TEMORA

The Friendly Shire

TEMORA SHIRE COUNCIL

PEDESTRIAN ACCESS and MOBILITY PLAN (PAMP)

February 2019

Photo's: Pitt Street, Ariah Park – Pedestrian Refuge Island and Blisters
(Project completed in 2018)

Pedestrian Access and Mobility Plan
(PAMP)

CONTENTS

1. INTRODUCTION

Temora Shire Council (TSC) engaged a study of Pedestrian Access and Mobility for the centres of Temora and Ariah Park to form a Plan (PAMPs) however didn't extend studies to Springdale due to the size of the village and no business premises being present in the village centre.

The PAMP approach was developed by the then RTA in 1998 to assist planning for pedestrians while inclusively assuring access for mobility. The first TSC PAMP was undertaken in 1998 by private consulting firm ARUP of Marrickville, SYDNEY then being completed internally by council in 2012 and now 2019. The PAMP program is a partnership between the RMS and council supported through the Activate Transport Program.

Walking is an important travel mode, both for solely pedestrian-based journeys and also as a part of a trip for which the main mode of travel is by bus, bike or car. Walking as a mode of transport has declined as more trips are being made by car, with a growing recognition of adverse health and environmental effects caused by transport choices.

Increasing the proportion of journeys that are undertaken on foot can make a significant contribution to achieving a better quality of life and environment for all. Potentially there are significant benefits to be derived from encouraging more walking, particularly for shorter distance trips. These benefits include improved health, better environmental conditions, decreased traffic congestion and improved safety.

1.1 Study Area

The study area focused on the centres of Temora ***(Figure 1)*** and Ariah Park ***(Figure 2)*** indicating the surrounding urban area where there is a high concentration of pedestrian activities.

1.2 Study Team

The project team for the study comprised the following lead members:

- Rob Fisher – Engineering Technical Manager, Temora Shire Council
- Alex Dahlenburg – Senior Engineering Technical Officer, Temora Shire Council
- Amanda Colwill – Engineering Technical Officer, Temora Shire Council
- Michelle Doolan - Road Safety Officer, Temora Shire Council

The study team was assisted by the RMS and other officers of TSC.

Figure 1: Temora Town Centre – Public Facilities

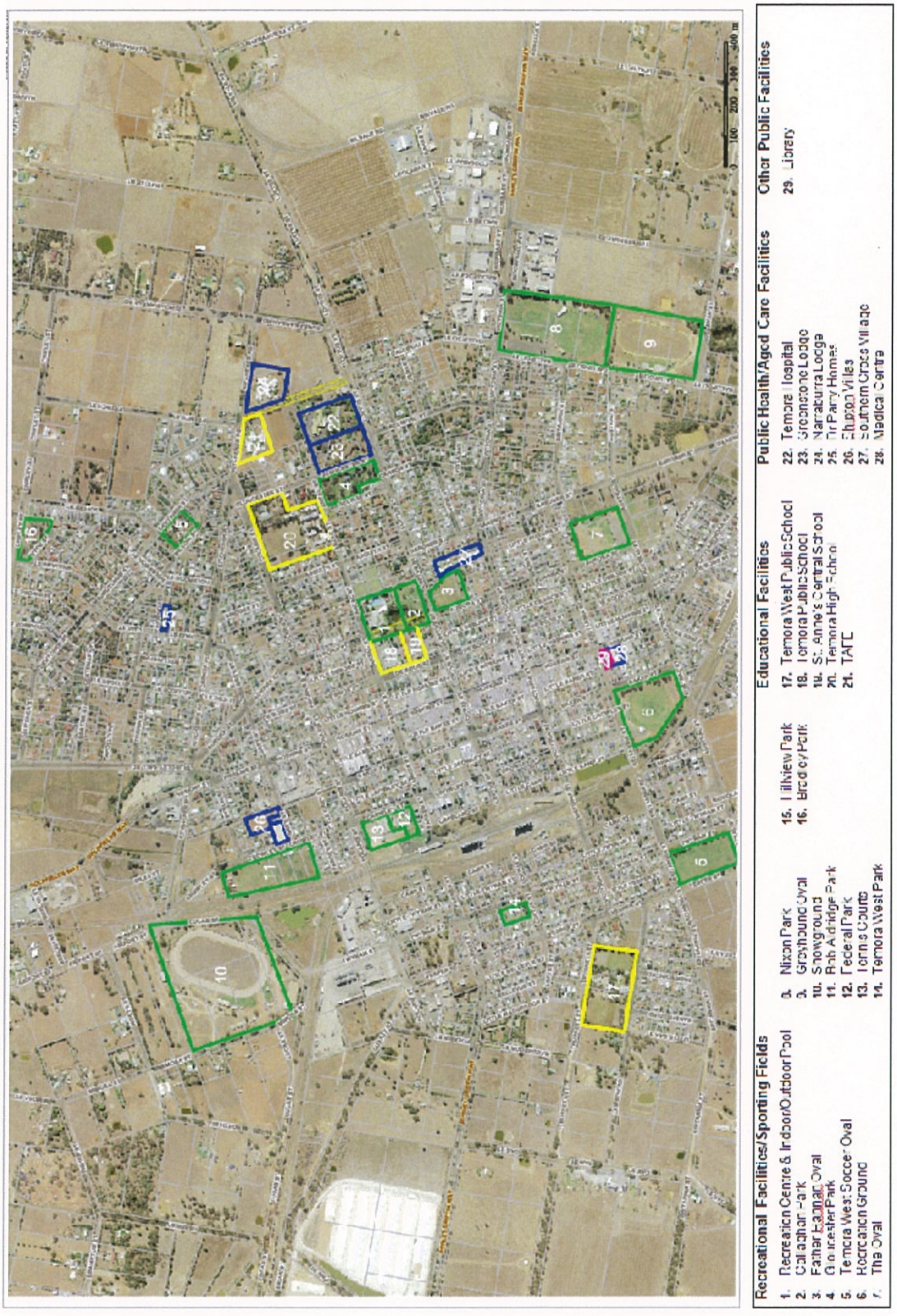


Figure 2: Ariah Park Town Centre – Public Facilities

1.3 Study Aims and Objectives

The aim of this PAMP is to identify the major pedestrian routes within the study area to prioritise a forward works program aiding in improved mobility and access along the identified pedestrian network. This network is also assessed against the current cycleway/shared path routes to ensure connectivity and integration of plans.

The main objectives of the PAMP is therefore:

- to facilitate improvements in the level of pedestrian access and priorities, particularly in areas of high pedestrian concentrations;
- to reduce pedestrian access severance while enhancing safe and convenient crossing opportunities on major roads; and
- to facilitate improvements in the level of personal mobility and safety for children, older persons or those with impairments through the provision of pedestrian infrastructure and facilities which cater to the needs of all pedestrians.

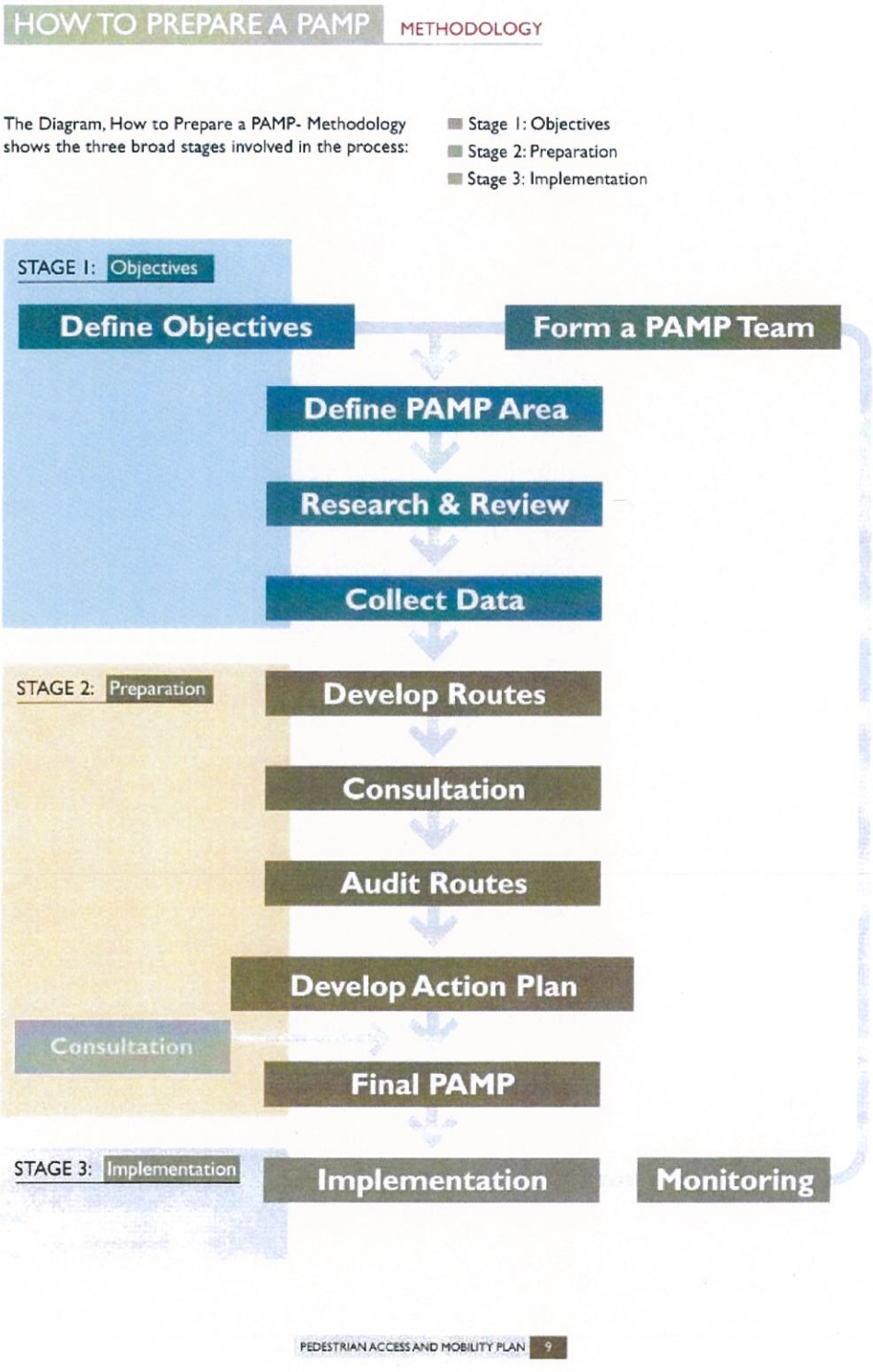
1.4 Study Methodology

The study methodology adopted for this study was based on the guidelines given in the RTA's "How to Prepare a Pedestrian Access and Mobility Plan - An Easy Three Stage Guide". The study therefore involved a number of components including the following (refer to **Figure 3**):

- data review;
- PAMP routes development;
- pedestrian audit of routes;
- physical works schedule development; and
- consideration of Council policies and funding sources.

Figure 3: PAMP Methodology

(Source: RTA's 2002 "How to Prepare a Pedestrian Access and Mobility Plan - An Easy Three Stage Guide")



1.5 Evaluation of Planning for Pedestrians

1.5.1 Introduction

Planning specifically for pedestrian's allows pedestrian problems and solutions to be addressed through a clearly established framework, assessing problems, evaluating potential actions, developing priorities and implementation programs.

The overarching objectives are aimed at time savings, accident cost reduction, economic sustainability, equitable access and mobility for all community members, transport mode splitting options, decreased fuel consumption, health, safety and amenity.

1.5.2 PAMP Actions

This PAMP study and the resulting Physical Works Schedule have focussed on the engineering actions and recommendations. The Physical Works Schedule has been developed primarily through pedestrian audits undertaken on selected routes throughout the study area.

The main considerations of the audit included:

- paths of travel;
- major intersections;
- pedestrian crossings;
- fixtures/furniture - seating, bus stops, rubbish bins etc;
- barriers to pedestrian movement;
- pedestrian/vehicle data; and
- general comments (land use, road user behaviour, road environment).

