

POSITIVE AGEING STRATEGY

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Positive Ageing Strategy

| | |
|--|----|
| 1. Introduction | |
| 1.1 What is an age friendly community? | 3 |
| 1.2 Who are older people? | 3 |
| 2. Policy Context | 4 |
| 3. Population dynamics | |
| 3.1 Population trends | 7 |
| 3.2 Coonamble Shire demographics | 8 |
| 4. Coonamble Shire perspectives | |
| 4.1 Community Consultation | 9 |
| 4.2 What people told us about living in Coonamble Shire | 10 |
| 5. Council's role in ageing | 13 |
| 5.1 Key challenges for Council | 14 |
| 6. Coonamble Shire Positive Ageing Strategy | 15 |
| 7. Action Plan | 16 |

1. Introduction

Coonamble Shire Council's *Positive Ageing Strategy* recognises the invaluable contributions that seniors make to our community and provides an approach to enhancing the opportunities and addressing the challenges of Coonamble Shire's older population.

Coonamble Shire's population, like the rest of Australia, is ageing. Over the next 10 years and beyond, it is expected that the older population in the Coonamble Shire will increase both in numbers and as a proportion of the population.

The Positive Ageing Strategy promotes the health and wellbeing of the Shire's residents and provides opportunities for older residents to maintain social connectedness and remain active in their local communities.

The growth of our ageing population will bring a number of impacts for Coonamble Shire communities, and the responsibility for addressing these impacts needs to be shared between all key agencies in the region. Council is already working collaboratively with its partners to address the needs of our current and future older residents, and will continue to identify new opportunities for partnerships over the life of the strategy.

The strategy has been developed following a community engagement process with community members, groups and organisations. Its implementation will integrate with Council's Delivery Program and Operational Plan.

Planning for an ageing population will assist Council to ensure that our Delivery Program is based on social justice principles and addresses social considerations which are required under the Integrated Planning and Reporting framework.

1.1 What is an age friendly community?

Research, together with principles established nationally and by the United Nations suggests that an age friendly community, at a minimum:

- Seeks and values the opinions and contributions of all residents regardless of age.
- Encourages participation in a wide range of life opportunities and removes or minimises physical, social or economic barriers to participation.
- Supports the rights of individuals to make choices about the way they live.
- Provides quality services to support those who need them.

1.2 Who are “older people”?

Being an “older person” may span a period of 30 years or more and involve passing through several different stages of ageing, including pre-retirement (50-69 years), retirement (70-85 years) and frail old age (85+ years). The needs and issues for younger, active “well” aged people (with a focus on lifestyle) are likely to be quite different to those for frail aged (with a focus on care and support services).

There is no widely recognised definition of “older people”. Older people are an increasingly diverse group in terms of their life experiences, cultural background, health status, care needs, lifestyle preferences, and wealth. For the purposes of this strategy “older people ” will include people aged 55+. However, people who are of Aboriginal or Torres Strait Islander background and aged 45 years and over are eligible for Home and Community Care Services.

2. *The Policy context*

The ageing of the population has significant implications for all levels of government across a wide range of policy areas:

- Slower economic growth as a result of declining workforce participation rates;
- Financial pressures resulting from increased government spending on health care, aged care and age-related pensions;
- The need for appropriate housing and transport infrastructure;
- The need for quality care and support services to meet the needs of an increasingly diverse ageing population;
- Changing societal attitudes towards ageing.

Ageing population issues sit within a broader policy context and, while the primary responsibility for aged care lies with the Commonwealth, State and local governments also play a role.

2.1 International

Population ageing discussion has featured internationally for several decades.

The United Nations (UN) - Rights of the Older Person are framed around the following:

- Independence
- Advocacy and community capacity building
- Participation and self fulfilment
- Health and aged care
- Dignity and respect

The World Health Organisation (WHO) Age Friendly Communities priority area framework covers the following priority areas:

- Transportation
- Housing
- Social Participation

- Respect and Social Inclusion
- Civic Participation and Employment
- Communication and Information
- Community Support and Health Services
- Outdoor Spaces and Buildings

2.2 Federal Government

The Australian Government is the primary funding source for aged care services and has undertaken considerable research into the opportunities and implications of an ageing population. The Government has produced *the National Strategy for an Ageing Australia* with the following themes:

- Recognise older person's rights and equality before the law
- Introduce programs that reduce negative stereotypes and promote positive ageing
- Promote active healthy lifestyles and greater community participation by seniors

2.3 State Government

The New South Wales Ageing Strategy encourages all State agencies to actively plan for ageing of the population. The strategy has four priority areas:

- Rebuild the economy
- Quality services
- Strengthen our local environment and communities
- Restore accountability to government

2.4 Local Government

Council is obliged by the Local Government Act to plan and report on the way it manages social, cultural, economic, environmental and leadership aspects of the community. Where Council cannot address an issue directly, it may take an advocacy role in order to advance community views.

Local government has an important role to play in its provision of infrastructure, services and facilities and its role as regulator of the built environment. Ageing population challenges will include significant demands on revenue for services and infrastructure, along with a decrease in rate revenue as pensioner households increase.

2.5 Legislation and regulations

The 2011 Productivity Commission report identified the need to recognize changing community expectations, and the limitations of the current aged care system that focuses heavily on care in residential aged care facilities. This report recommends a greater investment in community care where older people are allowed to age in place in their own homes. The Living Longer Living Better reform program introduced in 2012, and changes to the Aged Care Act in 2013, have implemented these recommendations.

A greater emphasis on older people ageing in place in their own homes has a significant impact on local government. Particular areas affected include:

- Planning and regulation of land use and development
- Provision and maintenance of infrastructure – particularly pedestrian infrastructure, bus stops, public toilets, community and recreation facilities;
- Service provision – including waste services, library services, information, social and recreational activities.

3 Population dynamics

3.1 Population trends

- Australia has an ageing population, arising from two trends: people are living longer, associated with improvements in medical technology and public health, and they are having fewer children, resulting in slower growth in younger age cohorts.
- In Australia, the proportion of people aged 65 and over is projected to grow from 12% of the population in 2002 to 18% in 2021. It will more than double from 2.7 million older people in 2006 to 6.2 million in 2035, and to over 7.5 million people in 2055.
- Increasing life expectancy presents older people with an extended period of opportunity and capacity and relatively active and independent phase after retirement. Older people are seeking support to use this time well, with a focus on lifestyle, quality of life and well-being.
- There is a rapid increase in the population aged 85+, associated with greater longevity. This places an increased burden on health and care costs related to increasing rates of frailty and disability.
- Currently, 77% of older people in New South Wales own their own home at retirement. It is anticipated that this figure will decrease to 55% by 2050.
- It is anticipated that housing affordability will become a growing issue with the number of low-income private renters aged 65 and over increasing by 115% by 2026.
- A concept embraced both nationally and internationally is “ageing in place”. “Ageing in place” refers to an older adult’s ability to stay living in their own home and in their local community. A key challenge as the population ages over the

next 10 years is to meet the increasing demand for Home and Community Care services to keep people in their own homes longer.

3.2 Coonamble Shire demographics

Coonamble is amongst the number one ranked areas for the fastest and largest population decline over the 10 year period to 2011 (-13.3%). According to ABS data, although the general population is declining the number of people aged 55yrs and over has increased from 1165 people in 2007 to 2288 people in 2011 (+50.9%). Although the general population is declining the Aboriginal population is increasing.

4. Coonamble Shire perspectives

4.1 Community Consultation

Consultation for the Positive Ageing Strategy took place between November 2014 and July 2015. A total of 112 community members engaged in positive ageing consultation activities via surveys and focus groups.

Community Survey

The community survey was completed by sixty nine people and attempted to capture the opinions, attitudes and perceptions of community members. It was available at Council's administration building, Coonamble, Gulargambone and Quambone libraries, 2828 Café Gulargambone, Gulargambone Central School and local cafes. The surveys were also administered by Council staff during the following events:

- Gulargambone Fun Day- 26 November 2014
- Warrangal Mental Health Well Being Day- Coonamble 29 November 2014
- Coonamble Fun Day- December 2014
- Gulargambone Pool Day- 15 January 2015

Focus groups

Eight stakeholder focus groups were held. Focus groups involved a total of forty three people representing the following groups:

- Coonamble Aboriginal Land Council
- Gulargambone Multipurpose Centre Day Group
- Coonamble Country Women's Association Day Group
- Coonamble Senior Citizen's Association
- Department of Ageing Disability and Home Care
- Coonamble Ladies Group
- Coonamble Community Working Party
- Coonamble Meals on Wheels

- Koonambil Hostel
- Towri Units
- Gulargambone Women's Group

4.2 What people told us about living in the Coonamble Shire

Key community responses highlighted an ageing population that values staying involved in the local community, maintaining health and fitness through staying active and having access to appropriate services and recreational opportunities.

Participants viewed positive ageing as being able to age in place, maintain self reliance and feel positive, confident and safe. High value was placed on enhancing quality of life through maintaining health, personal safety and financial security.

Opportunities for meaningful social connections and maintaining a sense of community belonging was also identified as important for positive, active ageing.

There is also a strong feeling of community connection and willingness to assist community members suffering hardship.

Local challenges identified by participants related to maintaining health and fitness, mobility (both in terms of personal health as well as navigating the built environment), personal safety and access to information and services.

The following provides a snapshot of the themes and issues arising from community consultation

4.2.1 Access to information, services and facilities

a) Access to information

Older people suggested that access to information about services and facilities is important to maintaining independence after retirement. Participants were asked to elect the best way for them to access community information. The majority of participants prefer to obtain information by direct mail and/or information via the Gulargambone School Community Newsletter. Other sources of community information included local radio, social media, local shop information boards, Land Council and health services.

Older people suggested more information about the availability of services and

programs be provided in a variety of formats.

b) Access to services

Improved transport options were raised to ensure older adults are not isolated and can access services, including recreational activities.

Specialist services are difficult to access locally. More visiting specialists to Coonamble was identified as an immediate need for residents.

More accommodation (housing to suit ageing community needs) with consideration to the needs of frailer older people was identified as important.

Services that support ageing in place (ie home maintenance, cooking etc) are required with many residents currently needing assistance with lawn mowing and window cleaning.

c) Access to facilities

Pedestrian access featured highly with calls for more footpaths that are wider and better maintained. Suggestions were also made for safety education for pedestrians and mobility aid users.

Seating in main street, and along primary routes, for aged/people with mobility issues was raised on a number of occasions.

Lack of access into shops for mobility aid users was raised along with improved street lighting.

4.2.2 Health and Wellbeing

a) Personal safety

Many older people indicated that they feel unsafe in their homes due to the high rate of break and enter crime in the Shire.

b) Health /Maintaining independence-

Physical and mental health was rated as important for healthy ageing. Residents identified access to social and recreational activities as critical in avoiding the impacts of social isolation. Community events are also an important means of bringing older adults together within the community.

