


Sealed path should be continued to access to
sports ground

ADDITIONAL ISSUES 2014



Tree near bus stop drops large gum nuts (slip hazard) should be removed



Ramp connection required at this point when path extended from Post Office

ADDITIONAL ISSUES 2014



This area is approximately 100m's from the entry to McNaught's towards the town centre, it is mainly a few weeds together with fallen bark and twigs

Risk Rating LOW



This Photo shows a badly broken drainage pipe beside the entry to McNaught's. It has sharp edges and no markers
A works request has also been forwarded to the overseer's for immediate attention

Risk Rating HIGH



Outside Rural I.D.13915

This area is basically sound, however as displayed, is in need of weed control

Risk Rating LOW



This area is approximately 50m's from Racecourse Rd.
As displayed, the tree has become somewhat of an obstruction and doesn't leave much space between itself and the fence.

Risk Rating MEDIUM

ADDITIONAL ISSUES 2014



This is at the path entry from Racecourse Rd.
The guide posts should be in line with each end of the culvert pipe to detail the actual width

Risk Rating

MEDIUM



This is roughly 30m's from the path entry at Racecourse Rd.
Again the hazard is the close proximity of the plants to the path

Risk Rating

MEDIUM



This area is known as the Tank Paddock where there are a number of hazards.
This displays what is probably the worst of several muddied area's throughout the length of the pathway

Risk Rating

LOW



This photo shows the area between the two ponds.
This problem has been forwarded to the overseer's for immediate attention

Risk Rating

HIGH

ADDITIONAL ISSUES 2014



This culvert is approximately 40m's from the ponds and needs to be made identifiable with the use of guide posts

Risk Rating

MEDIUM



Approximately 90m's from the ponds.
Needs to be made identifiable with the use of guide posts

Risk Rating

MEDIUM



This bridge is roughly midway along the track and has trip hazards at both ends.
The bolts on the bridge floor are also hazardous

Risk Rating

MEDIUM TO HIGH



This area is known as the Police Paddock and is in poor condition throughout.
This photo was taken adjacent the depot of West Corugan where the path is very overgrown

Risk Rating

HIGH

ADDITIONAL ISSUES 2014



This section is next to the pond and the bush shown is an obstruction

Risk Rating

MEDIUM



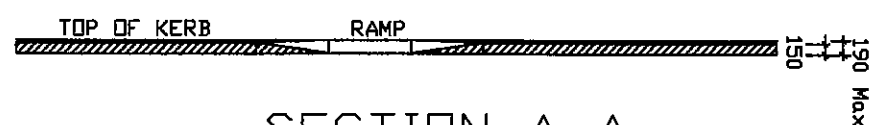
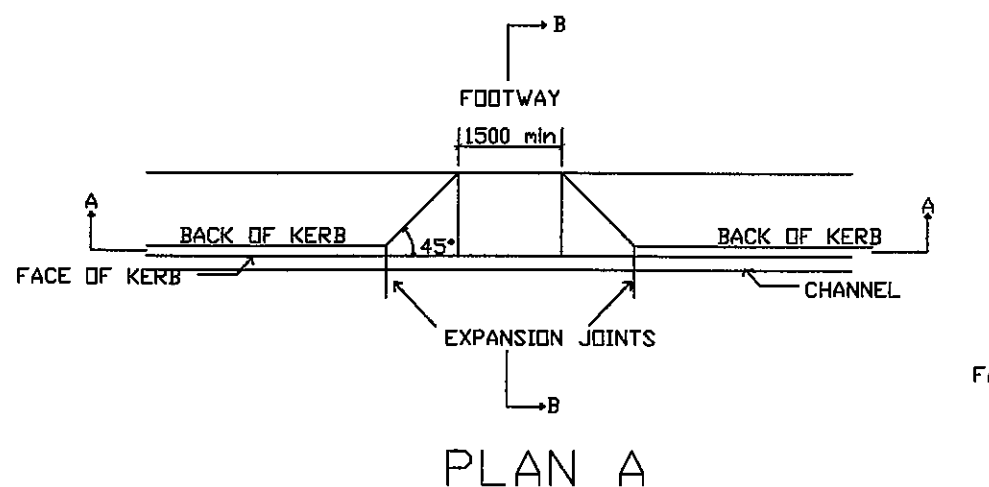
Risk Rating

