

Junee Shire Council
29 Belmore St (PO Box 93)
JUNEE NSW 2663



Walking and Cycling Accessibility

PLAN

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I CONTENTS

2	INTRODUCTION.....	1
2.1	Objectives.....	1
2.2	Methodology.....	1
2.3	Community Benefits	2
2.4	Integrated Planning and Reporting	2
2.5	Other Documents.....	3
2.5.1	Pedestrian Access and Mobility Plan.....	3
2.5.2	Junee Bicycle Plan	3
2.5.3	Disability Inclusion Action Plan	4
3	POPULATION GROUPS.....	4
3.1	Children	4
3.2	Aged and Frail Users.....	5
3.3	Mobility Impaired Users.....	5
4	LOCATION AND DEVELOPMENT.....	5
4.1	Total Population.....	5
4.2	Residential and Business Areas	5
4.3	Walking and Cycling Corridors	6
4.4	Renewal of Asphalt Walking and Cycling Network.....	7
4.5	Walking and Cycling Concentrators.....	7
4.6	Growth and Future Development.....	9
5	FUNDING SOURCES.....	9
5.1	Junee Shire Council.....	9
5.2	Transport for New South Wales	9
5.3	Government Agencies.....	9
5.4	Developer contributions and Section 94A funds.....	9
5.5	Community Sponsored Works.....	10
5.6	Partnerships	10
6	MAPS.....	11
6.1	Junee Residential and Business Areas.....	11
6.2	Junee Walking and Cycling Concentrators	12
6.3	Proposed Upgrading Works	13
6.4	Asphalt Sealing Treatments.....	14

2 INTRODUCTION

A Walking and Cycling Accessibility Plan will provide an important framework for addressing existing and future pedestrian and cyclist needs and provide management of resources and funding to meet these needs. The plan will seek to provide increased facilities and enhance the quality of life for pedestrians and cyclists of all ages and mobility in the Junee township, as well as the rural villages within the shire.

This plan, while framed around the built walking and cycling infrastructure network of the Junee shire, also targets the following:

- Pedestrian ramp and kerb access facilities with a focus on mobility impaired access and the continuity of the walking and cycling network.
- Road crossing facilities with a focus on the safe intersection of the road network with the walking and cycling network.
- Disabled parking facilities with a focus on the safe and accessible parking and kerb access for mobility impaired people.

2.1 Objectives

The Walking and Cycling Accessibility Plan is a strategic document that identifies the future development opportunities for the benefit of walking and cycling in the Junee shire. The following key objectives have been identified:

- To promote the use of walking and cycling as a safe, healthy, and environmentally friendly transport option.
- To improve the access to facilities and infrastructure for both able body and mobility impaired users.
- To enhance and provide safe roadway crossing points.
- To develop a sound strategy to enable Council to construct an overall accessible walking and cycling network within the Junee shire that caters for the future needs of the community resulting from social or demographic changes.
- To provide for an accessible walking and cycling network to key concentrators within the Junee township and surrounding villages.
- To develop the requirements of the community as they relate to walking and cycling routes.
- To determine the existing and potential demand for walking and cycling facilities within the township.
- To provide a realistic basis to determine funding necessary to implement the scheme.
- To gather information on funding sources that may assist in the implementation of the scheme.
- To ensure walking and cycling facilities are appropriate to the surrounding land use
- A plan that meets the principles of the Disability Discrimination Act (1992).
- To meet requirements of relevant standards.

2.2 Methodology

The approach taken toward the development of the Walking and Cycling Accessibility Plan involved a holistic approach to review the current accessibility of the walking and cycling network, as well as the facilities available to the community. The constraints of the network were analysed, and locations of high foot and commuter traffic like the CBD area, high-employing businesses,

shopping centres, schools, aged care facilities, and medical facilities were considered to be walking and cycling “concentrators”. By identifying these locations, the continuity of the network and constraints could be easily identified through GIS analysis and site inspections, as well as anecdotal accounts from staff who use the walking and cycling network regularly and are members of the community.

For this plan, data was collected and analysed data on:

- the users and potential users of the walking and cycling network.
- the location and nature of the primary walking and cycling concentrators.
- the existing walking and cycling routes and gaps in connection from residential areas to the primary concentrators.
- the existing pedestrian ramps and kerb access facilities and the potential for upgrades or construction of new pedestrian ramps and kerb access facilities to improve access to the walking and cycling network.
- the disabled parking facilities in place and gaps in disabled parking at primary concentrators under Councils control.
- the road crossing facilities, i.e. pedestrian crossings, kerb blisters, and pedestrian refuge islands along the continuity of the walking and cycling network.

2.3 Community Benefits

Junee Shire Council, through its successful establishment of existing shared pathways, walking and cycling infrastructure, has shown that the safety and amenity of the elderly is a prime concern, as is the continued safety of children and pedestrians around schools. Application of shared path improvement plans have seen significant improvements to the walking and cycling network in Junee with great benefit to the community. Any further improvements to the walking and cycling infrastructure throughout the shire will have direct benefits to the community.

