

TEMORA SHIRE COUNCIL



TEMORA

The Friendly Shire

PATHWAYS HEIRARCHY PLAN

ACTIVE

Review Details

ABOUT THIS RELEASE

DOCUMENT NAME: Pathways Hierarchy Plan
CODE NUMBER: EW 2
AUTHOR: Temora Shire Council
ENDORSEMENT DATE:

REVIEW

Revision Date	Revision Description		Date approved by Council	General Managers Endorsement
9 May 2011	New Policy			GCL
October 2020	Reconstruction			GCL

PLANNED REVIEW

Planned Review Date	Revision Description	Review by
January 2023	Review	Engineering Technical Services Manager

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1 PLAN DETAILS

1.1 Aim

The aim of this Plan is to provide a technical framework for the ongoing maintenance, renewal and upgrade of Council's pathway network. It also provides categorisation criteria in order to underpin the service levels provided to the community.

2 NETWORK CLASSIFICATION AND ASSESSMENT

2.1 Classification of Path Network

The Pathway Hierarchy is divided into three major classifications. These aim to reflect characteristics such as surface type and purpose. It is further divided into sub-classifications which detail the intended function of the network. Pathway Hierarchy classification information is noted in [Appendix A](#).

- Pathway Hierarchy Major Classifications:
 - Class 1: Paved Path
 - Class 2: Unpaved Path
 - Class 3: Shared Path
- Pathway Hierarchy Sub-Classifications:
 - Arterial
 - Collector
 - Local

1.1.1 Pathway Definition

For the purpose of this Plan the term 'pathway' can be defined as one of the following:

- Footpath: pedestrian use
- Shared Path: mixed use

2.2 Pathway Hierarchy Assessment

Pathway Hierarchy assessment/review shall be undertaken by Council's engineering department in conjunction with review of this Plan. A subsequent report shall be prepared and tabled for consideration by Council. Factors considered when determining classification within the Pathway Hierarchy are as follows;

- Geographical location i.e. links to major generators
- Pedestrian routes/estimated volumes
- Connectivity/continuity of paved path network

Following Council endorsement, the Pathway Hierarchy Plan shall be used as a guide for Council officers to deliver agreed levels of service consistent with the Plan and provide Council management with direction when considering or undertaking works.

2.3 Pathway Rating Value

The pathway rating value is a figure derived from the addition of a series of weighting points allocated to each section of unpaved pathway. It is intended this value be used as supporting information to the decision making process for assessing potential upgrade

works. It must be noted the pathway rating value is only a guide and classification of all Council pathways will be at the full discretion of Council.

The below table has attributed rating to the various criteria listed and an accumulation of these figures will determine a final priority rating.

Rating Value Criteria

Criteria		Rating
Pedestrian volume	<50	6
	>50	16
Connectivity	Links to arterial network	16
	Links to collector network	8
	Links to local network	4
	Identified gap in paved network	12
	Links to cycleway or known recreational route	12
Links to Major Generators	Educational facilities (schools, TAFE, childcare)	8
	Aged Care facilities	8
	Medical facilities (hospitals, medical centres)	8
	Public facilities (gym, hotels, clubs, church, supermarket etc.)	8
	Recreational facilities (parks, sporting grounds etc.)	8
Existing Infrastructure	Cycleway	-16
	Pathway on opposite side of road	-16

Once a final priority rating has been established, the following values indicate potential for upgrade, and should be used as a basis for future works programs.

Classification	Rating
Construct paved footpath, or cycleway	≥ 26
Retain unpaved pathway	< 26

2.4 Upgrade Methodology

Network objectives for each hierarchy classification are set in [Appendix A](#). These aim to set the nominal and minimum levels of infrastructure acceptable for each hierarchy classification. In cases where the minimum level infrastructure is not achieved on a section of path, it should be flagged for further investigation and considered for upgrade to a level consistent with the network objective.

3 MAINTENANCE SERVICE LEVELS

3.1 Asset Inspection / Risk Management

Risk associated with the operation of pathway networks is managed through regular inspection and maintenance of the asset. Regular inspection is achieved via the following methods;

- Programmed Inspection – Proactive inspection of the pathway network is undertaken consistent with Appendix C using 'Reflect' management software.
- Reactive Inspection – Reactive inspection is prompted via public incidents, complaints, requests and/or reports. Public correspondence received is managed through Council's Customer Request Management (CRM) system.
- Asset Condition Rating Inspection – Condition rating inspection is undertaken biennially and is primarily undertaken to capture condition of the asset and to assist in building forward capital works programs. This process is not intended to primarily manage risk, however, is still used as a means of identifying risks existing on the pathway network.

