

# Pedestrian Access and Mobility Plan (PAMP)

Cobar Town Centre - Accessible Public Domain



**COBAR SHIRE**  
**COUNCIL**  
outback nsw

June 2013

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# 1.00 INTRODUCTION

## 1.01 Background

In 1998, the Roads and Traffic Authority of New South Wales (now Roads and Maritime Services) introduced the Pedestrian Access and Mobility Plan (PAMP), a new program to ensure better planning and design for pedestrian facilities.

A PAMP is initially developed through a co-funded partnership between Council and the Roads and Maritime Services (RMS). It assists Councils to improve existing pedestrian facilities, to introduce new facilities that are safe, convenient and connected, and to help develop policies that will encourage a greater participation in the community by people of all ages and abilities.

A PAMP is a potentially valuable Council-State partnership that could help deliver Objectives of Council's Strategic Plans, particularly in relation to improvements in the road and footway networks, and in maximizing tourism opportunities by promoting improved access to Cobar's tourist destinations.

Stage I of this project, the major component of a PAMP, has been for Council to engage an Accredited Access Consultancy (*Accessible Public Domain*) to work closely with Council's Contracts Manager, to undertake an Access Audit of the pedestrian paths of travel in the Town Centre, supported by a photographic survey.

This Access Audit was carried out from 18-22 March 2013

Stage II of the project involved the preparation of this draft report and the development of a draft priority list of works for Council's consideration, to improve the paths of travel of pedestrians throughout the Township, over the next 5-10 years.

Stage III involves the adoption of the draft report and priority list of works, and the development of a comprehensive Action Plan that will provide improved facilities at strategic locations and along the most commonly used paths of pedestrian travel. The Action Plan will assist Council in seeking further funding to implement Stage III.

The PAMP will also assist Council to develop strategies to improve access to the Shire's many facilities and areas of historic, mining and ecological significance, and to assist in developing partnerships with the NSW State Government, neighbouring Councils, developers, local businesses, community groups and other stakeholders.

## 1.02 Study Objectives

The objectives of a PAMP are to identify areas within the existing pedestrian network that require improvement for the benefit of all pedestrians, particularly aged citizens and people who have disabilities, and to develop a Works Program that will implement those improvements over a 5-10 year period.

### 1.03 Benefits of a PAMP

A PAMP is developed under Guidelines established by the (former) Roads and Traffic Authority of NSW (RTA). The Guidelines state that a PAMP can provide transportation, environmental and social benefits to the community, such as:

- Appropriate pedestrian facilities
- Improved access for people of all ages and abilities
- Safer pedestrian paths of travel and road crossings
- A reduction in the number of pedestrian falls and injuries and, as a consequence, a reduction in the number of claims against Council
- Links with transport services to improve land use and a better transport facilities network
- Integration with Council's planning instruments such as Local Environmental Plans and Development Control Plans.

To assist with an evaluation of pedestrian paths of travel, the RTA Guidelines cite Australian Standard *AS1428.1, Design for access and mobility. Part 1: General requirements for access – New building work*, which sets parameters for elements such as gradients and crossfalls of footways, and kerb ramp design.

Other Australian Standards that apply to the public domain and consulted during this project include-

- The Disability (Access to Premises – Buildings) Standards, 2010, were established under Section 31 of the Disability Discrimination Act, 1992, and incorporated into the Building Code of Australia on 1 May 2011. Many of the provisions of these Standards relate to the public way, for example, kerb ramp design, width of pathways and the placement of Tactile Ground Surface Indicators.
- The Disability Standards for Accessible Public Transport (DSAPT) were established under Section 31 of the Disability Discrimination Act, 1992. They require Councils to ensure that all bus stops and other public transport infrastructure under their control are fully accessible by the end of 2022.

The adoption of a PAMP will enable Council to implement the provisions of these Standards.

Initiatives on road safety consulted during this project -

- On 11 May 2011, the United Nations launched its Decade of Action for Road Safety 2011-2020, in an effort to reduce the incidence of pedestrian accidents and deaths on the world's roadways.
- In addition, the Australian Road Research Board has introduced the Safe Systems Approach to Road Safety, to encourage all Australian road authorities to review their policies and designs in an effort to reduce the number of pedestrian and vehicle accidents, by focusing on safer vehicles, safer speeds and safer road designs.

