



City Of Canada Bay Council
City of Canada Bay
Pedestrian Access and Mobility Plan (PAMP) - Final

13 July 2021

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Executive Summary

Purpose and Scope

The purpose of this Pedestrian Access and Mobility Plan (PAMP) is to review the current pedestrian needs in the City of Canada Bay (Council) Local Government Area (LGA), to improve the walking environment for all pedestrians.

A PAMP provides a list of prioritised pedestrian infrastructure improvements for safer, more attractive transport choices for residents and visitors, to increase pedestrian activity, and to improve the amenity for all in the Council LGA. The specific objectives of a PAMP are to:

- Increase use of the pedestrian network for short trips (0 – 2 kilometres).
- Reduce the number of missing links within the pedestrian network.
- Reduce the number of pedestrian crashes.
- Improve pedestrian connectivity with other transport modes, primarily train, bus, bicycle, and car.
- Provide pedestrian facilities that cater for the needs of all pedestrians, including people with disabilities, commuters, children, seniors and recreational walkers.
- Complement existing and planned pedestrian and bicycle facilities.

This PAMP has been prepared in accordance with the Roads and Maritime Services (now Transport for NSW) guidance document *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, March 2002).

Existing Conditions

The Council LGA is located approximately 6-12 kilometres to the north-west of Sydney CBD, and with a population of approximately 96,550 in 2020 (*source: profile.id*). The City of Canada Bay includes the suburbs of Abbotsford, Breakfast Point, Cabarita, Canada Bay, Chiswick, Concord, Concord West, Drummoyne, Five Dock, Liberty Grove, Mortlake, North Strathfield, Rhodes, Rodd Point, Russell Lea, Strathfield (part) and Wareemba.

The most common types of issues identified within the study area are outlined in Table 0-1, which includes poor quality or missing pedestrian infrastructure such as narrow footpaths, kerb ramps, missing bus landing pads at bus stops, overgrown vegetation, obstructions in the footpaths and missing pedestrian links (e.g. formed footpaths).

Table 0-1 Key issues for pedestrian

Issue Type	Total Issue Locations
Narrow footpath	56
Kerb ramps	55
No bus landing pad	37
Missing link	34
Overgrown vegetation	32
Obstruction in path	18
Pedestrian refuge	13
Wide crossing point	12
TGSIs	12
Signage	10
Intersection	9
Poor intersection design	9

Other existing issues generally include wide crossing points, poor intersection design, signage, poor footpath quality and trip hazards.

Ensuring a High-Quality Walking Environment

This PAMP has been prepared for the Council to provide a framework for existing pedestrian needs, future management, use and enhancement for pedestrians of all ages and mobility.

A PAMP is a strategic document that identifies the pedestrian network hierarchy and associated action plan for management. The strategic, high-level, objectives of this PAMP are based around:

- Integrating walking into the transport system as the first and last leg of all transport journeys to encourage people to walk more often and further.
- Providing appropriate pedestrian facilities where required, enhancing accessibility and mobility.
- Identifying clusters and patterns of pedestrian crashes, to address safety issues.
- Developing and integrating pedestrian concentration routes that complement *Safer Routes to School* projects and Local Area Traffic Management schemes.

A review of previous relevant planning policies was conducted to:

- Ensure that this PAMP aligns with National, State Government and Local Council policy directions in relation to the development of not only pedestrian access and mobility plans, but also the wider context of transport and urban planning.
- Identify any deficiencies within the current network and develop a strategy that will guide the importance of the proposed measures to improve the access, amenity and safety for pedestrians.

Recommendations

The study found many locations within the Council LGA study area, which require improved pedestrian infrastructure as shown in Appendix E. This includes upgrades to existing infrastructure that are either of poor quality/damaged or have non-standard design, additional pedestrian crossing facilities and new footpath connections

Major Projects

Concord Road / Mary Street intersection: There is an opportunity to construct a new pedestrian bridge at Concord Road. This will improve pedestrian connection and safety between Rhodes and Brays Bay reserve, which also provides a link between Rhodes Station and Concord Hospital via the Kokoda Track Memorial Walkway. This project has been identified for delivery as part of the Rhodes East priority Precinct plan.

Pedestrian Routes

A hierarchy of pedestrian routes has been established based on observed pedestrian demand and proximity to pedestrian attractors, such as train stations, Concord Hospital, commercial land uses, schools/TAFE, and key walking routes. This walking route hierarchy was used as part of the scoring method to determine the priority for proposed pedestrian infrastructure upgrades.

Pedestrian Crossing facilities

Upgrade or provide new pedestrian refuges / crossings at the following locations:

- Barnstaple Road / Henley Marine Drive, western approach and northern approach
- Barnstaple Road / Park Road, southern approach
- Barnstaple Road, east of McCulloch Street
- Blackwall Point Road / Great North Road intersection, eastern side
- Blackwall Point Road, near Great North Road, southern side
- Brent Street / Henry Marine Drive, northern side
- Brent Street, north of Whittle Street
- Brewer Street, west of Shipham Street
- Clermont Avenue / Concord Road, eastern approach
- Coranto Street / Great North Road intersection, eastern side
- Davidson Avenue / Concord Road, eastern approach
- Edenholme Road / Great North Road intersection, eastern approach
- First Avenue / Ingham Avenue intersection
- First Avenue/Arthur Street, eastern approach
- Garfield Street / Harris Street intersection, eastern approach
- Great North Road / Altona Street, western side
- Great North Road south of Irene street, across Great North Road
- Great North Road, between Hampden Road and Brickleigh Street
- Hampden Road, west of Sibbick Street
- Harris Road, North of Garfield Street
- Henley Marine Drive / Thompson Street intersection, western side
- Lyons Road / East Street, southern side
- Lyons Road / Scott Street, southern side
- Lyons Road / West Street, southern side
- Majors Bay Road / Gallipoli Street intersection, southern approach
- Mortlake Street / Brays Road, southern approach
- Tennyson Road / Orchards Avenue intersection, eastern approach
- Thompson Street, north of Polding Street, western side
- Thompson Street, northern approach
- Trafalgar Parade / Majors Bay Road intersection, western side
- Wellbank Street, eastern side of Macnamara AvenueConcord Road / Mary Street car park intersection

The proposed upgrade or provision of new kerb ramp locations within the Council area are detailed in Appendix G.

Missing Links

The following locations were identified to have missing links requiring new footpaths:

- Abbotsford Parade between Great North Road & St Albans Street, southern side
- Barnstaple Road, southern side
- Barnstaple Road adjacent to Five Dock Park, southern side
- Bayard Street between Bertram Street and Bertram Lane
- Bayswater Street north of Westbourne Street, western side
- Bayswater Street south of Westbourne Street, eastern side (south of bus stop)
- Bayswater Street, north of Westbourne Street across road
- Bibby Street, western side
- Blackwall Point Road, southern side, adjacent to Alison Park
- Cabarita Park Path, western side
- Cometrowe Street / Thompson Street, northern and eastern sides
- Cometrowe Street, eastern side
- Crane Street - link to Corby Avenue, eastern side
- Crane Street / St Lukes Park Car Park, Carpark entrance
- Crane Street east of Burwood Road, northern side
- Crane Street, westerns Side and link to Evelyn Street Barnstaple Road adjacent to Five Dock Park, southern side
- Dening Street, north of Short Street, western side
- Eaton Place, Chiswick, east and west
- First Avenue / Henley Marine Drive, southern side
- Great North Road south of Ferry Wharf, near Teviot Avenue
- Killoola Street
- Lyons Road east of Bayswater Street, northern side
- Majors Bay Road / Archer Street intersection, western side
- Mcculloch Street north of Whittall Street, eastern side
- Norman Street / Majors Bay Road intersection, northern side
- St Georges Crescent, between St Georges Crescent and Roseby Street
- St Georges Crescent, through Salton Reserve to Roseby Street
- The Esplanade / north of Henricks Avenue, western side
- The Parade, between Gears Avenue and Byrne Avenue
- Wellbank Street, northern side, west of Ian Parade
- Zoeller Street east of Saunders Parade, northern side

Priorities

The *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, 2002) provides guidance on what is important in providing pedestrian infrastructure upgrades. This method was used to determine the priority of the proposed improvements.

Table 0-1 provides a summary of the high priority proposed upgrades that were identified, with scores of 60 or higher.

Table 0-1 PAMP High Priority Projects – Proposed Upgrades

PAMP ID	Location (Street / Intersection)	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Estimated Cost
21	Concord Road / Mary Street car park intersection	Consider opportunity to construct a new pedestrian bridge across TfNSW	High	1	TBC
116	Lyons Road / Victoria Road intersection	New kerb ramps	High	2	TBC
77	Clermont Avenue / Concord Road	Install pedestrian refuge	High	3	\$25,000
78	Davidson Avenue / Concord Road	Install pedestrian refuge	High	3	\$25,000
79	Station Street / Concord Road	New kerb ramps (x2)	High	3	\$3,600
219	Gipps Street, adjacent to Concord Oval	Upgrade Stairs (around 60 steps)	High	6	TBC
228	Gipps Street, east of Broughton Street	New stop landing pad	High	7	\$8,400
20	Concord Road / Mary Street car park intersection	Widen kerb ramps	High	9	\$3,600
220	Gipps Street / Loftust Street intersection	Widen footpath	High	9	\$4,500
221	Gipps Street / Loftust Street intersection	Widen footpath	High	9	\$6,750
222	Gipps Street	New stop landing pad	High	9	\$8,400
80	Concord Road	Install TGSIs	High	13	\$500

PAMP ID	Location (Street / Intersection)	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Estimated Cost
126	St Georges Crescent	Construct accessible path	High	14	\$13,500

Cost

Where possible, unit rates provided by the Council have been used directly. For items where costs were not available, previous studies, estimation and professional judgement have been used. These costs are indicative and are subject to change and make no allowances for contingencies or actual site design and installation (including site establishment, excavation and disposal).

The total costs for the proposed upgrades for the PAMP is in the order **of \$5,136,675** The cost breakdown for high, medium and low priority projects is as follows:

- \$149,250 for high priority works (note, this does not include costs associated with intersection re-design projects or pedestrian bridges, as further investigations would be required)
- \$1,356,725 or medium priority works
- \$3,630,700 for low priority works

Additional studies would be required for intersection re-design projects. The costs for these projects are not included in the above costs.

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Appendix F – Prioritisation of proposed pedestrian infrastructure

Appendix G – Site audit findings and ranking of proposed upgrades

1. Introduction

1.1 Background

Walking is a fundamental and direct means of access to most places and to the goods, services and information available at these places. Those creating public and private space or facilities must give priority to 'walk in' access, which is attractive, safe, convenient, and accessible for everyone. All responsible agencies should respect the pedestrians' inalienable right-of-way on footpaths and recognise the importance of constructing and maintaining them for transport, health, safety, leisure and social purposes.

The Canada Bay Pedestrian Access and Mobility Plan (PAMP), has been prepared for the Council to provide a framework for existing pedestrian needs, future management, use and enhancement for pedestrians of all ages and mobility. This *PAMP* is a strategic document that identifies the pedestrian network hierarchy and associated action plan for management.

The strategic, high-level, objectives of this *PAMP* are to:

- Integrate walking into the transport system, as a legitimate form of transport to encourage more walking
- Provide appropriate pedestrian facilities where required, to enhance accessibility and mobility
- Identify clusters and patterns of pedestrian crashes, to address safety issues
- Develop and integrate pedestrian routes that complement *Safer Routes to School* projects and Local Area Traffic Management schemes.

An important function of the PAMP is to identify pedestrian needs and clearly indicate the Council's direction for the management and improvement of pedestrian needs within the Council Local Government Area (LGA).

Different land uses require pedestrian facilities for a range of users. Pedestrians, including commuters and recreational walkers, need to be catered for as well as the elderly, the mobility and visually impaired, residents, school children, and tourists.

The guidance document *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, March 2002) states that:

“A PAMP is a comprehensive strategic and action plan to develop pedestrian policies and build pedestrian facilities. PAMPs aim to co-ordinate investment in safe, convenient and connected pedestrian routes. A PAMP provides a framework for developing pedestrian routes or areas identified by the community as important for enhanced, sustainable safety, convenience and mobility.”

1.1.1 Definition of Pedestrian

A pedestrian includes (for the purposes of this PAMP):

- A person walking.
- A person driving a motorised wheelchair that cannot travel over 10 km/h on ground level.
- A person in a non-motorised wheelchair.
- A person pushing a motorised or non-motorised wheelchair.
- A person in or on a wheeled recreational device or toy.

1.2 Purpose and Scope

The purpose of this PAMP is to review the current and future pedestrian needs in the Council LGA to provide facilities for pedestrians. This PAMP provides a list of prioritised pedestrian infrastructure improvements for safer, more attractive transport choices for residents and visitors. This comes with the aim of increasing pedestrian activity and improving the amenity for all local residents and visitors to the study area.

The Council PAMP has been prepared in accordance with the Roads and Maritime guidance document *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, March 2002).

This study has focused upon reviewing the existing and proposed pedestrian network, with the aim of extending and improving the existing network of pedestrian facilities. As part of this report, it is recommended that the Council develop a program for the maintenance of existing facilities. This study, therefore, aims to add the greatest value to Council’s strategies and works program by identifying the gaps in existing networks and extending the networks where appropriate.

1.2.1 PAMP Objectives

The objectives of PAMPs 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 major roads.
- To identify and resolve pedestrian crash clusters.
- To facilitate improvements in the level of personal mobility and safety for pedestrians with disabilities and older persons through the provision of pedestrian infrastructure and facilities which cater to the needs of all pedestrians.
- To provide links with other transport services to achieve an integrated land use and transport network of facilities that comply with best technical standards.

- To ensure pedestrian facilities are employed in a consistent and appropriate manner throughout NSW.
- To link existing vulnerable road users plans in a co-ordinated manner, such as bike plans, maintenance programs and accessible public transport.
- To ensure that pedestrian facilities remain appropriate and relevant to the surrounding land use and pedestrian user groups.
- To accommodate special event needs of pedestrians.
- To meet obligations under the *Commonwealth Disability Discrimination Act* (1992).

1.2.2 Study Area

The Council LGA is located approximately 6 to 12 kilometres north-west of Sydney CBD, and with a population of approximately 92,550 in 2019, based on the ABS population estimate. The Council LGA includes the suburbs of Abbotsford, Breakfast Point, Cabarita, Canada Bay, Chiswick, Concord, Concord West, Drummoyne, Five Dock, Liberty Grove, Mortlake, North Strathfield, Rhodes, Rodd Point, Russell Lea, Strathfield (part) and Wareemba.

The study area for this PAMP is shown at Figure 1-1. The study mainly focuses on the key pedestrian routes in the Council LGA. The following areas have generally been excluded from the PAMP study area, as pedestrian needs will be addressed as part of the future planning for the following projects:

- Rhodes – the Rhodes Place Strategy is being developed by the Council and the Department of Planning, Industry and Environment. The precinct includes land to the east and west of Rhodes Station between the rail line and Concord Road.
- Parramatta Road – Parramatta Road Urban Transportation Strategy.
- North Strathfield Station – proposed Metro station as part of Sydney Metro West.
- Five Dock Station – proposed Metro station as part of Sydney Metro West.
- Burwood North – proposed Metro station as part of Sydney Metro West.

In addition to this PAMP, the Council will be undertaking a separate footpath audit, to examine the current condition of all footpaths within the LGA. Therefore, footpath issues such as footpath quality have generally been excluded from this study.

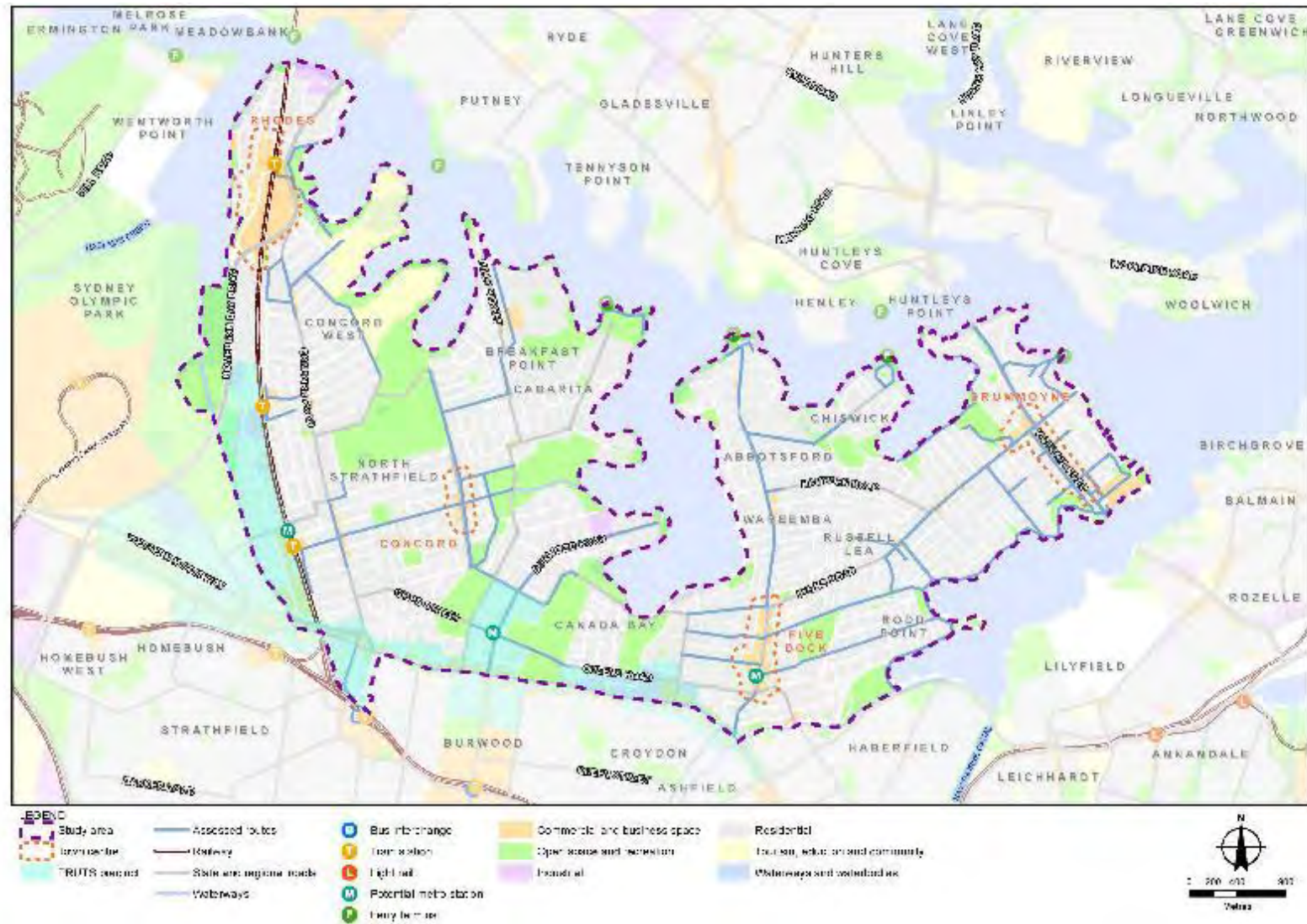


Figure 1-1 Study Area

1.3 Study Limitations

The study has been limited by the following:

- Crash data sourced from the Transport for NSW Centre for Road Safety website http://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/lga_stats.html?tablg_a=4.
- Cost estimates for proposed infrastructure are strategic only, and are based on unit rates provided by the Council (where available).
- The site audits for this study focused on the key walking routes in the Council LGA, identified in two consultation workshops and agreed with the Council. The location of the site audits, are shown at Figure 1-1.

1.4 Consultation

Consultation for this PAMP included the following:

- Workshop 1: stakeholder workshop with the Council Access and Inclusion Committee (Workshop 1) on 1 December 2021.
- Workshop 2: Stakeholder workshop with Surrounding LGAs and TfNSW on 14 December 2021.
- e-newsletters publication between 1 February 2021 and 1 March 2021.
- Posters with a QR code located in 24 Council venues.
- The installation of 78 footpath stickers with a QR code throughout the LGA.
- Direct email to 1,794 Collaborate Canada Bay users.
- Social Media posts - Facebook and Instagram ads between 1 February 2021 and 16 February 2021.
- Community Consultation – Online Survey - 31 January 2021 to 22 February 2021.
- Community Consultation – Map Tool - 31 January 2021 to 22 February 2021.
- Community Consultation – Email December 2020 to March 2021.

1.5 Report Structure

The remaining sections of this report are structured as follows:

- **Section 2 – Background Review:** provides a summary of the previous pedestrian planning and related policies from the Council and various NSW Government agencies.
- **Section 3 – Existing Pedestrian and Mobility Audit:** provides a detailed list of the issues, constraints and opportunities for pedestrian access and movement.
- **Section 4 – Planning for Pedestrians:** provides an overview of best practice standards that apply to the treatment of pedestrian facilities.
- **Section 5 – Proposed Pedestrian Improvements:** a list of potential pedestrian improvements is given with the different types of infrastructure to improve safety, amenity, and access for pedestrians.
- **Section 6 – Priorities for Pedestrian Improvements:** an assessment of the pedestrian requirements was conducted and is provided with short, medium and long term infrastructure projects. An indicative cost and level of difficulty to implement them is included.

- **Section 7 – *Conclusions and Recommendations*:** provides the key findings in the *PAMP*, with a list of recommendations and priorities in the *PAMP* for the pedestrian access and mobility improvements.

2. Background Review

This section includes a review of existing relevant State and Federal Government planning documents, Council's disability and access policies and reports and other relevant Council policies, including the Local Environmental Plans (LEP), and Development Control Plans (DCPs).

A summary of the demographic, transport and pedestrian crash statistics and the existing land use and transport infrastructure for the Council area was also used to show the strategic context, relevance and importance for the PAMP.

2.1 Planning Review

The review of previous relevant planning policies was conducted:

- To ensure that the PAMP aligns with National, State Government and Local Council policy directions in relation to the development of not only pedestrian access and mobility plans, but also the wider context of transport and urban planning.
- To identify any deficiencies within the current network and strategy that will guide the importance of the proposed measures to improve the access, amenity and safety for pedestrians.

These policies provide a strategic framework to improve the pedestrian network so that it encourages and supports walking within, to and from the study area.

2.2 National

2.2.1 Australian Transport Assessment and Planning Guidelines

The Australian Transport Assessment and Planning Guidelines (ATAP) provides a comprehensive framework for planning, assessing and developing transport systems and related initiatives. This document has been considered in the preparation of this PAMP, to ensure that the PAMP aligns with national policy directions.

ATAP identifies that walking is probably the most common form of travel as it is involved to some degree in all trips undertaken by all other modes. However, only about four percent of work or study trips in Australia rely solely on walking - making it the third most common mode, as indicated in Figure 2-1, which shows the proportions of those travelling by either public transport, private vehicle walking or bike riding in Australian states.

ATAP also identifies a number of factors that are likely to determine the propensity for people to choose walking over other modes, including:

- Infrastructure: Good quality, appropriately designed active travel infrastructure with meaningful network connectivity will maximise levels of active travel and improve safety, given the underlying demand for walking.
- Land use: some land uses tend to have a higher incidence of walk trips, for example, outdoor recreation facilities, indoor sports facilities, schools, and public transport interchanges.
- Complementary uses/facilities: propensity for active travel can be enhanced by the proximity of complementary land uses and facilities, such as a public transport interchange located close to a regional shopping centre or university.

- Scale and proximity: the propensity for active travel would be expected to increase with the scale of development, while active travel would be expected to increase with the proximity of related uses.
- Safety: such as trip hazards, inadequate path width, location of power/light poles and paths not navigable by wheelchairs, prams and the elderly.
- Security: personal security can be a major factor in limiting walking.
- Topography and climate: hot or cold temperatures, humidity, steep hills and rain can make walking less attractive compared to other travel modes.
- Ancillary infrastructure: including seating, drinking fountains, shade planting, and directional signage.
- Awareness: potential active travel users might be unaware of the availability and advantages of active travel networks.

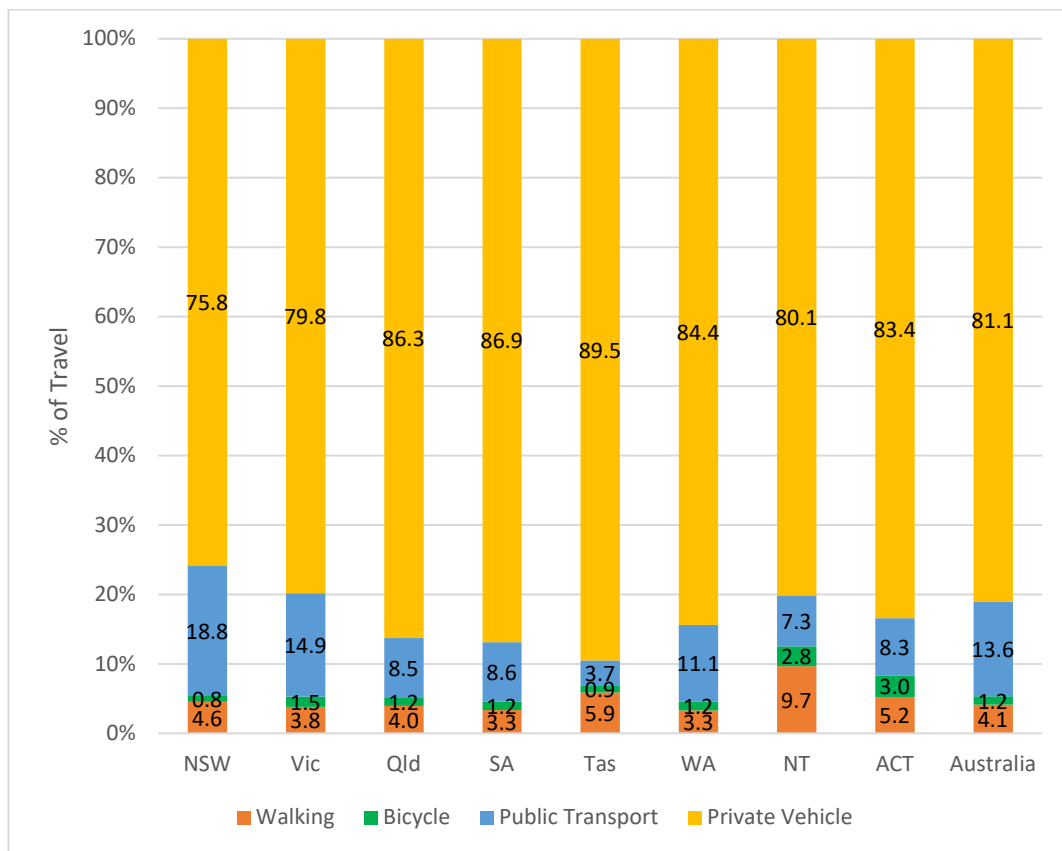


Figure 2-1 Main Mode of Travel to Work

Source: ABS Census Data 2016

The ATAP provides a framework for planning and developing transport systems and identifies key factors that are likely to encourage people to walk more for short trips. These factors have been considered in the development of this PAMP.

2.2.2 Safe Systems Approach

The 'Safe Systems Approach' as outlined within the National Road Safety Strategy incorporates the holistic view of the road transport system and the interactions among roads and roadsides, travel speeds, vehicles and road users. This includes all modes of road transport including pedestrians.

The 'Safe Systems Approach' recognises that people will always make mistakes and may have road crashes but the system should be forgiving and those crashes should not result in death or serious injury. Initiatives to ensure safer roads, speeds, people and cars need to be implemented together so the road system not only keeps moving, but safe and protected.

In the designing of pedestrian facilities, the Safe System Approach should be used.

2.2.3 Austroads Guidelines

The Austroads guidelines provide a national reference for the development of safe and efficient road systems throughout Australia. Within the Austroads publications, the *Guide to Traffic Management* and *Guide to Road Design* includes guidelines to address the interface of the road environment with pedestrians and pedestrian infrastructure. Pedestrian considerations are incorporated into a large number of the Austroads guidelines, with some of the key guidance relevant to the preparation of this PAMP included below.

Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management

This part of the Guide to Traffic Management addresses the intersections of road infrastructure including interchanges, signalised intersections and smaller scale crossings. It includes consideration of pedestrian safety and connectivity, providing context for a number of issues specifically facing pedestrians when considering crossings of road infrastructure. The guide states that crossing points are places where pedestrians are concentrated and:

“provided with a safe place to cross the road through the use of treatments and devices that effectively manage conflicts between pedestrians/cyclists and motorised traffic”

Key objectives of crossing points include:

- To increase motorist visibility of and expectation for crossing pedestrians.
- Provision of visual and physical aids for pedestrian users with limited vision or mobility.
- To simplify the decision-making process for pedestrians and motorists when crossing the road.

Austroads Guide to Road Design Part 6A Pedestrian and Cyclist Paths

This part of the Guide to Road Design specifically addresses the design considerations for pedestrian and cycling paths, with safety and economic factors at the core of the guidelines. These considerations include accommodation for a broad range of user groups and mobility levels.

Key objectives of pedestrian path design include:

- Required width of paths, which considers:
 - Types of pedestrian users expected (including catering for the presence of wheelchairs and motorised scooters).
 - Amount of pedestrian flow expected.
 - Adjacency to traffic or parking lanes.

- Accounting for overtaking pedestrians.
- Gradient of the path to accommodate differing mobility levels.
- Envelope for pedestrians including vertical height for features such as signage.
- Sighting distance for pedestrians, particularly at locations of:
 - Intersections.
 - Stairways.
 - Around horizontal and vertical curves.
 - Driveways.

2.2.4 Australian Model Code of Residential Development

Australian Model Code of Residential Development (Commonwealth of Australia, 1997) was produced to advance the planning, design, assessment and implementation of residential development. It is for use by designers, builders, developers and government officers responsible for housing development. It states that:

“In the planning of residential areas there must be a careful balance between transport needs and protection of the environment. There should be accessibility, choice in mode of transport (private vehicle transport, public transport, walking and cycling).”

The guide identifies that a well-defined community should feature design principles, including reduced travel to local employment and activities (e.g. interconnected street networks and local activity centres within walking distance). One of the key performance criteria in relation to travel mode choice is that street networks facilitate walking and cycling within the neighbourhood and to local activity centres.

The *Australian Model Code of Residential Development* identifies that planning for residential development should consider sustainable transport options, including walking, which have social and environmental benefits.

2.3 State and Metropolitan

The following lists the relevant plans, strategies and guidelines to this PAMP at a state and regional level.

Future Transport 2056

Future Transport 2056 is the NSW Government’s holistic transport strategy direction, outlining the direction for the integration of land-use planning with the development of the transport network. The strategy covers all modes of transport, including public transport, active transport and freight. It focuses on the six outcomes of customer focus, successful places, strong economy, safety and performance, accessible services and sustainability.

This strategy also introduces the “Movement and Place” framework, shown in Figure 2-2, which involves considering balancing the level of vehicle movement including speed and traffic volume with the place aspects of different areas including safety and amenity, and pedestrian activity. In line with the preparation of this PAMP, the strategy encourages:

- Active transport such as walking and cycling for local trips.
- Safe and accessible footpaths.
- Lower vehicle speeds in places with high pedestrian activity.

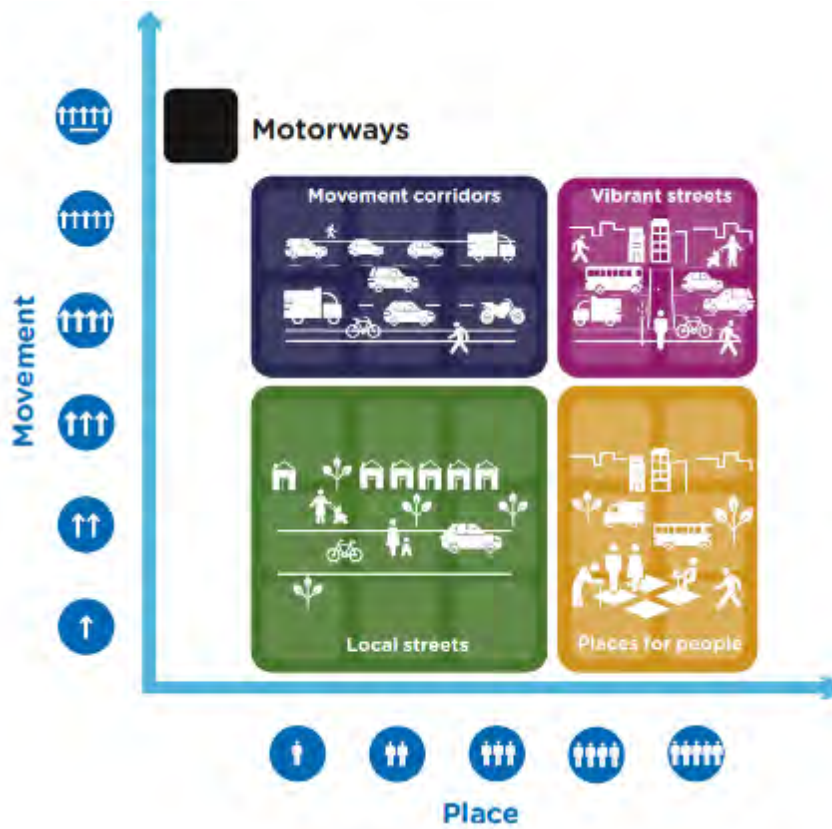


Figure 2-2 Movement and Place Framework

Source: Future Transport 2056 strategy (Transport for NSW)

Sydney's Walking Future

Sydney's Walking Future, released in 2013 is the strategic transport document for walking in NSW. It aims to promote and improve the safe, convenient and efficient movement of walking in Sydney. *Sydney's Walking Future* is a subset document of the *NSW Long Term Transport Master Plan* (now superseded by *Future Transport 2056*). This document sets out NSW Government's objectives for increasing walking to achieve improved environmental outcomes, health benefits and to reduce traffic congestion. These include:

- Promoting the health benefits of walking through targeted programs, improved wayfinding and enhanced trip-planning.
- Improving community connections by developing and improving walking links.
- Working to increase rates of walking including by developing tools and policies to measure walkability and safety.

Some key relevant barriers to the uptake of walking trips able to be addressed through this PAMP include:

- Poor quality footpaths.
- Safety and security concerns.

The proposed improvements to the walking network identified as part of this PAMP will help support the State Government's objectives for increasing walking for short trips.

Greater Sydney Commission – Eastern District Plan

As part of the Greater Sydney Region plan for a metropolis of three cities, in response to the structural and spatial challenges facing Sydney over the coming decades, the Eastern District

Plan focuses on the eastern part of the Sydney region which includes the Council area, shown in Figure 2-3. Rhodes is identified in the Plan as a Health and Education Precinct, with North Strathfield, Concord, Breakfast Point, Five Dock and Drummoyne identified as Local Centres. Figure 2-3 also identifies the committed transit link (Sydney Metro West) running in an east-west alignment through the LGA.

The plan advocates for infrastructure improvements for connectivity, safety and amenity of local areas. Specific priorities which align with the intent of this PAMP include:

- Creating vibrant, healthy and safe local neighbourhoods by fostering walkable local areas, including upgrades to pedestrian facilities.
- Improving active transport links to and from schools.
- Improving active transport connections to and from public transport interchanges to enhance accessibility to the nearest metropolitan cluster.

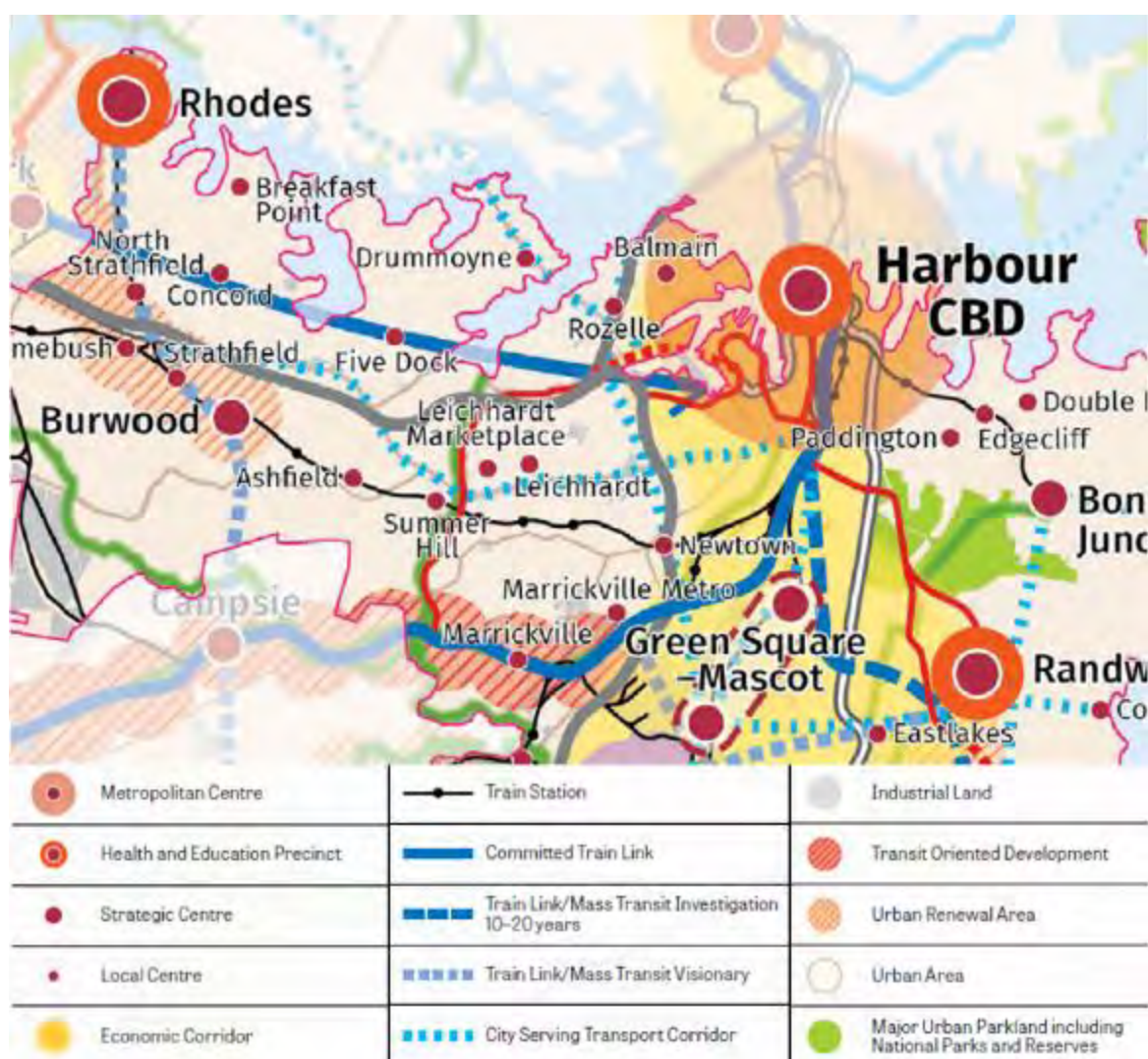


Figure 2-3 Eastern District Structure Plan

Source: Greater Sydney Commission Eastern District Plan (modified by GHD)

Building Momentum – NSW State Infrastructure Strategy 2018-2038

This most recent plan developed by Infrastructure NSW provides advice to the Government regarding infrastructure projects and priorities. The strategy presents a large number of recommendations, with those relevant to active transport and pedestrians within the Council LGA including the following:

- Invest in active transport within the Eastern Harbour City.
- Improve pedestrian facilities to encourage walking, particularly in higher density areas, such as targeted widening of kerbside areas.
- Improve health outcomes through the planning and design of neighbourhoods and places to encourage walking, cycling and active recreation.

Local Character and Place Guideline (2019)

This guideline provides a broad guideline to identify the aspects of the character of local places across environmental, social and economic dimensions, and ways in which to introduce character into strategic planning. The guideline interacts with a number of other types of strategic documents and reinforces the importance of active transport and pedestrian friendly spaces for a more vibrant streetscape.

- Increased active transport broadly benefits multiple outcomes:
 - Sustainability.
 - Health.
 - Transport (including travel times).
- Local character and place considerations include:
 - Safety.
 - Access to public transport.
 - Methods to prioritise walking and cycling.
 - Provision of open space.
 - Accessibility of pedestrian spaces for those less mobile.

Parramatta Road Urban Transformation Strategy (PRUTS)

This strategy (PRUTS) considers the Parramatta Road corridor between Granville and Camperdown and is intended to provide a long-term vision and framework to facilitate employment and housing growth while supporting the urban renewal of the area. Key actions relevant to pedestrians in the Council LGA include:

- Burwood-Concord Precinct:
 - Facilitate mixed-use of land along Parramatta Road to enhance vibrancy and activity, including non-residential ground floor uses.
 - Reduce residential parking rates to decrease car dependency.
 - Develop strong active transport connections and increase open public space in new developments.
- Kings Bay:
 - Develop a local village around Spencer Street, with high amenity and low traffic.
 - Reinforce active transport links to Croydon Station.
 - Provide open space linkages and green corridors between the hub and Parramatta River foreshore.
 - Create new separated regional cycle path along Queens Road connecting Concord and Iron Cove.

Sydney Metro West

Sydney Metro West is a transformational urban rail project connecting the Sydney CBD with Parramatta and Westmead, with stations including Olympic Park, Pyrmont and The Bays precinct. The project is currently under construction and will be due for completion mid to late this decade. Three of the planned stations are located in the Council LGA at North Strathfield, Burwood North and Five Dock, providing these areas with greatly increased connectivity to the east, west and north.

- North Strathfield: The metro will interface with the Sydney Trains T1 Northern Line, providing a transport interchange between the north and west, allowing for a revitalisation of the surrounding area and the Homebush precinct.
- Burwood North: This strong business, residential and retail centre centred on Parramatta Road will be further connected through this metro station, allowing for a shift from buses and the existing Burwood Station.
- Five Dock: This introduction of rail to this area will vastly improve travel times to the CBD and west. The metro will interchange with bus routes along Great North Road and provide residential and commercial areas in the vicinity with increased mobility, adding to the already vibrant sense of place.

The provision of rail connections to these areas provides people with increased options to access business, residences and other facilities on foot and without the use of private vehicles.

Concord Hospital Redevelopment

Concord Hospital is a major health hospital and precinct in the Eastern District providing health care services and a teaching location for the University of Sydney's Sydney Medical School. The hospital is currently undergoing a major redevelopment to improve existing facilities, access and construct new clinical buildings. Stage 1 of the redevelopment includes:

- A comprehensive Cancer Centre, Centre for Veterans' Healthcare, and Centre for Rehabilitation and Aged Care.
- Improved access and hospital entries, as well as patient drop-off zones, carparks, and loading dock.
- Increased inpatient and outpatient capacity, as well as for clinical research.
- New retail and a zone for future development.

The improvements to the site and its capacity open the door to opportunities to improve pedestrian and bicycle connectivity to the hospital to enhance the development. Particularly, the proximity to Rhodes Station is noted to be a factor for pedestrian demand to and from the site.

NSW Road Safety Plan 2021

The Road Safety Plan identifies the NSW State Government's priorities as part of the *Towards Zero* campaign and *NSW Road Safety Strategy 2012-2021* to reduce road injuries and fatalities. Priorities include addressing crashes in busy local areas, building a safer community culture and planning for safer infrastructure. Key elements relating to pedestrian activity include:

- Recognising that increased on-demand services and delivery culture is resulting in busier urban environments with more potential pedestrian-vehicle conflicts.
- Improving safety for pedestrians as vulnerable road users by providing crossings, refuges and traffic calming devices.
- Expanding 40 km/h speed limited zones for high pedestrian activity.

- Removing green-on-green signals during which pedestrians and vehicles cross in the same direction simultaneously and results in potential conflicts.

NSW Aging Strategy 2016-2020

Through consultation with the community and stakeholders, this strategy addresses key areas of policy and infrastructure relating to the needs of an aging population in NSW. In particular, older members of the community have identified numerous barriers to their mobility, including:

- Distance from public transport and difficulty in walking over long periods of time.
- Poor quality footpaths and missing links in the footpath network.