Social isolation is experienced through transport disadvantage, poor health and / or safety fears and concerns. Participants were asked about their community connection and activity. The majority of respondents participate in activities on a weekly basis. The main activities included membership of groups, social clubs, volunteering and visiting family and friends.

c) Housing

Housing options to suit an ageing population were identified as important.

The majority of respondents own their own homes or rent. The remainder elected “other” which mainly consisted of lodging with family or friends. The majority of respondents indicated they will stay in Coonamble for the next 15 years, with a small number intending to move or retire elsewhere.

An important factor of ageing in place relates to maintaining independence for as long as possible. Older people identified challenges to this involving maintenance, personal safety fears and mobility in their home environment.

5. Council's role in ageing

State and Federal Governments have primary responsibility for the provision of health, transport and support services such as home and community care and residential aged care programs. Council can, however, play a role in addressing the challenges of an ageing community within its realm of responsibility.

The Positive Ageing Strategy focuses on matters that Council can influence, recognizing that other levels of government, and non-government, private and community organisations also play vital roles in promoting health, well-being and quality of life for older people.

Council's role includes:

- Providing Council infrastructure and facilities, such as footpaths and community space, which are accessible and appropriate to the needs of older people
- Ensuring that aspects of the built environment, that Council can influence through its policies, are age-friendly.
- Consulting with older people and addressing issues affecting older people within the Shire
- Improving access to information and encouraging awareness of ageing issues
- Facilitating partnerships with community organisations and different levels of government to ensure a collaborative approach to population ageing
- Advocating on behalf of older residents to influence the actions of other agencies and organisations
- Providing some types of aged care services to the ageing community, where a need is demonstrated which cannot be met by other community organisations and grant funds are available

- Access to information about support programs, employment and volunteering, learning, health and wellbeing programs.

5.1 Key challenges for Council

In looking to the future, key challenges for Council will include:

- Meeting the diverse expectations of different groups of older people, particularly expectations for services that have been cost shifted from other levels of government
- Balancing the needs of older people with other groups within the community
- Responding to increasing demands for appropriate services and facilities to support older people to remain healthy, active and independent
- Planning for a greater diversity of housing options
- Adapting existing infrastructure to the needs of an ageing population
- Working with other levels of government, community and private sector organisations to ensure Coonamble Shire provides a supportive community for quality ageing
- Managing the financial impact of the growing number of retirees
- Harnessing the skills, wealth and business acumen of older people

6. Coonamble Shire Positive Ageing Strategy

This strategy is about catering for the needs of older adults, building a community that values and includes them, benefits from their contributions and supports them in their frailer years.

The Positive Ageing Strategy priority areas of *Access to information, services and facilities* and *Health and Wellbeing* sit within the broader Integrated Planning and Reporting framework which incorporates:

- Our people - *connected, healthy communities ensuring the current and future needs of our diverse and evolving community are met*
- Our Infrastructure - *continuing to plan, manage and maintain our assets*
- Our Economy - *facilitating the growth of our community in terms of its economic development*
- Our Environment - *meeting the challenges of environmental sustainability while preserving our natural beauty*
- Our Leadership - *providing open and transparent governance in an effective and efficient manner*

This strategy is accompanied by the Coonamble Shire Council Pedestrian Access and Mobility Plan (PAMP) Final Report, July 2015. This report outlines the condition of pedestrian paths of travel, identifies a range of issues that confront residents and visitors and makes recommendations for improvement.

The following Action Plan provides:

- Council's longer term strategic goal in addressing population ageing
- A link to the long term Community Strategic Plan goal
- Actions to be included in Council's 2016/17 Operational Plan.

Priority 1. – Access to information, services and facilities

| Strategic Goal | Community Strategic Plan Link | 2016-17 Operational Plan Action | Business unit |
|--|--|--|---------------|
| 1.1 Safe and accessible community facilities | Goal I2 Cultural expression and enjoyment : Our community benefits from access to appropriate facilities | 1.1.1 Prioritise and budget for the implementation of recommendations contained in the Coonamble Shire Pedestrian Access and Mobility Plan Final Report, July 2015 | ES |
| | | 1.1.2 New and refurbished facilities are designed and constructed to meet access standards | TPBE |
| | Goal I4 Appropriate investment : Our community is looking to the future to improve and protect our access to resources | 1.1.3 Routinely inspect paving for defects or trip hazards | |
| | Goal I1 Strong community connections: Our community connections support and facilitate our access to each other and our local services | 1.1.4 Work in partnership to enhance the range and capacity of transport services available to older people. | CS |
| | Goal P4 Our community respects and encourages the diversity of culture, ability and ages of our population | 1.1.5 Raise awareness of road safety issues affecting seniors. Develop / support shared pathways education campaign to reduce conflict between pedestrians, bicycles and scooters. | TPBE |
| | Goal P2 Our community is a place where people feel safe | 1.1.6 Kerbside mowing/ overhanging branches – review current program and identify priority sites for additional mowing/ trimming for consideration in Budget | CUS |

| Strategic Goal | CSP/ Delivery Program Link | 2016-17 Operational Plan Action | Business Unit |
|--|--|--|---------------|
| 1.2 Improved access to community services for older people | Goal I2 Cultural expression and enjoyment : Our community benefits from access to appropriate facilities | 1.2.1. Conduct housebound library service campaign. Investigate expanding activity to service Gulargambone community. | CS |
| | | 1.2.2 Maintain a level of large print and audio books sufficient to meet the demand | CS |
| | Goal P1 Our community is connected across geographic, interest, cultural and social groups | 1.2.3 Support intergenerational programs that promote the benefits of age and maturity. | CS |
| | | 1.2.4 Support and promote local transport options | CS |
| | | 1.2.5 Continue to provide Pensioner rebate on rates and swimming pool entry subsidy | CUS |
| 1.3. Improved access to information for older people | Goal P1 Our community is connected across geographic, interest, cultural and social groups | 1.3.1 Develop a fact sheet to assist Coonamble Shire Council customer service staff respond to queries regarding services for older people. | CUS |
| | | 1.3.2 Audit website to ensure that all images of seniors are positive and language is appropriate | CUS |
| | | 1.3.3 Maintain a Positive Ageing page on the Council website, that includes information on local initiatives, and links to key aged care websites. | CUS |
| | Goal P3 A range of services supports our community to lead healthy lifestyles | 1.3.4 Ensure seniors have access to “healthy ageing” and lifestyle resources | CS |

Priority 2 – Support Healthy Lifestyles for older people

| Strategic Goal | CSP/ Delivery Program Link | 2016-17 Operational Plan Action | Business Unit |
|---|--|---|---------------|
| 2.1 Improve level of safety and security for seniors | Goal P2 Our community is a place where people feel safe | 2.1.1 Work in partnership with stakeholders to identify personal safety issues and improvement strategies for older people | CS |
| | | 2.1.2 Disaster planning - conduct a survey of facilities where groups of vulnerable people are located to determine numbers on site and assistance required to evacuate in the event of a disaster. | CS |
| | | 2.1.3 Ensure street lighting (particularly within the vicinity of aged accommodation facilities) meets the needs of seniors. | CUS |
| | | 2.1.4 Ensure seniors interests are considered when reviewing the effectiveness of Safety Cameras and Alcohol Free Zones. | CUS |
| 2.2 Improve the range of health related services in the shire | Goal I3 Good health: Our community has safe and reliable access to our primary utilities | 2.2.1 Investigate annual assisted waste collection service. | CUS |
| | Goal P3 A range of services supports our community to lead healthy lifestyles | 2.2.2 Advocate for increased health services, locally and regionally | CS |
| | | 2.2.3 Support physical and mental health related programs for older people | CS |
| 2.3 Increase opportunities for participation and strengthening relations between age groups | Goal P3 A range of services supports our community to lead healthy lifestyles | 2.3.1 Continue to provide opportunities for community connection and intergenerational activities. | CS |
| | Goal P4 Our community respects and encourages the diversity of culture, ability and ages of our population | 2.3.2 Provide information about volunteering in the Shire | CS |

| Strategic Goal | CSP/ Delivery Program Link | 2016-17 Operational Plan Action | Business Unit |
|--|--|--|---------------|
| 2.3 Increase opportunities for participation and strengthening relations between age groups | Goal P4 Our community respects and encourages the diversity of culture, ability and ages of our population | 2.3.3 Develop a co-ordinated volunteer process. Conduct an annual campaign to attract older people to volunteer. | HRPC |
| | | 2.3.4 Involve seniors in program planning and evaluation | CS |
| | | 2.3.5 Connect older people to library IT activities, such as Computer Savvy Seniors, to decrease the digital divide between older and younger people and increase access to information and connectivity | CS |
| 2.4 Address Council's ageing workforce and decreasing number of local labour market participants | Goal EC4 Local employment: our community members are gainfully employed in appropriate and satisfying jobs | 2.4.1 Develop Council's Workforce Management Strategy for retaining older workers. | HRPC |
| 2.5 Support older people to age in place | Goal EN2 Environmentally sustainable investment: our community enjoys an environment that is not compromised by new industries and investments | 2.5.1 Encourage development of adaptable housing with transport and pedestrian links to community facilities and services | TPBE |
| | | 2.5.2 Monitor supply of zoned land to facilitate land affordability | TPBE |
| | | 2.5.3 Land use planning considers the needs of seniors. Provide building "adaptability" guidelines for residents who are renovating or building homes for ageing in place. | TPBE |
| | | 2.5.4 Adapt existing guides on universal design practices to promote to home owners, house designers, and builders. | TPBE |
| | Goal P3 A range of services supports our community to lead healthy lifestyles | 2.5.5 Encourage and support where possible community programs on issues relevant to older people ageing in place. | CS |

| Strategic Goal | CSP/ Delivery Program Link | 2016-17 Operational Plan Action | Business Unit |
|--|---|---|---------------|
| 2.5 Support older people to age in place | Goal P3 A range of services supports our community to lead healthy lifestyles | 2.5.6 Assist ageing and disability service providers as required in the changing climate of the National Disability Insurance Scheme. | CS |
| | | 2.5.7 Assist partners to advocate for the availability of a range of housing options | CS |
| | | 2.5.8 Work with partners to identify gaps in home care assistance and encourage programs to meet current and emerging need | CS |

Reading

Australian Bureau of Statistics – www.abs.gov.au

Australian Government – Australian Institute of Health and Welfare

<http://www.aihw.gov.au/ageing/>

Australian Government – The Treasury

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Coonamble Shire Council, *Positive Ageing Consultation Report 2015*

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Coonamble Shire Council



Pedestrian Access and Mobility Plan Final Report, July 2015

Accessible Public Domain

| Table of Contents: | Page: |
|---|-----------|
| Executive Summary | 3 |
| 1.00 Background | |
| 1.01 Introduction..... | 5 |
| 1.02 Funding of the PAMP..... | 7 |
| 1.03 Study Objectives..... | 8 |
| 1.04 Benefits of a PAMP..... | 8 |
| 1.05 Disability Standards..... | 9 |
| 1.06 Road Safety Initiatives..... | 9 |
| 1.07 Methodology..... | 10 |
| How to Prepare a PAMP | 11 |
| 2.00 Study Areas | 13 |
| 3.00 Characteristics of Coonamble Shire | |
| 3.01 Population..... | 14 |
| 3.02 Road Hierarchy..... | 14 |
| 3.03 Transport..... | 14 |
| 4.00 Pedestrian Issues | 15 |
| 5.00 Features of the public domain requiring attention in the short term ... | 16 |
| 6.00 Other issues along a pedestrian path of travel..... | 18 |
| 7.00 Paths of pedestrian travel in Coonamble | 29 |
| 8.00 Paths of pedestrian travel in Gulargambone..... | 30 |
| 9.00 Other Issues | 31 |
| 10.00 Potential Shared Pedestrian/Bicycle Paths..... | 35 |
| 11.00 Documents consulted..... | 37 |
| 12.00 Conclusion | 37 |
| 13.00 Appendices | 38 |
| 14.00 Access Audit Report | 38 |

EXECUTIVE SUMMARY

Coonamble Shire Council has obtained assistance from the NSW Roads and Maritime Services (RMS) to jointly fund the development of Pedestrian Access and Mobility Plans (PAMPs) for the Town of Coonamble and the Village of Gulargambone, and engaged *Accessible Public Domain (APD)*, an Access Consultancy, to assist in their development.