3.2 Pathway Maintenance

Scheduled reactive maintenance is programmed through proactive inspection and condition rating inspection. Scheduled maintenance works are generally derived by grouping defects requiring like rectification activities and delivered as combined work. Examples are footpath grinding, bulk spot replacement programs.

Unplanned reactive maintenance generally occurs due to a reactive inspection resulting from a public incident or complaint. Reactive maintenance is typically undertaken as a high priority either immediately or within a reasonable timeframe (within documented defect intervention response times). Where a high priority defect cannot be rectified immediately, Council staff are expected to undertake temporary works in order to make the site safe. This may involve delineation or barricading of the defect, or in extreme cases closing the respective pathway.

Defects resulting in either scheduled or unplanned maintenance have specific defect response times noted within [Appendix C](#) – Defect Intervention Matrix.

Reflect is also used for recording accomplishment against pathway network defects and maintenance work delivered but not linked to a pathway network defect.

4 DESIGN STANDARDS

For typical pathway applications, Council applies a suite of [standard drawings](#) to be read in conjunction with design standards documented in [Appendix D](#). However, it must be noted, at times it is necessary to modify standard design to suit specific conditions.

Note: Standard drawings are located in the following file directory:

T:\Engineering Works\Administration & Legislative\Standards & Guidelines\TSC Standard Drawings

5 ADMINISTRATION

5.1 Owner Contribution

Council has delegation under section 217 of the Local Government Act 1993 to charge the owner of a property a contribution fee for the initial provision of concrete footpath adjacent to

their property. [Council Policy EW11 – Footpath / Kerb & Gutter Contributions](#) is the guiding framework for determining the amount to be levied.

5.2 Works Within the Road Reserve

Any private works proposed to be conducted on the road verge or nature strip requires Council's consent. [Council Policy EW13 – Road Verge and Nature Strip](#) is the guiding framework for all works required to be undertaken on any Council road reserve.

Residents are not permitted to close off any part of the nature strip or pathway, due to building or construction works without Council approval.

APPENDIX A – Pathway Network Hierarchy Classification Table

Major Classification	Sub-classification	Definition	Network Objective	Capital Renewal Cycle	Target Routine Maintenance Cycle
Class 1 Paved Path	1.1 - Arterial	Major shopping areas/transport hubs. High level of pedestrian traffic.	Nominal 3.6m, minimum 1.5m wide concrete footpath on both sides of road carriageway.	75 Years	As Required
	1.2 - Collector	Urban areas within close proximity to CBD linking residential streets to the CBD. Medium level of pedestrian traffic.	Nominal 1.5m, minimum 1.2m wide concrete footpath	75 Years	As Required
	1.3 - Local	Provides access to key community facilities outside of the CBD or provide access to collector paths.	Nominal 1.5m, minimum 1.2m wide concrete footpath	75 Years	As Required
Class 2 Unpaved Path	2.1 - Arterial	N/A	N/A	N/A	N/A
	2.2 - Collector	Unformed, informal pedestrian route with a low level of pedestrian traffic.	Nominal 1.5m, minimum 1.2m wide unobstructed pedestrian access route	N/A	As Required
	2.3 – Local	Unformed, informal pedestrian route with very low pedestrian traffic.	Nominal 1.5m, minimum 1.2m wide unobstructed pedestrian access route	N/A	As Required
Class 3 Shared Path	Concrete Shared Path	Recreational pathway supporting multiple users. Medium level of pedestrian traffic.	Nominal 2.5m, minimum 1.8m wide pathway	75 Years	As Required
	Bitumen Sealed Shared Path	Recreational pathway supporting multiple users. Low to medium level of pedestrian traffic.	Nominal 2.5m, minimum 1.8m wide pathway	75 Years	As Required
	Unsealed Shared Path	Recreational pathway supporting multiple users. Low level of pedestrian traffic.	Nominal 2.5m, minimum 1.8m wide pathway	20 Years	As Required