Older Persons Transport and Mobility Plan 2018-2022

As part of the Future Transport 2056 strategy, this plan seeks to address the transport and mobility issues specific to older members of the community and outline the plan to improve access and mobility for older persons. Key elements of this plan include:

- Acknowledging the Local Government role in planning and design of neighbourhoods to provide pedestrian infrastructure such as footpaths and kerb ramps, as well as bus stops, and traffic management facilities.
- Considering whole of journey accessibility, including barrier-free access to public transport such as removing steps and providing off-peak services to meet travel demands of different demographic groups.
- Actions for Transport for NSW to continue to work with local councils in preparing PAMPs and place-based planning using a systematic approach to optimise funding and provide effective infrastructure improvements.

2.4 City of Canada Bay Council Planning

The following documents provide the local planning context for the pedestrian access in the City of Canada Bay local area.

Canada Bay Local Environmental Plan (2013)

The Local Environmental Plan (LEP) outlines the planning guidelines and regulations for new developments in the LGA, including rules for zoning of land uses. This plan is to be used in conjunction with the Development Control Plan (see the section below) to provide a framework for the development of Council LGA. One of the key overall aims of the LEP is:

“to promote sustainable transport, reduce car use and increase use of public transport, walking and cycling.”

In relation to supporting pedestrian activity, the LEP includes:

- Allowance for the maximum floor space ratio for new developments in allowed zones is contingent upon these developments encouraging travel by public transport, walking and cycling, as well as having form which provides pedestrian amenity and connections along with open space.

Specific zoning regulations include:

- B4 Mixed Use:
 - Promote uses that attract pedestrian traffic along the ground floor street frontages.
 - Encourage suitable business, retail, office and residential development so as to increase public transport use, walking and cycling.
- B3 Commercial Core:

- Maximise public transport patronage and encourage walking and cycling.

The land use requirements provided within the LEP have informed the prioritisation of the proposed pedestrian infrastructure.

Canada Bay Development Control Plan

The Development Control Plan (DCP) outlines the specific controls relating to new developments within the LGA, and is intended to be read in conjunction with the LEP to inform the overall development within the Council LGA. The DCP lists a number of objectives to promote pedestrian safety and amenity, including that:

- Residential developments relate well with the surrounding public domain and contribute to an active pedestrian-oriented environment.
- Mixed use neighbourhoods have specific controls to provide for appropriate pedestrian access and amenity, including building setbacks and footpath widths.

Specific engineering and design related controls for pedestrian safety and amenity include:

- Lighting is provided to all pedestrian paths and shared areas within residential developments.
- Grading and sight lines are controlled around driveways.
- New developments maintain pedestrian scale and provide street level weather protection.
- Separate pedestrian and vehicle access to buildings is provided.
- Engineering specifications for pedestrian and shared paths are followed, including dimensions, steps, signage and road crossings.

Site-specific controls for individual centres within the Council LGA include:

- Five Dock Town Centre: new development should reinforce a permeable and attractive street and lane network supporting overall access and mobility.
- Drummoyne Town Centre: encourage street-edge developments with the intent to activate the street frontage areas.

In-line with the requirements and intent outlined within the DCP, the PAMP objectives will align to put forward strategies incorporating pedestrian infrastructure that improves accessibility, safety and amenity.

Canada Bay Local Strategic Planning Statement

The Local Strategic Planning Statement (LSPS) is the overarching strategic planning document for the LGA, bringing together content from other Council plans and strategies. It also implements some of the actions from the Eastern District Plan on a more local level. The most relevant items to pedestrians include:

- Priority 6 to provide high quality urban design outcomes for key sites and precincts, specifically identifying the need for:
 - Built form and land use outcomes which are human scale and enhance pedestrian amenity and experience in the Bakehouse Quarter. This area has been excluded from the PAMP study area as pedestrian needs will be addressed by other projects.
 - Provide direct, accessible and safe foreshore access links around Birkenhead Point Shopping Centre.
- Priority 11 to identify opportunities for improvements to future Sydney Metro station sites and their immediate surrounds to maximise pedestrian amenity and experience. This area

has been excluded from the PAMP study area as pedestrian needs will be addressed by other projects.

- Priority 12 to improve connectivity throughout the LGA by encouraging a modal shift in the way people travel towards active and public transport, including reviewing the Bike Plan to identify opportunities for shared paths.
- Future development along Great North Road in Five Dock which maintains the pedestrian friendly character of the retail strip. This area has been excluded from the PAMP study area as pedestrian needs will be addressed by other projects.

Canada Bay Local Movement Strategy

This movement strategy and action plan reviews the existing transport situation, identifies opportunities and constraints, futures transport as well as land-use trends to identify strategic objectives for various transport and land use aspects and actions to address these. Major roads in the LGA, as well as a lack of dedicated walking and cycling connections, are noted by the strategy to create barriers to active transport. Actions developed by this strategy include the following:

- Investigate improvements to pedestrian crossing facilities at certain key locations to reduce barriers to walking connectivity:
 - Concord Road (between Corey Avenue, Victoria Avenue and Hospital Road).
 - Gipps Street (between Concord Road and Broughton Street).
 - Lyons Road West (between Great Northern Road and Burwood Road).
 - Parramatta Road (between Harris Road and Cheltenham Road). (This area has been excluded from the PAMP study area as pedestrian needs will be addressed by other projects).
- Plan for and promote improved pedestrian and bicycle access of public transport interchanges.
- Supporting measures that localise activities and reduce the distance needed for trips.
- Improve walking access to and from schools, including developing information outlining active transport routes and prioritising walking access at key school entrances.
- Investigate options to widen footpaths along key links (including Queens Road east of Harris Road). This area has been excluded from the PAMP study area as pedestrian needs will be addressed by other projects.
- Investigate options to improve pedestrian waiting and storage areas at certain constrained intersections.

Canada Bay Local Employment and Productivity Study

The Local Employment and Productivity Study aims to outline the nature of employment in the Council LGA and identify strengths, weaknesses and opportunities summarised in a list of actions presented to the Council. These include recommendations to:

- Create a town centre in Drummoyne, centred around Formosa Street, including a pedestrian-focused retail strip that is accessible and walkable.
- Investigate better pedestrian access of Concord Hospital from Rhodes, including an improved crossing of Concord Road.
- Concentrate retail and other ground floor services along Parramatta Road closer to centres such as the Bakehouse Quarter or Burwood Road to maximise pedestrian accessibility.

Canada Bay Community Strategic Plan 2018-2030

This plan articulates goals and strategies for the Council LGA to deliver outcomes for the community across five key themes. The plan is based on significant community consultation and reflects pedestrian outcomes in a number of its areas.

- Improving sustainability and reducing car use through increasing numbers of people walking, cycling and using public transport.
- Vibrant local centres with a mix of retail and services in these areas to encourage walking and cycling to access them.
- A measure of improved connectivity across the LGA would be an increase the number of people walking and cycling to work.
- Community consultation identified desires for:
 - More services to be located within walking distance to residential areas.
 - A more accessible waterfront using bike and walking paths.

Canada Bay Local Housing Strategy

The Local Housing Strategy aims to outline the nature of housing currently present in the Council LGA, to identify the constraints and opportunities involved in delivering new housing and align these with the local planning guidelines and the Eastern District Plan. Actions recommended to Council which are relevant to the preparation of this PAMP include:

- Prioritise planning of local centres to provide opportunities for housing that is within walking distance of services and public transport, such as mixed-use areas.
- Allow for medium density housing within residentially zoned areas that have walking or cycling links to local centres.

City of Canada Bay Development Contributions Plan

This document lists infrastructure and amenities that developers are required to contribute towards. These include:

- Pedestrian crossing upgrades.
- Pedestrian and bicycle access within precincts and to public transport such as railway stations.

2.4.1 Local Precinct Studies and Plans

A number of local precincts within the Council LGA are highlighted as the subjects of plans and studies to improve the urban character and accessibility. These include specific recommendations and strategies relevant to pedestrian safety, amenity and accessibility.

Victoria Road Urban Design Review

The review was carried out considering the precinct around Victoria Road, Drummoyne, and focused on public domain constraints and opportunities for the area, including:

- Limited pedestrian connectivity across Victoria Road, limited to five signalised crossings, and exacerbated by the movable traffic barrier restricting available crossing points.
- Community engagement identified an undesirable pedestrian environment along Victoria Road with the footpath requiring repairs and insufficient pedestrian links.
- Lack of visual amenity along Victoria Road, with the opportunity for public art, planter boxes and trees to improve the pedestrian experience.

Five Dock Town Centre Urban Design Study

The strategy aims to provide a safe, vibrant, connected and attractive town centre focused along Great North Road in Five Dock, with aims that include:

- Improve pedestrian connectivity through upgrades to existing pedestrian connections and the creation of new ones, including new laneways and crossings.
- Create a low speed environment that is safe and accessible for all users, including the young and elderly, including encouraging smaller scale intersections and traffic calming measures.
- Promote the design of urban parks and spaces with a “human scale” to enhance the amenity and attractiveness of the town centre.
- Increase vibrancy and foot traffic to improve perceptions of safety and security.

Concord West Masterplan (2014)

The Concord West Masterplan was prepared in 2014 and supported by a number of other studies, including a socio-economic study and traffic, transport, accessibility and parking report. The area of study focused around the western side of Concord West Railway Station.

- Railway line creates a barrier for pedestrian access, with the only pedestrian access noted to be via an unofficial foot tunnel and the station overbridge in the same location, with little alternative access.
- Recommended improved pedestrian connections to Olympic Park in the west and improved pedestrian amenity along George Street, the main north-south corridor west of the station.
 - It is noted that since this study was published, a new raised pedestrian crossing has been constructed to facilitate access between the new Victoria Avenue Public School and Concord West Station.

Rhodes Place Strategy

The Draft Rhodes Place Strategy, as of December 2020, is the overarching strategic document for the development of the precinct, which includes the area east of Rhodes Railway Station, as well as the Cavell Avenue and Leeds Street zones. One of the stated guiding principles of the strategy is to “*prioritise the pedestrian experience above all other modes of transport.*”

- Previous community consultation reveals consistent support for improved pedestrian and cyclist infrastructure in the area, notable connections to the waterfront. (This area has been excluded from the PAMP study area as pedestrian needs will be addressed by other projects).
- Intent to incorporate human-scale design principles to facilitate pedestrian amenity and attractiveness.
- Recommendation to provide a new pedestrian overbridge crossing Concord Road to access the eastern foreshore and Concord Health Precinct, as well as a pedestrian connection to the new ferry wharf near Leeds Street.

2.5 Existing Travel Characteristics and Demographics

2.5.1 Population

The Council LGA estimated number of residents in 2020 is 96,550 with a population density of 48.52 persons per hectare (*source: <https://profile.id.com.au/canada-bay>*).

The population of the notable key local areas in the 2016 Census include:

- Drummoyne: 12,946
- Five Dock: 11,506
- Concord: 11,506
- Rhodes (East): 817
- Rhodes (West): 12,465,
- North Strathfield: 5,153

2.5.2 Age Group Demographics

Figure 2-4 shows the comparison of age profiles for five-year age groups between the Council LGA and Greater Sydney according to the 2016 Census. These age profile statistics show that:

- Comparatively fewer children and young adults between the ages of five and 19 live in the Council LGA. This indicates that relatively there are lower numbers of primary and secondary school students in the Council LGA;
- A notably higher proportion of the Canada Bay population is between the ages of 25 and 34 than in Greater Sydney.

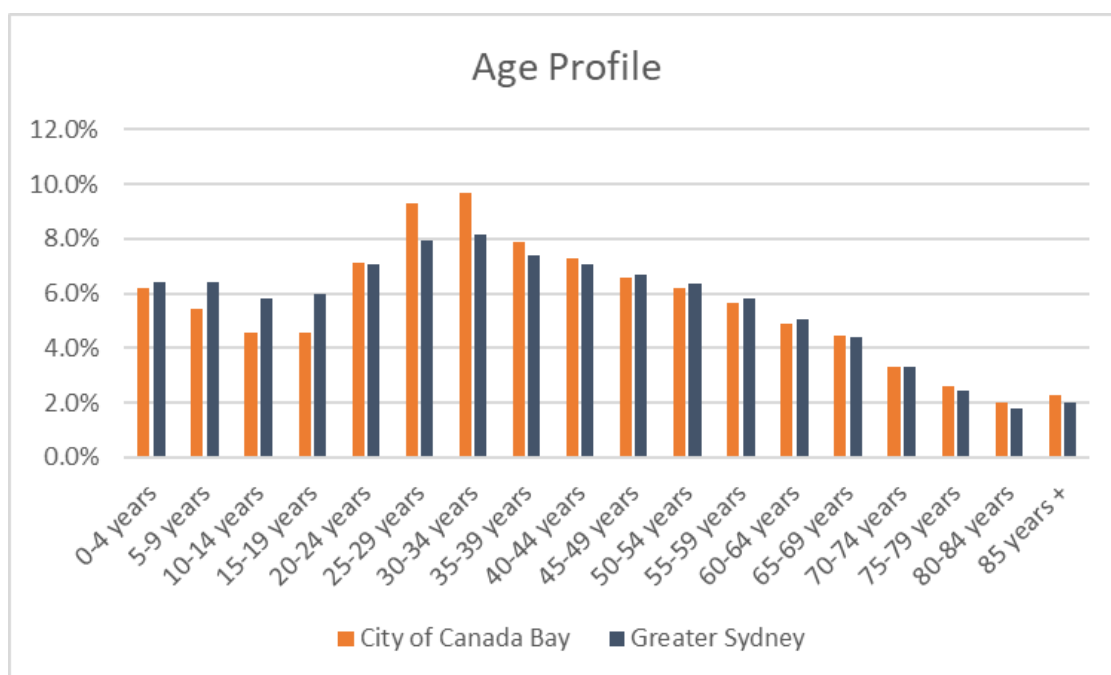


Figure 2-4 Comparison of Age Profiles in Council LGA and Greater Sydney

Source: Australian Bureau of Statistics, Census of Population and Housing 2016

2.5.3 Employment in Canada Bay LGA

Figure 2-5 shows the employment status of residents of the Council LGA compared to that for Greater Sydney according to the ABS 2016 Census. A total of 44,698 Canada Bay residents were employed in 2016. These statistics further show that:

- Council LGA has a comparatively higher proportion of people in the workforce, 34 percent, than Greater Sydney, 31 percent.
- The proportion of unemployed residents looking for work is roughly equivalent to that of Greater Sydney, at three percent.

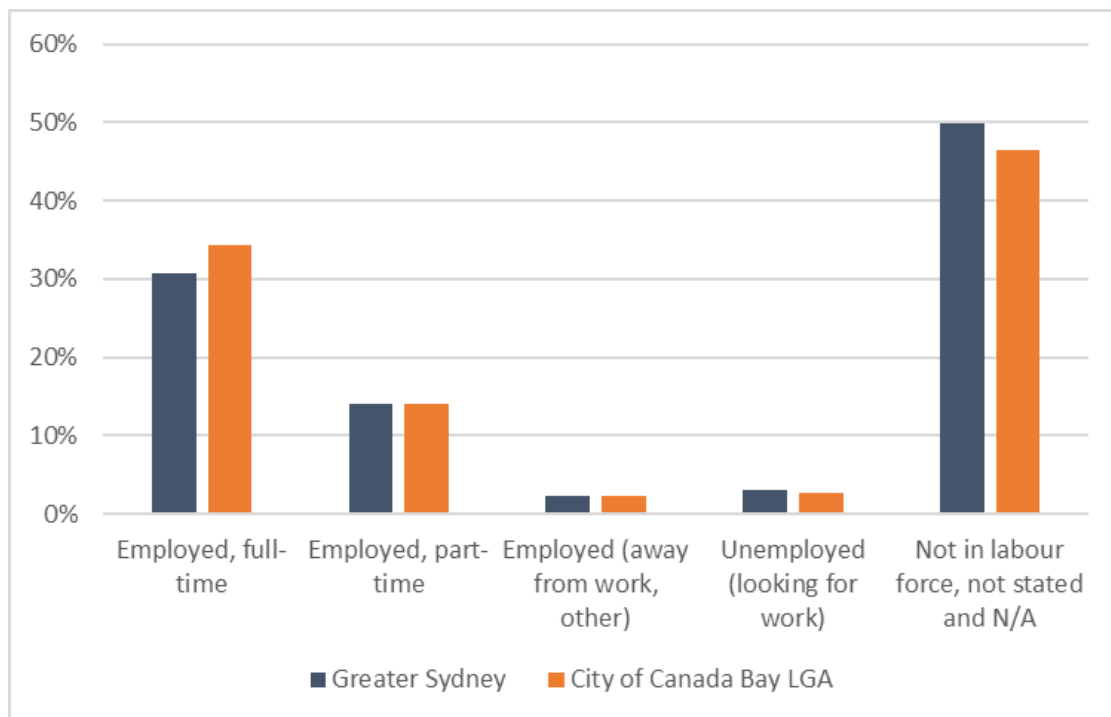


Figure 2-5 Employment status for workers residing in Council LGA

Source: Australian Bureau of Statistics, *Census of Population and Housing 2016*

2.5.4 Journey to Work Data

Data from the ABS 2016 Census, Transport for NSW *Transport Performance and Analytics* (TPA) as well as from the *id.community* profiles have been obtained and assessed for the Council area. These sources of information have been used to assess the patterns and demography of employment within the study area, including commuting behaviour. Figure 2-6 shows a breakdown of the Council LGA by travel zones, a metric used by TPA to measure employment and travel patterns.

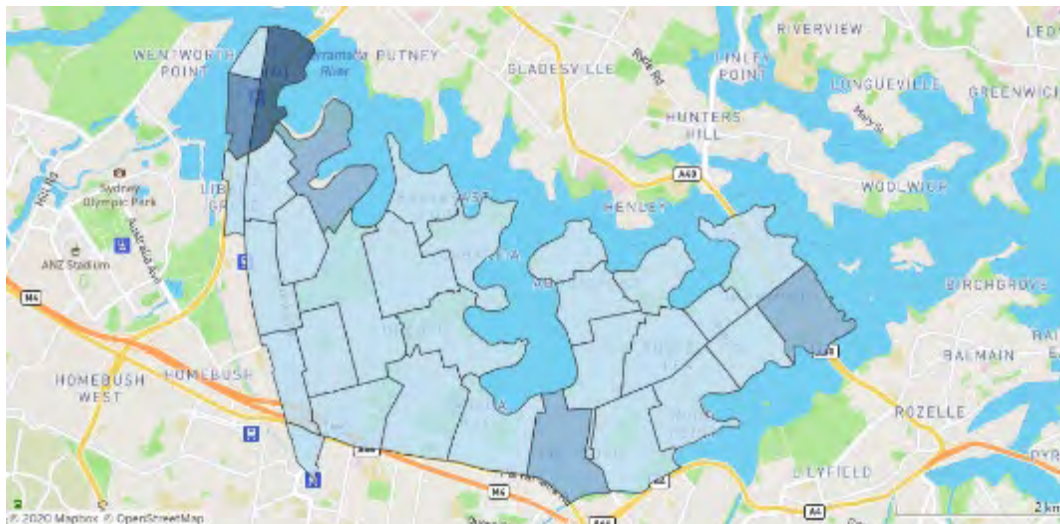


Figure 2-6 City of Canada Bay employment by travel zones

Source: TfNSW Land Use Planner - Employment

Figure 2-7 shows the residential locations of people employed within Council LGA, including the LGA itself and the ten next largest contributing LGA's of workers. Of the total workers in the City of Canada Bay, the greatest proportion (24 per cent) live within the LGA, while the next greatest LGA of residence is Parramatta City Council.

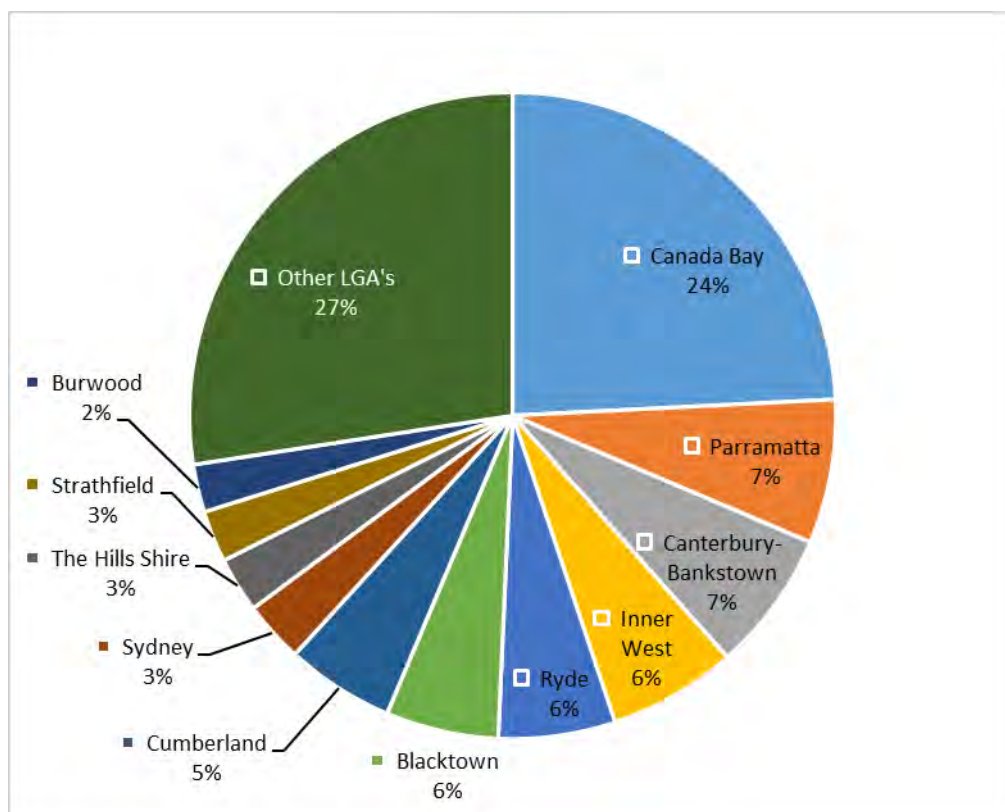


Figure 2-7 Resident Locations of People Employed in Council LGA

Source: <https://profile.id.com.au/canada-bay/workers>

On the other hand, Figure 2-8 shows the LGA of employment for those residing in the Council LGA. The largest two LGA's were the City of Sydney and the City of Canada Bay, indicating that there is a significant professional workforce commuting to the Sydney CBD.

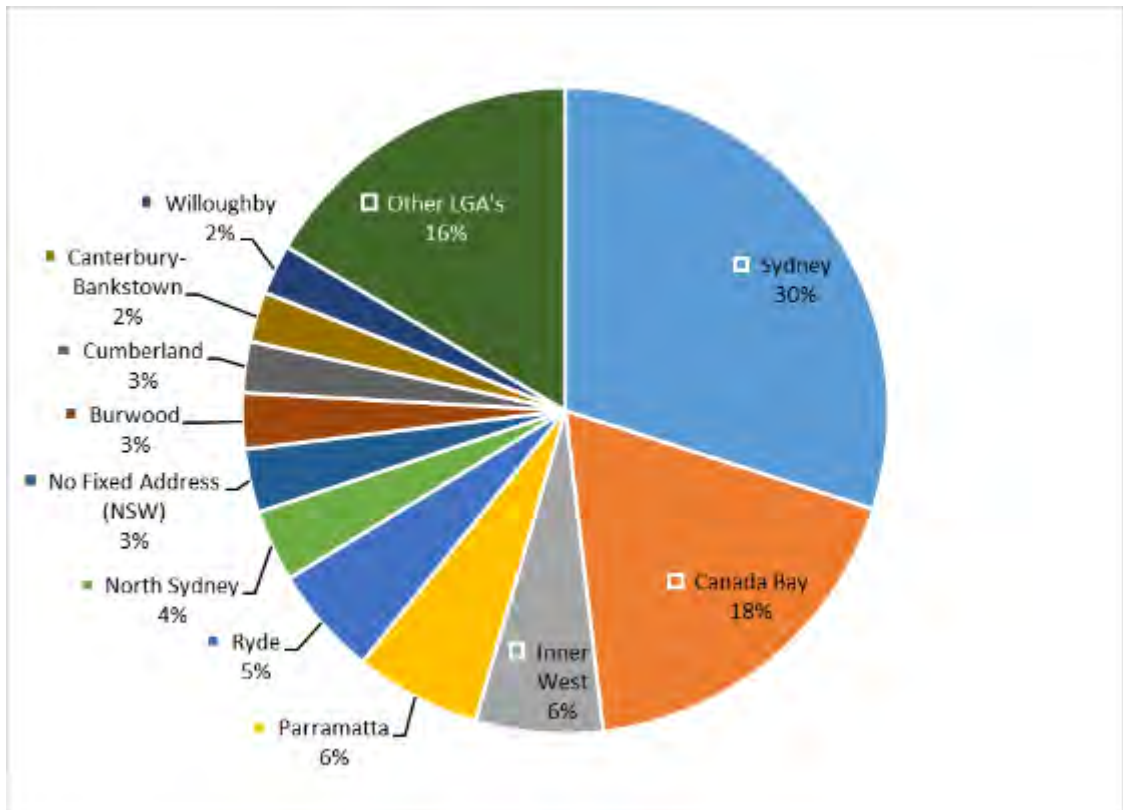


Figure 2-8 Employment locations of people residing in Council LGA

Source: <https://profile.id.com.au/canada-bay/residents>

Journey to work mode share data for the resident workers is shown in Figure 2-9. This data excludes residents that are not working, or those that did not travel to work.

- 61 percent of trips to and from work by the City of Canada Bay residents are made via private vehicle, indicating that there is low effective utilisation of the road capacity.
- 30 percent of commuting trips were made via public transport modes of bus and train, which reveals that there are significant numbers of workers in the City of Canada Bay area currently accessing public transport stations and stops.
- There is a low rate of walking only for the journey to work at three percent, which is representative of the separation of employment in the area from people's usual place of residence.

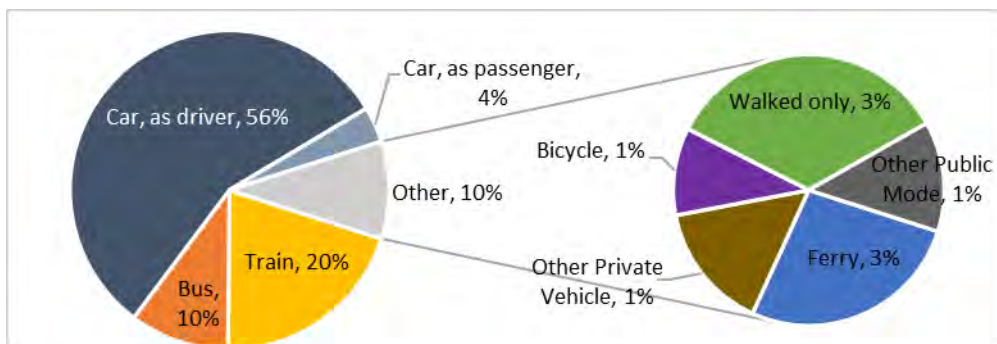


Figure 2-9 Journey to Work for residents of Council LGA

Source: Australian Bureau of Statistics, Census of Population and Housing 2016

The low walking mode share for journeys to work in the local area reinforces the need to improve the environment for pedestrians and integrate land use and transport planning to provide more jobs closer to home.

2.5.5 Car Ownership

A comparison of the number of vehicles owned at each address in the Council LGA to Greater Sydney is shown in Figure 2-10. This indicates the following:

- Nine per cent of households in the City of Canda Bay do not have a motor vehicle, slightly less than the 12 per cent figure for Greater Sydney
- 38 per cent of households in the City of Canda Bay have one vehicle, compared to 33 per cent in Greater Sydney
- Fewer households have three or more motor vehicles in the City of Canda Bay than the average for Greater Sydney

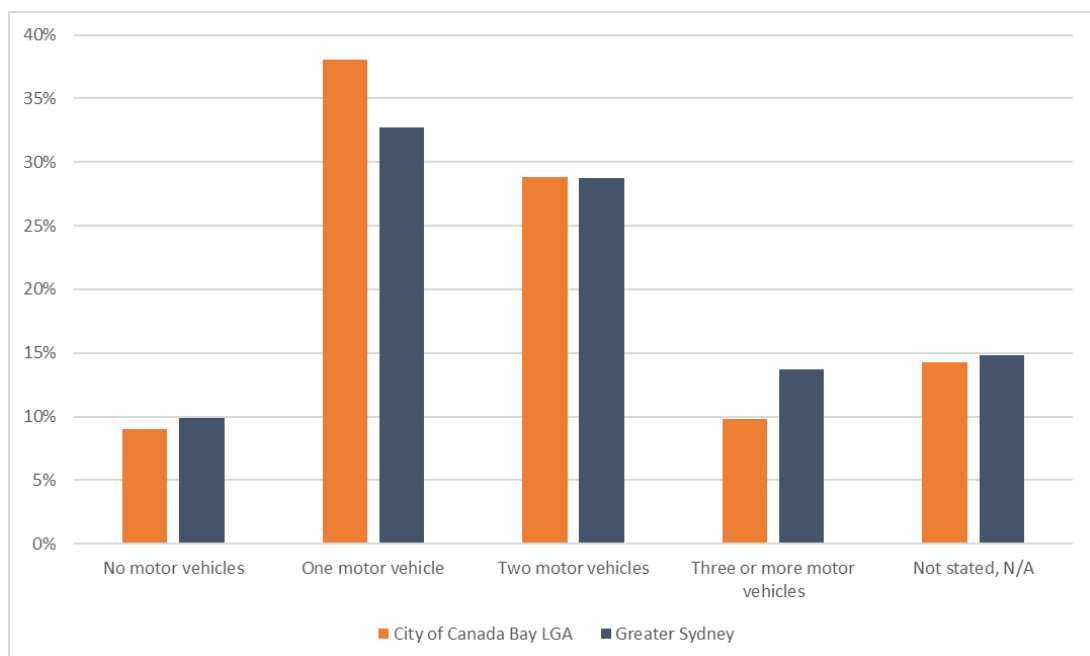


Figure 2-10 Motor Vehicle Ownership

Source: Australian Bureau of Statistics, *Census of Population and Housing 2016*

The overall car ownership in the Council LGA is comparable to Greater Sydney, indicating that the area is not heavily car dependent, and providing an opportunity to encourage the usage of modes other than driving for getting to work and other trips.

2.5.6 Future Population and Employment

Population Forecast

According to the NSW Government Planning Portal, the 2019 Council LGA population of around 92,550 is forecast to grow to around 131,050 people by 2041, as shown in Figure 2-11. This is an increase of around 46 per cent from the current population, representing a significant amount of growth. Data from TPA population forecasts for the Council LGA travel zones also indicates:

- Relatively higher rates of population growth in the vicinity of Rhodes, Concord West and North Strathfield train stations in the coming decades.
- Notable population growth in Mortlake and Five Dock travel zones.

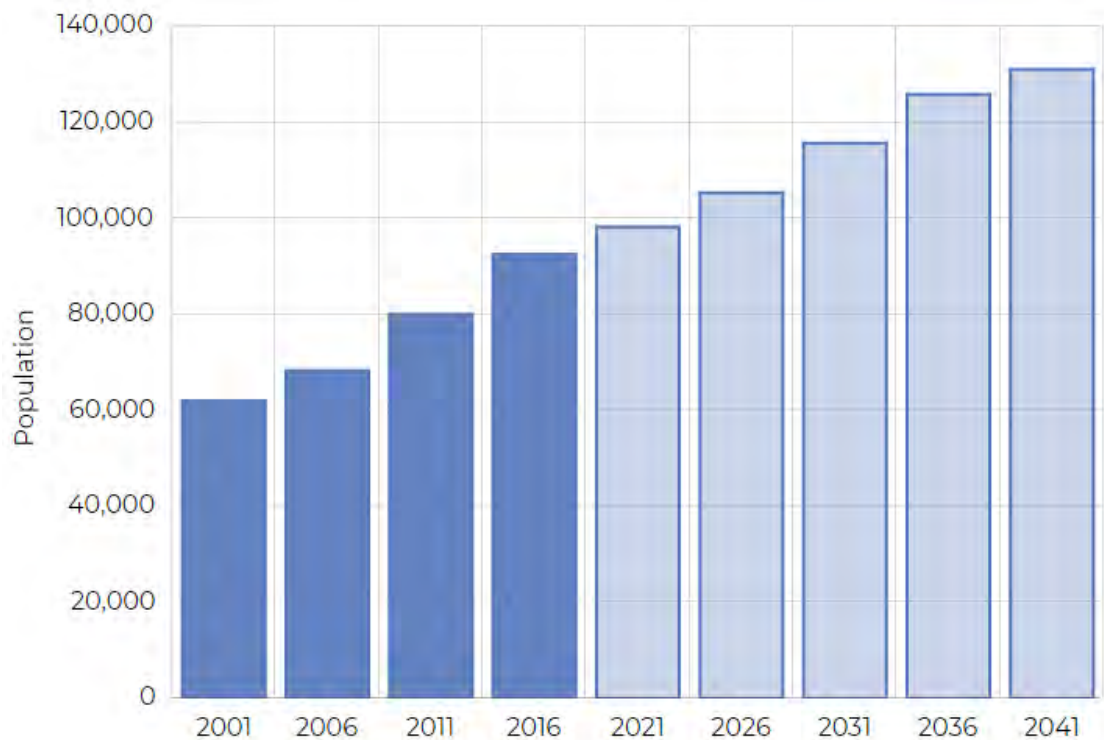


Figure 2-11 Forecast Population in Council area

Source: NSW Government Planning Portal – Projections

Forecast Workforce

According to TPA estimates, the workforce of the Council LGA was approximately 52,072 as at 2019. This number includes all people who are either employed or unemployed and seeking work. As shown in Figure 2-12, the total workforce in the Council LGA is forecast to continue to grow to around 76,000 in 2056, with the growth rate slowing slightly from 2041.

- The workforce in and around Rhodes is forecast to grow significantly, particularly to the north-east and west of the train station.
- Other precincts forecast to increase their workforce include Concord West Station west, Five Dock along Great North Road, and North Strathfield Station east.

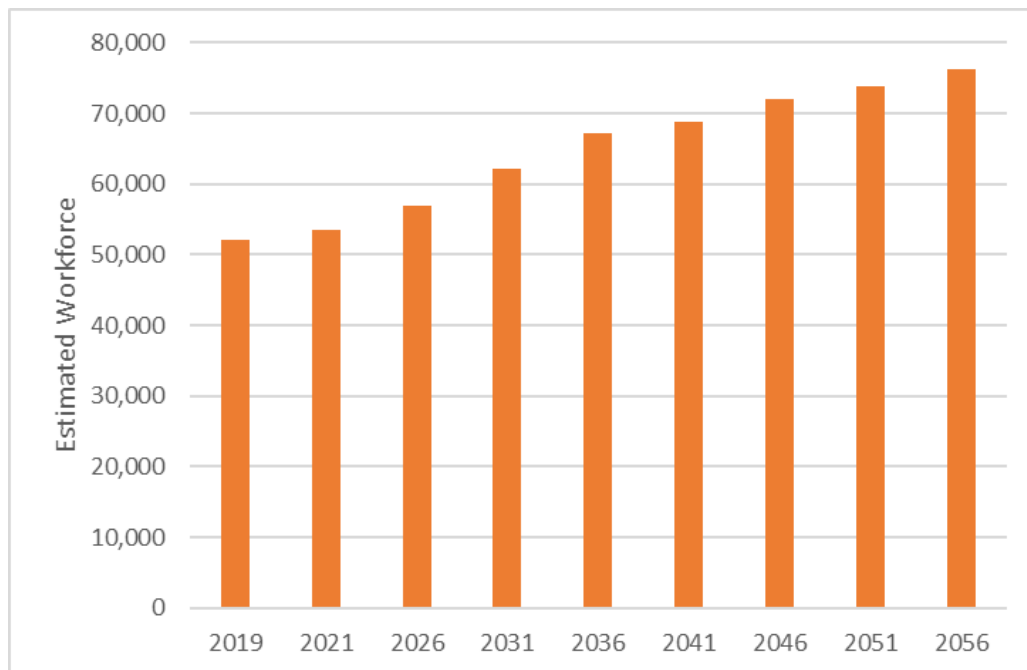


Figure 2-12 Workforce forecast in Council LGA

Source: NSW Transport Performance and Analytics forecasts and projections

Forecast Employment

Approximately 35,387 people are currently employed within the Council LGA. This is forecast to grow to 65,583 by 2056, as shown in Figure 2-13.

- A significant proportion of this growth in employment results from growth in employment in the eastern side of Rhodes, forecast to add around 9,000 jobs.
- The remaining growth in employment is spread across the LGA, noting that the existing centres of Five Dock and Drummoyne are forecast to add relatively fewer jobs in comparison to other areas.

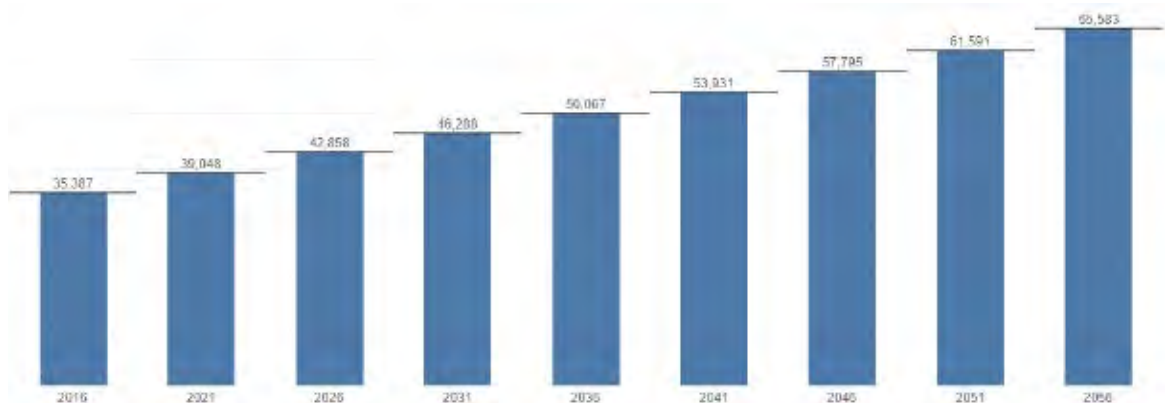


Figure 2-13 Employment forecast in the Council area

Source: [NSW](#) Transport Performance and Analytics employment forecasts

2.6 Existing Land Use and Infrastructure

2.6.1 Land Use

A number of key pedestrian attractors / generators have been identified within the Council LGA which are shown in Figure 2-14.

The key centres in the LGA include the Rhodes Strategic Centre, Five Dock, Concord, Drummoyne and Strathfield (in the neighbouring Strathfield LGA) as well as a number of other local centres. Retail and commercial areas are often located along the main roads such as Victoria Road, Concord Road and Majors Bay Road.

There are a number of primary schools and high schools located throughout the LGA, which are generally concentrated in the southern portion of the LGA. Significant parks and recreational destinations include Bicentennial Park, Majors Bay Reserve, St Lukes Park and Queen Elizabeth Park, as well as foreshore parks and trails along Parramatta River. The path known as the “Bay Run” circumnavigates Iron Cove to the east of the LGA.

Key employment areas include the Rhodes Peninsula and Corporate Park, the Parramatta Road Corridor from North Strathfield to Five Dock, Victoria Road corridor at Drummoyne, Concord Hospital, and Great North Road at Five Dock.

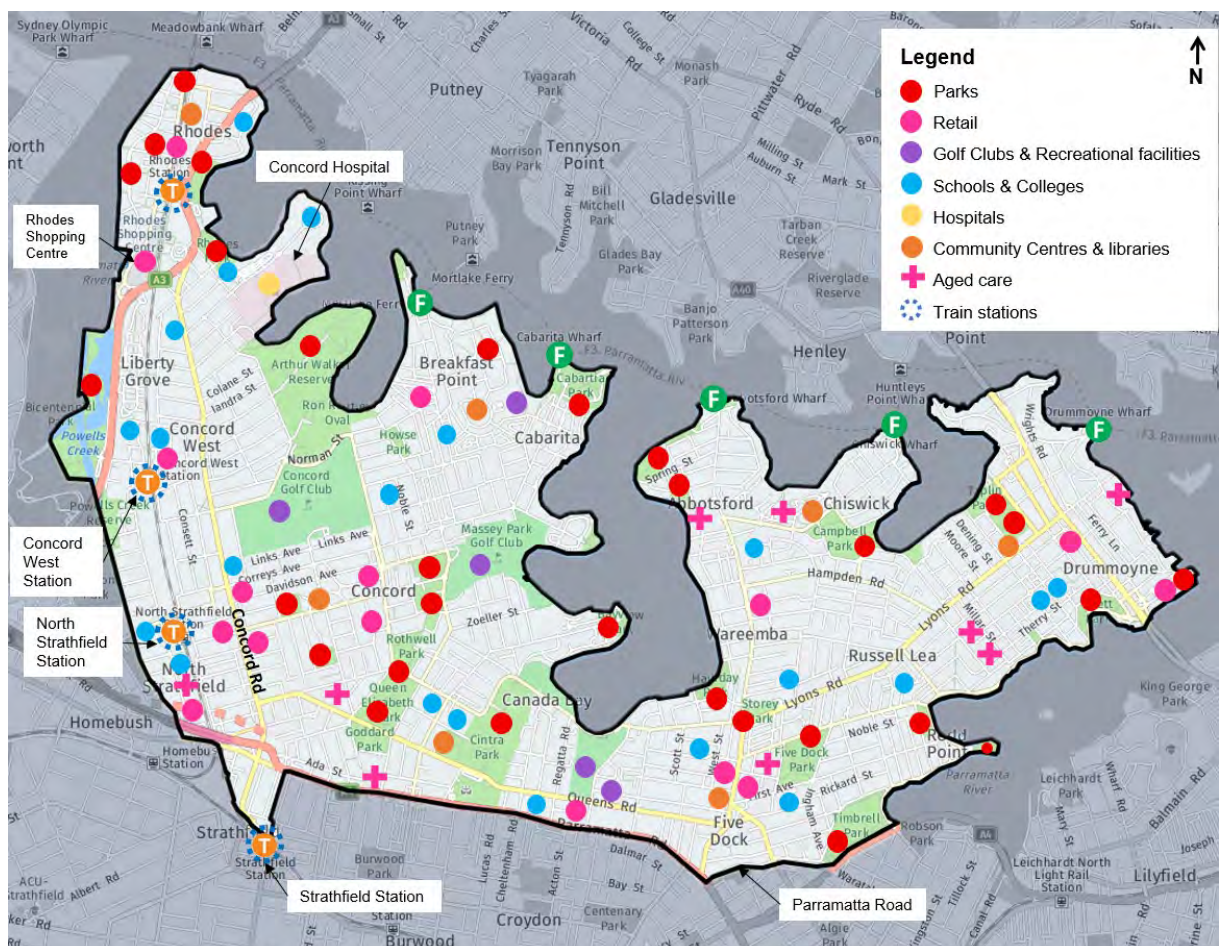


Figure 2-14 Key destinations for pedestrians in the Council

Source: Google Maps (2020), modified by GHD

2.6.2 Road Network

Road Hierarchy

State Roads perform a state function and are fully funded and managed by Transport for NSW. Council maintains local and regional streets or roads.

The classification of roads within the existing road network is an indication of the functional role each road plays and the volume of traffic they should appropriately carry. Transport for NSW have developed a set of road hierarchy classifications detailed in Table 2-1, which indicate typical nominal average annual daily traffic (AADT) volumes for various classes of roads.

Table 2-1 Functional Classification of Roads

Type of Road	Traffic Volume (vpd*)	Peak Hour Volume (vph*)
Motorways/Freeways	>15,000	>5,600
Arterial Road	>15,000	1,500 – 5,600
Sub-Arterial Road	5,000 – 20,000	500 – 2,000
Collector Road	2,000 – 10,000	200 – 1,000
Local Road	<2,000	0 – 200

Source: NSW Roads and Maritime Service (formerly NSW RTA), Road Design Guide and AMCORD

*Note vpd = vehicles per day, vph = vehicles per hour

Roads in the study area have been appraised based on the classification provided in Table 2-1. The outcomes of the AADT data assessment were limited to the availability of daily traffic volume datasets, which were previously collected in 2020.