The ultimate aim of a PAMP is to deliver safe, equitable, connected and dignified paths of travel for pedestrians of all ages and abilities. To achieve this aim it was necessary to firstly identify elements of the Coonamble and Gulargambone public domains that render pedestrian paths of travel unsafe, inequitable or undignified, and determine where some existing paths need to be connected to provide continuity of passage.

Those elements were identified during the first stage of the project— surveys of the study areas within the Town of Coonamble and the Village of Gulargambone, undertaken from 22 to 25 September 2014.

A preliminary Draft PAMP Report was submitted to Council and the RMS for review and issues raised were included in a Final Draft PAMP Report which was placed on public exhibition for 28 days. The exhibition closed on 22 June 2015. Following the public exhibition this Final PAMP is now submitted to Council for adoption.

The Final PAMP Report, together with the Access Audit Report and photographs, shows the condition of existing pedestrian paths of travel, as at September 2014, and identifies a range of issues that confront the active transport of the citizens of Coonamble Shire and its visitors as they walk or cycle around the Town and Village.

As the population ages, it is necessary for Councils to ensure that the physical infrastructure under their control is constructed and maintained in a condition that allows residents to retain their preferred lifestyles and to enable them to remain active members of the community for as long as possible.

Elements of the public domain that may have posed no problems in the past may become problems later in life. For example, older pedestrians take longer to cross wide streets; people with mobility disabilities have difficulty with kerb ramps that have a lip; and people who use wheelchairs or mobility scooters need passing areas so that they may safely pass other wheelchair or mobility scooter users.

One outcome of an ageing population is that many older people no longer drive, for a variety of reasons, and increasingly rely on public transport or the use of mobility scooters. Such devices are identified as pedestrians and, along with manual and power wheelchairs, are elements of active transport.

On 14 August 2014, the New South Wales Government passed the Disability Inclusion Act, which will commence formally in December 2014. The Disability Inclusion Act requires Councils and other State Instrumentalities to consider the needs of people with disability in all planning proposals, and to develop a Disability Inclusion Action Plan.

The adoption of the Final Pedestrian Access and Mobility Plan will be a significant step in the development of Council's Disability Inclusion Action Plan.

The Access Audit Report identifies paths of pedestrian travel and other facilities that require attention and proposes actions to overcome the problems. Actions are given a ranking of 1 to 4, depending on the need to rectify the problems in the short, medium or long term. Ranking is influenced by the number of attractors in the vicinity, the road hierarchy and the need to comply with Australian Standards.

Although there is currently no Australian Standard that specifically targets the public domain, there are Australian Standards that require compliance with some elements of the public domain; for example, kerb ramp design must comply with AS1428.1 (2009), and bus stop design must comply with the Disability Standards for Accessible Public Transport, 2002 (DSAPT).

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.

One of these Standards (AS1428.1: Design for access and mobility. Part 1: General requirements of access – New building work) provides design parameters for elements of the public domain such as the construction or refurbishment of public toilets, and the design of kerb ramps.

The DSAPT sets a timetable for all public transport and accompanying infrastructure to be fully accessible by the 31 December 2022. That is, all bus stops under Council's control, except School Bus Zones, need to meet the criteria for accessibility by 31st December 2022.

Transport for New South Wales provides funding for bus facility improvement projects under the Country Passenger Infrastructure Grants Scheme. As a submission for funding requires an Access Compliance Report prepared by an Accredited Access Consultant a separate report has been prepared on the condition of TrainLink Bus Stops in Coonamble and Gulargambone, **see Item 6.07**.

Implementation of the Access to Premises and Accessible Public Transport Standards not only provides assistance to people who have a disability and their Carers, but to aged citizens, parents with strollers and small children, people with luggage and delivery personnel, as well. The removal of hazards also reduces the likelihood that ambulant people will experience a trip or fall, which may result in a disability.

Although some of the works proposed in the Access Audit Report may not be achieved in the short term, or may be costly to implement, the Audit has identified several actions that can improve the safety and walkability of the public domain in the short term.

Of particular concern is the need to ensure that paths of travel are free of hazards for people who are blind, deaf, or who have some other form of vision impairment - hazards such as overhanging branches.

This final PAMP Report identifies where pedestrian paths of travel require maintenance; where they can be extended; and where additional pedestrian facilities might be introduced; and raises the possibility of introducing bike paths into the Town of Coonamble. It also identifies accessibility issues at Council facilities such as public toilets and parks.

Reference is made in this Report to the importance of Tourism to Regional Towns and Villages, which cannot be underestimated, not simply as an attractor but as an incentive for travellers to enjoy short stays that would benefit the local economy.

As Councils invite visitors to experience local activities and attractions it is important that the paths of travel to and within these venues are accessible.

A PAMP report remains an active document that links with other Council Plans, and the Access Audit Report remains an important resource for Council Officers.

BACKGROUND

1.01 Introduction

In 2012, the New South Wales State Government introduced its Long Term Transport Master Plan, a strategy that will integrate land use planning with all modes of transport, including walking and cycling. The Government subsequently introduced Funding Guidelines for Walking and Cycling Programs. The Guidelines are intended to assist Councils in providing safer, more convenient and enjoyable active transport options, such as walking and cycling.

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

A PAMP is a strategic plan that assists Councils to improve or introduce new pedestrian facilities that are safe, convenient and connected, and to help develop policies that will encourage greater participation in the community by people of all ages and abilities; help residents to maintain their preferred lifestyle; and provide encouragement for travellers to linger long enough, or stay for an extended period, so that they can experience the many attributes of the Shire.

This valuable Council-State partnership will help to achieve some of the aims of the *Coonamble Shire 2026, Community Strategic Plan*:

- *Enhance community wellbeing and quality of life to improve the liveability of the Shire, considered to be a “key factor in retaining and attracting people”*
- *Maintain and improve infrastructure to support the daily lives of residents; and*
- *Ensure that all community members have the opportunity to engage and participate*

The PAMP provides Council with the opportunity to review its existing policies, strategies and designs in relation to roads and footways, and will link with Delivery and Operational Plans.

A PAMP is developed in three stages.

Stage I required an Access Audit of pedestrian paths of travel within defined study areas to identify existing or potential hazards. This was carried out by [APD](#) in September 2014, and involved a visual assessment and photographic survey of footways; roadways; open spaces and pedestrian facilities.

Stage II of the project involved the preparation of the Draft Report, the period of exhibition and the completion of this Final Report, plus the development of the Access Audit Report, which includes Draft priorities for Council's consideration. The Access Audit Report is an attachment to this PAMP Report.

Stage III will involve the implementation of the Plan by Council.

This final PAMP Report will assist Council in developing strategies to improve access to the Shire's many facilities and areas of historical, cultural and ecological significance, and to assist in developing partnerships with the NSW State Government, developers, local businesses, community groups and other stakeholders.

1.02 Funding of PAMP Projects

Funding opportunities established under the Western Regional Transport Plan (WRTP) for Walking and Cycling Programs are set out in 'Table 1 Funding Streams' of the Funding Guidelines, and summarized here:

| Funding Stream | Eligibility | | | State Funding | | |
|--|------------------------|-------------|-----------|----------------|--------|-------------------------------|
| | Local & Regional Roads | State Roads | Catchment | Early Planning | Design | Construction / Implementation |
| Walking-Partnership | • | | 2 km | Up to 75% | 50-75% | Up to 50% |
| Walking – NSW Government Priority | | • | 2 km | 100% | 100% | 100% |
| Pedestrian Bridges | • | • | 2 km | 100% | 100% | 100% |
| Cycling – Connecting Centres Partnership | • | | 5 km | Up to 75% | 50-75% | Up to 50% |
| Priority Cycleways | • | | n/a | 100% | 100% | 100% |

Some of the works identified in the PAMP for implementation in the Construction Stage may be included in Council's Annual Works Programs, but some of the work identified may represent a significant cost.

It is important to recognise that Council may not be able to fund such works, given its current level of expenditure on pedestrian facilities. In addition, it is also important to note that there is a high level of competition for RMS financial assistance from other Councils and only a limited amount of funding is available. Funding for PAMP works on State Roads is fully provided by the RMS, and works on Regional and Urban Roads are funded on a 50-50 basis by the RMS and Council.

One of the main drivers for the preparation of a PAMP is to demonstrate that Council has a clear, documented plan for pedestrian access and mobility, which will sustain Council in a better position to access grants and funding from other sources to assist in the implementation of PAMP projects.

The NSW Government Walking and Cycling Funding Guidelines give Councils the opportunity to estimate the feasibility of a project by using a scoring system. If a proposed project is identified in Council's PAMP it attracts a significant score of 3.

1.03 Study Objectives

The objectives of this PAMP are:

- To facilitate improvements in the level of pedestrian access and priority, particularly in areas of pedestrian concentration
- To reduce pedestrian access severance and enhance safe and convenient crossing opportunities on roads
- To facilitate improvements in the level of personal mobility and safety for pedestrians with disabilities and older persons by providing infrastructure and facilities which also cater to their needs
- To provide links with other transport services to achieve an integrated land use and transport network of facilities that comply with technical standards
- To ensure pedestrian facilities are employed in a consistent and appropriate manner throughout NSW
- To ensure pedestrian facilities remain appropriate and relevant to the surrounding land use and pedestrian user groups
- To accommodate special event needs of pedestrians, e.g. 2015 Anzac Day Centenary Ceremonies
- To assist Councils in meeting their obligations under the Commonwealth Disability Discrimination Act, 1992
- To develop a program of walking infrastructure and non-infrastructure works that may attract funding from the NSW State Government to help boost rates of walking (referenced from the Western Regional Transport Plan Page 26)

Although not an objective of this Project, [APD](#) has taken the opportunity to comment on potential Shared Pedestrian and Bicycle Paths. A study of proposed Shared Paths would involve an audit of similar areas within the PAMP Study Area. The topography of Coonamble would allow Shared Paths of easy walking and cycling.