With an ongoing increase in walking and cycling activities, Council has a clear responsibility to provide adequate and safe facilities for pedestrians, since any road user accident can result in significant losses in both human and financial terms. By providing improved walking and cycling facilities, Council will be fulfilling its community responsibility by allowing residents to participate in a healthy lifestyle, giving them greater accessibility to services, a better quality of life, increased social equity and a safer local environment.

A planned and practical walking and cycling infrastructure will improve the safety and amenity for all road users and provide both economic and social benefits to the community.

2.4 Integrated Planning and Reporting

This plan was created to align with the Junee Shire Council Community Strategic Plan. The primary theme targeted by this Walking and Cycling Accessibility Plan is Liveable. Alignment with integrated planning and reporting documents like the Community Strategic Plan or the Delivery Program & Operational Plan ensures the Councils vision and community goals are in alignment with the operational capital program.

2.5 Other Documents

Three notable plans have been adopted since 2009 for similar but related targeted action towards improving the walking and cycling network and improving the overall accessibility for all groups of people in Junee shire.

- Pedestrian Access and Mobility Plan
- Junee Bicycle Plan
- Disability Inclusion Action Plan

This Walking and Cycling Accessibility Plan was modelled as a combination of the other three plans and prepared with the goal of being a broad collection of each topic of walking and cycling accessibility for improving the walking and cycling network throughout Junee shire moving into the future. The three topics identified, are:

- Pedestrian specific accessibility requirements
- Cycling and shared pathway specific accessibility requirements
- Disability specific accessibility requirements

The Junee community has seen great success with the implementation of the plans, and a marked increase in walking and cycling activities has been observed in the community.

2.5.1 Pedestrian Access and Mobility Plan

The Pedestrian Access and Mobility Plan (PAMP) Study was adopted in November 2009 and provided a targeted review of the constraints and opportunities for development of the walking network and pedestrian facilities in Junee.

The PAMP Study was created as a direct driver for the application of funds from Transport for New South Wales (then the RTA) under the PAMP program. Many of the recommendations from that report have been completed, and some of the remaining recommendations have been lifted and included in this report.

This report supersedes the PAMP Study, which will be repealed following the adoption of this plan.

2.5.2 Junee Bicycle Plan

The Junee Bicycle Plan was adopted in November 2011 and provided a targeted review of the shared path network of Junee with a review of the opportunities for development with the intent to promote and increase the use of cycling for commuting and recreation in Junee.

The Junee Bicycle Plan provided a staged construction program for an improved shared path network as well as an outline for education and community consultation with the intent to increase the number of people cycling in Junee.

Much of the construction program has been completed since the adopted of the plan already, and the remaining recommendations have been lifted and included in this report.

This report supersedes the Junee Bicycle Plan, which will be repealed following the adoption of this plan.

2.5.3 Disability Inclusion Action Plan

The Access Advisory Committee was formed in 2016 in accordance with section 355 of the Local Government Act. The purpose of this committee is “to monitor the implementation and review of the Disability Inclusion Action Plan”. *Page 1, TERMS OF REFERENCE JUNEE SHIRE COUNCIL ACCESS ADVISORY COMMITTEE.*

The Disability Inclusion Action Plan (DIAP) was adopted in June 2017 and focused on four principles related to accessibility for disabled and mobility impaired people. The principles are:

- Developing positive community attitudes and behaviours.
- Creating liveable communities.
- Supporting access to meaningful employment.
- Improving access to services through better systems and processes.

Junee Shire Council has been required to have a DIAP adopted prior to 1 July 2017 as per the Disability Inclusion Regulation 2014. This Walking and Cycling Accessibility Plan does not directly supersede the DIAP. This plan was prepared to align with the themes covered under the DIAP. All proposed projects related to the walking and cycling network were prepared with reference to accessibility for disabled and mobility impaired people.

3 POPULATION GROUPS

A walking and cycling network require devices that:

- Are easily accessible.
- Provide a direct route to concentrators.
- Are comfortable to use.
- Are conveniently located.
- Define a safe and secure environment.
- Are sympathetic with the surrounding environment

In the design and construction of a walking and cycling network it should be recognised that groups of the community require certain specialist needs, either due to a specific disability or their age group. The focus groups for this plan include:

- Children
- Aged and frail people
- Disabled and mobility impaired people
- Commuters on the walking and cycling network
- Recreational users of the walking and cycling network

3.1 Children

Children are particularly vulnerable when walking or cycling. Children are impulsive and often act erratically, they have little or no sense of danger and their thinking and sensing skills are not fully developed. Children tend to cross the road haphazardly and may not be able to see or be seen over a parked car.

School aged children tend to have less judgment in crossing the road than adults walking or cycling. They have a lower level of vision development, can be easily distracted, and often display unpredictable actions. High School aged students are much more traffic aware, but the distraction and unpredictable actions remain. Although the peak walking and cycling times for children around schools can be regulated to specific morning and afternoon periods, the large number of walking and cycling at these times requires a greater focus on safety for these areas.

