BERRIGAN SHIRE COUNCIL

FINLEY PEDESTRIAN ACCESS AND MOBILITY PLAN

Des Gunn Landscape Design/ Berrigan Shire Council

Adopted 16th July, 2014

Contents

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

Plan	Outcome	Objective / Action
Berrigan Shire 2023	Sustainable natural and built landscapes.	
Delivery Program 2013 - 2017	Connect and protect our communities.	Coordinate flood levee, Council road network and stormwater asset management and planning.
Ageing and Liveability Strategy Action Plan 2013 – 2017	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 Finley. 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 Finley 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

Finley is a medium-sized small town located on the Newell Highway, 21 Km from the Victorian border and 673 km south west of Sydney via the Hume, Sturt and Newell Highways, and 107 m above sea level. It is a Riverina town of 1921 people that acts as a service centre for the Berriquin Irrigation Area that surrounds it.

The commercial centre of the town has developed along Murray Street (Newell Highway). The town has open spaces at both northern (Finley Lake) and southern (Mary Lawson Wayside Stop) approaches.

Finley High School is the only High School in the region with almost 540(?) students. Primary schools and a Tertiary facility are also found in the town, as well as a Hospital.

Finley also hosts a regional sale yard facility.

2.2 Settlement and subdivision pattern, road network

Flat topography, wide road reserves, low traffic volumes (except on the Newell Highway), and proximity of the major features, make Finley an accessible town for pedestrians.

Finley has a generally orderly grid pattern of sub-division based on the orientation of the Newell Highway through the town (See Plan 1). This major inland route carries a high volume of interstate traffic, including heavy transport vehicles. The Riverina Highway is the town's other main arterial road, linking with Deniliquin to the west and Berrigan to the east.

Most residential development has thus far occurred to the west of the main road and rail reserve, although additional subdivisions are currently being developed east of the rail reserve.

2.3 Attractors and generators

Plan 1 shows the distribution of the main attractors and generators of residential traffic. Many of these features are clustered within the core grid bounded by Murray, Tuppal, Tocumwal, and Headford Streets.

Murray, Denison, Wollamai, Warmatta, Tocumwal Sts and Dawe Ave, are key access streets for pedestrian traffic to and from these features.

2.4 Existing paths and associated facilities

Appendix 1, Site Photographs and comments, provides a photographic inventory of existing pedestrian facilities and issues, together with preliminary recommendations about possible future actions. Recommendations requiring significant capital works are detailed here. Other recommendations which relate to maintenance items for Council's attention 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

Most existing paths in Finley are in quite good order. There are occasional examples where minor repairs are needed, and some problems with settlement of uncompacted fill under the Finley Lake path. But probably the major issue with existing paths is the presence of annoying small gaps at street corners, where ramp and path may be provided in one direction but not the other, and where construction of short path sections and additional kerb ramps can immediately improve the network for relatively little expense.

Crossing facilities of one kind or another occur in Murray Street, Denison Street, Coree Street and Warmatta Street. Most would benefit from some further development as detailed variously below.

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.

Comments were received relating to the pedestrian crossing in Murray Street, specifically about falls on the eastern side of the crossing. The suggestion was that the crossing is too close to the intersection and that traffic turning left and right from Warmatta Street does not see pedestrians or that pedestrians (older that is) become anxious on the crossing when they see cars turning

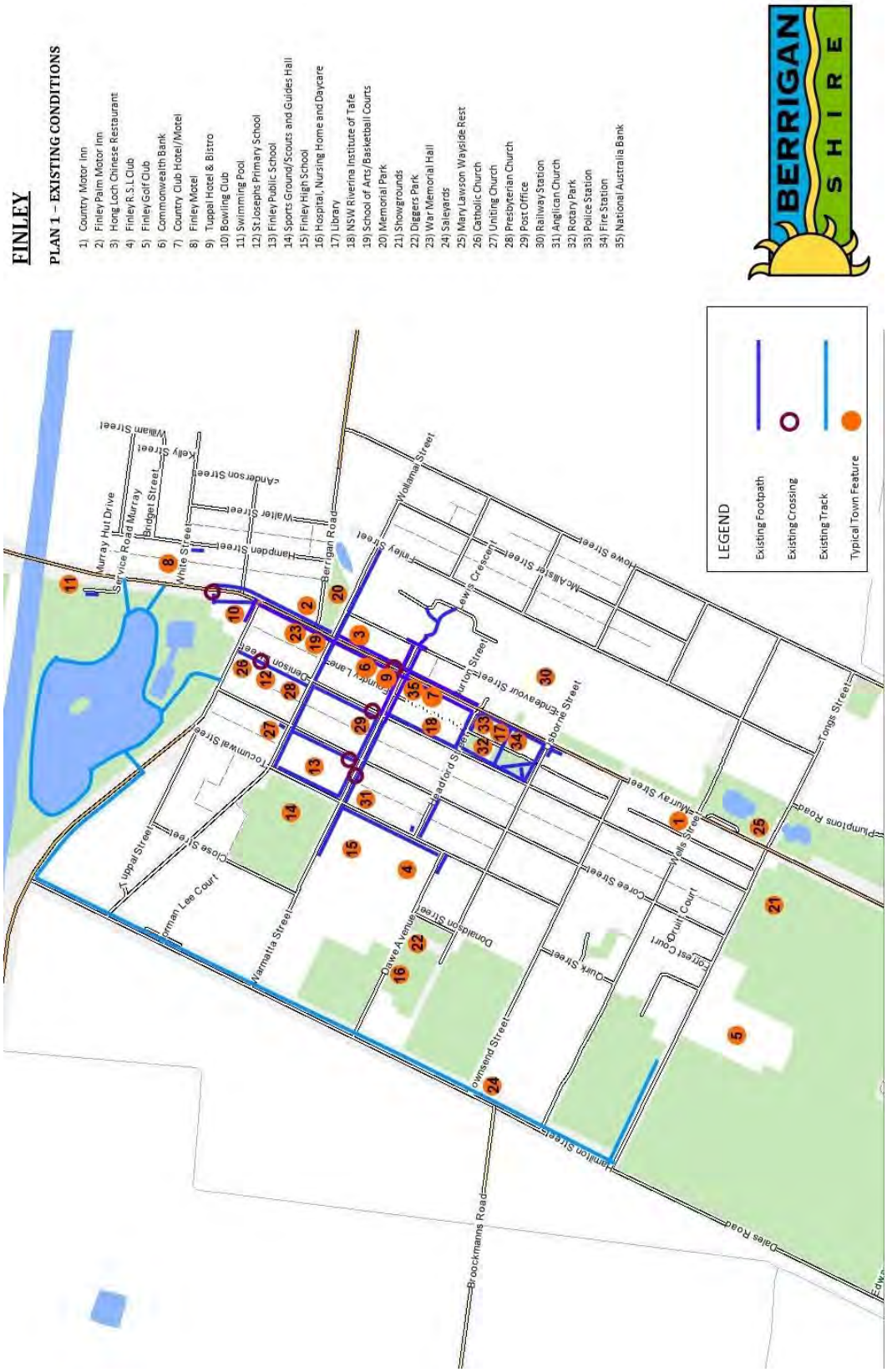
Other comments were that any relocation of the crossing would increase risk to younger users of the crossing as it is the most direct route to local schools for parents and students that live on the eastern side of the town.

