

ALBURYCITY

PEDESTRIAN ACCESS AND  
MOBILITY PLAN  
(PAMP)

2010 - 2015

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# AlburyCity Pedestrian Access Mobility Plan 2010 -2015

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## 1. Introduction

Walking is an important travel mode, both for solely pedestrian-based journeys and also as part of trips for which the main mode of travel is by bus, rail, car or other means. Most people consider walking to be a safe activity, involving few skills and few risks. However, once walkers venture onto roads they face the same risks and responsibilities as other road users, making pedestrians one of the most vulnerable groups on NSW roads.

About 20 per cent of the people killed on NSW roads each year are pedestrians. Of those killed or injured, children, older pedestrians and alcohol-affected pedestrians are the most vulnerable pedestrians. More than half of pedestrian fatalities occur in darkness or at dusk.

Fatalities increase from April to July, when the days are shorter. Jogging in the afternoon, wearing dark clothing, or walking home after consuming alcohol can increase your risk of becoming a pedestrian fatality.

Special Mobility Vehicles (motorised wheelchairs, gophers and scooters) allow increased access and mobility for those that are mobility impaired, and any pedestrian plans must consider the increase in the use of these mobility aids. A motorised wheelchair user is considered a pedestrian under the Australian Road Rules. Although motorised wheelchair users do not require a licence or third party insurance, speeds must be limited to 10 km/h and pedestrian road rules obeyed. A motorised wheelchair must not travel along the road if there is a footpath or nature strip next to the road, unless it is impracticable to travel on the footpath or nature strip.

Pedestrian Access Mobility Plans (PAMPs) are aimed at reducing the incidence and severity of pedestrian crashes. An important element of the plan is focussing on improving locations with multiple pedestrian crashes. It also aims to optimise and promote the movement of recreational, commuter and local pedestrians throughout the community. This is achieved by providing more appropriate pedestrian facilities especially in busy areas and improving access for mobility-impaired groups.

The Plan will also target drivers, to make them aware of the need to watch out for pedestrians who may behave unpredictably, and to highlight the need to reduce their speed in areas of high pedestrian activity.

The AlburyCity PAMP combines engineering measures, community education, police enforcement and publicity in order to curb the incidence and severity of pedestrian accidents within the Community.

## 1.1 Background

Together with the Roads and Traffic Authority of New South Wales (RTA), all local councils in NSW have a responsibility to provide safe, convenient and connected pedestrian routes that potentially will encourage people to walk rather than use their cars.

In 1998 the RTA began a new program to assist councils in their planning for pedestrians. This program is known as PAMP – Pedestrian Access and Mobility Plan. A PAMP is a comprehensive strategic and action plan to develop pedestrian policies and build pedestrian facilities (RTA, 2002).

AlburyCity developed its first PAMP in 2004 which included an audit of facilities, the identification of pedestrian routes, crash data, community needs, and a forward works program of pedestrian facilities.

The Council has been proactive in constructing the PAMP facilities as per the 2004 PAMP works schedule and this has continued through the development of the AlburyCity Community Plan, under specific goals and objectives relating to:

- Liveable City
  - Encourage coordinated service provision for more efficient and effective services
- Healthy Living
  - Create and promote a physically active culture
  - Review and update relevant policies to reflect current trends and future directions
  - Enhanced healthy living and whole life care
  - Continue to plan and develop accessible recreational infrastructure and sporting precincts
  - Promote healthy living for all ages and a culture of positive ageing
- Our Environment
  - Ensure access into and within our environment is inclusive of people of all abilities
- Connecting our City
  - Explore transport options and associated infrastructure to meet the needs of our community
  - Continue to plan, develop and maintain our footpaths and cycle paths, including off-road paths.

The work scheduled within the 2004 PAMP works program has been completed. A review of the PAMP and new pedestrian facilities was required in 2009 to develop the forward works program of facilities from 2010 – 2015.

## 1.2 Study Objectives

The 2010-2015 PAMP aims to provide:

- A strategy that will optimise and promote the movement of pedestrians by improving the level of pedestrian access and priority.
- A strategy that improves connectivity for recreational, commuter and local pedestrian movements, including the provision of links with other transport services to achieve an integrated land use and transport network of facilities.
- A prioritised works program including best practice for the materials to be used.
- A strategy that ensures the community has input into its development and is informed of the final outcomes.
- To facilitate improvements in the level of personal mobility and safety for pedestrians with disabilities and older persons through the provision of pedestrian infrastructure and facilities which cater for the needs of all pedestrians.
- To link existing vulnerable road users plans in a co-ordinated manner (e.g. Bike plans, maintenance programs, accessible public transport).
- To ensure that pedestrian facilities remain appropriate and relevant to the surrounding land use and pedestrian user groups
- To meet obligations under the Commonwealth Disability Discrimination Act (1996).

## 1.3 Methodology of PAMP

The Plan will detail pedestrian needs, recommend improvements and schedule required work over the next five years including: -

- Identify community needs as obtained through a thorough community consultation
- Identify number, type and locations of where road crashes have involved pedestrians
- Identify where road crossing facilities are necessary to allow for safe pedestrian access and mobility;
- Review existing pedestrian facilities and recommend maintenance or improvements
- Plan measures to cater for dispersed pedestrian usage where pedestrian volumes are low and do not justify pedestrian paths, but yet require safe and convenient pedestrian access;
- Investigate the possibilities of sharing appropriate pedestrian paths with cyclists and other forms of mobility conveyances.

## 1.4 Structure of Report

The overall structure of the report is: -

- 1) Revision of relevant pedestrian issues and documentation
- 2) Collection of relevant data including pedestrian, vehicle and facilities
- 3) Prioritisation of pedestrian needs and facilities
- 4) Development of a schedule of works

## 2. Study Area

All of Albury, including Thurgoona and Lavington, was chosen for the study area in relation to the crash analysis and community consultation. Due to the concentration of pedestrians and facilities, a 1.2 kilometre radius of the Albury Post Office, Centro Lavington and the Thurgoona Shopping Centre was chosen for the assessment of existing pedestrian facilities.

The main focus of the Albury PAMP was the two major attractors – the two central business district (CBD) areas of Albury and Lavington and the links between them, and the main residential and recreational areas. Consideration and review of areas where other main attractors and generators are present e.g. schools, sporting grounds and retirement homes was also given priority in the study.

## 3. Crash Analysis

An analysis of total road crashes for Albury was undertaken for the years 2000 – 2007 utilising the NSW RTA Road Traffic Accident Database. Further analysis was conducted specifically using fatality and injury data (2004-2008) provided by the NSW RTA and all pedestrian crashes were plotted for years 2003-2007.

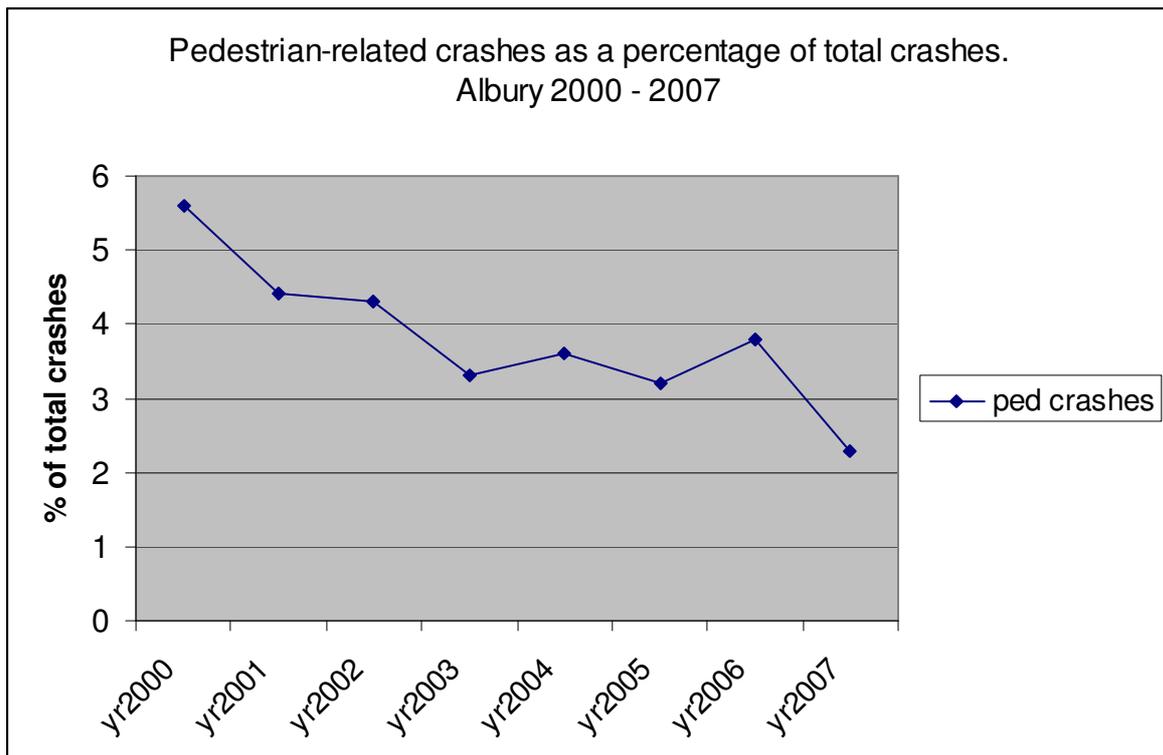
### 3.1 Pedestrian Crash Data

When looking at pedestrian crashes in Albury, there has been a steady decrease in crashes involving pedestrians since 2000. Table One shows that over the eight year period, there has been a reduction in total road crashes for Albury, and also a reduction in the crashes involving pedestrians. Figure One shows the downward trend in pedestrian-related crashes in Albury.