3.2 Aged and Frail Users

Aged and frail users face many challenges using walking and, to a lesser extent, cycling facilities, with many aged users having restricted flexibility and movement resulting in walking difficulty or the need for assistance devices. Aged and frail users can also suffer from balance difficulty, reduced eyesight capability, hearing loss and fatigue. Diminished vision, hearing, slower walking speeds and slower reaction times are all factors which affect an older person's ability to negotiate the road system safely. A simple fall can result in serious injury for aged and frail people, with injuries taking much longer to heal. This can severely reduce the quality of life for the victim over an extended period.

3.3 Mobility Impaired Users

The term "mobility impairment" refers to a broad range of disabilities that may cause users to rely upon assistance devices such as wheelchairs, scooters, crutches, canes, or artificial limbs. Disabilities affecting mobility can result from a variety of disabling conditions, and users may suffer from impaired eye-hand coordination, decreased movement range due to muscle weakness or paralysis, nerve damage and decreased physical stamina.

Mobility impaired users can vary greatly from slightly impaired with a physical disability to totally dependent on a wheelchair or motorised device. The increased availability and affordability of these units has resulted in their increased use by mobility impaired users. Within the traffic network, the main impediments to the usage of these devices are longitudinal and cross fall grades on footpaths, gradients of ramps and the surface texture of the pavement.

4 LOCATION AND DEVELOPMENT

4.1 Total Population

The Junee shire is located within the eastern Riverina area of southern inland NSW, approximately mid-way between Sydney and Melbourne, and covers an area of 2,030 square kilometres. The shire population of approximately 6,295 people is centred on the township of Junee, located approximately 40kms north of Wagga Wagga. Junee is the primary centre of the Junee shire, with approximately 4,762 people. Other population centres within the shire include the villages of Old Junee, Illabo, Bethungra and Wantabadgery, as well as the rural localities.

4.2 Residential and Business Areas

The aim of the Junee walking and cycling network is to connect residential and business areas to the primary concentrators. The mains residential and business areas identified for this plan were:

Within Junee:

- Junee CBD
- Northern residential area
- North-Eastern residential area
- North-Eastern large-lot residential area
- Central-West residential area
- Central-East residential area
- South-Western residential area
- South-Eastern residential area
- South-Western large-lot residential area
- South-Eastern large-lot residential area

Within the rural area:

- Old Junee village area
- Illabo village area
- Bethungra village area
- Wantabadgery village area

4.3 Walking and Cycling Corridors

The primary focus for Junee Shire Council in the past was on connecting the walking and cycling network to the high priority concentrators like schools, the Junee hospital, Coinda Court aged care facility, the central business district and primary employers in Junee, sporting facilities, and primary tourist locations.

With the high risk and highest priority walking and cycling corridors largely addressed during previous projects, new maps have been developed showing future project opportunities to further develop the walking and cycling network as well as improve accessibility and parking facilities in the existing and proposed network.

The walking and cycling corridors that are focused on in this plan are:

Within Junee:

- Waterworks road subdivision (North of Ridge St) to the existing walking and cycling network.
- Main Street to Coinda Court via Pitt Street, identified using recreational walking and cycling route data from Strava.
- Bike track on Rocky Hill from the existing walking and cycling network on Gundagai Road.
- Decomposed granite (unpaved) track from Rocky Hill around the Golf Course to the existing walking and cycling network at Waratah Street.
- Hill Street from Stewart Street to Gundagai Road.
- Goulburn Street from Church Street to Hill Street, connecting the South-Eastern residential area to the walking and cycling network.
- Junee Abattoir to the existing walking and cycling network.
- Harold Street to the Junee Roundhouse Railway Museum.
- Percy Street from Harold Street to Rotary Park.
- Hayes Crescent to Hilton Place from John Potts Drive walking and cycling network.

- Walking and cycling network in the land West of Loughan Road and North of Crawley Estate for and at the time of future expected developments.
- Junee Correctional Centre to Park Lane walking and cycling network.
- Junee Cemetery to Gundagai Road walking and cycling network.

Rural Areas/Larger Projects (pre-investigation concepts):

- Junee to Old Junee via Old Junee Road.
- Illabo Public School to Illabo Showground.
- Bethungra Dam bike track.
- Wantabadgery to Sandy Beach reserve.

Some proposed projects are in conception stage, others may require the cooperation of third-party stakeholders, land managers or landowners. Of the items the Council can directly influence, they will be considered in future capital work program. There are other projects that require further technical or financial consideration and verification. The listing of these projects provides a framework to support grant funding opportunities should they arise.

New footpath infrastructure will be constructed as shared path.

4.4 Renewal of Asphalt Walking and Cycling Network

Additional to the construction of new pathways in the primary corridors, a focus of this plan is to renew and upgrade the asphalt walking and cycling network in the centre CBD area of Junee. 1.5km of asphalt pathway is present in the CBD area of Junee.