Comment received that installation of solar powered flashing LED / pedestrian sign may assist

Existing paths are shown on Plan 1.
Plan 1 allows additional paths and crossings to be identified which might complement existing paths to form a more integrated network, or further develop the network around key traffic areas., including:

- New path east side of Murray Street, Headford to Osborne
- New path west side of Murray Street, Osborne to Tongs
- New path west side of Corree Street, Headford to Tongs
- Extend gravel track from cemetery to Murray Street

Plan Existing Conditions



3. PRIORITY ROUTES

3.1 Discussion of key routes

Key routes 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

Murray Street, from the swimming pool (No.12, Plan 1) to Osborne Street. The main commercial core of the town**.**
Denison Street Tuppal Street to Headford Street, gives access to various Churches, a school, and Post Office.
Wollamai and Headford Streets between Murray and Tocumwal Streets and **Warmatta Street** between Murray and Close Streets. Access to schools, churches, recreational facilities, RSL and Hospital.
Tocumwal Street between Wollamai Street and Dawe Avenue. Access to schools, Hospital, RSL.
Dawe Avenue. Access to Pre-school, park, Hospital.
Finley Park Path This path link, though not existing, has a priority level 1 status as the main pedestrian link between east and west of the railway line and Murray Street.

Priority Level 2

Murray Street	South of Osborne Street. Main road. Link to wayside stop.
Murray Street	North of Finley Lake crossing. Services residential area east of Newell Highway.
Tuppal Street	Tocumwal Street to Murray Street. Completes circuit of main grid where most attractions occur. Links schools to Finley Lake.
Coree Street	Tuppal Street to Headford Street. Completes circuit.
Denison Street	Headford Street to Osborne Street. Develop paths in park.
Tocumwal Street	Wollamai Street to Tuppal Street. Link to Lake.

Plan Priority Routes

4. PROPOSED CAPITAL WORKS

Site investigations, and subsequent analysis and discussion with Shire Officers, has resulted in the nomination of 5 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.**

4.2 Ranking the priority of proposed works

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. These discussions resulted in an extension of Level 1 priority routes in Murray Street, north end, and Warmatta Street, west end. No change in project priorities emerged from the discussions.

Application of the criteria and scoring system outlined above generated a range of priority scores from 3 to 4.5 and provided sufficient discrimination to allow projects to be ranked in the following sequence:

Score 4.5 Priority Rank 1
Score 4 Priority Rank 2
Score 3.5 Priority Rank 3
Score 3 Priority Rank 4

Finley projects achieving high rankings are listed below: (See also Plan 3)

Score 4.5 Priority Rank 1

- New path west side of Murray Street, Osborne St to Tongs St to provide path connectivity for southern residential areas

Score 4 Priority Rank 2

- Traffic lights for pedestrian crossing on Murray Street
- New path east side of Murray Street, Headford to Osborne to provide path connectivity to commercial area

Score 3.5 Priority Rank 3

- New path west side of Coree Street, Headford to Tongs to provide path connectivity for southern residential areas