Table 2-2 Key Road features

Key Roads	Functions
Parramatta Road	Parramatta Road functions as a state road that runs in east-west direction, connecting Parramatta to Sydney CBD. It has a speed limit of 60 km/hr. Pedestrian crossings are provided at signalised intersections. Footpaths are available along both sides of the road.
Victoria Road	Victoria Road is classified as a state road, running in east-west direction (but generally north-south through the study area) and connecting to ANZAC Bridge on its east and Parramatta in its west. It has a speed limit of 60 km/hr. Footpaths are provided along both sides of the road. Pedestrian crossings are provided at the signalised intersections.
Concord Road	Concord Road is classified as a state road, running in north-east and south-west direction, connecting from Strathfield to Rhodes. The speed limit varies between 60 km/hr and 70 km/hr. Footpaths are provided along both sides of the road. Pedestrian crossings are provided at the signalised intersections.

2.6.1 Public Transport Network

The public transport network within the study area consists of the following:

Rail

There are a number of train stations located within the Council LGA, or within walking distance from the LGA, including Rhodes, Concord West, Burwood, North Strathfield, Homebush and Strathfield.

The Future Sydney Metro station would deliver rail stations to Five Dock, providing for a fast and direct trip to Sydney CBD.

Ferry

The Council LGA is well served by ferry, with ferry wharfs at Cabarita, Abbotsford, Chiswick and Drummoyne providing ferry access to Parramatta, Darling Harbour and Circular Quay. A new ferry wharf is also planned at Rhodes.

Bus

The bus services in the Council include M50, 439, 502, 504, 508 and X04, which provides connection to Sydney CBD. Other bus services include M90, 525, 526, and 458, connecting Strathfield and Burwood Stations. On demand bus service are also available in the western half of the LGA, with potential for future serviced area expansion.

Key bus corridors within the Council include:

- Victoria Road: bus services 501, 502, 504, 505, 506, 507, 508, 515, 518, 520, 530, X06, X15, X19 and M50.
- Lyons Road: bus services 490, 492, 502, 503, 504, 504X and 530.
- Concord Road: bus service 410.
- Parramatta Road: bus services 415, 461, 525, 526 and 530.
- Ramsay Street: bus services 438, L38, 439 and L39.



Figure 2-15 Bus Network

Source: <https://transportnsw.info/travel-info/ways-to-get-around/bus/bus-operator-maps>

2.7 Crash Statistics

2.7.1 Pedestrian crashes

Crash statistics for incidents involving pedestrians at roads within the study area over a five-year period between 2015 and 2019 were obtained from TfNSW. This crash data was used to determine the main factors contributing to crashes within the study area.

A summary of the recorded crashes along each street in the study area during this five-year period is shown at Figure 2-16.

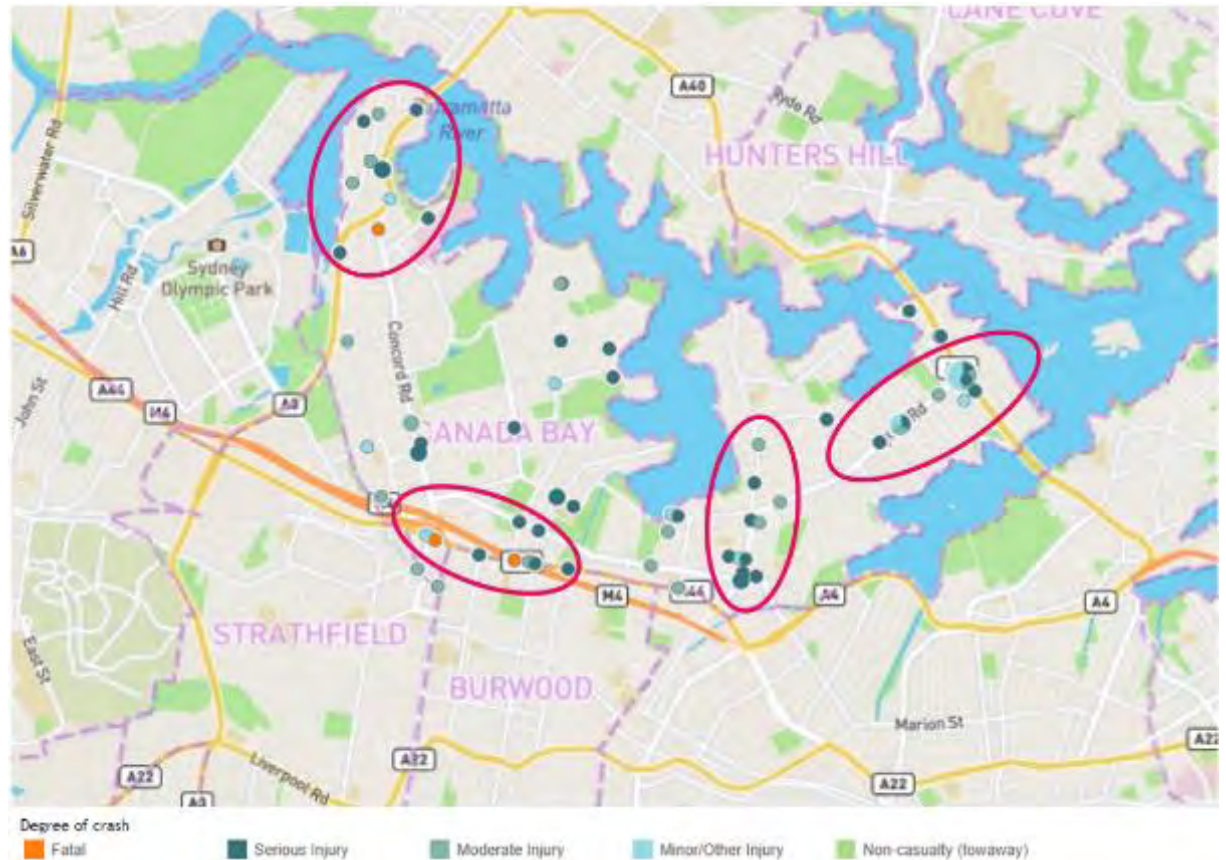


Figure 2-16 Crashes Involving Pedestrians Between 2015- 2019

Source: TfNSW Centre for Road Safety

Table 2-3 Recorded Crashes with Pedestrians in Canada Bay (2015 – 2019)

Street	Location	Time of day	Crash Type	Injuries	Severity	Total
Lyons Road / Lyons Road West	Between Victoria Road and Crane Street	7 darkness 7 daylight	10 Pedestrian nearside 4 pedestrian far side 1 pedestrian on carriageway 1 pedestrian on driveway	16	6 serious 5 Moderate 5 Minor/other	16
Lyons Road	Lyons Road / Victoria Street intersection	4 darkness 2 daylight	4 pedestrian nearside 2 pedestrian far side 1 pedestrian in carriageway	7	1 serious 2 moderate 3 minor/other	7
Victoria Road	Between Henley Marine Drive and Drummoyne Avenue	6 daylight 4 darkness	5 pedestrian near side 4 pedestrian far side 1 pedestrian on carriageway	11	4 serious 3 moderate 3 minor/other	10
Parramatta Road between	Between Wattle Street and Homebush Bay Drive	4 Daylight 3 darkness 1 dawn 1 dusk	5 Pedestrian near side 2 pedestrian far side 1 driveway	9	2 fatal 3 serious 3 moderate 1 minor / other	9
Great North Road	Between Hampden Road and Queens Road	6 Daylight 1 darkness	4 pedestrian far side 2 pedestrian emerging 1 pedestrian near side	8	6 serious 1 moderate	7
Concord Road	Between Parramatta Road and Homebush Drive	5 Daylight 2 darkness	4 pedestrian near side 1 pedestrian emerging 1 pedestrian far side	7	1 fatal 3 serious 2 moderate	6

The crash data indicates that there were a total of 75 crashes involving pedestrians over the five-year period between 2015 to 2019. Of the total crashes

- Sixty-nine percent of crashes occurred at intersections and T-junctions.
- Fifty-two percent of crashes were pedestrian near side collision.
- The degree of crashes included 3 fatal crashes, 38 serious injury, 22 moderate injury and 12 minor injury.
- Fifty-seven percent of crashes occurred at daylight, 32 percent in darkness, 5 percent in dusk and 3 in dawn.
- Thirty-two percent of crashes were pedestrian emerging from far side.

It should be noted that the crash data presented is based on NSW Police reports, which generally under represent the incidence of pedestrian and cyclist related crashes due to some of these incidents not being reported. This is due to the fact that many minor pedestrian incidents do not result in tow-away crashes where police are called and the incident, therefore, goes unrecorded.

3. Existing Pedestrian and Mobility Audit

This section builds on the investigations undertaken in previous sections in order to define a set of user and functional requirements to be developed for the PAMP. The outputs of this section constitute the brief for the development of pedestrian infrastructure improvement options.

Existing traffic calming and pedestrian facilities in the study area are shown in Appendix D. An audit of existing conditions was undertaken in the study area. The audit focused on identifying existing facilities, land uses, any shortcomings in the pedestrian environment and potential safety issues.

The audit has been developed through:

- Site inspections, which were conducted in late February 2021.
- Community consultation as summarised in section 3.1.

A significant amount of anecdotal or qualitative feedback was received via the Social Pinpoint site, open questions on the community surveys and discussions with stakeholders and members of the community.

3.1 Key Results from Community Survey

To identify current pedestrian accessibility and mobility needs, community engagement was undertaken from December 2020 until March 2021 to determine the community's views, concerns, and ideas, relating to pedestrian facilities. The community engagement included a survey to allow the community to provide information about existing transport and walking behaviours and issues.

GHD prepared key messaging for the PAMP webpage on the Collaborate Canada Bay digital engagement platform. The webpage page included links to an online mapping tool and an online survey set up to collect feedback from the community and interested stakeholders.

GHD also conducted two virtual workshops with Council and key stakeholder groups via Microsoft Teams to discuss/explore local experiences, challenges and opportunities to improve pedestrian access and mobility going forward.

A summary of each consultation activity and the number of people who were engaged for each activity is provided in Table 3-1.

Table 3-1 Overview of Community Engagement

Activity	Date	Number of People Engaged
Workshop 1 –City of Canada Bay Access and Inclusion Committee	1 December 2020	7 committee members
Workshop 2 – Surrounding LGAs and TfNSW	14 December 2020	8
e-newsletters publication	1 February 2021 and 1 March 2021.	-
Social Media posts - Facebook and Instagram ads	1 February 2021 and 16 February 2021	-
Community Consultation – Online Survey	31 January 2021 to 22 February 2021	281
Community Consultation – Map Tool	31 January 2021 to 22 February 2021	465
Community Consultation – Email	December 2020 to March 2021	12

Council developed a range of promotional materials and activities to advertise the opportunity to give feedback and outline issues of concern regarding pedestrian access and mobility. To ensure that the project aligned with the COVID-19 social distancing requirements, the project team took an innovative approach to encourage community and stakeholder participation. The promotional materials and activities included:

- The PAMP webpage on the Collaborate Canada Bay website.
- E-newsletter.
- Posters with a QR code located in 24 Council venues.
- The installation of 78 footpath stickers with a QR code throughout the LGA.
- Social media posts (Facebook and Instagram).
- Direct email to 1,794 Collaborate Canada Bay users.

Further details of the consultation and findings undertaken for this PAMP are provided within the consultation report, provided at Appendix C.

3.1.1 Stakeholder Consultation

As part of the preparation for the Community and Stakeholder Engagement Plan (CSEP), GHD conducted a stakeholder analysis to identify key stakeholders and their level of interest and influence in the project. The key stakeholders are summarised in Table 3-2

Table 3-2 Stakeholders analysis

Stakeholder category	Stakeholder	Level of interest/influence
City of Canada Bay Council	Strategic Growth Section	High/high
	Council representatives	
Government agencies	Transport for NSW (Network Sydney South)	High/high
Council advisory groups	Access and Inclusion Committee	High/moderate
	Traffic Committee	High/moderate
Local community/special interest groups	The Ella Centre	Moderate/low
	Access Sydney	
	Concord Senior Citizens Centre	
	City of Canada Bay Men's Shed (Harry's Shed)	
	Concord Senior Citizen's Club Inc	
	Five Dock Evening VIEW Club	
	Rotary Club of Drummoyne	
	Concord Heritage Society	
	Drummoyne Community Centre Inc.	

Stakeholder category	Stakeholder	Level of interest/influence
	The Rotary Club of Concord	
	Probus Club Breakfast Point	
Neighbouring local councils	Strathfield Council	Moderate/low
	Burwood Council	
	Parramatta Council	
	Inner West Council	
High School (Private)	Rosebank College	Moderate/low
	Domremy College	
High School (Public)	Concord High School	Moderate/low
	Rivendell School	
	Strathfield Girls High School	
Primary School (Public)	Abbotsford Public School	Moderate/low
	Concord Public School	
	Mortlake Public School	
	Concord West Public School	
	Victoria Avenue Public School	
	Drummoyne Public School	
	Five Dock Public School	
	Lucas Gardens School	
	Strathfield North Public School	
	Homebush Public School	
	Homebush West Public School	
Primary School (Private)	St Mary's Catholic Primary School	Moderate/low
	St Mark's Catholic Primary School	
	St Ambrose Catholic Primary School	
	All Hallows Catholic Primary School	
	St Patrick's Catholic Primary School Mortlake	
	Our Lady of the Assumption Catholic Primary School	

Stakeholder category	Stakeholder	Level of interest/influence
	The McDonald College	
	St Ambrose Catholic Primary School	
Preschool/Kindergarten	Concord West Rhodes Preschool	Moderate/low
	Drummoyne Preschool Kindergarten	
	Integricare Drummoyne Preschool	
	Adams Lane Pre School	
	Montessori School (North Strathfield)	
	Integricare North Strathfield Early Learning Centre	
	Papilio Early Learning North Strathfield (Blue Campus)	
	Papilio Early Learning North Strathfield (Orange Campus)	
	St Andrew's Kindergarten	
Health care	Concord Hospital	Moderate/low

3.1.2 Community Consultation – Map tool feedback

The mapping tool received 465 comments. A total of 209 were identified as ‘opportunities’ and were from residents in Drummoyne, Concord, Five Dock and Rhodes. A total of 75 comments were identified as ‘barriers’ and were mostly residents from Concord and Drummoyne.

The key results of the map tool feedback are summarised below:

- The general feedback received about the current usage in the LGA was overall positive.
- The existing pedestrian infrastructure was not always well connected or consistent, particularly impeding those with mobility restrictions.
- The need to upgrade existing pedestrian footpaths, islands and access points to allow for easier access for pedestrians with prams, wheelchairs and the elderly.
- The importance of maintaining safer, hazard-free footpaths by removing trip hazards, improving lighting, applying traffic calming measures and provision of dedicated bike lanes.
- Providing more pedestrian crossings throughout the LGA, and in particular near high traffic areas such as shopping villages and schools.
- The opportunity for more greenery to improve the overall streetscape in the Council LGA so pedestrians could further enjoy walking.

3.1.3 Community Consultation - Online Survey

The key results of the online survey include:

- Most people (68.5%) thought the current pedestrian infrastructure in the Council LGA was 'OK' or better.
- A total of 38 participants thought the current pedestrian infrastructure was 'poor' (23.1%).
- Driving was the most common form of transport used by participants (66 participants, 40%) overall when commuting to/from bus stops, home, work, and school.
- The second most common form of transport used by the participants when commuting to/from bus stops, home, work, and school was walking (38 participants).
- Half of the participants (93 participants) indicated that they walked most weekends for recreational activities, and 103 participants indicated that they mostly walked to and from local shops.
- Survey results confirm that there is an opportunity for the Council to promote walking as a form of transport, through improving pedestrian linkage in areas where there are high recreational activities (e.g. fitness, sports), bus stops and shopping centres.
- When asked about how safe and accessible the pedestrian routes were to let children walk to school, 71 participants indicated that they did not feel like the pedestrian routes were safe. Reasons included:
 - The lack of pedestrian infrastructure connections.
 - Unsafe footpaths.
 - Lack of signage.
 - Impatient drivers/cyclists speeding on narrow streets.
- Participants were encouraged to indicate what changes would encourage them to walk more. The top three changes noted were:
 - Additional road crossings for pedestrians, for example, signals, footbridge, pedestrian refuge islands (126 participants).
 - Better quality footpaths (105 participants).
 - Additional footpaths (99 participants).

3.1.4 Workshop feedback

Workshop 1

The session with the Council's Access and Inclusion Committee focused on the challenges and opportunities for the LGA as a whole and for growth areas within the LGA. The following key issues were raised:

- High number of crashes and poor pedestrian facilities along Parramatta Road.
- Shared pedestrian and bike paths can cause an issue for pedestrians, particularly pedestrians with disabilities or the elderly.
- The opportunities raised included:
 - Mapping out social housing areas in Five Dock and other location to assess pedestrian mobility
 - Provide key links to the areas integrating with Metro West to improve pedestrian mobility.

- Consider the predictable path of travel with consideration to changing environments, especially for mobility/visibility impaired pedestrians.
- Incorporate factors such as age increase and disability in the PAMP.

Workshop 2

The workshop with key government stakeholders focused on gaining insights into the study area and project objectives from a strategic planning context, identifying key issues and opportunities and discussing future projects. The following key issues were raised:

- Burwood Road and Parramatta Road intersection where Metro West Station will be located requires investigating due to high pedestrian movement around this intersection.
- As part of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), it was noted that an increase in residential dwellings which would impact pedestrian demand.
- Council are planning work around Concord Oval which would attract high level of pedestrian movement at Shaftesbury Road and Parramatta Road intersection.
- Investigation of link between Henley Marine Drive and Croydon Road.
- Need for pedestrian and cyclists crossing between Luke Avenue and Shaftesbury Road.
- High Pedestrian activity under a future plan at Burwood Road south of Corner Street.

3.1.5 Community Consultation – Email feedback

A total of twelve written submissions to the Council were received (via email). Key themes identified that were relevant to the PAMP included the need for:

- More pedestrian refuge islands.
- Marked pedestrian crossings.
- Better connected footpaths.
- Additional ramps.

3.2 Existing Issues and Constraints Audit

The issues and constraints for pedestrian access and mobility were determined through a field survey conducted in late February 2021 by GHD staff. A summary of the constraint locations are shown in Figure 3-1 and Appendix D. A description of the corresponding issues can be found in Table 3-3. These identified issues have been cross referenced against feedback provided by the community.

A detailed list of these issues, together with photos of existing mobility issues, is provided in Appendix G.

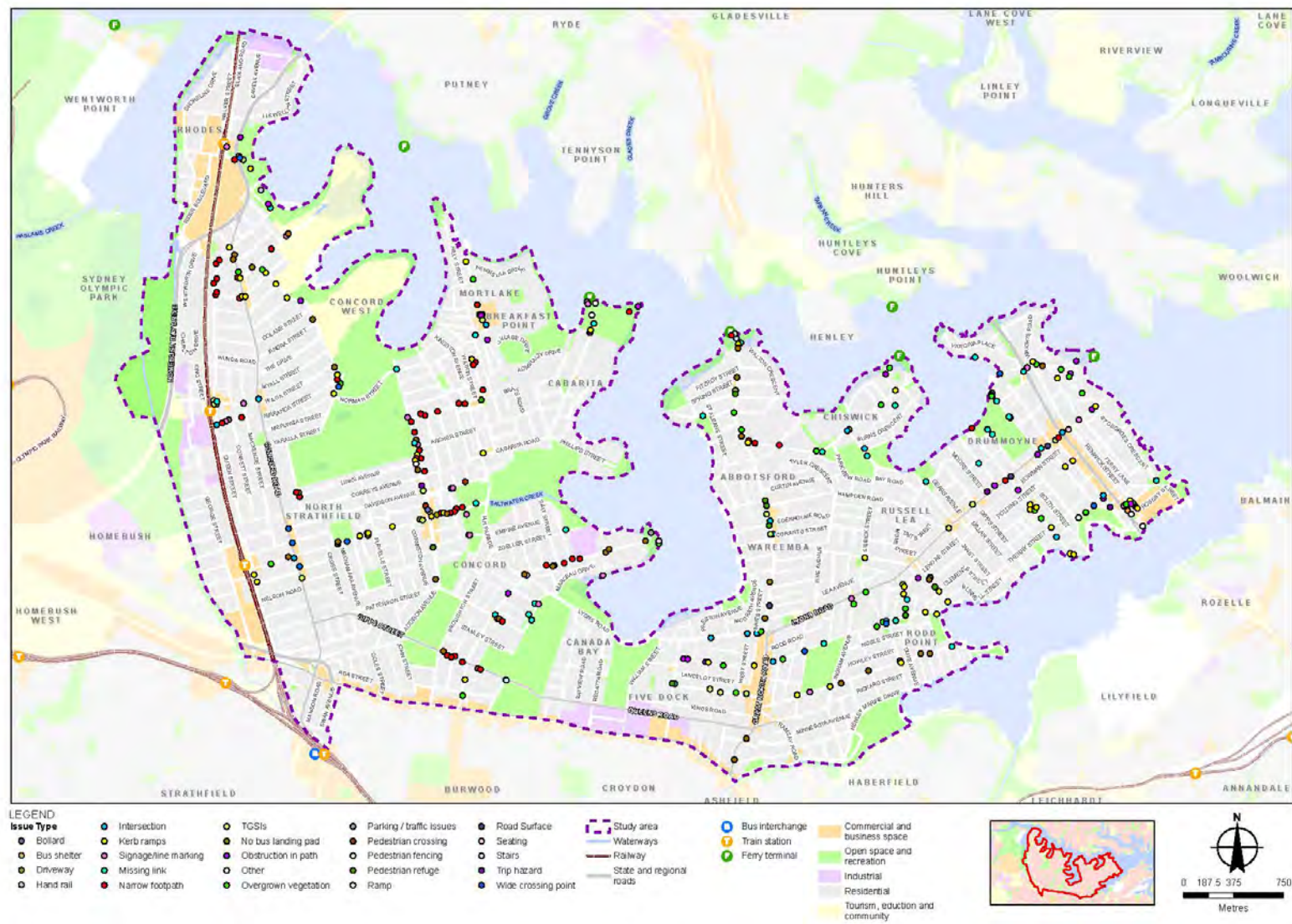


Figure 3-1 Locations of Existing Issues and Constraints for Pedestrians

Table 3-3 Summary of Issues types

Issue Type	Total Issue Locations
Narrow footpath	56
Kerb ramps	55
No bus landing pad	37
Missing link	34
Overgrown vegetation	32
Obstruction in path	18
Pedestrian refuge	13
Wide crossing point	12
TGSIs	12
Signage	10
Intersection	9
Poor intersection design	9
Trip hazard	7
Other issue	7
Signage / line marking	4
Road Surface	4
No signage	3
TGSIs	3
Seating	3
Pedestrian crossing	2
Stairs	2
Parking / traffic issues	2
No TGSIs	1
Line marking	1
Driveway	1
Hand rail	1
Pedestrian fencing	1
Narrow footpath and overgrown vegetation	1
Bollard	1
Ramp	1
Bus shelter	1
Line marking	1
Narrow footath	1
No poor quality bus shelter	1
Line marking and signage	1
Total	347

4. Planning for Pedestrians

Walking is the simplest form of transportation. It is available to most people, including those who use mobility aids; is free and has significant environmental and health benefits. Furthermore, all trips involve some walking component, even if they are only from the car park to the shop. Therefore, planning for safe and convenient pedestrian access is very important in transportation planning.

This section provides some introductory guidance on planning for walking.

4.1 Creating a Safe and Attractive Environment for Walking

Pedestrians use every part of the public domain, including roads, footpaths, nature strips, shopping centres and other public spaces. Some planners and engineers incorrectly assume that planning for pedestrians will follow the same logic as traffic planning:

- Car → 'trips' → 'routes' → 'traffic network'

The planning scale for pedestrians is detailed to accommodate the local nature of the trips. Pedestrian movement can be better conceptualised in terms of:

- Pedestrian → 'activity' → 'areas of activity' → 'pedestrian environment'

Rather than conforming to traditional traffic engineering concepts like turning radii and design speeds, pedestrians are far more attuned to the environment in which they are moving. Therefore, planners need to consider the needs of pedestrians in regards to design, amenity, and personal security. Pedestrians are particularly vulnerable to cars and other motorised traffic.

Pedestrian Needs

The provision of pedestrian infrastructure should not only aim to fulfil the requirements of existing users or to comply with relevant standards, but should also promote walking for transport, recreation and health, and increase the number of trips taken by foot. Such an outcome would result in fewer car trips, healthier residents and a more active (and safe) public domain. A number of elements are required in order to provide a high quality pedestrian environment.

Safety

Perceived and actual safety is very important to pedestrians. Road crossings present the greatest danger to pedestrians. Therefore, safe crossing locations should be provided at regular intervals along major streets, or at the location where key desire lines cross major streets. Pedestrians will rarely walk along an indirect route to access safe crossing points, so frequent, direct crossing points should be provided.

Lighting in open space is important for security. Pedestrians of all ages and genders need to feel that it is safe to walk whenever they choose to do so.

Directness

Pedestrians do not like to walk out of their way to reach a destination. This is a natural response to avoid the extra effort involved in walking extra distance. Pedestrian facilities serving desire lines between major centres of activity need to be direct and legible in order to provide for and encourage walking trips.

Wherever possible, barriers should be overcome, with additional crossing points such as grade separated or signalised crossings. However, grade separation does not always provide the most direct access.

Engineering solutions to direct pedestrians for safety reasons (such as fencing) should only be used when no other solution is possible.

Amenity

Pedestrians are particularly sensitive to the quality of the urban environment. Areas with high volumes of traffic, excessive noise, and poor pavements will discourage walking. Additionally, urban areas should be maintained at a human scale that provides an attractive walking environment.

While it would be extremely costly to improve the amenity of all pedestrian areas, targeted works can achieve a great improvement in areas of high pedestrian activity (such as shopping streets, areas around commercial, employment and public buildings, and recreation areas). Spot improvement programs can also target localised areas of high need.

Suitable for all users

Quality pedestrian environments must be available to all who choose to use them. This requires compliance with Austroads Guide to Traffic Management and Guide to Road Design and AS1428.1-2009 - *Design for Access and Mobility*. Paths must be of a suitable width to accommodate the number of pedestrians (and other users, such as mobility scooters) expected and be of an appropriate gradient, including ramps. The path should be continuous and free of obstructions such as signage and street furniture. The needs of hearing and vision impaired users must be considered and provided for, especially where user safety is an issue.

Pedestrian Strategies

Council should support and encourage walking in the study area through the following actions:

- Provide an environment where the personal, social and environmental benefits of walking are recognised as paramount and that the needs of pedestrians are considered as a primary element in any projects affecting the urban landscape
- Ensure that all planning and redevelopment includes walking as a safe, healthy and accessible form of transport
- Incorporate the needs of people with a disability into all levels of planning and implementation of the transportation network and public domain improvements

4.2 Best Practice Standards

This sub-section provides a brief overview of best practice standards that apply to the treatment of pedestrian facilities.

Minimum Footpath Widths

The *Austroads Guide to Road Design Part 6A 2021 – Paths for Walking and Cycling* states that:

'As a guide, the desirable minimum width of a footpath that has a very low demand is 1.2 m with an absolute minimum of 1.0 m. These widths should be increased at locations where:

- *high pedestrian volumes are anticipated.*
- *a footpath is adjacent to a traffic or parking lane.*
- *a footpath is combined with bicycle facilities.*
- *the footpath is to cater for people with disabilities.*
- *overtaking of path users is expected.'*

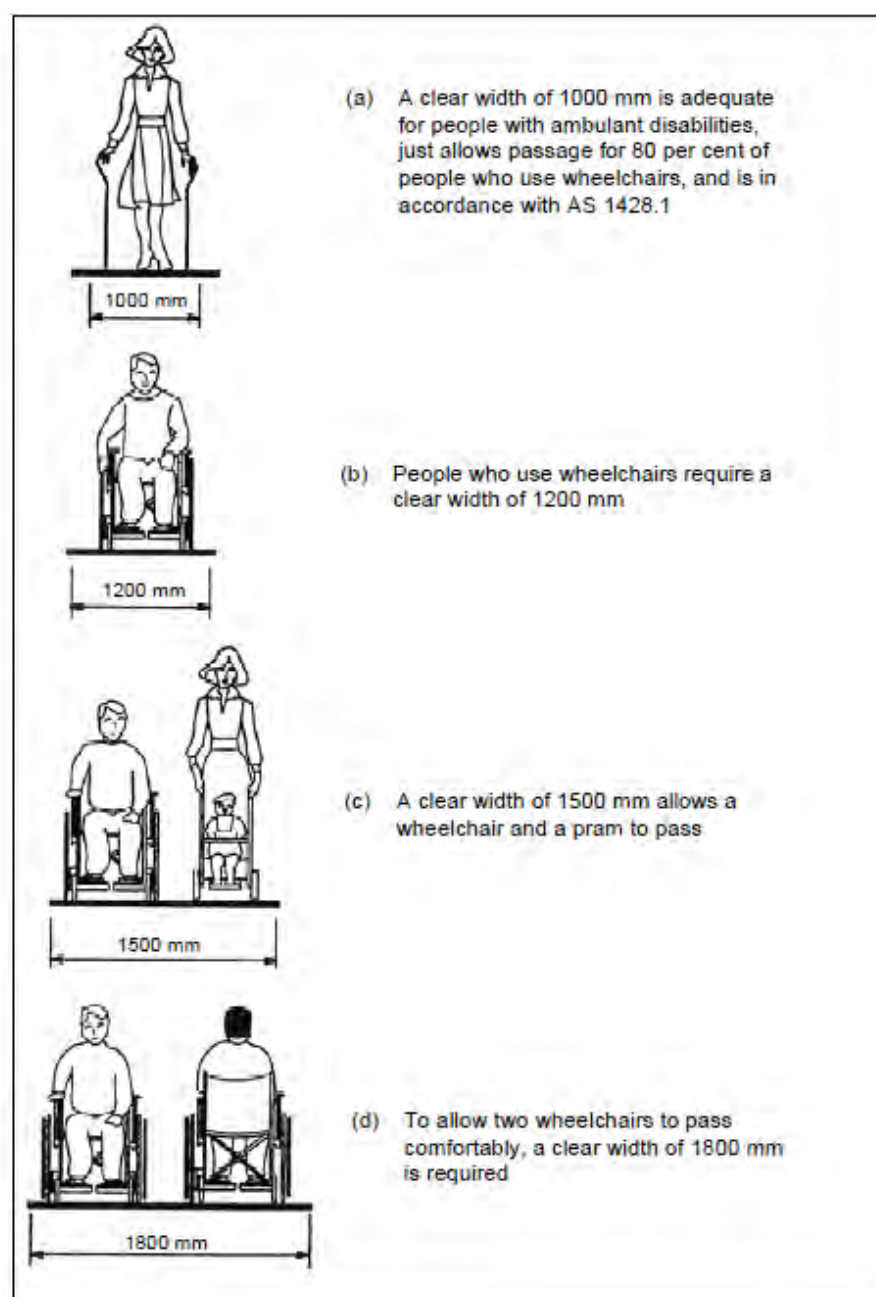
Figure 4-1 and Table 4-1 show the minimum widths for various types of footpath users.

Table 4-1 Minimum Footpath Widths

Situation	Suggested minimum width (m)	Comments
General low volume	1.2 ⁽¹⁾	<ul style="list-style-type: none"> General minimum is 1.2 m for most roads and streets. Clear width required for one wheelchair. Not adequate for commercial or shopping environments.
High pedestrian volumes	2.4 (or higher based on volume)	<ul style="list-style-type: none"> Generally commercial and shopping areas.
For wheelchairs to pass	1.8	<ul style="list-style-type: none"> Refer also to AS 1428.1:2009.
For people with other disabilities	1.0	

Source: Table 5.1 – Austroads Guide to Road Design Part 6A 2021 – Paths for Walking and Cycling

Figure 4-1 Path Width Requirements for Various Users



Source: Austroads Guide to Road Design Part 6A 2021 – Paths for Walking and Cycling

Maximum Grades

Grades of footpaths and drop kerbs are important as they affect the usability and safety of pedestrian facilities. Long sections of high grade footpath can be extremely difficult for mobility impaired users to negotiate.

High grade kerb ramps can also cause safety issues for mobility impaired users. Users can become vulnerable to general traffic as they attempt leave the carriageway and proceed up steep ramps.

It is noted that *AS 1428.1 Design for Access and Mobility – 2009*, specifies that any footpath should not exceed a gradient of 1:8 as wheelchairs may tip backwards. This is considered as an absolute maximum ramp gradient and should only be used in extenuating circumstances.

Table 4-2 shows the maximum desirable grades for footpaths and kerb ramp treatments.

Table 4-2 Maximum Grades

Footpaths	Grade
Recommended maximum grade (footpaths)	1:20 (2.5% cross fall)
Absolute maximum grade (kerb ramps)	1:8

Source: *AS1428.1 Design for Access and Mobility Part 1 2009 –General Requirements for Access-New Building Work*

In hilly areas, these gradients are not always achievable and where possible, consideration to alternative routes should be made.

Kerb Ramps

The difference in the level between the footpath and the roadway is a common situation that poses difficulties for pedestrians, particularly with mobility and vision impairments. A drop kerb or kerb ramp provides a smooth change in the level between the footpath and the roadway (maximum grade of 1:8).

The general dimensions of a drop kerb are illustrated in Figure 4-2. The *Austroads Guide to Road Design Part 4 – Intersections and Crossings – General* states that: 'A minimum footway width of 1330 mm should be provided beyond the top of the ramp, to ensure that users of the footway along the street are not inconvenienced by the ramp.'

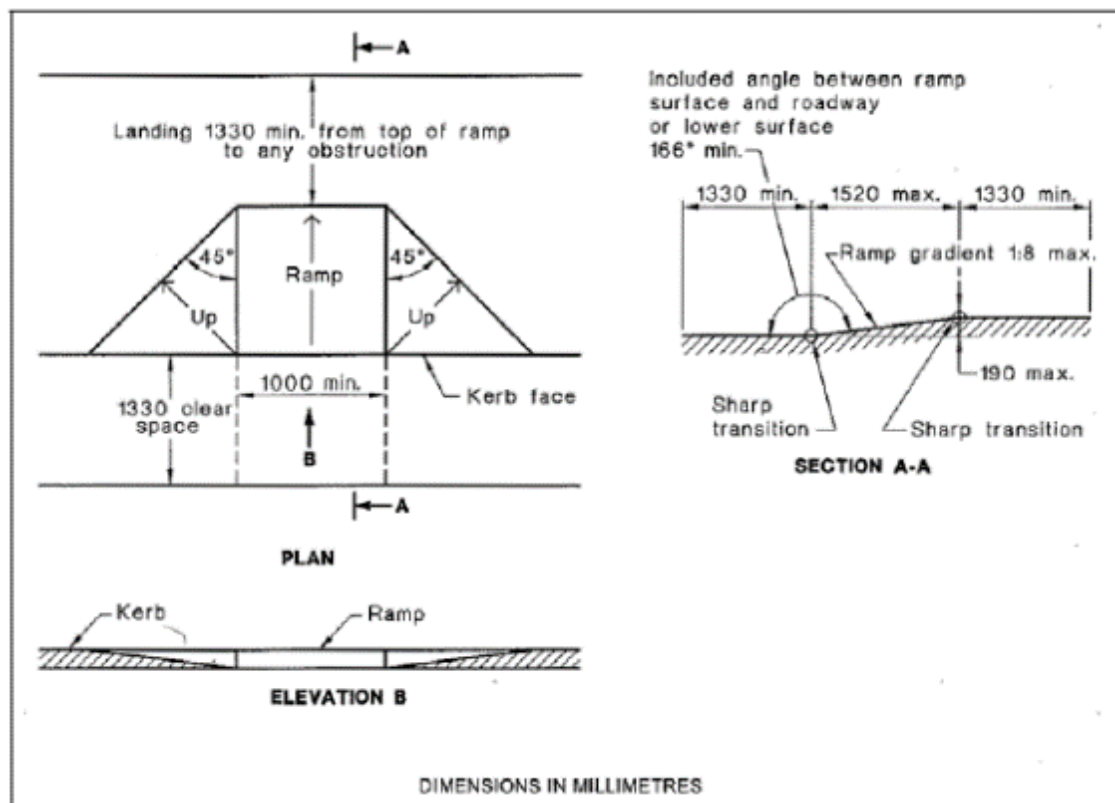


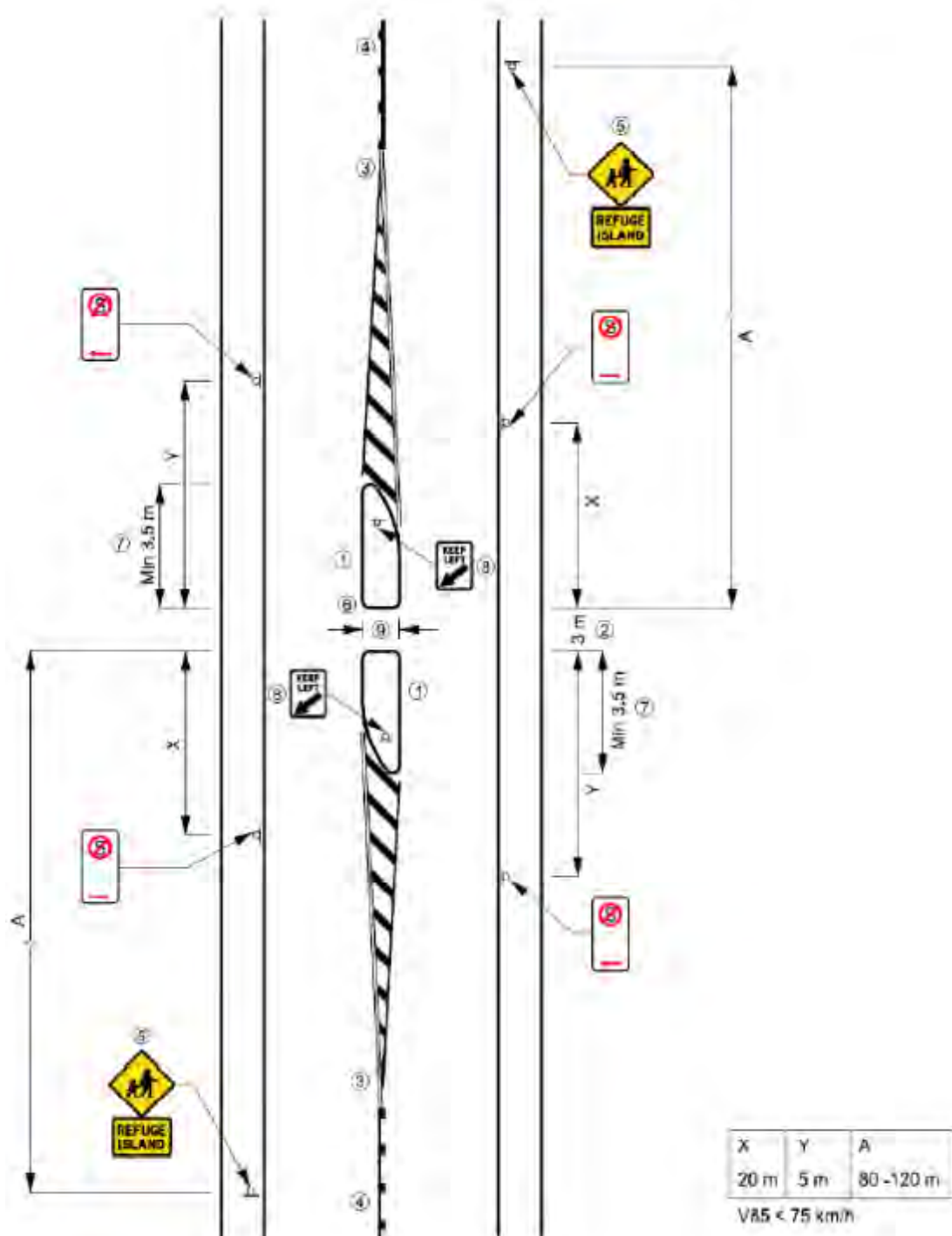
Figure 4-2 Kerb Ramp Design

Source: *Austrroads Guide to Road Design Part 4 2021 – Intersections and Crossings - General*.

Pedestrian Refuges

Pedestrian refuges allow a safe point for pedestrians to wait at when crossing wide or busy roads. It is noted that many people do not feel safe when using refuges and should the funds be available kerb extensions should be considered to reduce the width of the road at the crossing points rather than using refuges.

The general dimensions of a pedestrian refuge are illustrated in Figure 4-3. Pedestrian refuges should in all cases be adequately illuminated in accordance with *AS/NZS 1158 – 2007*, and careful positioning of streetlights should be considered in accordance with *AS 1158.4: 2007*. *Austrroads Guide to Road Design Part 4 – Intersections and Crossings – General* also recommends a refuge width of at least two metres to allow storage for a person with a pram or bicycle needs.



Source: Austroads Guide to Road Design Part 4 2021 – Intersections and Crossings - General.

Figure 4-3 Pedestrian Refuge Design

Raised Pedestrian Crossings (Zebra)

Raised pedestrian crossings (Zebra) are generally the same dimensions as flat top road humps (with pedestrian priority provided with the use of 'zebra' style line markings). It provides priority to pedestrians as well as acting as a traffic-calming measure. The minimum length of the device, including ramps is six metres, and the desirable minimum height of the platform is 100 mm. Raised pedestrian crossings (Zebra) generally have ramp gradients of 1:15 to 1:20 to be bicycle and/or bus friendly. Raised pedestrian crossings (Zebra) can be used when the warrant for such a traffic control is met as required in AS 1742.10.

Tactile Ground Surface Indicators (TGSIs)

TGSIs should also be provided to indicate the edge of the roadway to visually impaired pedestrians.

Transport for NSW Requirements for Pedestrian (Zebra) Crossings

The Transport for NSW (previously RMS) *Australian Standard Supplements 2013, section 6.3*, provides practice for numerical warrants for a pedestrian (zebra) crossing. It is warranted where in each of three separate one hour periods in a typical day where:

- The pedestrian flow per hour (P) crossing the road is greater than or equal to 30 and;
- The vehicular flow per hour (V) through the site is greater than or equal to 500 and;
- The product PV is greater than or equal to 60,000.

Special Warrants may also be considered where consideration can be given to a potential pedestrian crossing site. In such circumstances, council should justify why this location is in need of special consideration. The special warrant conditions state that:

- $PV \geq 45,000$ and;
- $P \geq 30$ and;
- $V \geq 500$.

Other further reduced warrants apply where a crossing is predominately used by the children and elderly. Transport for NSW has indicated that these warrants have been primarily developed for use on state roads.

Where a crossing is proposed on a road where Council is the roads authority, it can be based on these warrants or other criteria based on Austroads and Australian Standards.

4.3 Methodology for Identifying Pedestrian Needs

4.3.1 Identification of Activity Generators and Primary Routes

The following approach was used to develop a hierarchy of pedestrian needs:

Primary Pedestrian Activity Zone

This is typically the main commercial street. Throughout the day, pedestrians are attracted to this zone from surrounding residential areas: therefore, it is an important trip attractor. Also, there are high levels of pedestrian activity occurring within this zone, making it an important area for internal pedestrian movements (between shops and to car parking).

Secondary Pedestrian Activity Generators

This includes shops, schools, TAFEs, sporting facilities, clubs, hospitals and community facilities such as churches that are not located within the Primary Pedestrian Activity Zone. These land uses will attract people, but possibly only at certain times of the day or week.

Tertiary Pedestrian Activity Generators

These include the above land uses from the Secondary Activity Generators, but differentiate them based on a lower level of activity. Again, these are not located within the Primary Pedestrian Activity Zone.

Primary Pedestrian Routes

These are routes from residential areas to the Primary, Secondary and Tertiary Activity Zones and Generators. They are trunk or collector level routes, which do not reach every property but instead form a network of routes that are accessible to a significant catchment of population. These routes take account of the existing street network and topographical constraints, aiming to provide a direct and convenient route to the major trip generators. The demographic use of connecting generators is considered when defining the routes (i.e. schools and playing fields, aged care facilities and return service league clubs).

4.3.2 Identification of Infrastructure Provision Goals

The hierarchy above provides a basis for applying standard treatments, ensuring the development of a comprehensive and structured pedestrian network. Specific treatments may be required in some of these areas to accommodate the user needs or where other community suggestions are made.