The adoption of a PAMP will enable Council to implement the aims of both of these two safety initiatives.

## 1.04 Methodology

Stage I, the Access Audit, was carried out in accordance with the RMS Guidelines. It involved the collection of pedestrian facility data, supported by a photographic survey, which presents an historical record of the condition of a public domain feature as it existed in March 2013. The photographic survey forms part of the Access Audit Report.

Elements of the public domain that require repairs or alterations are listed in the Access Audit Report and are given a priority for inclusion in the Draft Works Program. The priorities are based on the RMS Guidelines and an assessment of their compliance with Australian Standards and best practice.

Emphasis has been given to the removal of hazards that may cause trips or falls, or prevent a pedestrian from continuing along a safe path of travel.

Council will have its own estimation of priorities, depending on its physical and funding resources, but there are some low cost actions that should receive early attention, in order to provide a safer, convenient and dignified path of pedestrian travel:

- Removal of gravel from paved surfaces
- Pruning of vegetation that overhangs footways (Street trees and foliage from private property)
- Clearing and sealing of joints and cracks in paved footways
- Repairs by other Authorities to their surface fittings (manhole and service covers)
  
- Removal of lips from kerb ramps
- Repair of footways around kerb ramps
- Sealing of vacant tree holes

The construction or re-construction of Bus Stops to comply with the Disability Standards for Accessible Public Transport (DSAPT) has been given a priority of 1, as compliance with the Standard is mandatory and is required by 31.12.2022. Given the number of commuter and school bus stops within the Township, it is recommended that a program for compliance with the Standard be developed in the short term.

		
<b>Un-made Footway</b>	<b>Non-standard Kerb Ramp</b>	<b>Non-compliant Bus Stop</b>

## 2.00 Study Area

The Area of the Township audited during March 2013 is bounded by Lamrock Street, Louth Road and Railway Parade South, in the north; Bathurst Street, Elizabeth Crescent and Woodiwiss Avenue, in the west; Belagoy Street, Woodiwiss Avenue and Blakey Street, in the south; and Lewis Street in the east.

### 2.01 The Township

Situated at the junction of the Barrier Highway and Kidman Way, the Township of Cobar is a significant landmark in Outback New South Wales, with direct links to Broken Hill, Bourke, Dubbo and Hilston. Cobar Shire has many outstanding tourism destinations.

The development of a Pedestrian Access and Mobility Plan is therefore of importance, not only for residents but also for many potential visitors. A Town with accessible facilities and accessible tourist destinations will be an attractor to the increasing number of companies that arrange coach tours for seniors.

### 2.02 Extent of Audit

To assist with maintenance and major works planning, streets have been listed separately.

A separate section covers Tourism Destinations and other features.

The study audited the following pedestrian facilities throughout the Township-

- Paths of pedestrian travel
- Footways and pavement types
- Kerb and Gutter
- Kerb Ramps
- Pedestrian Crossings, Refuges and Medians
- Intersection Design
- Parking and Driveways
- Bus Stops
- Street Furniture and Vegetation
- Tactile Ground Surface Indicators
- Existing and potential shared pedestrian and cycle paths
- Outdoor dining
- Signage
- Access to facilities (public buildings, public toilets, bubblers)
- Access to points of interest (monuments, lookouts)
- Ramps and steps
- Accessible parking

The opportunity was taken to also audit other pedestrian facilities in the vicinity of the paths of travel, these included-

- Access to the sites along the Heritage Walk
- Public Toilets, parks and parking areas
- Access to public buildings (Post Offices, Council Chambers, Schools, Churches and Shops)

## **3.00 Characteristics of Cobar Township**

### **3.01 Population and Land Use**

The Australian Bureau of Statistics reports the following population numbers for Cobar Shire in the 2011 Census was 4,710, situated mainly in the Township of Cobar.