Score 5.5 Priority Rank 3

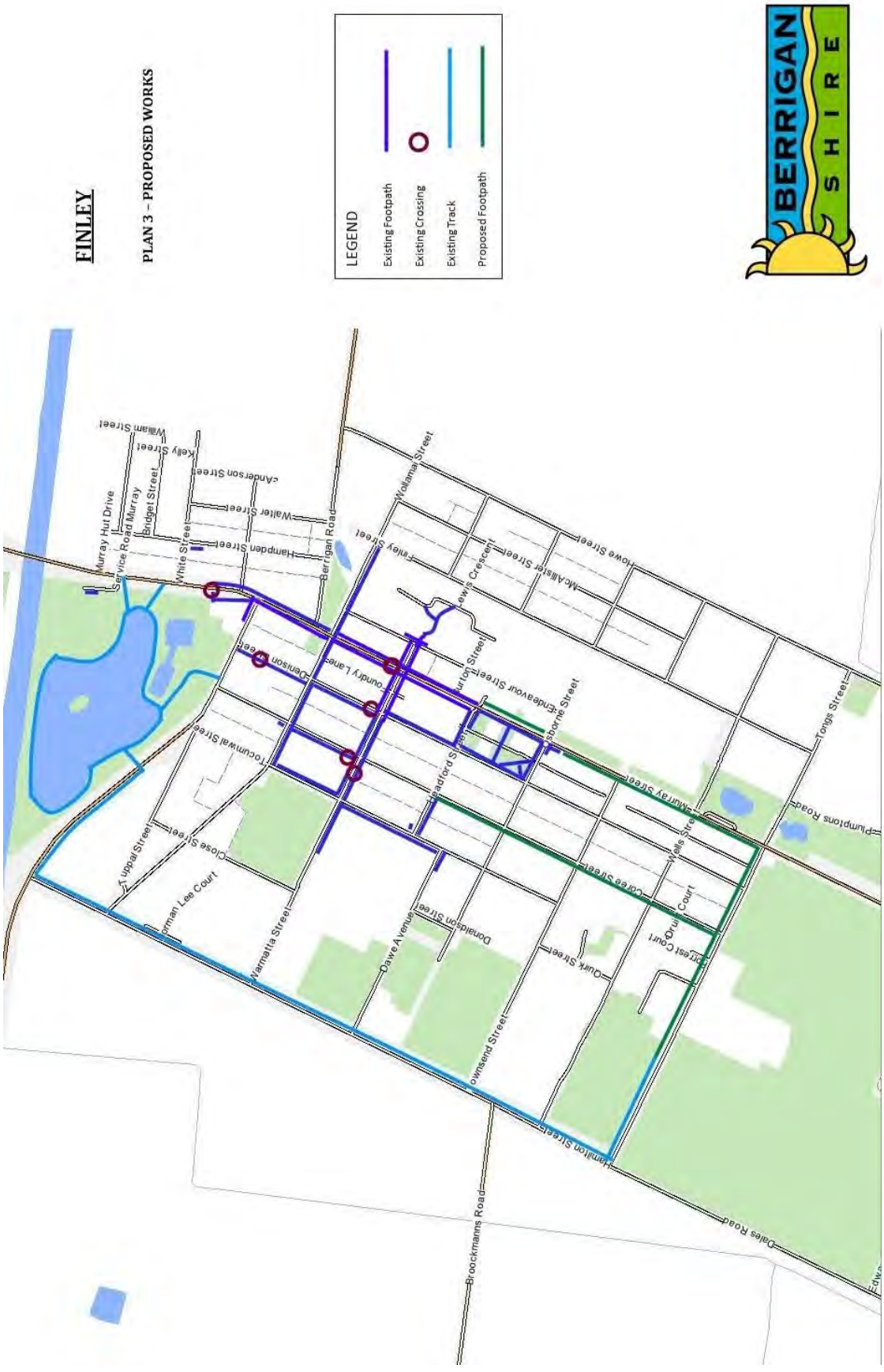
- Extend gravel track from cemetery to Murray Street to complete circuit.

4.3 Costing of Priority 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 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.

Plan 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
F1	1
F2	2
F3	6
F4	9
F5	10
F6	11
F7	13
F8	14
F9	15
F10	18,37
F11	36
F12	25
F13	26
F14	28
F15	34
F16	67
F17	67
F18	70
F19	69
F20	88
F21	76
F22	85, 86
F23	43
F24	81, 84
F25	82
F26	46
F27	48, 49
F28	52, 55
F29	53, 54
F30	56
F31	57
F32	65
F33	59
F34	60
F35	62
F36	63
F37	64
F38	66
F39	87
F40	No Photo
F41	97, 98
F42	96
F43	95
F44	95
F45	102

Work ID	Routes	Photo ID	Key Inspection issues
	Murray St from Wollamai St heading north.		
F1		1	Ramp at Murray and Wollamai Sts, north east corner. The path should be returned around the corner a car length and a ramp constructed to specification.
F2		2	Path does not extend to kerb at Berrigan Road.
		3	Pit cover needs raising or adjacent levels lowering to remove trip hazard.

Path extended

Work ID	Routes	Photo ID	Key Inspection issues
		4	Ramp at Murray St and Berrigan Rd, north east corner. Ramps not right on large radius corners are preferred.
		5	Some shade over this path would be welcome.

Work ID	Routes	Photo ID	Key Inspection issues
F3		6	Path crossing vehicle access to Palm Court Motel. Use of even one reflector post each side of such major crossings would enhance pedestrian safety.
		7	Minor rectification works required to this section of path between Berrigan Road and Atkinson St, east side of Murray St
		8	Ramp where path ends at Atkinson St

Work ID	Routes	Photo ID	Key Inspection issues		
F4		9	Extension of the path through this area from Atkinson St to the crossing would improve access to the Finley Lake Trail.		Path extended to crossing
F5		10	Recommend path east side of Murray St be extended to this crossing point. Upgrade crossing point. Grab rails both sides of each refuge would enhance feelings of safety on this major road. Also need path link west side of crossing.		Grab rails installed
F6		11	Above crossing viewed from west side of Murray St. Need to construct path links and full kerb ramps.		Path installed

Work ID	Routes	Photo ID	Key Inspection issues		
		12	Looking south, west side of Murray St. Lake path disappears into Bowling Club Car Park. No signs or reflector posts.		Path installed
F7		13	A proper path is warranted through the Bowls Club Car Park. Note existing ramp is steep with excessive lip.		Path installed
F8		14	Opposite ramp to above at Murray and Tuppal Sts. Ramp out of specification - replace.		