The Physical Works Schedule is presented as Appendix A in this report.

1.5.3 Implementation

A methodology for problem ranking and solution assessment has been developed as part of the PAMP methodology. The method identifies problems, audits problems in the field, identifies potential solutions, ranks these and recommends a set of actions in the form of a Physical Works Schedule.

2. CHARACTERISTICS OF TEMORA

2.1 Population

Temora is located approximately 460 km south-west of Sydney. The nearest towns of a comparable size are Cootamundra (53km from Temora), West Wyalong (69km) and Junee (55km).

The 2016 census recorded a population for the urban centre of Temora of 4,054, Ariah Park of 252 and Springdale of 150. Temora is the main town serving the Temora Shire district and accounts for almost 70% of the Shire's population.

Agriculture, primarily wheat production and sheep grazing, is the major industry in Temora Shire. The median age of people in Temora Shire has increased over the last decade, which conforms to the national trend of an aging population.

2.2 Land Use and Geographic Features of Study Area

Temora town centre is approximately 2 km long in a north-south direction and 0.5 km wide in an east-west direction. The primary services available in the town centre are retail, agricultural support and community facilities.

Ariah Park town centre is approximately 1km long and 0.2km wide with the primary services available in the town centre being retail, agricultural support and community facilities.

2.3 Road Hierarchy

Temora is located at the intersection point of several major highways.

- The Burley Griffin Way (Main Road No. 84) connects Temora to Griffith travelling west and Harden/Hume Highway travelling east.
- Goldfields Way (Main Road No. 57), connects Temora to West Wyalong travelling north and Wagga Wagga travelling south.
- Milvale Road (Main Road No. 241) connects Temora to Young travelling north-east.
- Old Cootamundra Road connects Temora to Cootamundra travelling south-east

The annual average daily traffic (AADT) on major roads within the town centre are summarised in Table 1. In recent times, Main Road No. 57, which incorporates the main street of Temora, (Hoskins Street), has become an alternative route between the Newell Highway at West Wyalong and the Hume Highway in Victoria. This has contributed to an increase in traffic on Hoskins Street, as shown in Table 1.

Station No.	Location	1994	1997	2000	2003	2006	2010	2011
95578(MR84)	Victoria Street east of Hoskins Street	3200	3956	3957	4399	Unknown	4420	4733
95577(MR57)	Hoskins Street south of Loftus Street	8219	9535	9448	9417	9034	8335	8634

Table 1 Annual Average Daily Traffic (vehicles)

Source: Roads and Traffic Authority of NSW, Traffic Volume Data for South Western Region 2000: 1994 – 2003 data

Roads and Maritime Services NSW, Online Traffic Volume Viewer (updated 10/7/2018): 2006 - 2011 data

Apart from two roundabouts on Hoskins Street, most of the streets within the study area are controlled by give way and stop signs.

Pedestrian accident statistics for Temora did not feature in the NSW Black spots list and were therefore not specifically investigated for this study; however the extensive experience of Council staff in road safety and safety audits was inherent in the site inspection and PAMP recommendations.

2.4 Public Transport

Temora is no longer served by passenger rail. CountryLink bus services connect to Cootamundra, where train services to Sydney and Melbourne are provided. CountryLink buses also connect to West Wyalong and Mildura.

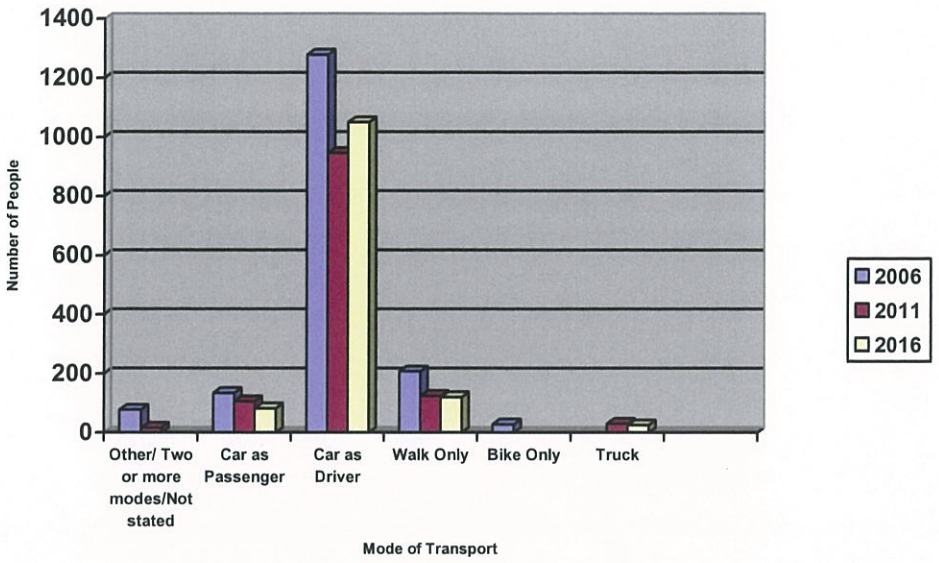
Temora Shire Council operates community bus services within the town centre and on a once per weekly basis (Thursday) transports passengers to Wagga Wagga for specialist medical appointments or for other requirements. Regional non-commercial bus services and school bus services are also available.

Temora and Ariah Park also have an Operational Taxi services that serve both communities and other small villages in the shire.

1.5 Travel Characteristics

Travel characterises for Temora have been extracted from the 2006, 2011 and 2016 census data. Chart 1 below shows the journey to work data for residents of Temora, for the single census day in each of the abovementioned years.

Chart 1 - Urban Temora Journey to Work Data



It can be seen from Chart 1, that the car is the primary mode for the journey to work in Temora. Non-motorised modes are also significant with 120 people recorded as walking to work in the 2016 data.

It should be noted that Chart 1 represents only a snapshot of the travel characteristics of Temora. The data is for the journey to work only, for one day only. It does not include other trip purposes such as to shops, schools, recreation facilities etc. In terms of walking and cycling, it is likely that these modes would be important modes for school student's trips.

2.6 Future Transport Needs

Analysis of historical census data suggests that the population of Temora is likely to remain relatively constant over the next decade. It can therefore be assumed that the future transport needs within the study area will be similar to the existing characteristics and demand. Of particular note is that the PAMP would need to cater for the transport needs of an aging population.

3. PRINCIPLES OF PLANNING FOR PEDESTRIANS

3.1 Pedestrian Route Network

The Temora PAMP Route Network is shown on **Figure 4 (Temora)** and **Figure 5 (Ariah Park)**. The pedestrian routes were established by examining the following factors:

- hazardous locations identified by the study team;
- the location of pedestrian generators and attractors; and
- path nature.

3.2 Design Standards

The Temora Shire Council Footpath Maintenance and construction Policy provides a summary of the design standard required for different types of pedestrian facilities, including:

- footpath surface;
- footpath dimensions;
- crossing facilities;
- street furniture; and
- street lighting.

As agreed with the RMS, Road Safety Directorate, pedestrian facilities identified within the PAMPs must be constructed with consideration of the requirements of AS 1428 and Austroads Part 13 - Pedestrians, as the best standards that are currently available. The standards provide the design basis of the unit costs identified in the PAMPs.

Appendix C contains Temora Shire Councils footpath construction standard drawings for typical applications; however it is necessary at times to modify a standard design to suit local site specific conditions.

4. PEDESTRIAN ROUTE NETWORK

4.1 Existing Facilities

There are many existing pedestrian facilities located within the Study Area including:

- footpaths;
- pedestrian crossings;
- pedestrian refuges, and railway crossings

4.2 Trip Generators and Attractors

A number of trip or pedestrian generators and attractors are located within the study area as identified in **Figure 1 & 2**. Pedestrian generators and attractors include schools, child care and aged care centres, community centres, shopping centres and retail strips, recreation facilities (e.g. pools, sports facilities and parks), licensed clubs, places of worship and public transport facilities.

The prioritisation of the pedestrian network is closely linked to the proximity to facilities as discussed in Section 3.

Major generators and attractors located within the study area with particular relevance to this study include:

- Temora main street (Hoskins Street)
- Ariah Park main street (Coolamon Street)
- Five schools (four in Temora and one in Ariah Park), one TAFE in Temora;
- Senior Citizen's Centre.
- Temora hospital
- Five aging residential facilities, four in Temora and one in Ariah Park
- Two larger day care Facilities (Dragons Tale and Bright Beginnings)

The location of trip generators and attractors was central to the PAMP network development and the prioritisation of the routes.

4.3 Opportunities and Constraints

4.3.1 Recreation Reserves

Reserves and open space facilities throughout the study area provide some opportunities for walking paths, as well as passive and active recreational areas for walking. Larger parks present opportunities for pedestrian paths whilst smaller parks are useful in providing on-road routes with off-road access, improving the safety and aesthetic quality of the routes.

Open space facilities throughout the Study Area are shown on **Figure 1a & 1b**. The major parks within the town centre include Callaghan Park, Gloucester Park, Federal Park/Platform Y Precinct and Father Hannan Oval for Temora, with Davey Park and the Recreation Ground at Ariah Park.

4.3.2 Road Crossing Opportunities

Opportunities for pedestrians to cross major roads safely occur at pedestrian crossings and central refuges. Crossing opportunities are particularly important on busy highways through town centres such as Hoskins Street.

In determining appropriate pedestrian crossing facilities, the recommendations of Section 3 - Treatments for Pedestrians Crossing Roads of Austroads Part 13, Pedestrians should be taken into consideration.

Hoskins Street in the town centre is approximately 21m wide with two traffic lanes and front to-kerb angle parking on both sides. The time required for pedestrians to cross this wide road, due to the considerable width, represents a safety concern for pedestrians. There are two formal pedestrian crossings in Hoskins Street, one in the central CBD and the other to the southern side of Parkes Street. Four other informal pedestrian crossings exist in the form of pedestrian refuges in the CBD.

During the study, it was observed the intersection of Hoskins Street and Polaris Street is used for a number of pedestrian movements including school students, disability and mobility access. This is of concern due to the volume of traffic around this intersection with lack of facility treatment to aid in the safety of pedestrians crossing the road at the location.

It was found that a school children crossing facility has previously been installed on Truskett Street, Temora however no Kerb Ramps installed at the facility for ease of footpath access and disability inclusion.

At Ariah Park the CBD is approximately 200 metres in length. Coolamon Street has two way traffic with parallel parking. There is also a large central medium that accommodates some front to kerb parking with this median accommodating pedestrian access and further facilities such as bench seats under the peppercorn trees.

4.3.3 Mobility of the Elderly

The demographic data of Temora Shire shows that the town population is aging. Provision of pedestrian facilities, like paved footpaths and kerb ramps in the town centre and along the major routes connecting to the retirement villages and nursing homes, will be essential for the access of wheelchairs and motorised mobility scooters.

4.3.4 Railway Line Constraints

Railway lines pass through the west and south of Temora. The area west of the railway line is predominantly a residential area with one primary school. It is important that high quality pedestrian crossing facilities are provided at the four main railway crossings, namely Kitchener Road, Polaris Street, Victoria Street and Junee Road. The Victoria Street and Junee Road pedestrian railway crossing facilities are of good quality, Polaris Street crossing however doesn't separate pedestrians from the traffic lane forcing mobility scooters to use the traffic lane to cross the railway line. This matter is being addressed with design plans for construction of an approved pedestrian facility at this level crossing being developed late 2018 / early 2019.
Kitchener Road crossing is different to that of the other 3 crossings being that a designated pedestrian facility is not located at the crossing however the already constructed cycleway crosses at this level crossing. This allows for inclusion of pedestrians including mobility scooters to safely cross using the cycleway to remain separated from the traffic lanes.
Ariah Park upon investigation has a railway crossing in Coolamon Street utilised for pedestrian access for properties to the northern side of the crossing however there is a lack of a proper inclusive pedestrian facility at the level crossing.