The Shire covers an area of 45, 609 sq. km. and its main industries are mining (Copper, lead, silver, zinc and gold) and pastoral

Footways in the main shopping and residential streets of the Town are generally fully or partly paved and in reasonably good condition. However, there are several areas where repairs are required and several footways are unpaved.

Most streets in the main shopping and residential areas have kerbs, gutters and paved carriageways. Other streets generally have a paved or un-paved carriageway, with no kerbs and gutters.

As with other Rural Centres, many streets are wide, with 45 degree rear-to-kerb angle parking provided. Traffic volumes and speeds are generally moderate. However, wide streets mean that crossing times are longer and, in some locations, angle parking means that pedestrians have to advance 4 - 5 metres onto the roadway from the kerb to obtain clear vision of on-coming traffic.

These arrangements can present concerns for older people, parents with small children or people with disability and it is recommended that consideration be given to an increase in the number of kerb extensions.

There are a limited number of marked pedestrian crossings in the Study Areas, and there are several unmarked crossings where pedestrian refuges have been provided.

### **3.02 Road Hierarchy**

Most roads in the Town are Local Roads, with the exception of the Barrier Highway (State Highway 32), and the Kidman Way (State Highway 87).

The main street is Marshall Street, part of the Barrier Highway, which runs through the central shopping and commercial precinct.

### **3.03 Transport**

CountryLink provides a passenger train/bus service from Sydney to Dubbo by train, then Dubbo to Cobar by bus. The CountryLink Bus Stop is located on the northern side of Marshall Street, just east of Bathurst Street.

Although located some blocks from the CBD, the Stop is adjacent to a Caltex Service Centre which has a café, where passengers can dine while awaiting the bus.

Apart from School Buses, there are no local Bus Services in Town, but there is a regular taxi service, with a Taxi Rank in Linsley Street near Marshall Street. Brindabella Airlines have flights between Sydney and Cobar 4-6 times per week day, with an additional flight on Sundays from 31 March 2013.

## 4.00 Pedestrian Issues

The following features of the pedestrian network were identified during the Audit as areas requiring attention-

- The lack of accessible footways
- The need for reconstruction / repairs of existing footways.
- The lack of kerb ramps.
- The non-compliance of some existing kerb ramps with Australian Standards because of their gradient, width or orientation, or because they include non-standard splays or a lip.
- The need to provide kerb extensions to reduce pedestrian travel time across wide roadways.
- The need for additional public seating, in line with a 2007 United Nations Recommendation.
- The need for paved footpaths to facilities and Tourist Destinations.
- The need for equitable and dignified access to shops and businesses.

## 5.00 Opportunities and Constraints

In 2007, the World Health Organisation Global Age-friendly Cities Guide and Checklist identified barriers in eight categories of city living, as nominated by older people in 33 cities around the world. Six of the categories relate directly to the public domain. As the population ages the challenge is to re-create a public domain that allows people of all ages and abilities to continue their preferred lifestyle.

Great advances are being made in the provision of facilities, assistive technology and services for older people, but their value is diminished if they cannot be accessed because there is no continuous accessible path of travel through the built environment.

Australian Standard AS1428.1 (2009), *Design for access and mobility. Part 1: General requirements for access- new building work* describes a continuous accessible path of travel as, ***“An uninterrupted path of travel to, into or within a building providing access to all accessible facilities”***.

The removal of impediments such as unmade or grassed footways, and lips on kerb ramps will encourage older citizens, people with disability, and people who use mobility devices such as wheelchairs and scooters, to make better use of their environment. An accessible public domain will enable them to reach destinations within their community, and to continue their preferred lifestyle.

The PAMP and Works Program afford the opportunity for Council to provide improved pedestrian facilities on a regulated and prioritised basis. It will also give a guide to the need for the provision and maintenance of new and existing paved footways.

## **6.00 Priorities**

The Access Audit Spreadsheets itemise existing pedestrian facilities and their compliance/non-compliance with Australian Standards, and recommends repairs, amendments or reconstruction.

From this Access Audit a 5 – 10 year Draft Priority Works Program can be developed, based on the urgency of attention, non-compliance with Australian Standards, potential cost and possible future design.