MEDIUM

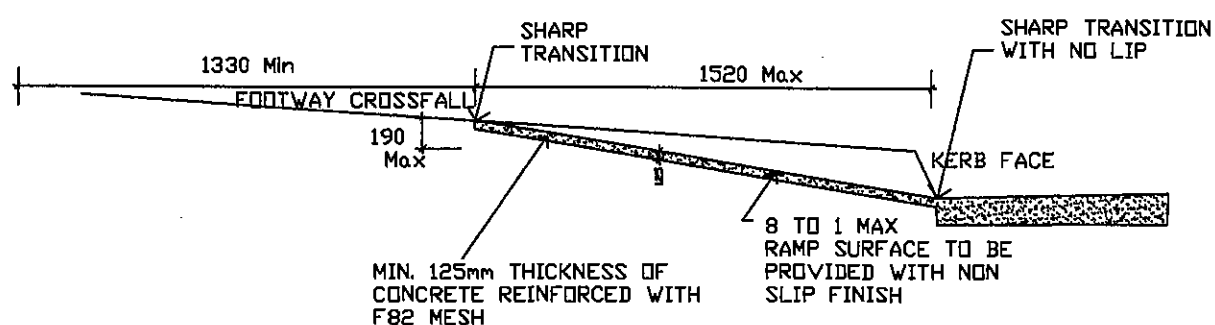
The pond area itself.
The concern here is the lack of signage.
There are 3 entries to the Police Paddock but only 1 sign at the corner of MR356 (Oaklands Road) and Denison Street

Project ID	Priority Score	Town	Street	Reference	Side	No. of Ramps	Description	Action
Be1	4	Berrigan	Momalong St	Skate Park	S	1	No ramp at path connection .	Install kerb ramp.
Be2	4	Berrigan	Momalong St	School	S	1	No ramp at second school entry	Install kerb ramp.
Be3	4	Berrigan	Jerilderie St	No. 129	W	0	Path rough and out of alignment	Replace path
Be4	4	Berrigan	Jerilderie St	Skate Park	E	1	Existing ramp too steep	Install new kerb ramp.
Be5	5.5	Berrigan	Jerilderie St	Momalong St	E	2	Need path, Momalong St to P.O	New path, 2 new K. ramps
Be6	5	Berrigan	Jerilderie St	Rail Crossing	W	0	Path abuts carriageway	Define path - reflector posts.
Be7	5	Berrigan	Jerilderie St	Recreation Reserve	W	2	Extend sealed path to Rec Res entry	New Path
Be8	4	Berrigan	Jerilderie St	Bus Stop	E	0	Tree dropping dangerous gum nuts	Remove tree
Be9	3.5	Berrigan	Corcoran St	School	S	2	Need path links to Drummond Street	New path, 2 new K. ramps
Be10	3.5	Berrigan	Drummond St	Corcoran to Chanter	E	1	Path link from Corcoran	New path, 1 new kerb ramp
Be11	2.5	Berrigan	Dennison/Mom along Streets	Walking Track			Extend gravel walking track from Tank paddock to cemetery	New track
Be 12	2.5	Berrigan	Cobram Street	Walking Track			Gravel walking track to Racecourse	New track
Be 13	4	Berrigan		Tank Paddock			Safety improvements	Maintenance, markings etc.