Work ID	Routes	Photo ID	Key Inspection issues		
	Murray st heading south from Tuppal Street.				
F9		15	Better crossing facilities are warranted at the Riverina Highway.(Tuppal St)		
		16	Ramp at Wollamai and Murray Sts, north west corner. Maintenance repairs needed.		
		17	Muuray and Wollamai Sts, south west corner. Transition from vehicle to pedestrian area unclear. Some additional line marking would address this issue.		Revamped

Work ID	Routes	Photo ID	Key Inspection issues		
F10		18	This crossing at Woolamai and Murray Sts is looking due for an upgrade.		Revamped
		19	Small changes of level such as this at the Real Estate office in Murray St are a potential hazard. Streetscaped		
		20	Some damage to paving in Murray St from tree roots is evident. Streetscaped		
		21			

Work ID	Routes	Photo ID	Key Inspection issues		
			A trip hazard is created where paving levels have dropped at back of kerb. Streetscaped		
		22	Slightly different detailing would give a safer edge by returning the band of lighter paving right across the path.		Reported 05/2013 foothpath inspections Worse now
		23	Setback and shaded seating area a nice touch.		

Work ID	Routes	Photo ID	Key Inspection issues		
		24	Ramp at Murray and Headford Sts, north west corner. Transition area is too short and steep.		
F12		25	Ramp at Murray St and Headford St, south west corner, out of specification. Replace.		New ramp
F13		26	Path through Rotary Pak near Osborne St -note no ramp at kerb, path broken.		New ramp

Work ID	Routes	Photo ID	Key Inspection issues		
	 **East side of Jerilderie St from Osborne St heading north.**	27	Osborne and Murray Sts north west corner, where path effectively ends. Lip at hannel invert is excessive		
F14		28	Evidence of pedestrian wear at entrance to Band Hall. A path on the east side of Murray St between Osborne St and Headford St would balance the main St network.		Still required
		29	Headford and Murray Sts, north east corner.		

Work ID	Routes	Photo ID	Key Inspection issues		
		30	Burton and Murray Sts, south east corner.		
		31	Burton and Murray Sts, north east corner.		
		32	Detail view, Warmatta and Murray Sts, sotuh east corner. This somewhat messy arrangement will be rectified with reconstruction of Warmatta St closure.		Ashpalt path

Work ID	Routes	Photo ID	Key Inspection issues		
		33	Ramp at Warmatta and Murray Sts, north east corner.		
F15		34	This path on the north side of Warmatta St, east of Murray St, should be reconstructed as part of street works.		New ashpalt path
		35	Existing pedestrian crossing I Murray St near Warmatta St. Review need for grab rails, larger pedestrian refuge mid street.		

Work ID	Routes	Photo ID	Key Inspection issues		
F11		36	This ramp at Wollamai St looks potentially unsafe with damaged pit adjacent. Rectification works might include a grab rail.		Revamped and grab rails installed
F10		37	South east corner of Wollamai and Murray Stys, looking west. This existing crossover requires an upgrade.		
Wollamai St, south side, heading east from Murray St		38			
			Wollamai and Endeavour Streets.		

Work ID	Routes	Photo ID	Key Inspection issues
		39	The path is seriously compromised at vehicle crossings.
		40	Edge of path exposed where path crosses rail line - fill to match path surface levels.

Work ID	Routes	Photo ID	Key Inspection issues
	 **Wollamai St, north side heading west from Finley St**	41	Ramp at Finley and Wollamai Sts, where path ends.
		42	Bridge on Wollamai still being used!
			Bridge removed

Work ID	Routes	Photo ID	Key Inspection issues		
F23	 **Dennison St from Tuppal Street heading south.**	43	In the longer term, a path on the north side of Wollamai adjacent to Memorial Park and toilet facilities, would no doubt receive regular use.		New path to toilets and new bus stop from Murray Street
		44	Kerb ramp at Tuppal and Denison Sts, north west corner.		
		45	Entrance to Finley Lake Trail at Denison and Tuppal Sts.		

Work ID	Routes	Photo ID	Key Inspection issues		
F26		46	Part of blister crossing near church, but no path other side. Consider intallation of a kerb ramp east side of Denison, and constriction of a short path link back to Tuppal St.		Installed
		47	Deep lip at channel invert, blister crossing above.		
F27		48	No ramp or path link opposite Scots Church at Wollamai and Denison Sts.		Installed

Work ID	Routes	Photo ID	Key Inspection issues		
F27		49	Wollamai and Denison Sts, south west corner. Path link and new ramp needed. See above photo.		Installed
		50	Wollamai and Denison Sts, south west corner.		Now looks as such

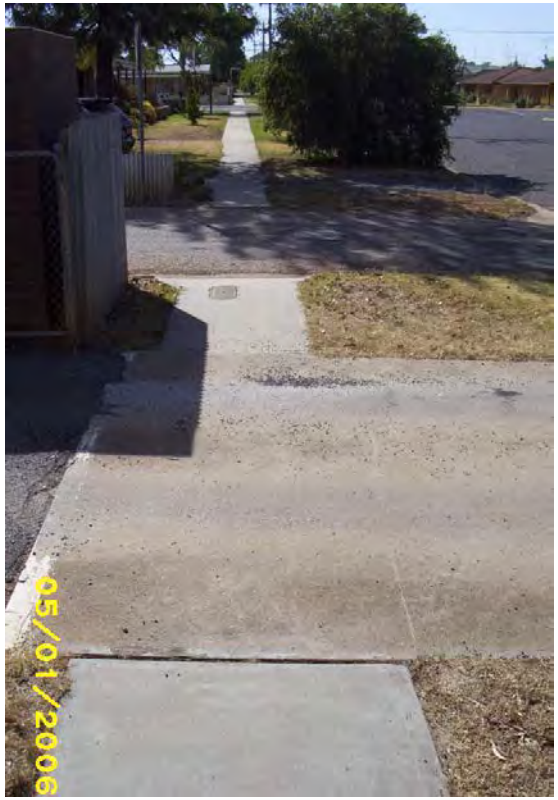
Work ID	Routes	Photo ID	Key Inspection issues		
		51	Wollamai and Denison Sts, south east corner.		New Path
F28		52	Denison St looking south to Warmatta St. This path does not continue to include a kerb ramp at Warmatta St		Revamped

