constructive solutions

providing total solutions

Uralla Pedestrian Access Mobility Plan

(Uralla PAMP)

(Public Exhibition)

Prepared for

Uralla Shire Council

June 2019

Report prepared by Constructive Solutions Pty Ltd

PO Box 1498
TAMWORTH NSW 2340

Phone: 02 6762 1969
Fax: 02 6762 1969
Email: admin@constructivesolutions.com.au

DOCUMENT HISTORY AND STATUS

Issue	Rev	Issued To	Date	Reviewed	Approved
2	0	USC	26/06/2019	M. Bloem	T. Seymour

Author: Jerome Malvern / Danielle Greentree
Project Manager: Michael Bloem
Project Name: Uralla PAMP
Project Number: 201921
Name of Client: Uralla Shire Council

Table of Contents

Executive Summary **1**
1 Introduction **2**
2 Study Area and Characteristics **3**
2.1 Study Area 3
2.2 Characteristics 3
2.3 Data and Accident Statistics 3
2.4 Public Transport 3
2.5 Future Pedestrian Needs 4
3 Background **5**
3.1 Aims and Objectives 5
3.2 Plan Context 6
3.3 Local Strategies 6
3.3.1 40km/h High Pedestrian Activity Area Concepts Bridge Street Report 6
3.3.2 Operational Plan 2018/2019 6
3.3.3 USC Combined Footpath/Bikeway Plan 6
3.3.4 USC Disability Inclusion Action Plan 6
3.4 State Strategies 7
3.4.1 Future Transport 2056 7
3.4.2 Regional Plan for the New England 7
3.4.3 NSW Long Term Transport Master Plan (December 2012) 7
3.4.4 NSW 2021 – A Plan to Make NSW Number One (September 2011) 7
4 Public Consultation **8**
4.1 Initial Consultation 8
4.1.1 Result of Public Survey 8
4.2 Ongoing Consultation 8
5 Pedestrian Facilities **10**
5.1 Classification and Types of Pedestrian Facilities 10
6 Review of Existing Environment **17**
6.1 Existing Pedestrian Facilities 17
6.1.1 Pedestrian Crossings 17
6.1.2 Pedestrian Refuge 18
6.1.3 School Zones 19
6.2 Existing Pedestrian Network 21
6.2.1 Bridge Street East and East of CDB 22
6.2.2 Bridge Street West and West of CBD 23
7 Infrastructure Programs **24**
7.1 Standards and Signage 24
8 Non-Infrastructure Programs **25**
8.1 Ongoing Education of Pedestrians and Motorists 25
8.1.1 Rules and Regulations - Pedestrians 25
9 Proposed Augmentation Works **27**

9.1 Qualitative Scoring Process 27
9.2 Uralla Footpaths and Shared Paths – Existing and Proposed 29
9.2.1 West of CBD 30
9.2.2 East of CDB 31
9.2.3 40km/hr Proposed High Pedestrian Activity Zone (HPAZ) 35
10 Proposed Works – Signage 36
11 Funding 38
11.1 Costs 38
11.2 Funding Sources - Construction 38
11.2.1 Development Contributions (Section 94) 38
11.2.2 Additional Funding Sources 38
11.3 Funding Sources - Maintenance 38
12 Implementation and Maintenance 39
12.1 Implementation Schedule 39
12.1.1 Footpath and Shared Path Maintenance 39
12.1.2 Maintenance of Other Pedestrian Facilities 39
12.2 Auditing of Existing and Proposed Pedestrian Infrastructure 39
12.3 Follow-up Activities 39
13 References 40
Appendix 1: Public Survey Results 41
Appendix 2: Footpath and Shared Path Network Map 55
Appendix 3: PAMP Route Descriptions 57
Footpath Route Descriptions 58
Appendix 4: Schedule of Works 59
Uralla PAMP – Schedule of Works 60

Executive Summary

The Uralla Pedestrian Access and Mobility Plan (PAMP) has been prepared to guide the future provision and management of pedestrian facilities within the town of Uralla. The PAMP has been developed with reference to the NSW Roads and Maritime Services (RMS) document '*How to Prepare a Pedestrian Access and Mobility Plan – An easy three stage guide (2002)*'.

The aim of the PAMP is to develop a long-term strategy and action plan for the development of pedestrian facilities within Uralla in a coordinated and strategic approach that provides safe, convenient and connected pedestrian routes and infrastructure to the community.

Walking is an activity which is synonymous with a healthy lifestyle and the PAMP provides the framework for developing safe and convenient pedestrian routes for areas identified as important for enhanced sustainable safety, convenience and mobility.

The PAMP includes a quantum of works totalling approximately **$1,869,300.00** (GST Exclusive) and the following recommendations are made:

- Adopt the schedule of works as provided in **APPENDIX 4** for the ongoing construction of pedestrian and access mobility facilities;
- Review and make recommendations with regards to the program of works for pedestrian and access mobility infrastructure for future Delivery Programs and Annual Operational Plans commensurate with the schedule of works in **APPENDIX 4** and subject to available funding;
- Where appropriate, apply to RMS for pedestrian and access mobility infrastructure funding;
- Provide sufficient funds in future Delivery Programs and Operational Plans for the ongoing maintenance of infrastructure;
- Ensure all pedestrian and access mobility infrastructure is either constructed or provided in accordance with the current guidelines and standards;
- Ensure that pedestrian and access mobility infrastructure is included in future land development commensurate with the Uralla Shire Council's *'Section 94 Contributions Plan'*;
- Adopt an annual program for ongoing education with focus on rules and regulations and safety awareness with the Council website, newsletter and offices to be used at various times for the dissemination of educational material to cyclists, motorists and pedestrians;
- Where possible, provide off-road shared paths which separate cyclists and pedestrians from motor vehicles, especially on designated heavy vehicle routes or roads with more than 5,000 vehicles per day; and
- Educate cyclists, pedestrians and motorists of the varying rights and responsibilities with regards to interaction with the other parties.

The following items are considered to be outside the scope and have not been covered in this document however, they may be reviewed in future versions of the PAMP:

- Provision of lighting for footpaths and shared paths, and
- Main street considerations such as line marking and line of sight issues.

1 Introduction

The Uralla PAMP (referred herewith as the PAMP) is a strategic document that has been prepared for Uralla Shire Council (USC) to guide the future provision and management of pedestrian access and mobility facilities and identifies the actions needed to achieve these objectives. It has been developed with reference to the RMS document '*How to Prepare a Pedestrian Access and Mobility Plan – An easy three stage guide (2002)'*.

The USC pedestrian network provides defined routes for pedestrians to travel around Uralla in a safe manner. The pedestrian network is comprised of off-road footpaths, at times with shared facilities for both cyclists and pedestrians. The Uralla PAMP has been developed to identify locations where connectivity of the pedestrian network is lacking in specific areas.

Pedestrian access and mobility facilities need to be safe, smooth and low maintenance. Adopting lower standards for the construction of the facilities is not cost beneficial and creates more work including an unwanted financial burden for USC in the longer-term due to maintenance requirements to ensure that the infrastructure is safe and fit for purpose.

The PAMP sets out a long-term strategy for the ongoing development of the pedestrian network within Uralla. These strategies include:

- Augmentation of the existing network;
- Improved signage including the provision of network signage at specific locations;
- Non-infrastructure programs such as community awareness programs;
- Appropriate facilities in particularly busy pedestrian areas;
- Improved access for mobility impaired persons;
- Reduced pedestrian injuries; and
- Linking with existing transport, bike plan and pedestrian facilities for general improved access for all pedestrians.

The PAMP has been prepared with reference to the following Local, National and State strategies:

- NSW Long Term Transport Master Plan (NSW Government 2012);
- NSW 2021 – A Plan to Make NSW Number One (NSW Government 2011);
- Future Transport 2056;
- Regional Plan for the New England;
- 40km/hr High Pedestrian Activity Area Concepts Bridge Street Report;
- USC Combined Footpath/Bikeway Plan; and
- USC Disability Inclusion Action Plan.

2 Study Area and Characteristics

2.1 Study Area

The study area for this PAMP comprises the township of Uralla, which is located on the northern tablelands of New South Wales, with an existing estimated population of 2,743 according to the 2016 census.

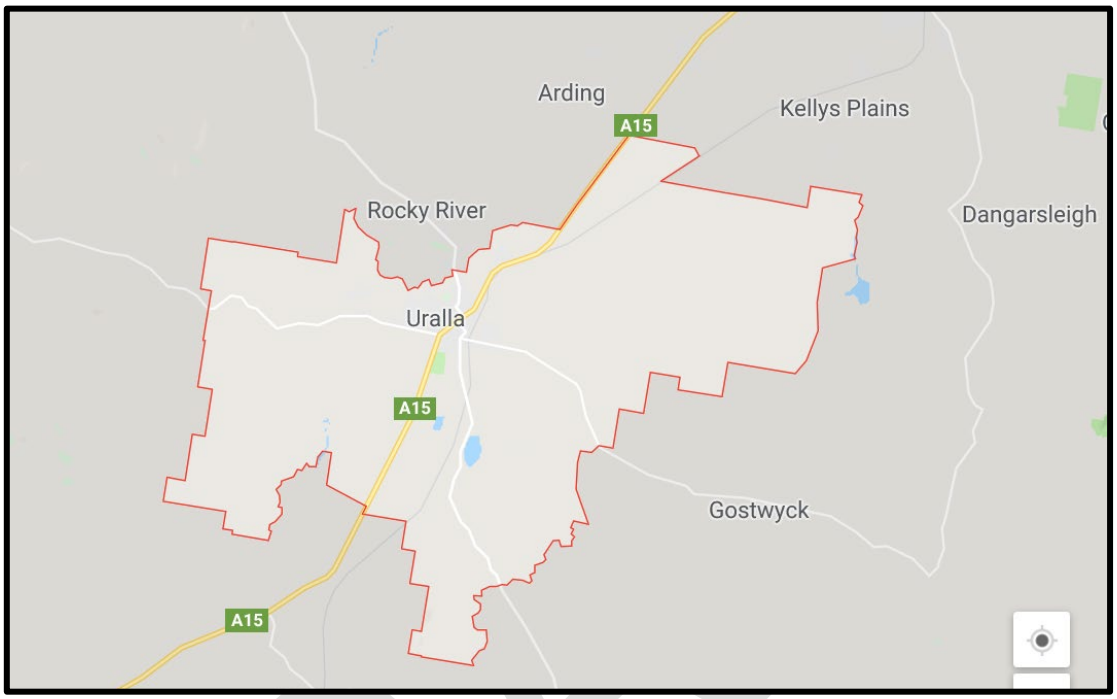


Figure 1 - Uralla Locality Map

(Source: Google Maps)

2.2 Characteristics

Based on the 2016 census data and the current estimated population, the Uralla township has only decreased in population by 11 people over the previous 5 year period, representing a stable population. The population in the town is slowly ageing, with a median age of 43 in 2011 and a median age of 45 in 2016.

2.3 Data and Accident Statistics

The Australian Bureau of Statistics collects information regarding pedestrians as part of overall census data collection. Census data from Uralla indicates that in 2016 out of 1,128 respondents, 69 people within the town exclusively walked to work. This indicates a reasonable level of requirement for footpaths and other pedestrian infrastructure within the town.

The NSW Transport Centre for Road Safety collates crash data collected via RMS, NSW Police and NSW Health and for the 4-year period from 2013 to 2017. During this period, there was one recorded pedestrian related incident, occurring on the New England Highway resulting in a serious injury.

2.4 Public Transport

Public transport within Uralla consists of inter-town buses and taxis. In addition, community/patient transport buses and school buses operate throughout the town. Trains running to and from Sydney, and Armidale are available at the Uralla Station.

2.5 Future Pedestrian Needs

It is anticipated that future pedestrian needs will occur in areas which currently have or are anticipated to have large concentrations of pedestrian movements. Such areas include those around shopping and business centres, schools, medical facilities, and community facilities such as parks and sporting grounds.

Allowances for pedestrian facilities within new residential, commercial and industrial developments are generally included as specific development consent conditions and/or by the provision of Section 94 development contributions (e.g.: shared path facilities for pedestrians and cyclists). It should also be noted that pedestrian facilities are also occasionally constructed as a result of developer initiatives to provide linkages with their developments and to enhance the appeal of the respective development itself.

3 Background

3.1 Aims and Objectives

USC's 10-year plan, as detailed in the Combined Delivery Program 2017-21 and Operational Plan 2018-19 includes the following:

Goal 1.2: A safe, active and healthy shire.

Strategy 1.2.1.2: Provide shared footpaths and cycleways.

Goal 1.4: Access to and equity of services.

Strategy 1.4.6.1: Develop and implement a range of strategies to improve access and inclusion to council facilities and services.

The aim of a PAMP is to provide guidance to USC to achieve the stated goals. The PAMP is a long-term strategy for the development of safe pedestrian access and increasing levels of mobility within Uralla and to address the barriers to pedestrian activity by providing a pedestrian network that has connectivity.

In addition to people on foot, a pedestrian includes:

- A person driving a motorised wheelchair that cannot travel at over 10 km/h (on level ground);
- A person in a non-motorised wheelchair;
- A person pushing a motorised or non-motorised wheelchair; and
- A person in or on a wheeled recreational device or wheeled toy.

This PAMP includes an overview of existing pedestrian infrastructure and proposed future infrastructure. The proposed infrastructure considers previous planning for pedestrian infrastructure and input from stakeholders.

Walking is an activity which is synonymous with a healthy lifestyle and provides an early introduction for children to road safety. It is a non-polluting form of transport which does not deplete the planet's non-renewable resources.

This PAMP aims to provide safe and convenient pedestrian infrastructure in key areas of pedestrian generating activity. The provision of such infrastructure aims to encourage pedestrians to walk rather than use motorised transport.

The following targets have been developed to support the strategy and assist with achieving the overall objectives:

Target 1: Facilitate improvements in the level of pedestrian access and priority, particularly in areas of high pedestrian movement and provide links with existing transport services, community facilities, cycleways, and public transport to better integrate land use;

Target 2: Reduce pedestrian access severance and enhance safe and convenient crossing opportunities on major roads, including the identification and resolution of pedestrian crash clusters;

Target 3: Provide improved facilities for those pedestrians who are aged, frail, or have a mobility difficulty via facilities that cater for all pedestrians. Ensure that all installations are undertaken in accordance with technical standards and relevant obligations under the *Commonwealth Disability Discrimination Act* 1996.

3.2 Plan Context

The PAMP has not been developed from just a local perspective but is part of a broader campaign at a state and national level to increase physical activity amongst all Australians. The information provided in the following sections details the local, state and national strategies. Pedestrian infrastructure forms an integral component of residential development, economic development, community mobility and cohesion, and assists in addressing community and environmental concerns. USC has developed several strategies to address these issues, with pedestrian infrastructure being included as a priority in each plan.

3.3 Local Strategies

3.3.1 40km/h High Pedestrian Activity Area Concepts Bridge Street Report

In 2018, USC commissioned a study for the development of concept plans for a proposed 40km/h High Pedestrian Activity Area along Bridge Street (also referred to as the New England Highway) from John Street in the south to King Street in the north. This section of Bridge Street included four town blocks and five intersections and the current speed limit is 50km/h.