An asphalt sealing treatment is proposed for the whole asphalt network. In 2020, the asphalt sealing treatment was applied to a segment of asphalt pathway in Lorne Street at the corner of Meldrums lane as a trial repair of the surface. The resulting surface condition provides a fresh new look with the vibrancy of colour restored for the asphalt and surrounding pavers.

4.5 Walking and Cycling Concentrators

Several walking and cycling concentrators have been identified and were the drivers for this plan. See on the following page:

Walking and Cycling Concentrators

<i>Schools</i>	<i>Public Open Spaces</i>	<i>Sporting/Recreation</i>	<i>Major Employers</i>	<i>Places of Interest</i>	<i>Other</i>	<i>Rural</i>
Junee High School	Endeavour Park	Recreation Centre	JSC – Office	Broadway Museum	Library	Old Junee Hall
Junee North PS	Memorial Park	Tennis Courts	JSC – Depot	Monte Cristo Homestead	Community Centre	Illabo Showground
Junee PS	Regional Social, Sporting & Recreational Hub	Skate Park	ARTC	Junee Roundhouse		Bethungra Dam Reserve
St Joseph’s PS		Laurie Daley Oval	Junee Hospital	Broadway		Sandy Beach Reserve
Illabo PS		Loftus Oval	Junee Correctional Centre	Railway Square		
		Burns Park	Junee Railway Workshop	Junee Licorice & Chocolate Factory		
		Golf Course	Junee Abattoir			
		Bowling Club				
		Illabo Tennis Courts				

4.6 Growth and Future Development

It is anticipated that the continued economic well-being of the shire will rely on Junee providing a liveable and safe residential alternative to Wagga Wagga and the continued strength of the rural sector. The entire Eastern Riverina area is extremely productive in primary industries, and the current health of this economic base should support a relatively constant population for the shire in the foreseeable future. The location of the township of Junee within commuting distance to the large regional centre of Wagga Wagga should balance the loss of younger people over time with those wishing to relocate to a more sedate and economically affordable lifestyle within the shire.

As the urban areas of the shire slowly expand through relocation and rural residential development, and rural subdivisions throughout the shire increase, there will be a greater stress on funding, not only for road upgrading and maintenance, but also for the types of infrastructure services that these areas require. It is essential for Council to administer this increasing community need and change of demographic with planning controls and measures to ensure the provision of adequate and complying walking and cycling facilities to serve new development areas.

5 FUNDING SOURCES

The Council will also take any opportunity, wherever possible, to apply for external funding as they arise. There are several funding sources available to Junee Shire Council for the works proposed in this plan.

5.1 Junee Shire Council

The provision of walking and cycling facilities in the road space should be considered in an integrated way and the same should apply in the allocation of funding.

Some of the walking and cycling infrastructure works will form part of other projects that Council will undertake in the normal course of its works program. If Council, for example, reconstructs an intersection or replaces old kerb and gutter sections, any associated walking and cycling infrastructure works can be incorporated into the design and construction of the new facility.

5.2 Transport for New South Wales

The development of this Walking and Cycling Accessibility Plan is likely to assist in gaining additional funding from Transport for New South Wales (TfNSW) for the completion of projects identified as part of this report. TfNSW has several programs aligned to safety, which may attract additional funding.

5.3 Government Agencies

Other government departments such as the NSW Ministry of Health and the NSW Office of Sport also offer funding for activities such as walking that may improve the general health and wellbeing of the community.

5.4 Developer contributions and Section 94A funds

Section 94 of the Environmental Planning and Assessment Amendment (Developer Contributions) Act 2005 allows Council to levy contributions on development. This fund can provide for public facilities and services.