**Table One: Albury Total Crashes 2000 -2007**

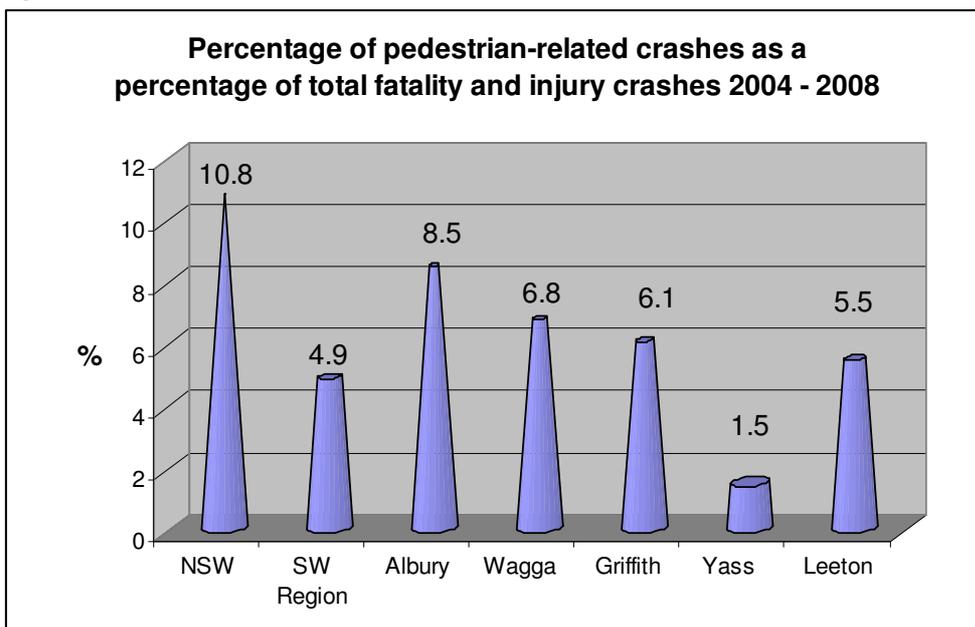
YEAR	TOTAL	PEDESTRIAN-RELATED	% of TOTAL
2000	321	18	5.6
2001	272	12	4.4
2002	279	12	4.3
2003	302	10	3.3
2004	302	11	3.6
2005	308	10	3.2
2006	290	11	3.8
2007	257	6	2.3
TOTAL	2331	90	

Figure One:



Further analysis utilising NSW RTA fatality and injury crash information from January 2004 to December 2008 allowed comparisons between Albury and other towns across the South West Region – see Figure Two. This showed that although pedestrian crashes are decreasing in Albury, Albury has a higher percentage of pedestrian-related crashes (as a percentage of the total fatal and injury crashes) than the South West region – 8.5% compared with 4.9%. The NSW percentage is 10.8%. Albury also has higher pedestrian-related crashes than other regional cities/towns such as Wagga Wagga (6.8%), Griffith (6.1%), Yass (1.5%) and Leeton (5.5%)

Figure Two:

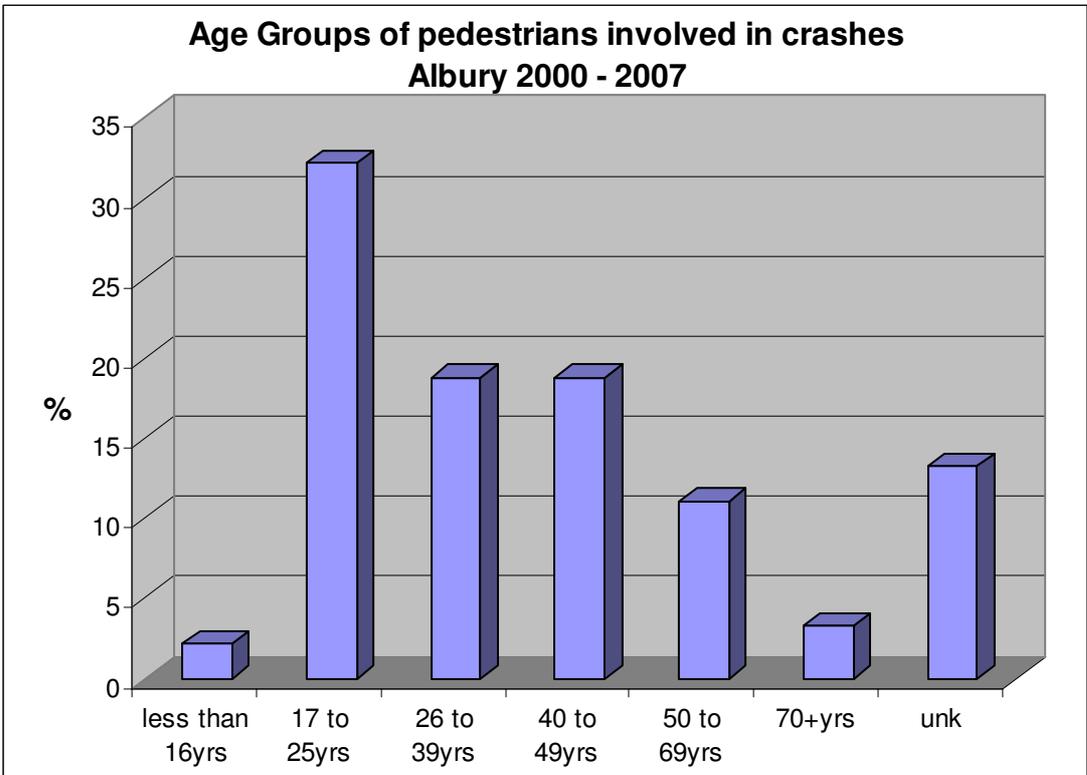


AGE GROUPS

The majority of pedestrian-related crashes in Albury involve the 17-25 years age-group (32.2%) followed by an equal representation of the 26-39 years age-group and the 40-49 years age-groups at 18.8%. These age-groups are traditionally the most mobile. This indicates that contrary to popular belief, it is not the older pedestrian that is involved in crashes, and appears to be the younger more risk-taking age-groups that are involved in crashes. Regardless of this, facilities must cater for all age-groups of pedestrians and also consider the increasing use of mobility scooters and other disability aids.

Figure Three represents the age-groups of pedestrians involved in crashes in Albury.