The extent extracted from the concept design is shown in Section 9.2.3.

3.3.2 Operational Plan 2018/2019

The Operational Plan has been reviewed and planned projects and expenditure addressed within this report. The key targets within the plan have been the driving focus in the development of the PAMP.

3.3.3 USC Combined Footpath/Bikeway Plan

The proposed Footpath/Bikeway Plan was reviewed and the contents included Section 9 - Proposed Augmentation Works.

3.3.4 USC Disability Inclusion Action Plan

The Disability Inclusion and Access Plan has been developed to provide guidance to USC and community groups to build upon current functions and projects that support inclusion. This plan assists in assigning internal responsibility and endorses integration with existing operations. Key recommendations related to this PAMP are as follows:

- The most often quoted difficulty was access to shops in the main street;
- At Alma Park, access across the kerb, to the Liberty Swing, and to the public toilets; and
- There is a high priority for a disability park at the Hill Street Medical Clinic with access to cross the kerb.

These priorities from this plan have been considered as part of the development of the PAMP.

3.4 State Strategies

3.4.1 Future Transport 2056

According to the Transport Infrastructure Plan, transport has a vital role to play in ensuring access to jobs, education, health care and other services as well as enabling the social well-being of regional communities. Specifically related to pedestrians, the plan seeks to increase safety for pedestrians through providing pedestrian crossings, refuges and traffic calming devices as well as expand 40km/h zones in high pedestrian and local areas.

Considerations for increased pedestrian safety in the Uralla context have been included in the PAMP.

3.4.2 Regional Plan for the New England

This plan provides guidance to inform the NSW Government's land use planning priorities and decisions to 2036. The plan provides an overarching framework to guide subsequent and more detailed land use plans, development proposals and infrastructure funding decisions. The components of the regional plan relevant to this PAMP include:

- Maximise walking, cycling and other transport connections;
- Housing services and facilities within walking distance of each other, or easily accessible by public transport, make it easier for people to be active while accessing services. The NSW Government is developing healthy living guidelines to support active living; and
- Facilitate more recreational walking and cycling paths, linkages with centres and public transport, and expand inter-regional and intra-regional walking and cycling links.

3.4.3 NSW Long Term Transport Master Plan (December 2012)

The *NSW Long Term Transport Master Plan* is an overarching framework that brings together land use planning with transport planning that integrates planning for freight and passenger movements. The plan includes actions for all modes of transport including road, rail, bus, ferries, light rail, cycling and walking. The specific actions with respect to cycling for Regional NSW include investment in local cycleways in partnership with local councils. The investment from the state government as described in the plan includes:

- Determine road hierarchies to define road standards across NSW, including how the road system should provide for pedestrians and cyclists;
- Make walking and cycling easier, safer and give customers choice when travelling within their towns;
- Accessible transport services and roadside infrastructure; and
- Invest in regional footpaths in partnership with local councils as many regional roads were built without suitable footpaths or space for walking, the State Government will work to improve and enhance walking paths in regional centres to increase the number of people who walk.

3.4.4 NSW 2021 – A Plan to Make NSW Number One (September 2011)

The *NSW 2021 – A Plan to Make NSW Number One* has the following goals which relate to walking:

- Goal 10 – Improve road safety;
- Goal 11 – Keep people healthy and out of hospital;
- Goal 20 – Build liveable centres;
- Goal 22 – Protect our natural environment; and
- Goal 27 – Enhance cultural, creative, sporting and recreation opportunities.

The provision of new and the maintenance of existing footpaths is not specifically identified, however USC's approach to pedestrian infrastructure thus far is considered to be commensurate with the goals as listed above.

4 Public Consultation

4.1 Initial Consultation

A public survey was carried out in March and April 2019. The aim of the survey was to ascertain the needs and concerns of pedestrians in Uralla.

In order to ensure that relevant stakeholder views were represented, a survey was distributed throughout the community via USC's website and Facebook page. A copy of the survey is provided in **APPENDIX 1**.

4.1.1 Result of Public Survey

At the end of the survey period, a total of 43 responses had been received with the following results:

- 30% of respondents were 46 to 55 years of age;
- 23% of respondents were 66 to 75 years of age;
- 18% of respondents were 56 to 65 years of age; and
- 67% of all respondents were female.

The data collected indicated:

- 40% of respondents walked every day, mainly to the town centre or supermarket;
- Almost 16% of respondents walk to access recreational facilities;
- 21% of respondents walk to work;
- 68% of respondents are making use of available pedestrian facilities for recreation and fitness; and
- 27% of respondents indicated a level of disability within their family and friend group.

The following were highlighted as the most important issues that need addressing from special needs residents:

- unevenness of footpaths;
- wheelchair accessibility in the main street;
- lack of paved footpaths and kerb ramps;
- height of kerbs; and
- the need for additional pedestrian crossings.

The majority of respondents provided further information with specific information regarding areas of interest, room for improvement and suggestions for new or improved paths. These comments have been considered when developing the proposal for future pedestrian facilities.

A full summary of survey results has been provided in **APPENDIX 1.**

4.2 Ongoing Consultation

As per the RMS guidelines, it is a requirement that the final draft of the Uralla PAMP be placed on public display for a period of 21 days with the general public invited to view the plan and submit comments.

Public exhibition was undertaken during the period DD MM to DD MM 2019 with X submissions received from the public.

A summary of suggestions received along with actions taken or appropriate comment for each section is shown in **Table 1.**

Table 1 - Public Exhibition Submissions and Responses

Item	Suggestion	Comment / Action
1	To be completed after Public Exhibition	To be completed after Public Exhibition
2	To be completed after Public Exhibition	To be completed after Public Exhibition

5 Pedestrian Facilities

5.1 Classification and Types of Pedestrian Facilities

Pedestrians are vulnerable within the road and rail corridor and are therefore reliant on pedestrian facilities and traffic control devices to control and protect them. This can be achieved by implementing a number of pedestrian facilities with defined objectives as described in **Table 2.**

Table 2 – Classification of Pedestrian Facilities

Classification	Objective	Pedestrian Facility
Time separated facilities	To minimise conflict between pedestrians and vehicles by allotting short time periods for use of section of road by pedestrians, alternating with periods of use by vehicles.	Pedestrian crossings (zebra) Children's crossings Pedestrian Actuated Traffic Signals (mid-block) Pelican Crossings Pedestrians at Signalised Intersections
Physical pedestrian facilities	To increase the safety of pedestrians by use of physical aids within the roadway so as to reduce conflict between pedestrians and simplify the decisions which both pedestrians and drivers have to make.	Pedestrian refuges Traffic islands Medians Kerb extensions Loading islands Safety zones Pedestrian fencing
Grade separation	To increase the safety of pedestrians by eliminating conflict between vehicles and pedestrians.	Underpasses and bridges
Warning signs	To warn of the presence of pedestrians or pedestrian facilities ahead.	

(Source: AS1742.10-2009)

Most pedestrian activity occurs within the verge of the road reserve. At locations where there is high pedestrian activity, the verge is generally sealed with concrete or pavers to provide all weather access footpaths. These paved footpaths can vary in width from between 1.2 metres to the full width of the verge depending on the location. In Uralla, the width of paved footpaths varies but can be generally described as per **Table 3**.

Table 3 – Paved Footpath Widths in Uralla

Location	Paved Footpath Width
Residential Areas	1.2 to 2 metres
Shared Paths (1)	1.5 to 2.5 metres
Commercial Areas	Full width of the verge

Note (1) - Some footpaths in Uralla are classified as shared paths for use by both pedestrians & cyclists.

The provision of kerb ramps at the interface of the verge and road pavement complements footpaths allow for the safe movement of pedestrians from the verge on one side of the road to the other. The kerb ramps also assist people with disabilities or those with young children to move safely, as the ramp allows wheeled mobility devices such as wheelchairs, walkers and prams to smoothly transition from one surface level to another.

Other pedestrian facilities, including cut-through access across median islands, and tactile ground surface indicators (tactile markers), combine with footpaths and kerb ramps to facilitate safe pedestrian movements. Details of the pedestrian facilities in place in Uralla are provided in **Table 4.**

Table 4 - Pedestrian Facilities in Uralla

Pedestrian Facility		
Footpaths and Shared Paths A paved area of varying width located within the road verge. Where provision is made for bicycles to use these footpaths, they are known as shared paths.		
Kerb Ramps A section of kerb which is angled to as to provide a smooth transition from one surface level to another, allowing wheeled movements.		

Pedestrian Facility		
Pedestrian Crossing (zebra) A section of road delineated by white stripes parallel to the centre line and associated signage. Pedestrian crossings require a warrant for installation. An alternative is the St George crossing which is delineated by white stripes on a red background.		
Pedestrian Refuge An island located in the middle of the road whereby pedestrians can wait until traffic has passed. Generally installed where it difficult for pedestrians to cross the full width of the road in one attempt.		

Pedestrian Facility		
Children's Crossing A section of road that has control devices in place to allow for the crossing of pedestrians (usually school children). The control devices are only in place during specific times of the day. A Children's Crossing Supervisor may also be present at those crossings which have satisfied RMS requirements. A Children's Crossing may also be located at a marked pedestrian crossing.		
Kerb Extensions Are constructed along a kerb to minimise the width of roadway to be crossed and to provide pedestrians with improved visibility of approaching traffic.		

Pedestrian Facility		
Pedestrian Fencing / Bollards Installed at the kerb to direct pedestrians to a crossing point or to prevent pedestrians from crossing at specific locations.		
Tactile Markers Plastic composite materials with raised 'bumps' are set into the pavement directly adjacent to pram ramps. The 'bumps' allow visibility impaired pedestrians to note upcoming crossings via canes.		

Pedestrian Facility		
Pedestrian Bridge A grade separation for pedestrians from traffic (road or rail) or for providing all weather access. This can include a separate bridge for pedestrians only or the inclusion of a pedestrian footpath incorporated in a road bridge. There are seven pedestrian bridges and one pedestrian underbridge integrated with the existing footpath network Uralla.		
Warning Signs Advanced warning signage for road users to warn of the presence of pedestrians or pedestrian facilities ahead. High Pedestrian Activity Zones use warning signs and reduced speed limits to inform drivers of higher pedestrian occurrence in these zones.		

6 Review of Existing Environment

6.1 Existing Pedestrian Facilities

6.1.1 Pedestrian Crossings

Marked pedestrian crossings are only provided in locations accordance with the pedestrian crossing warrant as per RMS requirements. There are two marked pedestrian crossings located in Uralla as shown in **Figure 2**.

Figure 2 – Pedestrian Crossing Locations

1 Hill Street

Near the Bridge Street intersection

2 Bridge Street

Mid block between Salisbury Street and Hill Street

6.1.2 Pedestrian Refuge

There are five pedestrian refuges / cut-through median islands located in Uralla as shown in **Figure 3**. These median islands have been constructed to separate traffic as well as to provide an area for pedestrians to wait whilst traffic has passed. They are typically located in the median islands on the approaches to a roundabout or in mid-block locations.

Figure 3 – Pedestrian Refuge Locations

1. **Queen Street**
   Near the Park Street intersection
2. **Bridge Street**
   Between John St and Park Street
3. **Salisbury Street**
   In front of the Council building
4. **King Street**
   Mid block between Bridge Street and Maitland Street
5. **Wood Street**
   Mid block in Children's Crossing

6.1.3 School Zones

All roads fronting schools have a 40km/h speed limited school zones between the hours of 8:00am and 9:30am and 2:00pm and 4:30pm on designated school days in NSW as shown in **Figure 4**. Some schools also have part-time children crossings adjacent to the school as shown in **Figure 5**. Schools which fulfil RMS requirements may also have part-time children's crossing supervisors.

Figure 4 – School Zone Locations

1. **Bridge Street**
   Between John Street and Salisbury Street
2. **Bridge Street**
   North of King Street to Barley Fields Road
3. **Wood Street**
   Between Maitland Street and Bridge Street
4. **John Street**
   From Hunter Place to Uralla Street,
5. **Uralla Street**
   From John Street to Park Street
6. **Park Street**
   From Uralla Street to Queen Street
7. **Queen Street**
   From Park Street to John Street

Figure 5 – School Crossing Locations

1 St Josephs' Primary School
Wood Street

2 St Josephs' Primary School
Bridge Street (New England Highway), Wood Street

3 Uralla Central School
Park Street

6.2 Existing Pedestrian Network

The entire footpath network in Uralla is shown in **Figure 6** and the following sections of the report provide more detail as to the composition of the network.

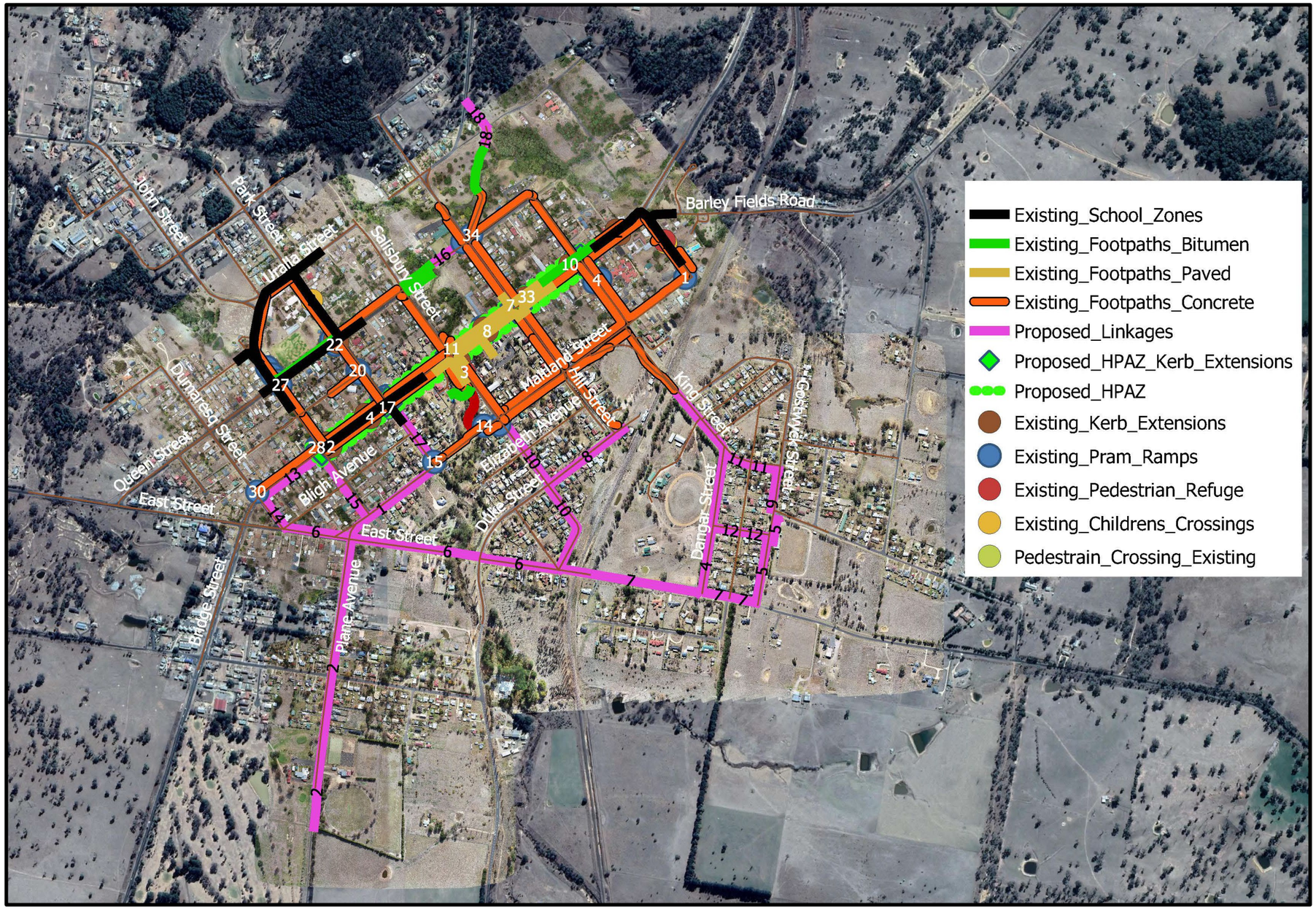


Figure 6 – Uralla Footpath Network

6.2.1 Bridge Street East and East of CDB

Figure 7 details the existing network encompassing the eastern side of Uralla from Bridge Street.