APPENDIX B – Pathway Network Hierarchy Maps

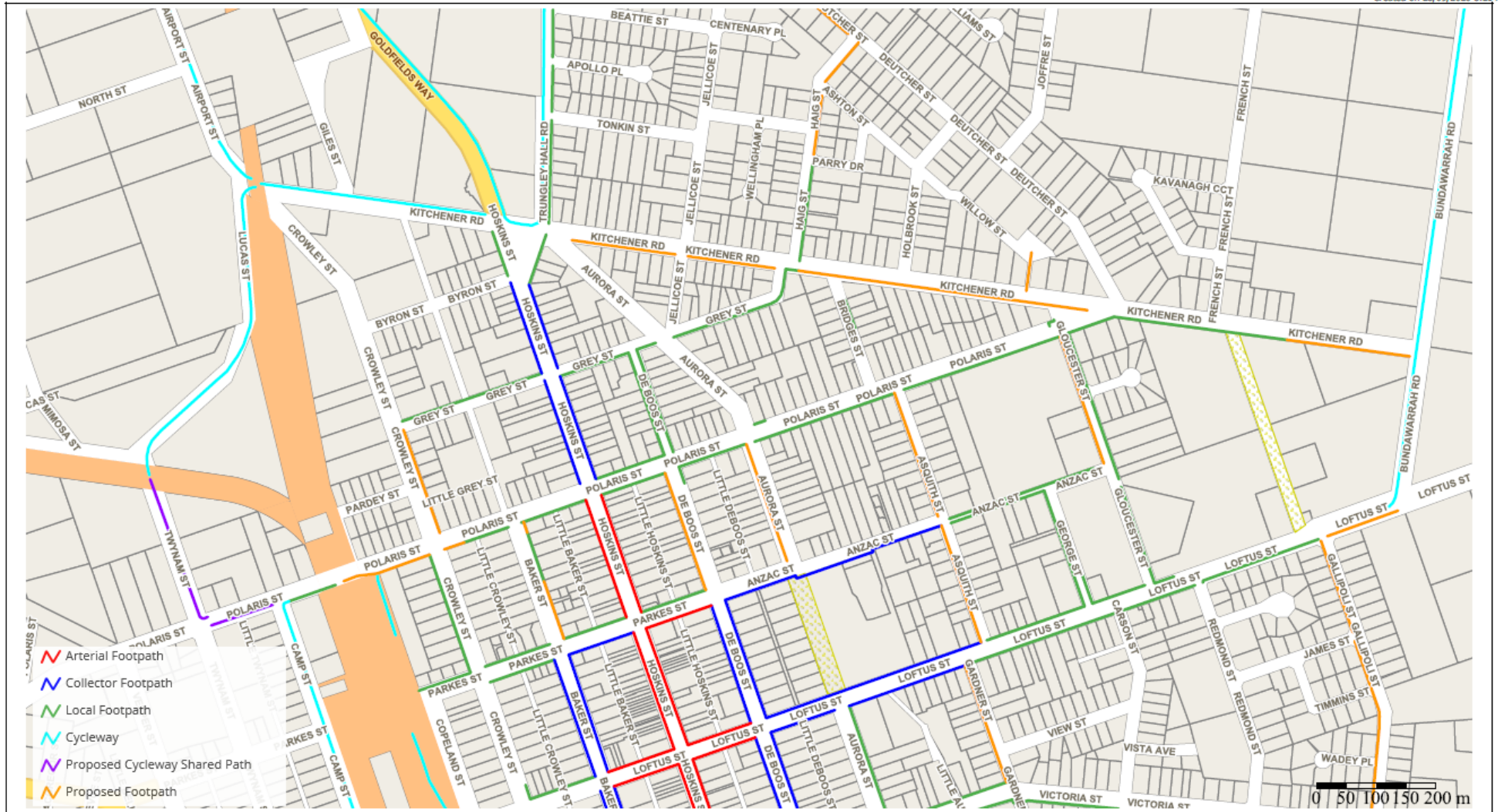
Urban Temora (north)