Figure Three:



CRASH TYPES

The types of pedestrian movements at the time of the crash vary, however predominantly (49%) of the pedestrian-related crashes in Albury are 'near side' that is:

- "Pedestrian proceeds from kerb or side of carriageway and is hit by a vehicle from the right – i.e travelling on the side of the road closer to the pedestrian" (NSW RTA Road Traffic Accident Data)

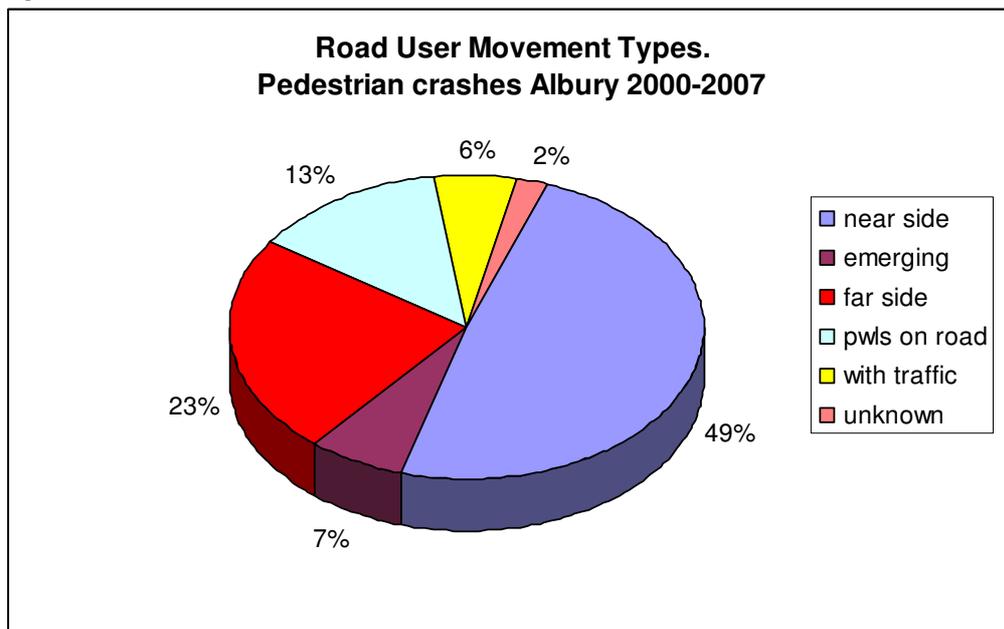
Figure Four shows the break up of crash types, with the second highest crashes involving 'far side' (23%), that is:

- “Pedestrian proceeds from kerb or side of carriageway and is hit by a vehicle from the left – i.e travelling on the side of the road furthest to the pedestrian” (NSW RTA Road Traffic Accident Data)

The third highest crash type is ‘playing, working, lying, standing on carriageway’ (13%). These crashes do not include any pedestrian who was in the process of crossing the road at the time. The remaining crash types were ‘emerging’ 7% (same as ‘near side’ however pedestrian comes from in front of a parked or stationary vehicle on left side of road), and ‘with traffic’ 6% (pedestrian is walking on carriageway with the line of traffic when struck by vehicle).

The predominance of the ‘near side’ crashes could indicate that pedestrians are not looking carefully to the right prior to crossing, not accurately judging the speed of the approaching vehicles, are not being seen through wearing inconspicuous clothing (if walking in dusk or darkness), or speeding drivers are not driving to conditions of highly pedestrianised areas. Further analysis showed 20% of the near side crashes occurred in darkness, 2% in dusk and the remaining 78% occurred in daylight.

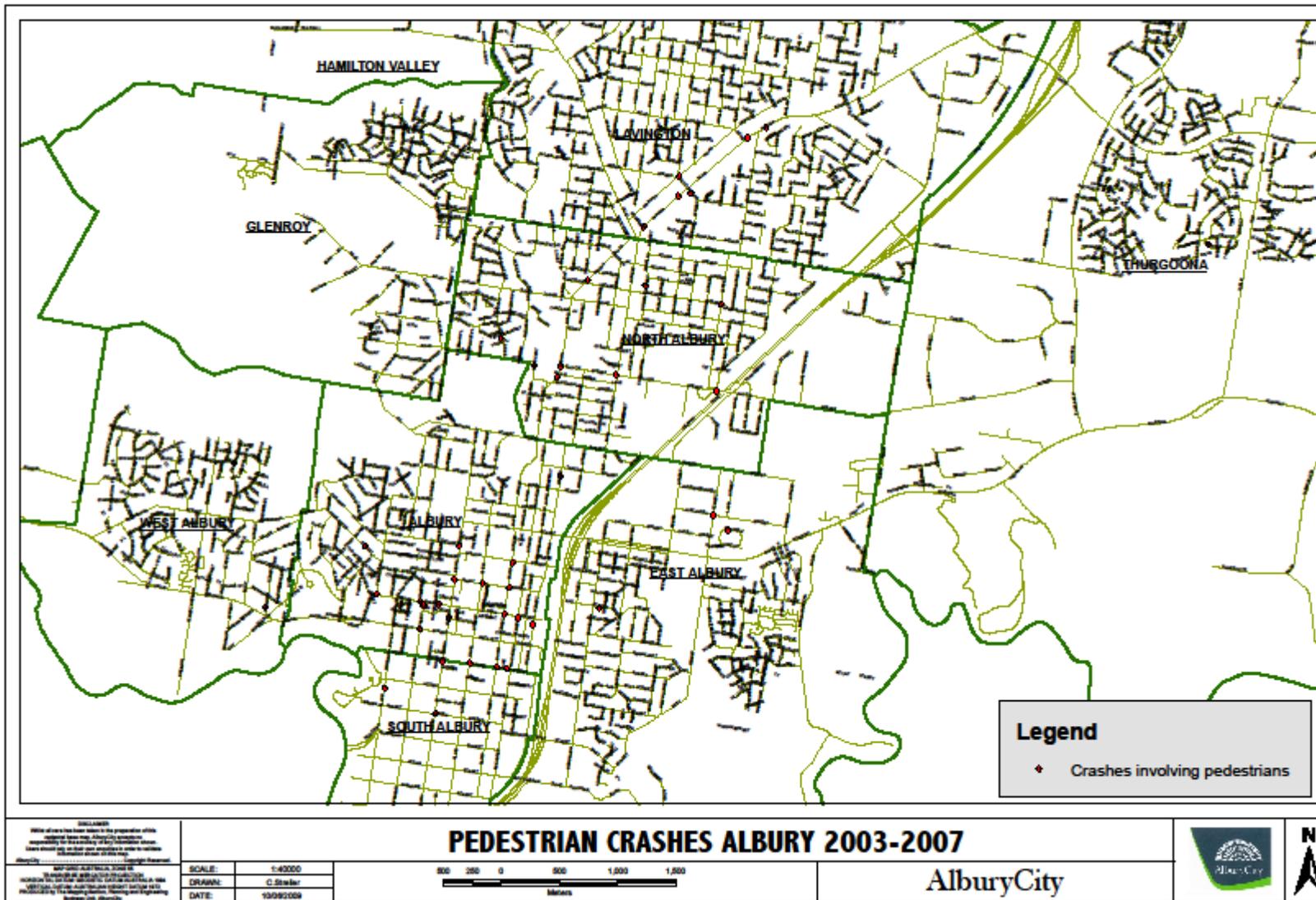
Figure Four:



#### CRASH LOCATIONS

Through the assessment of the most recent five years of data (2003-2007) it can be seen that there have been 48 pedestrian-related crashes in Albury. The map of crashes identifies a cluster of crashes involving pedestrians in the Albury CBD, and others scattered along Wagga Rd and the Hume Highway. Of the 12 crashes that occurred on the Hume Highway (Wagga Rd or Mate Street), two occurred after the freeway had been constructed – (Hume and Kiewa St and Hume and Macauley St).

A pedestrian was involved in a crash at the intersection of Olive St and Swift Street in 2003. This location has since seen the construction of a raised zebra pedestrian crossing as part of the 07/08 PAMP program. Investigation began in 2009 to determine whether or not to mark all raised thresholds in Dean St and Kiewa St as zebra crossings.



## **4. Characteristics of Local Government Area**

### **4.1 Population and Land use**

Albury has a population of approximately 49,000 and services a regional population of 100,000. It is located on the NSW-Victorian Border, between Sydney and Melbourne on the main transport corridor. Albury is a strategic hub for business, commerce, transport, health and education with a number of major industries, and tourism enterprises.

The landscape varies throughout the City, with the CBD and Southern part of the town being relatively flat, while some of suburbs to the East, North East, and West have a more undulating geography. The close geographical relationship between Albury and Wodonga (population approximately 30,000) also guarantees a high traffic load, due to many Wodonga residents commuting to Albury for work or leisure. The completion of the Albury/Wodonga Freeway in 2007 has seen a significant amount of traffic now bypassing the City.

The 2006 Census data found the median age of persons in Albury was 36 years, with the majority of people (40%) in the 25-54 years age-group, followed by 15.2% in the 15-24 years age category. 58.7% of persons were employed full time and 29.4% employed part time. Of the 21,514 persons in the workforce who travelled to work, 68% drove a car, 6.5% travelled by car as a passenger, 4.3% walked and 1.5% commuted by bicycle.

