

Bourke Shire Council



Pedestrian Access and Mobility Plan Draft Report, March 2014

Accessible Public Domain

Index	Page
1.00 Executive Summary	3
2.00 Preliminaries	
2.01 Study Objectives	4
2.02 Benefits of a PAMP	5
2.03 Disability Standards	5
2.04 Road Safety Initiatives	5
2.05 Methodology	6
3.00 Study Area	
3.01 Study Area	7
3.02 Road Hierarchy	7
3.03 Transport	7
3.04 Pedestrian Issues	7
3.05 Priorities	8
4.00 Features of the public domain requiring attention	
4.01 Gravel and Grass on Footways	9
4.02 Kerb Ramps	9
4.03 Corners	11
4.04 Overhanging Trees and Overgrowth	12
4.05 Footways	13
4.06 Cracks and Joints	14
4.07 Outdoor Dining and A-frames	14
4.08 Accessible Parking	15
4.09 Vehicular Crossings	16
4.10 Service Covers	16
4.11 Signage	16
4.12 Tactile Ground Service Indicators	17
4.13 Rails, Ramps and Steps	18
5.00 Tourism Issues and Street Furniture	
5.01 Street Furniture	18
5.02 Public Toilets	19
5.03 Trainlink	20

1.00 Executive Summary

The ultimate aim of a Pedestrian Access and Mobility Plan (PAMP) is to deliver safe, equitable and dignified paths of travel for pedestrians of all ages and abilities.

Bourke Shire Council obtained funding from the Roads and Maritime Services (RMS) to develop a PAMP for the City and its urban areas, and engaged *Accessible Public Domain (APD)*, an Access Consultancy, to assist with its development.

A PAMP is prepared in accordance with RMS Guidelines. In order to achieve the aims of the Guidelines it is necessary to firstly identify elements of the public domain that render a pedestrian path of travel unsafe, inequitable or undignified. Those elements were identified during the first stage of the PAMP – a Survey of the study area undertaken by *APD* from 25 to 29 October 2013.

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 climbing steep kerb ramps; and people who use wheelchairs or mobility scooters have difficulty in maintaining control on footways that have a heavy crossfall.

The Access Audit Report which accompanies the PAMP report identifies these issues with the assistance of photographs, and proposes prioritised actions to overcome the problems in the short, medium or long term. Priorities are also influenced by the number of attractors in the vicinity, the need to comply with Australian Standards and the road hierarchy. Attractors include schools, shopping precincts, community facilities, churches, a hospital and recreation venues.

The implementation of the RMS Guidelines 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.

Although some of the works nominated in the Access Audit Report may not be achieved in the short term, or may be costly to implement, the Access Audit has identified a number of short term activities that can improve the safety and walkability of the public domain at little or no cost to Council.

For example, the removal of gravel and glass from paths of pedestrian travel is a high-need, low-cost activity that can be achieved by all members of the community; and the repair of damaged service covers by appropriate Authorities is a high-need activity with little or no cost to Council.

There is currently no Australian Standard that specifically targets the public domain but there are Australian Standards that require compliance for some elements of the public domain. For example, the RMS Guidelines require kerb ramp design to comply with Australian Standard AS1428.1 (2009). Bus stop design must comply with the Disability Standards for Accessible Public Transport, 2002 (DSAPT).

The DSAPT set 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 need to meet all of the criteria for accessibility by that time.

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. Some of the provisions of one of these Standards (AS1428.1: Design for access and mobility. Part 1: General requirements of access – New building work) relate to infrastructure design, for example, the construction or refurbishment of public toilets.

Both of these Australian Standards were developed under Section 31 of the Disability Discrimination Act, 1992, and compliance with them is mandatory. Both have been consulted during the Access Audit.

Of particular concern is the need to ensure that paths of travel are free of hazards for people who have a sensory impairment. The incorrect location or orientation of kerb ramps; footways damaged by tree roots; and the overhang of trees onto footways are potentially serious hazards for people who have vision impairment.

Bourke is basically a very walkable City, but there are a number of hazards for pedestrians. Council may have different priorities to those suggested in the Access Audit Report, depending on its physical and financial resources, but there are a number of high-need, low-cost actions that Council can take in the short term to remove many of these hazards and create a more accessible City.

2.00 Preliminaries

2.01 Study Objectives

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

2.02 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 and Development Control Plans.

2.03 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) were also established under Section 31 of the DDA. They require Councils to ensure that all bus stops and other public transport infrastructure under their control are fully accessible by 31.12.22.

Both of these Standards have been consulted during the Access Audit and the preparation of the draft Works Program.