4.4 Audits Process

This PAMP has been developed as shown in the PAMP Methodology Chart (Figure 1). A physical assessment was undertaken by Council's Senior Engineering Technical Officer with assistance from the Roads Safety Officer. The key focus of the assessment was to identify access barriers for pedestrians with a specific focus on access for less mobile pedestrians such as the elderly and being disability inclusive. The identified barriers found in a number of cases included:

1. Lack of kerb ramps, or poor kerb ramp design; i.e. ramps too steep,

2. Lack of footpaths or discontinued path; and

3. Major cracking and raised paving in the path of travel.

Other individual barriers were identified and highlighted within audit spreadsheets Appendix A. Photos taken during the audit highlighting the footpath issues are included in Appendix B.

4.4.1 High Priority Routes

The existing high priority pedestrian route network is presented in **Figures 4 & 5** and described below.

1. **Hoskins Street:**
   Both sides of Hoskins Street between Polaris Street and Britannia Street have a high concentration of pedestrian and retail activities. The footpaths are of concrete construction and in reasonable condition, with the two main CBD blocks between Victoria and Parkes Street in excellent condition, following reconstruction in 2006.

   Pedestrian crossing facilities such as a refuge or a marked crossing are provided at major intersections with Parkes Street, Loftus Street, Victoria Street and Grey Street.

2. **Loftus Street:**
   The northern side between Baker Street and Temora Hospital and the southern side between Baker Street and Father Hannan Oval have a formed surface of varying material types of either concrete *(majority)* or pavers.

   Pedestrian crossing facilities are provided at Father Hannan Oval, (at intersection with Aurora Street) at the intersection of De Boos Street, and on both sides of the intersection with Hoskins Street.

3. **De Boos Street:**
   Both sides of the road between Parkes Street and Victoria Street have a formed surface of varying material types of either concrete or bitumen *(majority)*. Marked pedestrian crossings are located at the intersection with Parkes Street and also at Loftus Street intersection with these two marked crossings being within a 40 k/ph School Zone.

4. **Additional High Priority Facilities:**
   - Pedestrian Crossing on Asquith Street providing access to Temora High School
   - Pedestrian Kerb Blisters on Polaris Street accessing the Temora High School / TAFE
   - Pedestrian Blisters / Refuge on Pitt Street Ariah Park accessing Ariah Park Central School
   - Children's Crossing with Kerb Blisters Parkes Street Accessing Temora Public School
   - Children's Crossing on Truskett Street accessing Temora West Public School

4.4.2 Low Priority Routes

The proposed new low priority pedestrian routes adjoining the existing network are presented in **Figure 4 & 5**.

The low priority routes connect with the high priority routes and extend the pedestrian network. The low priority routes connect the schools, aged care facilities, hospital, and places of worship to the Temora Town Centre.

4.4.3 Other Future Considerations

During studies it was found that at six spate intersections locations that there is a total of 17 substandard gutter crossing structures *(Listed on Page A7, Appendix A)*, being necessary for future replacement to standard kerb ramps for the following reasons;

1. Inadequate width as an inclusive pedestrian access ramp, not meeting the standard requirements for wheelchair or mobility scooter access
2. No safety railings on the structures preventing persons, wheelchairs or mobility scooters accidently going off the edge of a structure.
3. Slope grades don't meet Australian Standard and specification requirements, with some structures having a very convex shape

Due to these structures being installed many years previous they should be considered for future replacement however aren't scheduled in any short term plans.

Photo 1; Example of substandard pedestrian gutter crossing bridges

Photo 2; Example of substandard pedestrian gutter crossing bridges

4.4.4 Existing and Proposed Footpath Infrastructure

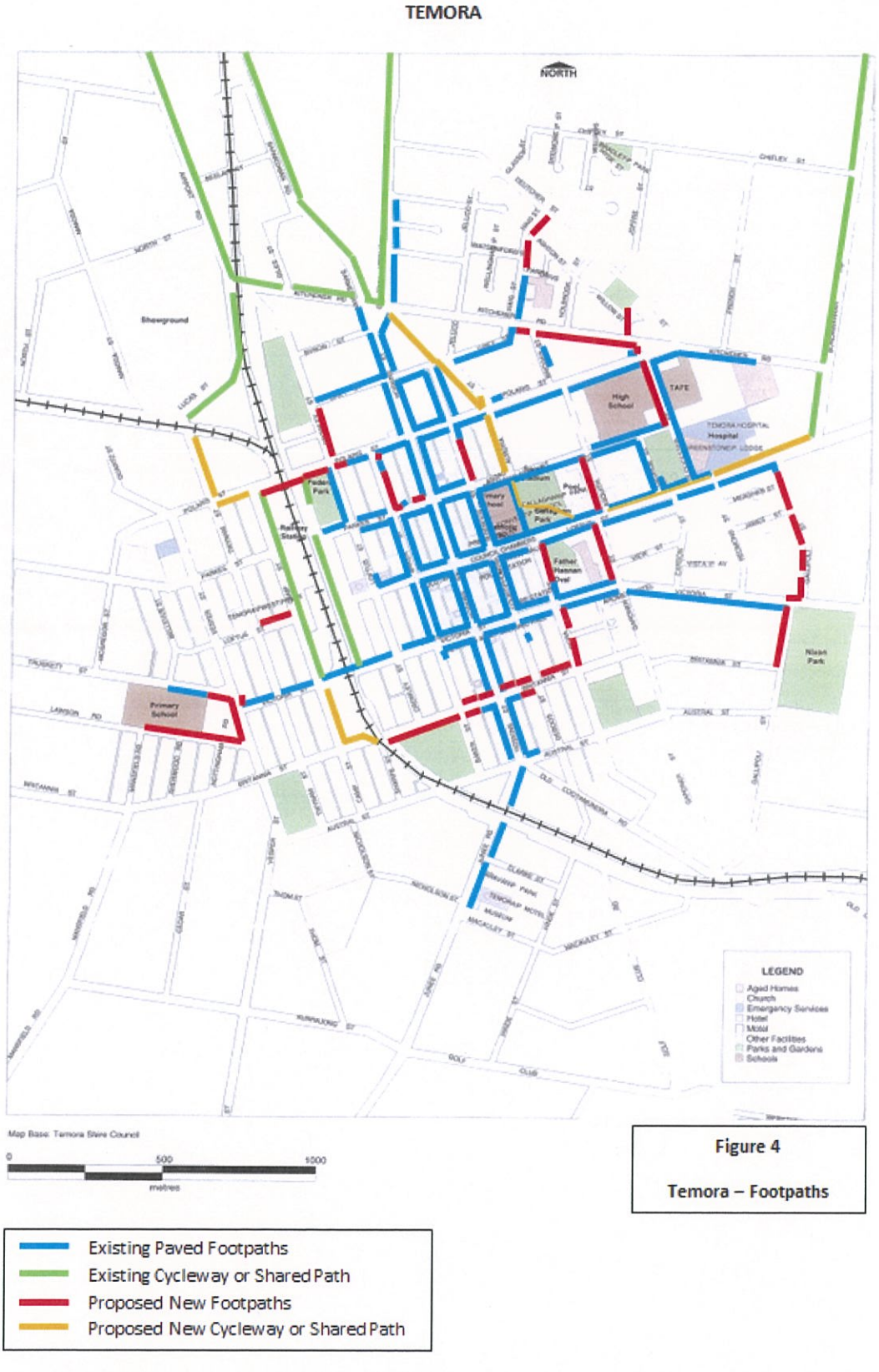


Figure 4

Temora – Footpaths

ARIAH PARK

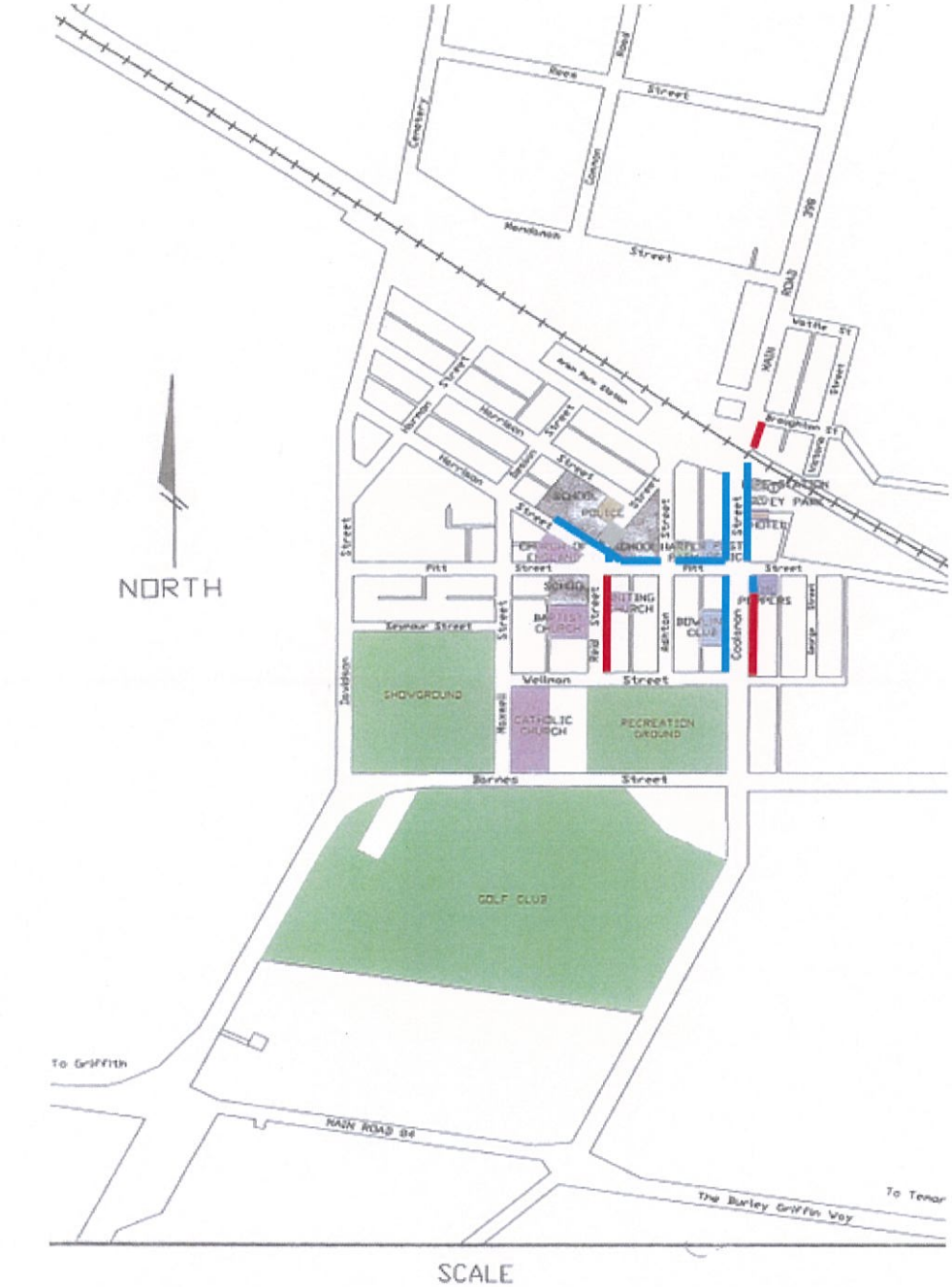


Figure 5

Ariah Park – Footpaths

5. PHYSICAL WORKS SCHEDULE AND COST ESTIMATE

5.1 Summary of Works Schedule

The Works Schedule is attached in Appendix A and is sorted into the following two categories:

- High - works on high priority routes
- Low - works on low priority routes

Work included in the schedule is the construction of new footpaths, kerb ramps, new pedestrian facilities and footpath repairs/replacements. This further includes the replacement of sub-standard facilities such as kerb ramps and pedestrian bridges.

5.2 Cost Estimate

The cost estimates presented in the Physical Works Schedule **(Appendix A)** are based on unit prices given in **Table 3**. These cost estimates were developed based on work previously completed by Council and reviewed by councils Engineering Technical Manager and Works Manager to also accommodate cost inflation over the 5 year period that this PAMPS will address. Estimates of Indicative cost are used as a guide only for the purpose of preliminary budget preparation as costs for labour/materials vary on a yearly basis and project specific location requirements.