1.04 Benefits of a PAMP

The RMS 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, Development Control Plans and Strategic Plans.

1.05 Disability Standards

The RMS Guidelines require compliance with the Disability Discrimination Act, 1992, (DDA) and Australian Standard AS1428.1, *Design for access and mobility. Part 1: General requirements for access-New building work*.

The Disability Standards for Accessible Public Transport (DSAPT), established under Section 31 of the DDA, require Councils to ensure that all bus stops and other public transport infrastructure under their control are fully accessible by the end of 2022.

There are 16 criteria that must be met for a bus stop to be fully accessible, but not all criteria apply to any one stop.

The provision of Bus Waiting Shelters is not one of the criteria. Shelters provide other benefits like weather protection and seating, but they do not provide accessibility.

Although School Bus Stops are not included in the DSAPT, consideration has been given to the provisions of that Standard at School Bus Zones within Coonamble.

1.06 Road Safety Initiatives

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 this PAMP will help Council to achieve the aims of both of these safety initiatives.

1.07 Methodology

Elements of the Project were carried out as shown in the Roads and Maritime Services diagram on page 9. The Access Audit involved a visual and photographic survey of the areas nominated by Council in Coonamble and Gulargambone, shown on the Plan in Appendix A.

A visual inspection was carried out of every footway, road crossing, other paths of pedestrian travel, and pedestrian facilities within the study areas, and an assessment was made of any features that are required to be amended, repaired or improved.

Audits were generally made of one side of a street and then the other, wherever paved footways exist, so as to provide a sequential review of a particular path of travel. Most intersections were also audited for pedestrian paths of travel and safety.

The Access Audit Report identifies and describes a particular feature and reports on the work required for improvement or compliance with the RMS Guidelines. Rankings 1 to 4 are assigned to proposed works.

Works with a ranking of 1 are those that are considered to be urgent by virtue of the condition of the pedestrian element, its location and frequency of use; for example, most of the proposed works along sections of the Castlereagh Highway.

Works with a ranking of 4 are those that are located in low use areas, but which should be considered in future works programs; for example, the paving of un-made footways in sparsely populated urban areas where an increase in housing is expected in future years.

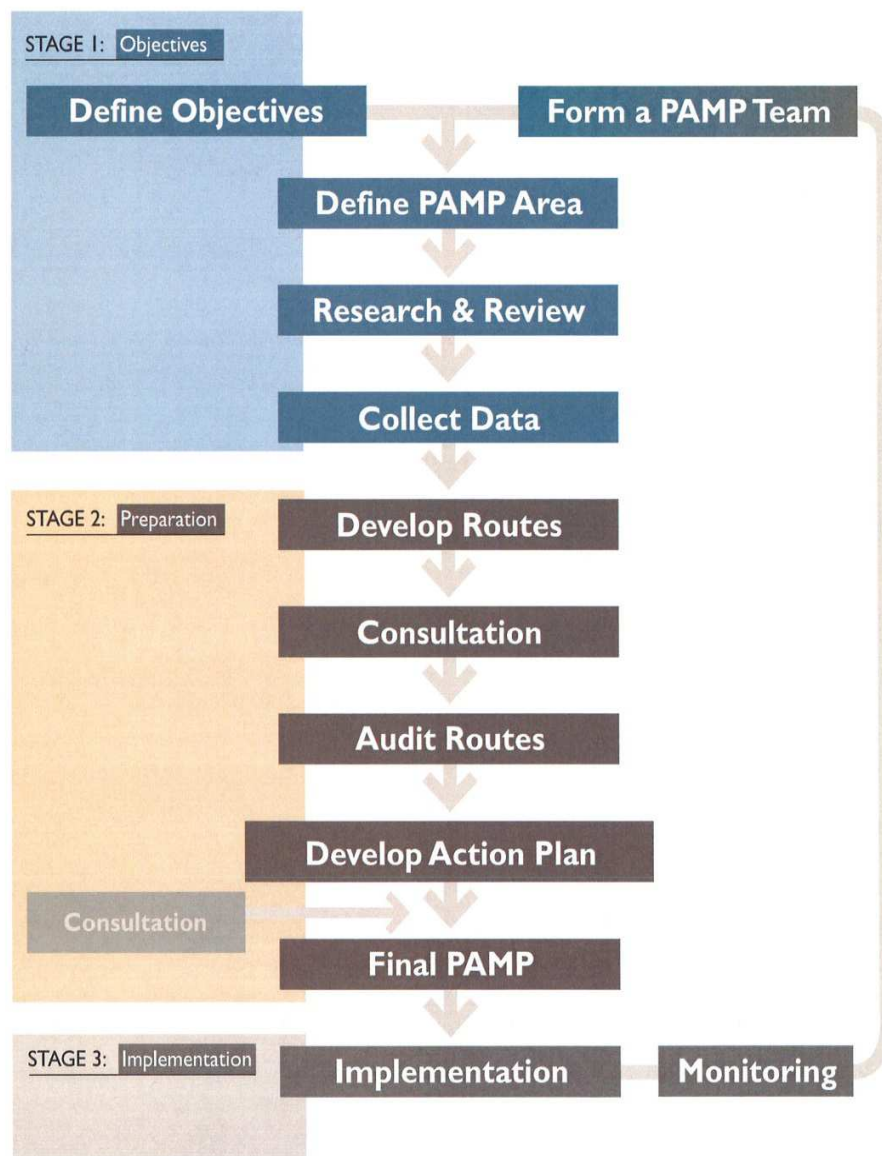
A number of Items are listed with a ranking of 1, but they fall into different categories:

- Urgent works
- Some works by other Authorities
- Features that are a danger to people who are blind, deafblind or have low vision, e.g. overhanging branches
- Loose gravel
- Grass growth in footway joints that have the potential to trip
- Work on State Highways

HOW TO PREPARE A PAMP METHODOLOGY

The Diagram, How to Prepare a PAMP- Methodology shows the three broad stages involved in the process:

- Stage 1: Objectives
- Stage 2: Preparation
- Stage 3: Implementation



Rankings are also assessed by the number of attractors in the vicinity:

- Schools; kindergartens and child care centres
- Hospitals and Medical Centres
- Frequently visited places such as the Library and Council Offices
- Meeting places and shops, restaurants and businesses
- The crossing of major intersections
- Bus Stops and Railway Stations

| Ranking | Criteria used for assessing a Ranking |
|---------|---|
| 1 | <ul style="list-style-type: none"> • Works considered to be urgent because of their current condition • Potential as a trip/fall hazard • Improvement of sight distance for pedestrian and motorist • Location / Number of Attractors • Frequency of use • Non-compliance with Australian Access and Mobility Standards • Compliance with current best practice • Road hierarchy, e.g. State Highway • High need / low cost to Council |
| 2 | <ul style="list-style-type: none"> • Work not urgent, but requires attention in the near future • Location / Number of Attractors • Improvement of sight distance for pedestrian and motorist • Frequency of use • Non-compliance with Australian Access and Mobility Standards • Compliance with current best practice • Road hierarchy, e.g. Local Road • Attention by others, e.g. Telstra |
| 3 | <ul style="list-style-type: none"> • Work not urgent • Location Low frequency of use • Road hierarchy, e.g. Local Road |
| 4 | <ul style="list-style-type: none"> • Work in low use areas that should be considered for inclusion in future Works Programs |

Monitoring of the PAMP will be carried out by Council and will consist of management of the proposed works within current budget projections, and input into future budget considerations.

The photographic survey presents an historical record of the condition of a public domain feature as it existed in September 2014.

2.00 Study Areas (Items 1 and 2 in Appendix)

Item 1: The audited area of **Coonamble** is that bounded by the following streets -

- Conimbia and Gordon Streets in the north;
- Coonamble Terrace, Auburn Street and Charles in the east;
- Quonmoona and King Streets in the south; and
- Railway Street and Herman Street in the west

Item 2: The audited area of **Gulargambone** is that bounded by the following streets -

- Bourbah and Brinjal Streets in the north;
- Mendooran Street in the east;
- Armitree and Breelong Streets in the south; and
- Munnell Street in the west

The following elements of the public domain were included in the Access Audit:

| |
|--|
| Footways (widths, crossfalls, paving type) |
| Kerb and gutter |
| Kerb ramps |
| Pedestrian crossings, refuges and medians and some elements of road design |
| Parking and driveways |
| Bus stops and waiting shelters |
| Street furniture and overhanging vegetation |

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

| |
|-------------------------------|
| Public toilets |
| Access to public buildings |
| Access to parks and monuments |

3.00 Characteristics of Coonamble Shire

3.01 Area and Population

The Shire of Coonamble occupies an area of 9,900 square kilometers, with a total population in excess of 4,000 and a population in Coonamble Township of almost 3,000.

The 2011 Census reports that the population at that time was 2,446, with an Aboriginal population of 905, or 37% of the total number of residents.

The Castlereagh River passes through the Town of Coonamble and to the west of the Village of Gulargambone.

3.02 Road Hierarchy

Most roads in the study area are Urban Streets or lanes, with one State Highway –

- The Castlereagh Highway (SH 18) passes through the Township of Coonamble, via Castlereagh Street, Aberford Street and Walgett Road; and
- Through the Village of Gulargambone.

Most roads in the business and residential areas of the Township and Village have kerbs and gutters; and lanes are generally sheeted in bitumen with no kerbs or gutters. Most footways in the business and residential areas are constructed in concrete or decorative block paving. In other streets the footways are mostly un-made.

3.03 Transport

- A daily return TrainLink bus service operates through Coonamble and Gulargambone, between Dubbo and Lightning Ridge, to connect with the western XPT rail service to Sydney.
- Sid Fogg Coaches provide a service between Coonamble and Newcastle and The Hunter Valley three day per week.
- Private Bus Companies provide School and Community services.
- Taxis are available seven days a week.

4.00 Pedestrian Issues

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

- Unpaved and un-connected footways in residential areas
- The need for reconstruction / repairs of existing paved footways (cracking, wide joints, disturbed block paving, lifted slabs)
- Kerb ramps that do not comply with Australian Standard AS1428.1 (2009)
- Kerb extensions to reduce pedestrian walk time across wide roadways
- A lack of appropriate public seating
- The need for equitable and dignified access to shops, businesses, facilities and tourist destinations
- The lack of street name signage
- The lack of property numbers
- Overhanging vegetation

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

The removal of impediments and hazards will encourage older citizens, people with disabilities, people who use mobility devices such as wheelchairs and mobility scooters, and children with scooters to make better use of their environment.