### **4.2 Road Hierarchy**

The Hume Highway and Riverina Highway both pass through Albury generating significant traffic volumes in the study area. The Albury Wodonga Hume Freeway was completed in 2007 and although improved travelling times for conditions for local and through traffic, it has created additional traffic on streets leading from Freeway off ramps. The volume of cars in some streets has made pedestrian travel more difficult and pedestrian facilities will need to be considered to assist with road crossing in these areas.

### **4.3 Design Standards**

The design of all facilities constructed as part of the PAMP should be based on Australian Standards and the AustRoads Guide to Traffic Engineering Part 13: Pedestrians.

### **4.4 Public Transport**

There are several types of public transport options within Albury. These include buses, taxis, community transport for qualifying clients, club patron buses and a Night Rider bus operating from 1am on Sunday mornings.

The public bus system is serviced by Martins Buses (Albury, Lavington, Thurgoona) and Dysons Buses (east, west and south Albury) but is limited to 6.30pm/6.15pm (respectively) on weekdays. Both services run until 1.30pm on Saturdays, but neither run a service on Sundays. Dysons run a service during state public holidays i.e either Victorian or NSW holiday, but neither run a service during National Public Holidays. Consultation with the bus companies indicated that there is not

enough demand to run a service on National Public Holidays (except perhaps Boxing Day), and Dysons indicated that a Sunday service would be more likely to be added to the regular service before a public holiday service was added.

#### **4.5 Future Pedestrian Needs**

With the increase of people choosing to walk, ride bikes and utilise recreational toys, as well as an ageing population and the increase of special mobility vehicles, pedestrian facilities must cater for a number of different needs.

AlburyCity will continue to provide a network of pedestrian facilities to enable people to safely access the Albury and Lavington CBD's, the Thurgoona shopping precinct, and other pedestrian generators such as sporting reserves, parks and gardens and schools. With the completion of this PAMP, through the thorough community consultation, crash analysis and existing facility audit, the aim is to extend pedestrian routes and, where warranted, create new pedestrian facilities for all pedestrians.

Where links are possible with the existing bicycle trail network, it is hoped to combine pedestrian paths with bicycle trails to increase the amount of off-road paths that can be constructed annually. Shared bike/walking trails will be constructed to reduce the potential for bike/vehicle conflict and pedestrian/vehicle conflict, and cyclists are encouraged to utilise the infrastructure provided. AlburyCity is committed to providing off-road facilities in order to reduce pedestrian and cyclist casualties in Albury.

### **5. Public Consultation**

The community consultation was conducted through a number of avenues:

- Letters to identified groups
- Accent on Albury article
- Media releases
- Survey to all homes
- Survey on AlburyCity website

#### **5.1 Identified Groups**

Seniors groups, Community Centres, disability groups and the Albury Access Committee were identified as being potentially interested in pedestrian needs in the community. Table Two shows the complete list of Identified Group. Letters were sent to the organisations listed below asking four questions:

- i. Is there anywhere in Albury, Lavington or Thurgoona you find it difficult to walk? or feel it is unsafe to walk?
- ii. Is there anywhere you have difficulties crossing the road?
- iii. In relation to questions 1 & 2, what might assist you to walk or cross the road more safely?
- iv. Any other comments?

Representations were received from St Matthews Retirement Village, Riverwood Retirement Village,

Albury National Seniors Club, Murray Gardens Retirement Estate, Age Concern, and Lutheran Aged Care (Pemberton View).

All identified groups were also offered an on-site meeting with the Albury Road Safety Officer to discuss any issues. Through this, on-site meetings were held with Riverwood Retirement Centre and representatives from St Matthews Retirement Village.

**Table Two:**

<b>IDENTIFIED GROUPS</b>
<b>Company Name</b>
Albury and District Private Nursing Home
Larkins Court - Southern Cross Care
Lavington Lodge Retirement Village
Lutheran Aged Care
Mardross Gardens
Marianella Nursing Home
Murray Gardens Retirement Estate
Riverwood Retirement Village
St David's Close Aged Units
St Matthew's Retirement Village Incorporated Inc
UPA Murray River Region
Age Concern Albury-Wodonga Inc
Lavington and North Albury Senior Citizens Club Inc
National Seniors Association, Albury Branch Inc
Glenecho Community Centre
Lavington Springdale Heights Community Centre Inc
Mirambeena Community Centre
Thurgoona Community Complex
Westside Community Centre Inc
Woomera Community Centre
Vision Australia
Albury Access Group

## **5.2 Identified Pedestrian Issues**

A summary of the results from the 'identified groups' and the community consultation survey has been included as follows:

### **Is there anywhere in Albury, Lavington or Thurgoona you find it difficult to walk or feel it is unsafe to walk?**

- Thurgoona St, unfinished section linking to footpath on east of Thurgoona St, near Cahill Place.
- Crossing Urana Rd at five-ways
- Crossing Borella Rd at East St roundabout
- East St over hill.

- Mungabareena Rd

**Is there anywhere you have difficulties crossing the road?**

- Griffith Rd, vehicles do not stop for pedestrians
- Creek St pedestrian crossing very unsafe crossing from behind the tree
- Dean St and Kiewa St raised crossings, very confusing
- Bottom of Padman Dr at Thurgoona St past Smollett St bridge
- Wodonga Place near Gardens Medical Centre
- Wagga Rd
- Thurgoona Drive to get to shops – speeding cars.
- Crossing Borella Rd to IGA supermarket
- Pemberton St near Quik Stop

**In relation to questions 1 & 2, what might assist you to walk or cross the road more safely?**

- A sign before Kiewa St/Poole St roundabout saying “Elderly Pedestrians” may help.
- Finish footpath crossing east side of Thurgoona St
- Zebra crossings in Dean St and Kiewa St
- A crossing from Griffith Rd beside GT Aquatics to continue across Wagga Rd
- Pedestrian crossing or overhead pedestrian bridge at IGA on Borella Rd
- Pedestrian crossing between Sara Lee and SPC
- Improve Hume and Hovell track
- Path alongside Mungabareena Rd

**Any other comments?**

- Too much confusion with the crossings in Albury and Lavington
- Narrow footbridge on south side of Smollett St bridge needs widening, no room for scooters  
Path between Padman and Pemberton needs grading or sealing.
- More time for pedestrians to cross at Kiewa St near library.
- A median at Cadell St Keene St intersection to slow traffic down.
- Pedestrian bridge on Thurgoona Dr – Woolshed Creek.
- Lack of ramped access over kerb to pavement at disabled persons parking spaces.
- Motorists are not giving way to pedestrians walking on footpaths when coming out of shopping centres.
- All the crossings in Albury should be give way to pedestrians.

**5.3 Community Consultation Survey**

A 12 question survey was available on the AlburyCity website and also dropped to all homes during April 2009. The survey asked the community comment on the following areas: footpaths, kerb ramps, lighting, access to buildings, roads difficult to cross, trees overhanging, trip hazards and where seats were required on recreational paths. 809 responses were received in total, with the majority, (37%) from the 60-79years age-group, followed by 35% in the 40-59 years age-group. The majority of respondents (61%) were female. Results showed:

- 62% identified a new footpath location
- 12% identified hard to access buildings

- 42% identified roads that were hard to cross safely. This will lead to investigation for the construction of refuges, line marking improvements, pedestrian crossings, or speed enforcement by police.
- 39% identified a trip hazard.
- 75% chose to walk for recreation and exercise reasons, followed by 54% walking to access shops.

A list of the individual issues raised was forwarded to the following relevant sections of Council for inclusion within the ongoing work schedules (see Tables below). Some of the 'Access to Buildings' issues were not relevant to AlburyCity, that is, it involved access to private shops or businesses, not Council properties. Where possible the individual agencies concerned will be notified of the issues raised by the Community.

#### Issues raised – AlburyCity Department

Footpath	Lighting	Kerb Ramps	Access
Engineering Assets	Engineering Assets	Engineering Assets	Engineering Assets
			Community Development Road Safety
			Albury Wodonga Access Group

#### Issues raised – AlburyCity Department

Trip Hazard	Trees overhanging	Hard to Cross	Seat required
Engineering Assets	Landscape Services Horticulture	Engineering Assets	Recreation
Community Development Road Safety		Community Development Road Safety	
		Albury Wodonga Access Group	

All representations from both the identified groups and the community consultation survey were collated and considered when identifying the forward works program for the AlburyCity PAMPs project.

## 6. Audits

The existing pedestrian facilities audit forms part of AlburyCity's Pedestrian Access and Mobility Plan. A consultant was engaged to provide a detailed assessment of existing facilities and pedestrian desire lines and routes for the main central business districts in Albury, Thurgoona and Lavington.