These treatments form the basis of the proposed improvements. While this standard may not be achievable in the short-term due to the capital investment required, it is nevertheless a useful guide to work towards.

Desirable scenarios for potential infrastructure responses are outlined in Table 4-3.

Table 4-3 Infrastructure Provision Goals for Urban Areas

Hierarchy Feature	Desirable Route Infrastructure	Minimum Route Infrastructure
Primary Pedestrian Activity Zone	Footpaths on both sides of the road adjacent to the generators within the Primary Pedestrian Activity Zone of full width between the property line and kerb line (typically 3-4 m).	Footpaths on both sides of the road adjacent to the Primary Pedestrian Activity Zone of 2 m widths.
	Multiple assisted road crossings (pedestrian crossings or refuges).	Assisted road crossings where required by high traffic volumes.
Secondary Pedestrian Activity Generators	Footpath on the side of the road adjacent to the Activity Generator of 2 m widths.	Footpath on the side of the road adjacent to the Activity Generator of 1.2 m widths.
	Assisted road crossings at all Activity Generators.	Assisted road crossings where required by high traffic volumes and/or pedestrian types.
Tertiary Pedestrian Activity Generators	Footpath on the side of the road adjacent to the Activity Generator of 1.2 m widths.	Footpath on the side of the road adjacent to the Activity Generator of 1.0 m widths.
	Assisted road crossings where required by high traffic volumes and/or pedestrian types.	Assisted road crossings where required by high traffic volumes and/or pedestrian types.
Primary Pedestrian Routes	Footpath on one side of the road of 2 m widths, footpath on other side of the road of 1.2 m widths.	Footpath on one side of the road of 1.2 m widths.
	Assisted road crossings at most cross streets.	Assisted road crossings at major cross streets with high traffic volumes.
	Directional signage to Primary Pedestrian Activity Zones, Secondary and Tertiary Activity Generators for pedestrians.	Directional signage to Primary Pedestrian Activity Zones for pedestrians.

4.3.1 Aims in the Development of Infrastructure Recommendations

Major aims of the proposed improvement works, in decreasing order of priority, are:

- Fill any shortcomings in the Primary Pedestrian Activity Zone area through new footpaths and crossing points, particularly if safety issues have been raised
- Establish a network of key pedestrian routes in the town centre and between major trip generators, including schools. Prioritised routes are those that serve a wide range of community users and can remove pedestrians from unsafe environments
- Broaden the extent of the network to areas outside of the Primary Pedestrian Activity Zones
- Provide additional pedestrian routes for primarily recreational or tourism purposes

Additionally, crossing points are generally catered for via pedestrian refuges, rather than a zebra crossing or signalised crossing. This is because there are onerous requirements to install marked pedestrian crossings in terms of pedestrian and vehicle warrants. Refuges are of benefit to pedestrians as they allow for a staged crossing of a road and provide a visual cue for motorists that pedestrians can be expected in the vicinity of a refuge.

5. Proposed Pedestrian Improvements

This section identifies the pedestrian improvements proposed as part of this PAMP.

5.1 Types of Pedestrian Improvements

Pedestrian infrastructure initiatives are classified under the following categories:

- **Amenity** which is the attractiveness of an area for pedestrians. Improvements could involve upgrading an existing footpath surface or introducing landscaping or art feature along walkways.
- **Safety** along the route to address safety issues for pedestrians from traffic or other physical hazards including trip hazards. This also includes perceived safety issues for pedestrians such as walking along or crossing busy roads.
- **Information** that includes wayfinding signage, maps, brochures and pamphlets.
- **Disabled/pram access** along the routes that do not comply with Disabled Discrimination Act (DDA) standards and other issues including steep gradients and access via steps.
- **Connectivity** with new links between streets and land uses.
- **Severance** for pedestrians to cross busy roads, railway lines or waterways.
- **Access to adjacent land uses** with new pedestrian access to land uses being blocked by fences or walls.

These pedestrian improvements can include the types of projects shown in Table 5-1, which also indicates the benefits of each pedestrian improvement.

Table 5-1 Potential Pedestrian Infrastructure Initiatives

Initiative	Amenity	Safety along the Route	Information	Security	Disabled/ Pram Access	Connectivity	Severance	Access to Adjacent Land Use
Footpath Resurfacing	✓	✓			✓			
Footpath Replacement	✓	✓			✓			
New Footpath	✓	✓			✓		✓	✓
Bridge Crossing		✓			✓	✓	✓	✓
Underpass Crossing		✓			✓	✓	✓	✓
Lighting	✓	✓		✓				
Ramps					✓	✓		
Lifts					✓	✓		
Stairs						✓		
Pedestrian Actuated Signal Crossing		✓			✓	✓	✓	
Zebra Crossing		✓			✓	✓	✓	
Raised pedestrian crossing (Zebra)		✓			✓	✓	✓	

Initiative	Amenity	Safety along the Route	Information	Security	Disabled/ Pram Access	Connectivity	Severance	Access to Adjacent Land Use
Shared Zone	✓	✓			✓			
Reduced Traffic Speed Limit		✓						
Traffic Calming	✓	✓						
Wayfinding/ Signage			✓	✓				
Information			✓	✓				

5.1.1 Cost Estimate Assumptions

The indicative unit costs shown in for the purposes of costing the prioritised pedestrian improvement works.

Table 5-2 Indicative Cost Estimate Assumptions

PAMP / Footpath Treatment	Unit cost
New footpaths – 1.5m wide, no reinforcement (per sqm)	\$130
Footpath upgrade /resurfacing (per sqm)	\$150
Shared path – 2.5m wide, reinforced (per sqm)	\$160
Line marking (per 100m)	\$500
Footpath grinding (each)	\$50
Kerb ramp – to suit a standard 1.5m wide path	\$1,800
Driveway treatment (raised continuous footpath)	\$20,000
Kerb blister / extension	\$10,000
Pedestrian refuge	\$25,000
Pedestrian Refuge + 2 blisters	\$50,000
Service lid repair	\$500
Zebra crossing	\$60,000
Raised pedestrian crossing (Zebra)	\$80,000
signal controlled crossing	\$350,000
signal controlled crossing (exiting signal intersection)	\$250,000
Tactile Ground Surface Indicators	\$500
Road signage	\$300
Bus stop seats	\$1,500
Bus stop pad	\$8,400
Bus stop shelter (slimline)	\$15,000
Public seating	\$3,000
Pedestrian fence (handrail) per m	\$150
Pedestrian fence (guard rail) per m	\$400
Removal of pedestrian infrastructure and upgrade	\$10,000
Replace stair (per m)	\$400
Vegetation trimming (per site)	\$200
Bollard	\$300
Resurface road at intersection	\$20,000
Raised traffic calming (raised threshold)	\$70,000

Where possible, unit rates provided by the Council have been used directly. For items where costs were not available previous studies, estimation and professional judgement have been used. These costs are indicative and are subject to change and make no allowances for contingencies or actual site design and installation.

5.2 Speed

Vehicle speeds is a significant factor in pedestrian safety. It is noted that Council has a number of existing 40km/h High Pedestrian Activity Areas (HPAA). In addition, 30km/h restrictions are currently being trialled in a number of other Council areas. Once these trials have been completed and TfNSW guidelines updated accordingly, consideration should be given to further opportunities for reducing speed limits e.g. Five Dock Town Centre.

The proposed works identified in this plan include a number of raised pedestrian crossings and raised intersection treatments, these will reduce vehicles speeds and enhance pedestrian safety.

5.3 Proposed Pedestrian Improvements

A full list of the proposed improvements is provided in . The issues and constraints identification (ID) references relate to those provided in Figure 3-1.

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Table 5-3 Identified Issues and Proposed Upgrades

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
1	Abbotsford	Great North Road	Wide crossing location with no pedestrian facilities	Provide pedestrian refuge between bus stops and retail development	1		\$25,000
2	Abbotsford	Blackwall Point Road / Great North Road intersection	Kerb ramps not aligned and non-standard refuge	Upgrade kerb ramps and upgrade pedestrian refuge	2		\$50,000
3	Abbotsford	Blackwall Point Road, near Great North Road	Narrow path (approx. 1.1m) with vegetation overhang	Pedestrian refuge across Parkview Road at Blackwell Point Road and upgrade footpath	1	90	\$45,250
4	Abbotsford	Blackwall Point Road north side near Melrose Crescent	Narrow footpath, uneven naturestrip	Upgrade footpath (widen footpath)		70	\$15,750
5	Chiswick	Blackwall Point Road	Vegetation obstructing access to landing area	Trim vegetation	1		\$200
6	Chiswick	Blackwall Point Road	Missing link of footpath to kerb buildouts and Parkview Road	New footpath		150	\$33,750
7	Chiswick	Blackwall Point Road/Bibby Street intersection	Pedestrians directed into roundabout circulation lane. Kerb ramps not aligned.	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	4		\$47,200
8	Chiswick	Blackwall Point Road/Bibby Street	No pedestrian crossing facilities (kerb ramps) between high density residential to the north and recreational parks to the south	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	2		\$23,600
9	Chiswick	Bortfield Drive / Blackwall Point Road intersection	Kerb ramps not aligned to pedestrian desire line	Re-align kerb ramps	2		\$3,600

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
10	Chiswick	Bortfield Drive	Narrow footpath (approx. 1.1 m) with vegetation narrowing	Trim vegetation	1		\$200
11	Chiswick	Bortfield Drive	Bollards in centre of narrow footpath. Insufficient width for prams wheelchairs etc. to pass	Remove bollards and resurface footpath		10	\$2,250
12	Chiswick	Blackwall Point Road	Near bus stop	Trim vegetation	1		\$200
13	Drummoyne	Bibby Street/Scannell Avenue intersection	Kerb ramps not aligned and directed into roundabout circulation lane	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	2		\$23,600
14	Drummoyne	Bibby Street	Missing link of footpath between pedestrian refuge and Byrne Ave. Goat track noted on western side indicating high pedestrian use, which is also adjacent to car parking. Note no link to pedestrian refuge and parking on the eastern side.	New footpath and kerb ramps	2	100	\$26,100
15	Drummoyne	The Parade	Missing link between existing footpath at Gears Avenue, existing pedestrian crossing and Byrne Avenue.	New footpath and kerb ramps	2	70	\$19,350
16	Rhodes	Kokoda Track Memorial Walkway	Railing on pedestrian bridge broken	Replace wire railing		10	\$1500

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
17	Rhodes	Mary Street	Location of the kerb ramp to DDA parking spaces is restricted by parked vehicle. Parking layout not compliant to AS2890.6	Upgrade DDA parking space to comply to AS2890.6	2		\$3,600
18	Rhodes	Kokoda Track Memorial Walkway	Missing tactile paving - all other crossing locations have TGSIs	Install TGSIs	2		\$1,000
19	Rhodes	Concord Road / Mary Street car park intersection	Kerb ramp not aligned with crossing direction	Re-align kerb ramps	2		\$3,600
20	Rhodes	Concord Road / Mary Street car park intersection	Narrow kerb ramp for available crossing and location where higher pedestrian activity may occur	Widen kerb ramps	2		\$3,600
21	Rhodes	Concord Road / Mary Street car park intersection	Wide crossing location across Concord Road	Consider opportunity to construct a new pedestrian bridge across TfNSW	1		TBC
22	Rhodes	Blaxland Road	Missing hump and recommended speed warning signs	New signs	2		\$600
23	Rhodes	Blaxland Road	Unused pole creating a pinch point	Remove pole	1		\$300
24	Rhodes	Concord Road / Blaxland Road intersection	Narrow and poor quality footpath to crossing	New footpath		20	\$4,500
25	Rhodes	Concord Road	Water ponding in front of kerb ramp to shared path	Re-grade turning area and improve drainage		20	\$75,000
26	Rhodes	Kokoda Track Memorial Walkway	Insufficient footpath width from shared space at DDA parking	Remove bollards and resurface footpath		10	\$2,250

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
27	Concord West	Killoola Street	Warn grass / goat track evidence of pedestrian use	New footpath	40		\$72,000
28	Concord West	Hospital Road	Temporary shelter at COVID-19 test centre, narrow path and waiting area at bus stop	Widen footpath		20	\$4,500
29	Concord West	Hospital Road	Raised platform notified with missing line marking or signage	New signs and "piano key" line marking	2		\$1,100
30	Concord West	Hospital Road	Narrow footpath s along hospital road between freemont Street and concord Road both sides. Currently around 800 mm wide	Widen footpath		100	\$22,500
31	Concord West	Hospital Road	No landing pad at bus stop, with narrow footpath.	Install bus stop pad and widen footpath	1	10	\$10,350
32	Concord West	Hospital Road / Concord Road intersection	Kerb ramp not aligned to designated path of travel. Poor quality pavement. Kerb ramps across Concord Road are also non-standard and should be upgraded at the same time. Cost for upgrade to be confirmed, with traffic signal post relocations.	Re-align kerb ramps	2		TBC
33	Concord West	Currawang Street / Concord Road intersection	Tactile paving not correctly aligned to designated path of travel	Re-align kerb ramps	2		\$3,600

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
34	Concord West	Concord Road	Overgrown grass narrowing path near school	Widen footpath		100	\$22,500
35	Concord West	Concord Road	No bus landing pad	Install bus stop pad	1		\$8,400
36	Concord West	Concord Road	No bus landing pad	Install bus stop pad	1		\$8,400
37	Concord West	Concord Road	Overgrown vegetation	Trim vegetation	1		\$200
38	Concord West	Wallaroy Street / Concord Road intersection	Kerb ramps not aligned to the intended path of travel	Re-align kerb ramps	2		\$3,600
39	Concord West	Queen Street	Narrow path near school (around 800 mm wide)	Widen footpath		100	\$22,500
40	Concord West	Killoola Street	Narrow path (around 800 mm wide)	Widen footpath		70	\$15,750
41	Concord West	Killoola Street / Concord Road intersection	Kerb ramp not aligned with intended path of travel	Realign kerb ramps	1		\$1,800
42	Concord West	Killoola Street	Narrow path (around 800 mm wide)	Widen footpath		10	\$2,250
43	Concord West	Queen Street	Narrow path opposite school approx. 800 mm wide with additional narrowing by grass opposite crossing	Widen footpath		150	\$33,750
44	Concord West	Wallaroy Street / Queen Street intersection	Narrow path approx. 800 mm wide near school	Widen footpath		25	\$5,625
45	Concord West	Wallaroy Street / Queen Street intersection	Narrow path approx. 800 mm wide with cracking near school	Widen footpath		50	\$11,250

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
46	Concord West	Wallaroy Street / Concord Road intersection	Narrow path approx. 800 mm wide with grass father narrowing	Widen footpath		15	\$3,375
47	Concord West	Nullawarra Avenue	Overgrown vegetation blocking footpath	Trim vegetation	1		\$200
48	Concord West	Nullawarra Avenue / Currawang Street	Kerb ramps not aligned with the intended path of travel and missing kerb ramp	Realign kerb ramps	4		\$7,200
49	Concord West	Nullawarra Avenue / Boronia Street	Missing kerb ramp	New kerb ramp	1		\$1,800
50	Concord West	Moala Street / Nullawarra Avenue intersection	Missing kerb ramp	New kerb ramp	1		\$1,800
51	Concord West	Nullawarra Avenue	Exposed services pit	New services lid	1		\$500
52	Concord West	Nullawarra Avenue	No bus landing pad	Install bus stop pad	1		\$8,400
53	Concord West	Nullawarra Avenue	No bus landing pad	Install bus stop pad	1		\$8,400
54	Concord West	Nullawarra Avenue / Nirranda Street intersection	Missing kerb ramp, kerb ramps not aligned	Remove pram ramp. Undesirable crossing location. Refuge to the south should be used	2		\$3,600
55	Concord West	Nullawarra Avenue	Narrow footpath approx. 700 mm wide	Widen footpath	100		\$-
56	Concord West	Nullawarra Avenue / Boronia Street	Missing crossing infrastructure, at crossing point on desire line access to Concord Hospital	New pedestrian refuge and kerb ramps (x2)	2		\$28,600

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
57	Concord West	Quandong Place / Nullawarra Avenue	Missing kerb ramp	New kerb ramp	1		\$1,800
58	Concord West	Nullawarra Avenue	Overgrown vegetation blocking footpath	Trim vegetation	1		\$200
59	Concord West	Concord Road / Victoria Avenue	Traffic signal pole located in kerb ramp pedestrian crossing area	Relocate traffic signal pole	1		TBC
60	Concord West	Victoria Avenue	Raised crossing missing repeated pedestrian legs sign, no "piano key" line marking on ramp and no tactile paving opposite church facility	Upgrade signage / line marking and install TGSIs	2		\$1,100
61	Concord West	Victoria Avenue / Queen Street intersection	Missing crossing location between train station and retail on northern side of Victoria Avenue - pedestrian desire line observed at this location.	No upgrade proposed, as other crossing location is available at Queen Street. New crossing at this location would require changes to streetscape.	N/A	N/A	N/A
62	Concord West	Queen Street	Missing and damaged tactile paving	Upgrade TGSIs	2		\$1,000
63	Concord West	Queen Street	Tactile paving not aligned to direct pedestrians across driveway	Upgrade TGSIs	4		\$2,000
64	Concord West	Queen Street	Overgrown vegetation blocking footpath	Trim vegetation	1		\$200
65	Concord West	Stuart Street / Queen Street intersection	Kerb ramps direct pedestrians into roundabout circulation lane	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	2		\$23,600

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
66	Concord West	Stuart Street	Footpath narrow (around 900 mm) near school crossing	Widen footpath		50	\$11,250
67	Concord West	Stuart Street	Raised platform notified with missing line marking or signage	New signs and "piano key" line marking	2		\$1,100
68	Concord West	Stuart Street	Narrow footpath (around 800 mm wide) near school both sides of road	Widen footpath		300	\$67,500
69	Concord West	Stuart Street	Parents arrive from around 2.40 pm to pick up children and double park for the entire length of Stuart Street and Consett Street for extended periods. This creates a safety issues for pedestrians and vehicles, as through vehicle traffic travel in opposing traffic lane when passing parked vehicles. Vehicle and pedestrian conflicted noted.	Work with school to identify opportunities to manage student pick up / drop off activities. This could include a Green Travel Plan encourage students to walk, ride or take public transport to school.			TBC
70	North Strathfield	Shipleigh Avenue / Queen Street intersection	Kerb ramps not aligned in the designated path of travel	Re-align kerb ramps	2		\$3,600
71	North Strathfield	Queen Street	Missing kerb ramp at rear of accessible parking space	New kerb ramp	1		\$1,800
72	North Strathfield	Wellbank Street	No bus landing pad	Install bus stop pad	1		\$8,400

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
73	North Strathfield	Concord Road / Wellbank Street intersection	Traffic signal pole located in kerb ramp pedestrian crossing area	Relocate traffic signal pole	1		TBC
74	Concord	Cumming Avenue	Narrow footpath (around 900 mm) adjacent to school	Widen footpath		400	\$90,000
75	Concord	Cumming Avenue	Kerb ramps not provided to access wombat crossing facility from Links Avenue. Existing kerb ramp not aligned for safe passage of pedestrians	New kerb ramps	2		\$3,600
76	Concord	Cumming Avenue	Narrow footpath (around 900 mm) adjacent to school	Widen footpath		100	\$22,500
77	Concord	Clermont Avenue / Concord Road	Wide crossing location	Install pedestrian refuge	1		\$25,000
78	Concord	Davidson Avenue / Concord Road	Wide crossing location	Install pedestrian refuge	1		\$25,000
79	Concord	Station Street / Concord Road	Kerb ramps not aligned to designated crossing area. Conflict between driveway and pedestrian crossing area	New kerb ramps (x2)	2		\$3,600
80	Concord	Concord Road	No tactile paving at bus stop	Install TGSIs	1		\$500
81	Concord	Wellbank Street	No bus landing pad	Install bus stop pad	1		\$8,400
82	Concord	Wellbank Street	No pedestrian crossing facilities across Wellbank Street to access bus stops and Central Park	Install new pedestrian refuge to improve access to bus stops and Central Park.	1		\$25,000

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
83	Concord	Wellbank Street	No bus landing pad	Install bus stop pad	1		\$8,400
84	Concord	Wellbank Street	No tactile paving adjacent to shopping area	Install TGSIs	1		\$500
85	Concord	Wellbank Street	No bus landing pad	Install bus stop pad	1		\$8,400
86	Concord	Wellbank Street	Narrow footpath (around 900 mm wide) and service pit hazard	Widen footpath		20	\$4,500
87	Concord	Wellbank Street	Narrow footpath approx. 800 mm wide between war Warbrick Street and briars	Widen footpath		100	\$22,500
88	Concord	Wellbank Street	Missing link between kerb build out crossing facility at Ian Parade, section includes an on demand bus stop	New footpath		170	\$38,250
89	Concord	Wellbank Street	Narrow footpath approx. 900 mm wide connecting to shared path	Widen footpath		10	\$2,250
90	Concord	Wellbank Street	Narrow footpath (around 900 mm wide) and service pit hazard	Widen footpath		20	\$4,500
91	Concord	Wellbank Street / Bent Street intersection	Kerb ramp not aligned with designated path of travel	Kerb ramps	1		\$1,800
92	Concord	Wellbank Street	Narrow footpath (around 800 mm wide)	Widen footpath		35	\$7,875
93	Concord	Wellbank Street	Potential opportunity for continuous footpath	Continuous footpath treatment	1		\$20,000.00

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
			treatment and improve sight visibility across Majors Lane				
94	Concord	Wellbank Street / Majors Bay Road	Kerb ramps poorly aligned to the designated path of travel. Pole located within pedestrian crossing area. Poor quality pavement (on northwest corner).	Kerb ramps and line marking upgrade. Relocate traffic signal pole if possible.	3		\$20,000
95	Concord	Wellbank Street	No bus landing pad	Install bus stop pad	1		\$8,400
96	Concord	Churchill Crescent / Wellbank Street intersection	Kerb ramp not aligned to the line of travel	Realign kerb ramps	2		\$3,600
97	Concord	Wellbank Street	Kerb ramp not positioned appropriately to provide access to parked vehicle (in middle of space rather than rear of space). Not compliant with AS2890.5	Realign kerb ramps	1		\$7,500
98	Concord	Wellbank Street	No bus landing pad	Install bus stop pad	1		\$8,400
99	Concord	Wellbank Street / Churchill Crescent	Kerb ramps not aligned	Realign kerb ramps	2		\$3,600
100	Concord	Wellbank Street	No bus landing pad	Install bus stop pad	1		\$8,400
101	Concord	Wellbank Street	Overgrown vegetation	Trim vegetation	1		\$200
102	Drummoyne	Wolseley Street / Victoria Avenue intersection	Missing sign directing to ferry wharf from bus stop and overbridge	Install directional signage	2		\$600

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
103	Drummoyne	Wolseley Street / Wrights Road	Kerb ramps not aligned	Realign kerb ramps	1		\$1,800
104	Drummoyne	Wolseley Street	Traffic sign post located in narrow path. Footpath obstruction.	Relocate pole	1		TBC
105	Drummoyne	Collingwood Street / Raglan Street	Missing kerb ramp	New kerb ramps	2		\$3,600
106	Drummoyne	Raglan Street	Overgrown vegetation	Trim vegetation	1		\$200
107	Drummoyne	Wolseley Street	No bus landing pad	Install bus stop pad	1		\$8,400
108	Drummoyne	Wolseley Street	Overgrown vegetation	Trim vegetation	1		\$200
109	Drummoyne	St Georges Crescent	Overgrown vegetation	Trim vegetation	1		\$200
110	Drummoyne	St Georges Crescent	Overgrown vegetation	Trim vegetation	1		\$200
111	Drummoyne	St Georges Crescent	Service pole obstructing footpath	reallocate pole	1		TBC
112	Drummoyne	Lyons Road / St Georges Crescent intersection	Missing or non-aligned kerb ramps	New kerb ramps	6		\$10,800
113	Drummoyne	Lyons Road	Pole in walkway and poor pavement condition	Relocate pole	1		TBC
114	Drummoyne	Lyons Road / Collingwood Street	No wayfinding signage between ferry wharf and Drummoyne Town Centre area along Collingwood Street.	Install wayfinding signage between ferry wharf and Drummoyne Town Centre area along Collingwood Street.	6		\$1,800

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
115	Drummoyne	Lyons Road	Public seating in poor condition.	Remove seat and reassess if replacement is required.	1		\$3,000
116	Drummoyne	Lyons Road / Victoria Road intersection	No kerb ramp due to constraint with significant services, along with poor footpath quality.	New kerb ramps	1		TBC
117	Drummoyne	Renwick Street / Roseby Street intersection	Poor alignment of kerb ramps	Relocate the stairs and provide kerb ramp.	1		TBC
118	Drummoyne	Renwick Street / Park Avenue	Sign pole in the way of footpath	Relocate signage	1		\$500
119	Drummoyne	Park Avenue, west of Renwick Street	Overgrown vegetation	Overgrown vegetation	40		\$8,000
120	Drummoyne	Renwick Street / Park Avenue intersection	Poor alignment of kerb ramps. Potential opportunity for pedestrian refuges	Remove kerb ramps on the western side of the intersection. It is noted that a new pedestrian refuge is currently being constructed on the eastern side of the intersection to assist pedestrians crossing Park Avenue.	2		\$3,600
121	Drummoyne	Park Avenue, west of Renwick Street	Overgrown vegetation	Overgrown vegetation	40		\$8,000
122	Drummoyne	Renwick Street south of Park Avenue	Drain with large grate openings	Trip hazard	1		\$1,500
123	Drummoyne	Henley Marine Drive	Restricted access for mobility impaired and people with prams between Birkenhead Point	Consider opportunity to construct ramps or lifts to access Birkenhead Point Ferry Wharf from		1	TBC

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
			Ferry Wharf to local residential and adjacent bus services. No lighting evident with dense vegetation, which provides limited passive surveillance.	Henley Marine Drive, through Bridge Street Wharf Reserve. Improve street lighting and surveillance.			
124	Drummoyne	Roseby Street / Victoria Road intersection	Potential opportunity to improve streetscape amenity linking between bus stop and Birkenhead Point Shopping Centre.	Consider opportunity to widen footpath and improve pedestrian amenity along Roseby Street to the bus stop at Victoria Road.		100	\$22,500
125	Drummoyne	Victoria Road, north of Roseby Street	Shared path conflicts with pinch point at bus stop. Degradation of line marking for shared path.	Review as part of the Bike Plan.	1		TBC
126	Drummoyne	St Georges Crescent	No accessible path linking between St Georges Crescent and Roseby Street. Treatment - Construct accessible path.	Construct accessible path		60	\$13,500
127	Drummoyne	Formosa Street / Day Street intersection	Kerb ramp directs pedestrians into circulation lane of roundabout	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	2		\$23,600
128	Drummoyne	Formosa Street, north of Sisters Crescent	Trench drain with large grate openings	Upgrade drainage grate	1		\$2,500
129	Drummoyne	Formosa Street / Day Street intersection	Damaged service pit lid	Replace service pit lid	1		\$500

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
130	Drummoyne	Day Street / Sisters Crescent intersection	Potential impunity to narrow pedestrian crossing distance e.g. kerb build out / central splitter island	Install kerb blister (x1) and kerb raps (x1)	1		\$11,800
131	Drummoyne	Day Street, west of Sister Crescent	Overgrown vegetation	Trim vegetation	1		\$200
132	Drummoyne	Day Street / Tranmere Street	Non DDA compliant ramp and poor pavement condition	Upgrade ramp	1	30	\$8,550
133	Drummoyne	Thompson Street / Rawson Avenue intersection	Poor kerb ramp alignment into roundabout	Realign kerb ramps	2		\$3,600
134	Drummoyne	Therry Street / Thompson Street intersection	Missing link from new kerb ramp on opposite side of road within driveway	New kerb ramps	1		\$1,800
135	Drummoyne	Henley Marine Drive / Thompson Street intersection	Missing kerb ramps. Provides access to the Bay Run.	Kerb ramps	2		\$75,000
136	Drummoyne	Henley Marine Drive / Thompson Street intersection	Missing kerb ramps. Provides access to the Bay Run.	New kerb ramps and upgrade traffic island to refuge	2		\$50,000
137	Drummoyne	Market Street / Thompson Street intersection	Unclear priority for pedestrians and vehicles. Potential improvements to continuous footpath treatment across laneway.	Install Give Way line along western side of footpath	1		\$500.00
138	Drummoyne	Broughton Street / Thompson Street intersection	Overgrown vegetation	Trim vegetation	1		\$200
139	Drummoyne	Thompson Street / Rawson Avenue intersection	Overgrown vegetation and poor path quality	Trim vegetation	1		\$200

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
140	Drummoyne	Plunkett Street / Thompson Street	Missing kerb ramps	Install kerb ramps	2		\$3,600
141	Drummoyne	Thompson Street	Poor kerb ramp alignment into roundabout. No cut-out through traffic island.	Install new pedestrian Refuge, (x2) blisters and (x2) kerb ramps	1		\$50,000
142	Drummoyne	Thompson Street, north of Polding Street	No kerb ramps or other crossing facilities on south side of roundabout.	Install new pedestrian Refuge, (x2) blisters and (x2) kerb ramps	1		\$50,000
143	Concord	Majors Bay Road, north of Patterson Street (bus stop ID: 213736)	No bus landing pad	New bus stop landing pad	1		\$8,400
144	Concord	Majors Bay Road / Gallipoli Street intersection	Poor alignment of kerb ramps and narrow gap in spitter island approx. 900 mm wide	Upgrade pedestrian refuge and provide new kerb ramps (x2)	2		\$28,600
145	Concord	Majors Bay Road, north of Wellbank Street	Damaged pavement and bollard	Upgrade bollard	1		\$300
146	Concord	Trafalgar Parade / Majors Bay Road intersection	Poor alignment of kerb ramps and tactile paving and missing TGSIs. Zebra crossing is not straight.	Upgrade pedestrian crossing and new kerb ramps (x2) and TGSIs (x2)	1		\$64,600
147	Concord	Davidson Avenue / Majors Bay Road intersection	Missing tactile paving. TGSIs provided at other crossings in the area.	New TGSIs	2		\$1,000
148	Concord	Majors Bay Road, north of Davidson Avenue	Trip hazard with drop off at edges of narrow path	Widen footpath or fill in verge to remove trip hazard		20	\$4,500
149	Concord	Majors Bay Road, north of Correys Avenue	No bus landing pad.	New bus stop landing pad		1	\$8,400
150	Concord	Links Avenue / Majors Bay Road intersection	Poor road pavement resulting in trip hazard for	Resurface roadway			\$20,000

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
			pedestrians when crossing the road.				
151	Concord	Majors Bay Road / Links Avenue	Missing kerb ramps	New kerb ramps		2	\$3,600
152	Concord	Majors Bay Road / Links Avenue	Narrow footpath approx. 900 mm and poor condition	Widen footpath		50	\$11,250
153	Concord	Majors Bay Road	No kerb ramps at golf club access driveway	New kerb ramps		2	\$3,600
154	Concord	Majors Bay Road / Archer Street intersection	Missing link to bus stop, no path or kerb ramps provided, evidence of pedestrian use by worn vegetation ("goat track"). No bus stop landing at school bus stop	New footpath to bus stop, new bus landing pad and kerb blisters x2 and kerb ramps (x2) on Majors Bay Road, south of Archer Street	2	10	\$34,250
155	Concord	Brays Road / Majors Bay Road	Faded signs	New signage	2		\$600
156	Concord	Brays Road, east of Majors Bay Road	Narrow path approx. 900 mm wide with several trip hazards near school	Widen footpath		280	\$63,000
157	Concord	Brays Road, east of Rickard Street	Narrow path approx. 900 mm wide with trip hazard	Widen footpath		90	\$20,250
158	Mortlake	Mortlake Street / Brays Road	Potential restriction for mobility scooters due to handrails, poor alignment of kerb ramps, missing kerb ramps			1	\$26,800
159	Mortlake	Gale Street, south of Tennyson Road	Narrow path approx. 900 mm wide with trip hazard	Widen footpath		280	\$63,000

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
160	Mortlake	Tennyson Road / Gale Street intersection	Missing kerb ramp	New kerb ramp		1	\$1,800
161	Mortlake	Tennyson Road / Emily Street	Pole narrows footpath to approx. 700 mm and trip hazard from pit lid and pole surrounds	Widen footpath (local widening)		20	\$4,500
162	Mortlake	Tennyson Road, at raised pedestrian crossing	Tactile paving in poor condition, rubber tactiles peeling back creating trip hazard	Replace TGSIs		2	\$1,000
163	Mortlake	Tennyson Road	On street ding area exceeds permitted area, which narrows footpath width	Enforcement of on street dining area		1	N/A
164	Mortlake	Mcdonald Street	Narrow path approx. 1m wide. Opportunity to widen path to create link between Hilly Street and Tennyson road.	Widen footpath		30	\$6,750
165	Mortlake	Edwin Street	Narrow path approx. 1m wide. Opportunity to widen path to create link between Hilly Street and Tennyson road, both sides .	Widen footpath		40	\$9,000
166	Mortlake	Whittaker Street / Tennyson Road intersection	No kerb ramps provided to cross Tennyson Road and link to Breakfast Point walkway	New kerb ramps	2		\$3,600
167	Cabarita	Cabarita Park Path	Missing "no parking" (to left) sign and "no stopping" sign (to right) at kiss and ride area	New signage	2		\$600

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
168	Cabarita	Cabarita Park Path	Missing duplicate pedestrian crossing (legs) signs	New signage	2		\$600
169	Cabarita	Cabarita Park, access road south of ferry wharf	Missing duplicate pedestrian crossing (legs) signs	New signage	2		\$600
170	Cabarita	Cabarita Park entry	Missing kerb ramps	New kerb ramps	3		\$5,400
171	Cabarita	Cabarita Road, south of Cabarita Park entry	Trip hazard with drop off at edges of narrow path	Widen footpath or fill in verge to remove trip hazard		20	\$4,500
172	Cabarita	Cabarita Park Path	Missing link from bus stop to nearby path that links to ferry wharf	New footpath		30	\$6,750
173	Cabarita	Cabarita Park Path	Obstruction (garbage facility) in footpath between footpath and marina	Remove obstruction	1		N/A
174	Cabarita	Cabarita Park Path	Narrow footpath approx. 900 mm wide	Widen footpath		100	\$22,500
175	Cabarita	Cabarita Park Path	Lack of wayfinding signage on link from bus / ferry to public pool, to encourage access by public transport.	New wayfinding signage	6		\$1,800
176	Mortlake	Tennyson Road / Northcote Street intersection	Overgrown vegetation	Trim vegetation	1		\$200
177	Mortlake	Tennyson Road / Macdonald Street	Missing kerb ramp link, poor alignment	New kerb ramps	2		\$3,600

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
178	Mortlake	Tennyson Road / Orchards Avenue intersection	Informal splitter island blocks pedestrian path of travel	Upgrade splitter island to facilitate pedestrian crossing area	1		\$25,000
179	Mortlake	Gale Street, south of Tennyson Road	Narrow path approx. 900 mm wide with trip hazards	Widen footpath		120	\$27,000
180	Mortlake	Gale Street, north of Brays Road	Narrow path approx. 900 mm wide with trip hazards	Widen footpath		100	\$22,500
181	Mortlake	Brays Road, east of Rickard Street	Narrow footpath approx. 900 mm wide on approach to school	Widen footpath		360	\$81,000
182	Concord	Noble Street	Narrow path approx. 900 mm wide adjacent to school	Widen footpath		100	\$22,500
183	Concord	Lancelot Street	Narrow path approx. 900 mm wide with trip hazards on approach to school	Widen footpath		70	\$15,750
184	Concord	Majors Bay Road, south of Brays Road	Narrow footpath approx. 900 mm wide	Widen footpath		60	\$13,500
185	Concord	Majors Bay Road, south of Brays Road	Narrow path approx. 900 mm wide with overgrown vegetation and trip hazards	Widen footpath		90	\$20,250
186	Concord	Majors Bay Road, north of Archers Street	No landing pad at bus stop, with narrow footpath.	New bus stop landing pad	1		\$8,400
187	Concord	Archer Street / Majors Bay Road intersection	Damaged sign in pedestrian crossing area, no duplicate ped legs signs.	New signage	3		\$900
188	Concord	Majors Bay Road, south of Archer Street	Narrow path approx. 900 mm wide	Widen footpath		20	\$4,500

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
189	Concord	Majors Bay Road, south of Archer Street	Narrow path approx. 900 mm wide with trip hazards	Widen footpath		50	\$11,250
190	Concord	Majors Bay Road, south of Archer Street	Narrow path approx. 900 mm wide	Widen footpath		15	\$3,375
191	Concord	Majors Bay Road, north of Wellbank Street	Missing section of pedestrian fence in central median	Replace pedestrian fencing		10	\$4,000
192	Concord	Greenlees Avenue, east of Warbrick Street	No signs or line marking south of Greenlees Avenue to indicate shared path	Line marking and signage	2	200	\$1,600
193	Concord	Greenlees Avenue, east of Warbrick Street	Wide pedestrian and cyclist crossing area across Greenlees Avenue	Potential opportunity reduce crossing distance e.g. kerb buildouts or central median refuge. Also opportunity for slowing vehicle on approach e.g. raised threshold	2		\$23,600
194	Concord	Wellbank Street / Greenlees Park	Missing line marking on shared path adjacent to tennis courts	Install line marking		20	\$500
195	Concord	Brewer Street, east of Ellis Street	Missing shared path signage	Install signage	1		\$300
196	Concord	Brewer Street / Spring Street	Potential impunity to narrow pedestrian crossing distance e.g. kerb build out / central splitter island	Install kerb blister (x2) and kerb raps (x2)	2		\$23,600
197	Concord	Burwood Road / Wallace Street	Water ponding in front of kerb ramp	Re-grade turning area and improve drainage		20	TBC

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
198	Concord	Burwood Road, North of La Mascotte Avenue	No landing pad at bus stop	New bus stop landing pad	1		\$8,400
199	Concord	Burwood Road east of Tremere Street	Narrow path approx. 900 mm wide with trip hazard	Widen footpath		10	\$2,250
200	Concord	Burwood Road east of Suke Street	Narrow path approx. 900 mm wide and trip hazards	Widen footpath		20	\$4,500
201	Concord	Burwood Road east of Duke Avenue (Pelican Quays)	No landing pad at bus stop	New bus stop landing pad	1		\$8,400
202	Concord	Bayview Park Car Park	No accessible car space near ferry wharf	Provide accessible car space	1		TBC
203	Concord	Bayview Park	Opportunity for public seating	Provide seating and amenity for pedestrians.	1		\$3,000
204	Concord	Bayview Park Path	Overgrown vegetation and trip hazard	Trim vegetation	1		\$200
205	Concord	Bayview Park Path	No evidence of shared path in operation along foreshore except low level sign at western end. Narrow shared path	Review as part of the Bike Plan.	4		N/A
206	Concord	Crane Street / St Lukes Park on street carpark	No identification of change in alignment of footpath direction which currently leads to directly into car park spaces.	Install line marking		20	\$500
207	Concord	Crane Street / St Lukes Park Car Park	Missing footpath link across car park entry	New footpath		50	\$11,250
208	Concord	Crane Street, east of Burwood Road	Narrow path approx. 900 mm wide near school with	Widen footpath		90	\$20,250

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
			trip hazard and drop off edges				
209	Concord	Crane Street, east of Burwood Road	No landing pad at bus stop	New bus stop landing pad	1		\$8,400
210	Concord	Crane Street, east of Burwood Road	Missing children sign	Install signage	1		\$300
211	Concord	Crane Street east of Burwood Road	Missing pedestrian link to bus stop	New footpath		5	\$3,000
212	Concord	Burwood Road / Edith Avenue	Poor road pavement in pedestrian crossing area, results in trip hazard	Resurface roadway		20	\$20,000
213	Concord	Burwood Road east of Ward Street	No landing pad at bus stop	New bus stop landing pad	1		\$8,400
214	Concord	Burwood Road east of Ward Street	Narrow path approx. 1m near bus stop	Widen footpath		50	\$11,250
215	Concord	Burwood Road east of Ward Street	Narrow footpath approx. 1m wide with vegetation overhang and trip hazard	Widen footpath		100	\$22,500
216	Concord	Burwood Road east of Duke Avenue	Narrow path approx. 1m wide	Widen footpath		30	\$6,750
217	Concord	Burwood Road east of Marceau Drive	No landing pad at bus stop	New bus stop landing pad	1		\$8,400
218	Concord	Burwood Road west of Bayview Park	Trip hazard near Bus stop	New bus stop landing pad	1		\$8,400
219	Concord	Gipps Street, adjacent to Concord Oval	Poor quality stairs (condition), trip hazard. Non-standard DDA requirements (e.g.	Upgrade Stairs (around 60 steps)	60		TBC

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
			handrail an slope of stairs). Vegetation could also cause slip hazard				
220	Concord	Gipps Street / Loftust Street intersection	Narrow path to bus stop	Widen footpath		20	\$4,500
221	Concord	Gipps Street / Loftust Street intersection	Narrow footpath approx. 800 mm wide on approach to bus stop	Widen footpath		30	\$6,750
222	Concord	Gipps Street	No bus stop landing pad	New stop landing pad	1		\$8,400
223	Concord	Burwood Road	Overgrown vegetation	Trim vegetation	1		\$200
224	Concord	Moreton Street / Burwood Road	Kerb ramp appears to be steep and poor quality	Upgrade kerb ramp	2		\$3,600
225	Concord	Gipps Street, west of Burwood Road	Poor quality and narrow approx. 900 mm wide	Widen footpath		20	\$4,500
226	Concord	Lansdowne Street	Narrow path approx. 900 mm wide and poor quality	Widen footpath		20	\$4,500
227	Concord	Gipps Street	Narrow path approx. 900 mm wide and poor quality	Widen footpath		50	\$11,250
228	Concord	Gipps Street, east of Broughton Street	No bus stop landing pad	New stop landing pad	1		\$8,400
229	Concord	Gipps Street, east of Broughton Street	Narrow path on approach to bus stop with trip hazards	Widen footpath		100	\$22,500
230	Concord	Gipps Street, east of David Street	Narrow path on approach to bus stop with trip hazards	Widen footpath		90	\$20,250

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
231	Concord	Norman Street / Majors Bay Road intersection	Opportunity to provide missing link between Norman Street to Nullawarre Avenue via majors bay reserve and playground and nearby paths	New footpath to link between Majors Bay Road / Norman Street intersection to playground and recreational footpath along Ron Routley Oval (Majors Bay Reserve) and link all the way to existing footpath in Nullawarra Avenue.		600	\$135,000
232	Concord	Brewer Street	Potential opportunity to modify existing pedestrian crossing to raised wombat crossing to slow traffic. Note on bus route - lower profile required	Install wombat crossing	1		\$80,000
233	Concord	Crane Street - link to Corby Avenue	Missing link to bus stop	Install new footpath		20	\$4,500
234	Concord	Crane Street	Missing link between path and bus stop and park opposite. Will require ped facility to cross Crane Stet (pedestrian refuge). Also missing link to Evelyn Street.	Install footpath, pedestrian refuge and kerb ramps (x2)	2	150	\$62,350
235	Five Dock	Lyons Road, wrest of Great North Road	Overgrown vegetation	Trim vegetation	1		\$200
236	Five Dock	Lyons Road / Scott Street	Potential opportunity for threshold treatment into residential area from main road	Raised threshold treatment	1		\$80,000

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
237	Five Dock	Lyons Road /West Street	Potential opportunity for threshold treatment into residential area from main road	Raised threshold treatment	1		\$80,000
238	Five Dock	Lyonns Road / East Street	Potential opportunity for threshold treatment into residential area from main road	Raised threshold treatment	1		\$80,000
239	Five Dock	Lyons Road Ferns Lane	Safety issue at driveway crossing. Potential opportunity for continuous footpath treatment across laneway.	Install continuous footpath treatment at driveway	1		\$20,000.00
240	Five Dock	Henry Street, east of East Street	Kerb ramps not aligned and not enough space for landing at back of ramp. Potential kerb build out. Missing kerb ramps	Raised intersection treatment	1		\$10,000
241	Five Dock	Henry Street / Scott Street intersection	Missing kerb ramp link, poor alignment	New kerb ramps	2		\$3,600
242	Five Dock	Henry Street, west of Scott Street	Car parked on footpath causing obstruction	Remove obstruction	1		N/A
243	Five Dock	Henry Street, west of Elizabeth Street	Car parked on footpath causing obstruction	Remove obstruction	1		N/A
244	Five Dock	Henry Street, near Elizabeth Street	Cars parked on footpath causing obstruction	Remove obstruction	1		N/A
245	Five Dock	Harris Road	Pedestrian refuge is too small.	Upgrade pedestrian refuge or consider pedestrian crossing	1		\$50,000
246	Five Dock	Henry Street, east of Scott Street	Overgrown vegetation	Trim vegetation	1		\$200