As with other Rural Centres, most of the streets in Coonamble and Gulargambone are wide. Streets in the Central Business District and local shopping precincts have angle parking, and traffic volumes and speeds are generally moderate.

However, wide streets require longer crossing times 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 and people with physical disabilities or mental health issues. It is **recommended** that consideration be given to the construction of kerb extensions at some locations in order to reduce these difficulties.

It is also **recommended** that consideration be given to the construction of centre median refuges on some wide roads. The installation of Tactile Ground Surface Indicators within pedestrian refuges would provide a benefit for people who are blind, deafblind or have vision impairment.

5.00 Features of pedestrian paths of travel that require attention in the short term

There are a number of high-need, low-cost actions that can be taken in the short term to improve paths of pedestrian travel, not all of which require Council resources.

5.01 Overhanging trees (Photograph 1)

Overhanging vegetation is a particular hazard for people who have vision impairment or are deafblind, and for children or adults on bicycles.

The Standards require a minimum vertical clearance over a pedestrian path of travel of 2000 mm; and 2400 mm for a designated cycle path.

Children up to the age of 12 are permitted to ride bicycles on a footway, as are their accompanying adults.

The removal of overhanging vegetation by Council and property owners is considered to be a high need, low cost action.

5.02 Service Stations (Photograph 2)

The driveways at some Service Stations are badly damaged across the footway and require reconstruction.

Service Station proprietors should be required to provide barriers along the property line to protect pedestrians from vehicles in the 'filling' aisles, and to prevent damage to footways. The reconstruction by owners of damaged driveways, and the provision of barrier kerbs, are considered to be high-need, low-cost actions.



1.



2.



5.03 Loose Gravel (Photograph 3)

Loose gravel on a firm surface is a fall hazard for all pedestrians. The removal of loose gravel by Council and residents from areas under their control is considered to be a high need, low cost action.

5.04 Grass growth in footway joints and cracks (Photograph 4)

Grass in joints and cracks poses a trip hazard for people with vision impairment and older people who do not lift their feet and tend to shuffle. The poisoning and removal of grass is considered to be a high need, low cost action.

5.05 Service pits

Several locations are identified in the Access Audit Report where service covers and collars are damaged. Their repair by the appropriate Authority is considered to be a high need action, at relatively low cost to Council.

5.06 Wide joints

Wide joints have the potential to create a hazard for people who use a wheelchair or walking aid. The sealing of joints is considered to be a high need, low cost action.

6.00 Other issues of concern along a pedestrian path of travel

6.01 Kerb Ramps

The importance of kerb ramps cannot be underestimated. Their location, design and construction in compliance with AS1428.1 (2009) not only ensures safe, equitable and dignified access for people of all ages and abilities, but reduces the incidence of potential accident claims against Council.

People with vision impairment rely on kerb ramps for their safe passage to or from a footway, and for providing a direction of travel. If kerb ramps are not positioned so that they can direct a person in a safe path of travel, that person may inadvertently walk into the middle of an intersection, as shown in **photograph 5**.

A full-corner kerb ramp has the potential to confuse a person with vision impairment; and places waiting pedestrians at risk from a vehicle that cuts the corner, **photograph 9**.



5. Kerb ramps incorrectly aligned.





6. Lip at base of kerb ramp.



7. Steep lip at kerb extension.



8. Kerb ramp is very steep.

| | |
|--|--|
|  <p>9. Full corner kerb ramps allow vehicles to cut across the corner, as shown by the tyre marks on this kerb ramp.</p> |  <p>10. The steep camber and steep gutter may cause a wheelchair or mobility scooter to become stuck, creating the potential for tipping.</p> |
|--|--|

The existence of a lip at the base of a kerb ramp prevents some people who use wheelchairs from accessing the footway as the front wheel of a manual chair usually has a small radius and cannot mount the lip, as shown in **photographs 6 and 7**; or the kerb ramp is too steep to mount, as shown in **photograph 8**.

This means that some people will spend more time on the roadway while trying to access the kerb ramp or kerb extension, or while trying to find an alternate path of travel to the footway, thus increasing their safety risk.

Lips also present a hazard for aged pedestrians, people who have an ambulant disability or people who have vision impairment or are deafblind, particularly when the kerb ramp is in shadow.

Where the road camber is steep it is possible for a wheelchair, power chair or mobility scooter to become stuck in the “V”, thus remaining on the roadway until help arrives. There is also the potential for the chair to tip over, which could be disastrous for some people, particularly those who use a power chair. **Photograph 10**

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

Tactile Ground Surface Indicators (TGSI's) are required where the gradient of the kerb ramp is flatter than 1:8.5, to alert people with vision impairment that they are not on a sloping footway but on a kerb ramp and nearing a hazard, such as a roadway.

The TGSI mat is to be 600-800 mm deep, and fixed 300 mm from the gutter line. The mat is to extend across the full width of the kerb ramp, excluding the splays.

6.02 Pedestrian refuges and walk-throughs in medians

There are some locations where kerb ramps are not opposite each other (**Photograph 11**), or where a pedestrian refuge or the walk-through section of a median is not aligned with kerb ramps on either side of the road. People with vision impairment do not always walk in a straight line and the non-alignment of walk-throughs with kerb ramps can present further confusion.



11. This very wide intersection requires a centre pedestrian refuge for the safety of older people, parents with small children and people with disability.



12. An asphalt walk-through in this concrete median would provide a guide for a person with low vision.

Some people who are blind, deafblind or have low vision do have the ability to detect contrasting colours. The surface of a pedestrian refuge or walk-through should therefore provide a colour contrast with the median.

For example, a concrete walk-through in a concrete median does not provide a cue for some people, but an asphalt surfaced walk-through in a white concrete median does provide that cue. **Photograph 12**

The walk-through should be at the same level as the roadway. A raised surface can present a potential trip hazard in the middle of the road for people with vision impairment, or for and aged people who tend to shuffle rather than lift their feet.

TGSIs should be placed within the walk-through of a pedestrian refuge, as shown in Australian Standard AS1428.4.1 (2009).

6.03 Tactile Ground Surface Indicators (TGSI's)

People who read TGSI's are taught to read them strictly in compliance with Australian Standard AS1428.4.1. TGSI's laid in any other configuration send a confusing message to the reader which could place the person in jeopardy.

If TGSI's cannot be laid in strict accordance with the Standard, advice should be sought from an Accredited Access Consultant or from Guide Dogs NSW/ACT or Vision Australia. Excessive use of TGSI's is not recommended as other cues might be more appropriate in some instances.

6.04 Rails, ramps and steps

There are a number of sites where ramps or steps are located. These are identified in the Access Audit, with recommendations for improvements. An important consideration for steps is to provide equal height risers. Unequal height risers have the potential to cause a person to fall or stumble.

Two or more steps are required to have a handrail each side, or one may be centrally located if the steps are wider than 2 metres. It is noted that a handrail is available at the entrance to the Pool when the roller doors are open.

TGSIs are generally required at the top and base of a set of steps, depending on their location. TGSIs should be placed at the top of the steps to the Pool (**photograph 13**), but not at the base as they would be confusing to a person who walks past the Pool.

Steps are required to have contrast nosings for their full width. The colour of the nosings should provide a luminance contrast of 30% to their surroundings.

The path in **photograph 14** should either have handrails each side, or the ground surface either side should be raised to be level with the path for a lateral distance of 600 mm.



13. A handrail is provided when the roller doors are open.



14.



15. Ramps are required to have handrails each side, for the benefit of a person who may not have the use of one arm.

This ramp should also have a lower rail, 65 mm above the surface of the ramp to prevent a wheelchair from rolling under the upper rail.

The colour of the handrail should have a luminance contrast of at least 30% with its surroundings, for the benefit of people with low vision.

TGSIs are required at the top and base of the ramp.

6.05 Street furniture

Many items of street furniture are not accessible, as identified in the Access Audit, and shown in photographs 16 and 17.



16. Public Telephone is not accessible. The base of the Telephone Box should be connected to the footway, with no lip at the base.



17. The slots of these Public Posting Boxes are 1400 mm above the footway level. The maximum vertical reach of a person who uses a wheelchair is 1350 mm.

6.06 Footway Construction

6.06.1 Width

Australian Standards for buildings set the minimum width of a footway at 1000 mm. Most paved footways in Coonamble and Gulargambone are at least this wide.

6.06.2 Crossfall

Australian Standards for buildings require the maximum crossfall of a footway to be 1:40. This can be reduced where the longitudinal gradient of a footway is steep.

Where a crossfall is steeper than 1:40 there is the tendency for a wheeled device to roll towards the kerb. This may create a control problem for the operator, particularly if that person has a restriction of the upper body.

6.06.3 Slip resistance

Every surface has a degree of slip-resistance. Circumstantial evidence has shown that adjacent pavements with markedly different degrees of slip-resistance pose a slip or trip hazard to all pedestrians.

As a person walks from one surface to another there is often a need to change gait or pace. In walking from a surface with a high slip-resistance to one of low slip-resistance there is the potential to slip.

In walking from a surface with a low degree of slip- resistance to one of high slip resistance there is the potential to stumble.

The slip-resistance of a new paving material should be as near as possible to that of the adjacent surfaces.

NOTE: All paving should be non-slip in wet and dry conditions, and consideration should be given to gradients.

6.07 Bus Stops

The Disability Standards for Accessible Public Transport, 2002, set the following target dates by which bus stop infrastructure is to be fully accessible:

- 31.12.2007.....25%
- 31.12.2012.....55%
- 31.12.2022.....100%

Any new bus stop established after October 2002 is required to be fully compliant. These dates apply to all bus stops, excluding those for School bus services.

Compliance with the following 16 criteria is required for a bus stop to be fully accessible:

- Access paths to the bus stop (which may include a kerb ramp)
- Handrails and grabrails
- Manoeuvring areas
- Stairs
- Passing areas
- Symbols
- Ramps
- Signs
- Waiting areas
- Tactile ground surface indicators
- Boarding area
- Lighting
- Allocated space
- Street furniture
- Surfaces
- Information

Not all criteria apply to any one bus stop.

It is pointed out that Waiting Shelters are not included in the criteria. Shelters can provide weather protection, seating and lighting, but they do not provide accessibility.

However, if a Waiting Shelter is provided, a space (800 mm wide) for a person who uses a wheelchair must also be provided within the shelter.