2.04 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.

Adoption of a PAMP enables Council to implement the aims of these safety initiatives.

2.05 Methodology

The Access Audit for the PAMP was carried out in accordance with the RMS Guidelines. It involved a survey of the study area nominated by Council, supported by a photographic survey. The photographic survey, which presents an historical record of the condition of a public domain feature as it existed in October 2013, forms part of the Access Audit Report.

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

Emphasis has been given to the removal of hazards that may cause trips or falls, or prevent a pedestrian from continuing along a safe path of travel. Council will have its own estimation of priorities, depending on its physical and funding resources, but there are several low-cost actions that should receive early attention, in order to provide a safer, convenient and dignified path of pedestrian travel:

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

The condition of each feature is described, with a recommendation for compliance. The number and type of attractors, and road hierarchy, are considered when nominating a level of priority. An example of a spreadsheet from the Access Audit Report follows-

Mitchell Street, north side, between Church and Richard Streets.								
Item	Location	Photograph	Feature	Condition	Work Required	Attractors	Road Hierarchy	Priority
0011	Mitchell Street, north east corner at Sturt Street		Kerb ramp	Kerb ramp is non-standard and has a lip at the gutter	Recommend construct standard kerb ramp	Tourist attractions, motels, dining area, shopping precinct	Local	1
0002	Mitchell Street, north side west of Sturt Street		Footway	Footway is badly cracked, with wide joints, and tree root damage	Reconstruct footway	Tourist attractions, motels, dining area, shopping precinct	Local	1

3.00 Study Area

The area nominated by Council to be audited is that bounded by Anson Street in the south, Monomeeth Street in the east, Cullie Street in the north and Culgoa Street in the west.

3.01 Road Hierarchy

Most roads in the City are Local Roads or lanes, but the Mitchell Highway runs through the City Centre; the Kamilaroi Highway meets the Mitchell Highway at Warraweena Street; and Kidman Way meets the Mitchell Highway at Anson Street.

- Mitchell Highway - SH 71, via Morven Street, Anson Street, Richard Street, Mitchell Street, Warraweena Street and Mooculta Street
- Kamilaroi Highway – S76, via Mitchell Street
- Kidman Way – SH 87, via Gorrell Street

Almost all roads in the City have kerbs and gutters. Most footways in the CBD and adjacent areas are paved in concrete. In other streets the footways are mostly un-made. Some residents maintain a grassed nature strip adjacent to their properties.

3.02 Transport

NSW TrainLink provides a daily train service from Sydney to Dubbo, with a bus from Dubbo to the old Bourke Railway Station in Anson Street.

There is no commercial airport.

There is a local taxi service.

3.03 Pedestrian Issues

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

- Removal of hazards such as loose gravel and glass
- Unpaved footways in residential areas
- The need for reconstruction / repairs of existing paved footways (cracking, wide joints, disturbed block paving, lifted slabs)
- Many kerb ramps are steep or have features that do not meet the requirements of Australian Standard AS1428.1 (2009), which is referenced in the RMS Guidelines.
- The need to provide kerb extensions to reduce pedestrian travel time across wide roadways
- A lack of public seating
- The need for equitable and dignified access to shops, businesses, facilities and tourist destinations

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

Great advances are being made in the provision of facilities, assistive technology and services for older people, but their value is diminished if they cannot be accessed because they are not connected to a continuous accessible path of travel.

As an example, people who use a wheelchair or mobility scooter are often required to drive on the roadway because their path of travel along a paved footway is interrupted by the lack of kerb ramps.

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

The removal of impediments 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 the City are wide. Many streets in the Central Business District and local shopping precincts have rear-to-kerb angle parking, and traffic volumes and speeds are generally moderate.

However, wide streets mean that crossing times are longer for some residents and visitors. In some locations, angle parking means that pedestrians have to advance 4 to 5 metres onto the roadway from the kerb to obtain clear vision of on-coming traffic.

These arrangements can present concerns for older people, parents with small children or people with disabilities and it is recommended that consideration be given to the construction of kerb extensions at some locations.

There are a limited number of marked pedestrian crossings in the Study Area, and there are several unmarked crossings where pedestrian refuges have been provided. There is an absence of Tactile Ground Surface Indicators within pedestrian refuges that provide a benefit for people who have vision impairment.

3.04 Priorities

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

From this Access Audit, a 5 – 10 year Priority Works Program can be developed by Council, based on the urgency of attention, non-compliance with Australian Standards, potential cost and possible future design. A number of items in the Access Audit have been nominated as Priority 1. These are mainly items that require urgent attention because they pose a pedestrian hazard or are located on a State Highway.

