

Eurobadalla Shire Council

Pedestrian Access and Mobility Plan Site Survey Report

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1 Introduction

Eurobodalla Shire Council has commissioned QED Pty Ltd to prepare a Pedestrian Access and Mobility Plan for a section of the town of Narooma, known as Narooma Flat. The study area is illustrated on Figure 1.

One of the tasks in preparing this plan has been to undertake a survey of the study area. All roads and off-road paths in the study area were surveyed on foot in May 2008. This is not during the peak tourist season and therefore not when there is the highest concentration of tourists and pedestrians in the area.

This Site Survey Report details the observations made during the site survey. The report details issues for pedestrians within the Narooma Flat area as well as potential opportunities for improvement of the walking environment within the study area.

The footpath data base maintained by the Eurobodalla Shire Council has been used to produce a map of existing footpaths which is illustrated on Figure 1.

This site survey report should be regarded as a draft for Council review. A revised version will appear as an appendix to the final report.



2 Site Survey Illustrated

2.1 Riverside Drive and Foreshore shared use paths

This is a very popular shared use facility, particularly on the weekends, but also early in the morning. It is typically 2.5 metres wide, which could result in potential pedestrian / cyclist conflict on such a popular route.

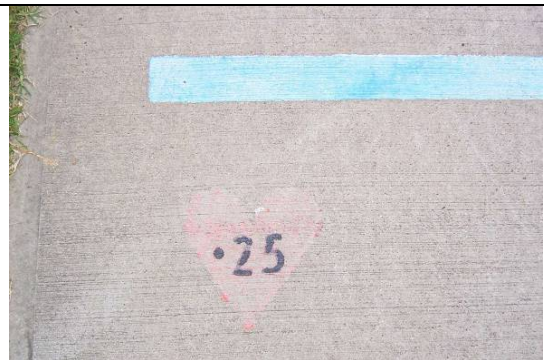
There is occasional shared-use path signage, but not at regular intervals or at junctions with other paths or roads. There is no centre-line pavement marking or pedestrian and bicycle logos. The lack of information about the path usage could be confusing, particularly for tourists or new users.

The path alongside Riverside Drive and the Foreshore path meet at Princes Highway, and path users must cross Princes Highway to use the entire route. The road crossing is unsatisfactory. Princes Highway carries a significant number of heavy vehicles and vehicles can travel at a speed which makes crossing the road difficult.

	<p>Start of path at Quota park near waterfront eateries</p>
	<p>Path alongside Riverside Drive. Good recreational amenity with picnic tables, seats, barbecues</p> <p>Insufficient shared use path signage.</p> <p>Approximately 2.5. wide – potential conflict between pedestrians and cyclists in peak season. Particularly without centre line marking and regular signage.</p>



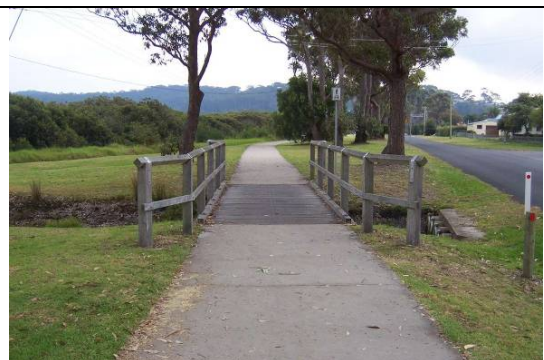
Access to path is discontinuous. No kerb ramps or footpath access leading to it. May result in users "driving" to the path.



Originally "Walk for heart" pavement marking showing distance walked. Markings are currently worn and have been programmed for reinstatement.



Bollard opposite skate park - without approach line marking. Line markings have been programmed for installation.



Footbridge opposite Burrawang Street.

 A photograph showing a road junction. On the left, a signpost has three signs: 'RIVERSIDE DR' (white with black text), 'MARINA' (blue with white text), and 'CAFES' (blue with white text). To the right, a larger blue signpost lists 'FORSTERS BAY' and includes icons and text for 'FORESHORE PARK', 'PLAYGROUND', 'BOAT RAMP', 'RESTAURANTS', and 'BOAT HIRE & FERRY'. A car is visible on the road in the background.	<p>Information signage at junction of Riverside Drive and Princes Highway aimed at motorists. Information signage for pedestrians required.</p>
 A photograph of a paved path in a park area. The path is bordered by grass and trees. In the background, there are picnic shelters and a body of water. A street light pole is visible on the right side of the path.	<p>Lighting on path in Quota Park</p>

2.2 Foreshore Shared-Use Path

	Regular picnic tables, seats, barbecue facilities, toilets.
	Toilets at Thomson Park adjacent to Foreshore Path – linked to path.
	Path in good condition – cracks filled, needs regular maintenance

	<p>Evidence of high points shaved off to reduce tripping hazards</p>
<div data-bbox="277 808 776 1140"></div> <div data-bbox="277 1161 776 1493"></div> <div data-bbox="277 1514 776 1848"></div>	<p>Regular information signage - good</p>

2.3 Princes Highway

Princes Highway carries approximately 8000 vehicles per day (higher during tourist season), with up to 15% of these classified as heavy vehicles. Pedestrians must cross Princes Highway to access the foreshore, the caravan park and the swimming pool.