6.07.01 Gulargambone TrainLink Bus Stop (Photograph 18)



18. TrainLink Bus Stop in Gulargambone is not accessible.



19. TrainLink Bus Stop in Coonamble is not accessible

The TrainLink Bus Stop in Coonamble Street, Gulargambone, requires attention to the following elements:

- Paths of travel from the western side of Coonamble Street and from the eastern side of the Castlereagh Highway
- Kerb ramps either side of Coonamble Street
- A boarding area
- An allocated space for a wheelchair within the Waiting Shelter
- Access to and around the Timetable

It is **recommended** that –

1. A concrete slab is constructed between the existing Waiting Shelter slab and the kerb, with no step, and a maximum crossfall of 1:40, to provide a Boarding Area;
2. Standard kerb ramps are constructed either side of Coonamble Street to connect with the new concrete slab;
3. The eastern side of the Castlereagh Highway is connected to the western side of Coonamble Street at Yalcogrin Street (as recommended at Item 0065 in the access Audit Report), to provide a continuous accessible path of travel for residents who live east of the Highway;
4. The Timetable is located within the new concrete slab, with circulation space of 1500 mm on both sides;
5. The existing seat is amended, or replaced, to provide an allocated space 800 mm wide, for a person who uses a wheelchair;
6. The existing, or new, seat is fitted with an armrest.

6.07.02 Coonamble TrainLink Bus Stop (Photographs 19, 20 and 21)**20.****21.**

The TrainLink Bus Stop in Castlereagh Street, Coonamble, requires attention to the following elements:

- Paths of travel from the northern and southern sides of the Bus Stop (As recommended at Items 0097 and 0100 in the Access Audit Report)
- A boarding area
- An allocated space for a wheelchairs within each Waiting Shelter
- Access to and around the Timetable

It is **recommended** that –

1. A concrete slab is constructed between the existing Waiting Shelter slabs, with no step, and the kerb, with a maximum crossfall of 1:40, to provide a Boarding Area;
2. The paths of travel from the northern and southern sides of the Bus Shelters are repaired as in the Access Audit Report
3. The Timetable is located within the new concrete slab, with circulation space of 1500 mm on both sides;
4. The existing seats are amended, or replaced, to provide an allocated space 800 mm wide in each shelter, for persons who use wheelchairs;
5. The existing, or new, seats are fitted with armrests;
6. Tactile Ground Surface Indicators are placed across the footway at the Boarding Area.

6.08 Accessible Parking (Photographs 22 and 23)

Australian Standards require parking spaces for drivers or passengers with a 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, or 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 or passenger transfers from their 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 disabilities such as upper body restrictions.

It is preferable 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.

This is particularly important where road cambers are steep and a driver is required to turn the body to assist with navigation.

Australian Standard AS/NZS 2890.6 (2009) requires an Accessible Parking Space to have an adjacent Shared Area into which a roof-mounted wheelchair can be lowered, and within which a person can safely transfer from the vehicle to a wheelchair. A kerb ramp is required to be located within the Shared Area.

**22.****23.**

A parallel Accessible Parking Space just south of the Pedestrian Crossing opposite Council's offices would assist a driver or passenger with a disability to park close to the offices or Library.

6.09 Street signage

The lack of street name signs was frequently noted during the survey. The provision of street name signs is given a priority of 2 on the basis that, although they are required in the short term, a signage strategy would take time to develop.

When signs that indicate connecting streets are placed at the same height one is hidden from a driver's view by the other, as shown in **photograph 24**. A driver who slows down to try and view the other sign could become a hazard to other drivers or pedestrians.

Although the signs in **photograph 25** are at different heights, one is still partly obscured by the other. The relocation of one sign, 50-75 mm below the other, would allow both signs to be easily read by a driver at the same time.

For the benefit of community workers or visitors this is considered to be a high-need, low-cost action.



24.



25.

7.00 Paths of pedestrian travel that require attention in Coonamble, as identified in the Access Audit Report – (Item 3 in Appendix)**7.01 Castlereagh Street**

- Both sides between Macquarie Street and Tooloon Street
- West side between Aberford Street and Coonamble District Hospital
- East side between Aberford Street and Warrena Street

7.02 Aberford Street

- South side between Railway Street and Dubbo Street
- North side between Wingadee Street and Dubbo Street

7.03 Tooloon Street

- Both sides between its western end and Mundooren Street

7.04 Warrena Street

- Both sides between Castlereagh Street and Dubbo Street

7.05 Dubbo Street

- East side between Aberford Street and McCullough Street

7.06 Namoi Street

- Both sides between Tooloon Street and Warrena Street, including the construction of a pedestrian refuge at the intersection with Maule Street
- Across Namoi Street, just north of Warrena Street, to provide a safe path of travel Warrena Street and the eastern side of the Castlereagh Highway, to the eastern footway of the Highway in the vicinity of the TrainLink Bus Stop

7.07 Maule Street

- Both sides between Namoi Street and Aberford Street
- Both sides from Coonamble High School to McCullough Street

7.08 Yarran Street

- West side between Aberford Street and McMahon Street
- East side between Aberford Street and Bertram Street

7.09 Wilga Street

- Both sides between Aberford Street and McMahon Street

7.10 Arthur Street

- Both sides between Aberford Street and Warrena Street

7.11 Bertram Street

- North side between Yarran Street and Coonamble Public School

7.12 Castlereagh Highway

- Across the Highway just north of King Street, including the construction of kerb extensions, to link Smith Park with Coonamble Sportsground

8.00 Paths of pedestrian travel that require attention in Gulargambone, as identified in the Access Audit Report – (Item 4 in Appendix)**8.01 Bourbah Street**

- South side between Coonamble Street and Gulargambone Hospital
- North side from opposite Coonamble Street to Gulargambone Road

8.02 Munnell Street

- West side from Bourbah Street to opposite Yalcogrin Street
- East side from Bourbah Street to Armitree Street

8.03 Coonamble Street

- West side from Yalcogrin Street to Bourbah Street

8.04 Yalcogrin Street

- Both sides from Munnell Street to Yoolundry Street

8.05 Wilga Street

- Both sides from Munnell Street to Coonamble Street

8.06 Armitree Street

- Both sides from Munnell Street to Coonamble Street

8.07 Across Bourbah Street

- From the south east corner at Munnell Street to the northern footway of Bourbah Street, with the construction of kerb extensions

8.08 From the Castlereagh Highway to Coonamble Street

- Through the park to connect the north west corner of the Highway and Yalcogrin, to the north west corner of Coonamble and Yalcogrin Streets

9.00 Other Issues

9.01 Castlereagh Highway 40 km/h zone

A potential road safety issue was noted on the Castlereagh Highway at the intersection of Castlereagh Street and Aberford Street.

There is extensive uncontrolled pedestrian activity at this intersection and pedestrians were observed, on several occasions, taking short-cuts between the north-west and south-west corners. There is no pedestrian crossing to protect these at-risk road users.

Drivers turning west into Aberford Street from Castlereagh Street have a very short sight distance. It is assumed that the recommended speed limit for this bend in the Highway of 35km/h was introduced because of the limited line of sight. **(Photograph 26)**

After turning left, a vehicle is confronted firstly by the Bridge and then immediately by the Pedestrian Crossing at the Swimming Pool. It was noted that a driver's vision is also impacted by the western setting sun at this point, which could pose a hazard to pedestrians on the crossing.

In the interest of pedestrian safety, and in respect of the United Nations Decade of Action for Road Safety, 2011-2020, it is **recommended** that Council's Traffic Committee give consideration to the introduction of a 40 km/h High Pedestrian Activity Area on the Castlereagh Highway, between the Pedestrian Crossing in Castlereagh Street near the Council Chambers and the Pedestrian Crossing in Aberford Street at the Swimming Pool.

A Fact Sheet on High Pedestrian Activity Areas is included as **Item 5** in the Appendix, which also explains the required signage.



26.



27.

9.02 Planting on roadways (Photograph 27)

Planting on roadways should not exceed 1.15 metres in height, stated by the Roads and Maritime Services to be the accepted height of a driver's eye above the road surface.

The average eye height of a person in a wheelchair is 1.22 metres.

Photograph 27 was taken on the Castlereagh Highway at the Council Chambers, at the driver's eye height. It shows how sight distance is restricted by vegetation on the roadway, and how sight distance could be restricted for a person who uses a wheelchair, when using the kerb extension.

It is **recommended** that planting on roadways is restricted in height to a maximum of 1.15 metres above the road surface, for the safety of pedestrians and drivers.

9.03 Picnic facilities

- An accessible path of travel is required to picnic and play facilities from the nearest footway (**Photographs 29, 30 and 31**)
- Some seating should have back rests and armrests for the convenience of older people or people who have mobility impairment.
- Some tables should provide an overhang to allow a person who uses a wheelchair, or a child in a stroller, to sit at the table with others

9.04 Cenotaphs

The Anzac Centenary in 2015 drew record crowds to various events and wreath-laying ceremonies around Australia.

For the benefit of attendees at future ceremonies is **recommended** that-

- The grate at the alignment, across the roadway to the Cenotaph, is replaced with a compliant grate that has slots of maximum width 13 mm at right angles to the path of travel (See Item 0084 of the Coonamble Access Audit Report);
- The asphalt roadway is repaired to remove potential trip hazards (As above);
- A paved pathway is constructed to the base of the Coonamble Cenotaph from the asphalt roadway (As above);
- A Standard kerb ramp is constructed to the Cenotaph in Gulargambone, to remove the lip and the steep splays (See photograph 28).

**28.** Gulargambone Cenotaph**29.** Picnic shelter is not accessible**30.** Play equipment is not accessible**31.** Picnic facilities are not accessible.

9.05 Passing areas on Sir Edward Halstrom Bridge (Photograph 32)

The incidence of wheelchair, power chair and mobility scooter use is increasing, as are their sizes and widths. As these conveyances are classed as pedestrians they are entitled to use footways and this can pose a problem if the footway is not wide enough to allow two of them to pass. Australian Access and Mobility Standards require a passing area to be 1800 mm wide and 2000 mm long.

A potentially dangerous situation occurs on the Bridge where, in the event that two mobility conveyances approach each other and are unable to pass, one occupant may have to reverse down the gradient of the Bridge. Such a manoeuvre is potentially dangerous and stressful for the occupant.

It is **recommended** that Council submit a request to the NSW Roads and Maritime Services to widen a section of both footways, at the mid-point of the Bridge, to provide compliant passing areas.



32. Sir Edward Halstrom Bridge, north side, looking east.



33. Proposed location for a crossing point of the Castlereagh Highway, just north of King Street.

10.00 Shared Pedestrian / Bicycle Paths (Appendix Items 6 and 7)

The opportunity was taken during the site audit to investigate potential shared pedestrian and bicycle paths. Council may seek funding for the following projects for Coonamble and Gulargambone under the NSW Government Active Transport Program.