5.5 Community Sponsored Works

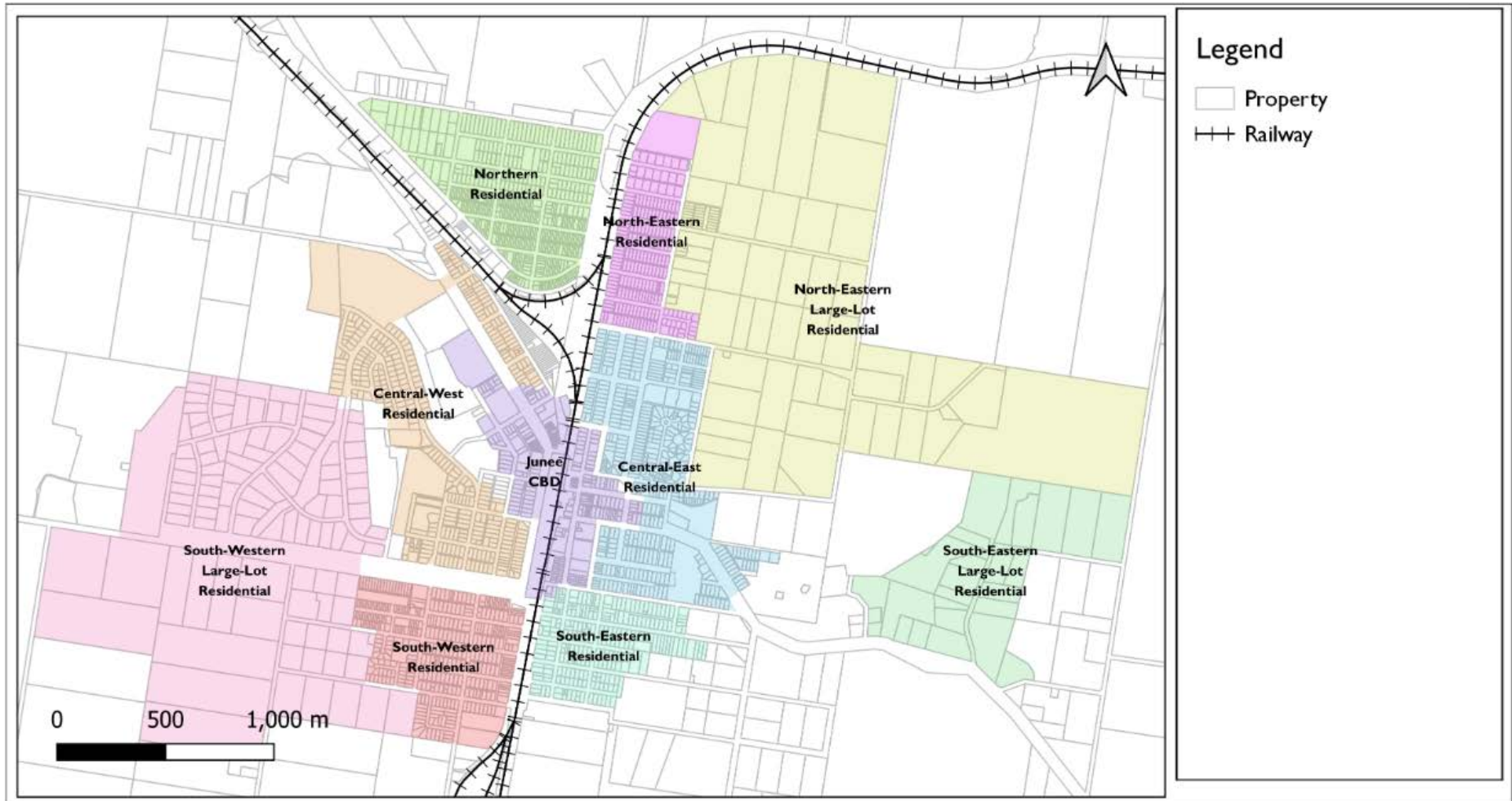
Corporations, clubs, or communities may be able to contribute to funding through a similar scheme to the successful 'adopt-a-road' scheme. These could include shared-use walking tracks, courtesy seats, bequest/memorial seats, or similar items.


5.6 Partnerships

Government departments such as the ARTC (Australian Rail Track Corporation), Transport for New South Wales, the NSW National Parks and Wildlife Service, the NSW Department of Planning and Environment, etc. can be approached to upgrade walking and cycling accessibility in areas relevant to their department in a partnership type approach.

6 MAPS

6.1 Junee Residential and Business Areas





Junee
Bulwer Street
PO Box 102
Junee NSW 2663
Phone: (02) 6924 8188
Fax: (02) 6924 2497
www.junee.nsw.gov.au