Work ID	Routes	Photo ID	Key Inspection issues	
F29		53	Existing crossing Warmatta and Denison Sts, north side. Crossing should allow 0ne full car length clear from stop line.	Refer to 52
F29		54	Ramp at Post Office side (west side) of above crossing. Ramp has an awkward fit with adjacent paving, and crossing line marking. Final transition also a little steep. Rework entire crossing with full blister treatment.	Refer to 52
F28		55	A new kerb ramp and path link are required on the north west corner of Denison and Warmatta Sts (P.O corner), to continue the path link along the west side of Denison St.	Refer to 52

Work ID	Routes	Photo ID	Key Inspection issues
F30		56	Kerb ramps could have been included at this crossing, Denison and Warmatta Sts.
	Continuing south along Denison St from Warmatta St.		
F31		57	Headford and Denison Sts, north east corner. Final grade of this ramp to channel invert is too steep.
		**58**	Headford and Denison Sts, south east corner.

Work ID	Routes	Photo ID	Key Inspection issues		
F33		59	This path should continue across the park frontage to Osborne St		Installed
F34		60	No kerb ramp where path crosses Rotary Park to the east side of Denison St.		Ramp installed
		61	Mid-block kerb ramp. Rotary Park, Denison St.		

Work ID	Routes	Photo ID	Key Inspection issues		
F35		62	This corner at Denison and Osborne Sts needs a makeover - broken kerb, missing ramp.		Fixed
F36		63	The existing path stops at a laneway edging Rotary Park. The path should be linked through to Murray St		New Path

Work ID	Routes	Photo ID	Key Inspection issues
	Headford St from Murray St heading west		
F37		64	The footpath 'disappears' at the laneway crossing creating potential ambiguity about whether cars or pedestrians have priority. Consider reflector posts each side. This path link may be able to be enhanced as a moped link from the Hospital to the Commercial Centre.
F32		65	Why no path link and kerb ramp, west side of Denison St at Headford St?

Ramp Installed

Work ID	Routes	Photo ID	Key Inspection issues		
F38		66	Path stops at laneway west of Denison St - continue through to the RSL and the Hospital.		New Path to Tocumwal Street
	Warmatta St south side from Recreation Reserve, hading east.				
F16		67	Better pedestrian links to the Rec Reserve should be provided at Warmatta and Tocumwal Sts.		New ramp
		68	South west corner, Warmatta and Tocumwal Sts. This ramps has a narrow navigable area through the channel invert. Final gradient is also a little steep.		

Work ID	Routes	Photo ID	Key Inspection issues		
F19		69	South east corner, Warmatta and Tocumwal Sts. The kerb ramp is broken at the interface with the new concrete, and with a steep final grade. Construct new ramp inassociation with path and ramp works recommended for link north to school.(See below)		Fixed
F18		70	A path link and ramp is required at this south east corner of Warmatta and Tocumwal Sts.		Installed
		71	Gravel across lane way compromises path, south side of Warmatta St between Tocumwal and Coree Sts.		

Work ID	Routes	Photo ID	Key Inspection issues
		72	Blister crossing and ramp. At Warmatta and Coree Sts.
		73	Corner treatment, south west corner, Warmatta and Coree Sts. Grind Lip of ramp.
		74	Corner treatment, south east corner, Warmatta and Coree Sts. Grind Lip of ramp.

Work ID	Routes	Photo ID	Key Inspection issues
	Warmatta St north side heading west from Murray St		
		75	Typical mid block kerb ramp, north side of Warmatta St between Murray St and Denison St.
F21		76	Note change of path alignment past Post Office - looks like path could be wider at post Office end.
		77	Detail of crossing, north east corner of Warmatta and Coree Sts.

Work ID	Routes	Photo ID	Key Inspection issues		
	 **Coree St west side from Warmatta St to Wollamai St.**	78	Ramp at north east corner, Warmatta and Coree Sts.		Repaired
		79	Ramp at north west corner, Warmatta and Coree Sts.		
		80	No kerb ramp at paths to school gates.		Installed

Work ID	Routes	Photo ID	Key Inspection issues		
F24		81	No ramp and path links to Uniting Church at Wollamai and Coree Sts		New ramps
	Wollamai St from Coree St to Murray St				
F25		82	No ramp and path link across Coree St at south side of Wollamai St.		Ramp installed
		83	Kerb ramp, south east corner, Wollamai and Coree Sts. Note broken pit lid and kerbing adjacent.		Ramp installed

Work ID	Routes	Photo ID	Key Inspection issues		
F24		84	No kerb ramp and path link from Wollamai St to Scots Curch at Denison St, west side.		Repaired
F22		85	Path stops at service road adjacent to foundry. Signs and/or reflector posts should be considered here.		
	North side of Wollamai from Murray St heading west				
F22		86	What chance a footpath here? A footpath link is desirable in this section of Wollamai St, but foundry operations need to be adjusted to maximise pedestrian safety and maintenance efficiency.		