Coonamble

10.01 Route 1

- Wingadee Street, east side, from Ross Street to Aberford Street;
- Aberford Street, north side, from Wingadee Street to the Pedestrian Crossing of the Castlereagh Highway, at the Swimming Pool;
- A “walk zone” between the northern footway of Aberford Street at the Pool; across the Pedestrian Crossing; eastward across the Sir Edward Halstrom Bridge; southern footway of Aberford Street and western footway of Castlereagh Street, to and across the Pedestrian Crossing south of the Council Offices;
- Castlereagh Street from the Pedestrian Crossing southerly to Namoi Street; across Namoi Street from west to east; south in Namoi Street to the northern footway of Warrena Street; Warrena Street, north side, from Namoi Street to Maule Street; and Maule Street, west side, from Warrena Street to Coonamble High School

10.02 Route 2

- Castlereagh Street, west side, from the Pedestrian Crossing to the Showground and Rodeo Arena; including a loop around the River Walk

10.03 Route 3

- Aberford Street, from the Pedestrian Crossing at the Swimming Pool to Yarran Street;
- Yarran Street, east side, to Bertram Street;
- Bertram Street, north side, to Coonamble Public School

10.04 Route 4

- A “walk zone” across the Castlereagh Highway from Smith Park to Coonamble Sportsground, via a proposed crossing with kerb extensions (**Photograph 33**);
- King Street, northern side from the Highway to Dubbo Street;
- Dubbo Street, west side, from King Street to Aberford Street
- Aberford Street, south side, from Dubbo Street to Namoi Street

10.05 Route 5

- On-road cycle paths either side of Mundooren Street, between Aberford Street and Namoi Street, to link with Apex Park, Broome Park and Lions Park

Gulargambone

10.06 Route 6

- **(See Item 0052 in the Gulargambone Access Audit Report)**
An un-made path runs in a north west – south east direction through undeveloped land bounded by Kirban, Breelong and Muraiman Streets, that connects the Aboriginal Mission in Kirban and Mendooran Streets with Breelong Street.

Consideration might be given to a study of the potential to develop a Shared Path from the Mission to Bourbah Street via Kirban, Breelong, Yoolundry and Yalcogrin Streets to link with the Aboriginal Lands Council, Youth Club and Public School in Yoolundry Street.

10.07 Route 7

- **(See Item in the Gulargambone Access Audit Report)**
An un-made path runs along the Castlereagh River from the Gulargambone-Quambone Road to the eastern side of the Highway Bridge over the River.

This route, with its existing information signs, has the potential to be a popular venue for local recreation or as a visitor destination.

Consideration might be given to the construction of a Shared Path from Bourbah Street, along the eastern side of the Gulargambone-Quambone Road to the southern side of the River, then easterly along the River, under the Bridge to the eastern side, and a rise up to the Castlereagh Highway, where a holding point would be established for walkers and cyclists to wait for a safe crossing of the Highway.

11.00 Documents consulted in the preparation of this PAMP

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|--|
| The Roads and Maritime Services NSW guidelines on <i>“How to Prepare a Pedestrian Access and Mobility Plan”</i> |
| Coonamble Shire 2026: Community Strategic Plan |
| Commonwealth Disability Discrimination Act, 1992 |
| Disability (Access to Premises- Buildings) Standards, 2010 |
| Disability Standards for Accessible Public Transport, 2002 |
| United Nations Decade of Action on Road Safety, 2011-2020, Report |
| Australian Road Research Board Safe Systems Approach Report |
| NSW Government Western Regional Transport Plan |

12.00 Conclusion

This PAMP is a valuable tool to assist in providing enhanced access and mobility for pedestrians. The implementation of the proposed projects will provide improved opportunities for older citizens to remain active participants in the community, and a safer pedestrian environment for school children.

It is **recommended** that Council provide a budget allowance for the implementation of the PAMP projects which reflects the community’s expectations and priorities, and to allow the projects to be implemented in the shortest possible timeframe.

As the Western Regional Transport Plan places significance on the existence of a Pedestrian Access and Mobility Plan in assessing funding proposals the development of this new PAMP will assist Council in preparing submissions for funding grants.

To assist in the planning of works it is also **recommended** that Council pursue all other possible funding avenues as they become available.

It is **recommended** that the PAMP be reviewed every 5 years.

13.00: Appendices

| | |
|---------------|---|
| Item 1 | Survey area of Coonamble |
| Item 2 | Survey area of Gulargambone |
| Item 3 | PAMP Paths of Travel in Coonamble |
| Item 4 | PAMP Paths of Travel in Gulargambone |
| Item 5 | High Pedestrian Activity Area Fact Sheet |
| Item 6 | Potential Shared Paths - Coonamble |
| Item 7 | Potential Shared Paths - Gulargambone |

14.00 Access Audit Reports

The Access Audit Reports for Coonamble and Gulargambone are attachments to this PAMP Report.

This Pedestrian Access and Mobility Plan was prepared by-

John Evernden,

Accessible Public Domain

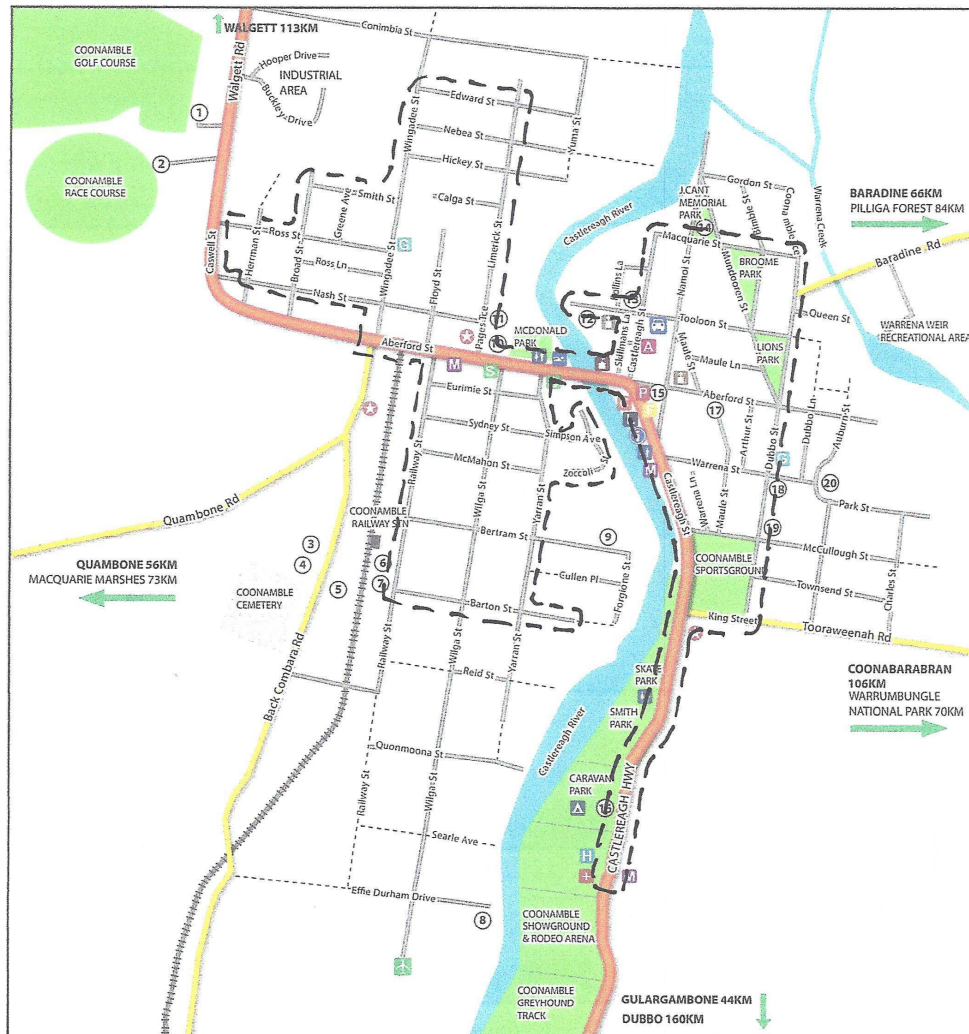
B.Sc. (Tech.) Civil Engineering; B. App. Sc. Ecotourism

Accredited Access Consultant (No. 199)

Coonamble Town Map

Item 1

Study Area



MAP LEGEND

| | | | | | | |
|-----------------------|--------------|-------------------------|---------------|-------------|----------------------|--------------------|
| State Hwy | Library | Ambulance | Post Office | Museum | Aerodrome | Camping |
| Regional Road | Motel | Hospital | Fire Station | Church | Public Swimming Pool | Information Centre |
| Local Road (sealed) | Fuel Station | Coonamble Shire Council | General Store | Art Gallery | Supermarket | NRMA/ Countrylink |
| Local Road (unsealed) | | | | | | |
| Railroad | | | | | | |
| Park/Reserve | | | | | | |
| Waterbody | | | | | | |

Gulargambone Town Map

Item 2

Study Area

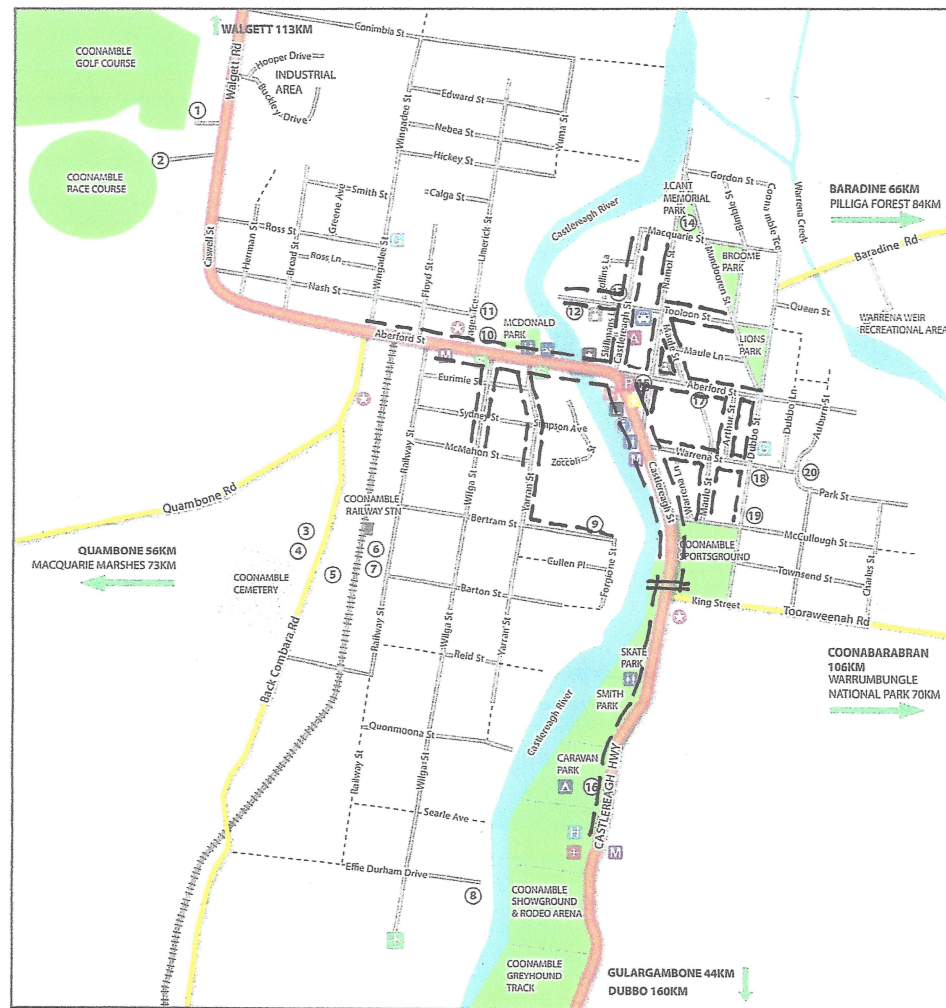


MAP LEGEND

| | | | | | | | |
|-----------------------|--------------|---------|----------------|----------------------|--------------|--------------------|-------------|
| State Hwy | Park/Reserve | Library | Post Office | Camping | Hospital | Fire Station | Supermarket |
| Regional Road | Waterbody | Church | Public Toilets | Public Swimming Pool | Fuel Station | Information Centre | |
| Local Road (sealed) | | | | | | | |
| Local Road (unsealed) | | | | | | | |
| Railroad | | | | | | | |