### 6.1 Existing Facility Audit

The purpose of the existing facility audit was to identify existing hazards, missing links, safety concerns or facility requirements for the three different study areas.

The study area comprised a 1.2km radius of the following locations:

- Albury Post Office
- The Thurgoona Shopping Centre
- Centro Shopping Centre, Lavington.

Particular attention was paid to areas such as schools, retirement facilities, shopping centres, railway stations, community centres, and recreational / sporting facilities.

## 6.2 Work Prioritisation Methods

The facility audit was conducted on Tuesday 3, Thursday 12 and Friday 13 March 2009 and identified high, medium or low priority issues. Those issues identified as a high priority have been included in the Table below, including indicative costs for rectification.

The RTA's Weighted Criteria Scoring System for PAMP Works Prioritisation was applied to issues identified and provided a rational method of prioritising items for action. Further refinement was then carried out which also considered other factors including; Councils existing works program and results of the community consultation. Issues with a high priority or an identified crash history were documented for corrective action.

## 6.3 High priority works schedule

Identified Pedestrian Facilities		Summary of Audit Results				
Pedestrian Refuge	Street	Location IDOB	Comments	Recommended works	Cost	Priority
Site A2	Kiewa St between Mitchell St & Englehardt St	No 561 Kiewa St	Existing refuge width and crossing gap too narrow (1.5m) not to current standard.	Increase refuge width and crossing gap. Re-align kerb ramps and provide line marking, holding rails etc	\$12,000	H
Site B1	Shuter Ave between Thurgoona Dr and Leahy Ave	Whole block	Area under redevelopment. It's understood that new facilities for pedestrians will be provided as part of shopping centre development.	Review development plans to ensure provision of pedestrian facilities.		H
Site C1	Breen St between Griffith & Prune St		Existing refuge width and crossing gap too narrow (1.5m) not to current standard.	Increase in refuge width and crossing gap. Replace kerb ramps x 2. Provide line marking, holding rails etc	\$10,500	H
Site C2	Moore St	Front of Lavington pool	Existing refuge width and crossing gap too narrow (1.5m) not to	Investigation required to design an increase in refuge width and crossing gap.	\$9,000 subject to detail	H

			current standard.	Replace kerb ramps x 2. Provide line marking, holding rails etc	design	
Site C4	Mate St / Swan St	Intersection	Existing central median with refuge. No warning signage. No holding rails. No tactile pad. One ped crash Refer Photo 2	Provide signage, holding rails and other delineation in accordance with current standard.	\$2,000	H
Site C4	Mate St / Glenly St	Intersection	Existing central median with refuge. No warning signage. No holding rails. No tactile pad. One ped crash Refer Photo 2	Provide signage, holding rails and other delineation in accordance with current standard.	\$2,000	H
<b>Pedestrian Crossings</b>						
Site A1	Creek St / Stanley St/ Englehardt St	Intersection	Refer Appendix A Refer Photo 1	Upgrade pedestrian crossings and other facilities at intersection.	\$40,000 subject to design	H
<b>Traffic signals</b>						
Site A22	Young St / Guinea St	Intersection	Broken kerb ramps on SE and SW corners. Bitumen pushed up at corners creating trip hazard and difficult crossing for wheel chairs etc.	Whole signalised intersection in need of urgent upgrade of pedestrian facilities. Install direction tactile in upgrade	\$20,000 subject to detail design	H
Site C3a to C3e	Five Ways Wagga Rd	Intersection	Refer Appendix A	Whole signalised intersection in need of pedestrian facilities upgrade. Refer Appendix A	\$20,000 subject to detail design	H
Site C5	Logan Rd / Waugh Rd	Intersection	No kerb ramp on NW corner. Refer Appendix A. Refer photo 3	Install kerb ramp and concrete surrounds at signal posts. Refer Appendix A	\$3,000	H
<b>Kerb Ramps</b>						
Site A10	Elizabeth St / Stanley St	South side of intersection	Steep narrow kerb ramps. Location has large number of elderly pedestrians	Replace kerb ramps x 2	\$3,000	H

Site A11	Smollett St / Kiewa St	South east corner of intersection	Kerb ramps do not line up with opposite intersection. Steep kerb ramp located away from traffic signal (ped walk button). Kerb ramp width narrowed by power pole. Difficult access for wheelchairs / motorised scooters.	Investigation required to determine placement of new kerb ramp.	10,000 – 15,000 subject to detail design.	H
<b>Identified Pedestrian Facilities</b>		<b>Summary of Audit Results Continued</b>				
<b>Other Pedestrian Crossing Points</b>	<b>Street</b>	<b>Location IDOB</b>	<b>Comments</b>	<b>Recommended works</b>	<b>Cost</b>	<b>Priority</b>
Site A9	Hume St / Olive St	Intersection NE & SE corners	No kerb ramps to align gap in median. Existing kerb ramps not aligned.	Install 8 kerb ramps and tactile pads.	\$12,400	H
Site A25	Kiewa St / Poole St	Roundabout	No crossing points on northern or southern approaches	Install 4 kerb ramps and paths.	\$10,800	H
Site B7	The Meadow/ Table Top Rd	Intersection	No crossing point in median or kerb ramp Refer photo 5	Install gap in existing median and kerb ramp	\$4,000	H
Site B8	Shuter Ave between Thurgoona Dr and Leahy Ave	Whole block	Area under redevelopment. It's understood that new facilities for pedestrians will be provide as part of shopping centre development.	Review development plans to ensure provision of pedestrian facilities.		H
Site B9	Thurgoona Drive	Top of crest between Bottlebrush St and Bogong St	Hume / Hovel walking track cross road. No kerb ramps or refuge.	Construct kerb ramps and large refuge.	\$15,000	H
Site B10	Kosciusko Rd / Feathertop Ct	Intersection on west side	Concrete path ends with no kerb ramp to connect crossing point at bus shelter on northern side of Kosciusko Rd. Kerb ramps not aligned	Install new kerb ramps x 3 aligned to crossing points.	\$4,500	H

			across Feathertop Ct Refer photo 4			
Site C6	Griffith Rd / Breen St / Kaylock Rd	Roundabout	Griffith Rd northern approach, no kerb ramp on east side at crossing point. Kotthoff St narrow kerb ramp and no kerb ramp on west side of crossing point. Kaylock Rd approach, kerb ramp on southern side broken and not aligned with other side. Nose of splitter island missing.	Install tactile pads x 1. Install kerb ramps x 4. Repair end of median.	\$6,500	H

#### 6.4 Other Measures

AlburyCity aims to reduce the casualty rates for pedestrians through the provision of countermeasures that address pedestrian safety directly or indirectly. The presence of pedestrian facilities, the physical characteristics of the road environment, motor vehicle volumes, travelling speeds and the behaviour of drivers and pedestrians all impact on the safety of pedestrians.

The most effective countermeasures to pedestrian related crashes are likely to be road environment solutions such as separating pedestrians from vehicular traffic where possible and providing adequate pedestrian facilities where separation is not possible.

Physical works to improve pedestrian safety and movement have been assessed in detail, however when pedestrians and vehicular traffic are required to share the road, the key contributors to the risk and seriousness of pedestrian crashes are:

- Driver behaviour.
- Vehicle speeds.
- Pedestrian behaviour.

Countermeasures for pedestrian safety should therefore also incorporate approaches that reduce vehicle-travelling speeds in pedestrian areas and address driver and pedestrian attitudes and behaviour.

#### Lower Speed Environments

The 50km/h urban speed limit was introduced in 1998 and has seen large reductions in speed-related crashes. It has become evident that even small reductions in travelling speed have a safety significance for pedestrians, since travelling speed determines the likelihood that pedestrians will be hit and the severity of the outcome.

Through the RTA, AlburyCity will also investigate installing 40 km/h speed limits in highly pedestrianised areas because lower vehicle speeds result in fewer pedestrian injuries and deaths.

Travelling at lower speeds improves a driver's ability to stop and avoid crashes. Where crashes do occur at lower speeds, the consequences are less severe, especially for children and the elderly.

### **Council Road Safety Officer initiatives**

The Road Safety Officer (RSO) Program is a key strategy of the Local Government Road Safety Program and has been operating since 1992. RSOs work within councils liaising closely with local traffic engineers, local Police, the RTA, local service community groups and the community to develop strategy and action plans to:

- address the road safety issues which their community identifies;
- raise awareness of key issues which contribute to the local road toll; and
- implement highly localised countermeasures which are targeted to the community which can create behavioural change in road safety.