Created on 28/09/2020



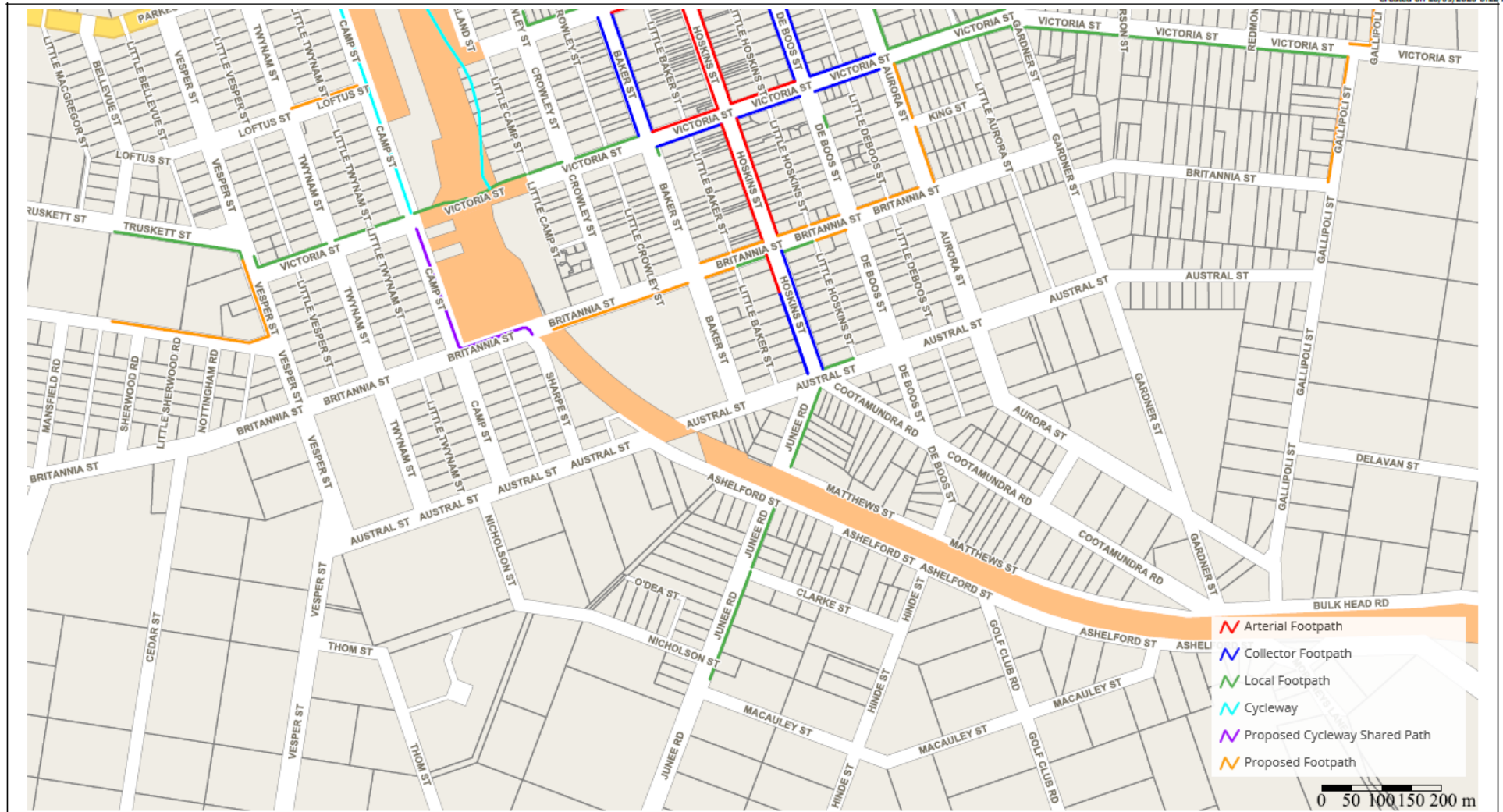
Urban Temora (central)