4.00 Features of the public domain requiring attention

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.

4.01 Gravel and glass on footways

- Gravel on a hard surface presents a potential slip hazard for every pedestrian. (See photographs 1 and 2)
- Glass on footways and roadways presents a hazard for pedestrians and drivers



4.02 Kerb Ramps

The importance of kerb ramps cannot be underestimated. Their design and construction in compliance with AS1428.1 (2009) ensures equitable and dignified access for people of all ages and abilities, and reduces the time they spend on the roadway.

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.

There are a number of locations where the walk-through section of a pedestrian refuge or median is not aligned with kerb ramps. It is therefore necessary for refuges and walk-throughs in medians to be aligned with the direction of travel indicated by a kerb ramp. People with vision impairment do not always walk in a straight line, so the alignment of walk-throughs and kerb ramps is most important.

The walk-through should also provide a colour contrast with a median, for the sake of people who have low vision. A concrete walk-through in a concrete median does not provide a safe guide for some people. An asphalt surface in a walk-through of a white concrete median or traffic island provides the safest guide.

For the benefit of older people, who tend to shuffle rather than lift their feet, and for people who have a mobility or cognitive impairment, the walk-through should be at the same level as the roadway.

The existence of a lip at the base of a kerb ramp, or where the asphalt road surface meets the concrete gutter, prevents some people who use wheelchairs from accessing the footway or roadway as the front wheel of a manual chair usually has a small radius. **(See photograph 3).**

This means that some people will spend more time on the roadway while trying to negotiate a path of travel to the footway.

Lips also present a hazard for aged pedestrians, people who have an ambulant disability or people who are blind or have low vision, particularly if the kerb ramp is in shadow. The lip could result in a person tripping onto the roadway. It is considered that the removal of these asphalt lips is a high-need, low-cost action.

The Access Audit Report will identify some existing kerb ramps that need to be amended to meet the requirements of Australian Standard AS1428.1 (2009) in the short term, because their current design poses a hazard. It will also identify street corners where kerb ramps are required.

The apron on the kerb ramp in **photograph 5** is too steep. The maximum gradient of a kerb ramp is 1:8. Kerb ramps in the same material and colour as the surrounding footway do not provide a tactile or visual cue to pedestrians with vision impairment that they are approaching, or on, a kerb ramp.

Concrete kerb ramps in locations such as that shown in **photograph 6** would assist in safety and orientation.



3. Kerb ramp with lip.



4. Steel mesh over gutter is an effective means of providing access where the road camber is steep, provided that pedestrians are directed to a crossing point by a path of travel.



5. Steep apron on kerb ramp



6. Kerb ramps in same material as footway

4.03 Corners

It is important to provide pedestrian refuges on street corners. There are a number of locations where kerb ramps are provided on corners but there is no paved footway. It is understood that it may not be possible to provide paved footways in all streets, but a paved footway at a corner provides a safe haven for pedestrians as they wait to cross a roadway.



7. No kerb ramp to paved footway



8. No kerb ramps or paved footway on corner

4.04 Overhanging trees and overgrowth

Many aged pedestrians and people who have vision impairment tend to walk close to the building alignment, to assist with their orientation. People who use a long cane need to be able to position themselves in relation to the building. This is called “shorelining”. Australian Standard AS1428.1 (2009) requires a continuous accessible path of travel to have a minimum vertical clearance of 2 m. All Council-managed trees on footways or park pathways, and trees or shrubs overhanging from private property should be cut back or lopped to provide a minimum height of 2m to the underside of the canopy.

(See photographs 9 and 10).

Trimming of trees, the removal of overhanging foliage and the removal of grass and weeds from footways are considered to be high-need, low-cost actions.



9. Tree from private property overhangs footway



10. Street trees block paved footway

4.05 Footways

Australian Standards require the maximum crossfall of a footway to be 1:40. It is not always possible to construct, or re-construct, footways with a compliant crossfall because of topography or the presence of underground services.

There are some excellent examples of decorative footway paving in the City but, where block paving is used, every brick or paver is a potential trip hazard. There are several areas where bricks have been displaced and it is considered that their replacement is a high-need, low-cost action.

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

As a person walks from one surface to another there is often a need to change gait. In walking from a surface with a high degree of 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.

All paving should be non-slip in wet and dry conditions, also taking into considerations the gradient of the surface.