RSOs address pedestrian safety by raising awareness of the issues in their local government area. This is achieved through local community education campaigns which are often combined with high profile local Police enforcement to enhance the deterrence effect.

### **Public Education Campaigns**

Three groups have been identified that are particularly vulnerable for pedestrian crashes:

- Young children
- Older people and
- Intoxicated persons (*drink walkers*).

Public education campaigns aim to both address these target groups directly and educate drivers about taking care at high volume pedestrian locations. Specific objectives include:

- Highlight the relationship between speed and pedestrian safety so that the importance of driving at or below the 50km/h urban speed limit is understood.
- Communicate to all drivers and riders that they must comply with speed limits to protect vulnerable pedestrians.
- Communicate to all drivers and riders to be alert for pedestrians around shopping centres, schools, hospitals, sporting venues, commercial centres that have a number of licensed premises and other highly- pedestrianised areas.
- Communicate to pedestrians the need to cross safely and to use pedestrian facilities.

Older and very young pedestrians are extremely vulnerable to both serious and fatal injury from vehicle impact. While it is difficult to change the behaviour of these particular pedestrian groups, a key campaign message is to use pedestrian facilities. Road signage that reminds and reinforces this behaviour is also necessary. It is however, also critical to work towards changing driver behaviour.

The following campaign messages target drivers and aim to protect pedestrians:

- Drivers should reduce their speed in urban areas and be ready to stop where they expect to encounter pedestrians.
- Drivers need to be aware that child pedestrians can behave unpredictably, and take extra care in areas where children are playing or walking near roads.

- Radio advertisements can target drivers in their vehicles at times when there are more likely to be high volumes of pedestrians including on weekends, after school times and from Thursday night to Sunday morning when alcohol-affected pedestrians are leaving licensed premises.

#### **40 km/h school zones**

School zones are short lengths of road outside schools that have a 40 km/h speed limit at designated times. This speeding countermeasure is designed to reduce speed in school areas at times when the risk of hitting a child pedestrian is greater, such as when children are entering or leaving the school grounds.

#### **Responsible Service of Alcohol**

Alcohol involvement is a major factor in pedestrian casualties. Ensuring compliance with the Liquor Act, prohibition against serving intoxicated patrons is one part of a broader program targeting drink walkers. This is particularly relevant given the high blood alcohol readings of many alcohol-affected pedestrian fatalities.

#### **Enforcement**

Police enforcement of pedestrian offences occurs on a needs basis. Additionally, enforcement of speed limits assists in keeping roads safer to cross. This has the potential to reduce pedestrian injury and deaths by addressing driver behaviour.

#### **Road Environment**

A wide range of pedestrian safety improvements are available to help keep pedestrians safer. These include simple line marking improvements, pedestrian refuges, pedestrian fencing, kerb extensions, zebra crossings and specialized facilities such as pelican crossings.

Some pedestrian facilities can be installed specifically for pedestrians with vision and/or hearing impairment. Audio-tactile pedestrian push buttons should be installed at all new traffic signals. Grade separated facilities (*bridges and underpasses*) provide complete separation of pedestrian and vehicular traffic. However, the capital costs of providing bridges and underpasses are high when compared with other traffic management devices. It should be remembered that as a physically separated facility, bridges and underpasses often require pedestrians to increase their journey distance and effort. In some instances, this additional effort could dissuade users.

#### **Local Area Traffic Management (LATM)**

One way of achieving a safer environment for a pedestrian and vehicle mix is through the provision of LATM. LATM is concerned with planning and managing the road space within a local area. It aims to improve the safety and amenity of all road users of that local environment, including pedestrians, by overcoming problems such as speeding and discouraging through traffic on local roads.

LATM schemes involve physical changes to the street environment and an accompanying reduction in the speed of vehicles. These changes may typically be raised paved areas, speed humps, road narrowing or roundabouts to help prevent inappropriate speeds. LATM is usually applied to areas where there are likely to be pedestrians, such as residential areas, but the principles are applicable to different types of areas, including local shopping areas and school zones.

### **Median treatments**

Using medians to divide opposing streams of traffic enhances safety for motorists. Pedestrians, especially older pedestrians, can also benefit from the provision of a median, as they need to negotiate only one stream of traffic at a time. Where medians are designed to accommodate pedestrians, they should be designed to appropriate standards and allow pedestrians to cross through a break in the median. On busy roads it may be necessary to control the movement of pedestrians across the road. Engineering treatments such as signals, pedestrian fencing, kerb ramps and offset crossings can also be utilised.

### **Kerb extensions**

Kerb extensions are kerb areas that extend into the parking lane. These allow pedestrians to stand beyond the line of parked cars, giving greatly increased visibility between vehicles and pedestrians. They also allow pedestrians to reduce the area of conflict by reducing their exposure time when crossing the road. This provides greatest protection for the pedestrian particularly on high speed, high volume and/or wide roads.

### **Pedestrian fencing**

Pedestrian fencing is used at locations where it is desirable to restrict pedestrian access to the road carriageway. These fences are very effective in compelling pedestrians to utilise the pedestrian facilities. However, fences can 'trap' pedestrians on the carriageways and may limit options for pedestrians to access the road and adjacent land. Consequently pedestrian fencing is only used at sites where the safety benefit to pedestrians is clearly demonstrated and outweighs the disadvantages.

### **Pedestrian traffic signals**

Traffic signals for pedestrians are frequently used at locations with large numbers of pedestrians. These traffic signals are effective in preventing conflicts between pedestrians and vehicles by temporarily separating these two road user groups. Increased safety can be afforded to pedestrians through devices such as red turn arrows that restrict vehicles from turning through pedestrians crossing the road.

At sites with very high numbers of pedestrians, scramble crossings can be implemented. The scramble crossings are already installed in Albury CBD and stop all vehicle movements to permit pedestrian movements in all directions without the possibility of vehicle conflicts.

Traffic signals for pedestrians can be installed at mid-block locations where it can be shown that significant numbers of pedestrians (*young, older or pedestrians with disabilities*) wish to cross. At times the visibility of midblock pedestrian crossings can be enhanced through the installation of larger lanterns and mast-arm posts.

### **Public Transport**

The provision of suitable public transport can assist in reducing pedestrian traffic. The lack of available buses on weekends and after 6.00pm was identified as an issue in the consultation process. Further studies need to be carried out to assess the needs and viability of an extended bus service.

## 7. Funding Sources and Implementation of PAMP

The PAMP identifies a significant works program for the next 5 years. The program has been based around AlburyCity's existing budgets and past funding contributions from the NSW RTA on a 50:50 basis.

City growth and other community pressure requires that the works program is flexible to allow for a change in priorities if necessary. AlburyCity may need to consider increasing its capital expenditure towards PAMP projects, identify some projects as 'new initiatives' or obtain alternative sources of funding if any projects within the Program are expedited.

## 8. Monitoring Program

The PAMP needs to be regularly reviewed and monitored to ensure its implementation and success. To do this AlburyCity will implement a simple monitoring program that includes meaningful performance indicators.

The following table suggests an appropriate monitoring program to assist with continually improving the PAMP process and implementation of facilities.

Item	Comments	Frequency
Review PAMP Objectives	Carry out review of PAMP objectives to ensure they remain relevant	Two yearly
Update PAMP	Complete review and updating of PAMP	Five yearly
Works Schedule	Record all proposed works, track work implementation	On going
Crashes involving pedestrians	Analysis of accident data through RTA Crash database	Annual
Pedestrian Counts	Conduct pedestrian counts to monitor changes in pedestrian movements	Specific to proposed facility. Two yearly or as required

## **9. Conclusion and Recommendations**

The AlburyCity 2010-2015 PAMP provides a detailed works schedule for implementing and upgrading pedestrian facilities.

The PAMP has utilized an extensive community consultation, pedestrian crash analysis and existing facility audits to identify the main pedestrian needs for Albury, Thurgoona and Lavington.

It is envisaged that the review of the 2004 PAMP and the subsequent development of the 2010 -2015 PAMP will help AlburyCity manage limited funds and attract additional funds, to assist in establishing a safer and more accessible pedestrian environment.

The physical works are only a part of the equation that will improve pedestrian mobility and safety in the community. A number of other measures, particularly those addressing road user behaviour are important and these need to be acknowledged and actioned where possible.

**ALBURYCITY PAMP  
FIVE YEAR FORWARD WORKS PROGRAM\*  
2010-2015**

\*subject to change based on funding available and changing priorities.