Created on 28/09/2020 8:21 AM



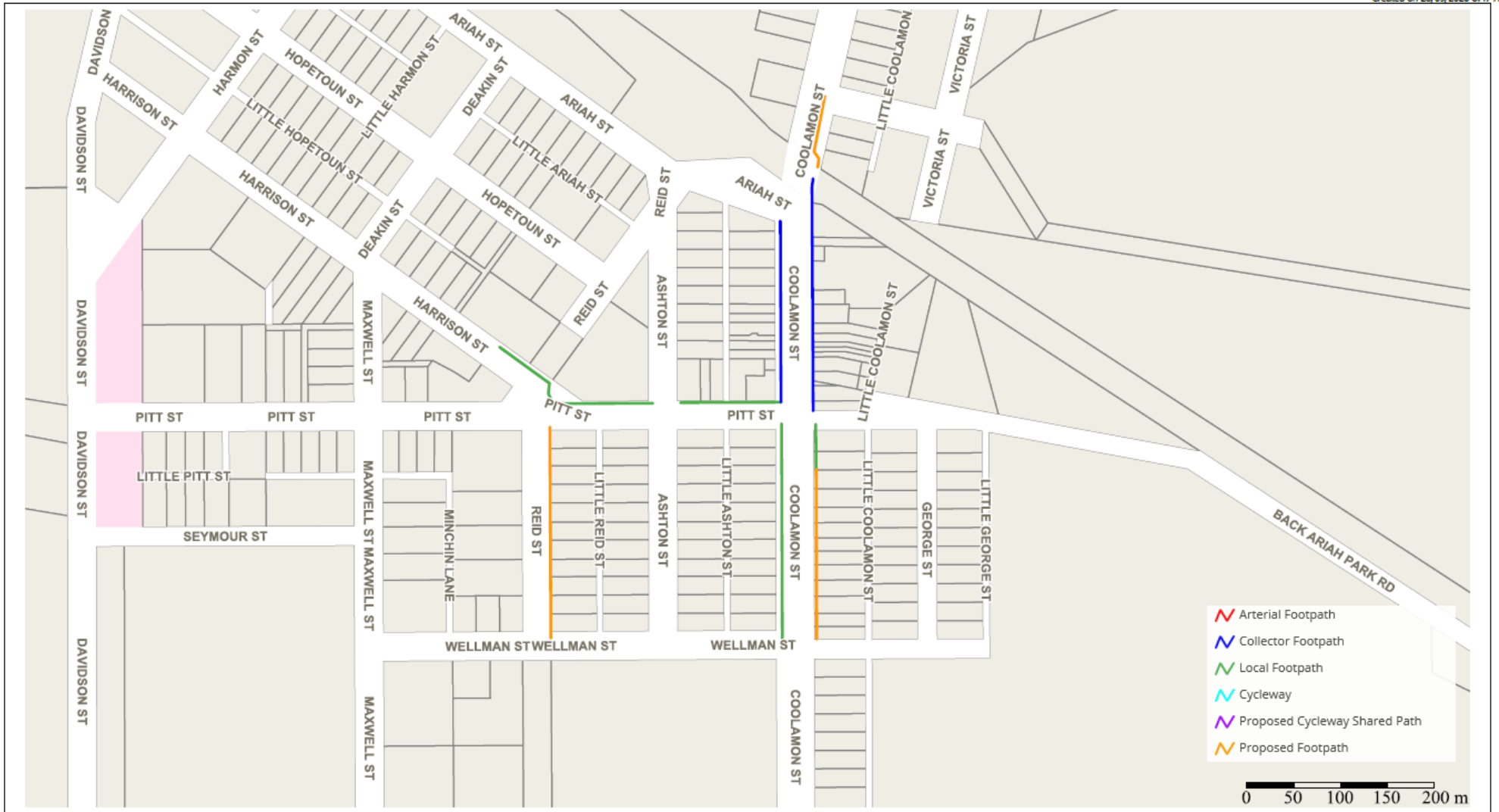
Urban Temora (south)