The schedule contained in **Appendix A** gives indicative costs for the various engineering actions recommended. The Physical Works Schedule should be reviewed by Council as part of the annual budget review process.

5.3 Other issues

Apart from the path issues, the following issues were noted during the footpath inspection.

5.3.1 High Use by Elderly Pedestrian

Elderly residents using wheelchairs and motorised mobility scooters are commonly seen travelling on footpaths and roads where no paved footpath exists. The provision of paved paths and kerb ramps are therefore essential for the safe access for mobility impaired residents while remaining disability inclusive.

5.3.2 Pedestrian Crossing Facilities

Pedestrian crossing facilities (kerb ramps, pedestrian refuge or marked crossing) are generally not provided on all four approaches of the roundabouts and priority-controlled intersections along Hoskins Street. In addition, there are no formal pedestrian crossing facilities on Hoskins Street north of Parkes Street.

A roundabout is a high priority within in the plan at the intersection of Hoskins Street and Polaris Street as a formal and safe way to have pedestrians cross the road at this high risk location. The roundabout is crucial in the aid of installing pedestrian refugees at this intersection due to the wide nature of the sealed pavement and other risk factors including traffic volumes at the intersection due to the entry into Woolworths fuel outlet, an exit from Woolworths carpark, turning traffic from either side of Polaris Street and through traffic on Hoskins Street. (see Photo 3 below).

Photo 3; Hoskins and Polaris Street Intersection

A roundabout will improve the flow of traffic and also allow provisions for pedestrian refugees to be installed for pedestrians to use a two-step approach in crossing the road. Drivers will also then only need to concentrate on vehicles to their right within the roundabout and whether a pedestrian has started to cross the road at a refugee location.

A summary of the issues associated with pedestrian crossing facilities within Temora town centre is listed in Table 2.

Table 2 - Pedestrian Crossing Issues

Location	Issue
Hoskins St / Parkes St	No median opening and Kerb Ramps on 1 approach No paved footpath outside Fritsch Bros Pty Ltd connecting the kerb ramp on Parkes Street to the Hoskins Street footpath
Hoskins St / Victoria St	No median openings and kerb ramps on 1 approach (Hoskins St south side of roundabout)
Hoskins St / Polaris St	No formal pedestrian crossing facility (refugee or blisters)and ramps are steep

Table 3 - Unit Costs of Works

Reference	Item	Unit Cost
AS 1428	Install Tactile Tiles (per ramp)	$750 each
AS 1428.1 Austroads Pt 13 Fig 2.6	Kerb Ramp - typical	$2,500 each
	Pedestrian Bridge / Gutter Crossing	$2,500 - $10,000 each
	Relocate Bin / Street Furniture	$500 each
	Remove Trees / Item	$2,000 each (large) $500 each (small)
	Repair Roadway Crossing	Site Specific $2,000 - $15,000
	Repair Footpath (per 1.5m width)	$200/lm
	Footpath New (1.5m)	$150/lm
	Footpath New (2.5m)	$300/lm
	Footpath New (3.6m)	$430/lm
	Footpath Reconstruct (1.5m)	$180/lm
	Footpath Reconstruct (2.5m)	$250/lm
	Footpath Reconstruct (3.5m)	$460/lm
	Standard Sign and Stem (installed)	$500 each
AS 1428	Supply and Install AS Bench Seat	$2,500 each
AS 1428	Supply and Install New Bin	$3,500 each
	Trim Trees (3m pedestrian clearance)	$250 - $500/site
AS 1742.10 Austroads Pt 13 fig 3.10	Linemark Standard Zebra Crossing *(does not include lighting)*	$3,500 each
	Additional Linemarking (Dragons Teeth, NSW Zig Zag's, Piano Keys, School Crossing)	$2,700 per site
	Upgrade Street Lighting	Site Specific $10,000 - $50,000
	Law Enforcement and Education Programs	$750 each
	Steel Handrail (32mm diameter, Zinc chromate primed)	$180/m
	Consultation with Major Services and Service Location	$1,750 each
	Install Street Trees	$1,500 each
	Drinking Station – GWCC Type	$20,000 each

6. RECOMMENDATIONS

6.1 Funding Sources and Implementation of PAMP

6.1.1 The Roads and Maritime Services

The development of this PAMP is likely to assist in gaining additional funding from the RMS specifically for the completion of actions identified as part of this PAMP. All future RMS funding will be determined on an annual basis.

6.1.2 Section 217 Roads Act Contributions To Footpath Construction Cost

Temora Shire Council as the roads authority implement Section 217 of the Roads Act, 1993 and Section 219 of the Roads Act 1993 in terms of recovery of costs incurred with contributions able to be recovered as if they were unpaid rates under the Local Government Act, 1993 applying to all properties adjoining public roads.

In accordance with Section 217 Roads Act 1993;

- The owner of land adjoining a public road is liable to contribute to the cost incurred by a road authority in constructing or paving any kerb or gutter or footway along the side of the public road.
- The amount of the contribution is to be such amount as determined by the road authority, but must be no more than half the cost.
- The owner becomes liable for the amount determined

Where Council intends to carry out new footpath construction all affected owners will be notified prior to the scheduled date of the commencement of such works. Written notice shall advise the property owner of the contribution to be charged by Council for the works. A contribution for works shall not apply where a contribution to footpath has previously been paid.

The owner of the land adjoining the public road where the footpath is to be constructed shall contribute to Council a percentage value detailed in the table below with contribution amount applied as per Council's Schedule of Fees and Charges.

Type of Property	Contribution
All properties with one frontage to a public road on the street address frontage	50% of cost per l/m as outlined in Council's Schedule of Fees & Charges
All properties with one frontage to a public road on the non-street address frontage	25% of cost per l/m for as outlined in Council's Schedule of Fees & Charges *(Generally considered a side frontage)*
All properties with more than one frontage to a public road	50% of cost per l/m for property frontage with street address and 25% of cost per l/m for any other frontage as outlined in Council's Schedule of Fees & Charges
Note; *Where existing concrete footpath or driveways are installed this value is to be deducted from the frontage contribution value*	

6.1.3 Roads to Recovery Program

The Federal Government's Roads to Recovery Program has been extended to 2022. The program is not just confined to roads; it also includes footpaths and bicycle paths.

6.1.4 Local Area Traffic Management and other Council Works

Many of the gains that can be made in road safety and management of traffic through Local Area Traffic Management schemes can also assist in improving the road environment for pedestrians. The provision of traffic, pedestrian and cyclist facilities in the road space should be considered in an integrated way and the same should apply in the allocation of funding.

6.1.5 Community Works

Some works can be assisted by the community such as the pathway to Lake Centenary, which was opened in 1988 being a relevant example; however this path has now been upgraded to a concrete shared path by Temora Shire Council finished in 2017.

6.1.6 Sponsored Signage and Bus Shelters

Bus shelters, signage, seating and rubbish bins can be provided by the private sector by cross-subsidy from advertising. Council should reconsider the design and placement of bus shelters in order to address pedestrian accessibility requirements.

6.1.7 Partnerships

A partnership approach may be possible in some instances. For example, access to the County Link bus stop may be improved via a partnership between State Rail and Council.

6.2 Monitoring Program

As the pedestrian network is developed, it will be important to monitor the condition of the network over time. In particular, it will be important to further develop an understanding of travel patterns and behaviour regarding the role that walking plays.

Monitoring will relate to the following three areas:

- route condition asset inspections and overall route quality;
- changes in demand in light of land use changes and developments; and
- Implementation of council action recommendations.

Monitoring of the quality of pedestrian routes will be undertaken by an annual asset inspection using "REFLECT" software. This will enable the overall quality of routes to be improved, problems to be addressed and resources to be targeted appropriately.

A typical annual asset inspection would involve an assessment of route conditions via review onsite by walking the specified route and would be undertaken by a person familiar with pedestrian design issues. The Temora_Footpath database in "REFLECT" shall be used to record all defects including design issues such as; sub-standard kerb ramps, issues caused by trees, asset service issues, etc. to allow for planning to address the issues by inclusion in councils future capital budgets when unable to be completed within footpath maintenance budgets.

7. CONCLUSION AND RECOMMENDATIONS

7.1 Conclusion

The study concluded that the objectives of the PAMP could be achieved in the study area by a staged implementation of actions across the areas of enforcement, encouragement, education and engineering. Many of these actions in the first three areas will occur as part of Council's other programs. In the latter, the proposed Works Schedule (**Appendix A**) should be implemented.

7.2 Recommendations

It is recommended that the Council consider for adoption the PAMP Network (**Figures 4 and 5)** and associated Physical Works Schedule (**Appendix A**) and other actions in conjunction with the RMS and other Authorities.

In addition to items identified in the Works Schedule, specific recommendations given throughout this report include:

1. Provision of continuous and inclusive paved footpath network to facilitate the mobility of the general community including emphasis on elderly, wheelchair bound persons and increasing use of electronic mobility scooters;

2. Replacement of sub-standard kerb ramps (lip, steep and narrow kerb ramps) with Australian Standard kerb ramps;

3. Investigate provision of additional crossing facilities (e.g. kerb ramps, median opening, refuge or marked crossing) on all intersection approaches along the high priority section of Hoskins Street;

4. Encourage walking as an alternative transport option by introducing measures aimed at educating people of the benefits associated with walking; and

5. Provide training on the safe usage of scooters, and rights and responsibility of scooter users.

8. REFERENCES

Active Australia, Simply Active Everyday - A Plan to Promote Physical Activity in NSW, 1998-2002

Roads Act 1993

Local Government Act 1993

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Temora Shire Council

PAMPS

Appendix A

Physical Works Schedule

TEMORA								HIGH PRIORITY FOOTPATH WORKS			
ID	**Street**	**Side**	**Cross Street**	**Issue**	**Action**	**Quantity**	**Unit**	**Priority**	**Cost**	**Photo No.**	**Work Schedule**
01	Hoskins St	M	Polaris St Middle	Roundabout construction to allow pedestrian access on all four approaches to roundabout	Construct roundabout with pedestrian refugees on all 4 approaches with kerb ramps	1	item	H	$600, 000	1	1-5 years
02	Hoskins St	W	Parkes St S	No kerb ramp crossing access point on 1 approach of roundabout	Provide median opening and wheelchair access ramps	1	item	H	$10,000	2	1-5 years
03	Parkes St	N	Hoskins St E	No Foot Path	Construct New Footpath (1.5m) (Between Hoskins & Little Baker St)	80	m	H	$12,000	3	1-5 years
04	Parkes St	N	Baker St W	No Kerb Ramps	Install 2 Access Ramps	2	item	H	$5,000	4	1-5 years
05	Loftus St	N	Hoskins St E	Footpath needs replacing as part of the Loftus St Taxi Rank Upgrade	New Footpath/Taxi Rank Facility and pedestrian accesses	1	item	H	$140,000	5	1-5 years
06	Hoskins St	E & W	Victoria St N	No kerb ramp crossing access point on 1 approach of roundabout	Provide median opening and wheelchair access ramps	1	item	H	$15,000	6	1-5 years
07	Truskett St	N & S	N/A	No Kerb Ramps x2 accessing the existing Children's Crossing	Construct 2 access ramps either side of the Children's Crossing	2	item	H	$5,000	7	1-5 years
08	Truskett St	S	Vesper St W	No Foot Path	Construct new Foot path (1.5m)	140	m	H	$21,000	8	1-5 years
09	Vesper St	E	Victoria St N	Needs Footpath connecting to Kerb Ramp	Construct New Foot path (1.5m)	25	m	H	$3,750	9	1-5 years
10	Polaris St	S	Railway Level Crossing	No Pedestrian Crossing Facility at Level Crossing	Install Railway Pedestrian Facility	1	Item	H	$80,000	10	1-5 years
11	Polaris St	S	Crowley St E	No Footpath	Construct New Foot path (1.5m)	200	m	H	$30,000	11	1-5 years
12	Polaris St	S	Crowley St E	No Footpath -Existing service infrastructure issues	Construct New Foot path (1.5m) Install Access Ramp	30 1	m item	H H	$15,000	12	1-5 years
13	Gloucester St	S	Polaris St N	No Footpath	Construct new Foot path (1.5m)	240	m	H	$36,000	13	1-5 years
14	Aurora St	E	Loftus St N	No Footpath	Construct new Foot path (1.5m)	110	m	H	$16,500	14	1-5 years
15	Hoskins St	W	Grey St N	Kerb ramp has a lip at invert level being sub-standard	Replace Kerb Ramp	1	item	H	$2,500	15	1-5 years