A number of items in the Access Audit have been nominated as Priority 1. These are mainly items that require urgent attention because they pose a pedestrian hazard.

All new work should comply with Australian Standards.

### **6.01 Kerb Ramps**

The importance of a kerb ramp can not be underestimated. Their design and constructing in compliance with AS1428.1 (2009) not only insures safe, equitable and dignified access for people of all ages and abilities, but reduces the incidence of potential accident claims on Council.

In some cases the Access Audits recommend the construction of kerb ramps on corners where the footway is unmade. Street corners that have a paved footway and kerb ramps provide safe haven for pedestrians as they cross from one corner to the other.

The DSAPT lists 16 criteria that require compliance before a Bus Stop is fully accessible. Not all 16 criteria apply to any one Bus Stop.

### **6.02 Footways**

The repair of footways listed in the Access Audits, and the removal of pedestrian hazards, have also been recommended as Priority 1 works.

### **6.03 Accessible Parking**

The Standards require parking spaces for drivers or passengers with disability to be located on a surface that has a maximum crossfall from front to back and from side to side of 1:33 for an asphalt surface, and 1:40 for a concrete surface.

It is preferable for the parking space to grade gently forward so that, if a wheelchair moves as a driver transfers from the driving seat to the chair, it will roll forward against the open car door.

It is also preferable for an Accessible parking space to allow the driver to drive into and out of the space in a forward motion. The reversing procedure can be difficult for some people with disability.

It is therefore recommended that on-street Accessible Parking Spaces be located parallel to the kerb, so that the driver can park and leave the space with the aid of the side vision mirrors, and without having to reverse.

## **7.00 Tourism**

The importance of Tourism to a Town's economy is well documented. There is a need, therefore, to ensure that tourist attractions are fully accessible by pedestrians and vehicles.

Accessible paths of pedestrian travel and parking areas are vital to encourage travellers to stop overnight, to visit the Shire's attractions, or to momentarily interrupt their journeys to visit the many significant places.

The Access Audit of Tourism Destinations and points of interest identifies elements that require attention for them to provide equitable, safe and dignified access. It is therefore recommended that the proposals in this Audit are linked to the works undertaken as part of the PAMP, and linked to the proposals in Council's various Plans.

### **7.01 Heritage Walk**

The points of interest along the Heritage Walk are clearly identified on local maps, and accompanying signs provide excellent information, but many of the sites in Murray, Bourke, Becker and Linsley Streets are not connected to accessible paths of travel. Several information signs are also not connected to accessible paths of travel. Access to these places should be included in the Works Program.

### **7.02 Great Cobar Heritage Centre**

Often the first point of call for tourists is the Information Centre. The Centre is ideally situated at the entry to the Town from the east, and directional signage is provided at several other locations throughout Town.

Unfortunately, the Great Cobar Heritage Centre, located in a 1910 Edwardian building, the former administrative offices of the Great Cobar Mine, is not accessible to many visitors because of several steps.

Access for visitors with mobility disabilities can be provided through a side gate and rear entrance to the building, but this path of travel is neither acceptable nor dignified. This path of travel is the only access to an accessible toilet within the building.

There is no access to the public toilets near the barbecue area, unless arrangements are made with the Centre staff.

It is recommended that a plan be developed to provide equitable and dignified access to the Heritage Centre, the toilets and the barbecue area. The design should meet the requirements of Australian Standard AS1428.1 (2009).

### **7.03 Cobar Railway Station**

The 1892 Railway Station was restored by State Rail in 1996. It is currently un-used, but it is understood that it was occupied by a Community Radio Station in recent times.

As this location is listed in *Cobar Mud Maps* as item 39 on the Cobar Heritage Walk, it is unfortunate that it does not house a significant activity. The Station is on the outskirts of Town and reached via the pedestrian un-friendly Linsley Street / Louth Road intersection. It is unlikely to attract many visitors if it does not provide a unique attraction.

Consideration might be given to the establishment of a Museum to honour the work of the Far West Children's Health Service, now known as the Royal Far West. The Service has a museum in Manly but, it is understood, there is no museum in the areas which generated the original need for the Service. Cobar Railway Station was one of the centres from which children were transported by rail to seaside holidays in Sydney.