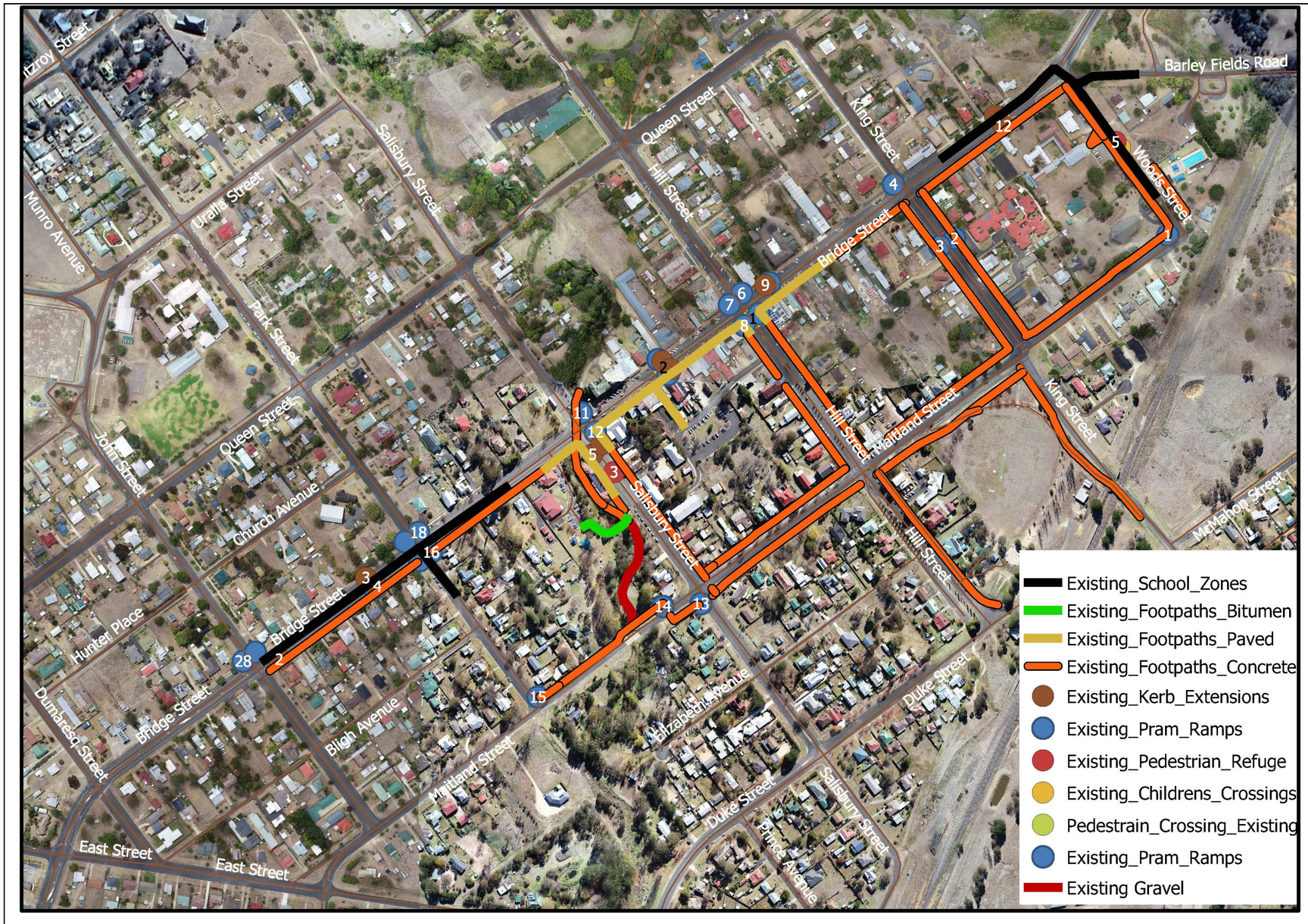


Figure 7 – Uralla Footpath Network – Eastern Side

- The footpaths are typically concrete with the footpaths fronting the main shopping areas of the CBD being brick paved.
- There is a short bitumen section (approx. 60 metres) from the car park behind the USC chambers which links to the main footpath in Salisbury Street.
- The brick paved section is approximately 500 metres in length from Salisbury Street to mid-block between Hill Street and King Street.
- The condition of the brick paved areas varies and in most instances the width is approximately 3 metres.
- Other than the bricked paved sections, the concrete sections of footpath provide pedestrian access from the Bridge Street intersection with Barley Fields Road, terminating at John Street.
- Further east, the footpath network commences at the intersection of Woods Street and traverses the length of Maitland Street, terminating at Park Street to the west and King Street to Salisbury Street to the east.
- Additional pathways include:
  - The northern side of King Street from Bridge Street, terminating at Maitland Street and continuing to the rail overpass footbridge on the southern side.
  - Both sides of Hill Street with the footpath on the northern side commencing at Bridge Street and terminating at Duke Street and the footpath on the southern traversing the block between Bridge Street and Maitland Street.
- On the northern side of Salisbury Street, the footpath has been constructed in concrete between Bridge Street and Maitland Street.
- On the southern side of Salisbury Street, the concrete footpath traverses parkland to link with the Maitland Street footpath.
- The length of the footpath network is approximately 3.5 kilometres on the eastern side of Uralla.
- The network consists of footpaths that have recently been constructed and are in good condition however, there are some sections of the network that are ageing and in need of maintenance and or repair.

6.2.2 Bridge Street West and West of CBD

Figure 8 details the existing network encompassing the western side of Uralla from Bridge Street.

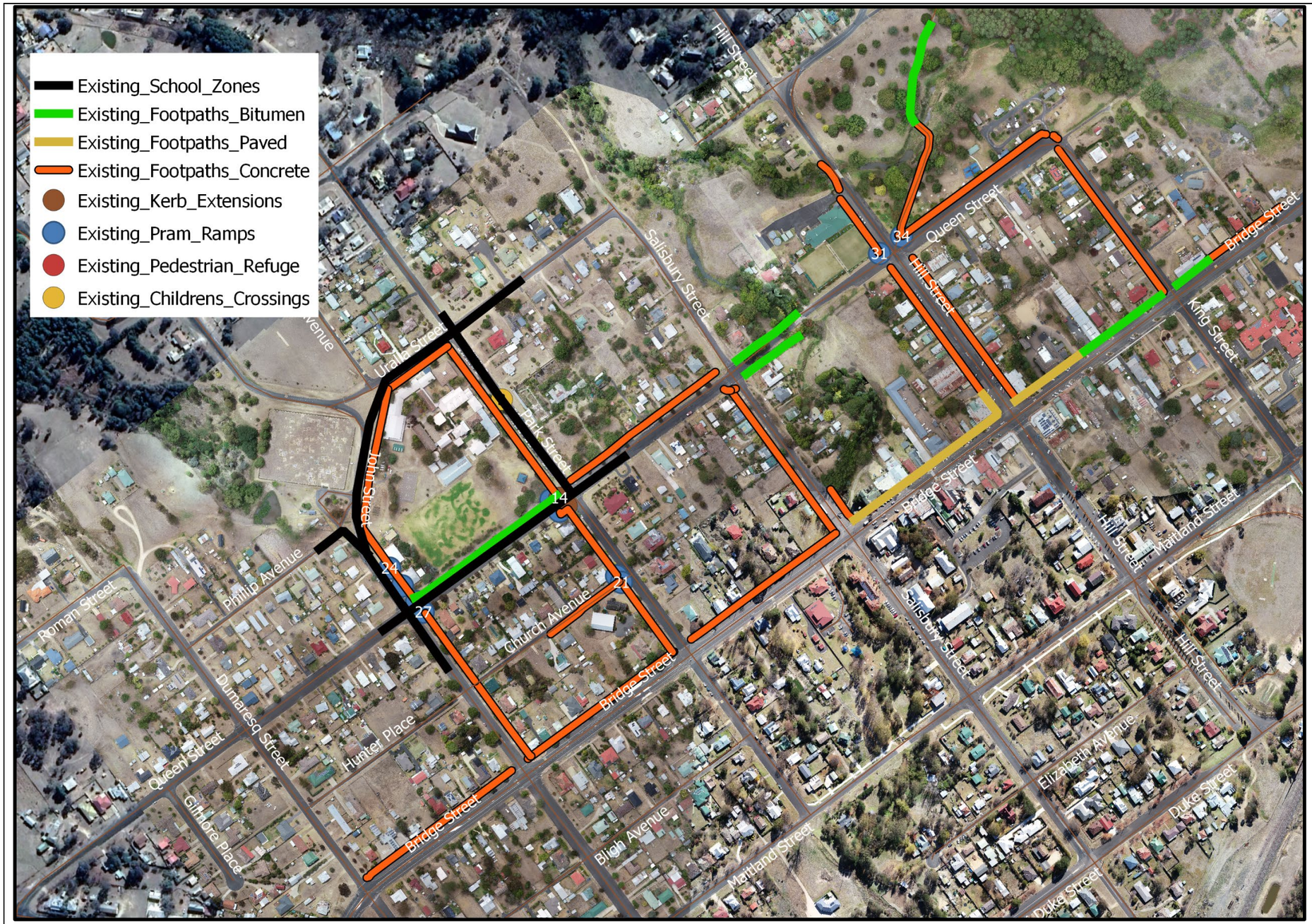


Figure 8 – Uralla Footpath Network – Western Side

- The footpaths are typically concrete with the footpaths fronting the main shopping areas of the CBD being brick paved.
- The brick paved section is approximately 550 metres in length from Salisbury Street to mid-block between Hill Street and King Street.
- The condition of the brick paved areas varies and in most instances the width is approximately 3 metres.
- There is approximately 650 metres of bitumen and blue metal paths within the network including a short section within the CBD.
- There are three separate footpaths in Queen Street.
- A concrete and bitumen footpath crosses Alma Park which links to the concrete footpath in Queen Street.
- The concrete network provides access to the CBD, Uralla Central School and the cemetery.
- The condition of the network overall varies, with some sections in need of maintenance or repair.
- The length of the footpath network is approximately 4 kilometres on the western side of Uralla.

7 Infrastructure Programs

7.1 Standards and Signage

The exposed nature of walking, particularly close to roadways, means that pedestrians are vulnerable to injuries resulting from accidents caused by poor construction standards. Where footpaths are constructed using cheap, inferior surfaces (such as grass, gravel, or coarse textured bitumen) the likelihood of use by the community, particularly the aged and disabled will significantly decrease.

Where economically feasible, USC will use concrete, fine-textured bitumen or asphalt in the construction of footpaths. Where ever possible all proposed new footpaths shall be constructed as off-road shared paths. Where traffic volumes exceed 5,000 vehicles per day, or are nominated restricted access vehicle routes, off-road shared paths are to be mandatory to ensure separation from road traffic.

Current RMS and Austroads guidelines specify that shared path construction must have a minimum width of 2.5 metres wherever possible, however provision is made for areas where existing constraints necessitate the use of a 2 metre width.

Appropriate pedestrian signage is to be erected, where not currently present around all current and future infrastructure. Signage is to be prepared and installed in accordance with the recommended standards provided in AustRoads '*Guide to Road Design Part 6A: Paths for Walking and Cycling*'.

8 Non-Infrastructure Programs

Road Safety Education programs are part of the National School Curriculum. RMS pamphlets are available for children, parents and other pedestrian, as well as educational pamphlets for motorists. These pamphlets are regularly distributed via schools.

More needs to be done to ensure that motorists, cyclists and pedestrians all understand their rights and obligations and improvements need to be made to shared path design and the inclusion of shared paths in future development throughout Uralla. As part of the PAMP, USC may consider implementing the following non-infrastructure programs on an annual basis:

- Ongoing education of pedestrians;
- Appropriate design of recreational foot paths/shared paths; and
- Appropriate recreational area development.

8.1 Ongoing Education of Pedestrians and Motorists

Ongoing education of pedestrians will be facilitated by the Road Safety Officer with particular focus on the following:

- Rules and regulations; and
- Safety awareness.

The USC website, newsletter and offices will all be used at various times for the dissemination of educational material to cyclists, motorists and pedestrians.

8.1.1 Rules and Regulations - Pedestrians

In many cases cycleways are provided as shared paths for the dual use of pedestrians and cyclists, with off-road cycleways in Uralla being shared paths. This shared use can result in conflicts and accidents between cyclists and pedestrians. Pedestrians complain that cyclists ride two abreast and don't make way for them, and cyclists complain that pedestrians will not move aside for them.

Adopting a minimum width of 2 metres for the future construction of shared paths, and providing centrelines, arrows and signage where appropriate can assist in reducing this conflict. Advising pedestrians of cycleway etiquette, such as keeping left on shared paths and listening for the bell of approaching bikes, via appropriate signage is another way of reducing this conflict.

There is a need for pedestrians to be made aware of Rule 239 from the Australian Road Rules regarding right of way:

(1) A pedestrian must not be on a bicycle path, or part of a separated footpath designated for the use of bicycles, unless the pedestrian:

a. Is crossing the bicycle path or separated footpath by the shortest safest route; and

b. Does not stay on the bicycle path or separated footpath for longer than necessary to cross the bicycle path or separated footpath safely.

(2) However, a pedestrian may be on a bicycle path, or part of a separated footpath designated for the use of bicycles, if:

a. The pedestrian is:

i. In or pushing a wheelchair; or

ii. On rollerblades, roller skates, or a similar wheeled recreational device; and

iii. There is no traffic control device, or information on or with a traffic control device, applying to the bicycle path or separated footpath that indicated that the pedestrian is not permitted to be on the bicycle path or the part of the separated footpath that is designated for the use of bicycles.

(3) A pedestrian who is crossing a bicycle path, or a part of a separated footpath designated for the use of bicycles, must keep out of the path of any bicycle, or any pedestrian which is permitted under sub-rule (2) to be on the bicycle path, or the path of the separated footpath designated for the use of bicycles.