Project ID	Score	Town	Street	Reference	Side	Class'n	Ramp	Description	Action	On/off Road	RTA \$	Council \$
Be1	4	Berrigan	Momalong St	Skate Park	S	Local	1	No ramp at path connection .	Install kerb ramp.	On	800	800
Be2	4	Berrigan	Momalong St	School	S	Local	1	No ramp at second school entry	Install kerb ramp.	On	800	800
Be3	4	Berrigan	Jerilderie St	No. 129	W	Local	0	Path rough and out of alignment	Replace path	Off		2500
Be4	4	Berrigan	Jerilderie St	Skate Park	E	Local	1	Existing ramp too steep	Install new kerb ramp.	On	800	800
Be5	5.5	Berrigan	Jerilderie St	Momalong St	E	Local	2	Need path, Momalong St to P.O	New path, 2 new K. ramps	On	1600	16000
Be6	5	Berrigan	Jerilderie St	Rail Crossing	W	Local	0	Path abuts carriageway	Define path - reflector posts.	Off		500
Be7	5	Berrigan	Jerilderie St	Recreation Reserve	W	Local	0	Extend sealed path to Rec Res entry	New Path	On		6000
Be8	4	Berrigan	Jerilderie St	Bus Stop	E	Local	0	Tree dropping dangerous gum nuts	Remove tree	Off		1500
Be9	3.5	Berrigan	Corcoran St	School	S	Local	2	Need path links to Drummond Street	New path, 2 new K. ramps	On	1600	18000
Be10	3.5	Berrigan	Drummond St	Corcoran to Chanter	E	State	1	Path link from Corcoran	New path, 1 new kerb ramp	On	800	15000
Be11	2.5	Berrigan	Dennison/Momalong Streets	Walking Track		Local		Extend gravel walking track from Tank paddock to cemetery	New track	On		35000
Be 12	2.5	Berrigan	Cobram Street	Walking Track		Local		Gravel walking track to Racecourse	New track	On		17000
Be 13	4	Berrigan		Tank Paddock				Safety improvements	Maintenance, markings etc.	Off		8000



SECTION A-A



PLAN B

MARKED FOOT CROSSING

(Shared Pedestrian/Bicycle Crossing)

NOTES

1. All dimensions are in millimetres.
2. All kerb ramps are to be aligned with the desired direction of pedestrian travel, and be a minimum of 1200 wide.
3. At pedestrian crossings and marked foot crossings ramps must line up with crossing and corresponding crossing on other side of road.
4. (i) For marked foot crossing (shared pedestrian/bicycle crossing) sloping face of ramp should be as wide as the inside of the paint lines with a push button on it at a practical width no less than 1200.
(ii) At marked foot crossings (pedestrian only crossing) the sloping face of the ramp should be as wide as the inside of the paint lines. Where this is not possible, locate ramp as close to post with a push button on it, at a practical width no less than 1200.
5. Expansion joints to be provided where ends of kerb ramp abuts kerb and gutter.