ID	Street	Side	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
16	Loftus St	S	Little Deboos St E	Kerb Ramp needs installing for inclusive access to footpath	Install Kerb Ramp	2	item	H	$5,000	16	1-5 years
17	Deboos St	E	Polaris St S	Kerb Ramp missing to access existing concrete footpath	Install Kerb Ramp	1	item	H	$2,500	17	1-5 years
18	Britannia St	S	Hoskins St E	Concrete footpath in poor condition and needs replacing	Replace existing 3.6m footpath from Pinnacle Driveway to stone concrete section at 1.5m	30	m	H	$5,400	18	1-5 years
19	Loftus St	N	Crowley St W	Concrete footpath in poor condition and needs replacing Additional paver around Grand Hotel Building need removing and establishing back to a 1.5m footpath	Remove pavers and replace footpath between little Crowley St and Crowley St at 1.5m	60	m	H	$10,800	19	1-5 years
20	Victoria St	S	Hoskins St W	Concrete footpath in very poor condition outside the Metro Service Station and needs replacing	Replace Footpath (2.0m)	30	m	H	$7,500	20	1-5 years
21	Asquith St	W	Loftus St S	No Footpath	Construct new Foot Path (1.5m)	206	m	H	$30,900	21	1-5 years
								TOTAL	**$1,053,850**		

Total is **$453,850** when not included Polaris Street Roundabout Value

TEMORA								LOW PRIORITY FOOTPATH WORKS			
ID	**Street**	**Side**	**Cross Street**	**Issue**	**Action**	**Quantity**	**Unit**	**Priority**	**Cost**	**Photo No.**	**Work Schedule**
22	Gallipoli St	W	Victoria St N	No Footpath to Nixon Park from Victoria Street	Construct Foot Path (1.5m) (Victoria St to Britannia St)	210	m	L	$31,500	22	6-10 years
23	Deboos St	W	Victoria St S	Replace existing bitumen footpath with concrete path due to poor condition, consideration to return path to standard 1.5m width	Construct new Footpath (1.5m) Or Construct new Footpath to existing bitumen width (3.5m)	200 200	m m	L L	$50,000 $92,000	23	6-10 years
24	Deboos St	E	Loftus St N	Replace existing bitumen footpath outside Temora Town Hall Theatre with concrete path due to poor condition with existing 3.5m wide	Construct new Footpath (3.5m)	30	m	L	$13,800	24	6-10 years
25	Aurora St	E	Victoria St N	No Footpath	Construct new Foot path (1.5m)	190	m	L	$28,500	25	6-10 years
26	Britannia St	S	Hoskins St E	No Footpath	Construct new Foot path (1.5m)	55	m	L	$8,250	26	6-10 years
27	Deboos St	E/ W	Grey St N	Existing 1.2m footpath both sides needs replacing due to poor condition	Replace Foot path (1.5m)	360	m	L	$64,800	27	6-10 years
28	Deboos St	E	Polaris St N	No Footpath	Construct New Foot path (1.5m)	180	m	L	$27,000	28	6-10 years
29	Gardiner St	W	Loftus St N	No Footpath	Construct new Foot path (1.5m)	210	m	L	$31,500	29	6-10 years
30	Loftus St	N	Camp St E	No Footpath linking Camp St cycleway to Temora West Park (toilets and water access)	Construct new Foot path (1.5m)	120	m	L	$18,000	30	6-10 years
31	Crowley St	E	Grey St N	No Footpath	Construct new Foot path (1.5m)	180	m	L	$27,000	31	6-10 years
32	Camp St	W	Victoria St S	Water Ponding in Kerb at Intersection limiting access to kerb ramp and footpath	Kerb and Gutter to be replaced in future budget	1	item	L	N/A	32	6-10 years
								TOTAL	**$342,350**		

TEMORA								FUTURE LOW PRIORTY FOOTPATH WORKS			
ID	Street	Side	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
33	Haig St	E	Deutcher St N	No Footpath	Construct new Foot path (1.5m)	190	m	L	$28,500	33	> 10 years
34	Deboos St	E	Parkes St N	Replace existing bitumen footpath with concrete path due to poor condition	Construct new Footpath (3.5m)	200	m	L	$92,000	34	> 10 years
35	Loftus St	N	Bowling Club Lane E	Existing footpath across the front of Callaghan Park and Lions Park needs replacing due to poor condition	Replace Footpath (1.5m)	140	m	L	$25,200	35	> 10 years
36	Loftus St	S	Aurora St W	Existing footpath between Aurora St and Gardiner St needs replacing due to poor condition	Replace Footpath (1.5m)	200	m	L	$36,000	36	> 10 years
37	Loftus St	N	George St W	Existing footpath between George St and Gloucester St needs replacing due to poor condition	Replace Footpath (1.5m)	95	m	L	$17,100	37	> 10 years
38	Parkes St	S	Deboos St W	Existing footpath between Deboos St and Recreation Centre needs replacing due to poor condition	Replace Footpath (3.5m)	120	m	L	$55,200	38	> 10 years
39	Baker St	E	Polaris St N	No Footpath (Section already existing at rear of Woolworths building)	Construct New Footpath (1.5m)	130	m	L	$19,500	39	> 10 years
40	Gallipoli St	W	Loftus St N	No Kerb Ramp	Install Kerb Ramp	1	item	L	$2,500	40	> 10 years
41	Gallipoli St	W	Loftus St N	No Footpath	Construct New Foot path (1.5m)	436	m	L	$65,400	41	> 10 years
42	Victoria St	N	Gallipoli St E	No Footpath	Construct New Foot path (1.5m) Install Access Ramp	45 2	m item	L	$11,750	42	> 10 years
43	Britannia St	N	Deboos St W	No Footpath	Construct new Foot path (1.5m)	110	m	L	$16,500	43	> 10 years
44	Britannia St	S	Baker St E	No Footpath between Hoskins Street and Railway Access to Temora West Southern End	Construct new Foot path (1.5m)	240	m	L	$36,000	44	> 10 years
45	Vesper St	W	Lawson Road S	No Footpath	Construct new Foot path (1.5m)	130	m	L	$19,500	45	> 10 years

ID	Street	Side	Cross Street	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.	Work Schedule
46	Britannia St	N	Hoskins St W	No Footpath	Construct new Foot path (1.5m)	110	m	L	$16,500	46	> 10 years
47	Kitchener Rd	S	Grey St W	No Footpath	Construct new Foot path (1.5m)	400	m	L	$60,000	47	> 10 years
48	Kitchener Rd to Hillview Park	N	Polaris St E	No Footpath to Hillview Park via Willow Street	Construct new Foot path (1.5m)	90	m	L	$13,500	48	> 10 years
49	Lawson Rd	N	Vespers St E	No Footpath servicing the side streets adjoining Lawson Rd	Construct new Foot path (1.5m)	260	m	L	$39,000	49	> 10 years
50	Hoskins St	W	Victoria St N	Existing 3.6 m footpath needs replacing due to poor condition	Replace Footpath (3.6m)	210	m	L	$96,600	50	> 10 years
51	Hoskins St	E	Victoria St N	Existing 3.6 m footpath needs replacing due to poor condition	Replace Footpath (3.6m)	210	m	L	$96,600	51	> 10 years
52	Loftus St	N	Deboos St W	Existing 3.6m footpath needs replacing and the 1.5m adjoining footpath to Callaghan Park	Replace Footpath (3.6m) Replace Footpath (1.5m)	55 55	m m	L L	$25,300 $8,250	52	> 10 years
53	Loftus St	N	Asquith St W	Existing footpath between Asquith St and George St needs replacing due to poor condition	Replace Footpath (1.5m)	170	m	L	$30,600	53	> 10 years
								TOTAL	$811,500		

ARIAH PARK								HIGH PRIORITY FOOTPATH WORKS			
ID	**Street**	**Side**	**Cross Street**	**Issue**	**Action**	**Quantity**	**Unit**	**Priority**	**Cost**	**Photo No.**	**Work Schedule**
54	Reid St	E	Wellman St N	No Foot path to link the pedestrian facility on Pitt St to the Recreation facilities	Construct New Foot Path (1.5m)	240	m	L	$36,000	54	1-5 years
								TOTAL	**$36,000**		

ARIAH PARK								LOW PRIORITY FOOTPATH WORKS			
ID	**Street**	**Side**	**Cross Street**	**Issue**	**Action**	**Quantity**	**Unit**	**Priority**	**Cost**	**Photo No.**	**Work Schedule**
55	Coolamon St	E	Wellman St S	No Footpath	Construct new Foot path (1.5m)	190	m	L	$28,500	55	6-10 years
56	Coolamon St	E	Railway Level Crossing	Unpaved crossing point at Railway Level Crossing	Upgrade pedestrian Facility at Railway Level Crossing to ensure accessibility for mobility impaired and motorised scooters	1	item	L	$80,000	56	6-10 years
								TOTAL	**$108,500**		
ID	**Street**	**Side**	**Cross Street**	**Issue**	**Action**	**Quantity**	**Unit**	**Priority**	**Cost**	**Photo No.**	**Work Schedule**
57	Coolamon St	E	Broughton St N	Continue pedestrian access to the North of the Railway Level Crossing	Construct new Foot path (1.5m)	70	m	L	$10,500	57	> 10 years
								TOTAL	**$10,500**		

OTHER FUTURE CONSIDERATIONS								
TEMORA						OTHER FOOTPATH WORKS CONSIDERATIONS		
ID	Streets Intersection	Issue	Action	Quantity	Unit	Priority	Cost	Photo No.
58	Britannia St / Baker St Intersection	Sub-standard access ramps with no pedestrian safety railings, future upgrade to Kerb Ramp	Install new Kerb Ramps to replace existing infrastructure	5	item	L	$12,500	Example images on Page 17 of PAMPS Plan
59	Britannia St / Deboos St Intersection	Sub-standard access ramps with no pedestrian safety railings, future upgrade to Kerb Ramp	Install new Kerb Ramps to replace existing infrastructure	4	item	L	$10,000	
60	Deboos St / Austral St Intersection	Sub-standard access ramps with no pedestrian safety railings, future upgrade to Kerb Ramp	Install new Kerb Ramps to replace existing infrastructure	2	item	L	$5,000	
61	Britannia St / Aurora St Intersection	Sub-standard access ramps with no pedestrian safety railings, future upgrade to Kerb Ramp	Install new Kerb Ramps to replace existing infrastructure	1	item	L	$2,500	
62	Deboos St / Parkes St Intersection	Sub-standard access ramps with no pedestrian safety railings, future upgrade to Kerb Ramp	Install new Kerb Ramps to replace existing infrastructure	3	item	L	$7,500	
63	Baker St / Parkes St Intersection	Sub-standard access ramps with no pedestrian safety railings, future upgrade to Kerb Ramp	Install new Kerb Ramps to replace existing infrastructure	2	item	L	$5,000	
						TOTAL	$42,500	

Temora Shire Council

PAMPS

TEMORA
The Friendly Shire

Appendix B

Photos

TEMORA – HIGH PRIORTY FOOTPATH WORKS (1-5 years)

	
Photo 1	**Photo 2**
	
Photo 3	**Photo 4**
	
Photo 5	**Photo 6**

Photo 7

Photo 8

Photo 9

Photo 10

Photo 11

Photo 12

Photo 13

Photo 14

Photo 15

Photo 16

Photo 17

Photo 18

Photo 19

Photo 20

Photo 21

TEMORA – LOW PRIORTY FOOTPATH WORKS (6-10 years)