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
247	Five Dock	Garfield Street, west of Great North Road	Deteriorating TGSIs at Loading dock, lack of visibility	TGSIs	3		\$1,500
248	Five Dock	Garfield Street, west of West Street	Vegetated garden bed restricts egress from rear bus door	Remove Garden Bed	1		\$1,800
249	Five Dock	Garfield Street, west of West Street	Inappropriate use of Tactile indicators	Remove TGSIs		3	\$675
250	Five Dock	Garfield Street / Harris Street intersection	Wide Crossing Area. Opportunity to reduce crossing distance e.g. kerb build out or island and /or threshold on minor road to residential area. Note on bus route - lower platform will be required	Raised threshold treatment	1		\$80,000
251	Five Dock	Garfield Street, west of West Street	Inappropriate use of Tactile indicators	Remove TGSIs		3	\$675
252	Five Dock	Great North Road, north of Harrabrook Avenue	No bus stop landing pad	New stop landing pad	1		\$8,400
253	Five Dock	Great North Road, north of Murralong Avenue	No bus stop landing pad	New stop landing pad	1		\$8,400
254	Five Dock	First Avenue, west of Wingham Avenue	Missing duplicate pedestrian Crossing ("legs") signs and Piano key line marking on ramp	Signage and Line marking	2		\$1,100
255	Five Dock	First Avenue / Ingham Avenue intersection	Missing kerb ramp western approach to park, poor alignment on southern approach, no kerb ramps on eastern	Upgrade pedestrian refuge and kerb ramps	8		\$75,000

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
			approach, poor alignment on northern approach				
256	Five Dock	First Avenue east of Ingham Avenue	No bus stop landing pad	New stop landing pad	1		\$8,400
257	Rodd Point	First Avenue/Arthur Street	Poor alignment into roundabout circulation lane. Reposition kerb ramps	Upgrade to refuge island and replace kerb ramps	2		\$7,500
258	Rodd Point	First Avenue east of Pricess Avenue	No bus stop landing pad	New stop landing pad	1		\$8,400
259	Rodd Point	First Avenue / Henley Marine Drive	Path available but not on pedestrian desire line to cross roundabout	New footpath to access roundabout		10	\$2,250
260	Rodd Point	First Avenue west of Pricess Avenue	No bus stop landing pad	New stop landing pad	1		\$8,400
261	Rodd Point	First Avenue/Arthur Street intersection	Poor road pavement in pedestrian crossing area	Resurface roadway	1		\$20,000
262	Rodd Point	First Avenue west of Heath Street	No bus stop landing pad	New stop landing pad	1		\$8,400
263	Five dock	First Avenue / Park Road intersection	Poor alignment of kerb ramp	Kerb ramps	1		\$1,800
264	Five Dock	Barnstaple Road east of Waterview Street	Vegetation obstructing access along footpath	Trim vegetation	1		\$200
265	Five Dock	Barnstaple Road / Park Road	Wide crossing point	Install central refuge	1		\$25,000
266	Five Dock	Barnstaple Road adjacent to Five Dock Park	Missing link alongside of park	New footpath and kerb ramps (x4)		350	\$78,750

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
267	Five Dock	Barnstaple Road, west of Arthur Street	Vegetation obstructing access along footpath	Trim vegetation	1		\$200
268	Rodd Point	Barnstaple Road / Arthur Street intersection	Wide crossing point	Kerb build out (x2) and Kerb ramps (x2)	2		\$30,000
269	Rodd Point	Barnstaple Road	Missing link alongside of park	New footpath and kerb ramps (x4)		100	\$22,500
270	Rodd Point	Barnstaple Road / Nield Avenue	Missing kerb ramp	Kerb ramps	2		\$3,600
271	Rodd Point	Barnstaple Road / Henley Marine Drive	Missing kerb ramp and wide crossing points	Uninstall pedestrian refuge (x2) and kerb ramps	2		\$100,000
272	Russell Lea	Mcculloch Street south of Whittall Street	Vegetation obstructing access along footpath	Trim vegetation	1		\$200
273	Russell Lea	Mcculloch Street north of Whittall Street	Missing link alongside of school	Footpath boardwalk, subject to tree root investigations		100	\$100,000
274	Russell Lea	Mcculloch Street / Potter Street intersection	Missing kerb ramp	Kerb ramps	2		\$3,600
275	Russell Lea	Mcculloch Street / Potter Street intersection	Missing kerb ramp	Kerb ramps	1		\$1,800
276	Rodd Point	Mcculloch Street /The Crescent	Kerb ramps not aligned	Kerb ramps	1		\$1,800
277	Rodd Point	Barnstaple Road / Dalmeny Avenue	Kerb ramp not aligned. Provide Central refuge	Kerb ramps	2		\$3,600
278	Rodd Point	Barnstaple Road west of Dalmeny Avenue	Vegetation obstructing access along footpath	Trim vegetation	1		\$200

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
279	Five Dock	Barnstaple Road / Jersey Lane	Potential opportunity for continuous footpath treatment across laneway.	Install continuous footpath treatment at driveway	1		\$20,000.00
280	Five Dock	Great North Road, north of Halley Street	No bus stop landing pad	New stop landing pad	1		\$8,400
281	Five Dock	Great North Road	No bus stop landing pad	New stop landing pad	1		\$8,400
282	Abbotsford	Great North Road, north of Reginal Street	Missing Tactile Paving	New TGSIs	2		\$1,000
283	Abbotsford	Great North Road south of Irene street	Wide Crossing area	Provide pedestrian refuge and kerb ramps (x2)	1		\$25,000
284	Abbotsford	Great North Road north of Blackwell point road	No bus stop landing pad	New stop landing pad	1		\$8,400
285	Abbotsford	Great North Road, north of Gow Street	Vegetation obstructing access along footpath	Trim vegetation	1		\$200
286	Abbotsford	Great North Road / Altona Street	Wide Crossing distance	Provide pedestrian refuge and kerb ramps (x2)	1		\$25,000
287	Abbotsford	Great North Road north of Altona Street	Missing Tactile Paving	New TGSIs	2		\$1,000
288	Abbotsford	Great North Road north of Altona Street	Non standard seating	Upgrade public seating and amenity for pedestrians.	1		\$3,000
289	Abbotsford	Great North Road north of Altona Street	No bus stop landing pad	New stop landing pad	1		\$8,400
290	Abbotsford	Great North Road south of The Terrace	No bus stop landing pad	New stop landing pad	1		\$8,400

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
291	Abbotsford	Great North Road south of The Terrace	Kerb ramps not aligned	Kerb ramps	2		\$3,600
292	Abbotsford	Great North Road south of Ferry Wharf	Trip off edge of pavement	Relay footpath		10	\$2,250
293	Abbotsford	Great North Road south of Ferry Wharf	Restricted access between ferry and bus for mobility impaired or people with prams	Consider opportunity to construct DDA compliant ramp or lifts to access ferry wharf from Great North Road	1		TBC
294	Abbotsford	Great North Road south of Ferry Wharf	Large grate within footpath - risk of trip hazard	Upgrade drainage grate	15		\$7,500
295	Abbotsford	Great North Road south of Ferry Wharf	No tactile paving on stairs	Upgrade Stairs	5		\$2,000
296	Abbotsford	Great North Road south of Ferry Wharf	Missing link between footpaths from ferry to footpath at bus stop. Pedestrians required to walking in roundabout to link between bus and ferry	Provide footpath adjacent to playground to provide safer route of travel		20	\$4,500
297	Drummoyne	Lyons Road west of Gipps Street	Missing part of tactile paving	Tactile Paving	1		\$500
298	Drummoyne	Lyons Road east of more street	Large grate within footpath - risk of trip hazard	Upgrade drainage grate	1		\$1,000
299	Drummoyne	Lyons Road east of more street	Access to property is required to drive on walkway. Car park on walkway area	Remove obstruction	1		N/A
300	Drummoyne	Cometrowe Street	Missing link on eastern side from Lyons Road to	New footpath		300	\$150,000

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
			Drummoyne Park. "Goat track" indicating use by pedestrians				
301	Drummoyne	Cometrowe Street / Thompson Street	Missing link for accessible path of travel between Crometrowe Street accessible parking to foreshore walk	New footpath		200	\$45,000
302	Drummoyne	The Esplanade	Moderately Narrow foreshore walking area (approx. 1.4m wide) adjacent to water	Widen footpath		400	\$90,000
303	Drummoyne	Taplin Park Car Park	Poor visibility between end of shared path and road adjacent when vehicle turning into driveway	Trim vegetation	1		\$200
304	Drummoyne	Taplin Park Car Park	Poor road pavement in pedestrian crossing area, results in trip hazard	Resurface roadway		20	\$20,000
305	Drummoyne	Taplin Park Car Park	Missing end of shared path signage and directing cyclists off footpath area	Signage	1		\$300
306	Drummoyne	Bayswater Street north of Westbourne Street	New narrow footpath approx. 900 mm wide does not link to nearby paths.	Extend path 90m around into The Esplanade and provide pram ramps (x2)	2	90	\$40,250
307	Drummoyne	The Esplanade / Henricks Avenue intersection	Wide Crossing point	Kerb build out (x2) and Kerb ramps (x2)	2		\$23,600
308	Drummoyne	The Esplanade / north of Henricks Avenue	Shared path directed into road area. Evidence of people walking on	New footpath around turning head		50	\$11,250

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
			vegetation grass to avoid walking on road. Vehicle parked on shared path area				
309	Drummoyne	Bayswater Street north of Westbourne Street	Missing link between bus stop and foreshore walk	New footpath		130	\$29,250
310	Drummoyne	Bayswater Street south of Westbourne Street	Opportunity top kerb build out linking Drummoyne oval to access path on opposite side of road	Kerb build out (x2) and Kerb ramps (x2)	2		\$23,600
311	Drummoyne	Bayswater Street south of Westbourne Street	Missing link between bus stop and Drummoyne Oval	New footpath		100	\$50,000
312	Drummoyne	Lyons Road east of Bayswater Street	Warn grass indicating use from pedestrian desire line	New footpath		25	\$5,625
313	Drummoyne	Lyons Road west of Victoria Road	Narrow Area behind bus shelter with trip hazard	Widen footpath and remove trip hazard behind bus stop		5	\$1,125
314	Drummoyne	Lyons Road west of Formosa Street	Missing part of tactile paving	Tactile Paving	1		\$500
315	Drummoyne	Lyons Road / College Street intersection	Poor road pavement in pedestrian crossing area	Resurface roadway	1		\$20,000
316	Drummoyne	Lyons Road west of College Street	Car parked on footpath causing obstruction	Remove obstruction	1		N/A
317	Drummoyne	Lyons Road / Thompson Street intersection	Poor road pavement in pedestrian crossing area	Resurface roadway	1		\$20,000
318	Drummoyne	Lyons Road west of Thompson Street	Narrow footpath width (approx. 1.1m) if permitted outdoor dining is in action	Trim vegetation	1		\$200

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
319	Drummoyne	Lyons Road / Janet Street intersection	Damaged tactile paving	Tactile Paving	1		\$500
320	Five Dock	Lyons Road opposite Sibbick Street	Vegetation obstructing access along footpath	Trim vegetation	1		\$200
321	Five Dock	Ingham Avenue south of Lyons Road	Vegetation obstructing access along footpath	Trim vegetation	1		\$200
322	Five Dock	Ingham Avenue / Lyons Road	Potential pedestrian link signage from Lyons Road to five dock town centre via Ingham Ave, Barnstaple Rd.	Signage	10		\$3,000
323	Five Dock	Russell Street/Sibbick Street intersection	Kerb ramps not aligned	Kerb ramps	2		\$3,600
324	Five Dock	Lithgow Street south of Lyons Road	Boat parked on footpath causing obstruction	Remove obstruction	1		N/A
325	Five Dock	Brent Street opposite Undine Street	No bus stop landing pad	New stop landing pad	1		\$8,400
326	Russell Lea	Brent Street / Seebrook Avenue intersection	Missing kerb ramps	Kerb ramps	2		\$3,600
327	Russell Lea	Brent Street / Henry Marine Drive	Missing kerb ramps and wide crossing point.	Install pedestrian refuge and kerb ramps	2		\$28,600
328	Russell Lea	Brent Street opposite Undine Street	No bus stop landing pad	New stop landing pad	1		\$8,400
329	Drummoyne	Edwin Street / College Street	Missing kerb ramps	Kerb ramps	4		\$7,200
330	Drummoyne	Edwin Street / Formosa Street	Missing kerb ramps	Kerb ramps	1		\$1,800

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
331	Drummoyne	Victoria Road south of Wolseley Street	Narrow path approx. 900 mm wide linking to bus stop and crossing	Widen footpath		50	\$11,250
332	Abbotsford	Great North Road north of Blackwall Point Road	Overgrown vegetation	Trim vegetation	1		\$200
333	Abbotsford	Blackwall Point Road east of Great North Road	Narrow path approx. 900 mm wide linking to bus stop and crossing	Widen footpath		15	\$3,375
334	Wareemba	Great North Road, north of Edenholve Road	No TGSIs at pedestrian Refuge	New TGSIs	4		\$2,000
335	Wareemba	Edenholve Road / Great North Road intersection	Potential opportunity for raised threshold treatment on minor road	Raised threshold treatment on minor road	1		\$80,000
336	Wareemba	Coranto Street / Great North Road intersection	Potential opportunity for raised threshold treatment on minor road	Raised threshold treatment on minor road	1		\$80,000
337	Five Dock	Charles Street / Great North Road intersection	Poor road pavement in pedestrian crossing area	Resurface roadway	1		\$20,000
338	Russell Lea	Brent Street	No facility to assist pedestrians crossing road to/from school.	Install pedestrian refuge	1		\$50,000
339	Rodd Point	Barnstaple Road	No facility to assist pedestrians crossing road to/from school	Install pedestrian refuge	1		\$50,000
340	Concord	Cabarita Road / Frederick Street	Kerb Ramp non compliant	Kerb ramps	2		\$3,600
341	Russell Lea	Hampden Road / Great North Road intersection,	No facility to assist pedestrians crossing road along Hampden Road eg. near bus stop	Install pedestrian refuge	1		\$50,000

PAMP ID	Suburb	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
342	Abbotsford	Abbotsford Parade	Missing Link along side of park	Provide footpath adjacent to playground to provide safer route of travel	2	150	\$32,850
343	Concord	Bertram Street and Bertram Lane	Missing link along residential properties	Provide footpath to provide safer route of travel	2	100	\$26,100
344	Drummoyne	Dening street	Missing link along residential properties	Provide footpath to provide safer route of travel	2	100	\$26,100
345	Chiswick	Eaton Place	Missing link along residential properties	Provide footpath to provide safer route of travel	2	400	\$93,600
346	Drummoyne	St Georges Crescent	Missing link to parkland	Provide footpath to provide safer route of travel		70	\$15,750
347	Concord	Zoeller Street, east of Sanders Street	Missing link to parkland	Provide footpath to provide safer route of travel	2	80	\$19,200

6. Priorities for Pedestrian Improvements

6.1 Methodology to Prioritise Pedestrian Requirements

The *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, 2002) provides guidance on what is important in providing footpaths. This method was used to determine the prioritisation of the proposed improvements.

Scores were derived for each of the recommended pedestrian improvements for the purpose of prioritising projects. The Weighted Criteria Scoring System from the Roads and Maritime publication *How to Prepare a Pedestrian Access and Mobility Plan* (2002) was used to prioritise each proposed improvement as shown in Table 6-1.

Table 6-1 RMS Weighted Criteria Scoring System

Category	Criteria
Land Use	Number of Attractors/Generators
	Land Use Type
	Proximity to Attractors/Generators
	Future Development with Attractors/Generators
Traffic Impact	Road Hierarchy
Safety	Identified as Hazardous Area (from consultation)
	Identified Pedestrian Crashes
Facility Benefits	Demonstrated Path
Continuity of Routes	Addition to Existing Facility
Priority	Pedestrian Route Hierarchy

The RMS defines the overall work prioritisation as:

- High (100 – 70)
- Medium (<70 – 40)
- Low (<40)

In order to determine the priorities of the pedestrian access improvement items in a PAMP, the infrastructure initiatives or studies are given a priority rating to be accommodated in the Council budget cycle. A possible weighted scoring system is provided in Table 6-2. However, a system could be customised to suit specific council areas according to local needs.

The works identified in this PAMP are primarily located on the key pedestrian routes, outlined in Figure 1-1, which were assessed on-site.

Council is likely to receive requests for additional works beyond those identified in this plan. The same methodology can be applied to these requests to determine their level of prioritisation.

Table 6-2 Weighted Scoring Criteria to Prioritise the PAMP Initiatives

Category	Criteria	Performance Conditions 1	Score 2, 3
Land Use	Number of attractors/generators (locations)	more than 5 locations	10
		3-5 locations	8
		1-2 locations	5
		0 locations	0
	Land use type	schools	10
		commercial/retail	8
		residential	5
		other	0
	Proximity to generators/attractors	less than 250 metres	10
		>250-500 metres	8
		>500-1000 metres	5
		>1000 metres	0
	Future development with attractors/generators	High	5
Traffic Impact	Road hierarchy	medium	3
		low	1
		State Road	15
		Regional Road	10
		Local Road	8
Safety	Identified as hazardous area (from audit or consultation)	Special use	5
		Other	0
		High	10
		Medium	8
		Low	5
	Identified pedestrian crashes	None	0
		>3 reported crashes per year	15
		3 reported crashes per year	10
		2 reported crashes per year	8
		1 reported crash per year	5
Facility Benefits	Demonstrated path	0 reported crashes per year	0
		High usage	10
		Medium usage	8
		Low usage	5
		No demonstrated use	0
Continuity of routes	Addition to existing facility	Link existing facilities	10
		Extension of facilities	8
		Addition to facilities	5
		Other	0
Priority	Pedestrian route hierarchy	High use	5
		Medium use	3
		Low use	1

Notes:

¹ Only one performance condition is to be selected for each criteria e.g. Land use type residential = 5.

^{2,3} The maximum score achievable overall is 100.

The overall work prioritisation is then determined by adding up each criteria scores to reflect the environment of the specific area. e.g. High (100-60), Medium (<60-40), Low (<40) or Considering (not scored).

Source: How to Prepare a Pedestrian Access and Mobility Plan, Roads and Traffic Authority of NSW (RTA), 2002

Limitations of Transport for NSW Methodology

Please note that there are limitations to the Transport for NSW based methodology for prioritising each proposed improvement. For example, the Weighted Criteria Scoring System does not include the presence of existing footpaths on the opposite side of the street. This results in the proposed improvement having a higher priority using the TfNSW method (as it is assumed there is no footpath on the route).

In addition, at some key generators, pedestrian facilities may be urgently required (outside an aged care facility, for example). However, the weighting system may not provide a score that is significantly higher for the same type of facility at a less critical location. Therefore, consideration needs to be taken when assessing priorities in conjunction with the Transport for NSW methodology.

The methodology also does not apply a weighting for the costs associated with identified works. Noting the limitations on the amount and timing of funding being available, it is likely that works would not necessarily ultimately be delivered in the same order they are scored.

6.1.1 Walking Route Hierarchy

A hierarchy of pedestrian routes has been established, based on observed pedestrian demand and proximity to pedestrian attractors, such as town centre land uses and schools, and key walking routes. This walking route hierarchy was used as part of the scoring method to determine the priority for proposed pedestrian infrastructure upgrades.

Appendix B shows the walking route hierarchy used for the PAMP scoring assessment. The figure shows high and medium use walking routes, with all other routes being low use.

6.2 Ranking of the Pedestrian Improvements

Results from the TfNSW weighted prioritisation are provided in Table 6-3. The issues and constraints identification (ID) references relate to those provided in Appendix D. Recommendations are based on GHD site based prioritisation. TfNSW weighted prioritisations are provided in full in Appendix F.

The overall work prioritisation has been determined for high, medium and low priority projects, by using the following prioritisation scoring ranges:

- High priority: 100-70
- Medium priority: <69-55
- Low priority: <55

Table 6-3 Infrastructure Provision Goals for City of Canada Bay LGA

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
21	Concord Road / Mary Street car park intersection	Consider opportunity to construct a new pedestrian bridge across TfNSW	83	1	High
116	Lyons Road / Victoria Road intersection	New kerb ramps	80	2	High
77	Clermont Avenue / Concord Road	Install pedestrian refuge	77	3	High
78	Davidson Avenue / Concord Road	Install pedestrian refuge	77	3	High
79	Station Street / Concord Road	New kerb ramps (x2)	77	3	High
219	Gipps Street, adjacent to Concord Oval	Upgrade Stairs (around 60 steps)	75	6	High
142	Thompson Street, north of Polding Street	Install new pedestrian Refuge, (x2) blisters and (x2) kerb ramps	74	7	High
228	Gipps Street, east of Broughton Street	New stop landing pad	74	7	High
20	Concord Road / Mary Street car	Widen kerb ramps	73	9	High

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
	park intersection				
220	Gipps Street / Loftust Street intersection	Widen footpath	73	9	High
221	Gipps Street / Loftust Street intersection	Widen footpath	73	9	High
222	Gipps Street	New stop landing pad	73	9	High
80	Concord Road	Install TGSIs	72	13	High
126	St Georges Crescent	Construct accessible path	71	14	High
28	Hospital Road	Widen footpath	69	15	Medium
73	Concord Road / Wellbank Street intersection	Relocate traffic signal pole	69	15	Medium
94	Wellbank Street / Majors Bay Road	Kerb ramps and line marking upgrade. Relocate traffic signal pole if possible.	69	15	Medium
224	Moreton Street / Burwood Road	Upgrade kerb ramp	69	15	Medium
225	Gipps Street, west of Burwood Road	Widen footpath	69	15	Medium
227	Gipps Street	Widen footpath	69	15	Medium
229	Gipps Street, east of Broughton Street	Widen footpath	69	15	Medium
230	Gipps Street, east of David Street	Widen footpath	69	15	Medium
19	Concord Road / Mary Street car park intersection	Re-align kerb ramps	68	23	Medium
22	Blaxland Road	New signs	66	24	Medium

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
29	Hospital Road	New signs and "piano key" line marking	66	24	Medium
61	Victoria Avenue / Queen Street intersection	No upgrade proposed, as other crossing location is available at Queen Street. New crossing at this location would require changes to streetscape.	66	24	Medium
223	Burwood Road	Trim vegetation	66	24	Medium
125	Victoria Road, north of Roseby Street	Review as part of the Bike Plan.	65	28	Medium
208	Crane Street, east of Burwood Road	Widen footpath	65	28	Medium
209	Crane Street, east of Burwood Road	New bus stop landing pad	65	28	Medium
210	Crane Street, east of Burwood Road	Install signage	65	28	Medium
211	Crane Street east of Burwood Road	New footpath	65	28	Medium
69	Stuart Street	Work with school to identify opportunities to manage student pick up / drop off activities. This could include a Green Travel Plan encourage students to walk, ride or take public transport to school.	64	33	Medium
297	Lyons Road west of Gipps Street	Tactile Paving	63	34	Medium

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
298	Lyons Road east of more street	Upgrade drainage grate	63	34	Medium
334	Great North Road, north of Edenholme Road	New TGSIs	63	34	Medium
338	Brent Street	Install pedestrian refuge	63	34	Medium
32	Hospital Road / Concord Road intersection	Re-align kerb ramps	62	38	Medium
33	Currawang Street / Concord Road intersection	Re-align kerb ramps	62	38	Medium
34	Concord Road	Widen footpath	62	38	Medium
65	Stuart Street / Queen Street intersection	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	62	38	Medium
226	Lansdowne Street	Widen footpath	62	38	Medium
23	Blaxland Road	Remove pole	61	43	Medium
35	Concord Road	Install bus stop pad	61	43	Medium
36	Concord Road	Install bus stop pad	61	43	Medium
75	Cumming Avenue	New kerb ramps	61	43	Medium
123	Henley Marine Drive	Consider opportunity to construct ramps or lifts to access Birkenhead Point Ferry Wharf from Henley Marine Drive, through Bridge Street Wharf Reserve. Improve street lighting and surveillance.	60	47	Medium

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
141	Thompson Street	Install new pedestrian Refuge, (x2) blisters and (x2) kerb ramps	60	47	Medium
146	Trafalgar Parade / Majors Bay Road intersection	Upgrade pedestrian crossing and new kerb ramps (x2) and TGSIs (x2)	60	47	Medium
147	Davidson Avenue / Majors Bay Road intersection	New TGSIs	60	47	Medium
310	Bayswater Street south of Westbourne Street	Kerb build out (x2) and Kerb ramps (x2)	60	47	Medium
311	Bayswater Street south of Westbourne Street	New footpath	60	47	Medium
56	Nullawarra Avenue / Boronia Street	New pedestrian refuge and kerb ramps (x2)	59	53	Medium
66	Stuart Street	Widen footpath	59	53	Medium
67	Stuart Street	New signs and "piano key" line marking	59	53	Medium
68	Stuart Street	Widen footpath	59	53	Medium
74	Cumming Avenue	Widen footpath	59	53	Medium
76	Cumming Avenue	Widen footpath	59	53	Medium
335	Edenholme Road / Great North Road intersection	Raised threshold treatment on minor road	59	53	Medium
336	Coranto Street / Great North Road intersection	Raised threshold treatment on minor road	59	53	Medium
340	Cabarita Road /	Kerb ramps	59	53	Medium

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
	Frederick Street				
31	Hospital Road	Install bus stop pad and widen footpath	58	62	Medium
93	Wellbank Street	Continuous footpath treatment	58	62	Medium
95	Wellbank Street	Install bus stop pad	58	62	Medium
96	Churchill Crescent / Wellbank Street intersection	Realign kerb ramps	58	62	Medium
97	Wellbank Street	Realign kerb ramps	58	62	Medium
98	Wellbank Street	Install bus stop pad	58	62	Medium
99	Wellbank Street / Churchill Crescent	Realign kerb ramps	58	62	Medium
196	Brewer Street / Spring Street	Install kerb blister (x2) and kerb raps (x2)	58	62	Medium
299	Lyons Road east of more street	Remove obstruction	58	62	Medium
300	Cometrowe Street	New footpath	58	62	Medium
301	Cometrowe Street / Thompson Street	New footpath	58	62	Medium
52	Nullawarra Avenue	Install bus stop pad	57	73	Medium
53	Nullawarra Avenue	Install bus stop pad	57	73	Medium
60	Victoria Avenue	Upgrade signage / line marking and install TGSIs	57	73	Medium
62	Queen Street	Upgrade TGSIs	57	73	Medium
145	Majors Bay Road, north of Wellbank Street	Upgrade bollard	57	73	Medium
206	Crane Street / St Lukes Park on street carpark	Install line marking	57	73	Medium

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
207	Crane Street / St Lukes Park Car Park	New footpath	57	73	Medium
233	Crane Street - link to Corby Avenue	Install new footpath	57	73	Medium
234	Crane Street	Install footpath, pedestrian refuge and kerb ramps (x2)	57	73	Medium
117	Renwick Street / Roseby Street intersection	Relocate the stairs and provide kerb ramp.	56	82	Medium
30	Hospital Road	Widen footpath	55	83	Medium
59	Concord Road / Victoria Avenue	Relocate traffic signal pole	55	83	Medium
63	Queen Street	Upgrade TGSIs	55	83	Medium
84	Wellbank Street	Install TGSIs	55	83	Medium
133	Thompson Street / Rawson Avenue intersection	Realign kerb ramps	55	83	Medium
134	Therry Street / Thompson Street intersection	New kerb ramps	55	83	Medium
172	Cabarita Park Path	New footpath	55	83	Medium
191	Majors Bay Road, north of Wellbank Street	Replace pedestrian fencing	55	83	Medium
282	Great North Road, north of Reginal Street	New TGSIs	55	83	Medium
283	Great North Road south of Irene street	Provide pedestrian refuge and kerb ramps (x2)	55	83	Medium
296	Great North Road south of Ferry Wharf	Provide footpath adjacent to playground to provide safer route of travel	55	83	Medium

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
313	Lyons Road west of Victoria Road	Widen footpath and remove trip hazard behind bus stop	55	83	Medium
314	Lyons Road west of Formosa Street	Tactile Paving	55	83	Medium
315	Lyons Road / College Street intersection	Resurface roadway	55	83	Medium
329	Edwin Street / College Street	Kerb ramps	55	83	Medium
330	Edwin Street / Formosa Street	Kerb ramps	55	83	Medium
339	Barnstaple Road	Install pedestrian refuge	55	83	Medium
24	Concord Road / Blaxland Road intersection	New footpath	54	100	Low
48	Nullawarra Avenue / Currawang Street	Realign kerb ramps	54	100	Low
49	Nullawarra Avenue / Boronia Street	New kerb ramp	54	100	Low
50	Moala Street / Nullawarra Avenue intersection	New kerb ramp	54	100	Low
54	Nullawarra Avenue / Nirranda Street intersection	Remove pram ramp. Undesirable crossing location. Refuge to the south should be used	54	100	Low
55	Nullawarra Avenue	Widen footpath	54	100	Low
57	Quandong Place / Nullawarra Avenue	New kerb ramp	54	100	Low
252	Great North Road, north of Harrabrook Avenue	New stop landing pad	54	100	Low
253	Great North Road, north of	New stop landing pad	54	100	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
	Murralong Avenue				
337	Charles Street / Great North Road intersection	Resurface roadway	54	100	Low
1	Great North Road	Provide pedestrian refuge between bus stops and retail development	53	110	Low
14	Bibby Street	New footpath and kerb ramps	53	110	Low
15	The Parade	New footpath and kerb ramps	53	110	Low
91	Wellbank Street / Bent Street intersection	Kerb ramps	53	110	Low
124	Roseby Street / Victoria Road intersection	Consider opportunity to widen footpath and improve pedestrian amenity along Roseby Street to the bus stop at Victoria Road.	53	110	Low
232	Brewer Street	Install wombat crossing	53	110	Low
235	Lyons Road, west of Great North Road	Trim vegetation	53	110	Low
247	Garfield Street, west of Great North Road	TGSIs	53	110	Low
279	Barnstaple Road / Jersey Lane	Install continuous footpath treatment at driveway	53	110	Low
25	Concord Road	Re-grade turning area and improve drainage	52	119	Low
26	Kokoda Track Memorial Walkway	Remove bollards and resurface footpath	52	119	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
41	Killoola Street / Concord Road intersection	Realign kerb ramps	52	119	Low
64	Queen Street	Trim vegetation	52	119	Low
70	Shipley Avenue / Queen Street intersection	Re-align kerb ramps	52	119	Low
71	Queen Street	New kerb ramp	52	119	Low
72	Wellbank Street	Install bus stop pad	52	119	Low
144	Majors Bay Road / Gallipoli Street intersection	Upgrade pedestrian refuge and provide new kerb ramps (x2)	52	119	Low
158	Mortlake Street / Brays Road	0	52	119	Low
182	Noble Street	Widen footpath	52	119	Low
183	Lancelot Street	Widen footpath	52	119	Low
263	First Avenue / Park Road intersection	Kerb ramps	52	119	Low
287	Great North Road north of Altona Street	New TGSIs	52	119	Low
288	Great North Road north of Altona Street	Upgrade public seating and amenity for pedestrians.	52	119	Low
292	Great North Road south of Ferry Wharf	Relay footpath	52	119	Low
293	Great North Road south of Ferry Wharf	Consider opportunity to construct DDA compliant ramp or lifts to access ferry wharf from Great North Road	52	119	Low
294	Great North Road south of Ferry Wharf	Upgrade drainage grate	52	119	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
295	Great North Road south of Ferry Wharf	Upgrade Stairs	52	119	Low
326	Brent Street / Seebrook Avenue intersection	Kerb ramps	52	119	Low
327	Brent Street / Henry Marine Drive	Install pedestrian refuge and kerb ramps	52	119	Low
328	Brent Street opposite Undine Street	New stop landing pad	52	119	Low
7	Blackwall Point Road/Bibby Street intersection	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	51	140	Low
8	Blackwall Point Road/Bibby Street	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	51	140	Low
13	Bibby Street/Scanne II Avenue intersection	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	51	140	Low
103	Wolseley Street / Wrights Road	Realign kerb ramps	51	140	Low
104	Wolseley Street	Relocate pole	51	140	Low
120	Renwick Street / Park Avenue intersection	Remove kerb ramps on the western side of the intersection. It is noted that a new pedestrian refuge is currently being constructed on the eastern side of the intersection to	51	140	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
		assist pedestrians crossing Park Avenue.			
154	Majors Bay Road / Archer Street intersection	New footpath to bus stop, new bus landing pad and kerb blisters x2 and kerb ramps (x2) on Majors Bay Road, south of Archer Street	51	140	Low
306	Bayswater Street north of Westbourne Street	Extend path 90m around into The Esplanade and provide pram ramps (x2)	51	140	Low
37	Concord Road	Trim vegetation	50	148	Low
42	Killoola Street	Widen footpath	50	148	Low
43	Queen Street	Widen footpath	50	148	Low
44	Wallaroy Street / Queen Street intersection	Widen footpath	50	148	Low
45	Wallaroy Street / Queen Street intersection	Widen footpath	50	148	Low
46	Wallaroy Street / Concord Road intersection	Widen footpath	50	148	Low
82	Wellbank Street	Install new pedestrian refuge to improve access to bus stops and Central Park.	50	148	Low
137	Market Street / Thompson Street intersection	Install Give Way line along western side of footpath	50	148	Low
140	Plunkett Street /	Install kerb ramps	50	148	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
	Thompson Street				
167	Cabarita Park Path	New signage	50	148	Low
168	Cabarita Park Path	New signage	50	148	Low
169	Cabarita Park, access road south of ferry wharf	New signage	50	148	Low
170	Cabarita Park entry	New kerb ramps	50	148	Low
171	Cabarita Road, south of Cabarita Park entry	Widen footpath or fill in verge to remove trip hazard	50	148	Low
175	Cabarita Park Path	New wayfinding signage	50	148	Low
177	Tennyson Road / Macdonald Street	New kerb ramps	50	148	Low
178	Tennyson Road / Orchards Avenue intersection	Upgrade splitter island to facilitate pedestrian crossing area	50	148	Low
257	First Avenue/Arthur Street	Upgrade to refuge island and replace kerb ramps	50	148	Low
261	First Avenue/Arthur Street intersection	Resurface roadway	50	148	Low
262	First Avenue west of Heath Street	New stop landing pad	50	148	Low
280	Great North Road, north of Halley Street	New stop landing pad	50	148	Low
281	Great North Road	New stop landing pad	50	148	Low
286	Great North Road / Altona Street	Provide pedestrian refuge and kerb ramps (x2)	50	148	Low
289	Great North Road north of Altona Street	New stop landing pad	50	148	Low
290	Great North Road south of The Terrace	New stop landing pad	50	148	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
291	Great North Road south of The Terrace	Kerb ramps	50	148	Low
312	Lyons Road east of Bayswater Street	New footpath	50	148	Low
47	Nullawarra Avenue	Trim vegetation	49	175	Low
51	Nullawarra Avenue	New services lid	49	175	Low
58	Nullawarra Avenue	Trim vegetation	49	175	Low
143	Majors Bay Road, north of Patterson Street (bus stop ID: 213736)	New bus stop landing pad	49	175	Low
149	Majors Bay Road, north of Correys Avenue	New bus stop landing pad	49	175	Low
156	Brays Road, east of Majors Bay Road	Widen footpath	49	175	Low
318	Lyons Road west of Thompson Street	Trim vegetation	49	175	Low
319	Lyons Road / Janet Street intersection	Tactile Paving	49	175	Low
2	Blackwall Point Road / Great North Road intersection	Upgrade kerb ramps and upgrade pedestrian refuge	48	183	Low
9	Bortfield Drive / Blackwall Point Road intersection	Re-align kerb ramps	48	183	Low
10	Bortfield Drive	Trim vegetation	48	183	Low
11	Bortfield Drive	Remove bollards and resurface footpath	48	183	Low
12	Blackwall Point Road	Trim vegetation	48	183	Low
92	Wellbank Street	Widen footpath	48	183	Low
114	Lyons Road / Collingwood Street	Install wayfinding signage between ferry	48	183	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
		wharf and Drummoine Town Centre area along Collingwood Street.			
127	Formosa Street / Day Street intersection	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	48	183	Low
148	Majors Bay Road, north of Davidson Avenue	Widen footpath or fill in verge to remove trip hazard	48	183	Low
180	Gale Street, north of Brays Road	Widen footpath	48	183	Low
181	Brays Road, east of Rickard Street	Widen footpath	48	183	Low
264	Barnstaple Road east of Waterview Street	Trim vegetation	48	183	Low
303	Taplin Park Car Park	Trim vegetation	48	183	Low
304	Taplin Park Car Park	Resurface roadway	48	183	Low
305	Taplin Park Car Park	Signage	48	183	Low
307	The Esplanade / Henricks Avenue intersection	Kerb build out (x2) and Kerb ramps (x2)	48	183	Low
308	The Esplanade / north of Henricks Avenue	New footpath around turning head	48	183	Low
309	Bayswater Street north of Westbourne Street	New footpath	48	183	Low
18	Kokoda Track Memorial Walkway	Install TGSIs	47	201	Low
38	Wallaroy Street / Concord Road intersection	Re-align kerb ramps	47	201	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
81	Wellbank Street	Install bus stop pad	47	201	Low
83	Wellbank Street	Install bus stop pad	47	201	Low
88	Wellbank Street	New footpath	47	201	Low
102	Wolseley Street / Victoria Avenue intersection	Install directional signage	47	201	Low
135	Henley Marine Drive / Thompson Street intersection	Kerb ramps	47	201	Low
136	Henley Marine Drive / Thompson Street intersection	New kerb ramps and upgrade traffic island to refuge	47	201	Low
157	Brays Road, east of Rickard Street	Widen footpath	47	201	Low
162	Tennyson Road, at raised pedestrian crossing	Replace TGSIs	47	201	Low
163	Tennyson Road	Enforcement of on street dining area	47	201	Low
186	Majors Bay Road, north of Archers Street	New bus stop landing pad	47	201	Low
197	Burwood Road / Wallace Street	Re-grade turning area and improve drainage	47	201	Low
202	Bayview Park Car Park	Provide accessible car space	47	201	Low
203	Bayview Park	Provide seating and amenity for pedestrians.	47	201	Low
245	Harris Road	Upgrade pedestrian refuge or consider pedestrian crossing	47	201	Low
246	Henry Street, east of Scott Street	Trim vegetation	47	201	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
254	First Avenue, west of Wingham Avenue	Signage and Line marking	47	201	Low
255	First Avenue / Ingham Avenue intersection	Upgrade pedestrian refuge and kerb ramps	47	201	Low
256	First Avenue east of Ingham Avenue	New stop landing pad	47	201	Low
272	Mcculloch Street south of Whittall Street	Trim vegetation	47	201	Low
273	Mcculloch Street north of Whittall Street	Footpath boardwalk, subject to tree root investigations	47	201	Low
274	Mcculloch Street / Potter Street intersection	Kerb ramps	47	201	Low
275	Mcculloch Street / Potter Street intersection	Kerb ramps	47	201	Low
276	Mcculloch Street /The Crescent	Kerb ramps	47	201	Low
284	Great North Road north of Blackwell point road	New stop landing pad	47	201	Low
285	Great North Road, north of Gow Street	Trim vegetation	47	201	Low
316	Lyons Road west of College Street	Remove obstruction	47	201	Low
317	Lyons Road / Thompson Street intersection	Resurface roadway	47	201	Low
320	Lyons Road opposite Sibbick Street	Trim vegetation	47	201	Low
151	Majors Bay Road / Links Avenue	New kerb ramps	46	231	Low
153	Majors Bay Road	New kerb ramps	46	231	Low
190	Majors Bay Road, south	Widen footpath	46	231	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
	of Archer Street				
331	Victoria Road south of Wolseley Street	Widen footpath	46	231	Low
85	Wellbank Street	Install bus stop pad	45	235	Low
100	Wellbank Street	Install bus stop pad	45	235	Low
105	Collingwood Street / Raglan Street	New kerb ramps	45	235	Low
107	Wolseley Street	Install bus stop pad	45	235	Low
112	Lyons Road / St Georges Crescent intersection	New kerb ramps	45	235	Low
130	Day Street / Sisters Crescent intersection	Install kerb blister (x1) and kerb raps (x1)	45	235	Low
138	Broughton Street / Thompson Street intersection	Trim vegetation	45	235	Low
139	Thompson Street / Rawson Avenue intersection	Trim vegetation	45	235	Low
164	Mcdonald Street	Widen footpath	45	235	Low
165	Edwin Street	Widen footpath	45	235	Low
173	Cabarita Park Path	Remove obstruction	45	235	Low
174	Cabarita Park Path	Widen footpath	45	235	Low
204	Bayview Park Path	Trim vegetation	45	235	Low
231	Norman Street / Majors Bay Road intersection	New footpath to link between Majors Bay Road / Norman Street intersection to playground and recreational footpath along Ron Routley	45	235	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
		Oval (Majors Bay Reserve) and link all the way to existing footpath in Nullawarra Avenue.			
240	Henry Street, east of East Street	Raised intersection treatment	45	235	Low
248	Garfield Street, west of West Street	Remove Garden Bed	45	235	Low
249	Garfield Street, west of West Street	Remove TGSIs	45	235	Low
250	Garfield Street / Harris Street intersection	Raised threshold treatment	45	235	Low
251	Garfield Street, west of West Street	Remove TGSIs	45	235	Low
302	The Esplanade	Widen footpath	45	235	Low
160	Tennyson Road / Gale Street intersection	New kerb ramp	44	255	Low
184	Majors Bay Road, south of Brays Road	Widen footpath	44	255	Low
185	Majors Bay Road, south of Brays Road	Widen footpath	44	255	Low
187	Archer Street / Majors Bay Road intersection	New signage	44	255	Low
188	Majors Bay Road, south of Archer Street	Widen footpath	44	255	Low
189	Majors Bay Road, south of Archer Street	Widen footpath	44	255	Low
115	Lyons Road	Remove seat and reassess if replacement is required.	43	261	Low
118	Renwick Street / Park Avenue	Relocate signage	43	261	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
119	Park Avenue, west of Renwick Street	Overgrown vegetation	43	261	Low
121	Park Avenue, west of Renwick Street	Overgrown vegetation	43	261	Low
122	Renwick Street south of Park Avenue	Trip hazard	43	261	Low
16	Kokoda Track Memorial Walkway	Replace wire railing	42	266	Low
166	Whittaker Street / Tennyson Road intersection	New kerb ramps	42	266	Low
179	Gale Street, south of Tennyson Road	Widen footpath	42	266	Low
192	Greenlees Avenue, east of Warbrick Street	Line marking and signage	42	266	Low
193	Greenlees Avenue, east of Warbrick Street	Potential opportunity reduce crossing distance e.g. kerb buildouts or central median refuge. Also opportunity for slowing vehicle on approach e.g. raised threshold	42	266	Low
194	Wellbank Street / Greenlees Park	Install line marking	42	266	Low
195	Brewer Street, east of Ellis Street	Install signage	42	266	Low
198	Burwood Road, North of La Mascotte Avenue	New bus stop landing pad	42	266	Low
199	Burwood Road east of	Widen footpath	42	266	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
	Tremere Street				
200	Burwood Road east of Suke Street	Widen footpath	42	266	Low
201	Burwood Road east of Duke Avenue (Pelican Quays)	New bus stop landing pad	42	266	Low
205	Bayview Park Path	Review as part of the Bike Plan.	42	266	Low
212	Burwood Road / Edith Avenue	Resurface roadway	42	266	Low
213	Burwood Road east of Ward Street	New bus stop landing pad	42	266	Low
214	Burwood Road east of Ward Street	Widen footpath	42	266	Low
215	Burwood Road east of Ward Street	Widen footpath	42	266	Low
216	Burwood Road east of Duke Avenue	Widen footpath	42	266	Low
217	Burwood Road east of Marceau Drive	New bus stop landing pad	42	266	Low
218	Burwood Road west of Bayview Park	New bus stop landing pad	42	266	Low
238	Lyonns Road / East Street	Raised threshold treatment	42	266	Low
239	Lyons Road Ferns Lane	Install continuous footpath treatment at driveway	42	266	Low
258	First Avenue east of Princes Avenue	New stop landing pad	42	266	Low
259	First Avenue / Henley Marine Drive	New footpath to access roundabout	42	266	Low
260	First Avenue west of Princes Avenue	New stop landing pad	42	266	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
152	Majors Bay Road / Links Avenue	Widen footpath	41	290	Low
155	Brays Road / Majors Bay Road	New signage	41	290	Low
347	Zoeller Street, east of Sanders Street	Provide footpath to provide safer route of travel	40	292	Low
6	Blackwall Point Road	New footpath	40	292	Low
17	Mary Street	Upgrade DDA parking space to comply to AS2890.6	40	292	Low
101	Wellbank Street	Trim vegetation	40	292	Low
106	Raglan Street	Trim vegetation	40	292	Low
108	Wolseley Street	Trim vegetation	40	292	Low
109	St Georges Crescent	Trim vegetation	40	292	Low
110	St Georges Crescent	Trim vegetation	40	292	Low
111	St Georges Crescent	reallocate pole	40	292	Low
113	Lyons Road	Relocate pole	40	292	Low
265	Barnstaple Road / Park Road	Install central refuge	40	292	Low
266	Barnstaple Road adjacent to Five Dock Park	New footpath and kerb ramps (x4)	40	292	Low
267	Barnstaple Road, west of Arthur Street	Trim vegetation	40	292	Low
268	Barnstaple Road / Arthur Street intersection	Kerb build out (x2) and Kerb ramps (x2)	40	292	Low
269	Barnstaple Road	New footpath and kerb ramps (x4)	40	292	Low
270	Barnstaple Road / Nield Avenue	Kerb ramps	40	292	Low
271	Barnstaple Road / Henley Marine Drive	Uninstall pedestrian refuge (x2) and kerb ramps	40	292	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
321	Ingham Avenue south of Lyons Road	Trim vegetation	40	292	Low
341	Hampden Road / Great North Road intersection,	Install pedestrian refuge	40	292	Low
347	Zoeller Street, east of Sanders Street	Provide footpath to provide safer route of travel	40	292	Low
150	Links Avenue / Majors Bay Road intersection	Resurface roadway	39	311	Low
159	Gale Street, south of Tennyson Road	Widen footpath	39	311	Low
161	Tennyson Road / Emily Street	Widen footpath (local widening)	39	311	Low
236	Lyons Road / Scott Street	Raised threshold treatment	39	311	Low
237	Lyons Road /West Street	Raised threshold treatment	39	311	Low
332	Great North Road north of Blackwall Point Road	Trim vegetation	39	311	Low
346	St Georges Crescent	Provide footpath to provide safer route of travel	38	317	Low
86	Wellbank Street	Widen footpath	37	318	Low
87	Wellbank Street	Widen footpath	37	318	Low
89	Wellbank Street	Widen footpath	37	318	Low
90	Wellbank Street	Widen footpath	37	318	Low
128	Formosa Street, north of Sisters Crescent	Upgrade drainage grate	37	318	Low
129	Formosa Street / Day Street intersection	Replace service pit lid	37	318	Low
131	Day Street, west of Sister Crescent	Trim vegetation	37	318	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
132	Day Street / Tranmere Street	Upgrade ramp	37	318	Low
176	Tennyson Road / Northcote Street intersection	Trim vegetation	37	318	Low
241	Henry Street / Scott Street intersection	New kerb ramps	37	318	Low
242	Henry Street, west of Scott Street	Remove obstruction	37	318	Low
243	Henry Street, west of Elizabeth Street	Remove obstruction	37	318	Low
244	Henry Street, near Elizabeth Street	Remove obstruction	37	318	Low
277	Barnstaple Road / Dalmeny Avenue	Kerb ramps	37	318	Low
278	Barnstaple Road west of Dalmeny Avenue	Trim vegetation	37	318	Low
322	Ingham Avenue / Lyons Road	Signage	37	318	Low
323	Russell Street/Sibbick Street intersection	Kerb ramps	37	318	Low
324	Lithgow Street south of Lyons Road	Remove obstruction	37	318	Low
325	Brent Street opposite Undine Street	New stop landing pad	37	318	Low
333	Blackwall Point Road east of Great North Road	Widen footpath	37	318	Low
344	Dening street	Provide footpath to provide safer route of travel	37	318	Low
39	Queen Street	Widen footpath	35	339	Low
40	Killoola Street	Widen footpath	35	339	Low

PAMP ID	Street / Intersection	Description of Proposed Treatment	TfNSW Priority	TfNSW Rank	Priority
343	Bertram Street and Bertram Lane	Provide footpath to provide safer route of travel	35	339	Low
27	Killoola Street	New footpath	32	342	Low
342	Abbotsford Parade	Provide footpath adjacent to playground to provide safer route of travel	32	342	Low
3	Blackwall Point Road, near Great North Road	Pedestrian refuge across Parkview Road at Blackwell Point Road and upgrade footpath	30	344	Low
4	Blackwall Point Road north side near Melrose Crescent	Upgrade footpath (widen footpath)	30	344	Low
5	Blackwall Point Road	Trim vegetation	30	344	Low
345	Eaton Place	Provide footpath to provide safer route of travel	25	347	Low

7. Conclusions and Recommendations

7.1 Conclusions

GHD was engaged by the Council to prepare a Pedestrian Access and Mobility Plan (PAMP) for the Council LGA, to improve the walking environment for all pedestrians. The development of this study included the following:

- Review relevant background report, policies and plans.
- Undertake community and stakeholder consultation.
- Undertake site audits of current pedestrian infrastructure.
- Identify, cost and priorities improvements for walking infrastructure.