Created on 28/09/2020 8:22 AM



Urban Ariaiah Park

Created on 28/09/2020 8:47 AM



APPENDIX C – Maintenance Defect Matrix

Pathway Defect Intervention Matrix					Maximum Response Time						
Task Code	Defect	Code	Description	Typical Rectification	Paved Arterial Class 1.1	Paved Collector Class 1.2	Paved Local Class 1.3	Unpaved Arterial Class 2.1	Unpaved Collector Class 2.2	Unpaved Local Class 2.3	Shared Path Class 3
					Inspection Frequencies	6 month	6 month	12 month	12 month	12 month	12 month
Pavement	Edge Drop	E1	Concrete path edge drop off > 50mm	Patching / filling potholes, voids, gaps in pathway using approved materials	2 weeks	1 month	3 months	N/A	N/A	N/A	3 months
	Hazardous Material	M1	Hazardous materials on pathway that have the potential to harm pedestrians	Cleaning of debris, rubbish or hazardous materials located on pathway. May include surface vegetation causing slip hazard. Also includes the removal of Graffiti	1 week	1 week	1 week	N/A	N/A	N/A	1 week
	Loose Material	M2	Loose material on pathway that may become hazardous to pedestrians	Cleaning of debris, rubbish or hazardous materials located on pathway. May include surface vegetation causing slip hazard. Also includes the removal of Graffiti	1 week	2 weeks	1 month	N/A	N/A	N/A	2 weeks
	Pram Ramp	P1	Issues relating to a pram ramp (including lip, cracks, slope deficiency, nonexistence etc.)	Removal and replacement of sections of pathways identified in inspections	2 weeks	1 month	3 months	N/A	N/A	N/A	3 months
	Extreme Slippery Surface	S1	Extreme slippery surface	Cleaning of debris, rubbish or hazardous materials located on pathway. May include surface vegetation causing slip hazard. Also includes the removal of Graffiti	1 week	2 weeks	1 month	N/A	N/A	N/A	2 weeks
	Moderately Slippery Surface	S2	Moderately slippery surface	Cleaning of debris, rubbish or hazardous materials located on pathway. May include surface vegetation causing slip hazard. Also includes the removal of Graffiti	2 weeks	1 month	3 months	N/A	N/A	N/A	1 month
	Slightly Slippery Surface	S3	Slightly slippery surface	Cleaning of debris, rubbish or hazardous materials located on pathway. May include surface vegetation causing slip hazard. Also includes the removal of Graffiti	1 month	3 months	6 months	N/A	N/A	N/A	3 months
	Extremely Uneven	U1	Pathway surface is extremely uneven	Removal and replacement of sections of pathways identified in inspections	1 week	2 weeks	1 month	N/A	N/A	N/A	2 weeks
	Moderately Uneven	U2	Pathway surface is moderately uneven	Removal and replacement of sections of pathways identified in inspections	2 weeks	1 month	3 months	N/A	N/A	N/A	1 month
	Slightly Uneven	U3	Pathway surface is slightly uneven	Removal and replacement of sections of pathways identified in inspections	1 month	3 months	6 months	N/A	N/A	N/A	3 months
	Water Ponding	W1	Water ponding on the pavement surface	Repair of path shoulders (drop off, edge break, shoulder cutting, etc.)	1 month	3 months	6 months	N/A	N/A	N/A	3 months
Cracks and Joints	Cracking	C1	Cracking of concrete pathway surface	Inspections of all pathways	1 month	3 months	6 months	N/A	N/A	N/A	3 months
	Cracking	CS1	Cracking of sealed pathway surface	Can be either a planned inspection or a reactive inspection as a result of a complaint	1 month	3 months	6 months	N/A	N/A	N/A	3 months
	Trip >30mm	T1	Trip hazard >30mm	Grinding of pathways to reduce/eliminate identified trip hazards	1 week	2 weeks	1 month	N/A	N/A	N/A	2 weeks
	Trip 20mm > <30mm	T2	Trip hazard between 20mm and 30mm	Grinding of pathways to reduce/eliminate identified trip hazards	2 weeks	1 month	3 months	N/A	N/A	N/A	1 month
	Trip 10mm > <20mm	T3	Trip hazard between 10mm and 20mm	Grinding of pathways to reduce/eliminate identified trip hazards	1 month	3 months	6 months	N/A	N/A	N/A	3 months
	Trip <10mm	T4	Trip hazard <10mm	Grinding of pathways to reduce/eliminate identified trip hazards	3 months	6 months	12 months	N/A	N/A	N/A	6 months
General Corridor	Pedestrian Facilities	F1	Issues relating to pedestrian facilities (bins, rails, bike racks, exercise equipment, etc.)	Repair of pedestrian facilities (railing, bins, bike racks, exercise equipment, etc.)	1 month	3 months	6 months	N/A	N/A	N/A	3 months
	Graffiti	G1	Graffiti on or near pathway is offensive to pedestrians	Cleaning of debris, rubbish or hazardous materials located on pathway. May include surface vegetation causing slip hazard. Also includes the removal of Graffiti	1 week	2 weeks	1 month	N/A	N/A	N/A	2 weeks
	Minor Scour	SC1	Natural surface scour within the pathway reserve < 100mm depth	Patching / filling potholes, voids, gaps in pathway using approved materials	N/A	1 month	3 months	N/A	N/A	N/A	1 month
	Major Scour	SC2	Natural surface scour within the pathway reserve > 100mm depth	Patching / filling potholes, voids, gaps in pathway using approved materials	N/A	1 month	3 months	N/A	N/A	N/A	1 month
Vegetation	Vegetation Obstruction	V1	Vegetation is obstructing the pathway	Work required to improve pedestrian access or sight distances. May also include removal of tree / roots causing damage to pathways or dangerous overhanging limbs	N/A	1 month	3 months	N/A	N/A	N/A	1 month
	Vegetation Sight Distance	V2	Vegetation is obstructing sight distance for pedestrians or vehicles	Work required to improve pedestrian access or sight distances. May also include removal of tree / roots causing damage to pathways or dangerous overhanging limbs	N/A	1 month	3 months	N/A	N/A	N/A	1 month
	Ground Vegetation	V3	Ground vegetation > 250mm	Mowing or brush cutting of ground vegetation	N/A	2 weeks	1 month	N/A	N/A	N/A	2 weeks
Bridges	Gutter Bridge	B1	Issues relating to gutter bridges	Gutter bridge repair (steel or concrete)	N/A	1 month	3 months	N/A	N/A	N/A	1 month
Utilities	Gas Infrastructure	GAS	Issues relating to gas infrastructure (gas trenches, gas leaks, gas indicator markers, etc.)	Inspections of all pathways	1 month	3 months	6 months	N/A	N/A	N/A	3 months
	Telstra Pit	TP	Issues relating to Telstra pits	Can be either a planned inspection or a reactive inspection as a result of a complaint	1 month	3 months	6 months	N/A	N/A	N/A	3 months
Miscellaneous	Other	O1	Any other defect that doesn't come under any other defect types (comment required)	Inspections of all pathways Can be either a planned inspection or a reactive inspection as a result of a complaint	1 month	3 months	6 months	N/A	N/A	N/A	3 months