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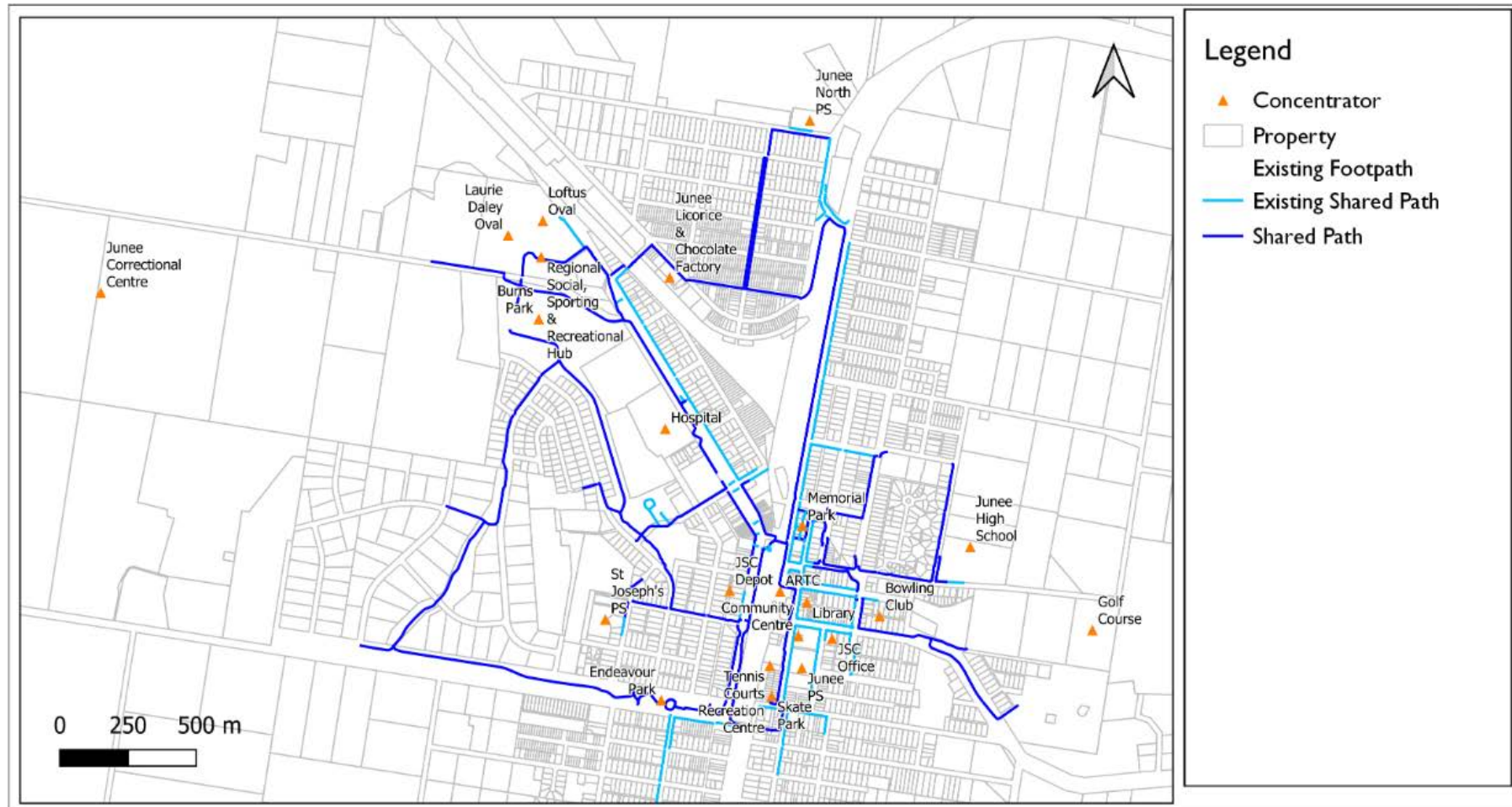
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For most practical purposes GDA94 coordinates and heights derived (GPS) coordinates based on the World Geodetic Datum 1984 (WGS84) are the same.

True North, Grid North and Magnetic North are shown approximately for the centre of the Junee Local Government Area. Magnetic North is correct for 2018 moving westerly by 3.6° in about five years.

Projection: GDA94 / MGA zone 55

Junee Shire Council
Walking and Cycling
Accessibility Plan
Residential and Business Areas

6.2 Junee Walking and Cycling Concentrators





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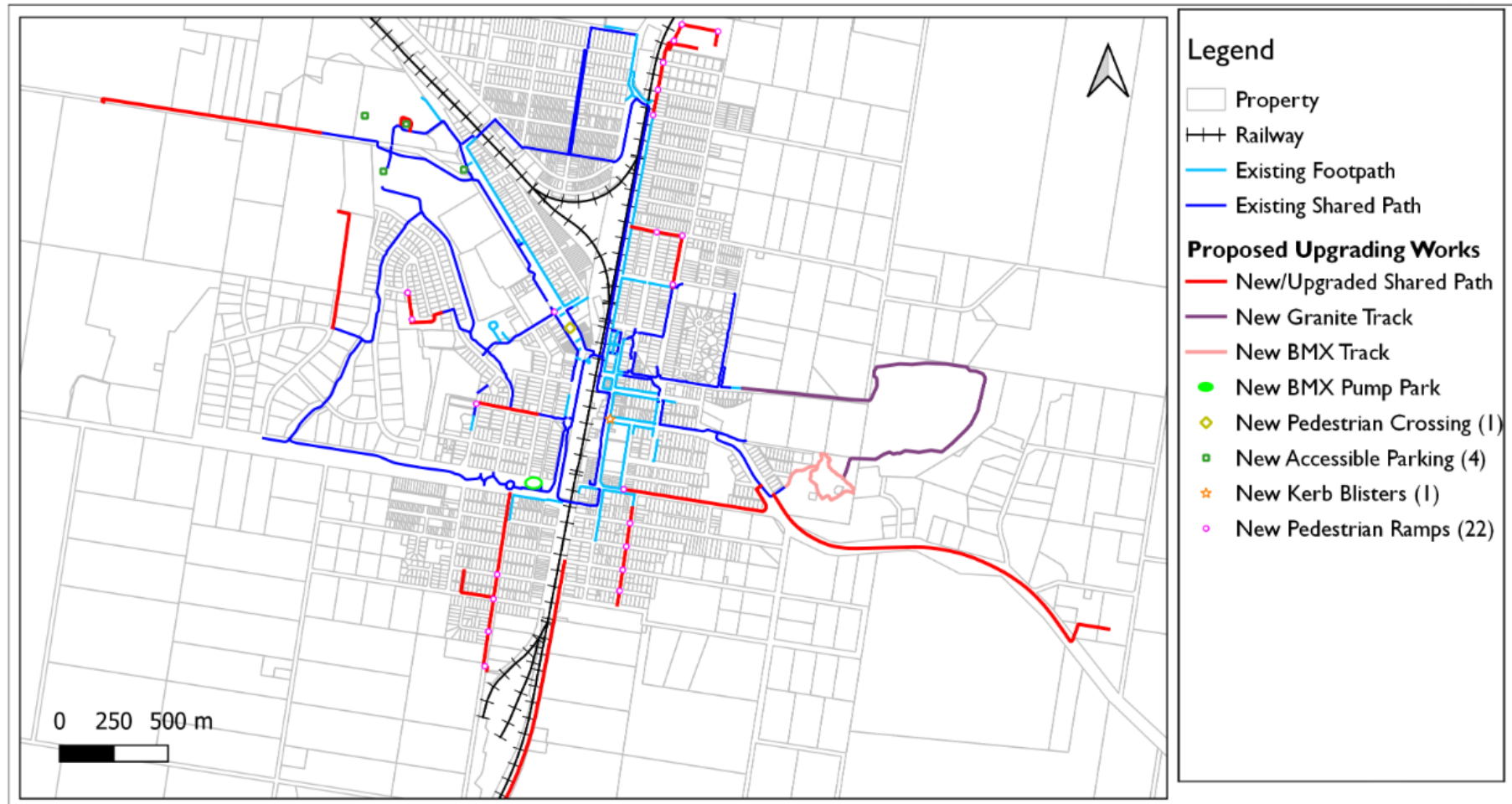
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Junee Shire Council
Walking and Cycling
Accessibility Plan
Walking and Cycling Concentrators