Background review

The background review concluded that:

- The majority of State and Local Government planning policy documents reviewed as part of this study aim to encourage sustainable travel modes, including walking. The strategies identified in this PAMP will help to support this objective by providing improved walking connections.
- Comparatively fewer children and young adults between the ages of five and 19 live in the Council LGA. This indicates that relatively there are lower numbers of primary and secondary school students in Council LGA;
- A review of crash data for the study area indicates that there were seventy-five crashes involving pedestrians over the five-year period between 2015 to 2019 (inclusive).

Community consultation

Community consultation was completed across a range of media platforms as discussed in section 3. From this, GHD concluded that:

- Driving was the most common form of transport used by participants (66 participants, 40%) overall when commuting to/from bus stops, home, work, and school.
- The second most common form of transport used by the participants when commuting to/from bus stops, home, work, and school was walking (38 participants).
- Half of the participants (93 participants) indicated that they walked most weekends for recreational activities, and 103 participants indicated that they mostly walked to and from local shops.
- Survey results confirm that there is an opportunity for the Council to promote walking as a form of transport, through improving pedestrian linkage in areas where there are high recreational activities (e.g. fitness, sports), bus stops and shopping centres.
- When asked about how safe and accessible the pedestrian routes were to let children walk to school, 71 participants indicated that they did not feel like the pedestrian routes were safe. Reasons included
 - The lack of pedestrian infrastructure connections.
 - Unsafe footpaths.
 - Lack of signage.
 - Impatient drivers/cyclists speeding on narrow streets.

- Participants were encouraged to indicate what changes would encourage them to walk more. The top three changes noted were:
 - Additional road crossings for pedestrians, for example, signals, footbridge, pedestrian refuge islands (126 participants).
 - Better quality footpaths (105 participants).
 - Additional footpaths (99 participants).

Stakeholder Consultation

Key stakeholders were contacted via email to gain insight and into concerns about the pedestrian network in the Canada Bay area. The majority of issues identified through consultation with key stakeholders relate to the need for pedestrian crossings. These include:

- High number of crashes and poor pedestrian facilities along Parramatta Road.
- Shared pedestrian and bike paths can cause an issue for pedestrians, particularly pedestrians with disabilities or the elderly.
- Mapping out social housing areas in Five Dock and other location to assess pedestrian mobility.
- Provide key links to the areas integrating with Metro West to improve pedestrian mobility.
- Consider the predictable path of travel with consideration to changing environments, especially for mobility/visibility impaired pedestrians.
- Incorporate factors such as age increase and disability in the PAMP.
- Burwood Road and Parramatta Road intersection where Metro West Station will be located requires investigating due to high pedestrian movement around this intersection. This area has been excluded from the PAMP study area as pedestrian needs will be addressed by other projects.
- As part of the Parramatta Road Urban Transformation Strategy (PRUTS), it was noted that an increase in residential dwellings would impact pedestrian demand.
- Council is planning work around Concord Oval which would attract high level of pedestrian movement at Shaftesbury Road and Parramatta Road intersection.
- Investigation of link between Henley Marine Drive and Croydon Road.
- Need for pedestrian and cyclists crossing between Luke Avenue and Shaftesbury Road.
- High Pedestrian activity under a future plane at Burwood Road south of Corner Street.
- More pedestrian refuge islands.
- More marked pedestrian crossings.
- Better connected footpaths.
- Additional ramps.
- The need for there to be upgraded footpaths along a certain road.
- The need to improve pedestrian pathways and access along specific routes.
- Requests for parking bay improvements at a particular parking lot.
- Vehicular traffic management and speeding.

Site Audit

An audit of existing issues and constraints for pedestrians was undertaken in the study area. The audit focused on identifying existing facilities, land uses, any shortcomings in the pedestrian environment and potential safety issues. The key issues and constraints include:

- Poor quality footpath surfaces.
- Pedestrians crossing busy roads at non-permitted crossing locations.
- Missing pedestrian links.
- Lack of pedestrian crossings.
- Poor quality pedestrian crossings.
- Street furniture or overgrown vegetation in footpaths, blocking the path of pedestrians.
- Lack of disabled or pram access.

The key issues identified within the study area include kerb ramps not aligned, narrow footpaths, no bus landing pad, overgrown vegetation missing kerb ramps and missing links. Other existing issues generally include wide crossing points, poor intersection design, signage, poor footpath quality and trip hazards.

7.2 Recommendations

Pedestrian access and mobility improvement works were identified and prioritised for the study area. The highest ranking projects that are considered worthwhile for progression into the detailed concept planning, design and implementation stage are listed under the categories of:

- Further investigations and concept planning
- Footpath works to improve the safety for pedestrians along the streets
- Upgrades to allow for safer pedestrian movements to cross busy streets

Investigations and Concept Planning

Concord Road / Mary Street car park intersection:

Wide crossing location across Concord Road. There is an opportunity to construct a new pedestrian bridge at Concord Road. This will improve pedestrian connection and safety.

Footpath Works

The following locations were identified to have missing links requiring new footpaths:

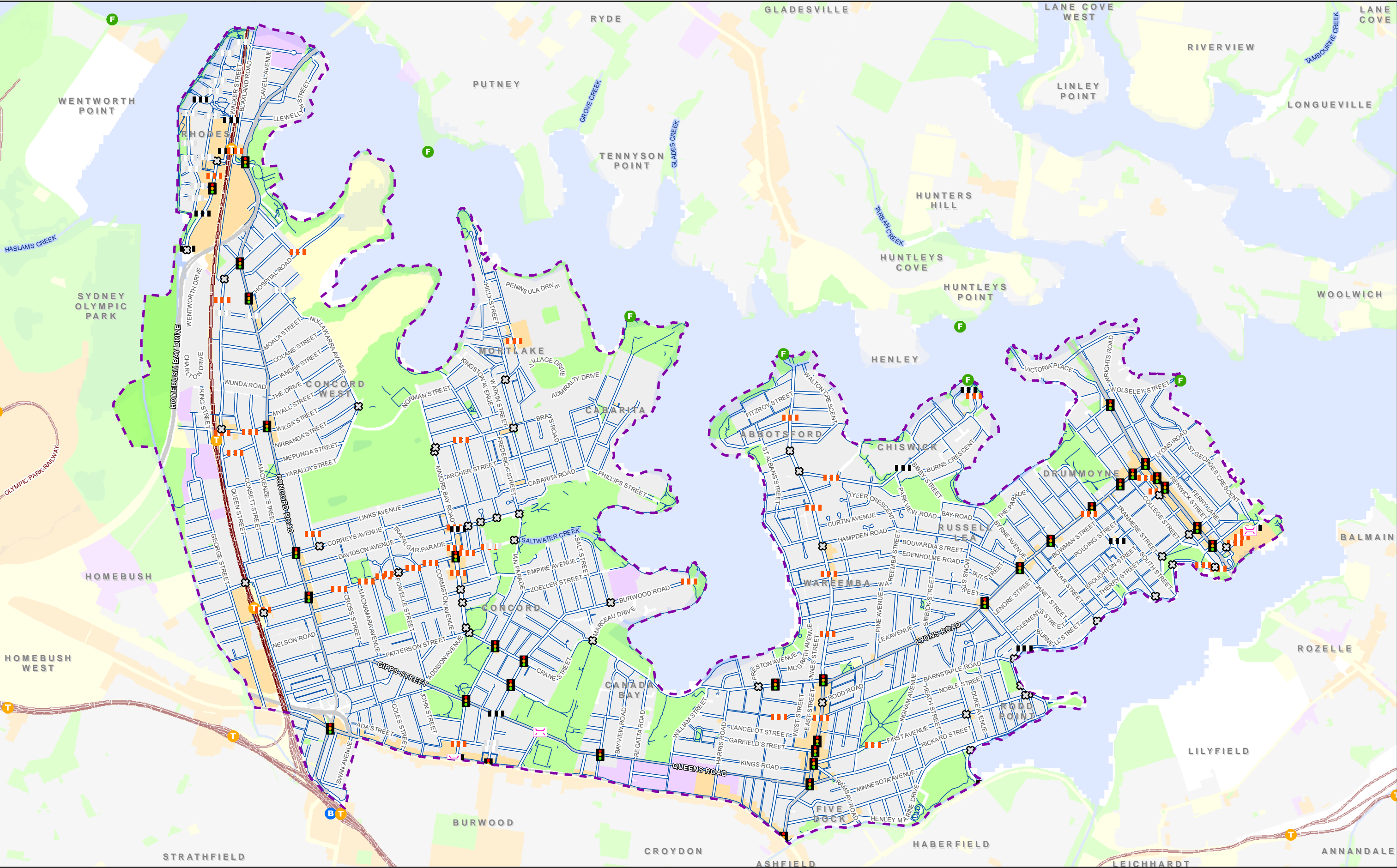
- Abbotsford Parade between Great North Road & St Albans Street, southern side
- Barnstaple Road, southern side
- Barnstaple Road adjacent to Five Dock Park, southern side
- Bayard Street between Bertram Street and Bertram Lane
- Bayswater Street north of Westbourne Street, western side
- Bayswater Street south of Westbourne Street, eastern side (south of bus stop)
- Bayswater Street, north of Westbourne Street across road
- Bibby Street, western side
- Blackwall Point Road, southern side, adjacent to Alison Park

- Cabarita Park Path, western side
- Cometrowe Street / Thompson Street, northern and eastern sides
- Cometrowe Street, eastern side
- Crane Street - link to Corby Avenue, eastern side
- Crane Street / St Lukes Park Car Park, Carpark entrance
- Crane Street east of Burwood Road, northern side
- Crane Street, westerns Side and link to Evelyn Street Barnstaple Road adjacent to Five Dock Park, southern side
- Dening Street, north of Short Street, western side
- Eaton Place, Chiswick, east and west
- First Avenue / Henley Marine Drive, southern side
- Great North Road south of Ferry Wharf, near Teviot Avenue
- Killoola Street
- Lyons Road east of Bayswater Street, northern side
- Majors Bay Road / Archer Street intersection, western side
- Mcculloch Street north of Whittall Street, eastern side
- Norman Street / Majors Bay Road intersection, northern side
- St Georges Crescent, between St Georges Crescent and Roseby Street
- St Georges Crescent, through Salton Reserve to Roseby Street
- The Esplanade / north of Henricks Avenue, western side
- The Parade, between Gears Avenue and Byrne Avenue
- Wellbank Street, northern side, west of Ian Parade
- Zoeller Street east of Saunders Parade, northern side

Whilst it is understood Council is undertaken a separate footpath condition audit, this does not include specific information on kerb ramps. It is recommended that an additional audit of kerb ramps through out the Council area be undertaken to assist in identifying missing and non-compliant kerb ramps.

Appendices

Appendix A – Existing Pedestrian Infrastructure



LEGEND

Existing pedestrian infrastructure

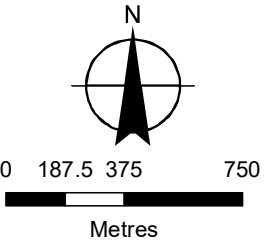
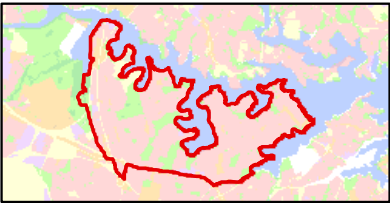
- Footbridge
- Pedestrian refuge
- Traffic-controlled crossing

- Marked/zebra crossing
- Wombat crossing
- Unmarked crossing
- Pedestrian footpath

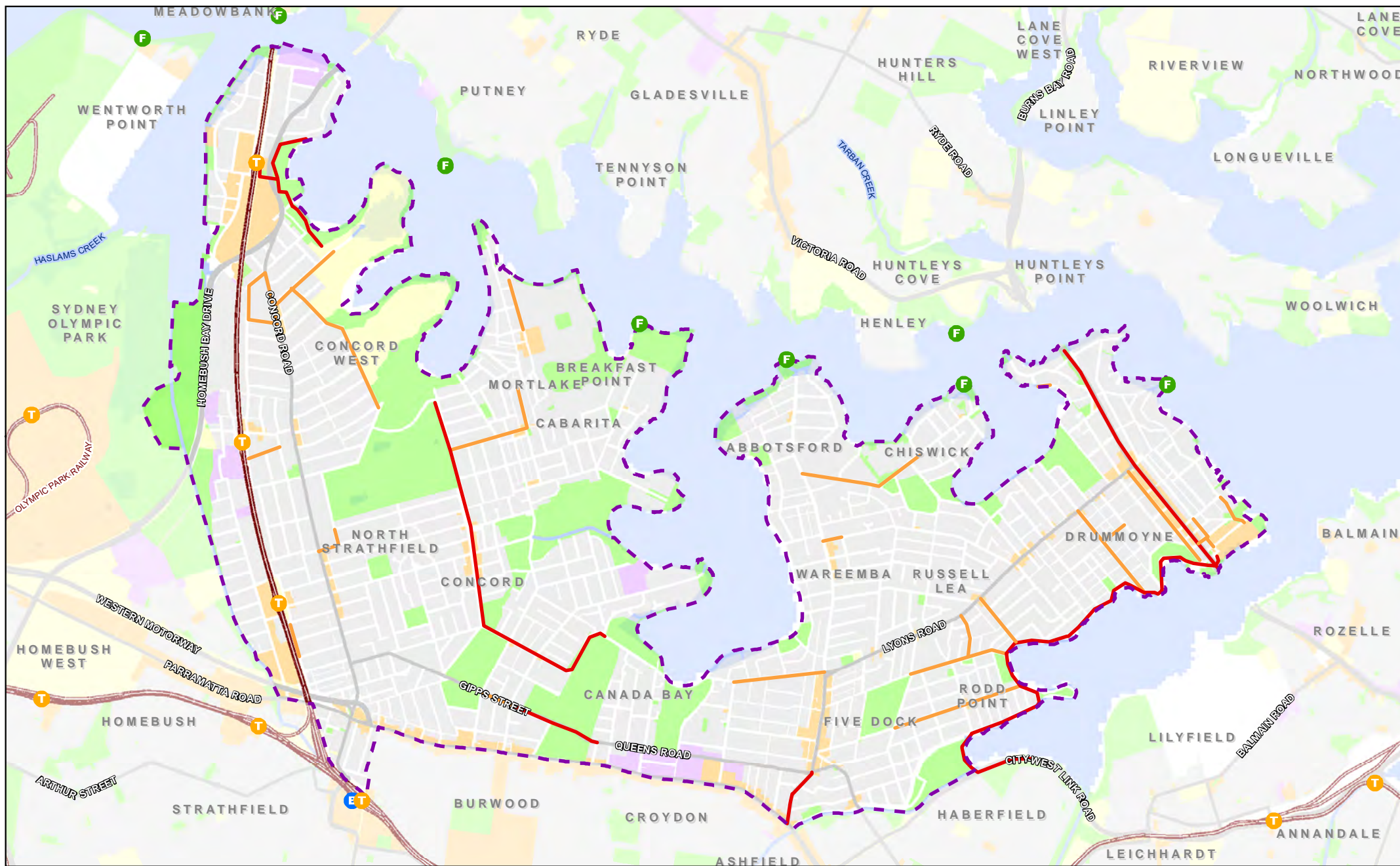
- Study area
- Waterways
- Railway
- State and regional roads

- Bus interchange
- Train station
- Ferry terminal

- Commercial and business space
- Open space and recreation
- Industrial
- Residential
- Tourism, education and community



Appendix B – Pedestrian Key routes (medium and high priority)



LEGEND

Assessed routes

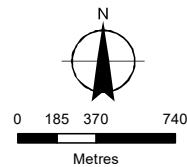
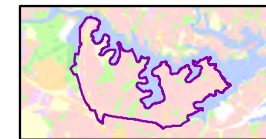
- High priority
- Medium priority

- Study area
- Waterways
- Railway
- State and regional roads

- B Bus interchange
- T Train station
- F Ferry terminal

- Commercial and business space
- Open space and recreation

- Industrial
- Residential
- Tourism, education and community



Appendix C – Draft Engagement Outcome Report



City of Canada Bay Council
Canada Bay Pedestrian Access and Mobility Plan (PAMP)
Community and Engagement Outcomes Report
Final Draft

May 2021

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Appendices

- Appendix A – Poster with QR Code
- Appendix B – Sticker with QR Code
- Appendix C – Online survey questions and results
- Appendix D – Meeting minutes from Workshop 1
- Appendix E – Meeting minutes from Workshop 2

1. Introduction

The City of Canada Bay Council (Council) is developing a Pedestrian and Mobility Plan (PAMP) to provide a framework for existing pedestrian needs as well as future management, use and enhancement of pedestrian infrastructure for community members of all ages and mobility.

The PAMP is a strategic document that outlines an infrastructure strategy aiming to improve pedestrian accessibility, permeability, and safety within the local area. Walking is a fundamental and direct means of access to key services for many people in the Council. Demographic data shows that the population of the Council area is expected to grow to 115,500 by 2030. As the population grows, the CoCB pedestrian network needs to meet current and future needs for pedestrians of all ages and mobility, including the elderly, pedestrians with mobility and vision impairments, residents, school children, visitors and recreational pedestrians.

1.1 Purpose of this report

GHD undertook consultation with the local community and key stakeholders to understand the community's experience of pedestrian access and mobility in the Council area and how this can be improved to better meet the needs of the community. This Engagement Outcomes Report summarises the community and stakeholder engagement activities undertaken, the feedback received and recommendations for next steps to be considered as part of the PAMP.

The chapters in this report outline:

- Our approach to the consultation (see Chapter 2)
- Consultation and engagement activities (see Chapter 3)
- Consultation outcomes (see Chapter 0)
- Next steps and recommendations (see Chapter 0).

1.2 PAMP objectives

The strategic, high-level, objectives of the Council PAMP are to:

- Integrate walking into the transport system, as a legitimate form of transport to encourage more walking
- Provide appropriate pedestrian facilities where required, to enhance accessibility and mobility
- Identify clusters and patterns of pedestrian crashes, to address safety issues
- Develop and integrate pedestrian routes that complement *Safer Routes to School* projects and Local Area Traffic Management schemes.

2. Approach to consultation

GHD developed a Community and Stakeholder Engagement Plan (CSEP) to guide engagement and collect feedback and inform the development of the PAMP. The CSEP outlined our stakeholder engagement approach, which was developed in consultation with the Council, as well as our communication methods.

2.1 Engagement objective

The key objective outlined in the CSEP was to engage with a broad range of community members in a transparent, clear, and open manner to seek feedback about the pedestrian infrastructure network in the Council area.

Communication activities were centred on respect, trust, openness, and accountability and guided by the International Association for Public Participation (IAP2) Core Values and Code of Ethics. In following this framework, GHD strived to:

- Ensure a best practice approach in all community engagement activities
- Develop and foster an environment of trust and confidence between the community, stakeholders, and Council
- Ensure that a broad range of community members and stakeholders are consulted and given the opportunity to provide feedback
- Engage with the community in a transparent and open way that supports good decision making.

2.2 Engagement methods

At the beginning of the project, GHD selected communication and engagement tools to ensure that there were as many opportunities as possible for a wider representation of community members and stakeholders to have their say. Due to the COVID-19 pandemic and social distancing requirements, online engagement tools were selected for the consultation process.

Consultation activities included an online mapping tool, an online survey and two virtual workshops with targeted stakeholders. Further information on these activities can be found in Chapter 3.

The following chapter outlines the promotional activities that were used to promote the engagement opportunities.

2.2.1 Promotional activities

Council developed a range of promotional materials and activities to advertise the opportunity to give feedback and outline issues of concern regarding pedestrian access and mobility. To ensure that the project aligned with the COVID-19 social distancing requirements, the project team took an innovative approach to encourage community and stakeholder participation. The promotional materials and activities included:

- The PAMP webpage on the Collaborate Canada Bay website
- E-newsletter
- Posters with a QR code located in 24 Council venues
- The installation of 78 footpath stickers with a QR code throughout the LGA
- Social media posts (Facebook and Instagram)

- Direct email to 1,794 Collaborate Canada Bay users.

The two e-newsletters went live on 1 February 2021 and 1 March 2021. There were two social media posts on Facebook and Instagram published on 1 February 2021. A second Instagram post was published on 16 February 2021.

Please see Appendix A and Appendix B for the promotional communications collateral.

2.3 Stakeholder identification

As part of the preparation for the CSEP, GHD conducted a stakeholder analysis to identify key stakeholders and their level of interest and influence in the project.

Table 2-1 Stakeholder analysis

Stakeholder category	Stakeholder	Level of interest/influence
City of Canada Bay Council	Strategic Growth Section	High/high
	Council representatives	
Government agencies	Transport for NSW (Network Sydney South)	High/high
Council advisory groups	Access and Inclusion Committee	High/moderate
	Traffic Committee	High/moderate
Local community/special interest groups	The Ella Centre	Moderate/low
	Access Sydney	
	Concord Senior Citizens Centre	
	City of Canada Bay Men's Shed (Harry's Shed)	
	Concord Senior Citizen's Club Inc	
	Five Dock Evening VIEW Club	
	Rotary Club of Drummoyne	
	Concord Heritage Society	
	Drummoyne Community Centre Inc.	
	The Rotary Club of Concord	
	Probus Club Breakfast Point	
Neighbouring local councils	Strathfield Council	Moderate/low
	Burwood Council	
	Parramatta Council	
	Inner West Council	
High School (Private)	Rosebank College	Moderate/low

	Domremy College	
High School (Public)	Concord High School	Moderate/low
	Rivendell School	
	Strathfield Girls High School	
Primary School (Public)	Abbotsford Public School	Moderate/low
	Concord Public School	
	Mortlake Public School	
	Concord West Public School	
	Victoria Avenue Public School	
	Drummoyne Public School	
	Five Dock Public School	
	Lucas Gardens School	
	Strathfield North Public School	
	Homebush Public School	
	Homebush West Public School	
Primary School (Private)	St Mary's Catholic Primary School	Moderate/low
	St Mark's Catholic Primary School	
	St Ambrose Catholic Primary School	
	All Hallows Catholic Primary School	
	St Patrick's Catholic Primary School Mortlake	
	Our Lady of the Assumption Catholic Primary School	
	The McDonald College	
	St Ambrose Catholic Primary School	
Preschool/Kindergarten	Concord West Rhodes Preschool	Moderate/low
	Drummoyne Preschool Kindergarten	
	Integricare Drummoyne Preschool	
	Adams Lane Pre School	
	Montessori School (North Strathfield)	
	Integricare North Strathfield Early Learning Centre	

	Papilio Early Learning North Strathfield (Blue Campus)	
	Papilio Early Learning North Strathfield (Orange Campus)	
	St Andrew's Kindergarten	
Local businesses	Holroyd Medical Centre	Moderate/low
	Concord Hospital	
	Zenith Homes	

3. Consultation and engagement activities

GHD prepared key messaging for the PAMP webpage on the Collaborate Canada Bay digital engagement platform. The webpage page included links to an online mapping tool and an online survey set up to collect feedback from the community and interested stakeholders. Community members were invited to provide their feedback through these channels from Sunday 31 January, 2021 through to Tuesday 23 February 2021.

GHD also conducted two virtual workshops with Council and key stakeholder groups via Microsoft Teams to discuss/explore local experiences, challenges and opportunities to improve pedestrian access and mobility going forward.

The following chapter describes all the consultation and engagement activities undertaken.

3.1 Mapping tool

The online mapping tool activity featured an interactive online map of the LGA that encouraged users to place pins on the map at any location and provide a comment. For example, a participant could drop a pin on the intersection of Brays Road and Gale Street and request for a pedestrian crossing.

Community members were encouraged to place a pin on a location of interest using one of the three feedback categories:

- *Current use*: What pedestrian routes participants currently use and why?
- *Opportunities*: What improvements or new infrastructure participants would like to see in the region?
- *Barriers*: What barriers limit or stop participants from using any pedestrian routes?

Participants were also invited to leave a general comment by placing a pin anywhere on the map and leaving a comment.

The mapping tool was active and accepting pins from Sunday 31 January 2021 through to Tuesday 23 February 2021.

Figure 3-1 Mapping tool is a screenshot of the mapping tool.

Have Your Say: Pedestrian facilities in Canada Bay

We want to hear from you about how walking in Canada Bay can be improved. For example, you might have noticed missing footpaths or footpaths that are not accessible for those using wheelchairs or prams. You might also want to share details about walking tracks you enjoy and would like to see elsewhere in the local area.

Getting involved is easy. Simply place a pin on the location of your choice and tell us what you think. To help us sort through the comments, we've come up with a number of feedback categories for you to choose. Alternatively, you might like to use 'other' to come up with your own.

Current use: Tell us what pedestrian routes you currently use and why.

Opportunities: Tell us what improvements or new infrastructure you would like to see in the area and why.

Barriers: Tell us about issues or barriers that limit/stop you from walking.

If you have a general comment that is not specific to any area, simply place a pin anywhere on the map. We still want to hear from you.

465 contributions

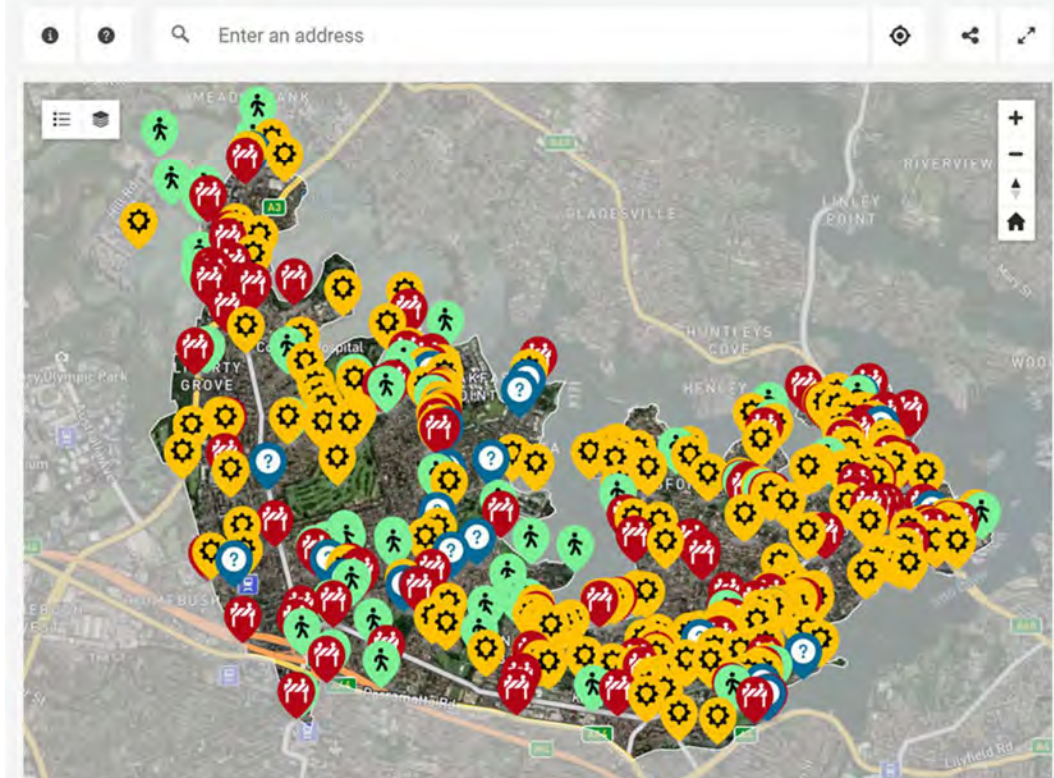


Figure 3-1 Mapping tool

3.2 Online survey

GHD prepared a 15-question online survey to feature on the PAMP webpage.

The purpose of the survey was to capture written qualitative and quantitative feedback from a broad cross-section of community and stakeholder with regards to the current use of pedestrian infrastructure, constraints affecting pedestrian access and mobility, opportunities for improvement and community insights to what they would like to see in the future.

Participants were asked to identify the three most hazardous and unsafe locations for pedestrians, and the top three things that Council could do to improve pedestrian mobility and access in the LGA.

The survey was active and accepting responses from Sunday 31 January 2021 through to Tuesday 23 February 2021.

Outcomes from the survey are detailed in Chapter 4.2. Please see Appendix C for the online survey questions and results.

3.3 Workshops

GHD facilitated two virtual workshops via Microsoft Teams with the Council's Access and Inclusion Committee, members of Council's community advisory groups and neighbouring Council representatives.

3.3.1 Workshop 1

The first workshop was held on Monday 1 December 2020, from 10:00 am to 11:30 am, with seven representatives from the Council's Access and Inclusion Committee and six Council staff members.

The purpose of the workshop was to discuss the project's objectives, process and context of the Council area to identify existing issues/opportunities and determine the next steps from a community perspective.

3.3.2 Workshop 2

The second workshop was on Monday 14 December 2020, from 11:00 am to 11:30 am, with representatives from Council and from the following stakeholder groups:

- Inner West Council
- Strathfield Council
- Burwood Council
- Transport for NSW (TfNSW).

The purpose of this workshop was to gain insights to study area and project objectives from a strategic planning context, identify key issues and opportunities and discuss future projects and any links to adjoining boundaries.

Please see Appendix D and Appendix E for the minutes from both workshops.

4. Consultation outcomes

4.1 Mapping tool feedback

The mapping tool received 465 comments. This demonstrated that the team was successful in their promotional activities as there was a high level of engagement from the community. As discussed in Chapter 3.1, participants were encouraged to use one of the feedback categories or simply leave a general comment.

A total of 209 were identified as 'opportunities' and were from residents in Drummoyne, Concord, Five Dock and Rhodes.

A total of 75 comments were identified as 'barriers' and were mostly residents from Concord and Drummoyne.

Only 37 comments were identified as 'current use' and were mostly residents from Concord.

The remaining 146 comments were not categorised on the mapping tool but have been analysed within the context of the other feedback received.

The comments were categorised into five themes:

- Current use and experiences
- Need for improved pedestrian infrastructure connections
- Need for clear and hazard-free footpaths
- Need for more and improved pedestrian crossings
- Landscaping issues

Some of the comments received via this engagement platform identified barriers and opportunities, as well as general feedback, on topics that, while impact pedestrians, are more traffic and road-related matters. For example, the notion of speeding cars, cars parking too close and obscuring the view for pedestrians etc. These themes are collated in Chapter 4.5 for Council's consideration.

4.1.1 Current use and experiences

The general feedback received about the current usage in the LGA was overall positive. Most of the comments were in relation to how accessible and safe the pathways were next to the waterfront and in the parks. The comments were also positive when it came to the scenic landscape in the LGA.

4.1.2 Need for improved pedestrian infrastructure connections

Several comments highlighted that existing pedestrian infrastructure was not always well connected or consistent, particularly impeding those with mobility restrictions.

The need to upgrade existing pedestrian footpaths, islands and access points to allow for easier access for pedestrians with prams, wheelchairs and the elderly was a recurring comment. Some comments highlighted that footpaths ended abruptly or did not have a sloping ramp at crossings, preventing mobility-restricted pedestrians from continuing their desired path. There was also a push for more ramps to be upgraded and constructed. For example, some comments noted that the current ramps were too steep and that it would be ideal to have more kerb and pram-friendly ramps.

The notion of providing safer pedestrian access by constructing a walking bridge over busy roads was also discussed. Overall, the comments indicated that improved pedestrian

connectivity to existing infrastructure would facilitate more usable and safer pedestrian access for all.

4.1.3 Need for clear and hazard-free footpaths

Several comments focused on the importance of maintaining safer, hazard-free footpaths. For example, comments indicated that there were often cars half parked on the road and footpath (due to narrow roads), road signs planted in the middle of footpaths and trip hazards (i.e. as tree roots), which made the ground uneven and unsafe to access, and at times, restricting access altogether.

Other comments mentioned the need for more dedicated bike lanes as community members felt it was dangerous for pedestrians due to the many bike couriers speeding down pedestrian footpaths.

Several comments emphasised the need for there to be better street lighting. For example, these comments raised the notion that the lack of street lighting resulted in visibility issues for pedestrians to see past bushes, road curves and traffic, making it dangerous to cross the road.

Other key issues raised included the need for there to be traffic calming measures, such as speed limits, to improve the safety of pedestrians when accessing the footpaths. Please refer to section 4.5 for further information in relation to speed limits.

4.1.4 Need for more and improved pedestrian crossings

A key concern raised was the importance of providing more pedestrian crossings throughout the LGA, and in particular near high traffic areas such as shopping villages and schools.

Several comments noted that there was a lack of safe crossings near schools, which made it dangerous for children to travel along these routes.

The comments also suggested the need for the traffic light signal timing to be changed so that pedestrians would not have to wait long to cross the road and be tempted to jay-walk. The importance of installing more signage was also noted by the participants as a key aspect that would improve safety for pedestrians.

4.1.5 Landscaping issues

Outside of comments made in relation to safety concerns, there were many comments made about the opportunity for more greenery to improve the overall streetscape in the Council area so pedestrians could further enjoy walking.

Community members suggested having more trees, rest points in the shade and moving overhead cables/powerlines underground to further activate the streetscape and open more space. These comments acknowledged that while it is important for the pedestrian accessibility and linkage routes to be improved, it is equally important for there to be more open space and greenery to allow for a more connected community.

4.2 Survey feedback

The online survey received a total of 165 survey responses.

4.2.1 General community sentiment

Overall, when participants were asked to rank the current pedestrian infrastructure in the Council area, results show that most people (68.5%) thought the infrastructure was 'OK' or better:

- A total of eight (8) participants thought the current infrastructure was 'very good' (4.8%)

- A total of 39 participants thought the current infrastructure was 'good' (23.6%)
- A total of 66 participants thought the current infrastructure was 'OK' (40%)
- A total of 38 participants thought the current infrastructure was 'poor' (23.1%)
- A total of 13 participants thought the current infrastructure was 'very bad' (7.8%), and
- One participant said they were 'not sure' of how they would rank the current pedestrian infrastructure.

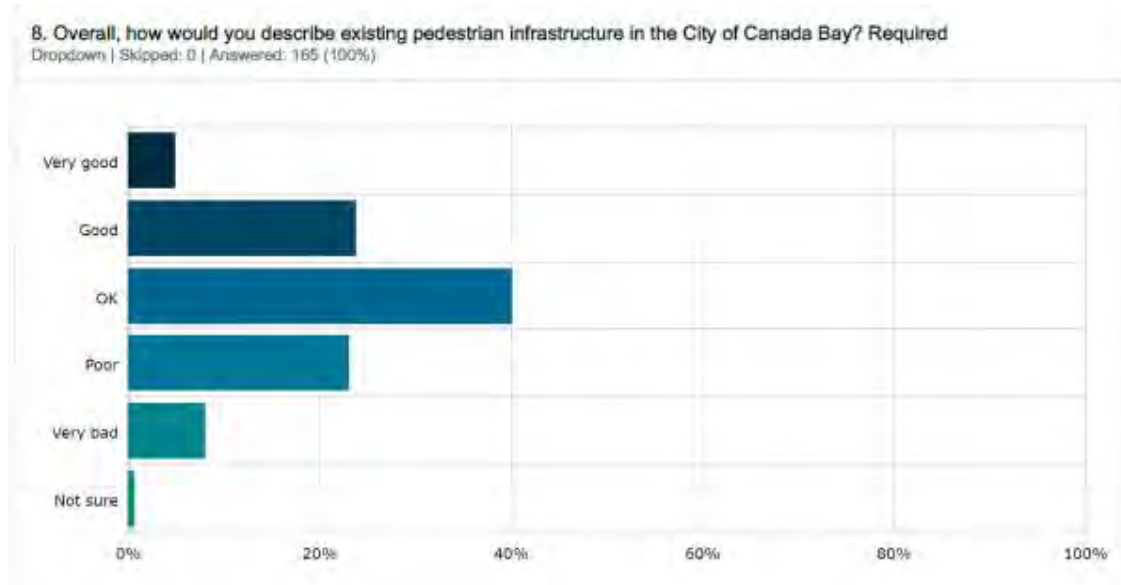


Figure 4-1 Participants view of current pedestrian infrastructure

4.2.2 Current use

Driving was the most common form of transport used by participants (66 participants, 40%) overall when commuting to/from bus stops, home, work, and school. However, over half of the participants (93 participants) indicated that they walked most weekends for recreational activities, and 103 participants indicated that they mostly walked to and from local shops.

The second most common form of transport used by the participants when commuting to/from bus stops, home, work, and school was walking (38 participants).

In comparison to walking, participants indicated that cycling was not a common form of transport when it came to commuting to and from their destinations, or as a form of recreation. The least popular form of transport used by participants was the ferry (4 participants). Other forms of transport used by participants included the train (13 participants) and the bus (23 participants).

When asked about whether they knew their way around the LGA as a pedestrian, 101 participants indicated that they strongly agreed with the statement, 51 participants agreed with the statement and 13 participants somewhat agreed with the statement. No participants indicated that they were unfamiliar with the LGA.

The survey results confirm that there is an opportunity for the Council to promote walking as a form of transport, through improving pedestrian linkage in areas where there are high recreational activities (e.g. fitness, sports), bus stops and shopping centres.

4.2.3 Barriers

When asked about how safe and accessible the pedestrian routes were to let children walk to school, 71 participants indicated that they did not feel like the pedestrian routes were safe. Reasons included:

The lack of pedestrian infrastructure connections

- Lack of safe crossings
- Parked cars blocking the pedestrian crossings and visibility to cross safely
- The need for more pedestrian crossings
- The need for more refuge islands
- No ramps at pedestrian bridges to cater to the elderly, mobility impaired or parents with prams (e.g., the pedestrian bridge located on the corner of Gipps Street and Loftus Street, Concord).

Unsafe footpaths

- Uneven and narrow footpaths (with poles in the middle, or from tree roots that need to be fixed)
- Lack of lighting on footpaths.

Other

- Lack of signage
- Impatient drivers/cyclists speeding on narrow streets.

Although speeding of vehicles is not specifically part of the scope for the PAMP, this issue was raised often in the mapping tool and the survey. Please refer to Chapter 4.54.5 for additional community feedback on such matters.