Observations noted that pedestrians crossed in several locations, but mostly in front of the IGA supermarket and the bakery. Many of these pedestrians were travelling south in a motor vehicle and had parked on the eastern side of Princes Highway to shop. Kerb protuberances are located in front of the IGA and the bakery, which reduce the length of the road crossing, but there are no kerb ramps at these extensions. Pedestrians were also observed to cross opposite Field Street to access the foreshore. There are no kerb ramps or footpaths to facilitate the crossing of Princes Highway at Field Street.

Kerb extensions with kerb ramps are located outside the Narooma Pharmacy and opposite the bus zone further north, but less pedestrians were observed crossing at this location.

	<p>Pedestrians crossing Princes Highway</p>
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	<p>Narrow path in front of bowling club/croquet club</p>
	<p>Path ends at McMillan Rd</p>
	<p>Heavy vehicles – reduces pedestrian amenity</p>
	<p>Kerbed protuberances – no kerb ramps to facilitate road crossing</p>

	
	<p>Some verandah awnings are low</p>
	<p>Regular seating/bins</p>

	<p>50m from Burrawong – wide kerb ramp & TGSIs don't line up</p>
	<p>1.2m wide path passes service station major driveways – distinctive pavement required</p>
	<p>Riverside Drive path terminates at Princes Highway.</p> <ul style="list-style-type: none"> • No footpath to the north – this would provide access to boat ramp next to bridge (there is no footpath on the northern side of the bridge). • No footpath to the south – access to shops.
	<ul style="list-style-type: none"> • Foreshore shared use path commences on other side of Highway. Difficult crossing at times with heavy vehicles. No TGSIs in ramps.



2.4 Other locations

	<p>Non-standard kerb ramps opposite swimming pool</p>
	<p>Hole in fence shows desire line opposite kerb ramp – Mid-town shops to caravan park.</p>
	<p>Path between Bluewater Drive and Wharf Street steep and narrow. Leaf litter on path. Steep steps at Wharf St.</p>



Access from Bluewater Drive path to Wharf Street by steep steps. Poor connection to road.



Princes Hwy and Bowen Street

- Potentially hazardous intersection; limited sight distance, lack of direction for pedestrians; lack of footpaths; steep sections





Barker Parade - kerb one side, no ramps



McMillan Road / Hyland Avenue intersection.
Goat track (desire line) across verge.



Lynch Street – kerbs both sides, no ramps



Nicholson Street – kerbs both sides, no ramps



Graham Street – cars parked over verge



Field Street – in front of library

	<p>Field Street – view to foreshore</p>
	<p>Field Street – footpath ends at Barker Parade</p>
	<p>Burrawang Lane</p> <ul style="list-style-type: none"> ▪ Uneven surface at service pit cover
	



Burrawang Street – footpath on west side

2.5 General Observations

Grassed verges

Many streets in the study area have grass verges from property boundary to the kerb line, and no footpaths on either side. As a result many pedestrians were observed to walk on the roadway.

Grass is often considered not suitable for walking for the following reasons; high grass can hide uneven surfaces and divetts which can result in an ankle injury. Grass that is "wet" can result in wet and uncomfortable shoes; people with a mobility impairment can not move freely; and people who use a wheeled device can not walk in a grassed area easily. Wheeled devices can include wheelchairs, gophers, shopping trolleys and luggage on wheels.

Misaligned or lack of kerb ramps

The lack of a kerb ramp poses a barrier to people using a wheeled device. Poorly aligned kerb ramps are a particular hazard for the visually impaired, who rely on these to indicate appropriate points to cross the road, and to set the direction of the appropriate path of travel.

Grassed verges and kerb ramps were the most common general observation. Those and others are illustrated below.

	<p>Grass verges</p>
	<p>Example of shared use path signage at intersections.</p>

	<p>Path width 2.5m. Potential for conflict with cyclists during busy periods. Exacerbated with lack of pavement marking.</p>
	<p>No kerb ramps</p>
	<p>Kerb ramps do not exist, or do not line up, or point in wrong direction</p>



Overgrown foliage



Footpath in front of library



Wombat crossing library carpark



Angle parking in Field Street opposite caravan park



Café furniture at Field St/Princes Hwy reduces walkway width. Against building removes shore line.



ETSA box reduces walkway width. Against building removes shore line

2.6 Locations with safety issues



Princes Highway / McMillan Parade intersection

- Wide roadway to cross
- Lack of direction for pedestrians
- Lack of kerb ramps and footpaths



Princes Highway – road crossings

- Lack of designated crossing points results in pedestrians crossing all over Princes Highway; often observed running to avoid vehicles
- Lack of kerb ramps along Princes Highway
- Common crossing points observed were between the Foreshore path and the Riverside path; and opposite the bakery; the IGA supermarket, and near Field Street





	<p>Path ends near bowling club, hazardous intersection, lack of sight distance</p>
	<p>Busy driveways - no distinctive pavement to designate change in use</p>

2.7 Opportunities



Desire line from Barker Road across grass verge to Hyland Avenue