6.3 Proposed Upgrading Works



Subrose Street
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www.junee.nsw.gov.au

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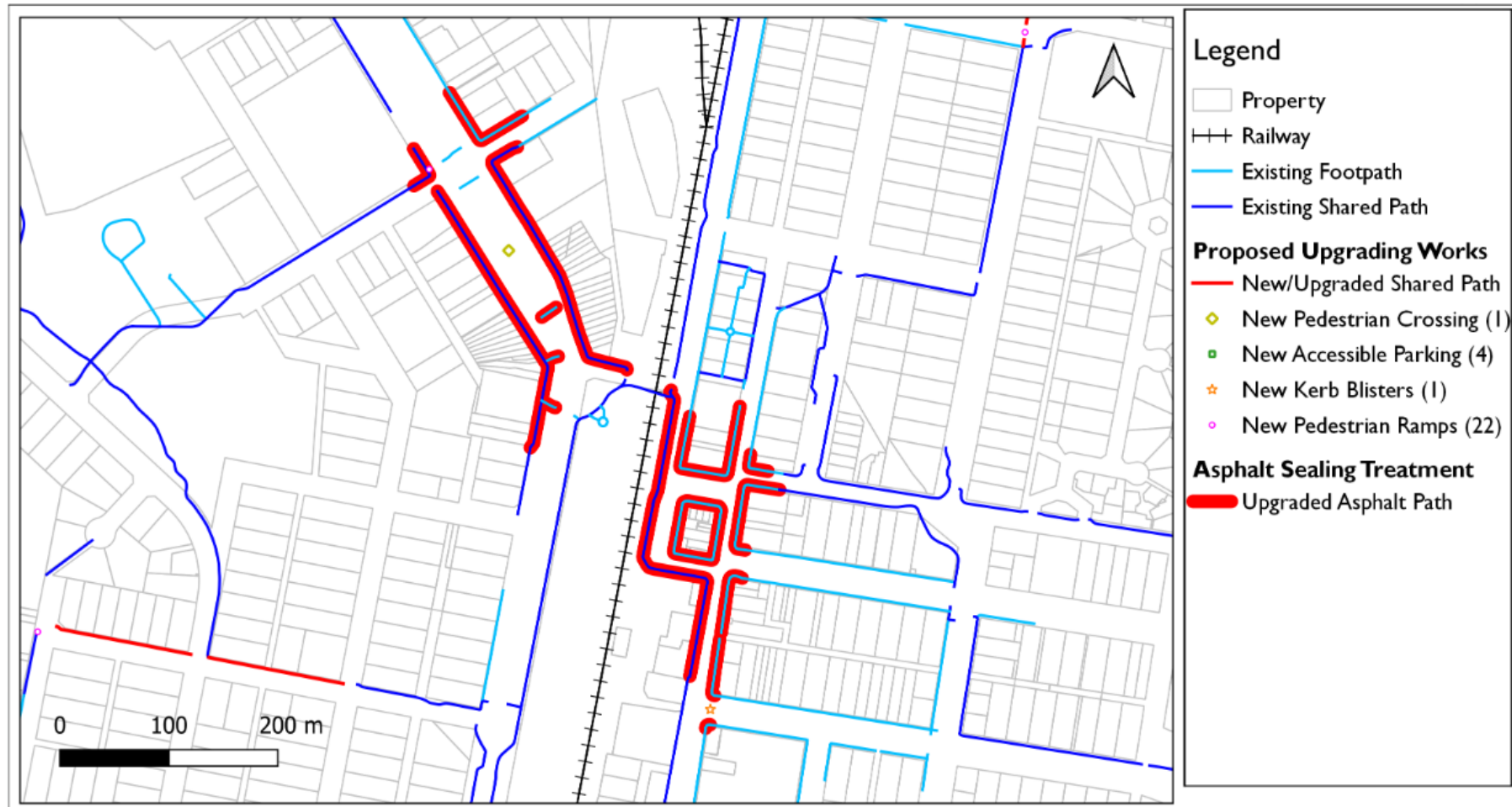
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Projections: GDA94 / MGA zone 55