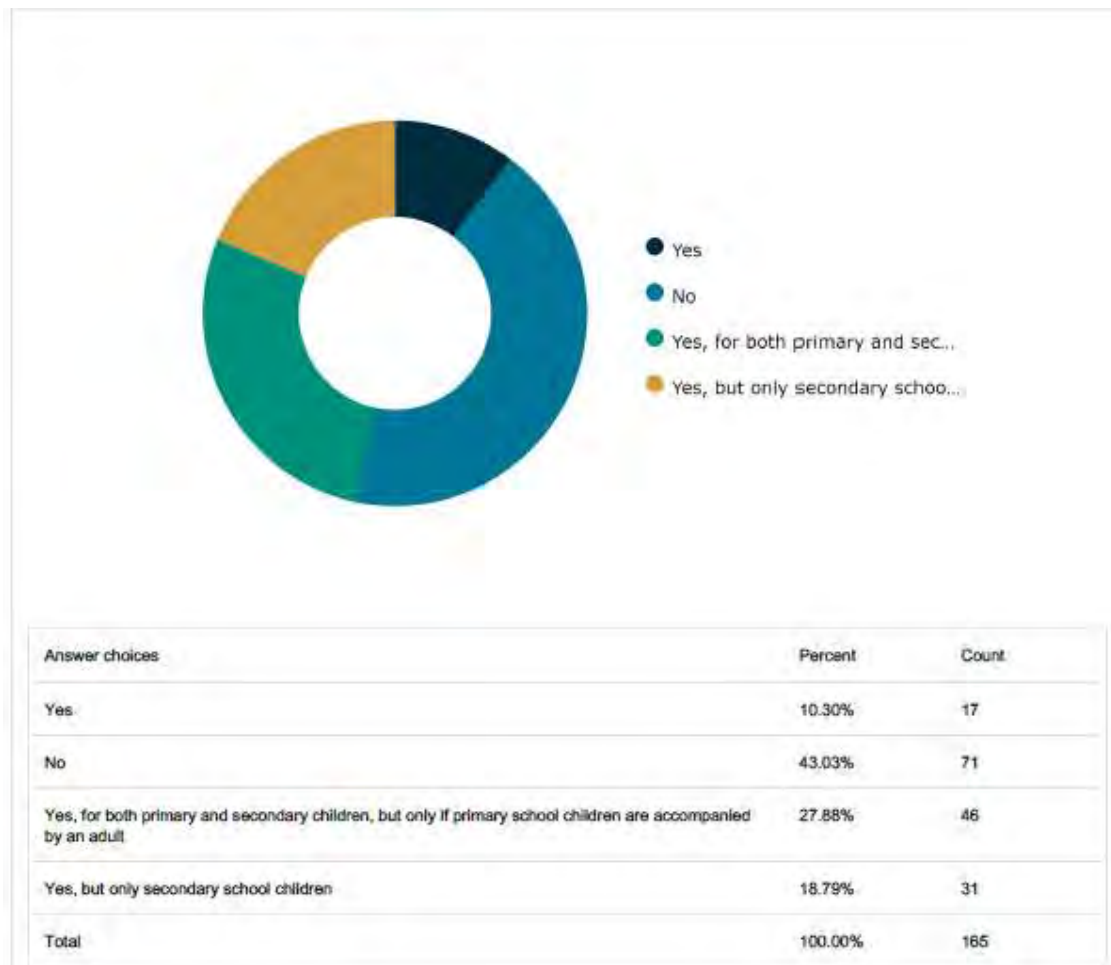


Figure 4-2 Participants view on whether they thought the LGA was safe and accessible for children

4.2.4 Opportunities

Participants were encouraged to indicate what changes would encourage them to walk more. The top three changes noted were:

1. Additional road crossings for pedestrians, for example, signals, footbridge, pedestrian refuge islands (126 participants)
2. Better quality footpaths (105 participants)
3. Additional footpaths (99 participants).

Other suggestions provided included:

- Better street lighting
- Better signage
- Preventing cars from parking across footpaths.
- More direct footpaths to public transport
- Amenities along paths (benches, drinking fountains, shade)
- Access to an educational program regarding the usage of shared pedestrian and cyclist pathways, and what forms of wheeled transport can legally be used (e.g. electric bikes complying with maximum power limits).

Participants were also asked whether they would like walking paths to be constructed in locations where there were currently no walking paths. Over half expressed their support (98 participants) in having additional recreational walking paths. Some of the proposed locations for new walking paths were:

- Around the waterfront including the Drummoyne foreshore
- Around the hospital
- Around parks
- Around and through golf courses.

Participants also identified their top three suggestions that the Council could do to improve the pedestrian access network in the LGA. Responses included:

- Installing safe crossing facilities to access parks (pedestrian crossings, refuges)
- Installing better pram and wheelchair accessible ramps
- Widening and improving pavement quality of existing footpaths
- Improving the connectivity of footpaths
- Removing poles from the middle of footpaths for better pram and wheelchair accessibility.

4.3 Workshop feedback

4.3.1 Workshop 1

The session with the Council's Access and Inclusion Committee focused on the challenges and opportunities for the LGA as a whole and for growth areas within the LGA.

Barriers

- High number of crashes and poor pedestrian facilities along Parramatta Road
- Shared pedestrian and bike paths can cause an issue for pedestrians, particularly pedestrians with disabilities or the elderly.

Opportunities

- Mapping out social housing areas in Five Dock and other location to assess pedestrian mobility
- Provide key links to the areas integrating with Metro West to improve pedestrian mobility
- Consider the predictable path of travel with consideration to changing environments, especially for mobility/visually impaired pedestrians
- Incorporate factors such as age increase and disability in the PAMP.

4.3.2 Workshop 2

The workshop with key government stakeholders focused on gaining insights into the study area and project objectives from a strategic planning context, identifying key issues and opportunities and discussing future projects.

A key focus was on the cross-LGA pedestrian links that were to be considered for the PAMP. Representatives from the neighbouring councils and TfNSW provided input regarding the current works that were happening within the LGA and surrounds. Representatives from

Burwood Council noted the works surrounding Metro West and Heavy Rail. This would impact pedestrian movement as it would involve an influx of pedestrians going from one mode to the other. Furthermore, as part of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), it was noted that an increase in residential dwellings would further impact the pedestrian mobility network.

CoCB and TfNSW indicated that they would share relevant draft strategic plans with the project team and confirm pedestrian plans and the Metro West Station project works. Furthermore, it was recommended to review Green Grid links on a local level, as they were recently identified in the NSW Government's Eastern City District Plan and Council's Local Strategic Planning Statement. This was to ensure that all key projects would be captured.

4.4 Email submissions feedback

In addition to the proactive engagement and consultation activities coordinated, twelve written submissions to Council were received (via email). Most of the written feedback was street or location-specific, and while there was some overlap to themes raised as those mentioned above, most of the feedback was very specific and will need to be considered by Council when evaluating these individual locations.

Key themes identified that were relevant to the PAMP included the need for:

- More pedestrian refuge islands
- More marked pedestrian crossings
- Better connected footpaths
- Additional kerb ramps.

Additional feedback provided in the written submissions that the Council will need to consider in relation to specific locations identified include:

- The need for there to be upgraded footpaths along a certain road
- The need to improve pedestrian pathways and access along specific routes
- Requests for parking bay improvements at a particular parking lot
- Vehicular traffic management and speeding.

One interesting comment which was raised highlighted the importance of having low-height landscaping to facilitate a more connected community space.

4.5 Additional community feedback

When analysing the mapping tool and online survey feedback, GHD identified a significant number of comments that raised concerns about matters outside the PAMP scope. However, such comments are still relevant and important for the Council to note as they mainly reflect opportunities that could be considered as part of wider strategic plans for the Council area.

The additional community feedback themes we identified, and the respective comments made are outlined below.

Vehicular traffic and parking impacting pedestrian safety

- Vehicles, motorbikes and bicycles tend to speed through high foot traffic areas. More regulation and/or enforcement of regulation, as well as devices to slow down vehicles and improve the safety of pedestrians, is required
- More speed signs along and on roads are needed

- Dedicated bike paths should be built, and shared paths removed
- Parked vehicles often block the view of oncoming traffic. On-street parking needs to be reviewed so that pedestrians have a clearer view and can cross the road/intersection safely
- Parking lots need to be better connected to other social and pedestrian infrastructure.

Social infrastructure, streetscape and community greening

- More community facilities for locals are needed
- More public seating is required
- More trees and shade along footpaths should be installed
- Residents should be instructed to maintain their lawns to prevent overgrowing onto footpaths
- Council needs to better maintain cracked/damaged footpaths
- Council needs to trim the bushes and trees near crossings and intersections to allow for clearer sight lines.

Community consultation and information

- Council should better inform the older members of the community about the project
- Council needs to report on what they are doing to make road crossing and street navigation easier and safer for pedestrians.

5. Next steps and recommendations

Now that the consultation for the PAMP has been completed, the next stage in this project is to develop short, medium and long-term initiatives for the PAMP. These initiatives will be informed by the consultation activities and feedback collected.

Our recommendations for consideration as part of the PAMP include:

- Improving pedestrian safety via more pedestrian crossings, wider footpaths with no hazards limiting access, improved streetscape and separated paths for cyclists and pedestrians. Concerns for safety underpin many of the comments raised during our consultation with the community. The notion that walking is not safe is a key barrier to more community members taking up walking as a form of transport.
- Focusing on better connecting and consistent pedestrian infrastructure to schools, public transport hubs and shopping centres to improve accessibility, facilitate more walking and reduce vehicular movement around these locations.
- Working with schools to improve footpaths and pedestrian access for children and their parents/caregivers. Some parents indicated they did not feel it was safe for their children to walk to school due to lack of suitable pedestrian infrastructure and speeding vehicles etc. This is resulting in increased vehicular traffic and will only worsen as schools grow to meet increasing population demands.
- Conducting a kerb ramp audit across the whole Council area to understand whether current infrastructure is suitable and meets the pedestrian mobility needs of the community.
- Exploring opportunities to raise awareness of any changes Council will adopt to make walking safer and more accessible, whilst also promoting walking as a transport mode. This can be done by increased signage, paid advertisements, school programs, the promotion of sports and fitness activities and /or facilitating more leisure activities that involve walking.

GHD also recommends that Council considers further consultation with other Councils to ensure that the PAMP compliments Safer Routes to School projects and the Local Area Traffic Management schemes.

The community youth were also under-represented in our consultation with the community. Council may want to consider reaching out to schools or youth representative groups in more targeted consultation. Further engagement with these stakeholders may provide valuable insights to better shape pedestrian infrastructure in the future.

Appendices

Appendix A – Poster with QR Code



The poster features a central graphic of a stylized globe with silhouettes of various people walking, pushing a stroller, using a wheelchair, and using a cane. The text "Have your say" and "1-22 February 2021" is written in a script font above the word "PEDESTRIAN" in large, bold, green capital letters. Below "PEDESTRIAN" is the text "Access and Mobility Plan" in a blue sans-serif font.

The Pedestrian Access and Mobility Plan is how we enhance safe, convenient and accessible footpaths for residents and visitors to the City of Canada Bay.

Have your say on pedestrian links in our City

-  collaborate.canadabay.nsw.gov.au/pamp
-  council@canadabay.nsw.gov.au
-  9911 6555
-  Locked Bag 1470, Drummoyne NSW 1470

Scan the QR code



 City of
Canada Bay

Appendix B – Sticker with QR Code



Appendix C – Online survey questions and results

Collaborate Canada Bay

Report Type: Form Results Summary

Date Range: 31-01-2021 - 22-02-2021

Exported: 23-02-2021 08:31:17

Closed

Have Your Say: Pedestrian Facilities in the City of Canada Bay
Pedestrian Access & Mobility Plan

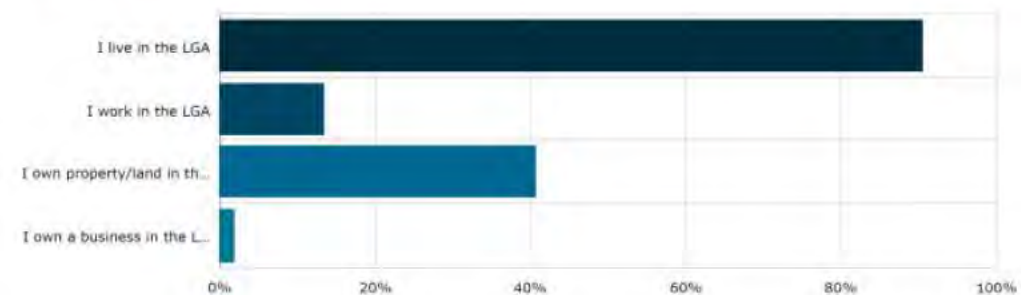
162
Contributors

165
Contributions

Contribution Summary

1. Which best describes you? Required

Multiple Choice | Skipped: 0 | Answered: 165 (100%)



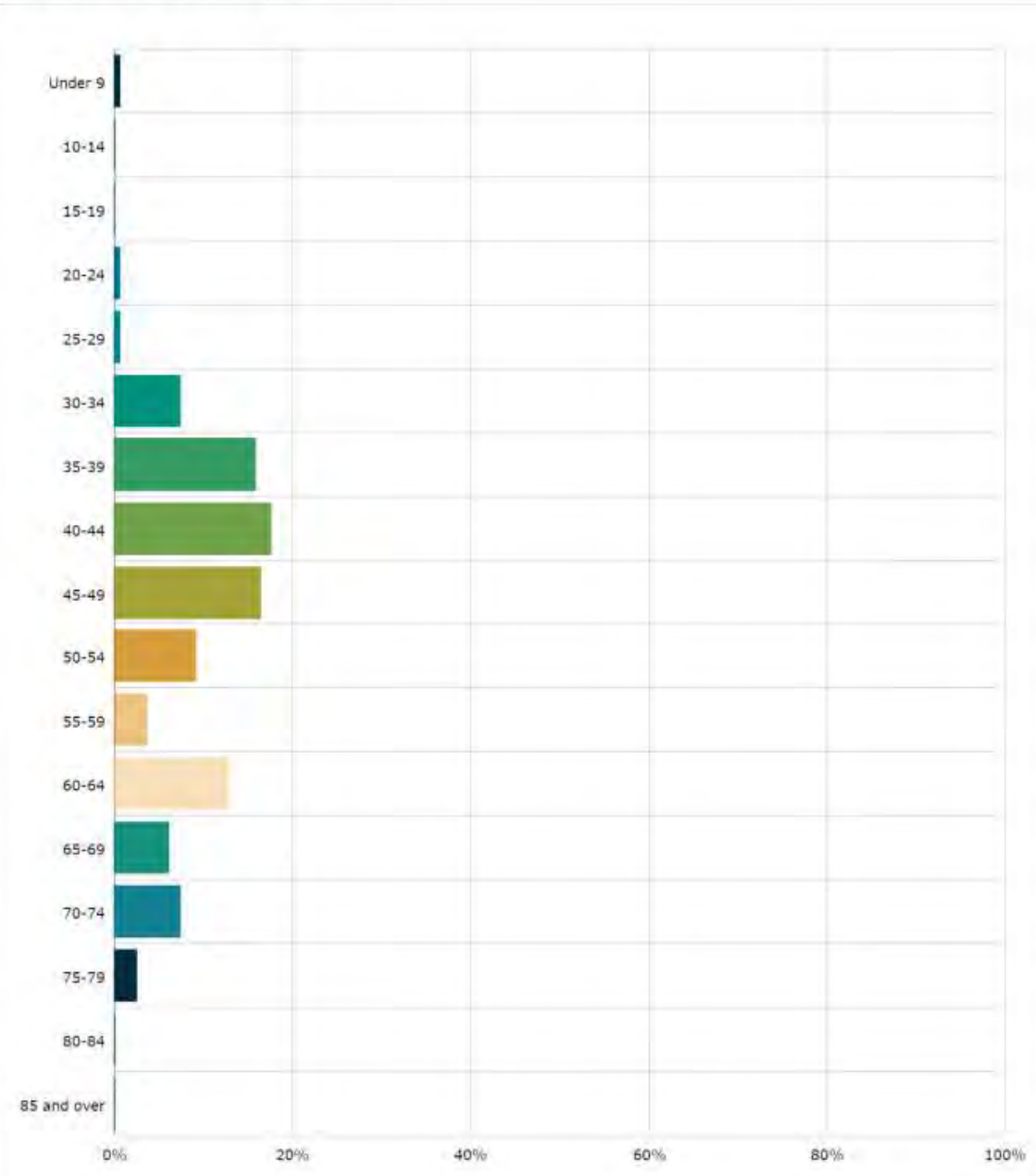
Answer choices	Percent	Count
I live in the LGA	90.30%	149
I work in the LGA	13.33%	22
I own property/land in the LGA	40.61%	67
I own a business in the LGA	1.82%	3

2. Postcode Required

Short Text | Skipped: 0 | Answered: 165 (100%)

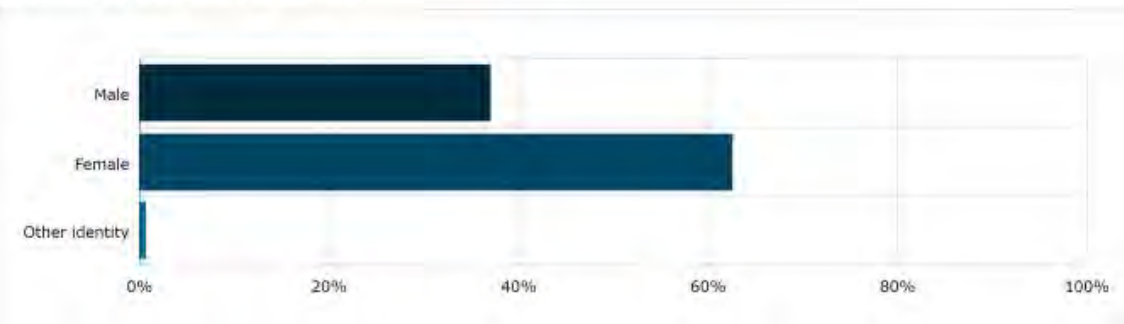
3. Age Group Required

Dropdown | Skipped: 0 | Answered: 165 (100%)



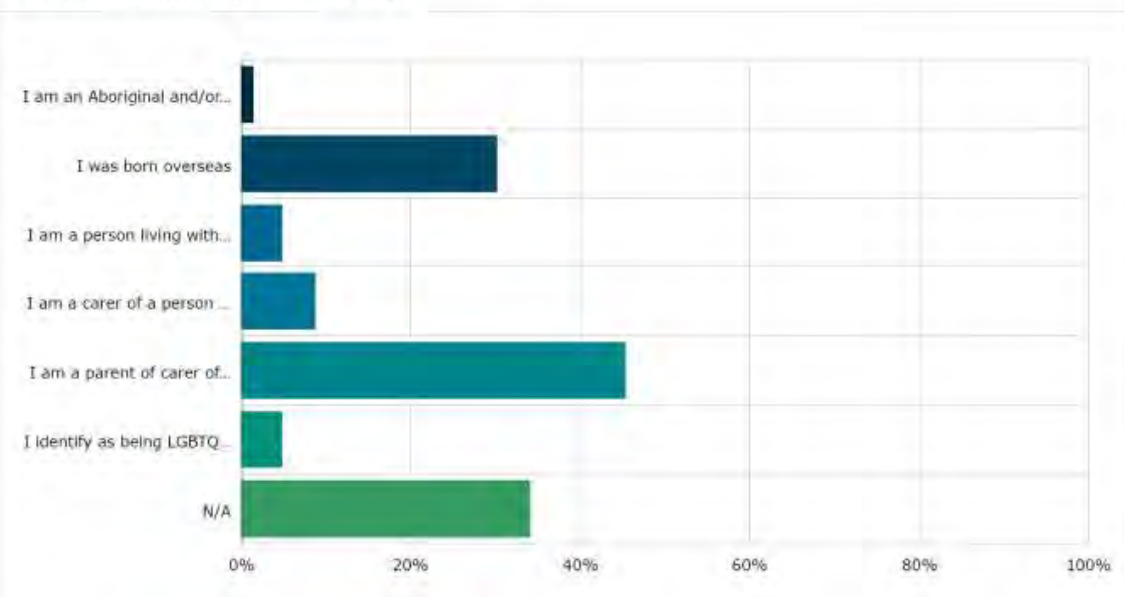
4. Gender Required

Dropdown | Skipped: 0 | Answered: 165 (100%)



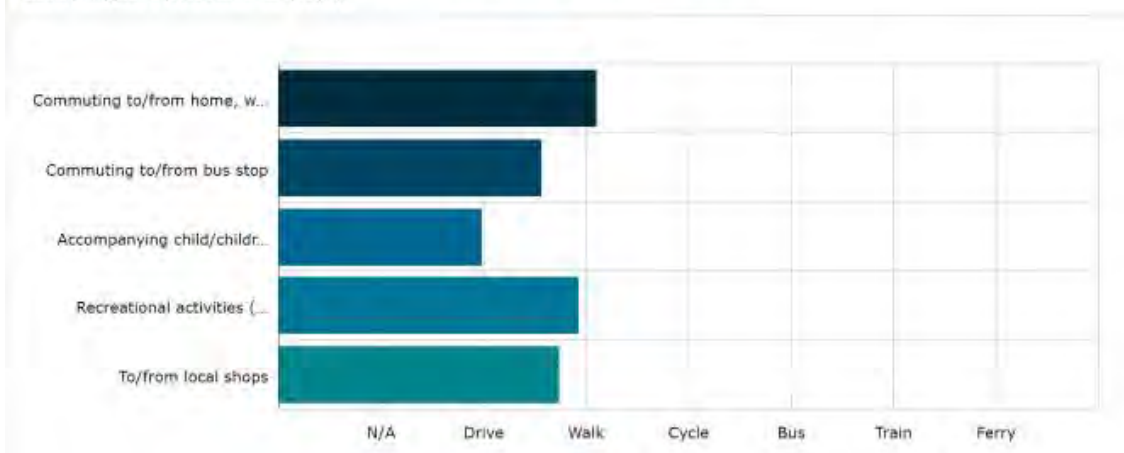
5. Do you identify with any of the following? Required

Multiple Choice | Skipped: 15 | Answered: 150 (90.9%)



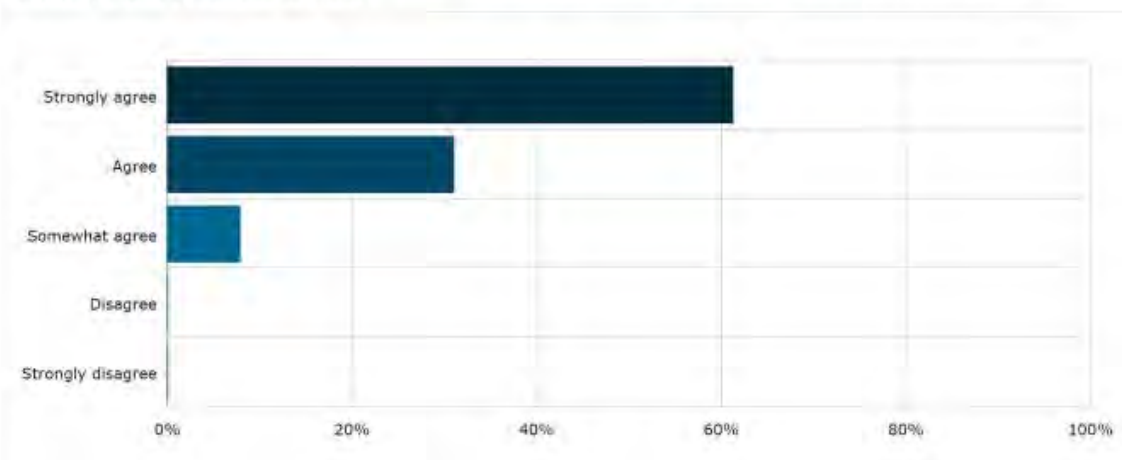
6. What type of transport do you typically use for the following activities? Required

Matrix | Skipped: 0 | Answered: 165 (100%)



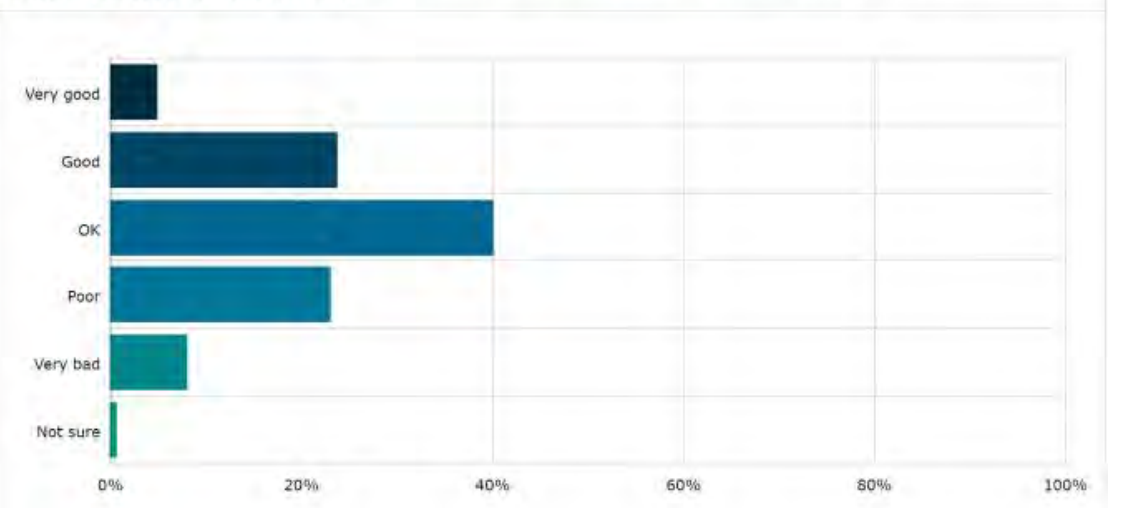
7. Please rate your level of agreement with this statement: "I know how to get around my area as a pedestrian." Required

Dropdown | Skipped: 0 | Answered: 165 (100%)



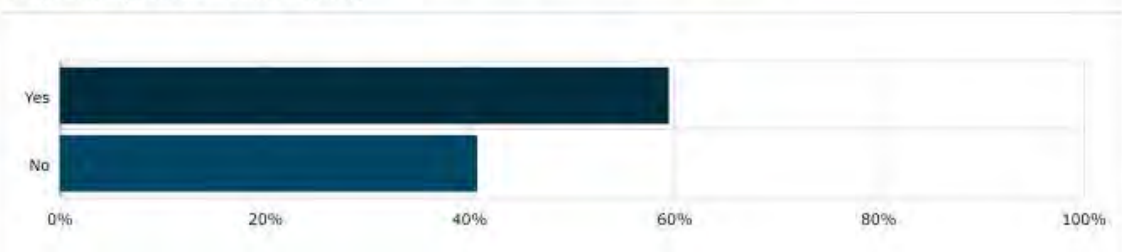
8. Overall, how would you describe existing pedestrian infrastructure in the City of Canada Bay? Required

Dropdown | Skipped: 0 | Answered: 165 (100%)



9. Would you like recreational walking paths where there are currently none? Required

Dropdown | Skipped: 0 | Answered: 165 (100%)

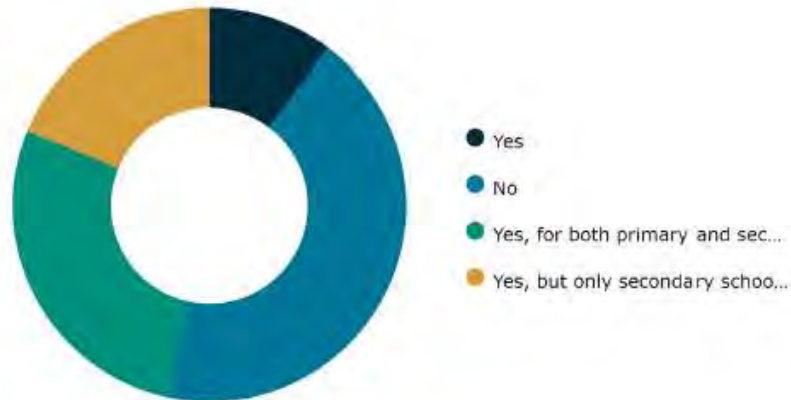


10. Please tell us where? Required

Short Text | Skipped: 66 | Answered: 99 (60%)

11. When thinking about the pedestrian routes in your area, do you think it is safe and accessible to let children walk to school? Required

Multiple Choice | Skipped: 0 | Answered: 165 (100%)

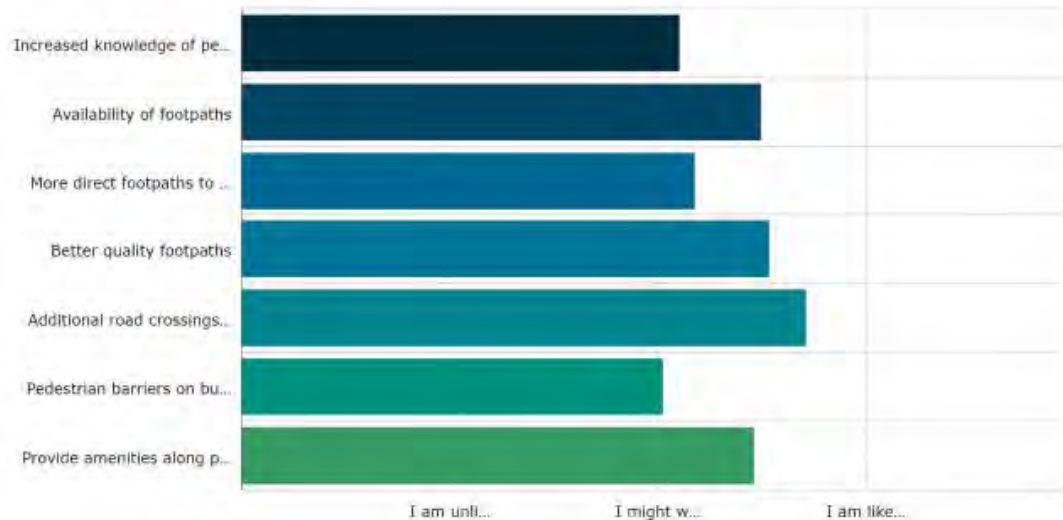


12. Please explain your answer. Required

Short Text | Skipped: 0 | Answered: 165 (100%)

13. Please indicate whether the following changes would make you more likely to walk on a more regular basis for local trips or to commute to work/study. Please provide an answer for each option. Required

Matrix | Skipped: 1 | Answered: 164 (99.4%)



	I am unlikely to walk more	I might walk more	I am likely to walk more	Count	Score
Increased knowledge of pedestrian routes	28.22% 46	33.13% 54	38.65% 63	163	2.10
Availability of footpaths	10.98% 18	28.66% 47	60.37% 99	164	2.49
More direct footpaths to public transport	23.78% 39	35.37% 58	40.85% 67	164	2.17
Better quality footpaths	10.98% 18	25.00% 41	64.02% 105	164	2.53
Additional road crossings for pedestrians (signals, footbridge, pedestrian refuge islands etc.)	6.75% 11	15.95% 26	77.30% 126	163	2.71
Pedestrian barriers on busy roads to stop illegal crossings	36.42% 59	24.69% 40	38.89% 63	162	2.02
Provide amenities along paths (benches, drinking fountains, shade area etc.)	10.56% 17	32.92% 53	56.52% 91	161	2.46

14. What other changes do you think would make you more likely to walk on a regular basis for local trips or to commute to work/study?

Short Text | Skipped: 48 | Answered: 117 (70.9%)

15. In your opinion, please state the top three most hazardous and unsafe locations for pedestrians within your area. Please give details including property numbers, street names, intersections, landmarks etc. Required

Long Text | Skipped: 17 | Answered: 148 (89.7%)

16. Please identify the top three gaps in the Canada Bay Council pedestrian access network that you would like to see improved in the future.

Long Text | Skipped: 41 | Answered: 124 (75.2%)

17. Where is your favourite walking path in the City of Canada Bay?

Short Text | Skipped: 31 | Answered: 134 (81.2%)

18. Do you have any other feedback you would like to share about the pedestrian infrastructure or walking paths in the City of Canada Bay?

Long Text | Skipped: 82 | Answered: 83 (50.3%)

19. I would like to be kept up-to-date with what's happening in City of Canada Bay via our regular e-newsletter
Single Checkbox | Skipped: 106 | Answered: 59 (35.8%)



20. I would like to sign up to Collaborate Canada Bay to receive alerts about and updates on consultations that matter to me.
Single Checkbox | Skipped: 111 | Answered: 54 (32.7%)



21. I would like to receive email updates about this consultation

Single Checkbox | Skipped: 81 | Answered: 84 (50.9%)



22. Please provide your email Required

Email | Skipped: 70 | Answered: 95 (57.6%)

Appendix D – Meeting minutes from Workshop 1



Minutes

14 April 2021

Project City of Canada Bay Council Pedestrian Access and Mobility Plan From [REDACTED] (GHD)

Subject Access and Inclusion Committee Workshop 1 Tel [REDACTED]

Venue/Date/Time Skype Meeting / 1 December 2020 / 10am – 11.30am Job No 12537678

Copies to City of Canada Bay Council, City of Canada Bay Access and Inclusion Committee and GHD

Attendees City of Canada Bay Access and Inclusion Committee Apologies None

[REDACTED] - (City of Canada Bay)

[REDACTED] - (City of Canada Bay)

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[REDACTED] - (City of Canada Bay)

[REDACTED] - (GHD)

[REDACTED] - (GHD)

[REDACTED] - (GHD)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Introductions

■ presented the slides provided at Attachment 1

Noted

Issues and Opportunities

General

- Parramatta Road: High number of crashes and poor pedestrian facilities noted along this corridor. ■ noted that there should be no gap between PRUTs and PAMP process in identifying issues and opportunities for pedestrian mobility.
 - Shared Paths: It was raised that shared pedestrian and bike paths can cause issue for pedestrians, in particular pedestrians with
-

Minutes	Action
<p>disabilities or the elderly. Bicycles travelling at high speed with aggressive behaviour from cyclists have been observed along shared paths. This is considered a safety issue for older people, children and people with disabilities.</p> <ul style="list-style-type: none"> – [REDACTED] confirmed that the Bike Plan considers this issue. However better signage to change rider behaviour could be considered for improving pedestrian safety. • PAMP to map out the social housing areas in Five Dock and other locations to assess pedestrian mobility. • There is a significant age gap within the LGA. For instance, in Rhodes the number of young people are higher while in areas such as Breakfast Point there are older people with less mobility. MC noted that age demographics would be confirmed after the 2020 Census. Factors such as age increase, disability should be considered in the PAMP. 	To be considered in PAMP
<u>Rhodes and North Strathfield</u>	
<ul style="list-style-type: none"> • The high, medium and low priority PAMP routes identified by GHD were confirmed. 	
<u>Mortlake / Breakfast Point, Concord and Canada Bay</u>	
<ul style="list-style-type: none"> • The high, medium and low priority PAMP routes identified by GHD were confirmed. • Council noted that the Euralla Estate is privately owned and out of scope of the PAMP study area. 	Exclude from PAMP
<u>Concord</u>	
<ul style="list-style-type: none"> • Wellbank Avenue: Footpath is not levelled properly near the library entrance and could lead into pedestrian falling into the garden. This can be very dangerous for pedestrians and require maintenance. • Norman Street (north of Majors Bay Road): There is no footpath on the road around Norman Street, northern end of Golf Course. 	<p>Action by Council, as not a PAMP issue</p> <p>To be considered in PAMP</p>
<u>North Strathfield</u>	
<ul style="list-style-type: none"> • George Street: is part of future precincts which should be included as pedestrian priority route. 	Noted
<u>Abbotsford</u>	
<ul style="list-style-type: none"> • Great North Road: Traffic congestion, less walking and crossing opportunities for pedestrians. Children are unable to walk to school or catch the bus without guardians due to high traffic. • Great North Road: There is some difficulty for pedestrians crossing Great North Road to access shopping areas such as post office and news agency. The road is highly congested between 7:30am to 9:00 am, which causes issues for pedestrians movement and pedestrian crossing the road. 	<p>Noted</p> <p>Noted</p>

Minutes	Action
<ul style="list-style-type: none"> Spring Street: People park on footpath which obstructs pedestrian movement and causes safety issue for pedestrians. 	Noted
<u>Five Dock</u>	
<ul style="list-style-type: none"> Question was raised on how the PAMP will integrate with Metro in improving pedestrian mobility in Five Dock. <ul style="list-style-type: none"> GHD confirmed that as part of this project the Sydney Metro Plans in Five Dock will be reviewed and additional issues and opportunities for pedestrians will be identified. Opportunity to provide key links to the area integrating with future metro pedestrian facilities. 	Noted
<ul style="list-style-type: none"> Side roads along Great North Road: Vehicles park cars half on the road and half on the footpaths (for example at Lancelot Street). These conflicts between pedestrians and vehicles parked on the footpath can cause issues for safety and mobility. There have been a number of incidents reported. <ul style="list-style-type: none"> confirmed that many of these issues are expected to be addressed as part of Sydney Metro Plan. However, the PAMP can identify short-term opportunities for improving pedestrian safety issues. 	To be considered in PAMP
<ul style="list-style-type: none"> Path of travel from Great North Road to Five Dock Park should be considered priority. Although the Council is looking at upgrading connection and links to Five Dock Park need to be assessed as part of PAMP. 	Noted
<ul style="list-style-type: none"> Second Avenue is a popular route for pedestrians accessing Five Dock Park and considered as medium priority route. 	To be considered in PAMP
<ul style="list-style-type: none"> Garfield Street: Footpath is narrow there is a trip and fall hazard for pedestrians departing from bus to footpath (with bus access often onto a private garden). 	Council to action
<u>Drummoyne</u>	
<ul style="list-style-type: none"> Henley Marine Drive: The road links to Victoria Road bike and walking / shared pedestrian/bike track. Bikes use walking lanes instead of dedicated bike lanes. The path is high pedestrian area which needs improvement. Council confirmed that this issue can be addressed by using signs for bike users and can be covered as part of Council's Bike Plan. 	Council to action as part of Bike Plan
<ul style="list-style-type: none"> Lyons Road: Due to high traffic, the route might not be desirable for pedestrians. It was queried if alternative pedestrian routes around school areas can be proposed as part of PAMP. <ul style="list-style-type: none"> SC noted that pedestrians could become lost if directed to narrow residential streets and the route may not be desirable for pedestrians 	To be considered in PAMP

Minutes	Action
<u>General Notes</u>	
<ul style="list-style-type: none">The PAMP should considerer predictable path of travel with consideration to changed environments, especially for mobility/visually impaired.	To be considered in PAMP


Lead Transport Planner

Attachment 1 – Workshop Presentation Slides





City of Canada Bay

Pedestrian Access and Mobility Plan (PAMP)



Stakeholder workshop – Councils and TfNSW

Lead Transport Planner

14 December 2020

Acknowledgment of Country

We would like to acknowledge the Australian Aboriginal and Torres Strait Islander peoples as the first inhabitants of the nation, and the Traditional Custodians of the lands where we live, learn and work. We also pay our respects to Elders past, present and emerging, and extend that respect to other Aboriginal or Torres Strait Islander people who may be here today.



Agenda

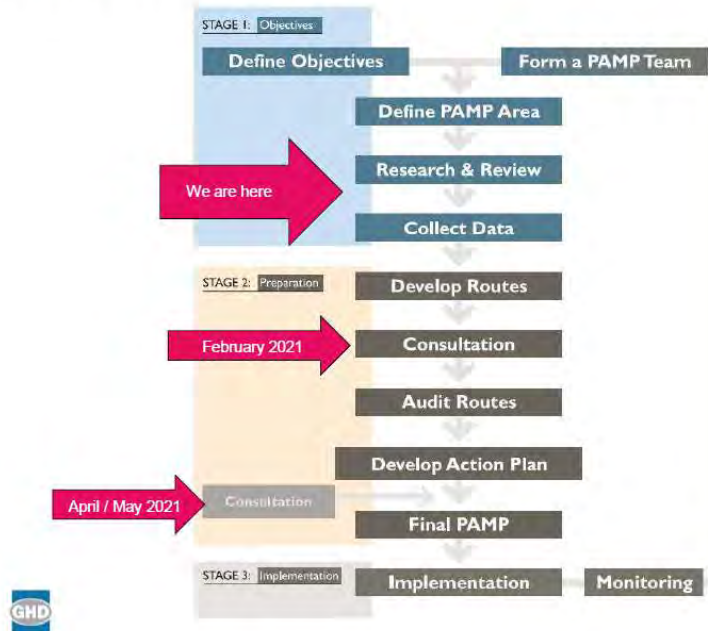
1. Introduction
2. Study scope and study area
3. Issues and opportunities
4. Future projects
5. Questions for discussion
6. Links to adjoining boundaries



Introductions



PAMP Process



1. Introduction > 2. Study Scope and Study area > 3. Issues and Opportunities > 4. Future Projects > 5. Group discussion > 6. Links to adjoining LGA boundaries

Study Scope

The purpose of this PAMP is:

- Review the current and future pedestrian needs in the Canada Bay LGA to provide facilities for pedestrians.
- Provide a list of prioritised pedestrian infrastructure improvements for safer, more attractive transport choices for residents and visitors.
- Aim to increase pedestrian activity and improve the amenity for all local residents and visitors to the study area.



City of Canada Bay Study Area

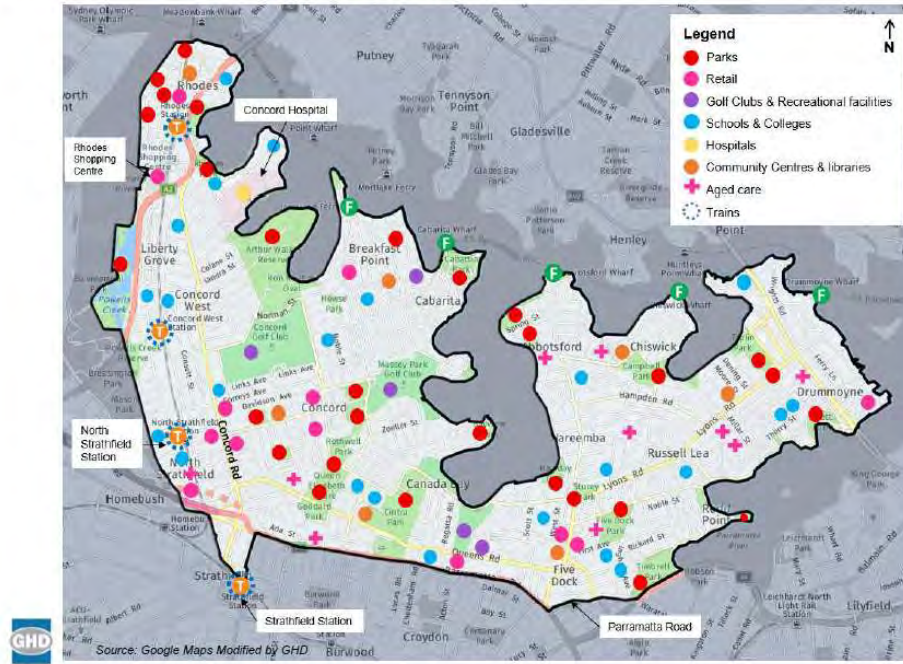


Key issues for walking in the City of Canada Bay:

- **Main roads and railway lines are barriers** as there are insufficient crossing opportunities.
- Signalised crossings at major roads and interchanges **combine pedestrian and vehicle green phases** causing pressure on people to cross quickly and leading to safety impacts.
- **Missing, narrow and inconsistent footpaths** in many local areas.
- **Missing crossing infrastructure**, such as pedestrian crossings, pedestrian refuges and kerb ramps.
- **Poor amenity** for pedestrians along busy roads
- **Lack of facilities**, such as seating, water bubblers and shade along walking routes.