Photo 22

Photo 23

Photo 24

Photo 25

Photo 26

Photo 27

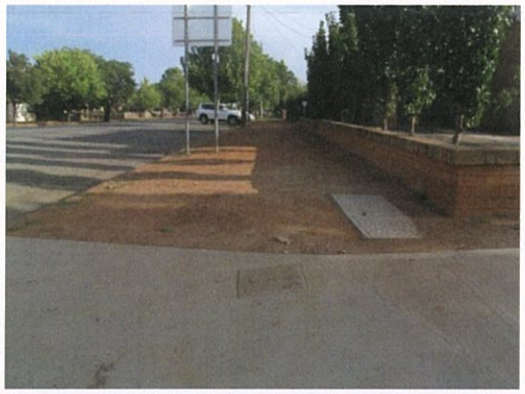


Photo 28

Photo 29

Photo 30

Photo 31

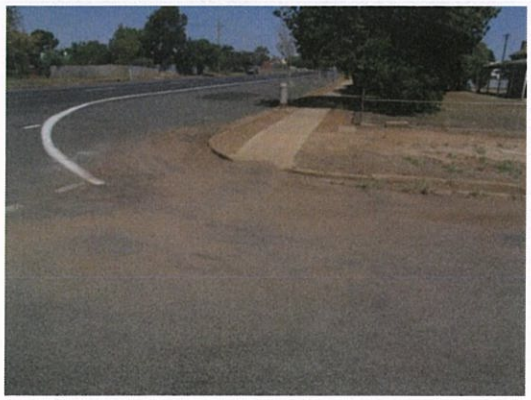


Photo 32

TEMORA – LOW PRIORTY FOOTPATH WORKS (> 10 years)

Photo 33

Photo 34

Photo 35

Photo 36

Photo 37

Photo 38

Photo 39

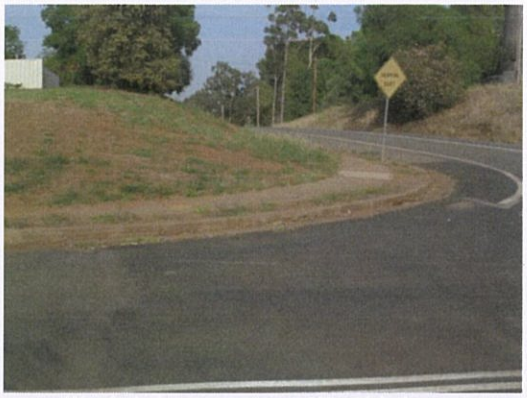


Photo 40

Photo 41

Photo 42

Photo 43

Photo 44

Photo 45

Photo 46

Photo 47

Photo 48

Photo 49

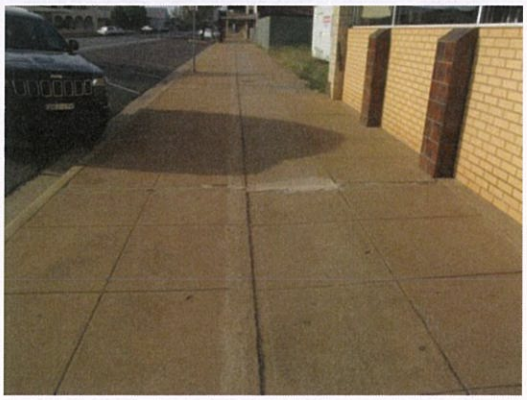


Photo 50

Photo 51

Photo 52

Photo 53

ARIAH PARK – HIGH PRIORTY FOOTPATH WORKS (1-5 years)

Photo 54

ARIAH PARK – LOW PRIORTY FOOTPATH WORKS (6-10 years)

Photo 55

Photo 56

ARIAH PARK – LOW PRIORTY FOOTPATH WORKS (>10 years)

Photo 57

Temora Shire Council

PAMPS

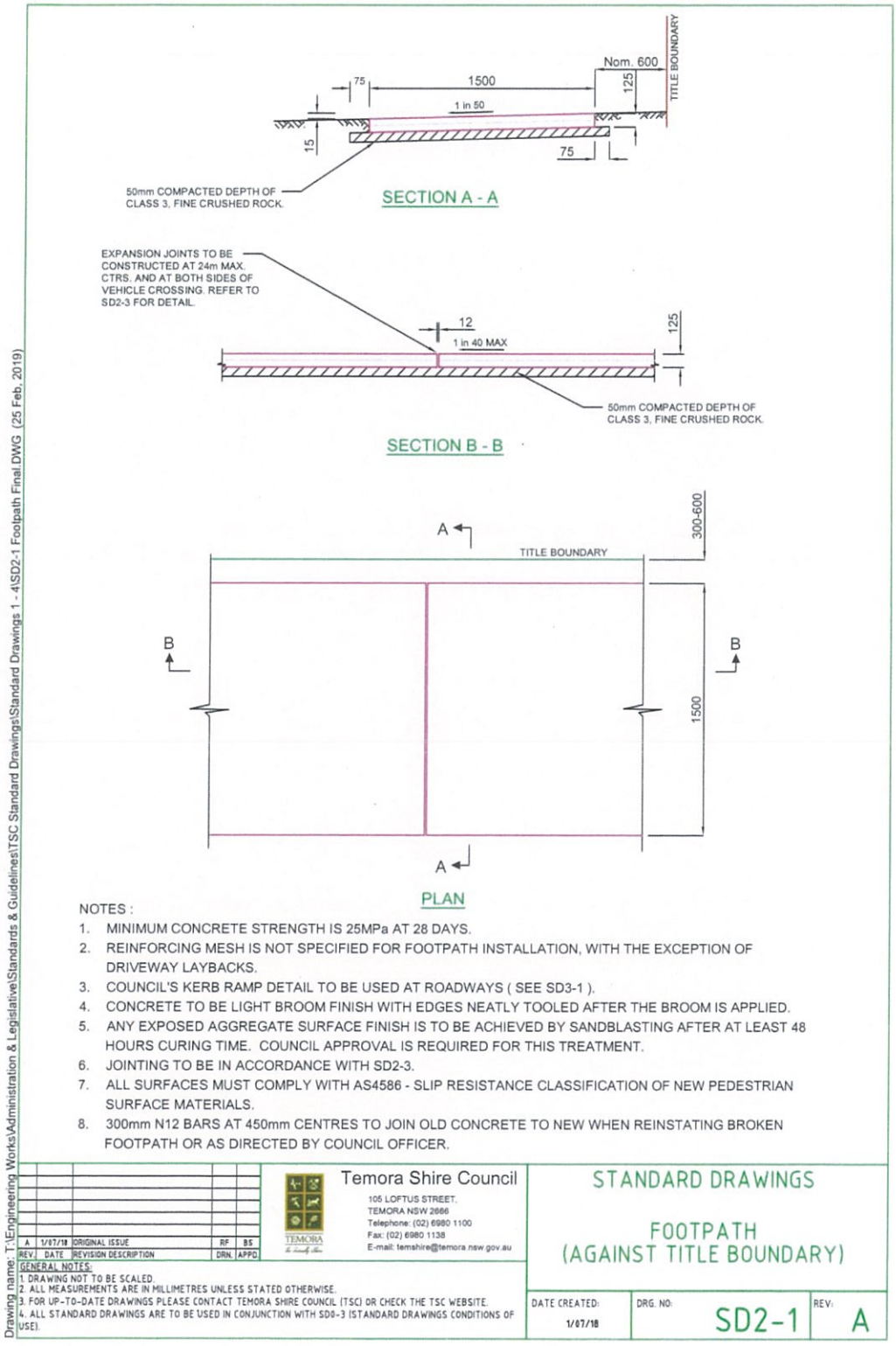
Appendix C

Footpath Construction Standard Drawings

Introduction

Temora Shire Council footpath construction standard drawings are developed for this study area based on Australian Standards and Technical Guidelines including AUSTROADS. In particular AS1428, AUSTROADS Parts 13 and 14.

Further the Standards and Guidelines are subject to revision by Australian Standards, AUSTROADS and other authorities such as Roads and Maritime Services (RMS), and should be regularly updated against the latest source documents.



NOTES :

1. MINIMUM CONCRETE STRENGTH IS 25MPa AT 28 DAYS.
2. REINFORCING MESH IS NOT SPECIFIED FOR FOOTPATH INSTALLATION, WITH THE EXCEPTION OF DRIVEWAY LAYBACKS.
3. COUNCIL'S KERB RAMP DETAIL TO BE USED AT ROADWAYS (SEE SD3-1).
4. CONCRETE TO BE LIGHT BROOM FINISH WITH EDGES NEATLY TOOLED AFTER THE BROOM IS APPLIED.
5. ANY EXPOSED AGGREGATE SURFACE FINISH IS TO BE ACHIEVED BY SANDBLASTING AFTER AT LEAST 48 HOURS CURING TIME. COUNCIL APPROVAL IS REQUIRED FOR THIS TREATMENT.
6. JOINTING TO BE IN ACCORDANCE WITH SD2-3.
7. ALL SURFACES MUST COMPLY WITH AS4586 - SLIP RESISTANCE CLASSIFICATION OF NEW PEDESTRIAN SURFACE MATERIALS.
8. 300mm N12 BARS AT 450mm CENTRES TO JOIN OLD CONCRETE TO NEW WHEN REINSTATING BROKEN FOOTPATH OR AS DIRECTED BY COUNCIL OFFICER.

REV.	DATE	REVISION DESCRIPTION	DRN.	APPD.
A	1/07/18	ORIGINAL ISSUE	RF	BS

GENERAL NOTES:
1. DRAWING NOT TO BE SCALED.
2. ALL MEASUREMENTS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
3. FOR UP-TO-DATE DRAWINGS PLEASE CONTACT TEMORA SHIRE COUNCIL (TSC) OR CHECK THE TSC WEBSITE.
4. ALL STANDARD DRAWINGS ARE TO BE USED IN CONJUNCTION WITH SD0-3 (STANDARD DRAWINGS CONDITIONS OF USE).

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105 LOFTUS STREET,
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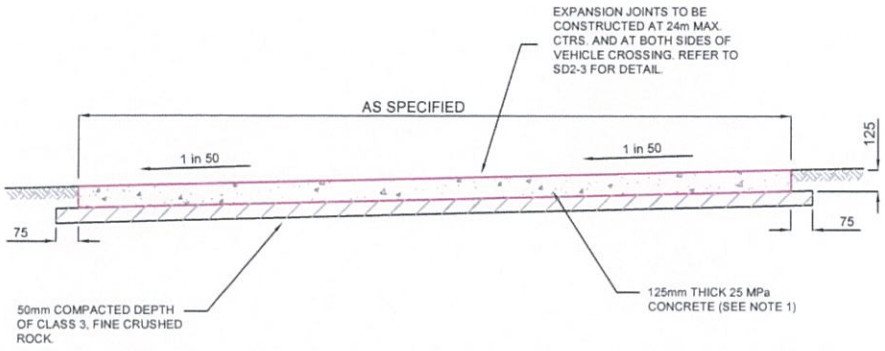
E-mail: temshire@temora.nsw.gov.au

STANDARD DRAWINGS

FOOTPATH
(AGAINST TITLE BOUNDARY)

DATE CREATED:	DRG. NO:	REV:
1/07/18	SD2-1	A

Drawing name: T:\Engineering Works\Administration & Legislative\Standards & Guidelines\TSC Standard Drawings\Standard Drawings 1 - 4\SD2-1 Footpath Final.DWG (25 Feb, 2019)



SHARED FOOTPATH

NOTES :

1. MINIMUM CONCRETE STRENGTH IS 25MPa AT 28 DAYS.
2. COUNCIL MAY AT ITS DISCRETION SPECIFY REINFORCING MESH.
3. COUNCIL'S KERB RAMP DETAIL TO BE USED AT ROADWAYS (SEE SD3-1).
4. CONCRETE TO BE LIGHT BROOM FINISH WITH EDGES NEATLY TOOLED AFTER THE BROOM IS APPLIED.
5. ANY EXPOSED AGGREGATE SURFACE FINISH IS TO BE ACHIEVED BY SANDBLASTING AFTER AT LEAST 48 HOURS CURING TIME. COUNCIL APPROVAL IS REQUIRED FOR THIS TREATMENT.
6. JOINTING TO BE IN ACCORDANCE WITH SD2-3.
7. ALL SURFACES MUST COMPLY WITH AS4586 - SLIP RESISTANCE CLASSIFICATION OF NEW PEDESTRIAN SURFACE MATERIALS.
8. 300mm N12 BARS AT 450mm CENTRES TO JOIN OLD CONCRETE TO NEW WHEN REINSTATING BROKEN FOOTPATH OR AS DIRECTED BY COUNCIL OFFICER.