Schedule	Town	Street Name	Location	Issue	Description of Works	ACC Cost	Class	On Road yes/no	Project to be completed	RTA Cost
2010/2011	Albury	Dean St	Between Townsend St and Kiewa St	Raised threshold used as crossing point for pedestrians. No zebra crossing.	Remove existing paving and place new asphalt. Line marking and signage. 1 x new street light.	\$9,500	local	yes	2011	\$9,500
2010/2011	Albury	Dean St	Between Kiewa St & Olive St (Retro)	Raised threshold used as crossing point for pedestrians. No zebra crossing.	Remove existing paving and place new asphalt. Line marking and signage. 1 x new street light.	\$9,500	local	yes	2011	\$9,500
2010/2011	Albury	Dean St	Between Kiewa St & Olive St (QEII Square)	Raised threshold used as crossing point for pedestrians. No zebra crossing.	Remove existing paving and place new asphalt. Line marking and signage. 1 x new street light.	\$9,500	local	yes	2011	\$9,500

Schedule	Town	Street Name	Location	Issue	Description of Works	ACC Cost	Class	On Road yes/no	Project to be completed	RTA Cost
2010/2011	Albury	Dean St	Between Olive St and David St	Raised threshold used as crossing point for pedestrians. No zebra crossing.	Remove existing paving and place new asphalt. Line marking and signage. 2 x new street light.	\$16,500	local	yes	2011	\$16,500
2010/2011	Albury	Dean St	Between David St & Macauley St	Raised threshold used as crossing point for pedestrians. No zebra crossing.	Remove existing paving and place new asphalt. Line marking and signage. 1 x new street light.	\$9,500	local	yes	2011	\$9,500
					<b>TOTAL 2010/2011</b>	<b>\$54,500</b>				<b>\$54,500</b>

Schedule	Town	Street Name	Location	Issue	Description of Works	ACC Cost	Class	On Road yes/no	Project to be completed	RTA Cost
2011/2012	Albury	Kiewa St	Between Dean St and Smollett St	Raised threshold used as crossing point for pedestrians. No zebra crossing.	Remove existing paving and place new asphalt. Kerb re-alignment. Line marking and signage. 2 x new street light. Pedestrian signals	\$31,500	local	yes	2012	\$31,500
2011/2012	Albury	Kiewa St	Intersection with Smollett St	Kerb ramps not aligned. Steep kerb ramp located away from pedestrian signal. Kerb ramp width narrowed by power pole. Difficult access wheelchairs/motorised scooters	Construction of new kerb ramps x 2 and kerb extension	\$10,000	local	yes	2012	\$10,000
2011/2012	Albury	Kiewa St	Between Mitchell St & Englehardt St	Existing refuge width and crossing gap too narrow. Kerb ramps don't align with crossing gap. Tree close to kerb ramp limits vision. Approach line marking and delineation not to current standard. No holding rail. No tactile pad in centre.	Construct new refuge in centre median. Re-align kerb ramps. Provide line marking, holding rails, tactiles, Standard refuge signage	\$2,500	local	yes	2012	\$2,500
					<b>TOTAL 2011/2012</b>	<b>\$44,000</b>				<b>\$44,000</b>

Schedule	Town	Street Name	Location	Issue	Description of Works	ACC Cost	Class	On Road yes/no	Project to be completed	RTA Cost
2012/2013	Albury	Logan Rd	Intersection Logan Rd and Waugh Rd	Kerb ramps not aligned or non-existent. No concrete to pedestrian signals.	Install and re-align kerb ramps x 8. Concrete around signal posts	\$10,000	local	yes	2013	\$10,000
2012/2013	Albury	Mate St	Nth of Swan St	Existing central median with refuge.No warning signage. No holding rails.	Install holding rails x 2, tactile pads, signage and other delineation.	\$1,200	regional	yes	2013	\$1,200
2012/2013	Albury	Mate St	Mate St / Glenly St	Existing central median with refuge.No warning signage. No holding rails.	Install holding rails x 2, tactile pads, signage and other delineation.	\$1,200	regional	yes	2013	\$1,200
2012/2013	Albury	Mate St	Mate St / Gulpha St	Existing central median with refuge. Kerb ramps not aligned with crossing point. .No warning signage. No holding rails. No tactile pads in centre.	Replace 2 x kerb ramps. Install holding rails x 2, tactile pads, signage and other delineation.	\$2,500	regional	yes	2013	\$2,500
2012/2013	Albury	Chenery St	Opposite shop, link to existing path	Wide road, numbers of children accessing shop. No safe crossing point. Crest of hill.	Construct centre refuge with holding rails, standard signage and centre tactile pad	\$5,000	local	yes	2013	\$5,000
2012/2013	Albury	Burrows Rd	135m east of Ryan Rd roundabout, linking with footpath to Chenery St	Wide road, numbers of children/adults accessing shop, bus stop and Community Centre. No safe crossing point.	Construct refuge in Burrows Rd. Consider bike lanes on Burrows Rd. Install 2x kerb ramps nth and sth of Burrows Rd.	\$5,000	local	yes	2013	\$5,000

Schedule	Town	Street Name	Location	Issue	Description of Works	ACC Cost	Class	On Road yes/no	Project to be completed	RTA Cost
2012/2013	Albury	Kothoff St	Nth of intersection with Breen/Kaylock	No centre median or refuge. No kerb ramp on west of Kothoff St	Install kerb ramp on west of Kothoff to align with east. Construct central median if road width permits	\$3,500	local	yes		\$3,500
2012/2013	Albury	Moore St	Lavington Swim Centre	Steep kerb ramps. No holding rails on centre median refuge. No centre tactile pad.	Replace kerb ramps and provide linemarking, holding rails, tactiles signage and delineation to standard.	\$2,000	local	yes	2013	\$2,000
2012/2013	Albury	Prune	Intersection with Sanders St, nth of roundabout	No path to kerb ramp on west of Prune St. Patterned paving falsely denoting the existance crossing point.	Construct concrete path to kerb ramp on west of Prune St. Remove patterned paving, nth of roundabout.	\$12,000	local	yes	2013	
2012/2013	Albury	McDonald Rd / Ashford St	Intersection	No crossing gap in existing splitter island. Kerb ramps not aligned to crossing path.	Install tactile pads x 1. Install kerb ramps x 2. Construct gap in median.	\$2,300	local	yes	2013	\$2,300
2012/2013	Albury	Urana Rd	50m SE of Breen St	Existing concrete path across central median. No kerb ramps at crossing point.	Investigate crossing point for appropriate location with regard to safety. Construct kerb ramps x 4	\$3,000	local	yes	2013	\$3,000

Schedule	Town	Street Name	Location	Issue	Description of Works	ACC Cost	Class	On Road yes/no	Project to be completed	RTA Cost
2012/2013	Albury	Hume St	Intersection of Hume St and Macauley St	No kerb ramps to allow north/south movement across Hume St. No refuge in centre median	Install 4 x kerb ramps, plus associated kerb return work. Construct 2x refuges in centre median in Hume St (east and west of Macauley St)		state	yes	2013	\$15,000
					<b>Total 2012/2013</b>	<b>\$47,700</b>				<b>\$50,700</b>

Schedule	Town	Street Name	Location	Issue	Description of Works	ACC Cost	Class	On Road yes/no	Project to be completed	RTA Cost
2013/2014	Albury	Bogong St	No.58 near Ernest Grant Oval	Narrow kerb ramps. Approach line marking & delineation not to current standard. No holding rails. No tactile pad.	replace kerb ramps. Provide line marking, holding rails, tactiles, signage and other delineation.	\$2,500	local	yes	2013	\$2,500
2013/2014	Albury	Thurgoona Dr school childrens crossing	Between Bottlebrush Dr and Kruse Rd	No kerb ramps on each side of crossing - no centre tactile	construct 2 kerb ramps an N & S of Thurgoona Dr. Provide tactiles in centre median	\$1,500	local	yes	2013	\$1,500
2013/2014	Albury	Bottlebrush St	Between No 14 & 16	No kerb ramp on school side (east) to connect walkway	Install kerb ramp	\$750	local	yes	2013	\$750
2013/2014	Albury	Kosciusko Rd / Feather top Ct	Intersection on west side	Concrete path ends with no kerb ramp to connect crossing point at bus shelter on northern side of Kosciusko Rd. Kerb ramps not aligned across Feather Top Ct. Refer to photo 4	Install new kerb ramps x 3 aligned to crossing points.	\$2,500	local	yes	2013	\$2,500
2013/2014	Albury	Bogong St / Kosciusko	Intersection	Existing kerb ramps at intersection no gap in existing splitter island to allow crossing	Install gap and tactile pad in splitter island	\$800	local	yes	2013	\$800
2013/2014	Albury	Feather Top	Whole length	Sections of existing concrete paths not connected.	Construct concrete paths 100m	\$12,000	local	yes		
2013/2014	Albury	Kosciusko Rd	At entrance to The Elms	Existing cobble crossing point with no kerb ramps.	Install kerb ramps x 2	\$1,500	local	yes		\$1,500
2013/2014	Albury	Table Top Rd	Underpass	Very steep and narrow concrete path leading from bus stop to main underpass pathway. Not suitable for disabled access.	Construct wider low gradient alternative path from near bus stop + retaining walls (25m)	\$6,000	local	yes		