(4) In the Australian Road Rules:

Bicycle path means a length of path beginning at a bicycle path sign or road marking, and ending at the nearest of the following:

a. An end bicycle path sign or end bicycle path road marking;

b. A separated footpath sign or separated footpath road marking;

c. A road except a road related area; and

d. The end of the path.

Separated footpath means a length of footpath beginning at a separated footpath sign or separated footpath road marking, and ending at the nearest of the following:

a. An end separated footpath sign or end separated footpath road marking;

b. A bicycle path sign or bicycle path road marking;

c. A no bicycle sign or no bicycles road marking;

d. A road (except a road related area); and

e. The end of the footpath.

9 Proposed Augmentation Works

The proposed works have been identified by considering the following factors:

- Community feedback from the consultation process,
- Routes that provide additional safety,
- The connectivity a route provides,
- The existing and potential demand a route may have,
- The comfort a route may provide,
- The potential for a route to increase tourism to the area,
- The recreational value of the route, and
- The cost effectiveness of constructing the route.

Details of the proposed works are provided below with additional mapping of the proposed shared path network for provided in **APPENDIX 2**.

9.1 Qualitative Scoring Process

A qualitative scoring system has been developed to assist with the ranking of the proposed works in order of priority according to the desirable outcomes for USC and the community. The scoring criteria is outlined in **Table 5.**

The route scores and rankings for each route are provided in **APPENDIX 3** along with a description of characteristics relating to each assessment criteria.

Due to the relatively small budget per year (inclusive of RMS funding) available for construction and maintenance of infrastructure, the construction priority list is not expected to be completed in the near future.

The remaining routes have been listed in order of ranking. Selected routes can be constructed subject to state or federal grants of funding from other sources.

Further details on the proposed schedule of works are provided in **APPENDIX 4.**

It should be noted that whilst the proposed locations of new shared paths are indicated on the plans in the following section of the report, the actual locations may be subject to change due to unforeseen limitations and restrictions as part of the future project development for each site.

Table 5 - Qualitative Scoring Criteria

Criteria	Description	Points	Maximum Points
Community Request	Notable feedback from community consultation	+10	10
Safety	Crash History Speed zone less than 80km/h +5 Most direct route Intersection crossing (per crossing) Potential use from vulnerable users; adjacent to schools or aged care facilities	+5 +5 +3 -1 +15 +5	20
Connectivity	Providing links to attractors and/or generators Enhance the network by filling in gaps	+10 +10	20

Criteria	Description	Points	Maximum Points
Existing/Potential Demand	Connection of small residential area Connection of medium residential area Connection of large residential area Potential future development in area	+3 +6 +9 +3	10
Comfort	Straight Level runs through parkland or reserve steep grade	+2 +3 +5 -3	10
Tourism	Potential to enhance tourism for the area	+10	10
Recreation	Provides longer rides or loop +7 Provides access to sporting facilities +5 Provides access to parks +3	+7 +5 +3	10
Cost Effectiveness	All new construction +0 All widening of existing footpath +8 Some widening of existing footpath +5 No kerb ramps required +2	+0 +8 +5 +2	10

9.2 Uralla Network – Existing and Proposed

The proposed augmentation works will create a pedestrian network that encompasses the CBD and provides greater pedestrian access to sporting fields. The existing and proposed network is outlined in **Figure 9**.

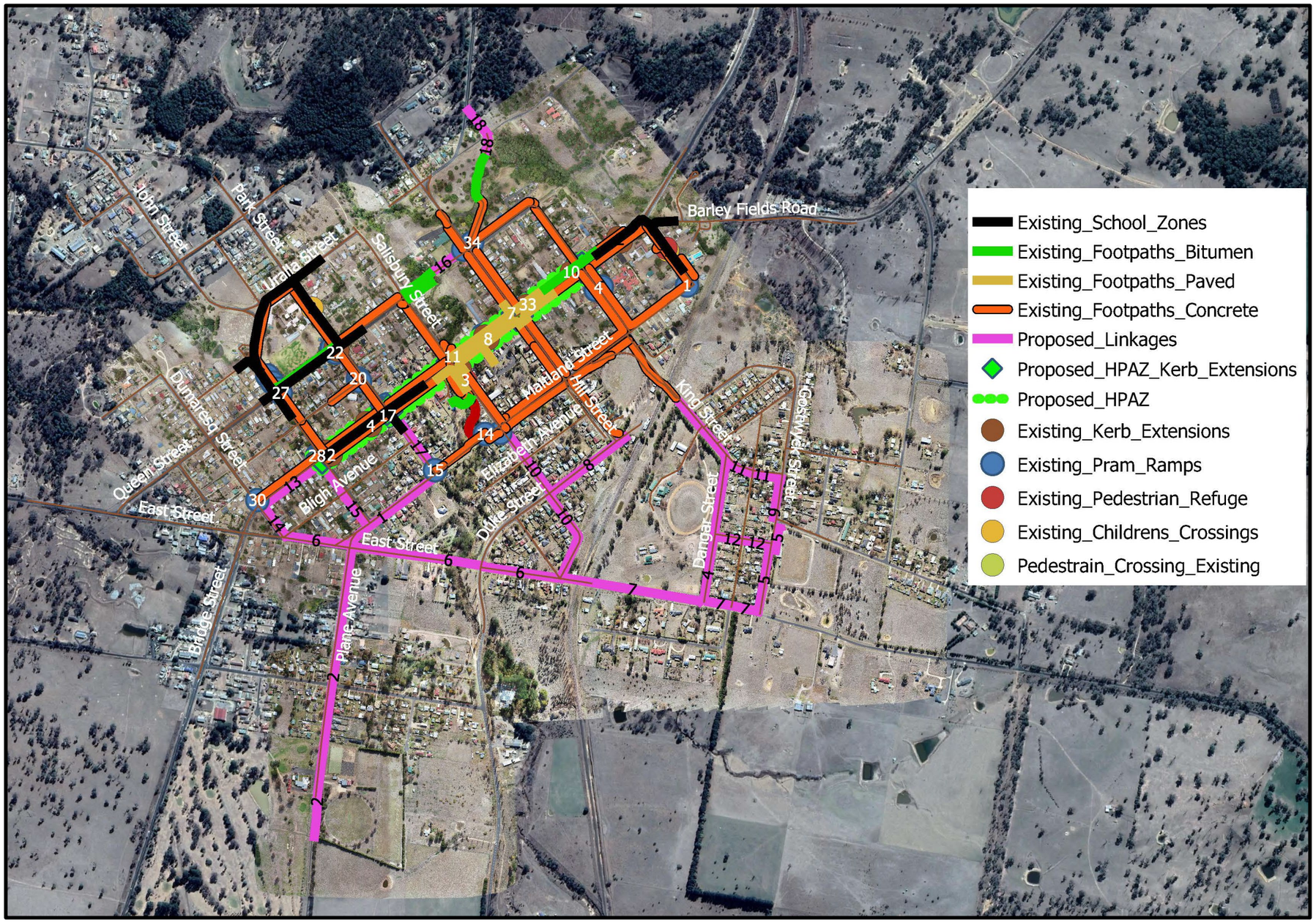


Figure 9 – Uralla Pedestrian Network – Existing and Proposed

9.2.1 West of CBD

Location	Details

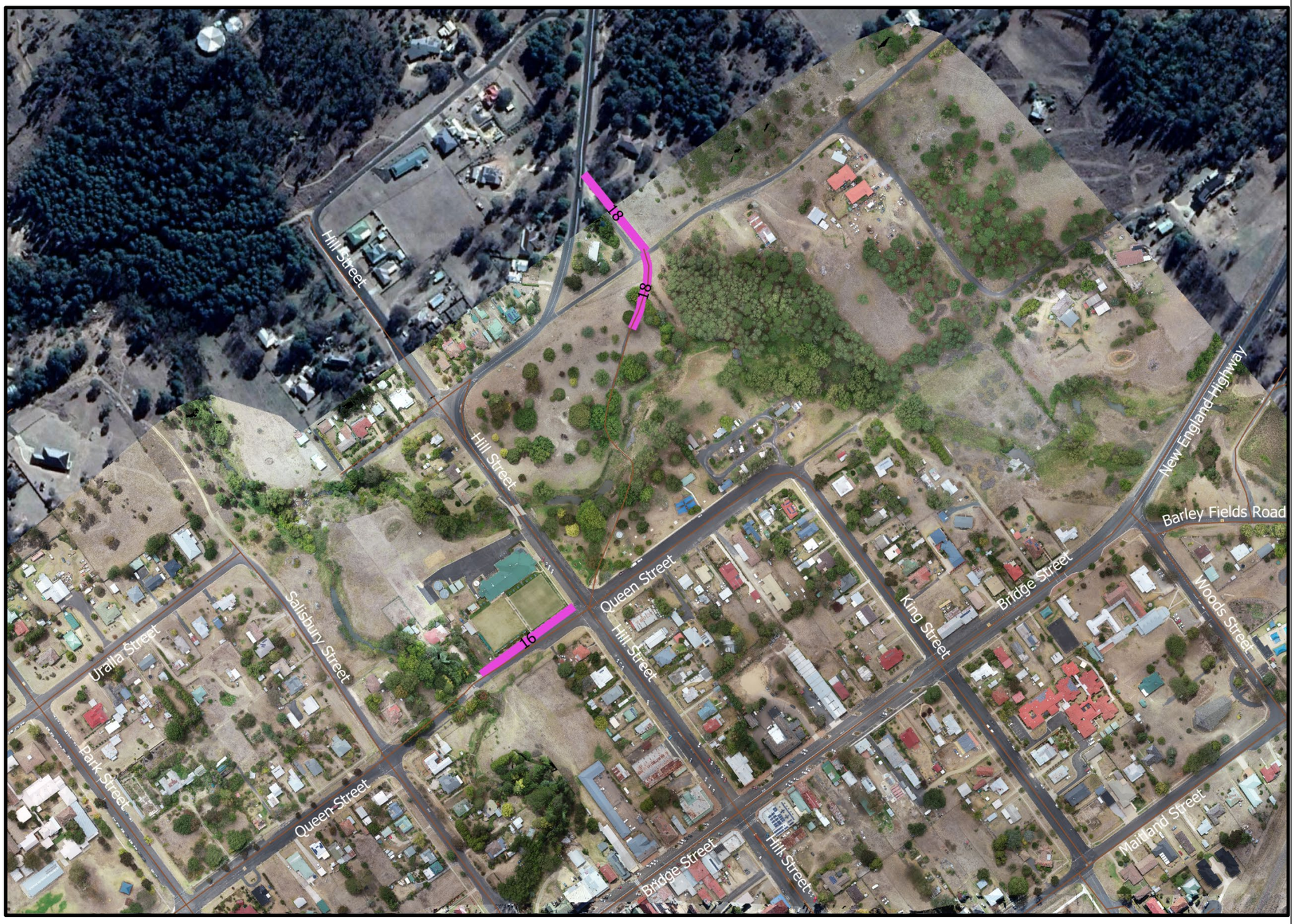


Figure 10 – Proposed Linkages West of CDB

No 16 Location: Queen Street

Length:	110 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$35,800.00**
Priority Rank:	**16**

No 18 Location: Alma Park

Length:	160 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$52,000.00**
Priority Rank:	**18**

9.2.2 East of CDB

Location	Details

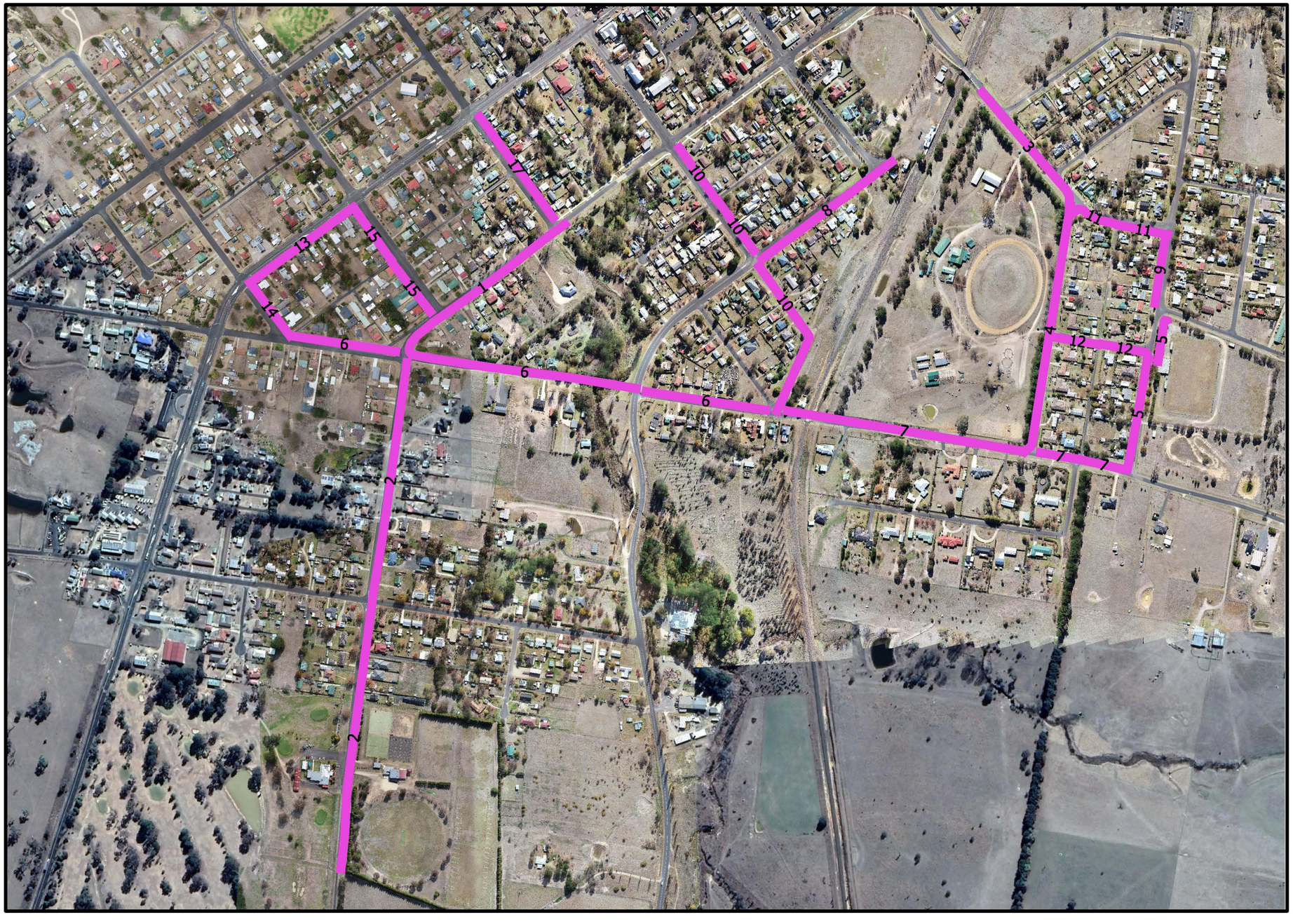
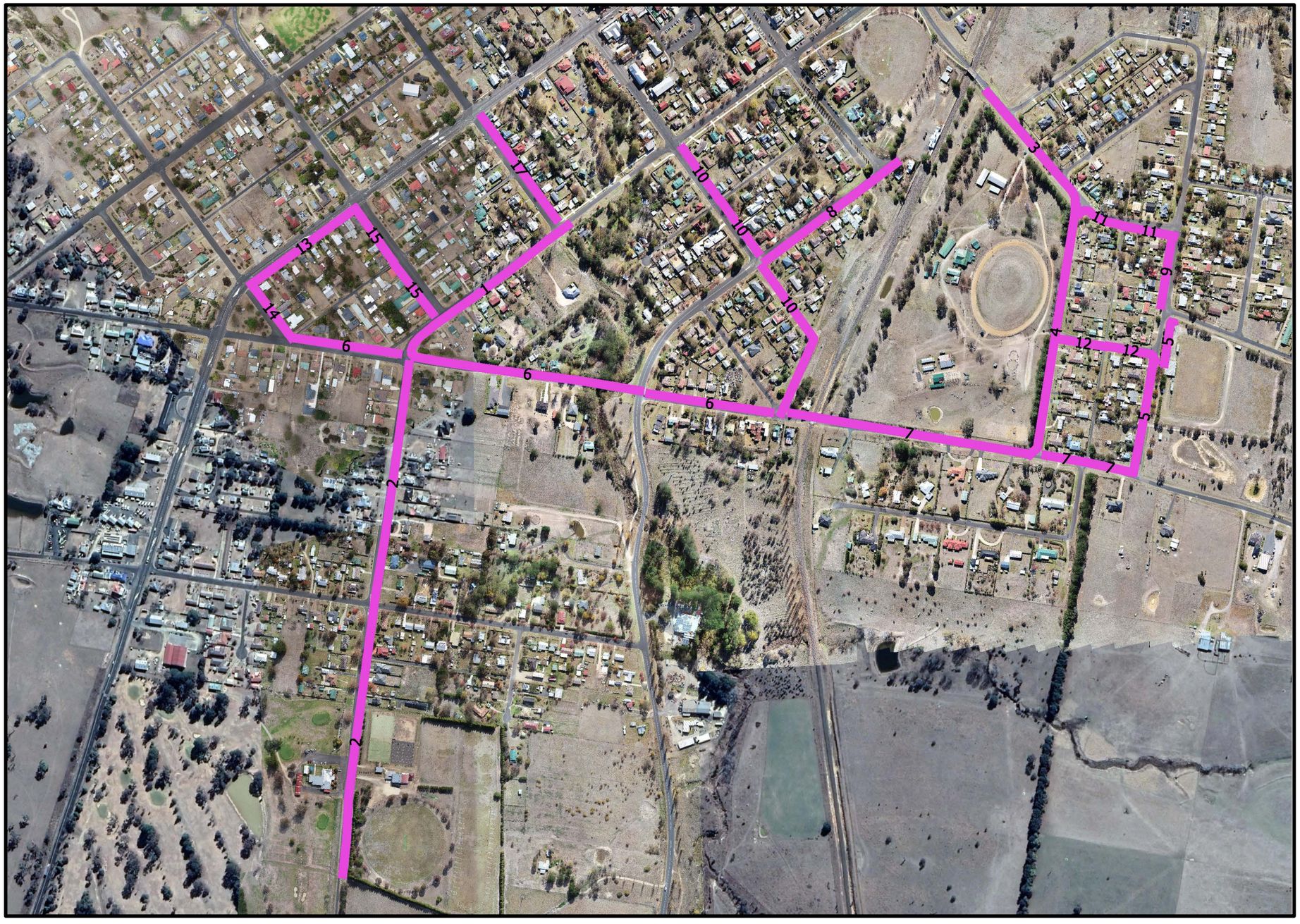