Junee Shire Council
Walking and Cycling
Accessibility Plan
Proposed Upgrading Works

6.4 Asphalt Sealing Treatments



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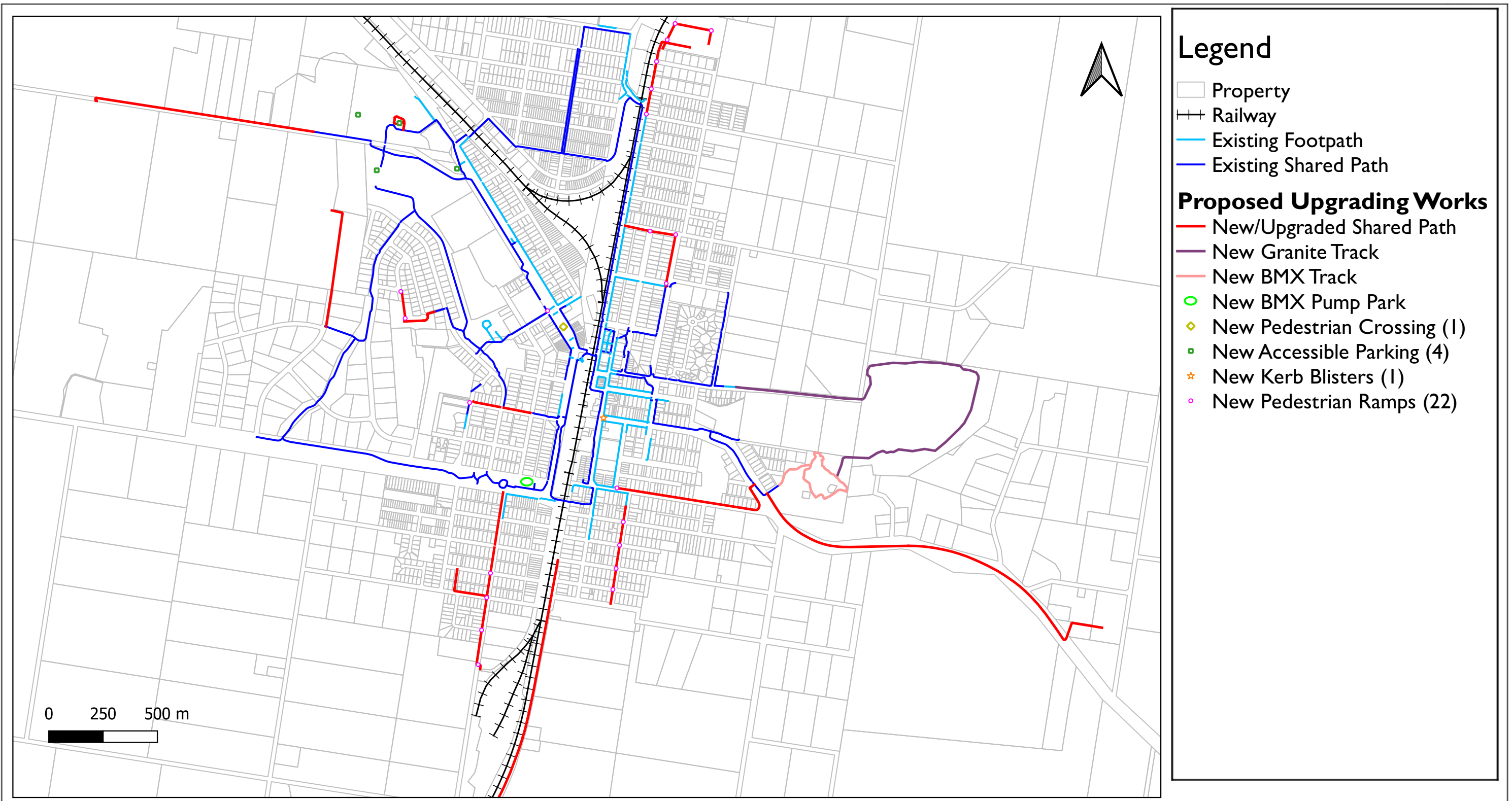
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Projection: GDA94 / MGA zone 55

Junee Shire Council
Walking and Cycling
Accessibility Plan
Asphalt Sealing Treatment



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**Junee Shire Council
Walking and Cycling
Accessibility Plan
Proposed Upgrading Works**