Schedule	Town	Street Name	Location	Issue	Description of Works	ACC Cost	Class	On Road yes/no	Project to be completed	RTA Cost
2013/2014	Albury	Hume St	Intersection with Wodonga PI	NE corner grass nature strip hinders access to pedestrian activation button for persons with a disability. NW corner broken kerb ramp and concrete. No pedestrian signals on southern or western side of intersection. No directional tactiles.	Remove grass and concrete area at signal post. Repair kerb ramps. Investigate provision of pedestrian signals. Install direction tactiles at next signal upgrade		State	yes	2013	10000 plus signals
2013/2014	Albury	Ebden St / Townsend St	Roundabout	No tactile pads in centre of existing splitter islands. No concrete path connecting kerb ramps .	Install tactile pads x 4. Construct concrete path 30 sq m	\$3,000	local	yes	2014	\$200
2013/2014	Albury	Ebden St / Kiewa St	Roundabout NW corner	No tactile pads in centre of existing splitter islands. No kerb ramp on NW corner. No concrete path connecting kerb ramps .	Install tactile pads x 4 (\$400), install kerb ramp (\$1500), construct concrete path 30sq m (AC\$2400)	\$3,350	local	yes	2014	\$950
2013/2014	Albury	Nurigong St / Kiewa St	Roundabout	No tactile pads in centre of existing splitter islands. No crossing points on northern or southern approaches to roundabout.	Install tactile pads x 4(\$400), install new kerb ramps x 4 (\$6000), construct concrete paths 60m to connect kerb ramps (AC\$4,800).	\$8,000	local	yes	2014	\$3,200
2013/2014	Albury	Hovell St / Kiewa St	Roundabout	No kerb ramps on south side of roundabout	Install kerb ramps x 2	\$1,500	local	yes	2014	\$1,500
2013/2014	Albury	Hovell St / Townsend St	Roundabout	No tactile pads in centre of existing splitter islands	Install tactile pads x 3	\$150	local	yes	2014	\$150

Schedule	Town	Street Name	Location	Issue	Description of Works	ACC Cost	Class	On Road yes/no	Project to be completed	RTA Cost
2013/2014	Albury	Ebden St/Wodonga PI	Intersection	Kerb ramps not aligned with crossing paths on all corners	Replace kerb ramps x 8	\$6,000	local	yes	2014	\$6,000
2013/2014	Albury	Nurigong St / Olive St	Intersection	No tactile pads in centre of existing splitter island. Existing kerb ramps not aligned with gap .	Construct two new kerb ramps. Align crossing path or relocate gap in island. Install tactile pad	\$3,000	local	yes	2014	\$3,000
2013/2014	Albury	Young St / Guinea St	Intersection	Broken kerb ramps on SE and SW corners. Bitumen pushed up at corners creating trip hazard and difficult crossing for wheel chairs etc. General old style kerb ramps. Broken concrete around signal posts. No directional tactiles.	Whole signalised intersection in need of urgent upgrade of pedestrian facilities. Install direction tactiles in upgrade		State	yes	2014	\$20,000 subject to detail design
					<b>Total 2013/2014</b>	<b>\$52,550</b>				<b>\$54,550</b>

Schedule	Town	Street Name	Location	Issue	Description of Works	ACC Cost	Class	On Road yes/no	Project to be completed	RTA Cost
2014/2015	Albury	Breen St	140m east of Prune St roundabout	Steep kerb ramps. Line marking not to standard. No holding rails.	Replace kerb ramps and provide linemarking, holding rails, tactiles signage and delineation to standard.	\$2,500	local	yes	2015	\$2,500
2014/2015	Albury	Prune	Sth of Breen St intersection	No kerb ramp to allow east/west crossing of Prune St	Construct two kerb ramps sth of Breen St roundabout	\$1,500	local	yes	2015	\$1,500
2014/2015	Albury	Ebden St / David St	Intersection	Existing splitter island with gap but no matching kerb ramps to allow crossing (David St Nth). No tactile pad in centre of existing splitter island. Existing kerb ramps on west side crossing Ebden St not aligned. Existing kerb ramps crossing David St (Sth) not aligned	Install tactile pad. Construct two new kerb ramps. Reconstruct new kerb ramps in Ebden St (SW side) and David St SW to align crossing paths	\$3,000	local	yes	2015	\$3,000
2014/2015	Albury	David St	Crisp St intersection	No kerb ramps on E and W of David St, nth refuge	Construct 2 kerb ramps. Install holding rails, tactiles signage and delineation to standard.	\$2,500	local	yes	2015	\$2,500

Schedule	Town	Street Name	Location	Issue	Description of Works	ACC Cost	Class	On Road yes/no	Project to be completed	RTA Cost
2014/2015	Albury	Dean St / Wodonga Pl intersection	intersection	No directional tactles. NE corner kerb ramps not aligned with crossing path. Slip lane pedestrian crossing has raised crossing point and lip to signal posts. Not suitable for wheel chair access.	Replace kerb ramps x 2. Remove lips on traffic island at crossing points. Check slope of traffic island.	\$3,000	local	yes	2015	\$3,000
2014/2015	Albury	Hovell St	At East end	Pedestrian bridge over open drain with path ending at right angles to travel direction in loose gravel. No connection to street facilities	Investigate safe connection to Hovell St	\$2,500	local	yes	2015	\$2,500
2014/2015	Albury	Flemming St	At East end	Pedestrian bridge over open drain with path ending at right angles to travel direction in loose gravel. No connection to street facilities	Investigate safe connection to Flemming St	\$2,500	local	yes	2015	\$2,500
2014/2015	Albury	Thomas St	At East end	Pedestrian bridge over open drain with path ending at right angles to travel direction in loose gravel. No connection to street facilities	Investigate safe connection to Thomas St	\$2,500	local	yes	2015	\$2,500
2014/2015	Albury	Macauley St	Spencer Lane intersection	No kerb ramps at crossing point	Install new kerb ramps x 2	\$1,500	local	yes	2015	\$1,500
2014/2015	Albury	Kiewa St/Poole St	Roundabout	No crossing points on N & S approaches Investigate sight distance on S approach	Install new kerb ramps x 4 (\$6000), Construct concrete paths to connect kerb ramps 60m (AC\$4800).	\$7,800	local	yes	2015	\$3,000

Schedule	Town	Street Name	Location	Issue	Description of Works	ACC Cost	Class	On Road yes/no	Project to be completed	RTA Cost
2014/2015	Albury	Griffith Rd / McDonald Rd	Roundabout	McDonald Rd Western approach no tactile pad in splitter island. No kerb ramp crossing points on both Griffith Rd approaches	Install tactile pads x 1. Install kerb ramps x 4	\$3,100	local	yes	2015	\$3,100
2014/2015	Albury	Moore st/Union Rd	Intersection	Existing splitter island with kerb ramps not aligned with crossing point.	Install new kerb ramps x 2 and provide gap in median.	\$2,250	local	yes	2015	\$2,250
2014/2015	Albury	Union Rd/Moore St	Intersection	Existing wide splitter island in Union Rd with no kerb ramps connecting to crossing point.	Install kerb ramps x2 . Provide safe crossing point in median or pedestrian refuge.	\$4,200	local	yes	2015	\$4,200
2014/2015	Albury	Union Rd / Bralgon St	Intersection	Existing wide splitter island in Union Rd with no kerb ramps connecting to crossing point.	Install kerb ramps x2 . Provide safe crossing point in median or pedestrian refuge.	\$4,200	local	yes	2015	\$4,200
2014/2015	Albury	Elizabeth St/Stanley St	South side of intersection	Steep narrow kerb ramps. Investigate possibility of splitter island with crossing point.	replace kerb ramps x 2. install splitter island if width permits	\$4,000	local	yes	2015	\$4,000
<b>Total 2014/2015</b>						<b>\$47,050</b>				<b>\$42,250</b>