Figure 11 – Proposed Linkages East of CDB

No 1:	**Maitland Street (Park St to East St)**
Length:	340 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$110,500.00**
Priority Rank:	**1**
No 2:	**Plane Avenue to Sporting Fields**
Length:	850 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$276,300.00**
Priority Rank:	**2**
No 3:	**King Street to Rail Overpass**
Length:	225 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$73,200.00**
Priority Rank:	**3**
No 4:	**Dangar Street (Gostwyck Rd to King St)**
Length:	425 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$138,200.00**
Priority Rank:	**5**

Location	Details



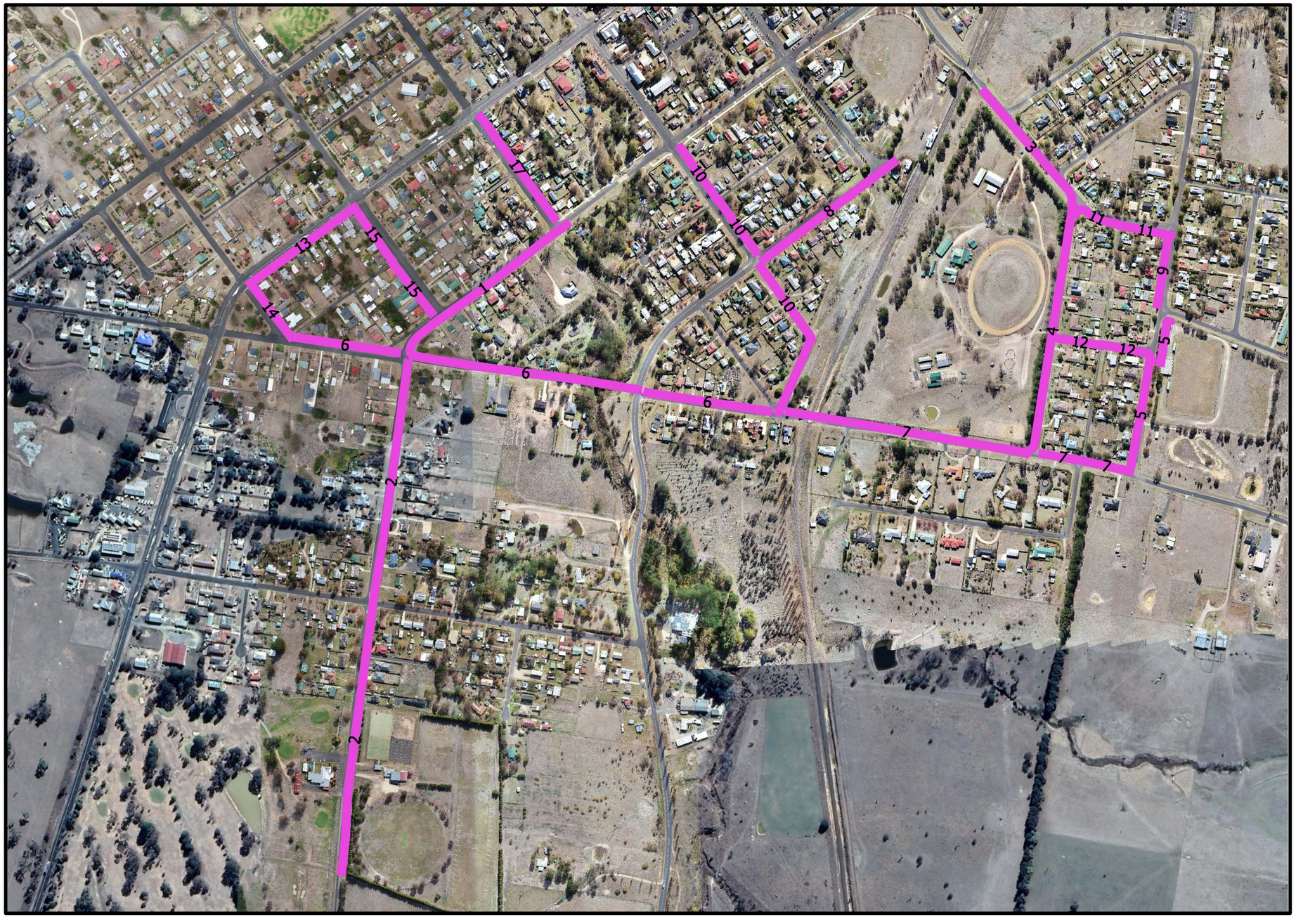
No 5:	**Gostwyck Street to McCrossin Street**
Length:	260 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$84,500.00**
Priority Rank:	**5**

No 6:	**East Street (Dumaresq St to Gostwyck Rd)**
Length:	860 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$279,500.00**
Priority Rank:	**6**

No 7:	**Gostwyck Road to Gostwyck Street**
Length:	520 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$169,000.00**
Priority Rank:	**7**

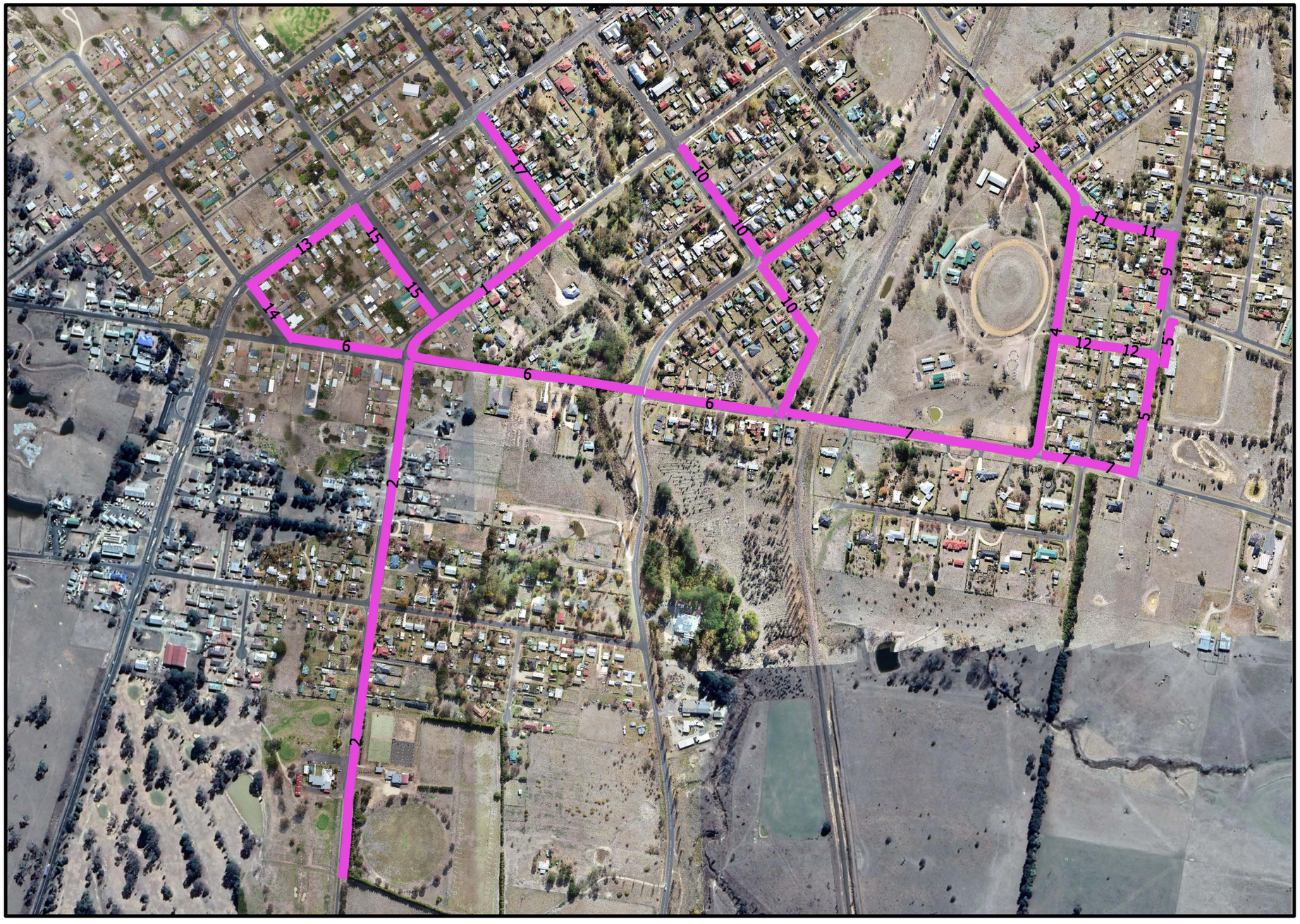
No 8:	**Duke Street (Hill St to Salisbury St)**
Length:	270 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$87,800.00**
Priority Rank:	**8**

Location	Details



No 9:	**Gostwyck Street (McCrossin St to King St)**
Length:	130 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$42,300.00**
Priority Rank:	**9**
No 10	**Salisbury Street (Maitland St to East St)**
Length:	520 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$169,000.00**
Priority Rank:	**10**
No 11:	**King Street (Gostwyck St to Dangar St)**
Length:	165 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$53,700.00**
Priority Rank:	**11**
No 12:	**Mihi Street**
Length:	160 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$52,000.00**
Priority Rank:	**12**

Location	Details



No 13: Bridge Street (John St to Dumaresq St)

Length:	220 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$71,500.00**
Priority Rank:	**13**

No 14: Dumaresq Street (Bridge St to East St)

Length:	115 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$37,400.00**
Priority Rank:	**14**

No 15: John Street (Bridge St to Maitland St)

Length:	210 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$68,300.00**
Priority Rank:	**15**

No 17: Location: Park Street (Bridge St to Maitland St)

Length:	210 metres
Type:	Concrete
Width:	2.5 metres
Estimate:	**$68,300.00**
Priority Rank:	**17**

9.2.3 40km/hr Proposed High Pedestrian Activity Zone (HPAZ)

Further detail on the proposed 40km/hr High Pedestrian Activity Zone (HPAZ) can be found in the "*40km/hour High Pedestrian Activity Area Concepts – Bridge Street, Uralla NSW*" report prepared by Rupert GH Milne Home Landscape Consulting. **Figure 10** outlines the concept design area for the proposed HPAZ.

Figure 12 – Proposed 40km/hr Proposed High Pedestrian Activity Zone (HPAZ)

10 Proposed Works – Signage

Knowing the location of the footpath network is important for pedestrians. Appropriate route directional signage located at specific locations is proposed to alert cyclists and pedestrians. A typical example of route signage is shown in **Figure 13**.

Figure 13– Route Directional Signage Example

(Source: NSW Bicycle Guidelines)

In addition to route signage, the installation of warning, advisory and regulatory signage, pavement markings and centre line marking, particularly for shared paths is also proposed to enhance the existing network. Examples of the different forms of signage for cyclists and road users are shown in **Figure 14**.

Figure 14 – Regulatory Signage

(Source: NSW Bicycle Guidelines)

Installation of shared path behavioural signage is recommended as this will also reinforce any education programs as described in Section 5 and encourage shared path users to behave in a co-operative manner. Examples of the behavioural signage and suggested layouts and grouping are provided in **Figure 15**.