The following **photographs 11, 12, 13 and 14** show potential fall/trip hazards



11. Grass growth in joints is a potential trip hazard



12. Footway with wide joints and severe cracking needs reconstruction



13. Asphalt footway in poor condition because of tree root activity



14. Footway slabs lifted by tree root activity, creating a fall hazard for pedestrians, and a tipping hazard for people who use a wheelchair

4.06 Cracks and joints

Wide joints or cracks pose a potential hazard for people who use wheelchairs or mobility aids such as crutches, walking sticks or long canes. **See photograph 16.**

4.07 Outdoor dining and A-frames

Outdoor dining areas and obstructions such as A-frames are particular hazards for people with vision impairment, people who use a wheelchair or mobility scooter, and parents with strollers. A collision between a person with vision impairment and a chair or table may also be a hazard for the diner.



15. Outdoor dining not protected by end barriers



16. Wide longitudinal joints a hazard for people who 'shoreline'

4.08 Accessible Parking

The 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, and 1:40 for a concrete surface.

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

It is also preferable for an accessible parking space to allow the driver to drive into and out of the space in a forward motion. The reversing manoeuvre 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. **Photograph 17** shows a potential location.

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, or in which a person can transfer from the vehicle to a wheelchair. The shared area is to have the same dimensions as the parking spaces and is required to have a bollard at its front end to prevent parking in the space. (See **photograph 18**)

A kerb ramp is required to be located within the Shared area. At some sites the kerb ramp is located within the Accessible Parking Space, where it is difficult to access when the vehicle is parked.



17. Light traffic street. Accessible parking space parallel to kerb, with the kerb ramp at its rear, is preferred



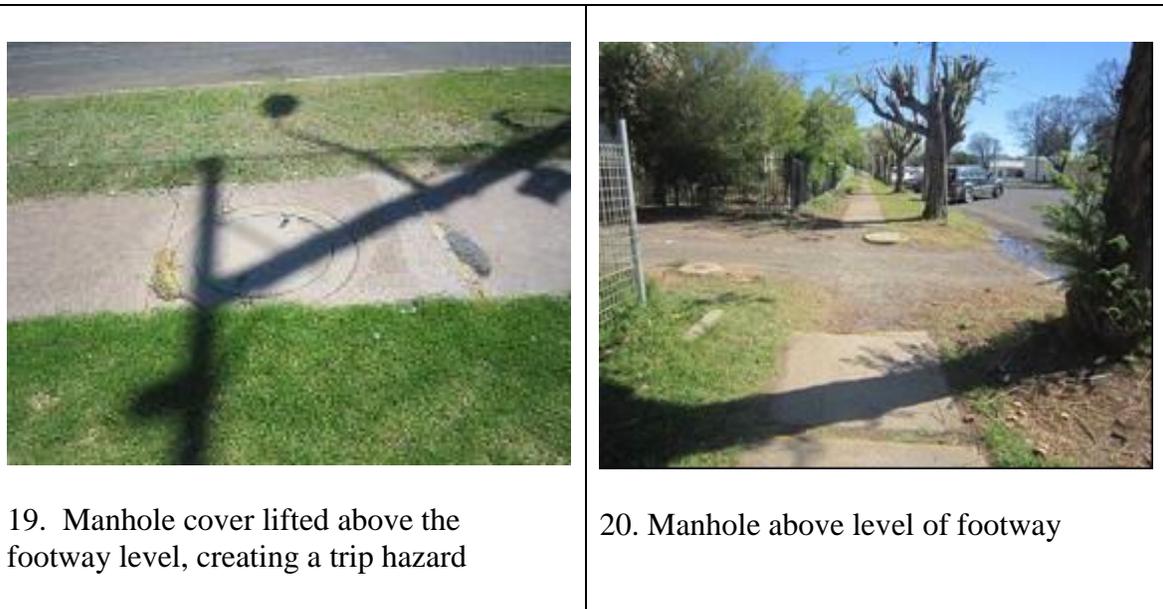
18. Shared space between accessible parking spaces does not comply with Australian Standards

4.09 Vehicular crossings

Australian Standard AS1428.1 (2009) requires footways to have a maximum crossfall of 1:40. This applies to the section of footway occupied by vehicular crossings. However, it is understood that this criteria cannot be met in all instances because of topography or other restrictions.

4.10 Service covers

A number of manhole covers and service pits within a path of travel were observed to be damaged. Following their repair, Council will need to undertake minor maintenance. The requirement for individual Service Authorities to undertake repairs to their assets is considered to be a high-need, low-cost action. **See photographs 19 and 20.**



4.11 Signage

The provision of street name signs is important for visitors. If they are located on a pole at the same height one may be difficult to read as it is hidden by the other. This could create a hazard for pedestrians and drivers as the driver is distracted in trying to read the other sign. **(See photograph 21).**

The location of directional signage, such as the Tourist Map in **photograph 22**, should be located adjacent to a hard stand area that is connected to an accessible path of travel, so that people who have a physical disability or impaired vision can read the map and information at close range.