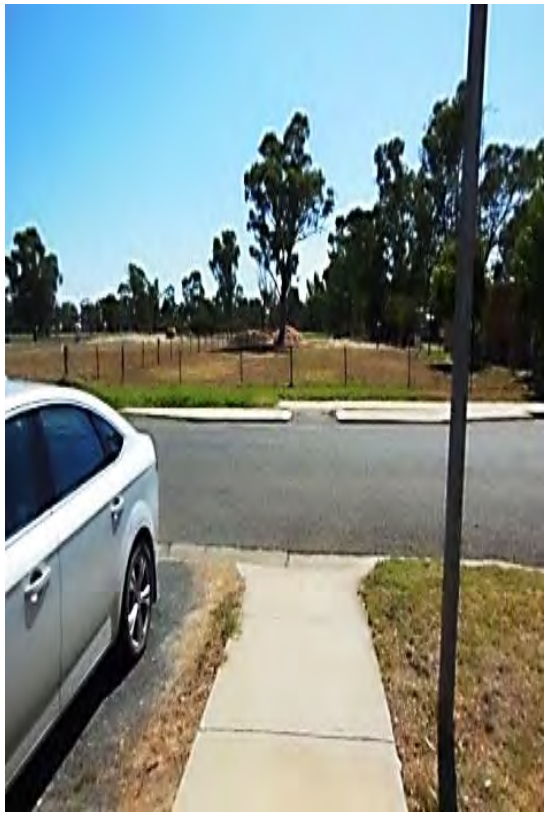
Work ID	Routes	Photo ID	Key Inspection issues		
	East side of Tocumwal Rd near north of Warmatta St.				
F39		87	Short section of Path east side of Tocumwal St just north of Warmatta St. This path should be continued back to Wollamai and Tuppal Sts.		Path installed
F20		88	Same path viewed from Warmatta St looking north. Note absence of kerb ramp.		Ramp installed

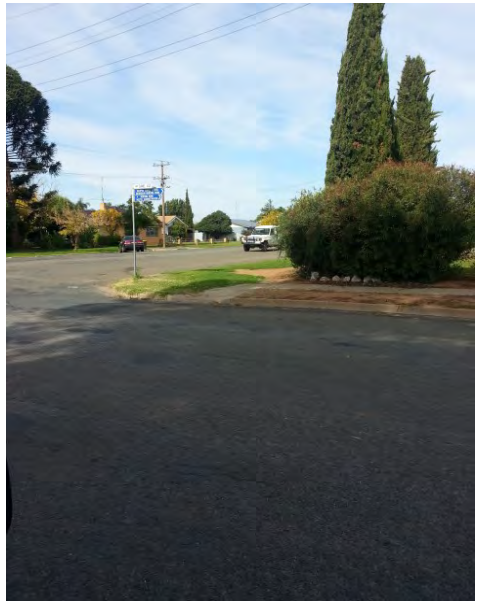
Work ID	Routes	Photo ID	Key Inspection issues
	Warmatta St from Tocumwal St, heading west.		
		89	The existing path on the south side of Warmatta St ends at a Multi-purpose Hall. This would be a good point to establish a new crossing point to the Recreation Reserve opposite.
		90	View to Reserve from entry to Multi purpose Hall.

Work ID	Routes	Photo ID	Key Inspection issues
	Tocumwal Rd west side between Warmatta St and Dawe Ave.		
		91	Broken infill concrete adjacent to Telstra Pit outside the school may be a hazard for pedestrians.
		92	No kerb ramp at school access.

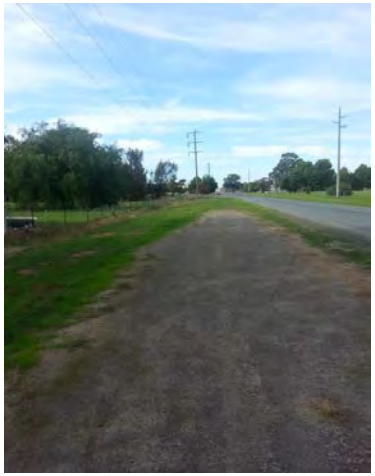
Work ID	Routes	Photo ID	Key Inspection issues		
		93	Lifted section of infill concrete may be trip hazard. Refer to foothpath inspection 05/2013		
		94	Ramps at northern car park access, RSL Club. Northernmost ramp is uncomfortably steep, a little broken, and has a rough lip.		
F43 F44		95	Southern car park access, RSL. Off-road access for mopeds from Hospital to town will require path works and a crossing near Headford and Tocumwal Streets.		Installed

Work ID	Routes	Photo ID	Key Inspection issues		
	Dawe Ave				
F42		96	This existing path on the west side of Dawe Ave can be upgraded to form part of a shared path capable of accommodating mopeds, between the Hospital and the Town Centre.		
F41		97	Path crossing point porrly located and detailed.		Moved and Blistered

Work ID	Routes	Photo ID	Key Inspection issues		
F41		98	Crossing point is oriented directly at vehicle access to Hospital. Relocate crossing. Provide full blister crossing.		Moved and blistered
		99	A path on the south side of Dawe Ave gives acces to a pre-school centre. Consider protective bollards or short fence between path and car access.		

Work ID	Routes	Photo ID	Key Inspection issues		
		100	Path south side of Dawe Ave is overgrown, incomplete, and silted up near corner with Tocumwal St.		Cleaned up only
		101	See above.		
	Finley Railway Park				
F45		102	This photo shows the alignment of a proposed new path link over the Railway Line (inactive) between eastern and western parts of the town.		Fully revamped