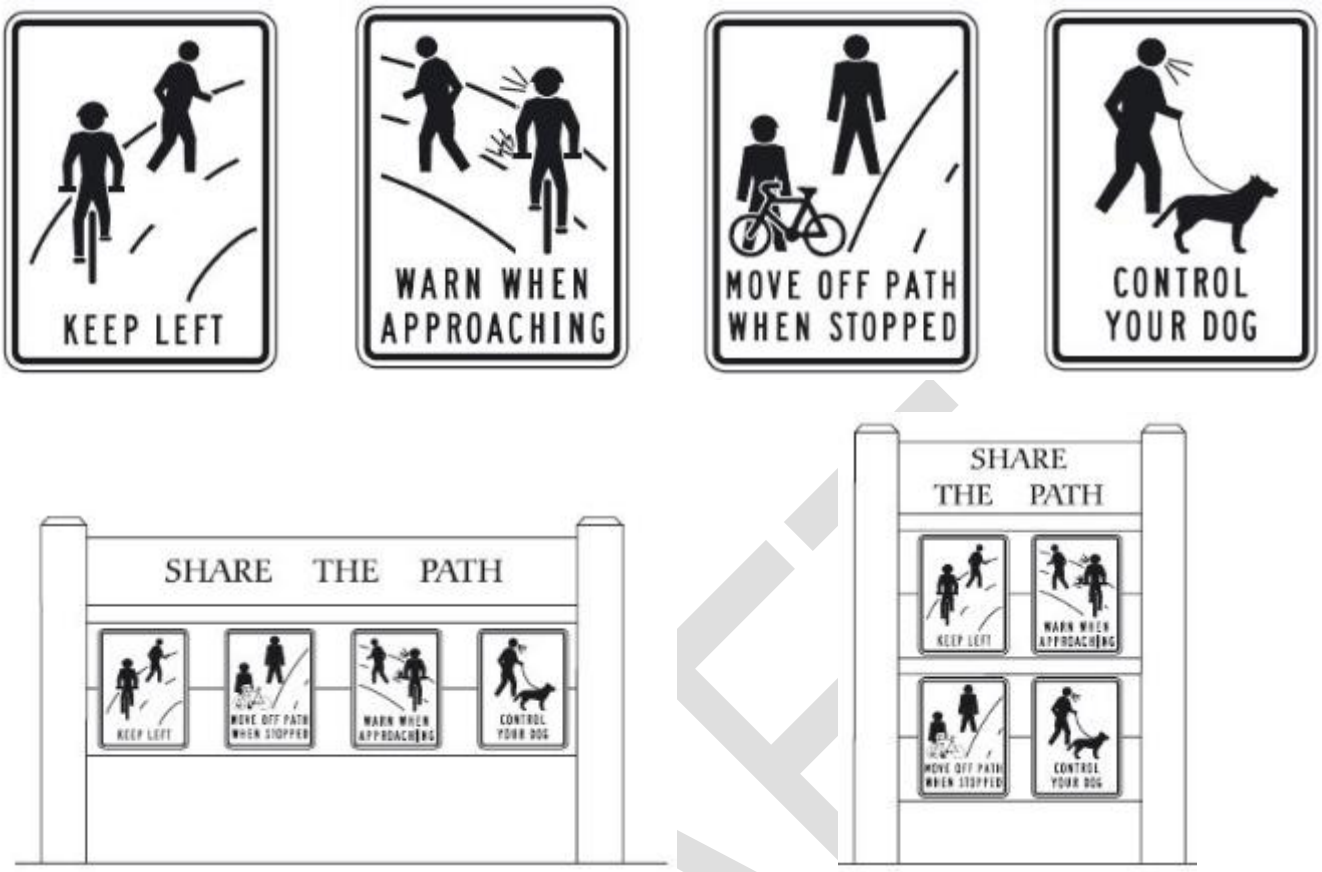


Figure 15 – Shared Path Behavioural Signage

(Source: NSW Bicycle Guidelines)

Furthermore, consistency with signage and pavement markings is also proposed which will require the replacement of existing signage at specific locations and the installation of new signage and pavement markings on the network.

It is anticipated that the required works for signage will be identified as part of the routine inspections to be undertaken by the relevant USC officers.

11 Funding

11.1 Costs

All of the proposed shared path and footpath locations as detailed in Section 9 and indicated on the maps provided in **APPENDIX 2** have been inspected in terms of feasibility for the future expansion of the pedestrian network for Uralla. The costs of providing the infrastructure have been tabulated in **APPENDIX 4.**

11.2 Funding Sources - Construction

Funding for the construction of footpaths and shared path infrastructure and associated facilities is generally provided as per the funding arrangements as detailed in **Table 6**.

Table 6 – Funding Contributions for Footpath Construction

Road Classification	RMS Contribution	USC Contribution (1)
State Roads (incl. National Highway)	100%	Nil (2)
Local Roads	50% (3)	50% (3)

Note (1) – USC contributions can comprise of funding sources including the General Fund, Restricted Reserves, Section 94 contributions and adjacent landholder contributions.

Note (2) – USC contributions to cycleways on State Roads are provided on a case by case basis dependent on specific arrangements with RMS.

Note (3) – Whilst the 50/50 funding contribution is the typical funding arrangement, there is scope for USC to request an increased contribution from RMS on a case by case basis.

11.2.1 Development Contributions (Section 94)

Council's Section 94 Plan has been prepared to satisfy the requirements of the Environmental Planning and Assessment Act (1979) and Regulation (2000), enabling USC or an accredited certifier to levy contributions from development for the provision of community infrastructure including pedestrian and cycleway infrastructure.

The Section 94 Plan ensures that adequate community infrastructure is provided for future development and that the existing community is not burdened by the provision of community infrastructure required as a result of future development.

From time to time, developers may offer to construct shared paths in lieu of payment of related contributions in conjunction with the construction of residential areas. These 'works in kind' offers or developer initiatives often receive favourable consideration as they can result in the timely and coordinated provision of infrastructure which enhances the appeal of the respective development itself.

11.2.2 Additional Funding Sources

Funding for the construction of footpaths and shared path infrastructure can also be derived from community partnership programs inclusive of in-kind support from local community organisations.

11.3 Funding Sources - Maintenance

Funding for the maintenance of footpaths and shared path infrastructure and associated facilities is generally provided from the USC General Fund and/or Restricted Reserves. No specific funding is provided by RMS for maintenance activities associated with footpaths and shared path infrastructure and associated facilities.

The provision of funding for the maintenance of footpath and cycleway infrastructure and associated facilities is included with the overall funding provided for road and bridge maintenance. The amount allocated for footpath and shared path maintenance each year is commensurate with the required maintenance of deficiencies identified as part of routine inspections.

12 Implementation and Maintenance

12.1 Implementation Schedule

Given USC's existing financial commitments it is unrealistic to expect that all of the proposed works nominated in the USC PAMP will be completed in the next 10 years. To do so would require a substantial increase in the funding for pedestrian infrastructure in future budgets, potentially to the detriment of other facilities and services. As a consequence, it is proposed to use the schedule of works provided in **APPENDIX 4** to target infrastructure construction based on available funding over future years.

12.1.1 Footpath and Shared Path Maintenance

Given that footpaths form the majority of pedestrian facilities throughout Uralla, pavement maintenance is a high priority. Footpaths and shared paths require regular inspection and routine maintenance to ensure that the pavement is maintained in a smooth and safe condition. Inspections resulting in a condition rating are undertaken by USC Officers on an annual basis.

Concrete pavements should have cracks repaired, or whole sections repaired when the extent of cracking or failures is assessed as extreme. Well-constructed concrete paths could be expected to have an average useful life of 50 years.

For asphalt or bitumen footpaths, routine maintenance comprises of the repair of crack and potholes, with resurfacing required every 5 to 10 years in accordance with condition assessment undertaken by USC Officers.

For footpaths that have brick pavers, routine maintenance is comprised of the replacement of damaged pavers and the relaying of a section of pavers as necessary.

12.1.2 Maintenance of Other Pedestrian Facilities

Other pedestrian facilities are inspected by USC Officers on an annual basis, or following receipt of a community complaint, to assess the condition of the asset and identify any maintenance that may be required.

12.2 Auditing of Existing and Proposed Pedestrian Infrastructure

It is recommended that USC consider undertaking bicycle safety audits as per Austroads *"Guide to Road Design Part 6A"* for all existing facilities to ensure compliance with the relevant standards and to identify any relevant safety issues or concerns. Conducting an audit will help identify issues with:

- The general requirements of the path;
- Signage, delineation and lighting;
- Surface;
- Identification of maintenance requirements; and
- Identification of physical obstructions.

Furthermore, it is recommended that a safety audit be conducted during planning for and after construction of cycling and pedestrian infrastructure.

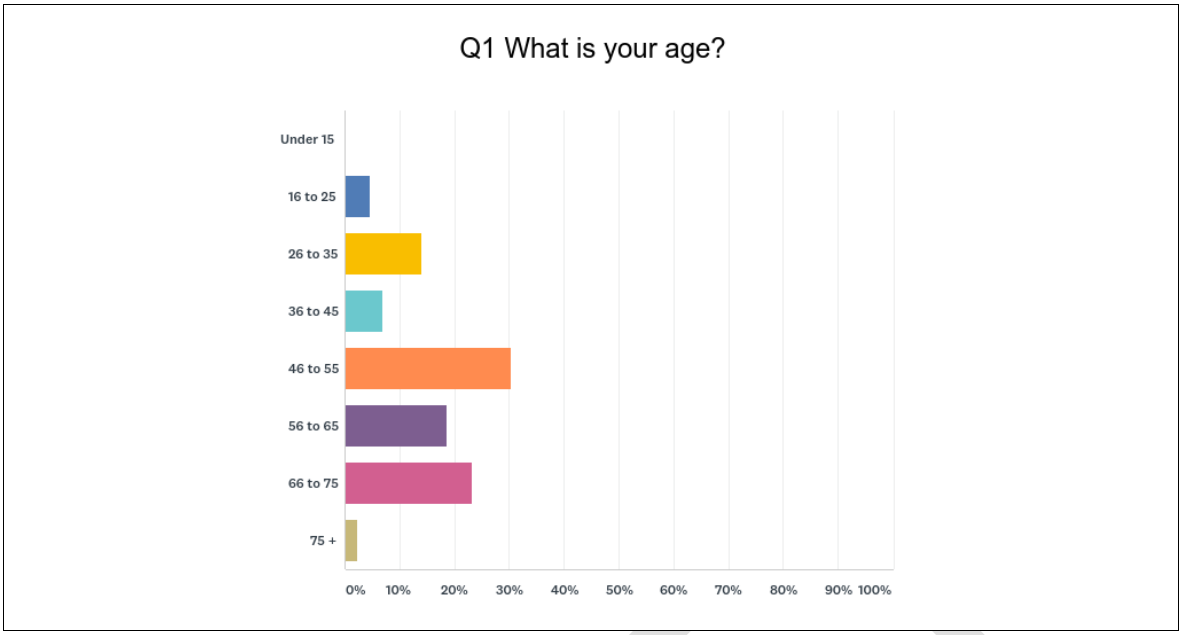
12.3 Follow-up Activities

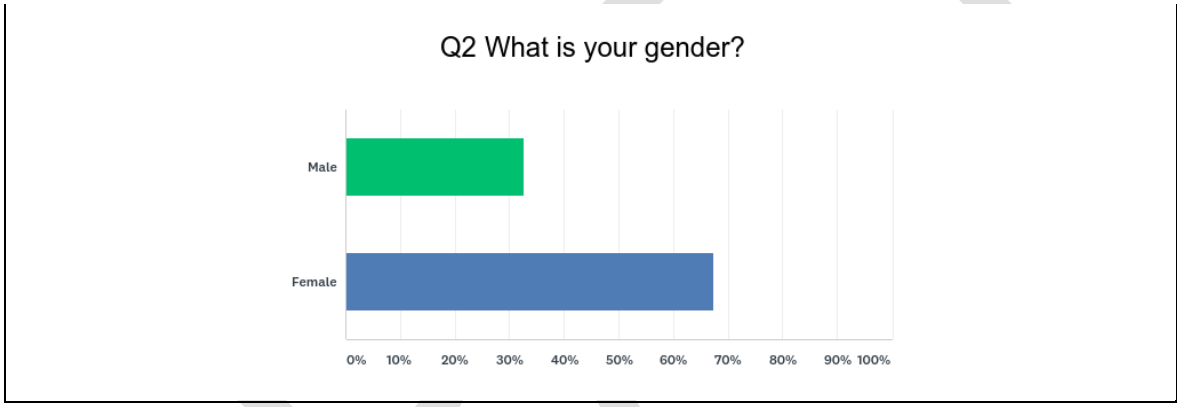
A review of the PAMP to be undertaken as part of the development of USC's future Delivery Programs and Operational Plans.