Refer RTA TDT 2002/08

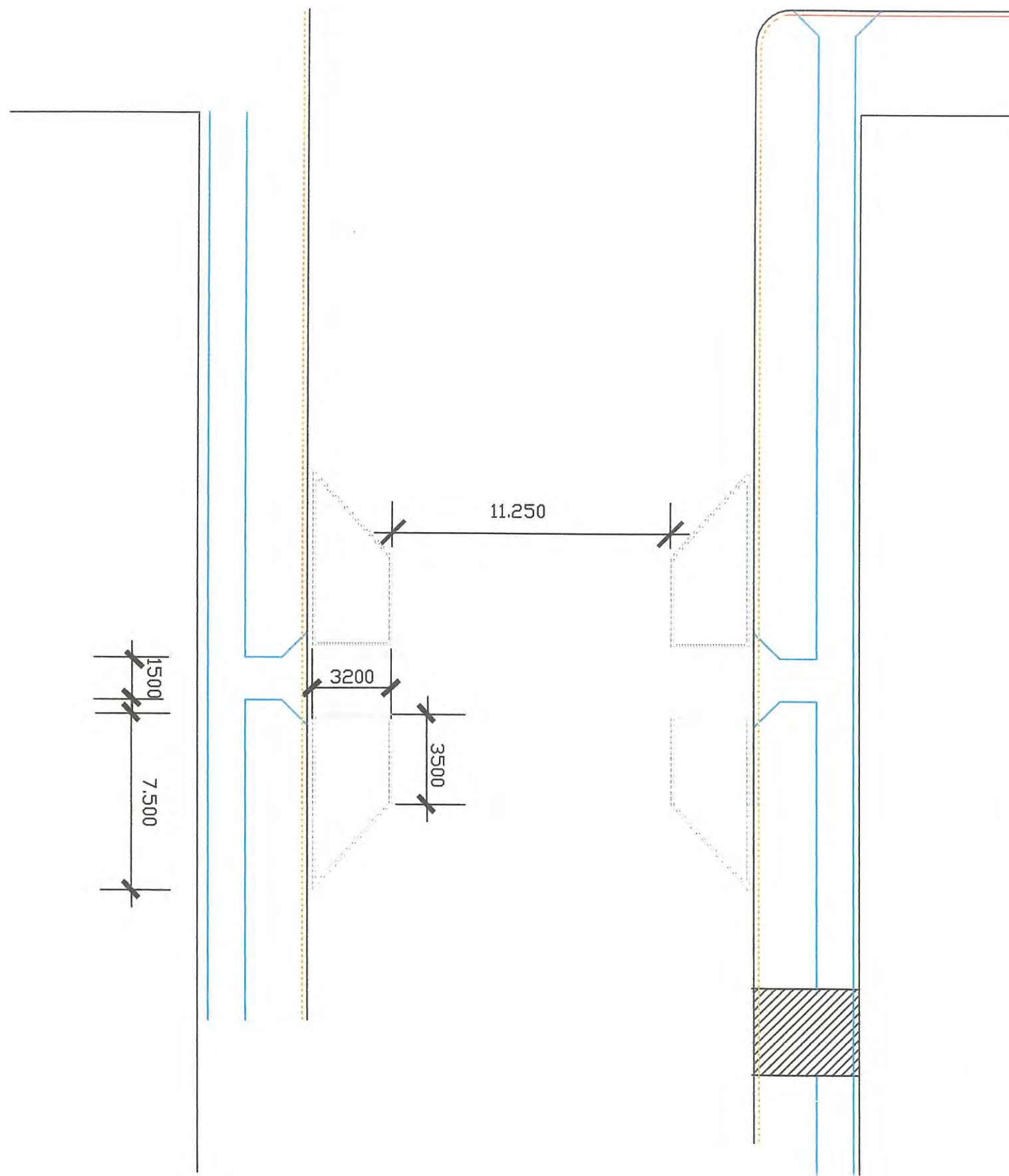
BAROOGA

Berrigan Shire P.A.M.P
Study

APPENDIX 4
STANDARD KERB
RAMP DETAIL

For Berrigan Shire Council
February, 2006

Des Gunn Landscape Design



BAROOGA

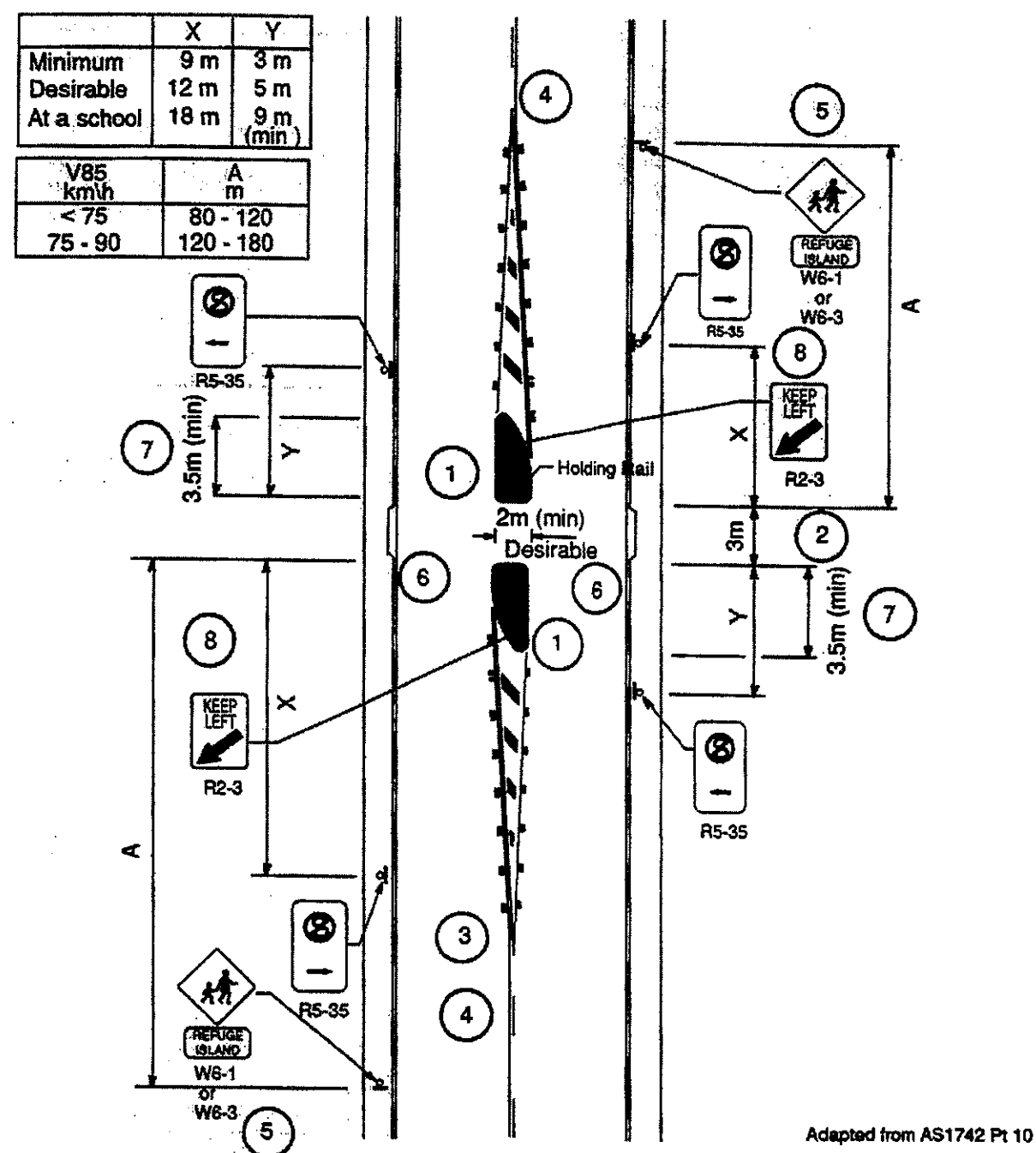
Berrigan Shire P.A.M.P
Study

APPENDIX 5 KERB EXTENSION DETAIL

For Berrigan Shire Council

February, 2006

Des Gunn Landscape Design



Adapted from AS1742 Pt 10

NOTES:

1. Island kerbs may be painted white.
2. If the refuge is used in conjunction with a marked crossing, the spacing between the islands should be increased accordingly.
3. Length of painted median should be increased or other delineation devices considered if visibility to the island is reduced by vertical or horizontal alignment. Unidirectional raised retroreflective pavement markers are provided at 5.0m spacings.
4. Painted median is preceded by barrier line extending for 30m minimum.
5. Where refuges are used on arterial or high speed roads, pedestrians or children warning signs W6-1 or W6-3 (minimum size B), as appropriate, are erected together with supplementary plate REFUGE ISLAND (W8-25) in advance of the refuge.
6. Perambulator ramps should be constructed if practicable.
7. When used at intersections, the length of the innermost island may be reduced to accommodate turning traffic. A suggested minimum length is 1.25m.
8. A suitable hazard marker from the D4 Series (See AS1742.2) may be used under the Keep Left (R2-3) Sign. Mounting heights need to be selected so as to avoid obscuring visibility of child pedestrians.
9. Street lighting in accordance with AS 1158.1 should be provided.
10. Pedestrian assist handrails may be provided the island is at least 2m wide. If provided they shall be frangible.

Figure 3.6 Pedestrian Refuge

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StudyAPPENDIX 6
PEDESTRIAN REFUGE
ISLAND DETAILFor Berrigan Shire Council
February, 2006

Des Gunn Landscape Design