ADDITIONAL ISSUES 2014

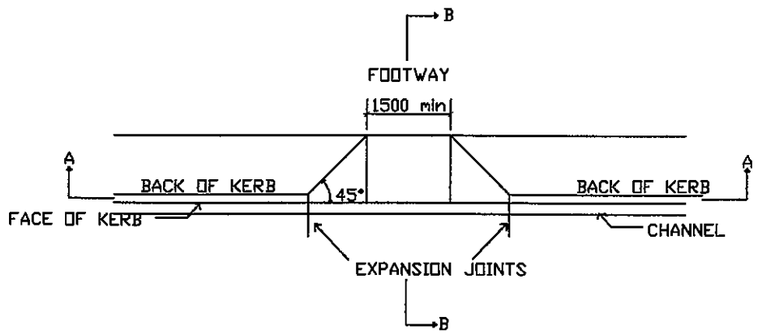


Walking/Cycling path in Tongs Street needs connection to Murray Street

Tongs Street

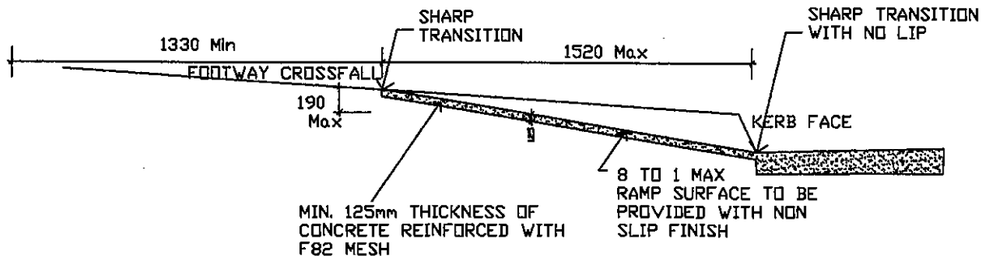
Project ID	Score	Town	Street	Reference	Side	Ramp	Description	Action
F1	4	Finley	Murray St	Headford to Osborne	E	2	Path to serve Commercial Area	Construct path and ramps.
F2	4.5	Finley	Murray St	Osborne to Tongs	W	5	Connect south residential area	Construct path and ramps.
F3	4	Finley	Coree St	Headford to Tongs	W	7	Connect south residential area	Construct path and ramps.
F4	3.5	Finley	Tongs St	Gravel track	N	8	Extend gravel path to Murray St	Construct path and ramps.
F5	4	Finley	Sealed and Gravel Tracks	Safety improvements			Grab Rails and Reflector Posts at entrys and intersections	Install grab rails and reflector posts where required for consistency
F6	4.5	Finley	Murray St	Pedestrian Crossing	Both	0	Need traffic lights at Pedestrian Crossing	Investigate installation of traffic lights and install if possible

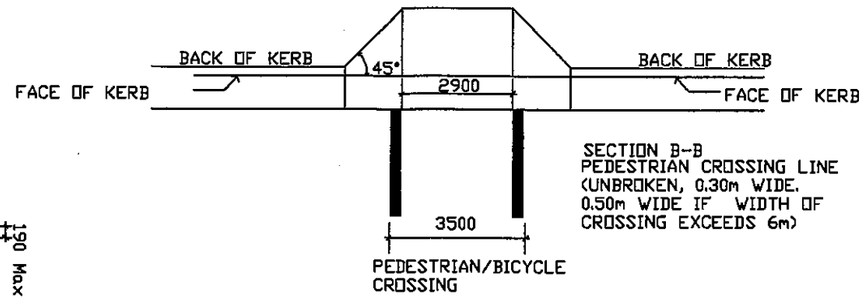
Project ID	Score	Town	Street	Reference	Side	Class'n	Ramp	Description	Action	On or Off Road	RTA $	Council $
F1	4	Finley	Murray St	Headford to Osborne	E	State	2	Path to serve Commercial Area	Construct path and ramps.	On	1600	11500
F2	4.5	Finley	Murray St	Osborne to Tongs	W	State	5	Connect south residential area	Construct path and ramps.	On	4000	40000
F3	4	Finley	Coree St	Headford to Tongs	W	Local	7	Connect south residential area	Construct path and ramps.	On	5600	55000
F4	3.5	Finley	Tongs St	Gravel track	N	Local	8	Extend gravel path to Murray St	Construct path and ramps.	On	6400	15000
F5	4	Finley	Sealed and Gravel Tracks	Safety Improvements		Local		Grab Rails and Reflector Posts at entrys and intersections	Install grab rails and reflector posts where required for consistency	Off		5000
F6	4.5	Finley	Murray St	Pedestrian Crossing	Both	State	0	Need traffic lights at Pedestrian Crossing	Investigate installation of traffic lights and install if possible	On	?	



PLAN A

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 pedestian/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 on y 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