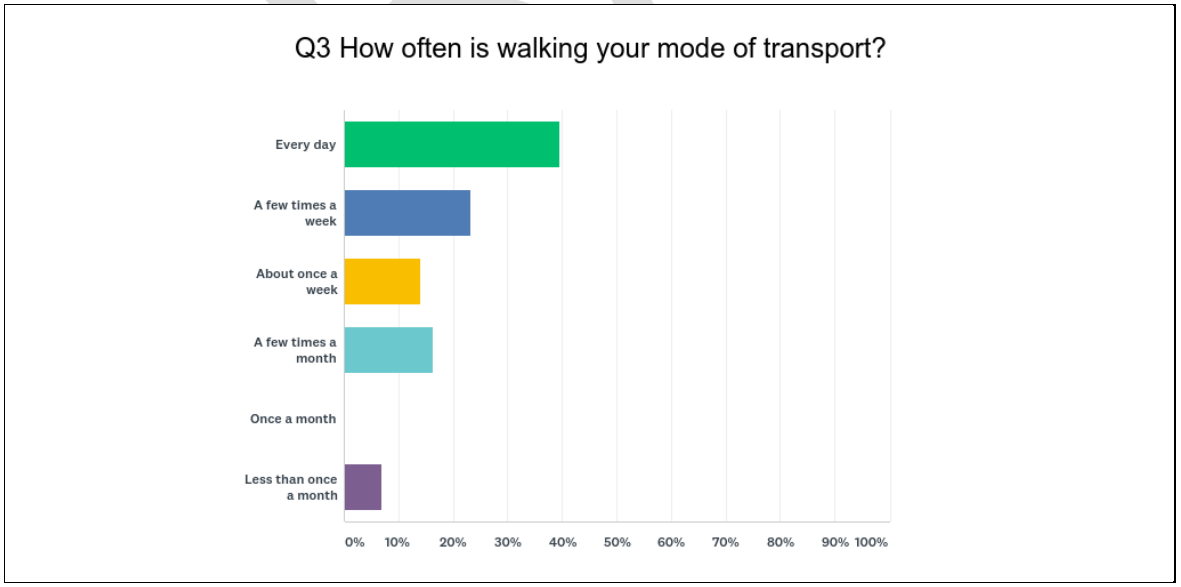
13 References

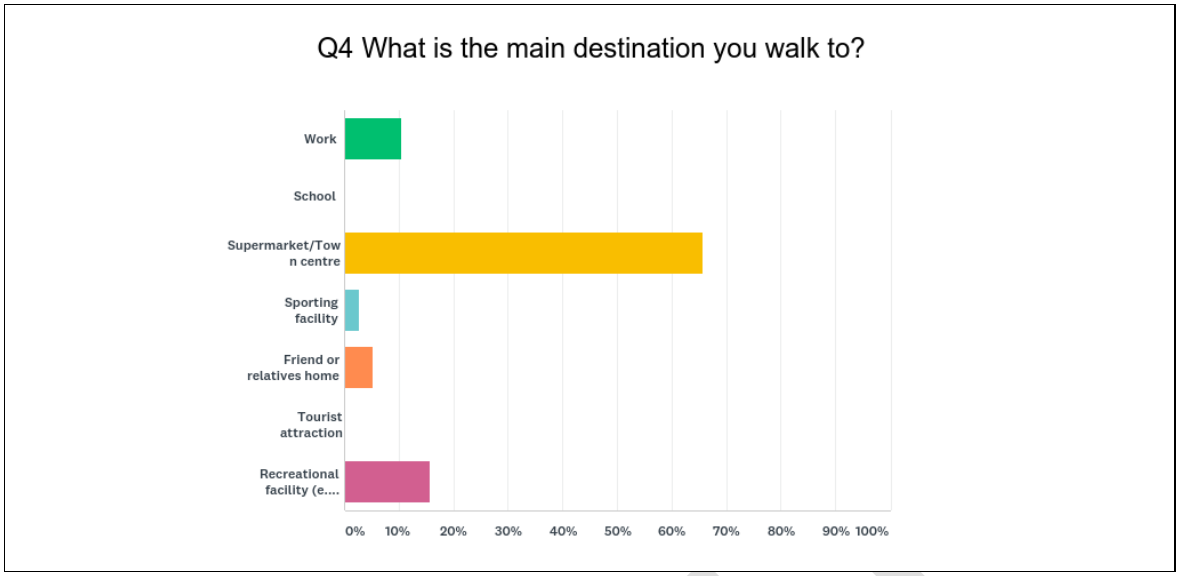
- AS1428.1, Design for access and mobility – General requirements for access
- AS1742.10, Manual of uniform traffic control devices – Pedestrian control protection
- Austroads 2017, Guide to Road Design Part 6A: Paths for Walking and Cycling
- NSW Government December 2012, NSW Long Term Transport Master Plan
- NSW Government December 2012, New England North West Regional Action Plan
- NSW Government September 2011, NSW 2021 – A Plan to Make NSW Number One
- NSW Government, Road Rules 2008
- NSW Roads and Maritime Services 2012, How to Prepare a PAMP
- NSW Roads and Traffic Authority 2008, Delineation
- Uralla Shire Council Operational Plan 2018/19
- Road Safety Action Plan

Appendix 1: Public Survey Results


Q1 What is your age?
Under 15
16 to 25
26 to 35
36 to 45
46 to 55
56 to 65
66 to 75
75 +
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

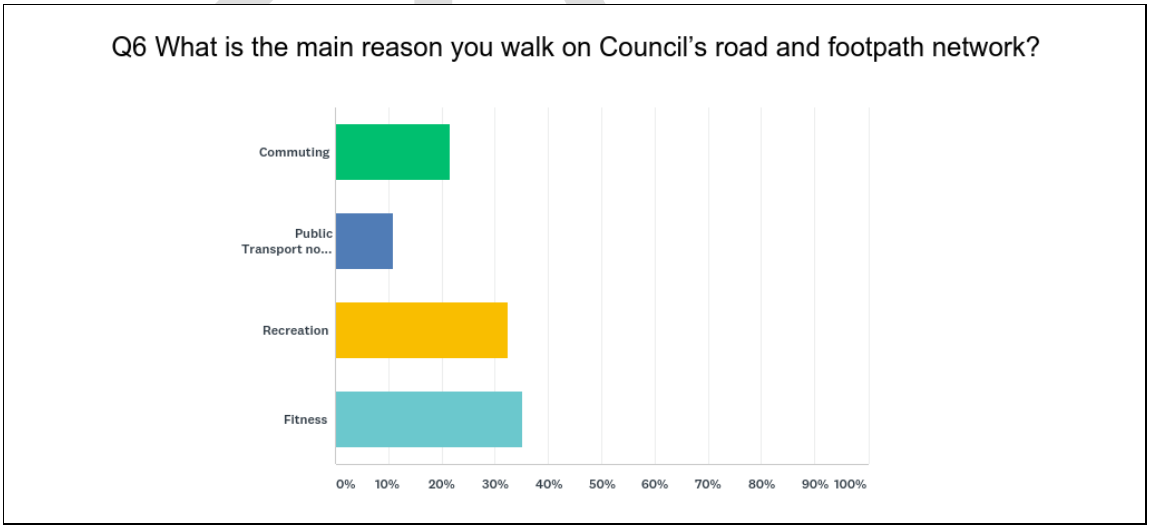

Q2 What is your gender?
Male
Female
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%


Q3 How often is walking your mode of transport?
Every day
A few times a week
About once a week
A few times a month
Once a month
Less than once a month
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%



Q5 What is the estimated distance travelled (round trip)?

Distance	Number of Respondents
0km to 5km	32
5km to 10km	4
10km +	2
Unknown	5



Q7 What improvements would you like to see to the current infrastructure that would encourage you to walk more frequently?

Please note some duplicate comments have not been included.

Community Responses
Thunderbolts Way
Happy with current infrastructure. Like the wide roads. Footpaths needed in some areas.
Better access and less steps into shops - ensure that all new construction access is at footpath level - ramp if necessary. A safe crossing is important
Footpaths around Dumeresq and all of Queen St would link town and that area as a great walking loop.
An exercise path that is continuous and about 5 kilometres around town
Better footpaths in some areas
More pathways around the town boundary
Being able to get off the road on back streets
More walking tracks Love mount mutton track
More footpaths and upgrades to some existing walkways
I would like to see a flat level walking path that would allow me to walk without difficulty. So that I could improve my heart rate by walking quickly on a safe level pathway. The pathway or track does not have to be long. 250 metres would be acceptable as walking this four times is one kilometre allowing me to improve my mobility, heart rate, blood pressure and many other advantages. I would be happy to drive to the location and do weekly walks.
Ensure all footpaths are flat with no breaks in the concrete... I am now in a wheelchair full time and this is imperative...
CBD kerb are too high, my own driveway access to leave property, evening out of hill outside my property
More walking trails through local nature reserves or public land. Both are unfortunately very limited here in Uralla. Public land is either very limited or poorly marked on Google maps and similar. 2. Pathway on the western side of Alma Park and extends up and around Mt Mutton is poor quality and overly rocky. Just needs to be covered with quality fine road base or similar. I'm Not suggesting it needs to be concrete or bitumen, just better surface covering than what is there.
the surface of the pathways not risen to much so people don't trip and for other people that have walkers etc are able to get about better because of this reason.
Better walkways ours are old and very uneven
Better lighting in the evening and night
Wide roads, eg: Maitland St, Salisbury Rd do not have pedestrian crossings Bridge Rd only has one, but with increasing traffic, this is not sufficient Hence we need more pedestrian crossings
More fitness paths/equipment/bike tracks
Better footpaths, most are uneven and some are hard to walk as they are up hill
A dedicated walking track for fitness
Better Lighting
Better connection between public spaces, walking tracks, parks and improvements done to the underpass.
Stop horses being on footpaths

Community Responses
Footpath to sporting complex
I know this could be difficult but there needs to be a pedestrian crossing around the intersection of Hill/Bridge streets. Many people walk up Bridge Street (and you have the caravan park on Queen Street) and crossing the road at Hill/Bridge intersection to get to the bakery etc is quite tricky (especially if, like me, you have mobility issues). Suggest a pedestrian crossing on the Alternate Root side which wouldn't interfere so much with traffic turning right on to Bridge St from Thunderbolt Way (Hill Street).
Connect sporting complex to CBD
More shade trees
None, I don't perceive any real problems.
More footpaths
Maintained footpaths
Additional pedestrian crossing
Wheelchair friendly
Footpaths clear (including overhanging) and no trip hazards
Level footpaths
Level walking paths that can be used for prams and wheel chairs
More and level footpaths, better lighting, sign posts with information, duress alert capability
slowing down traffic changing speed through town to 40
Footpaths with no bumps or holes
Wider path

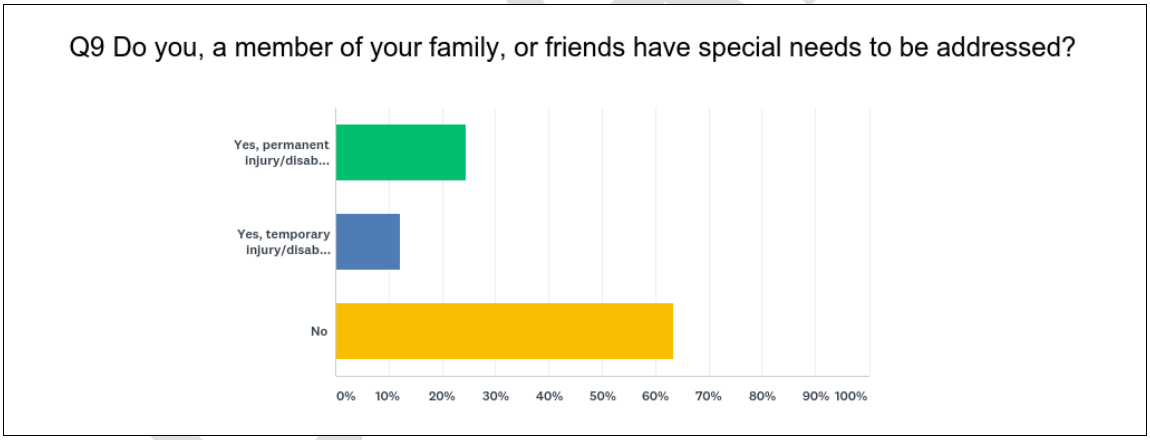
The responses have been assessed and taken into consideration as part of the development of the PAMP with specific measures adopted, as deemed appropriate.

Q8 What areas of Uralla's footpaths and other pedestrian infrastructure do you feel require attention?

Community Responses
Walking tracks
Some do
Pedestrian Crossing at Hill St, removing Bike shelter P.C. in Salisbury St, outside Council building Highway underpass to VIC is a neglected asset
The height between the road kerb and pedestrian path is too high for people with ambient disabilities to step up easily and they tend to walk along the road until they find a ramp or crossing. This is dangerous as heavy trucks and double B's use the main road.
Dumeresq St desperately needs a foot path as does southern end of Queen St - it randomly stops past the school.
Entire length of Bridge St
Footpaths to school from town
The top end of the main street(towards the King Street intersection) both sides of the road
Outside CBD
Need to smooth them out
Queen St and Woodville general area.
Pedestrian crossing needs to be safe and used be everyone. I can't see how you can improve the footpath in front of the shops, as explained I find it uncomfortable. No straight flat level at all.
Height of gutters on Main Street to get up onto the footpath.
Most of them
The footpaths near the Alternate Root Café, requires looking at, I have found it a bit dangerous when walking down that part of the pathway.
Side streets
Lots of streets have no footpaths. No footpath makes it difficult when it rains because the pedestrian area becomes a gutter
Pretty well all, except Bridge St in CBD and foot/cycle path along King/Maitland Sts Maintenance is required passim, and extensions of footpaths in Woodville where there are none, and along Maitland St towards sports ground
Around the school, the footpaths are terrible
Near central school in Park street
A walking track on racecourse road as people are always walking on the single lane road and it is a hazard
Between McMaugh Gardens and town centre clear of debris and clearer signage around work sites
Highway Crossing, Walking trails and creek side paths
At the back of school where buses are no path on opposite side and very muddy when wet
Any without concrete paths
Bridge Street
Streets without trees. It is just so uncomfortable in the heat to be walking.
The only thing that occurs is that stepping after exiting from one's car onto the curb is in places quite a high step for people with bad knees.

Community Responses
Woodville
Corner near Church cafe, blue metal all over the footpath
There isn't enough footpaths around town in general.
Out to golf club
The height
Main Street
Maitland Street through Porter Park and under bridge
In front of central school
Just need to fix un level areas
It is not safe after dark, inadequate lighting - could be solar and motion activated. There is no way to call for help anywhere.
don't know
Some of the ramps from street level to footpath are too steep
Better footpath to the brewery

The comments have been noted and provided to USC for consideration as part of their annual maintenance program for footpaths.



Q10 What pedestrian infrastructure would best address these needs? (e.g. gaps between footpaths you use, or locations where wheelchair access is poor / non-existent)

Community Responses
NA
I am aware that some people with disabilities struggle with the state of our footpaths
A new pedestrian crossing is required in front of Foodworks at Salisbury St. across Bridge Street. The road is very wide and traffic coming South through the Town turning into Salisbury St. cut the corner. The Pedestrian crossing should also cross Salisbury St. for similar safety reasons
Footpaths in aforementioned areas! One of my children has very low tone (congenital) and falls easily on uneven surfaces.
The train station carpark
Wheel chair access to many of the shops/businesses in the main street.
There are a lot of problems on the footpaths that need attention, eg outside Uralla Central School, Uralla Anglican Church
No existing footpaths in Queen St (southern end) for disabled man who walks to main st every day.
I like to park at the back of the shops and walk down to the shops. One access path is good but the accommodate the back of the pharmacy could be improved immensely. It is very rocky, many dips and an uneven surface for anyone with balance problems. Or with a walker
There is not enough disable parks on the Main Street which require a driveway so a wheelchair can get up onto the footpath
Lowering kerbs in shopping centre, levelling of slippery grassy hill so i can put bins out without a struggle and fear of falling, grading of dirt/grass footpaths
It would be good to see ramps, to the footpaths were the road is too high for people to get onto the footpath, e.g.: people with wheelie walkers (Aged people), wheel chairs.
Up grade old paths
Footpaths should be continuous everywhere, wheelchair access is a legal requirement
School pedestrians need to be marked more! I've have had a couple of close encounters with my 6 year with people not stopping!
another footpath
Existing wheelchair ramps have loose rocks/blue metal need to be leaned more often. and the one down near Michaels café the lip where the bottom of the ramp meets the road is to high, when you're pushing a wheelchair unassisted and you hit the lip you nearly tip out.
Kerbside wheelchair access
Footpath
From car park down lane between Dales and Chemist
I love the mobility map. Older buildings are difficult to adopt and I accept that. I would like disability access at Hampden Park to be highlighted: I asked at Seasons about disability parking and they didn't know.
Maitland Street / Plane Avenue and Bridge Street
The trees on Duke Street are a good example of shade trees that do not interfere with power lines. In the hot weather I changed my route to make the most of theses. Our summers are only going to get hotter.
One manages one's physical problems the best one can, using a cane or choosing an easier route to where one wishes to go. One cannot possibly accommodate everybody with the thousands of infirmities that people may have by making a smooth, flat area throughout the town for access. To

Community Responses
attempt to do so would not only cost millions that we don't have, it would open a gigantic can of worms every time members of the ageing population discovers they don't manouvre their bodies as well as they used to when the ground is uneven!
Maintenance of paths
Better footpaths
Lighting would help also
Wheelchair access in main street.
slowing down the traffic

The responses have been assessed and taken into consideration as part of the development of the PAMP with specific measures adopted, as deemed appropriate.