Royal Far West is highly regarded and attracts significant patronage. Support for such a project might be well received, and a funding submission to the Federal Government's Rural Development Scheme might be considered.

### **7.04 Signage**

Information signage about the facilities offered in the Township (Bank, petrol, Coffee Shop, Heritage sites etc.) would encourage visitors to stop, to the benefit of the local economy.

### **7.05 Centenary of Federation Shared Pedestrian and Bicycle Track**

This important shared facility is in need of repair and maintenance. Several sections of the track have been covered with soil and debris, and some areas are overgrown with trees, shrubs and grass.

The minimum vertical clearance over a bicycle path, as nominated by the Roads and Maritime Services, is 2.4 metres.

Pavement markings have been obliterated in places.

Details of the work required are included in the Access Audit Report.

The Cobar Shire Council Pedestrian Access and Mobility Plan was prepared by:

John Evernden,  
*Accessible Public Domain*,  
B.Sc. (Tech.) Civil Engineering; B.App. Sc. Ecotourism,  
Accredited Access Consultant

# COBAR

NEW SOUTH WALES



## STREET DIRECTORY

Acacia Dr.....B2	Jandra Cr.....C8
Airport Rd.....see inset	Jeffery St.....B6
Annie's Lane.....see inset	Jones Dr.....C8
Baldry Cl.....B2	Kelly St.....E4
Bannister Cr.....B7	Kidman Way.....D2,F7
Barton St.....D6	Kurrajong Circle.....B3
Bathurst St.....B4	Lamrock St.....C7
Becker St.....D4	Lariva St.....C4
Beeralaba Cr.....see inset	Leah St.....C3
Belagoy St.....C7	Lerida Rd.....see inset
Belah Cr.....B2	Lewis St.....E5
Billy Cl.....B2	Longway St.....E5
Blakely St.....E5	Louth Rd.....E4
Bloxham St.....C5	Madden St.....B6
Boxomugga St.....D6	Mahmoud Pt.....D3
Bossie Mitchell Dr.....B4	Maidens Av.....D6
Bottlebrush Dr.....B2	Margaret St.....C3
Bourke St.....D9	Marshall St.....D5
Box Pl.....B3	Mathews St.....C3
Bradley St.....C4	Mitchell St.....B6
Brickworks Rd.....H4	Moloneux St.....E3
Brennan St.....D6	Monaghan St.....C4
Brigalow Pl.....C7	Mopone St.....C5
Broomfield St.....D6	Morrison St.....C4
Brough St.....C3	Mulga Pl.....C2
Campbell St.....F4	Murray St.....D6
Carr St.....D3	Nullamut St.....B7
Clifton Pl.....B6	Nyngan Rd.....F4
Condon Pl.....B6	O'Neill Rd.....see inset
Conduit St.....F4	Prince St.....C5
Coorilla St.....C8	Railway Pde Nth.....E3
Cornish St.....G4	Railway Pde Sth.....E3
Cowper St.....D3	Rankin St.....B5
Cypress Pl.....C7	Rosewood Pl.....C3
Dapville St.....H6	Second St.....D3
Denman St.....D3	Singleton Dr.....see inset
Duffy Dr.....B6	Statton St.....B7
Durstan St.....G4	Sunset St.....B5
Echidna Ave.....B2	Sutherland Dr.....see inset
Eleventh St.....E4	Tenth St.....E4
Elizabeth Cr.....B6	Thirteenth St.....E4
Fletcher St.....B5	Tindera St.....C7
Fourteenth St.....F4	Wattle Dr.....B4
Francisco Dr.....see inset	Weeharrie Cr.....B6
Frederick St.....D4	Wilga Cr.....B3
Gibbes St.....G4	Wittagoona St.....C7
Goold St.....C3	Wood St.....A7
Government Rd.....G4	Woodwies Av.....C6
Green St.....C4	Wrightville St.....G4
Harcourt St.....E5	Yarran Circle.....B3
Hartman St.....F4	
Hogan Pl.....A7	
Irwin St.....B5	
James Pl.....B7	

## Rural Living Zone & Airport Inset