Note: WO = Work Order. Include in future budget estimates

APPENDIX D – Network Considerations

Road Number	Segment	Road Name	Location	Start Point	Unpaved Metres	Rating Value
UR401	2	Ashton	A.Park	Pitt	424	26
UR305	1	Asquith	Tem	Loftus	456	44
UR305	2	Asquith	Tem	Anzac	478	36
UR306	5	Aurora	Tem	Victoria	230	26
UR306	6	Aurora	Tem	King	230	26
UR308	5	Baker	Tem	Parkes	368	30
UR311	8	Britannia	Tem	Railway	148	38
UR311	9	Britannia	Tem	Crowley	230	38
UR311	10	Britannia	Tem	Baker	172	34
UR311	11	Britannia	Tem	Hoskins	172	26
UR311	12	Britannia	Tem	DeBoos	230	30
UR313	2	Camp	Tem	Britannia	235	26
UR318	5	Crowley	Tem	Polaris	200	34
UR318	6	Crowley	Tem	Pardey	204	42
UR319	2	DeBoos	Tem	Polaris	468	30
UR322	1	Gallipoli	Tem	Loftus	364	26
UR322	2	Gallipoli	Tem	James	626	26
UR322	3	Gallipoli	Tem	Victoria	458	34
UR324	1	Gardiner	Tem	Loftus	332	26
UR326	1	Gloucester	Tem	Polaris	430	44
UR337	7	Kitchener	Tem	Haig	130	26
UR337	8	Kitchener	Tem	Bridges	230	26
UR337	9	Kitchener	Tem	Holbrook	720	34
UR338	2	Lawson	Tem	Nottingham	234	26
UR339	3	Loftus	Tem	Twynam	236	30
UR350	5	Polaris	Tem	Rail Crossing	340	30
UR359	1	Twynam	Tem	Austral	474	26
UR359	2	Twynam	Tem	Britannia	468	26
UR359	3	Twynam	Tem	Victoria	464	26
UR360	4	Vesper	Tem	Victoria	284	26

APPENDIX E – Design Standards

1 Path Provision

All roads should have some type of the walking facility out of the vehicle path. A separate walkway is preferable, however a shoulder can also provide safe pedestrian accommodation. (Austroads Part 6A).

The minimum network objectives for the provision of a path are outlined below, however circumstantial grounds may allow for increased service levels:

Arterial: Paved pathway constructed adjacent to road on both sides

Collector: Paved pathway constructed adjacent to road on one side

Local: Unpaved pathway adjacent to road at minimum on one side

2 Path Surface

Surface treatment should be stable, firm, even and relatively smooth but also slip resistant. Typical surface treatments applied by Council are outlined below:

Surface Treatments

Surface Treatment	Typical Use
Concrete	Maintenance, renewal and upgrade of urban footpaths High use shared paths
Asphalt/Bitumen	Low to medium use shared paths
Gravel	Walking tracks/informal paths
Unformed/unsealed	Undeveloped nature strips

3 Path Dimensions

Situation	Desired Width (m)	Comments
General low demand	Nominal 1.5m, minimum 1.2m	Clear width required for one wheelchair
High pedestrian volumes	2.4m (or higher based on demand)	Generally high use commercial areas (CBD)
Disability access	Nominal 1.8m, minimum 1.5m	Allow for two wheelchairs to pass (1.8m comfortable, 1.5m minimum) Narrower width (1.2m) can be tolerated for short distances
Shared Path	1.8m – 2.5m	

Notes:

- Whilst the minimum width may be used where demand is low it is generally desirable to provide a path that will accommodate two pedestrians side by side.
- Wider than the minimum width (e.g. up to 5 m) may also be necessary at locations where pedestrian flows are high or where pedestrians gather such as in the vicinity of schools and associated road crossings, at recreation facilities and at important bus stops.
- Where demand is significant it may be necessary to provide adequate congregation areas clear of the path required for through movement of pedestrians.