Q11 Where do you see additional/new footpath infrastructure would be desirable? (e.g. gaps between footpaths you use, or locations where wheelchair access is poor / non-existent)

Community Responses
Walking tracks or footpaths associated with major roads close to town
Not sure
Gaps between Blisters and footpath in Bridge St need a more aesthetic and safer system, as recommended in the Consultant's report.
The main problem is that Disability Car Access Bays are mainly all located (very badly) in the rear carpark behind the shops on the eastern side. Access can only be made through the interconnecting walkway to the main shopping street with no wheelchair access to most shops because of high steps. Not really a solution especially when there are quite a few people in motorised wheelchairs coming from McMaugh Gardens Aged Care facility
As previously stated Dumeresq St and southern end of Queen St.
Bridge Street should have a walking path covering the north and south ends of town
Paved footpaths from school to central town.
Wheel chair access on a lot of corners could be improved
Woodville
Up queen street
Woodville area is popular for walkers/joggers and has a lack of suitable areas to exercise safely.
I think as in question 10. If that drive way to the back of the pharmacy was seen to then access to the disabled or even wheelchair access would be an advantage. And the steps to the fro t entrance would not have to be used
Footpaths further than the block around the Main Street.. unless I use the road I have no means of getting anywhere alone in my wheelchair. Main Street, sporting complex
The footpath heading from The Alternate Root Café to the Post office, I think needs looking at and maybe to be made wider for the access of wheelie walkers, wheel chairs etc., and more ramps down the main street, near NAB, as the footpaths are getting higher for the older people to get onto the pathway
I'd like to see walkways on all are main roads in the township
I have no special needs to be addressed
Track along the creek at porter park needs to be sealed
Central school, Park street
Hill st north of alma park and Fitzroy st north
Main Street needs more ramps, and also in front of Doctors in Hill street and post office.
In the CBD and outer public spaces
Around uralla central school
Not aware of any problems. I will ask Daphne Field
Major walking streets leading to town. Hill, Salisbury, Bridge, King Streets
From bridge to showground
More footpaths
Out to sporting complex
Gaps between footpaths

Community Responses
Sporting places
Maintain existing footpaths before creating new ones!
To sporting complex
Bowling club area

The responses have been assessed and taken into consideration as part of the development of the PAMP with specific measures adopted, as deemed appropriate.

Q12 Have you identified any areas where there are impediments to use of the footpath? (parked vehicles, kids on bikes, trailers, vegetation, camber, condition of surface etc.)

Community Responses
No
There is nothing wrong with the footpath. It is stable and even, with interlocking brick finish which looks good. The footpath is generously wide with adequate seating. Landscaped areas define the angle parking which is good.
From the perspective of using a pram the curbs are difficult to navigate crossing roads. They need to be tapered at points where a road intersects for ease of use. This would be critical for those who use a wheelchair. It's not too bad on Bridge St but the side roads are shocking for it.
Several areas are broken around town which need replacing.
Overgrown weeds on footpaths, especially on the walk to the tourist information centre from the supermarket
The school block both Uralla central and St Joseph's, raised edges anywhere around town need to be seen to
Council needs to regularly check the footpaths around town themselves.
Yes, outside my home, footpath is not graded, due to no private driveway and hill to road, i have to park in communal driveway/pedestrian access
Condition of surface as answered in Q7
The gardens in the main street are nice and would like to see them stay, but the trees etc need to be maintained so people in cars can see when to pull out of their car spot.
I'd like to see paths all the way to sports complex
Only impediments to walking in streets with no footpath at all. Walking on the road is not always safe, especially when it gets dark and lighting is poor.
See also Q8 answer Footpath around Marsden park is incomplete
the footpath near the school isn't even, part of it lifts up. this won't make is easy for anyone in a wheelchair to use.
Hill St access into Hampden Park to public toilets, whole area needs sealing at the moment loose rocks on the driveway access, impediments to public. Also Pioneer park across from the Visitor info centre loose gravel, not only an impediment to disabled people but the general public. Also across from the public toilets ...needs a couple of ramps + the gravel/cement & driveway on the corner is a hazard. Not easy to navigate in wheel chair
Main street parking and ease of access onto footpath. Highway Crossing Underpass is dirty and dangerous.
Yes horses on footpath including in main street
Loss material on eastern side of Bridge Street near doctor's surgery
Not really. There are some areas of dirt driveways that have eroded into potholes on the rare occasions we have rain, that can make the going tricky, but only if you aren't watching where you are going. I refer specifically to the parking areas behind the shops of Bridge St, accessed from either Hill St or Salisbury St.
Gravel on path in Bridge Street
Down in alma park
Condition of surface
Wheelchair access
Under bridge and coming out near Gun area

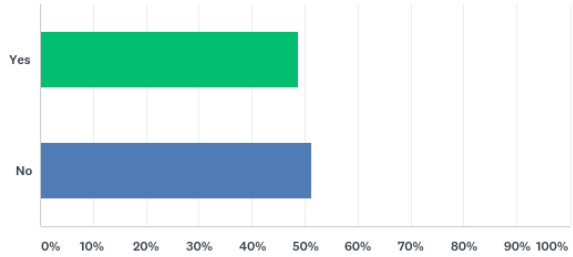
Community Responses
Queen Street at Uralla Creek

The comments have been noted and provided to USC for consideration as part of their annual maintenance program for footpaths.

Q13 Do you have any further comments?

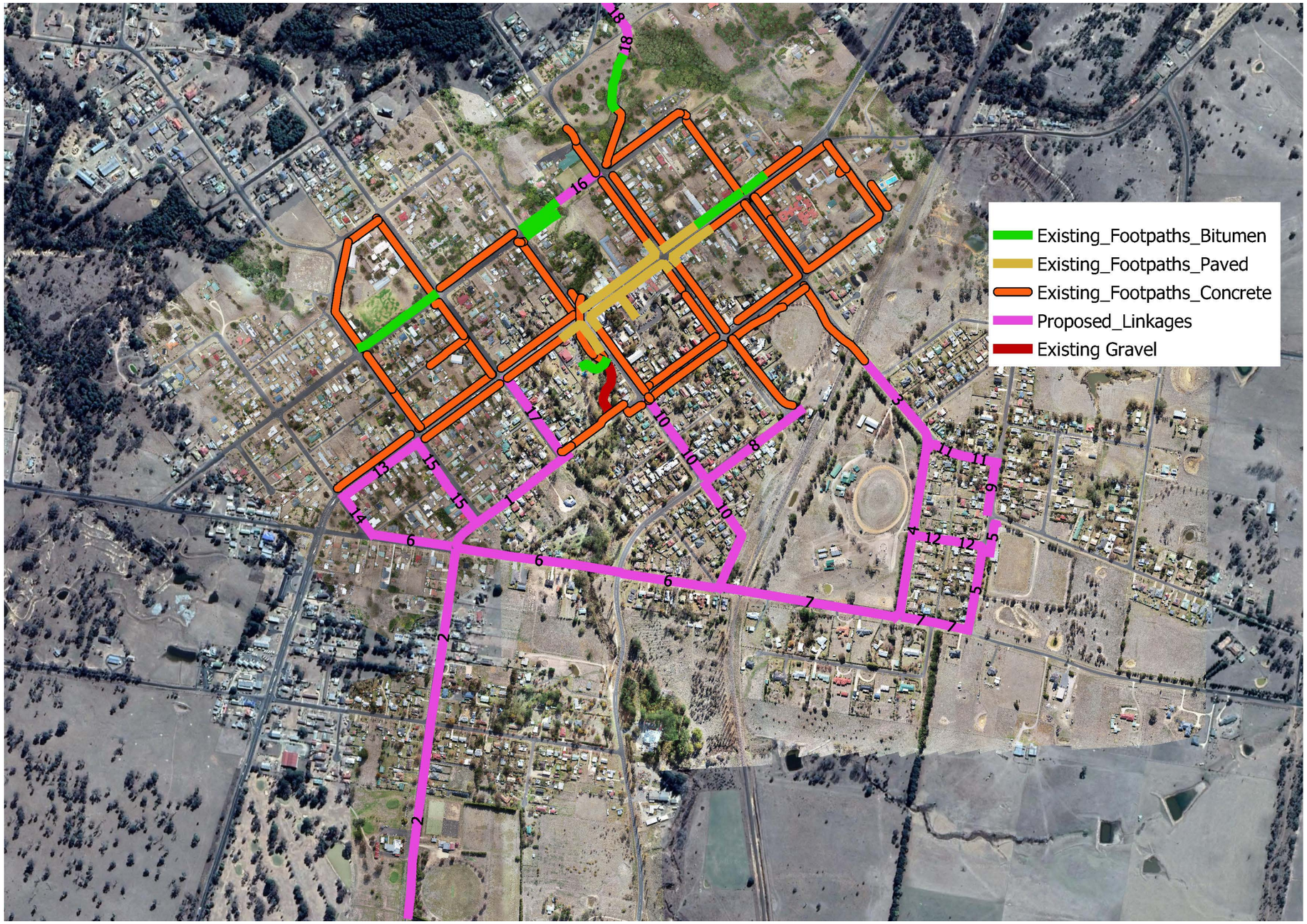
Community Responses
No
I am happy with current infrastructure but I am aware that there may be problems for others.
I suggest provision of more street furniture to match the existing locally produced stuff, to give people the sense that they OWN the place...and to encourage them to stroll leisurely and linger in the CBD.
Wheelchair or ambient disability access could be provided if a parallel ramp/step construction 1500mm wide can be constructed to connect possibly two shops on the sloping footpath. This would still leave plenty of footpath width however some of the seat/tables may need to be relocated. Shop owners could then level their entrances to allow better disability access. The use of a portable wheelchair ramp can also be used to some shops, accessible on call to the shopkeeper. This would also facilitate access to mothers with prams or ambient disabled with a walker.
Not at this stage.
Any changes should ensure Uralla's heritage features are respected.
Would there be any possible grants to enable shops/businesses to help improve wheel chair access to their business such as for ramps etc?
Monitor the footpath with regular or yearly maintenance.
Why do we constantly need consultants to undertake the work of Council staff?
I understand that this is mainly for footpaths etc, but I feel that looking at ramps and rails in some shops for the people that require help looking into their shops, the elderly with wheelie walkers, wheel chairs etc.
Why ask about special needs concerns when I have answered no to question 9?
I would love to see a footpath along all of Uralla Creek, this would like many parks to each other and also to the CBD
It's a tripping hazard for people walking the path and anyone in a wheelchair will struggle to actually use it. As there isn't a path across the road from the school, it's just grass.
I fear that a very large amount of ratepayers' money will be spent on this program, to satisfy what I think is only a small part of the population. Most people accept the available access when they choose to live in a particular place. Sometimes it could be the case that an accident causes major disability suddenly, but governmental infrastructure is available to help in these instances.
I think money would be better spent on upgrading small sections of water mains 3/20/2019 12:22 PM 26 No. Thankyou. :)
Why can't thus be an in-house decision and discussion
Wheelchair access all over Uralla !!!!!!
We need on road cycle facilities

Q14 Are you happy to be contacted to further discuss your answers?



Appendix 2: Footpath and Shared Path Network Map

Proposed Uralla Footpath and Shared Path Network Map (2019)



Appendix 3: PAMP Route Descriptions

Footpath Route Descriptions

Description	Community Request	Safety	Connectivity	Existing/Potential Demand	Comfort	Tourism	Recreation
Queen Street	10	5	0	5	5	0	5
Alma Park	0	5	5	3	5	0	8
Park Street (Bridge Street to Maitland Street)	0	5	10	5	5	0	4
John Street (Bridge Street to Maitland Street)	0	5	15	8	5	0	4
Dumaresq Street (Bridge Street to East Street)	5	5	14	7	5	0	4
Bridge Street (John Street to Dumaresq Street)	10	10	10	5	5	0	2
Maitland Street (Park Street to East Street)	0	20	20	10	10	0	10
East Street (Dumaresq Street to Gostwyck Road)	10	10	15	9	5	0	8
Duke Street (Hill Street to Salisbury Street)	5	10	15	6	5	0	8
Salisbury Street (Maitland Street to East Street)	0	10	15	8	5	0	9
Plane Avenue to Sporting Fields	10	15	20	10	10	0	10
Gostwyck Road to Gostwyck Street	2	15	15	5	5	0	8
Gostwyck Street to McCrossin Street	5	15	15	8	8	0	7
Mihi Street	2	10	15	5	5	0	8
Gostwyck Street (McCrossin Street to King Street)	3	10	15	5	5	0	9
King Street (Gostwyck Street to Dangar Street)	5	20	10	6	5	0	0
Dangar Street (Gostwyck Road to King Street)	8	8	15	6	5	10	7
King Street to Rail Overpass	10	10	15	10	5	0	10

Appendix 4: Schedule of Works

Uralla PAMP – Schedule of Works

Priority	Description	Length (m)	Width (m)	Estimated Cost ($)
1	Maitland Street (Park Street to East Street)	340	2.50	$110,500.00
2	Plane Avenue to Sporting Fields	850	2.50	$276,300.00
3	King Street to Rail Overpass	225	2.50	$73,200.00
4	Dangar Street (Gostwyck Road to King Street)	425	2.50	$138,200.00
5	Gostwyck Street to McCrossin Street	260	2.50	$84,500.00
6	East Street (Dumaresq Street to Gostwyck Road)	860	2.50	$279,500.00
7	Gostwyck Road to Gostwyck Street	520	2.50	$169,000.00
8	Duke Street (Hill Street to Salisbury Street)	270	2.50	$87,800.00
9	Gostwyck Street (McCrossin Street to King Street)	130	2.50	$42,300.00
10	Salisbury Street (Maitland Street to East Street)	520	2.50	$169,000.00
11	King Street (Gostwyck Street to Dangar Street)	165	2.50	$53,700.00
12	Mihi Street	160	2.50	$52,000.00
13	Bridge Street (John Street to Dumaresq Street)	220	2.50	$71,500.00
14	Dumaresq Street (Bridge Street to East Street)	115	2.50	$37,400.00
15	John Street (Bridge Street to Maitland Street)	210	2.50	$68,300.00
16	Queen Street	110	2.50	$35,800.00
17	Park Street (Bridge Street to Maitland Street)	210	2.50	$68,300.00
18	Alma Park	160	2.50	$52,000.00
			Total	**$1,869,300.00**

Notes: (1) Estimated costs are inclusive of kerb ramps and traffic control provisions during construction based on a $130/m^2 rate for construction.

(2) Estimated costs are current as at May 2019.

(3) Estimated costs are indicative only and sites should be fully investigated prior to any detailed design and construction activities.

(4) It is recommended that estimated costs be adjusted in accordance with an appropriate indexation rate for future annual operational plans.

(5) Concrete is the nominated material type for each path however this may be adjusted in order to satisfy available funding (for example – asphalt).

Constructive Solutions Pty Ltd

www.constructivesolutions.com.au

Tamworth Office:

PO Box 1498

Tamworth NSW 2340

Phone: 02 6762 1969

Email: admin@constructivesolutions.com.au

Brisbane Office

PO Box 133

Paddington QLD 4064

Phone: 0427 011 143

Email: admin@constructivesolutions.com.au