Coonamble Town Map

Item 3
PAMP
Paths



MAP LEGEND

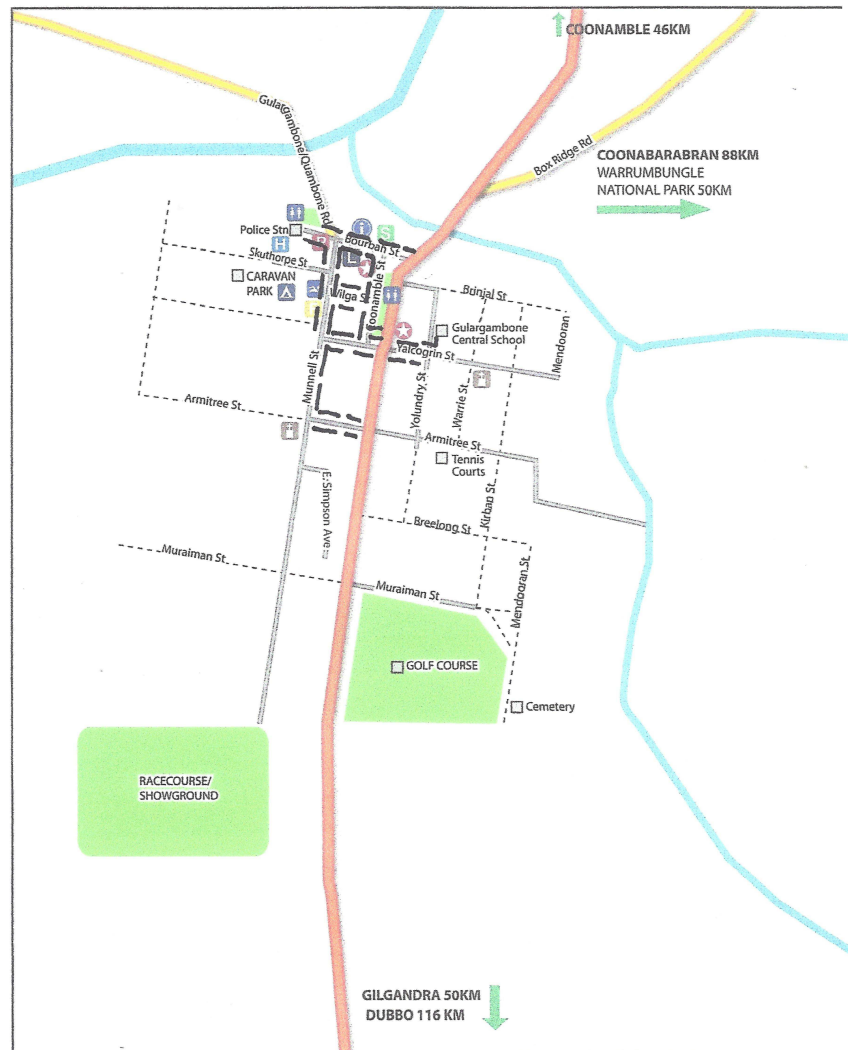
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Gulargambone Town Map

Item 4

PAMP

Paths



MAP LEGEND

| | | | | | | | |
|-----------------------|--------------|---------|----------------|----------------------|--------------|--------------------|-------------|
| State Hwy | Park/Reserve | Library | Post Office | Camping | Hospital | Fire Station | Supermarket |
| Regional Road | Waterbody | Church | Public Toilets | Public Swimming Pool | Fuel Station | Information Centre | |
| Local Road (sealed) | | | | | | | |
| Local Road (unsealed) | | | | | | | |
| Railroad | | | | | | | |

40km/h HPAA Fact Sheet



Item 5

Transport
for NSW

AUGUST 2012



What is a 40km/h High Pedestrian Activity Area (HPAA)?

These are areas of high pedestrian activity, near shopping strips, railway stations, bus interchanges, beach-sides and services such as medical centres.

The maximum speed limit is 40km/h at all times. The different road environment helps to alert drivers to the lower speed limit and makes them aware of the presence of pedestrians moving about or near the road.

This creates a safer road environment for all road users, particularly for pedestrians, cyclists and children.



Why 40 km/h?

Managing speed, in accordance with safe system principles, is a key component in managing pedestrian safety. Research and scientific analysis show that a pedestrian hit by a car travelling at 40 km/h has twice the chance of surviving the collision than if the car was travelling 50 km/h.

Travelling speeds higher than 40 km/h greatly increases the risk of injury and death to pedestrians.

How is a 40km/h HPAA created?

Local councils, in partnership with Roads and Maritime Services (RMS) design and implement the schemes in accordance with the Transport for NSW (TfNSW) guidelines for 40km/h zones.

How will I know a 40km/h HPAA?

These are schemes where the street environment makes drivers and pedestrians aware of the different driving conditions.



Signs like this are used to clearly define the beginning of a 40km/h zone.

Signs like this are installed on each exit road from the zone. ➤



There may also be other features such as pavement markings, road hump, pedestrian refuge and kerb extension.

Pedestrian safety

Transport for NSW, Roads and Maritime Services (RMS) and local councils are strongly focused on pedestrian safety. They recognise that everyone is a pedestrian at some time and should be able to walk safely.

40 km/h High Pedestrian Activity areas are part of a strategy to reduce the number and severity of crashes. They have been introduced since 1991 as part of Local Area Traffic Management schemes.

Changing the way streets are used in town centres improves the quality of life. They become places for people, not just traffic.

Comments

The success of a 40km/h HPAA depends on community involvement and participation during their development and operation.

Send your comments to:

Council

Attach Council details for comments

Roads and Maritime Services

Website: www.rms.nsw.gov.au
Phone: 13 22 13
Mail: Locked Bag 928
North Sydney NSW 2059

For more fact sheets on speed management, visit saferroadsnsw.com.au

Transport for NSW

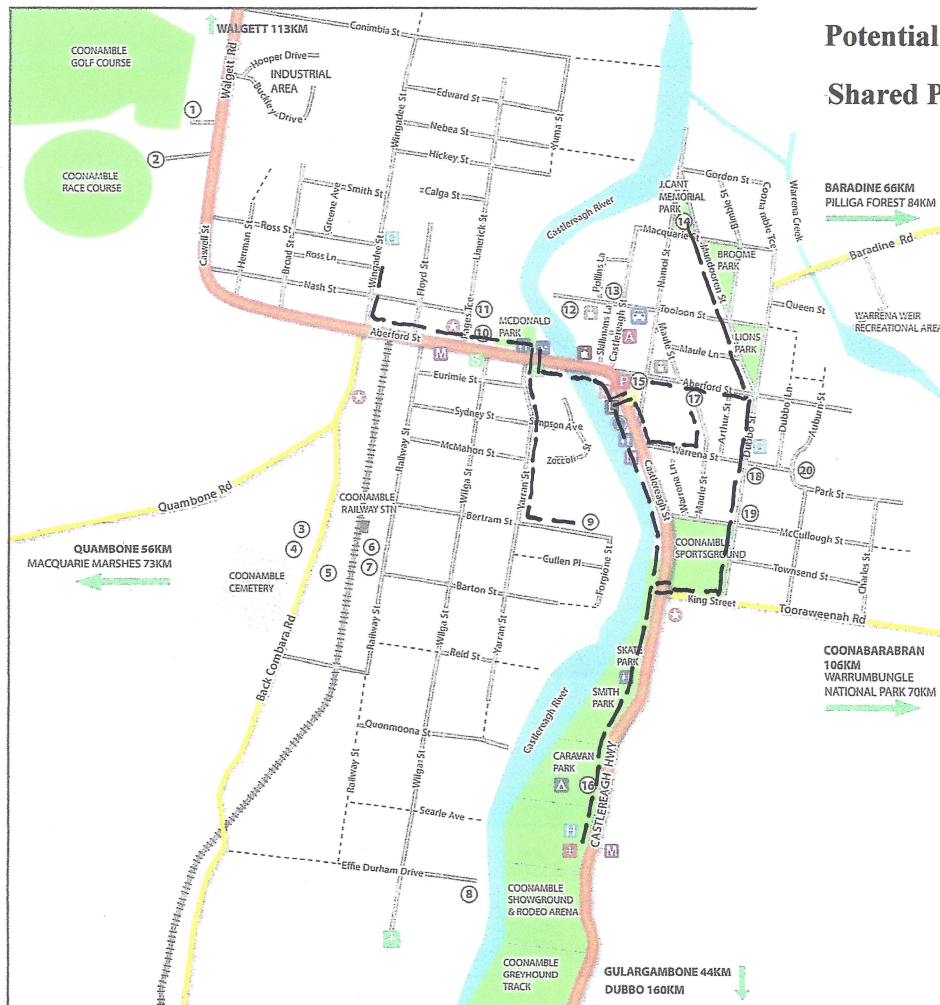
For further enquiries
13 22 13

The information in this brochure is intended as a guide only and is subject to change at any time without notice. It does not replace the relevant legislation.

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Transport for NSW
rms.nsw.gov.au

August 2012
TFNSW 12.039

Potential Shared Paths

[illegible]

Gulargambone Town Map

Item 7

Potential
Shared Paths



MAP LEGEND

| | | | | | | | |
|-----------------------|--------------|---------|----------------|----------------------|--------------|--------------------|-------------|
| State Hwy | Park/Reserve | Library | Post Office | Camping | Hospital | Fire Station | Supermarket |
| Regional Road | Waterbody | Church | Public Toilets | Public Swimming Pool | Fuel Station | Information Centre | |
| Local Road (sealed) | | | | | | | |
| Local Road (unsealed) | | | | | | | |
| Railroad | | | | | | | |