4 Crossfall

Where paths are for shared use, a crossfall should not exceed 2.5% (1 in 40) to cater for people who have a disability. However, a crossfall of 2.5% should be adopted in order to ensure that the path will shed water and to avoid ponding (AS 1428.1). A flatter crossfall may be adopted provided drainage is facilitated to avoid ponding of water within the path.

5 Landings

Design requirements for sloped walkways are shown in the below table (AS 1428.1).

Design Requirements for Sloped Walkways

	Gradient (constant along entire length)	Maximum length between landing
Slope	1:33	25m*
	1:20	15m*
	Between 1:33 to 1:20	Linear interpolation from above
Ramp**	1:14	9m
	1:20	15m
	Between 1:20 and 1:14	Calculate by linear interpolation

* Maximum length can be increased by 30% if one side of a walkway is bounded by a kerb and a handrail or a wall and a handrail.

** Handrails shall be provided on both sides of the ramp.

NOTE: Landings are not required where walkway gradients are flatter than 1 in 33.

6 Tactile Ground Surface Indicators (TGSIs)

In accordance with AS1428.4, TGSIs shall be installed to alert people who are blind or vision impaired to pending obstacles or hazards on, or changes in direction and location points of the continuous accessible path of travel, where those hazards or changes could not reasonably be expected or anticipated using existing tactile and environmental.

The below requirements must be adhered to:

- a) TGSIs shall be laid so that there is no likelihood of the edges lifting
- b) A TGSIs along the direction of travel shall have a dimension of 300mm - 400mm. Where TGSIs are placed across the direction of travel, to ensure they are detected, they shall have a dimension of 600mm - 800mm.
- c) TGSIs shall be slip-resistance tested
- d) TGSIs shall have the top surface of bars or domes no more than 4mm - 5mm above the base surface.

Installation of TGSIs will be undertaken as appropriate in conjunction with new infrastructure.

7 Crossing Facilities

Kerb Ramps

At all road crossings, kerb and gutter ramps should be provided for pedestrians to gain access to the roadway with minimum impediment. Kerb ramps are also essential for people in wheelchairs, gofers or other for other children with mobility restrictions. Kerb ramps should be aligned in the direction of travel.

Standard kerb ramp design should be adopted, however, in situations where the location of a kerb ramp may be compromised by existing services, such as utility pits, drainage inlets, the best fit approach may be the only solution. For non-standard ramp placement the following should be satisfied.

- The ramp path should be a nominal 1.5m wide and at minimum 1.2m wide,
- The ramp should land within the pedestrian crossing zone and not into the vehicle paths. This is of concern for ramps at corners,
- There should be no lip or step,
- The link between the path of travel and the modified kerb ramp should be paved,
- There should be at least 1 m clear width of footpath around the kerb ramp to allow wheelchairs to pass without being affected by the grade changes in the kerb ramp.

Formalised Crossings

Determining the most appropriate crossing facility to install is mostly dependent on pedestrian and traffic volume as well as the nature of the surrounding area. Austroads indicates that the provision of formal pedestrian crossing facilities should be considered when at least one of the following condition exists:

- Whenever there is a need for increased visibility and designation of the crossing area, where pedestrians cross at numerous locations along a short section of road and a formal crossing would serve to channel pedestrian crossing activity to a single point,
- Where there is substantial conflict between motorists and pedestrian movements,
- Where the best location for pedestrians to cross may be unclear due to geometric or traffic operational conditions.

Australian Standard 1742.10 specifies installation guidelines in the form of numerical warrants for the establishment of a crossing. In addition to the warrants, Austroads also provides a guide to the most appropriate crossing type for each road classification.

8 Lighting

Where a pedestrian path is located adjacent to a road, the road lighting should also cater for pedestrians (AS 1158.1 and AS 1158.1.3). The decision to provide additional adequate lighting is a matter to be determined by Council.

9 Bus Shelters

Austroads recommends that all bus stops should be provide with adequate signage, lighting and related treatments to clearly identify them. All shelters should be adequately lit, have Australian Standard seating and be as draught proof as possible. All bus stops should also be accessible to all pedestrians including mobility impaired pedestrians.

10 Street Furniture

In accordance with AS1428.2 all items of street furniture should be positioned away from the path of travel and should be of a colour which contrasts with its background. Where possible

furniture should not be positioned along a building line as it is used as a physical cue for the sight impaired.

All seating should comply with AS1428.2. In addition AS1428.2 states that in high use areas with people of ambulatory disabilities, such as areas frequented by the elderly, seats should not be more than 60m apart along the path of travel.