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A	1/07/18	ORIGINAL ISSUE	RF	BS

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STANDARD DRAWINGS

SHARED PATH
(ALL LOCATIONS)

DATE CREATED:	DRG. NO:	REV:
1/07/18	SD2-2	A

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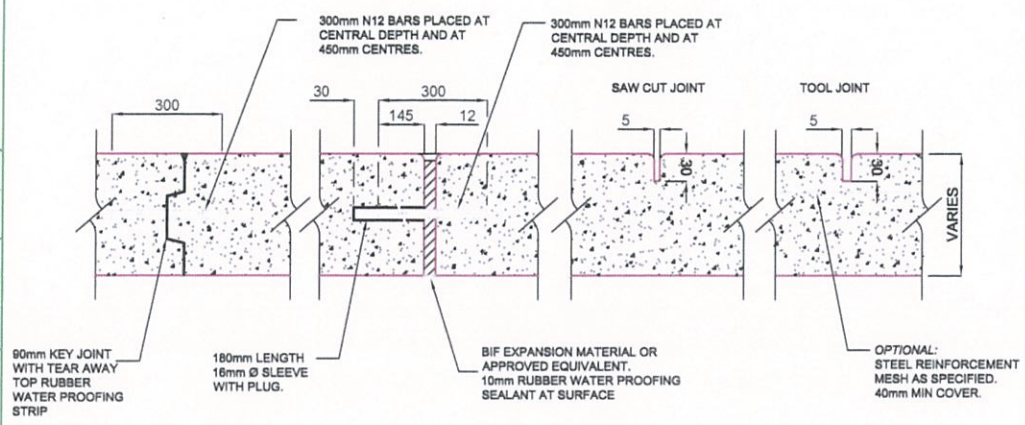

CONSTRUCTION JOINT (CJ) | **EXPANSION JOINT (EJ)** | **CRACK CONTROL JOINTS (CCJ)**

NOTES :

1. CRACK CONTROL JOINT SPACING TO BE EQUAL WITH PATH WIDTH.
2. EXPANSION JOINTS TO BE CONSTRUCTED AT 24m CENTRES AND EACH SIDE OF VEHICLE CROSSINGS.
3. CONSTRUCTION JOINTS TO BE CONSTRUCTED AT 6m CENTRES.
4. ALL STEEL REINFORCEMENT MESH TO HAVE 40mm TOP COVER.
5. DEFORMED BARS MUST BE ALIGNED HORIZONTALLY AND PARALLEL. SLEEVES MUST BE USED.
6. CONCRETE STRENGTH OF 25MPa AT 28 DAYS.

REV.	DATE	REVISION DESCRIPTION	DRN.	APPD.
A	1/07/18	ORIGINAL ISSUE	RF	BS

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E-mail: temshire@temora.nsw.gov.au

STANDARD DRAWINGS

CONCRETE PATH AND PAVEMENT JOINT DETAILS

DATE CREATED:	DRG. NO:	REV:
1/07/18	SD2-3	A

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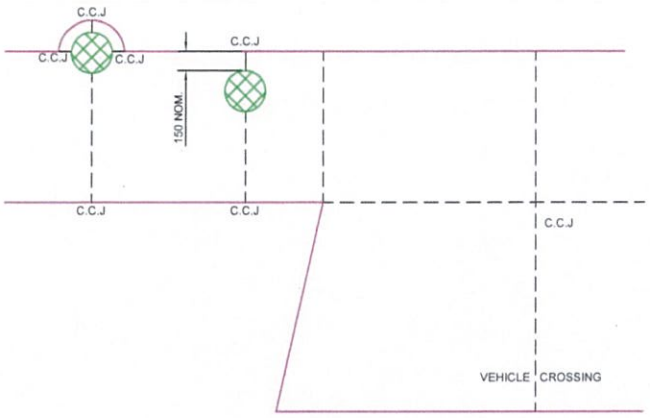
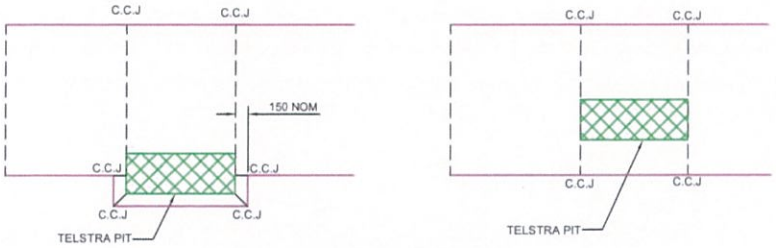
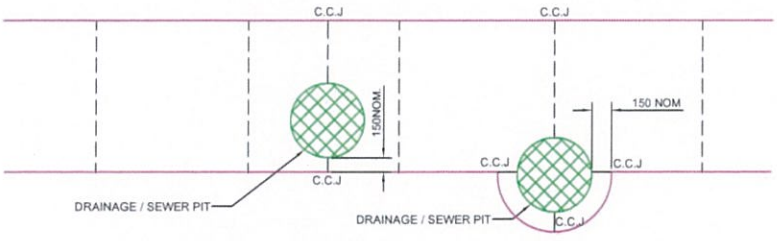


ELECTRICITY PITS IN FOOTPATH



TELSTRA PITS IN FOOTPATH



DRAINAGE AND SEWER PITS IN FOOTPATH

NOTES:
1. CONTROL JOINT SPACING TO BE AT PATH WIDTH.
2. COUNCIL MAY AT ITS DISCRETION SPECIFY REINFORCING MESH AROUND SERVICE PITS.
3. SEE SD2-5 FOR PIT COLLAR DETAILS.

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3. FOR UP-TO-DATE DRAWINGS PLEASE CONTACT TEMORA SHIRE COUNCIL (TSC) OR CHECK THE TSC WEBSITE.
4. ALL STANDARD DRAWINGS ARE TO BE USED IN CONJUNCTION WITH SD0-3 (STANDARD DRAWINGS CONDITIONS OF USE).

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STANDARD DRAWINGS

TYPICAL CONCRETE FOOTPATH TREATMENT AT PITS

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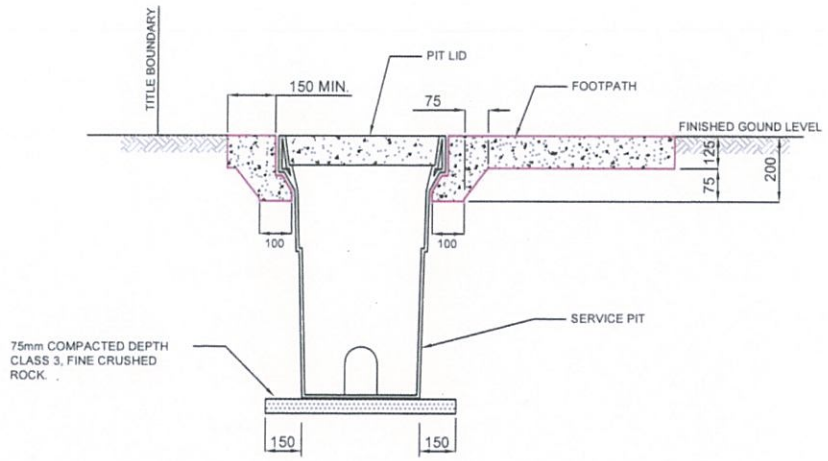
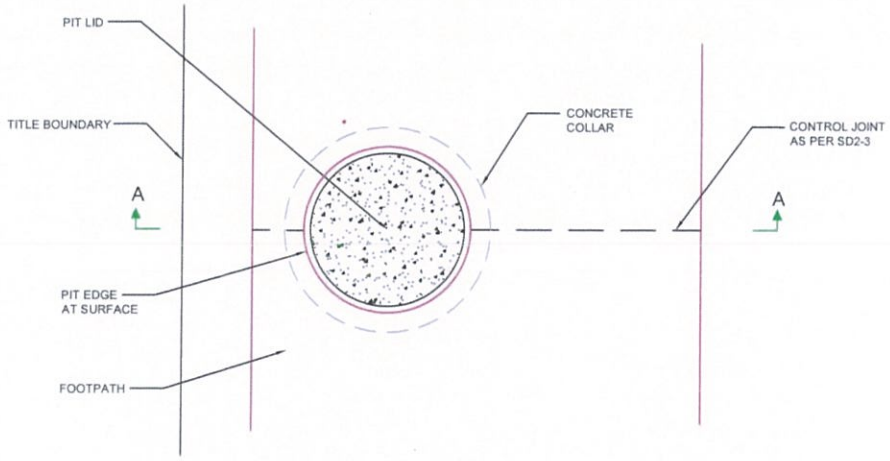
1/07/18	SD2-4	A

Drawing name: T:\Engineering Works\Administration & Legislative\Standards & Guidelines\TSC Standard Drawings\Standard Drawings 1 - 4\SD2-4 Footpath Final.DWG (25 Feb, 2019)



SECTION A-A



PLAN

NOTES :

1. THE SERVICE PIT IS TO BE INSTALLED WITH ITS OUTER EDGE NOT LESS THAN 150mm FROM THE EDGE OF THE FOOTPATH.
2. COUNCIL MAY AT ITS DISCRETION SPECIFY REINFORCING MESH AROUND SERVICE PITS.
3. THE CONCRETE COLLAR SUPPORT IS TO BE 200mm THICK WITHIN THE FOOTPATH.
4. FOOTPATH REINFORCEMENT TO BE CONTINUOUS ON ALL SIDES OF THE PIT.
5. MINIMUM FOOTPATH REINSTATEMENT TO BE 1500mm WIDE.
6. CONCRETE STRENGTH OF 25MPa AT 28 DAYS.

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STANDARD DRAWINGS

INSTALLATION OF ELECTRICAL PIT IN FOOTPATH

GENERAL NOTES:
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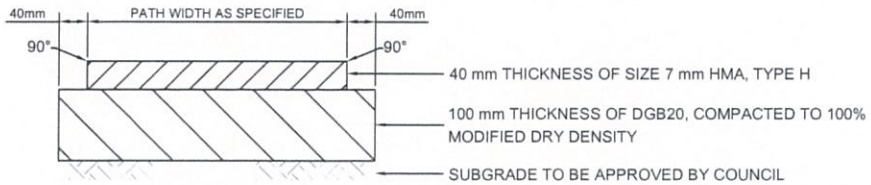
Drawing name: T:\Engineering Works\Administration & Legislative\Standards & Guidelines\TSC Standard Drawings\Standard Drawings 1 - 4\SD2-5 Footpath Final.DWG (25 Feb, 2019)



TYPICAL PAVEMENT SECTION
NOT TO SCALE

NOTES :
1. EDGES OF PATH TO BE FORMED AT 90°.
2. PATH CROSSFALL TO BE 1 IN 50 (2%).
3. WIDTH OF FOOTPATH TO BE AS SPECIFIED BY TSC