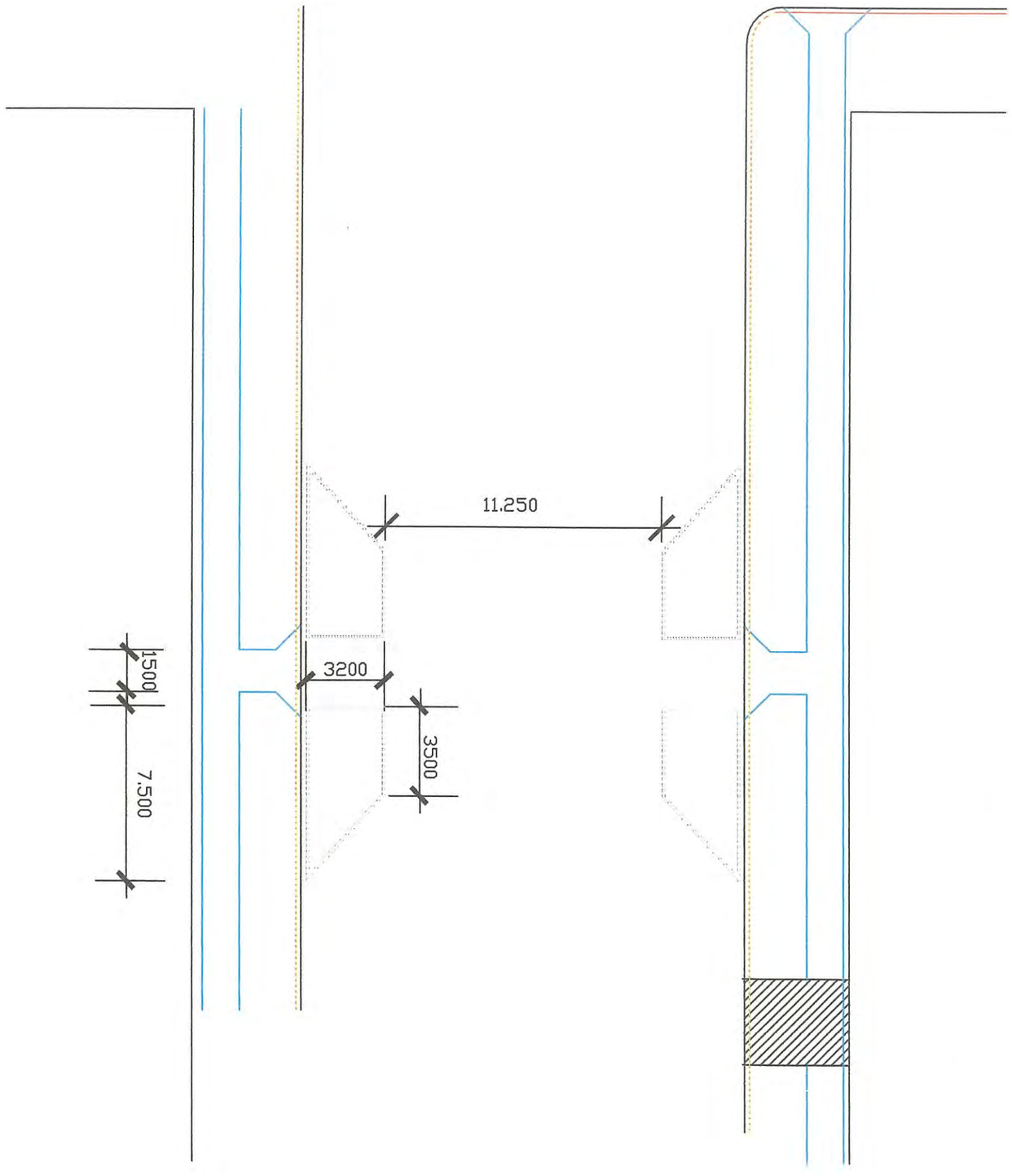
BAROOGA

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

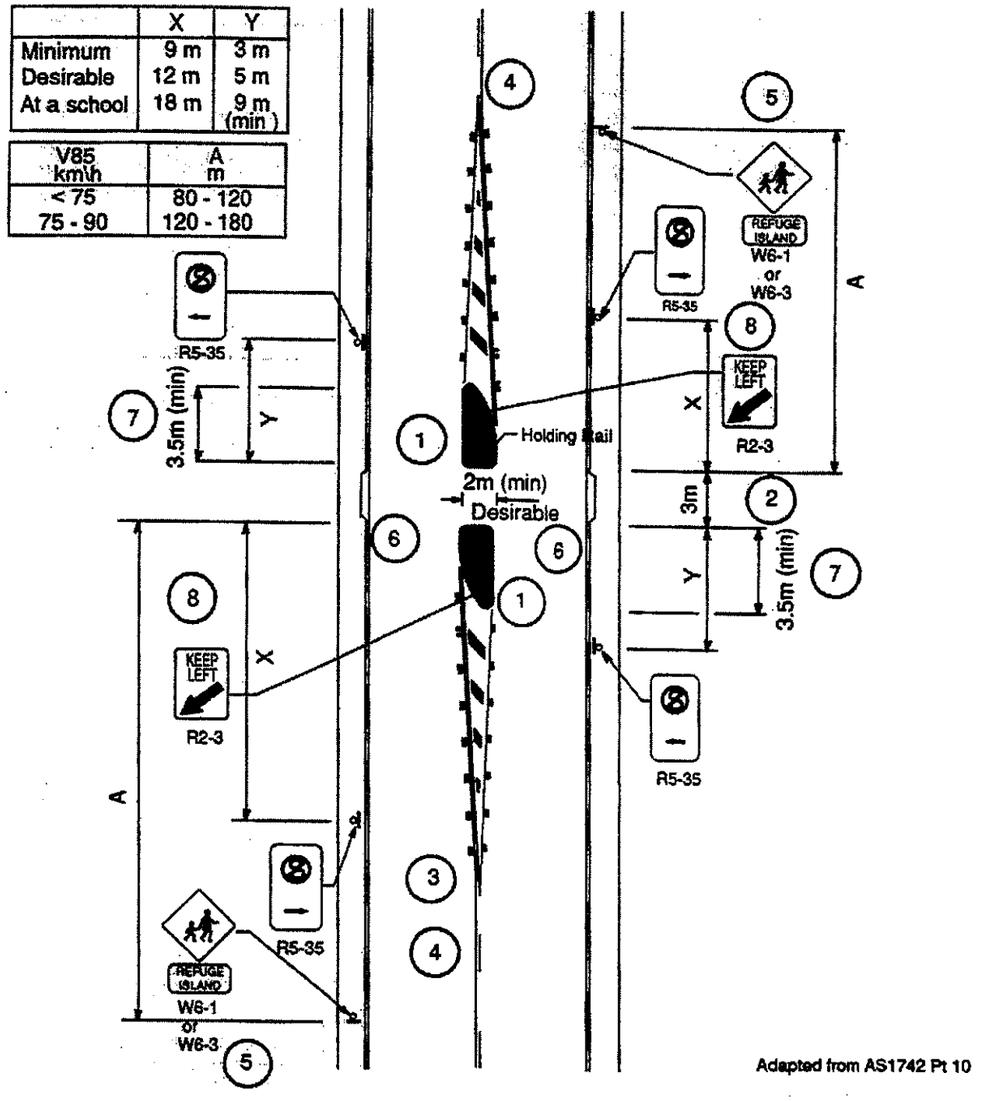
For Berrigan Shire Council

February, 2006

Des Gunn Landscape Design

	X	Y
Minimum	9 m	3 m
Desirable	12 m	5 m
At a school	18 m	9 m (min)

V85 km\h	A m
< 75	80 - 120
75 - 90	120 - 180



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 accomodate 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

BAROOGA

Berrigan Shire P.A.M.P Study

APPENDIX 6
PEDESTRIAN REFUGE ISLAND DETAIL

For Berrigan Shire Council

February, 2006

Des Gunn Landscape Design