21. Street name signs at same level are sometimes difficult to read for drivers



22. Important information sign is not accessible

4.12 Tactile Ground Surface Indicators (TGSI's)

People who read TGSI's are taught to read them strictly in compliance with Australian Standard AS1428.4. 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 Vision Australia or Guide Dogs NSW/ACT. Excessive use of TGSI's is not recommended as other cues might be more appropriate in some instances. However, they should be placed on kerb ramps that have a gradient flatter than 1:8.5 so that a person with vision impairment is aware that the gentler gradient is a ramp and not part of the footway.



23. TGSIs required in this refuge near a Child Care Centre



24. Refuge and TGSIs required between the In and Out driveways of the Health Services in Tarcoon Street

TGSIs are also required to be placed 300 mm from each edge of, and within, a walk-through in a median, or a pedestrian refuge. **See photograph 23.** They are also required at the top and base of ramps and steps, see Access Audit Report comments about the PCYC, and at locations such as that shown in **photograph 24.**

4.13 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 amendments.

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.

5.00 Tourism Issues

5.01 Street furniture

Many tourist features and items of street furniture are not accessible, as identified in the Access Audit and the following **photographs 25, 26, 27 and 28.**



25. Some of the picnic tables at the Wharf should be connected to an accessible path of travel, and some of them should be modified to become wheelchair accessible



26. This sign on the Mitchell Highway, at the entrance to the Bourke Township from Nyngan, advises the location of an Information Board.



27. But the Information Board is not accessible.



28. Nor are the picnic facilities nearby.

From a Tourism perspective, it is recommended that kerb and gutter be constructed in Anson Road in the vicinity of the Information Board, with a standard kerb ramp, accessible pathway and circulation space provided to the Board, with an accessible pathway to the picnic facilities.

5.02 Public toilets -The first point of call for many travellers is the Tourist Information Centre and the public toilets therein.

Public toilets in most of Bourke's parks are in need of an up-grade, with the addition of unisex accessible facilities and ambulant cubicles.

The existing **Unisex Accessible Toilets** in Sturt Street at the Port of Bourke are most appropriate for public use as they provide a choice for people with disabilities and their Carers to select the cubicle that best suits their abilities. They are wheelchair accessible, with one the mirror-reverse of the other, and are located at a tourist destination. However, they require the following modification –

- Signage on the doors is incorrect. The sign that indicates a Left-hand transfer is on the cubicle that provides for Right-hand transfer, and vice versa. Left-hand transfer means that a person moves from a wheelchair to the WC pan in a right-to-left direction, that is, by the use of the left hand. (See photographs). The signs should be swapped over.
- The cubicle doors open inwards. This restricts the circulation space for a wheelchair within the cubicle when the door is open. The doors should be re-hung so that they open outwards. This would also allow a person who uses a mobility scooter to take the scooter into the cubicle for security and convenience.

See photographs 29 and 30.



29. Unisex Accessible Toilets are most appropriate for tourist destinations. These doors should open outwards to provide sufficient circulation space inside the cubicle.



30. Left-to-right transfer WC pan. (See comments in Access Audit Report).

5.03 TrainLink

The TrainLink Bus Terminal is currently located at the old Bourke Railway Station in Anson Street, at least 600 metres from the CBD and most accommodation. If the Taxi service is not available this is a considerable distance for travellers to traverse with their luggage, particularly if they are aged or have a disability.

It is recommended that consideration be given to the relocation of this TrainLink facility to the Port of Bourke in Sturt Street, between Mitchell Street and the Old Bourke Wharf. This location is close to motels, dining venues and public toilets and, from a tourism aspect it is one of Bourke's most welcoming destinations. **(Photographs 31 and 32)**

To provide this new facility the following works need to be considered –

- The reconstruction of the western footway and parking area, between Mitchell Street and the Wharf, and the trimming of trees
- Construction of a paved footway at kerb level on the eastern side to provide a boarding and circulation space for bus travellers. (The kerb is below the level of the current footway to the toilets. A low wall might be constructed between the proposed lower footway and the existing footway, with a seating structure on, or attached to, the wall.
- Standard kerb ramps are required to all corners of the Mitchell Street / Sturt Street intersection.



31. Sturt Street, west side at Port of Bourke



32. Sturt Street, east side at Port of Bourke

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

ACCESS AUDIT