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STANDARD DRAWINGS

ASPHALT PATH

GENERAL NOTES:
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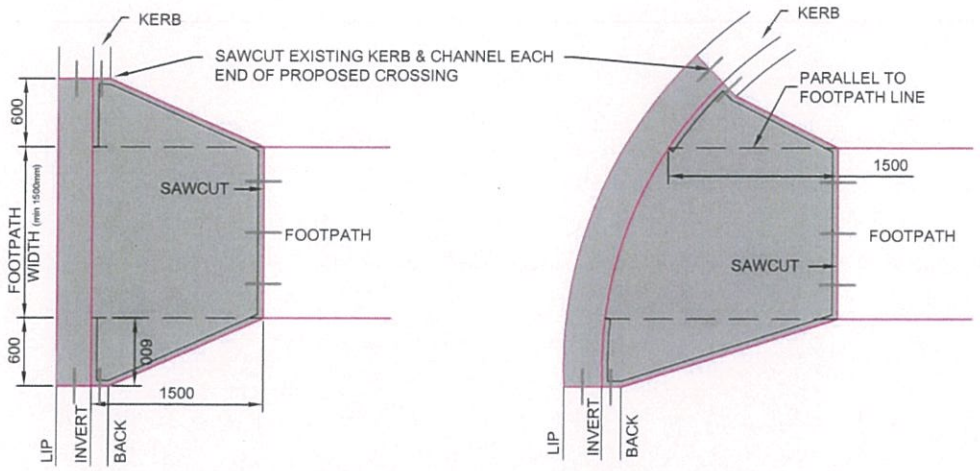
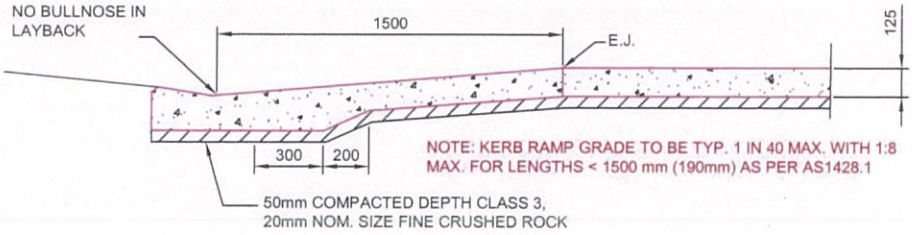
1/07/18	SD2-6	A

Drawing name: T:\Engineering Works\Administration & Legislative\Standards & Guidelines\TSC Standard Drawings\Standard Drawings 1 - 4\SD2-6 Footpath Final.DWG (25 Feb, 2019)



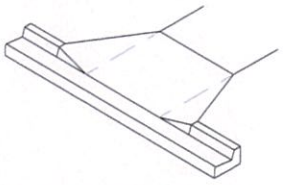
TYPICAL KERB RAMP LAYOUTS PLAN



TYPICAL SECTION

NOTES :

1. CONCRETE IS TO BE 25 MPa AT 28 DAYS.
2. CONCRETE THICKNESS TO BE 125 mm.
3. BASE TO BE MINIMUM 50mm COMPACTED DEPTH OF CLASS 3, FINE CRUSHED ROCK.
4. WHERE APPLICABLE, REINFORCEMENT TO BE SL62 MESH PLACED CENTRALLY ON BAR CHAIRS.
5. CONCRETE FOOTPATH TO BE IN ACCORDANCE WITH STANDARD DRAWING SD2-1 OR SD2-2 AS APPROVED BY COUNCIL.
6. SPLAYS TO BE 600mm WITH KERB TRANSITION.
7. CROSSING TO BE AT RIGHT ANGLES TO ROAD CARRIAGEWAY, ALIGNED WITH OPPOSITE PRAM CROSSING AND WITH A DIRECT PATH OF TRAVEL.
8. CONCRETE TO BE LIGHT BROOM FINISH WITH EDGES NEATLY TOOLED AFTER THE BROOM IS APPLIED.
9. JOINTING TO BE IN ACCORDANCE WITH SD2-3 UNLESS NOTED OTHERWISE.
10. ALL SURFACES MUST COMPLY WITH AS4586 - SLIP RESISTANCE CLASSIFICATION OF NEW PEDESTRIAN SURFACE MATERIALS.
11. 300mm N12 BARS AT 450mm CENTRES TO JOIN EXISTING CONCRETE TO NEW WORK UNLESS NOTED OTHERWISE.



ISOMETRIC DETAIL

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STANDARD DRAWINGS

KERB RAMP CROSSINGS

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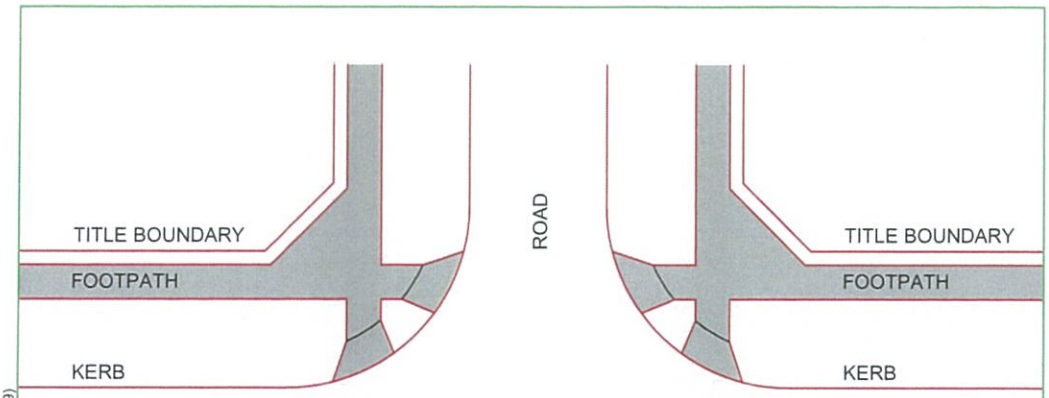
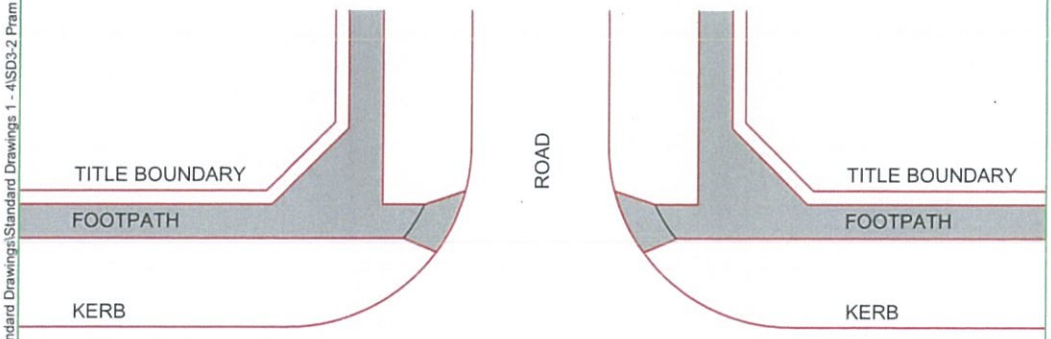


TYPICAL TWO WAY FOOTPATH LAYOUT PLAN



TYPICAL ONE WAY FOOTPATH LAYOUT PLAN

NOTES :

1. FOOTPATH WIDTH AND OFFSET FROM TITLE BOUNDARY TO BE AS PER RELEVANT STANDARD DRAWING/S (SD1-2 OR SD2-2) OR AS APPROVED BY COUNCIL.
2. KERB RAMP CROSSINGS TO BE AS PER SD3-1 OR AS APPROVED BY COUNCIL.

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STANDARD DRAWINGS

TYPICAL FOOTPATH LAYOUT AT INTERSECTIONS

GENERAL NOTES:
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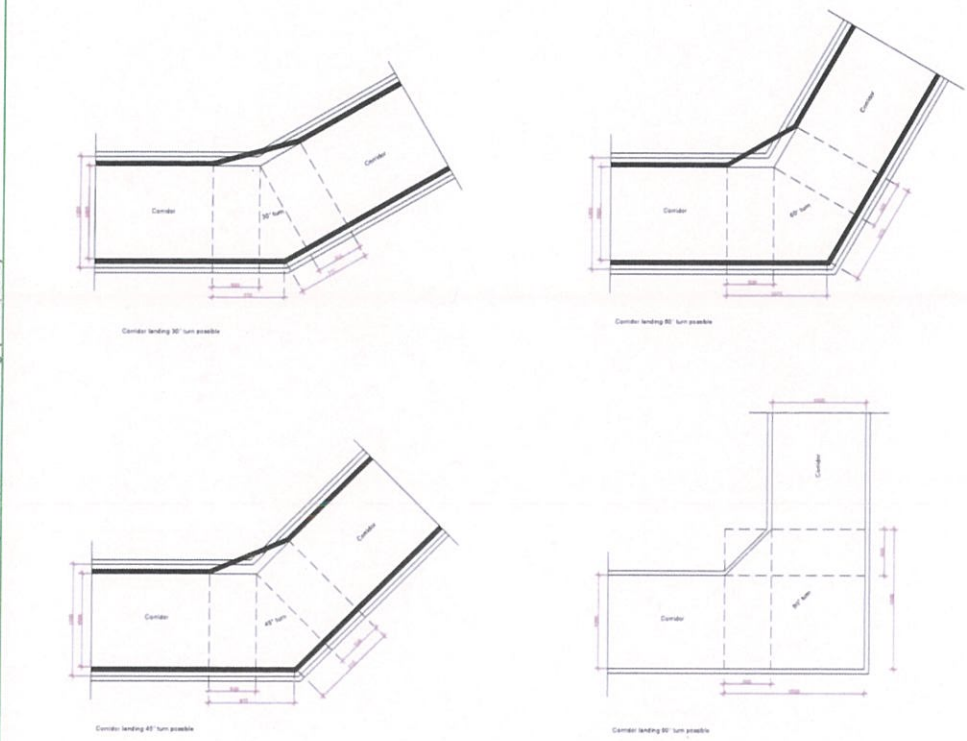
1/07/18	SD3-2	A

Drawing name: T:\Engineering Works\Administration & Legislative\Standards & Guidelines\TSC Standard Drawings\Standard Drawings 1 - 4\SD3-2 Pram Layout Final.DWG (25 Feb, 2019)



WHEELCHAIR TURN CLEARANCE - 30° TO 90°

1:60

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STANDARD DRAWINGS

FOOTPATH
[WHEELCHAIR TURN CLEARANCE]

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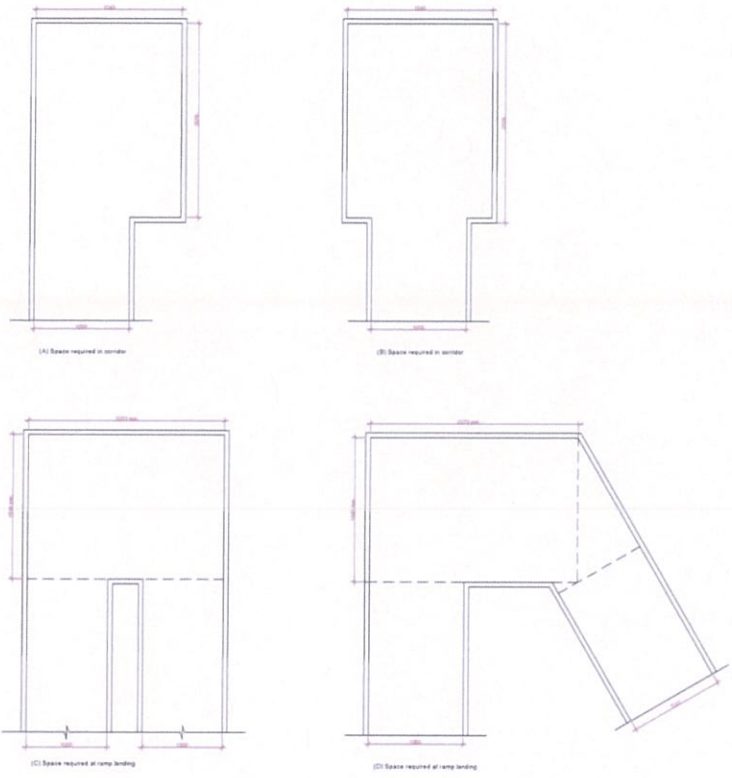
Drawing name: T:\Engineering Works\Administration & Legislative\Standards & Guidelines\TSC Standard Drawings\Footpath - Wheelchair.dwg (09 Oct, 2018)



WHEELCHAIR TURN CLEARANCE - 90° TO 180°
1:60

Drawing name: T:\Engineering Works\Administration & Legislative\Standards & Guidelines\TSC Standard Drawings\Footpath - Wheelchair.dwg (09 Oct, 2018)

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STANDARD DRAWINGS

FOOTPATH
(WHEELCHAIR TURN CLEARANCE)

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