Issues and Opportunities



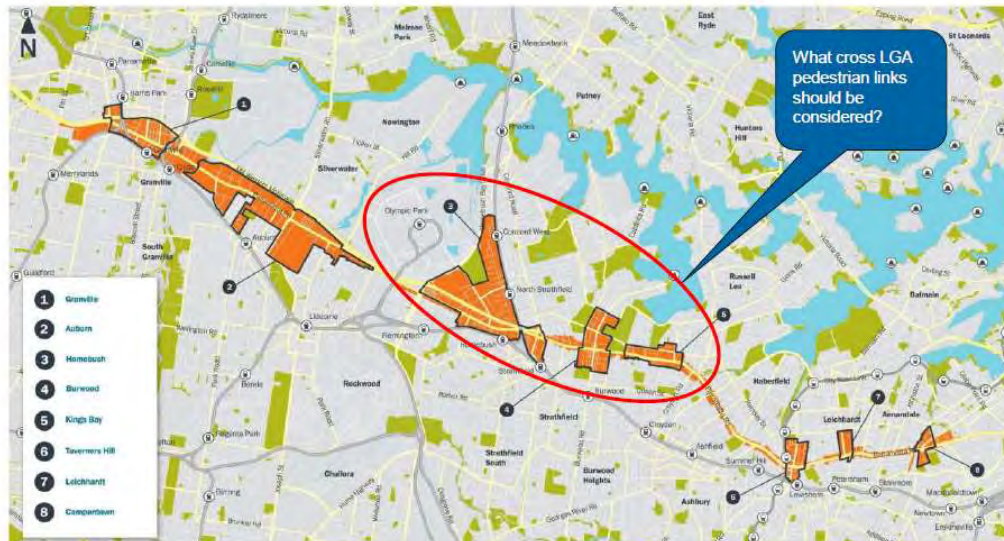
Future Projects

Sydney Metro West



Future Projects

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)



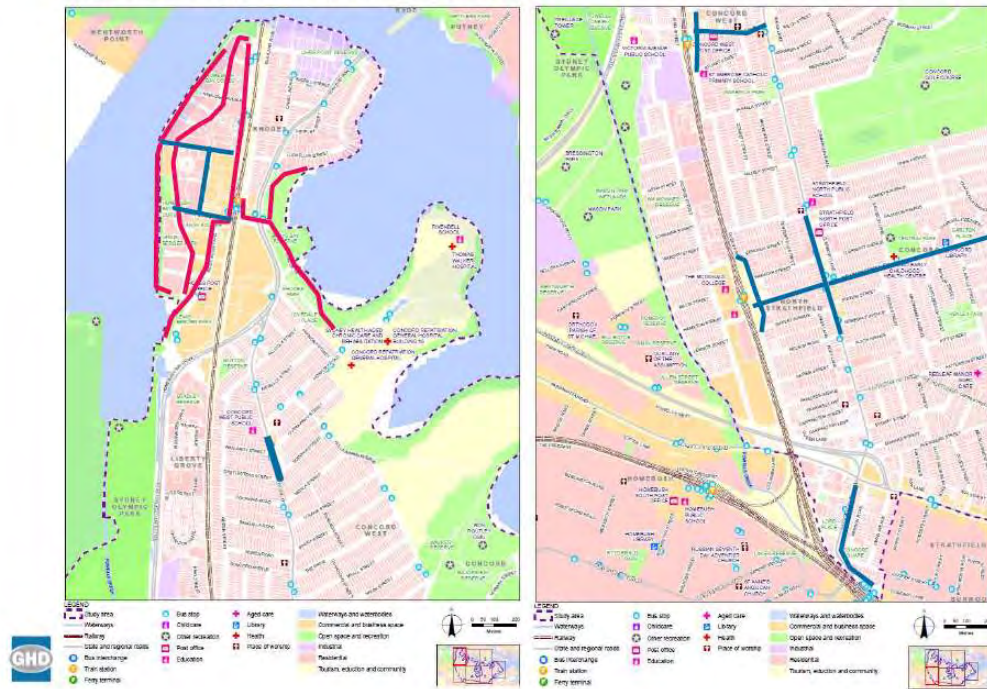
Source: <https://www.landcom.com.au/assets/Publications/Paramatta/0ded5f2ce6/paramatta-road-urban-transformation-precinct-transport-report-november2016.pdf>

Questions for Discussion

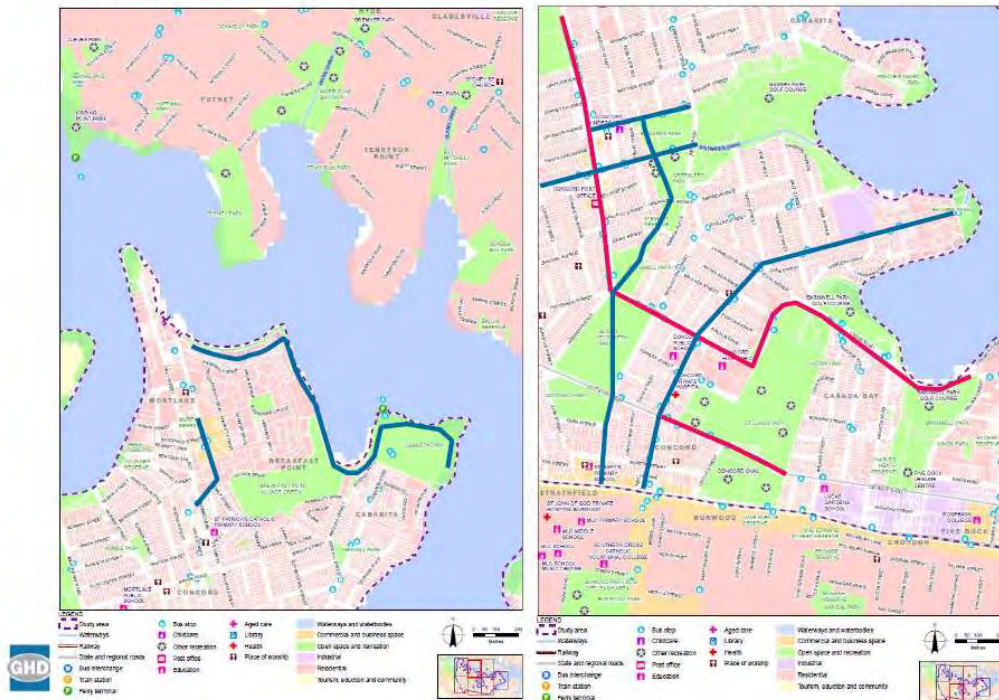
1. Are there any issues or opportunities for pedestrian access at LGA boundaries?
2. What are the key pedestrian desire lines, including across the LGA boundaries?
3. What future developments would influence pedestrian demands?
4. Are there any proposed pedestrian links / infrastructure that should be considered in the PAMP?



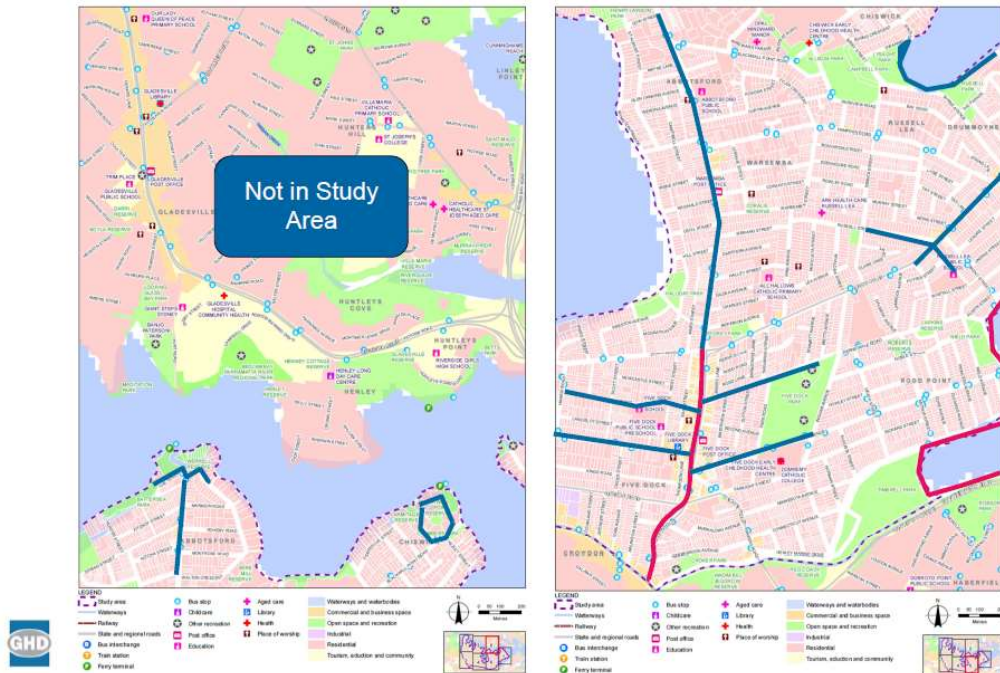
Rhodes and North Strathfield



Mortlake / Breakfast Point, Concord and Canada Bay



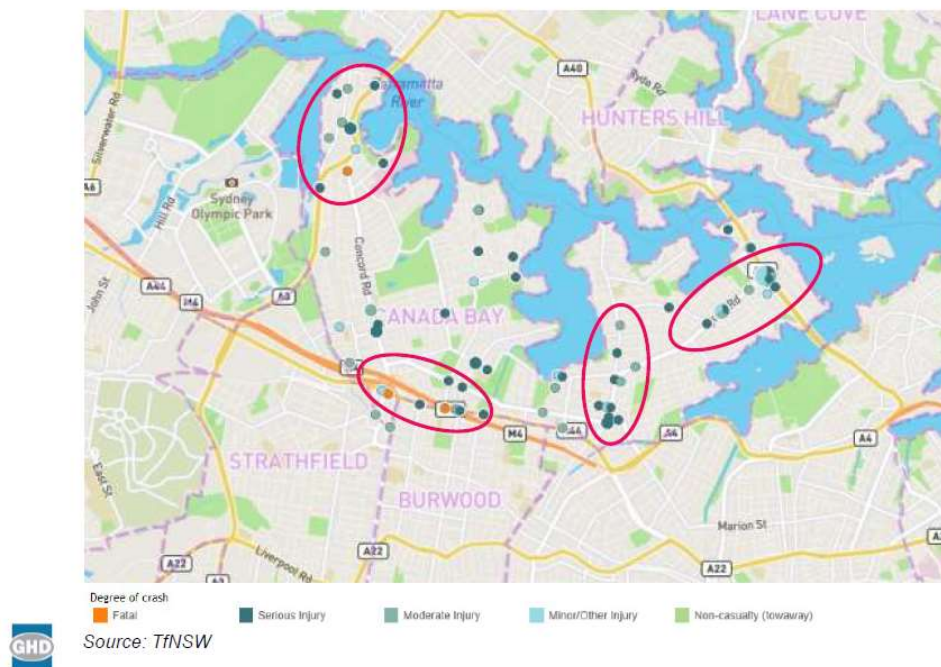
Abbotsford and Five Dock



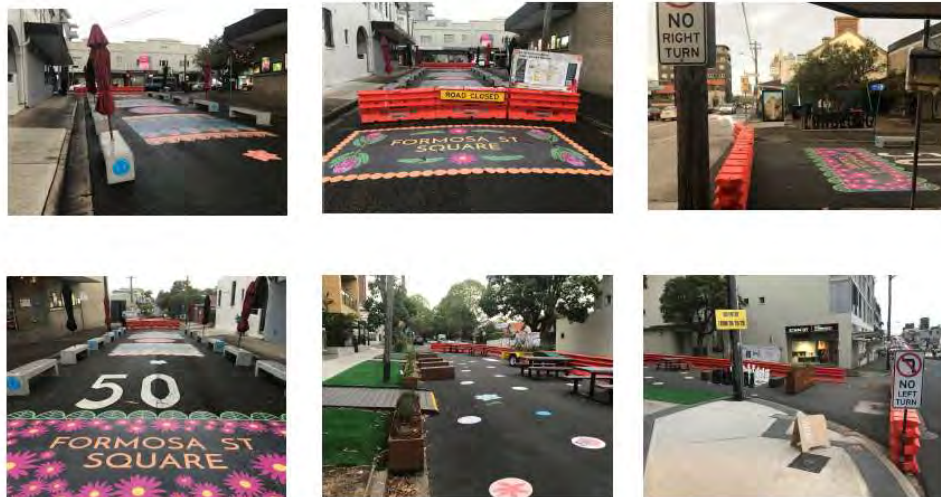
Drummoyne



Canada Bay Pedestrian Crashes (2015-2019)



Drummoyne Streets as shared spaces





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Appendix E – Meeting minutes from Workshop 2



Minutes

19 February 2021

Project	City of Canada Bay Council Pedestrian Access and Mobility Plan	From	[REDACTED] (GHD)
Subject	Stakeholder Workshop with Surrounding LGAs and TfNSW	Tel	[REDACTED]
Venue/Date/Time	MS Teams / 14 December 2020 / 11am – 11.30am	Job No	12537678
Copies to	City of Canada Bay Council, City of Canada Bay Access and Inclusion Committee and GHD		
Attendees	[REDACTED] – Inner West Council [REDACTED] – Inner West Council [REDACTED] – Strathfield Council [REDACTED] – Burwood Council [REDACTED] – TfNSW [REDACTED] – TfNSW [REDACTED] – TfNSW [REDACTED] – (City of Canada Bay) [REDACTED] [REDACTED] – (City of Canada Bay) [REDACTED] – (City of Canada Bay) [REDACTED] – (GHD) [REDACTED] – (GHD) [REDACTED] – (GHD)	Apologies	[REDACTED] (City of Canada Bay) [REDACTED] City of Canada Bay) [REDACTED] City of Canada Bay) [REDACTED] (Strathfield Council) [REDACTED] (Burwood Council)
Minutes		Action	
<ul style="list-style-type: none"> PAMP Objectives, process, study area and scope were presented by [REDACTED] (GHD). GHD was engaged with Council four weeks ago for City of Canada Bay PAMP. [REDACTED] confirmed that we are in Stage 1 of PAMP 			

Minutes	Action
<p>process, which involves developing PAMP routes, undertaking research, reviewing background information and collecting data.</p> <ul style="list-style-type: none"> GHD and Council had a meeting with City of Canada Bay Committee last week to discuss the key areas that GHD should be focusing for site investigations and developing the action plan for PAMP. Consultation for input to the PAMP is planned to be undertaken in February 2021 will include online surveys. The information from the consultation will be processed and fed into the plan. GHD is planning to develop the Draft report by early May 2021. █ (GHD) presented some key issues for walking in the City of Canada Bay. █ reviewed the key future projects in City of Canada Bay LGA include Rhodes Collaboration Area, Sydney Metro and Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). █ noted that as part of PRCUTS precinct plans, pedestrian environment will improve around Parramatta Road. The scope of PAMP study will not involve focusing around these areas. As part of PAMP we will concentrate on areas outside PRCUTS. Similarly, the three future metro stations within the City of Canada Bay LGA such as Burwood North Station, North Strathfield and Five Dock station will have their own pedestrian plan for each of those stations. Therefore, the PAMP will focus on existing town centre areas within Canada Bay LGA. <p><i>Question raised for group discussion: What cross-LGA pedestrian links should be considered for PAMP?</i></p> <ul style="list-style-type: none"> █ (Inner West Council): No intermediate pedestrian link plans. PRCUTS will cover the future pedestrian plans around Parramatta Road. █ (GHD) asked if the approach for this PAMP for Canada Bay is consistent with Inner West Council's plans as well, excluding the areas which will have their own precinct plans and future pedestrian connections identified. █ (Inner West Council) responded that the Council has not decided whether to include or exclude it. However, they can inform GHD and City of Canada Bay Council at a later stage. <p><i>Question raised for group discussion: Is there any key desire line areas that link City of Canada Bay to other LGAs that would need to be considered for PAMP?</i></p> <ul style="list-style-type: none"> █ (Inner west Council): We have a signalised pedestrian crossing at Croydon Road and Parramatta Road, is there a question of providing pedestrian linkage at the intersection? Is 	<p>Noted by GHD.</p> <p>Inner West Council to inform GHD regarding their approach once confirmed.</p>

Minutes	Action
<p>there anything along Henley Marine Drive to cross over the Iron Creek?</p> <ul style="list-style-type: none"> • (GHD) mentioned that as part of Timbrell Park loop there is a walking and cycling track around outside of Henley Marine Drive. However, there is a link in southern side of Henley Marine Drive across to Henley Marine Drive. There is an existing cycle path there but not a pedestrian Path. • (Inner West Council): This comment was to make GHD and stakeholders aware of pedestrian link continuity at this intersection. • (GHD) asked if this will be a medium priority route. (Inner West Council) confirmed that this route is not a high priority route. 	<p>Noted by GHD. GHD to investigate the linkage between Henley Marine Drive and Croydon Road as part of PAMP</p>
<ul style="list-style-type: none"> • (TfNSW): TfNSW has planned pedestrian crossing and pedestrian refuge at Timbrell Drive. There is also a planned overhead footbridge work which would connect Waratah Street. 	<p>Noted by GHD. (City of Canada Bay) to send relevant documents and project details.</p>
<ul style="list-style-type: none"> • (Burwood Council): As Parramatta Road forms the LGA boundary, the majority of issues will be addressed as part of future projects. The main issue will be Burwood Road and Parramatta Road intersection where Metro West Station will be located and thus there will be high pedestrian movement around this intersection. Burwood Council are planning to change Burwood Road (located further down Parramatta Road) from a traffic route to transit mall. There will be a lot of pedestrian activity from Heavy rail station to Metro station. 	<p>Noted by GHD.</p>
<ul style="list-style-type: none"> • (Burwood Council): City of Canada Bay are doing a lot of work around Concord Oval, there will be high level of pedestrian movement at Shaftesbury Road and Parramatta Road intersection to get into the new precinct. 	<p>Noted by GHD.</p>
<ul style="list-style-type: none"> • (Burwood Council): From Parramatta Road to Burwood, a cross-road is planned to allow people access the metro station under Parramatta Road from Burwood Council side. This will allow pedestrians to go from Northern Canada Bay Council to Burwood Council which will include lifts. People will not be able to cycle, however pedestrian can access this. 	<p>Noted by GHD.</p>
<ul style="list-style-type: none"> • (GHD) confirmed that GHD has the TCS Plan for Shaftesbury Road and commented that pedestrian crossing is long at the signalised intersection. (Burwood Council) responded that he is unsure about the number of pedestrians using this pedestrian crossing intersection. However, there might be other intersections near precincts that would be used more by pedestrians. 	<p>Noted by GHD.</p>

Minutes	Action
<ul style="list-style-type: none"> ■ (Burwood Council): confirmed the location of new Metro Station and informed that the 342 Parramatta Road land has been also purchased for the Station. 	Noted by GHD.
<ul style="list-style-type: none"> ■ (TfNSW): Burwood Council had plans for having cycle routes at around Luke Avenue. Crossing around Parramatta Road from Luke Avenue which currently does not have any signalised crossing can be investigated by GHD as part of this PAMP which will enable connectivity to City of Canada Bay Council. Under the existing road conditions cyclists from Luke Avenue are forced to go to Shaftesbury Road to cross Parramatta Road. GHD could look at the possibility of having signalised pedestrian crossing at Luke Avenue. 	GHD to investigate the possibility of having a signalised pedestrian crossing as part of PAMP.
<ul style="list-style-type: none"> ■ (GHD) raised that the distance between Luke Avenue and Shaftesbury Road is only around 150m in length. ■ (TfNSW) confirmed that since there is no pedestrian and cyclists facility at both approaches, there is a need for pedestrian and cyclist crossing to at least one of these approaches which will be supported by TfNSW. Whether the crossing facility should be placed at east or west approach would require assessing pedestrian volumes and the impacts on right turners and left turners. 	Noted by GHD. ■ (City of Canada Bay) to send relevant documents and project details.
<ul style="list-style-type: none"> ■ (GHD): asked where cyclists go when they cross the road from Shaftesbury Road as there is no cyclist linkage. ■ (City of Canada Bay Council) responded that there is a future cycle path as part of Concord Oval Site along west side providing link to Gipps Street and there will be pedestrian refuge crossing along Gipps Street. 	Burwood Council to send GHD relevant PAMP plans.
<ul style="list-style-type: none"> ■ (Burwood Council): Asked if GHD needs any of their plans. ■ (GHD) responded that these plans will be helpful for our PAMP study. 	
<p><i>Question raised for group discussion: Is there any other section in Parramatta Road which will be outside PRCUTS precinct and would require to be investigated as part of this PAMP?</i></p>	
<ul style="list-style-type: none"> ■ (Burwood Council): Under a future plan, Burwood Road south of Corner Street will have more space for pedestrians and less space for cars. Although it hasn't been approved, Burwood Council is currently modelling the possibility of removing car movement and making it a transit mall. ■ (GHD) asked if this will attract greater pedestrian demand from City of Canada bay LGA. ■ (Burwood Council): responded that Metro West and Heavy rail will involve more pedestrian going from one mode to other, getting off from Metro Station and going to Burwood Centre. 	Noted by GHD.

Minutes	Action
<ul style="list-style-type: none"> ■ (GHD) asked if there is any future development that will change pedestrian demand. ■ (Burwood Council) responded that there will be a number of dwellings as part of PRCUTS which will impact pedestrian demand. However, there is no specific under construction. Major DAs happening within Burwood Council LGA is happening near railway line, not around City of Canada Bay LGA. 	Noted by GHD.
<p><i>Question raised for group discussion: Are there any proposed pedestrian links / infrastructure that should be considered in the PAMP?</i></p>	
<ul style="list-style-type: none"> ■ (City of Canada Bay): At what point in the PAMP process would GHD team look into any existing high-level on the ground Urban Design / Master Planning of PRCUTs and Sydney Metro Station surrounding areas? In the Strategic Planning team we are doing some early work and have some draft plans in place which we could share with GHD. 	Noted by GHD.
<ul style="list-style-type: none"> ■ (GHD) confirmed that the links to these areas are important for the PAMP study to consider and these documents will be a useful resource. PAMP will be a public document therefore we need to be careful with the type of information we are sharing. 	Noted by GHD
<ul style="list-style-type: none"> ■ advised that PRCUTs will be more visible at a later stage next year. The City of Canada Bay will liaise with GHD at a later stage regarding this. 	City of Canada Bay to inform / share any relevant draft strategic plans.
<ul style="list-style-type: none"> ■ GHD asked if there is any planning for pedestrians that has been done around Metro West Stations. ■ (TfNSW) informed that TfNSW have been shown the vague location of compounds. ■ mentioned that Council are unsure of the proposed Metro Station pedestrian access arrangements. TfNSW will confirm the type of work that has been done for pedestrians and will inform GHD. ■ (GHD) mentioned if they could confirm the extend of work that is planned for pedestrian. 	KH (TfNSW) to confirm any pedestrian plans and the extend of its work under Metro West Station project.
<ul style="list-style-type: none"> ■ (Strathfield Council): Will access to Strathfield station come under PRCUTS? There is lot of pedestrian movement from new apartments along Parramatta Road. ■ and ■ (GHD) confirmed that this is part of PRCUTS area. 	
<p>■ (GHD) requested from stakeholders to share any documents and plans which may be relevant to this PAMP project with GHD and City of Canada Bay Council.</p>	
<p>Additional email feedback</p>	
<p>■ (City of Canada Bay) provided the following suggestions via email (14/12/2020):</p>	
<ul style="list-style-type: none"> Suggestion 1: In addition to access to the future metro stations, I'd like to add that I believe Burwood Road is/could continue to be a 	Noted by GHD

Minutes

Action

main pedestrian route, as people from Canada Bay access Burwood Town Centre (for shopping/services etc). We know that our youths in particular, quite like to hang out at Burwood.

- Suggestion 2: I think it's also worthwhile to look at the Green Grid links on a local level. It has been identified in the NSW Government's Eastern City District Plan and Council's Local Strategic Planning Statement.

Map 9 - Green Grid (Source: Canada Bay LSPS)



- Suggestion 3: Council's adopted Foreshore Access Strategy – long term vision for shared use to connect communities Foreshore Access Strategy: Collaborate Canada Bay (nsw.gov.au) also identifies future and improvement to local pedestrian routes:
 - * Action 2.4.3 "upgrade pathways connecting Drummoyne Oval to buses on Lyons Road"
 - * Action 1.4.4 "Improve connectivity and access to the foreshore from urban destination to public transport including: south street, Tranmere Street or College Street (Lyons Road to Bay Run); Fortescue Street, Blackwall Point Road, Bibby Street (Abbotsford Cove Foreshore Park to Lysaght Park).."
 - "Chiswick Shortcut".

Lead Transport Planner

Attachment 1 – Workshop Presentation Slides



City of Canada Bay

Pedestrian Access and Mobility Plan (PAMP)



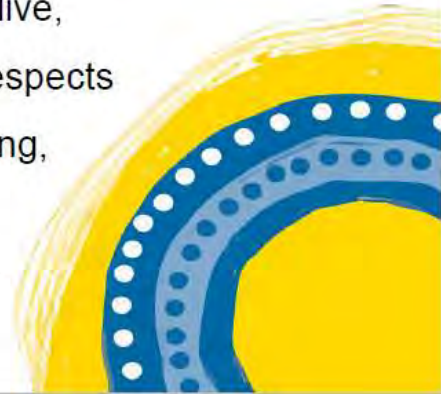
Stakeholder workshop – Councils and TfNSW

██████████ Lead Transport Planner

14 December 2020

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1. Introduction > 2. Study Scope and Study area > 3. Issues and Opportunities > 4. Future Projects > 5. Group discussion > 6. Links to adjoining LGA boundaries

Agenda

1. Introduction
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3. Issues and opportunities
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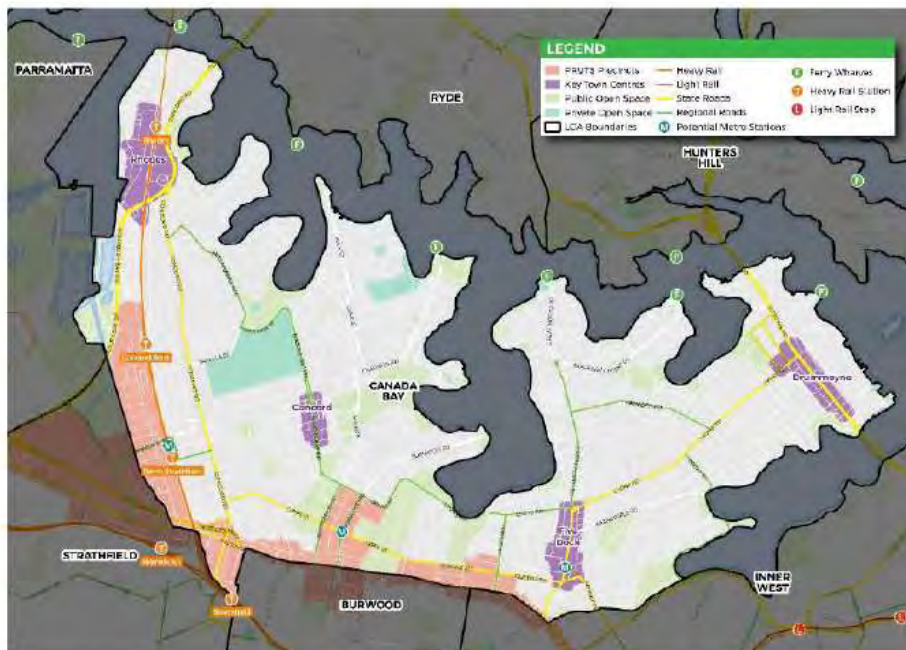
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City of Canada Bay Study Area



Key issues for walking in the City of Canada Bay:

- **Main roads and railway lines are barriers** as there are insufficient crossing opportunities.
- Signalised crossings at major roads and interchanges **combine pedestrian and vehicle green phases** causing pressure on people to cross quickly and leading to safety impacts.
- **Missing, narrow and inconsistent footpaths** in many local areas.
- **Missing crossing infrastructure**, such as pedestrian crossings, pedestrian refuges and kerb ramps.
- **Poor amenity** for pedestrians along busy roads
- **Lack of facilities**, such as seating, water bubblers and shade along walking routes.



Future Projects

Sydney Metro West



Source: Sydney Metro website

Future Projects

Parramatta Road Urban Transformation Strategy (PRUTS)



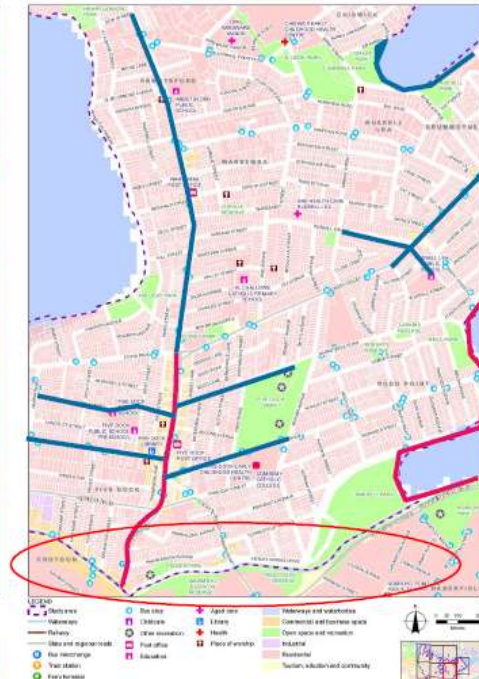
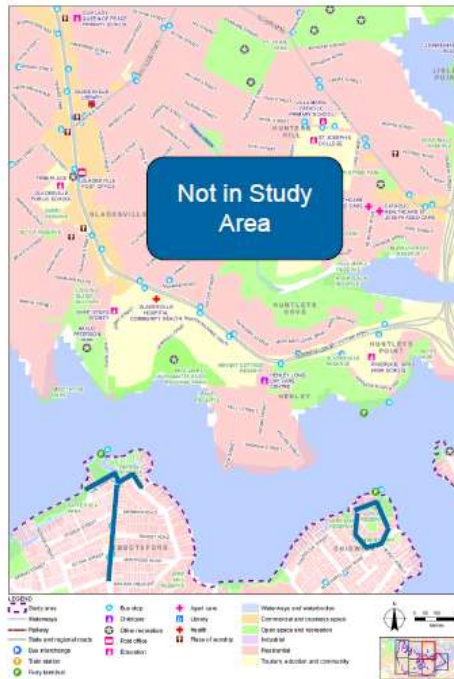
Source: <https://www.landcom.com.au/assets/Publications/Parramatta/0ded5f2ce6/parramatta-road-urban-transformation-precinct-transport-report-november2016.pdf>

Questions for Discussion (using the following slides)

1. Is there any plans or development in the area which would attract pedestrians?
2. Is there any proposed shared paths or pedestrian links?



Abbotsford and Five Dock



Drummoyne





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GHD

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76/https://projectsportal.ghd.com/sites/pp15_01/canaabaypedestrianac/ProjectDocs/12539632_City of Canada Bay PAMP_Engagement Outcomes Report_FINAL210507.docx

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Draft A	E. Dao & E. Kuanova	C. Huynh	*on file	S. Clarke	On file	26/3/2021
Draft B	E. Dao	C. Huynh	*on file	S. Clarke	On file	11/05/2021

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Appendix D – Locations of Existing Issues and Constraints for Pedestrians



LEGEND

Study area Issue Type

- Hand rail
- Kerb ramps
- Signage/line marking
- Missing link
- Narrow footpath
- TGSIs

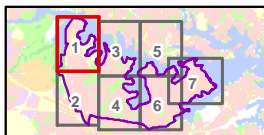
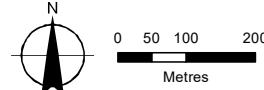
Existing infrastructure

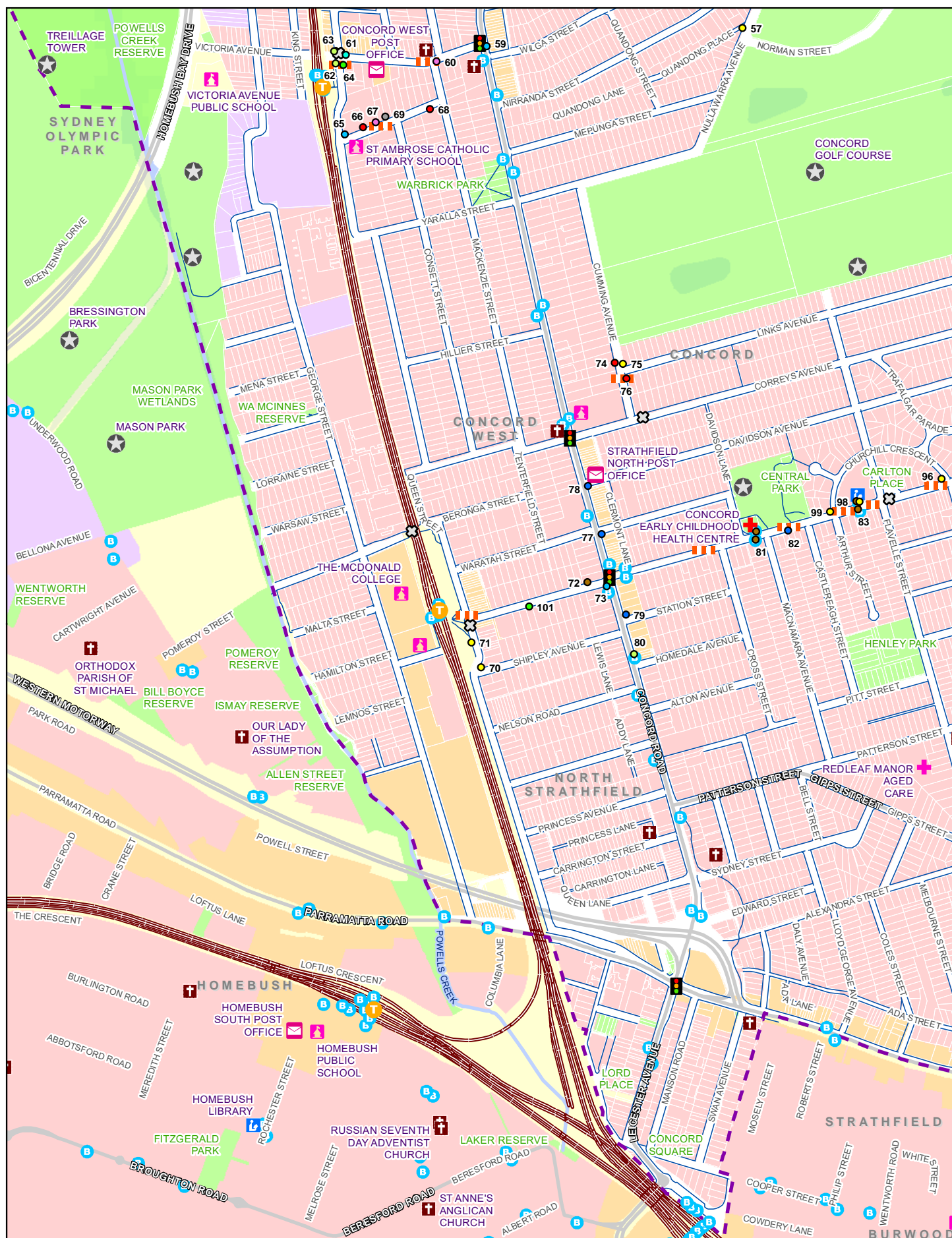
- Pedestrian refuge
- Traffic-controlled crossing

- No bus landing pad
- Obstruction in path
- Overgrown vegetation
- Wide crossing point
- Marked/zebra crossing
- Wombat crossing
- Unmarked crossing
- Pedestrian footpath
- Waterways
- Railway

- State and regional roads
- Train station
- Bus stop
- Other recreation
- Post office
- Education
- Health

- Place of worship
- Commercial and business space
- Open space and recreation
- Industrial
- Residential
- Tourism, education and community





LEGEND

Study area
Issue Type

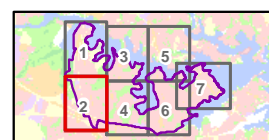
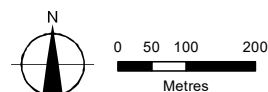
- Intersection
- Kerb ramps
- Signage/line marking
- Missing link
- Narrow footpath
- TGSIs

- No bus landing pad
 - Overgrown vegetation
 - Parking / traffic issues
 - Wide crossing point
- Existing infrastructure
- Pedestrian refuge
 - Traffic-controlled crossing

- Wombat crossing
- Pedestrian footpath
- Waterways
- Railway
- State and regional roads
- Train station
- Bus stop

- Other recreation
- Post office
- Education
- Aged care
- Library
- Health
- Place of worship

- Commercial and business space
- Open space and recreation
- Industrial
- Residential
- Tourism, education and community





LEGEND

Study area

Issue Type

- Intersection
- Kerb ramps
- Signage/line marking
- Missing link
- Narrow footpath
- TGSIs

Obstruction in path

Other

Overgrown vegetation

Pedestrian refuge

Trip hazard

Existing infrastructure

Pedestrian refuge

Wombat crossing

Pedestrian footpath

Waterways

Ferry terminal

Bus stop

Other recreation

Education

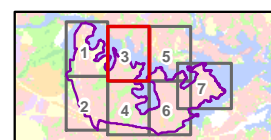
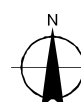
Place of worship

Commercial and business space

Open space and recreation

Residential

Tourism, education and community





LEGEND

Study area Issue Type <ul style="list-style-type: none"> Bollard Driveway Kerb ramps Signage/line marking Missing link Narrow footpath TGSIs No bus landing pad 	<ul style="list-style-type: none"> Obstruction in path Other Overgrown vegetation Parking / traffic issues Pedestrian crossing Pedestrian fencing Pedestrian refuge Seating Stairs Trip hazard 	Existing infrastructure <ul style="list-style-type: none"> Footbridge Pedestrian refuge Traffic-controlled crossing Marked/zebra crossing Wombat crossing 	<ul style="list-style-type: none"> Wide crossing point Unmarked crossing Pedestrian footpath Waterways State and regional roads Bus stop Childcare Other recreation Post office 	<ul style="list-style-type: none"> Education Health Place of worship Commercial and business space Open space and recreation Industrial Residential 	<div data-bbox="1244 1960 1516 2038"> </div> <div data-bbox="1244 2038 1516 2224"> </div>
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LEGEND

Study area

Issue Type

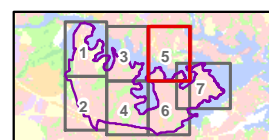
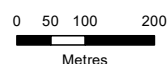
- Kerb ramps
- Missing link
- Narrow footpath
- TGSIs
- No bus landing pad
- Obstruction in path
- Other
- Overgrown vegetation
- Pedestrian refuge
- Seating
- Stairs
- Trip hazard

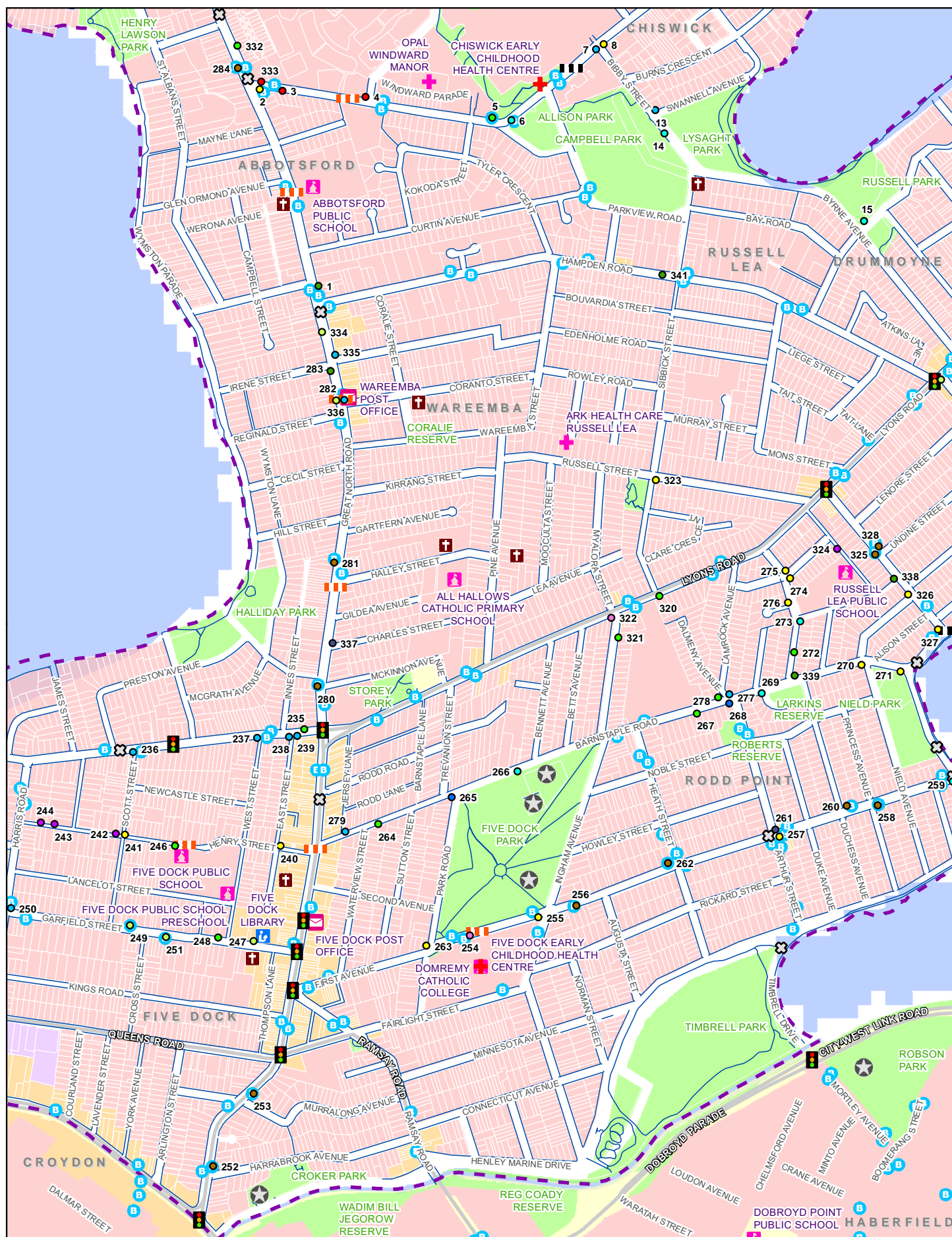
Existing infrastructure

- Marked/zebra crossing
- Wombat crossing
- Pedestrian footpath
- Waterways
- State and regional roads

- Ferry terminal
- Bus stop
- Childcare
- Other recreation
- Post office
- Education
- Aged care

- Library
- Health
- Place of worship
- Commercial and business space
- Open space and recreation
- Residential





LEGEND

Study area

Issue Type

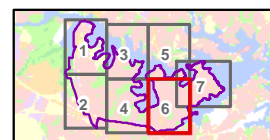
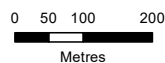
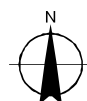
- Intersection
- Kerb ramps
- Signage/line marking
- Missing link
- Narrow footpath
- TGSIs
- No bus landing pad

- Obstruction in path
 - Overgrown vegetation
 - Pedestrian refuge
 - Road Surface
 - Wide crossing point
- Existing infrastructure**
- Pedestrian refuge
 - Traffic-controlled crossing

- Marked/zebra crossing
- Wombat crossing
- Pedestrian footpath
- Waterways
- State and regional roads
- Bus stop
- Other recreation

- Post office
- Education
- Aged care
- Library
- Health
- Place of worship
- Commercial and business space

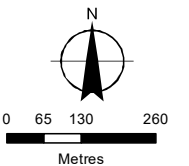
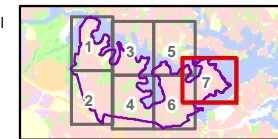
- Open space and recreation
- Industrial
- Residential
- Tourism, education and community





LEGEND

- | | | | | | | | |
|-------------------|----------------------|---------------------|----------------------|---------------------|-----------------------------|--------------------------|----------------|
| Study area | Kerb ramps | TGSIs | Overgrown vegetation | Seating | Pedestrian refuge | Wombat crossing | Ferry terminal |
| Issue Type | Signage/line marking | No bus landing pad | Pedestrian refuge | Trip hazard | Traffic-controlled crossing | Pedestrian footpath | |
| Bus shelter | Missing link | Obstruction in path | Ramp | Wide crossing point | Marked/zebra crossing | State and regional roads | |
| Intersection | Narrow footpath | Other | Road Surface | Footbridge | | | |



Appendix E – Locations of treatment opportunities



LEGEND

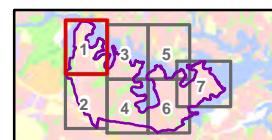
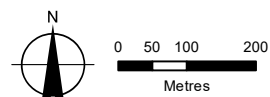
Study area
Future Opportunity

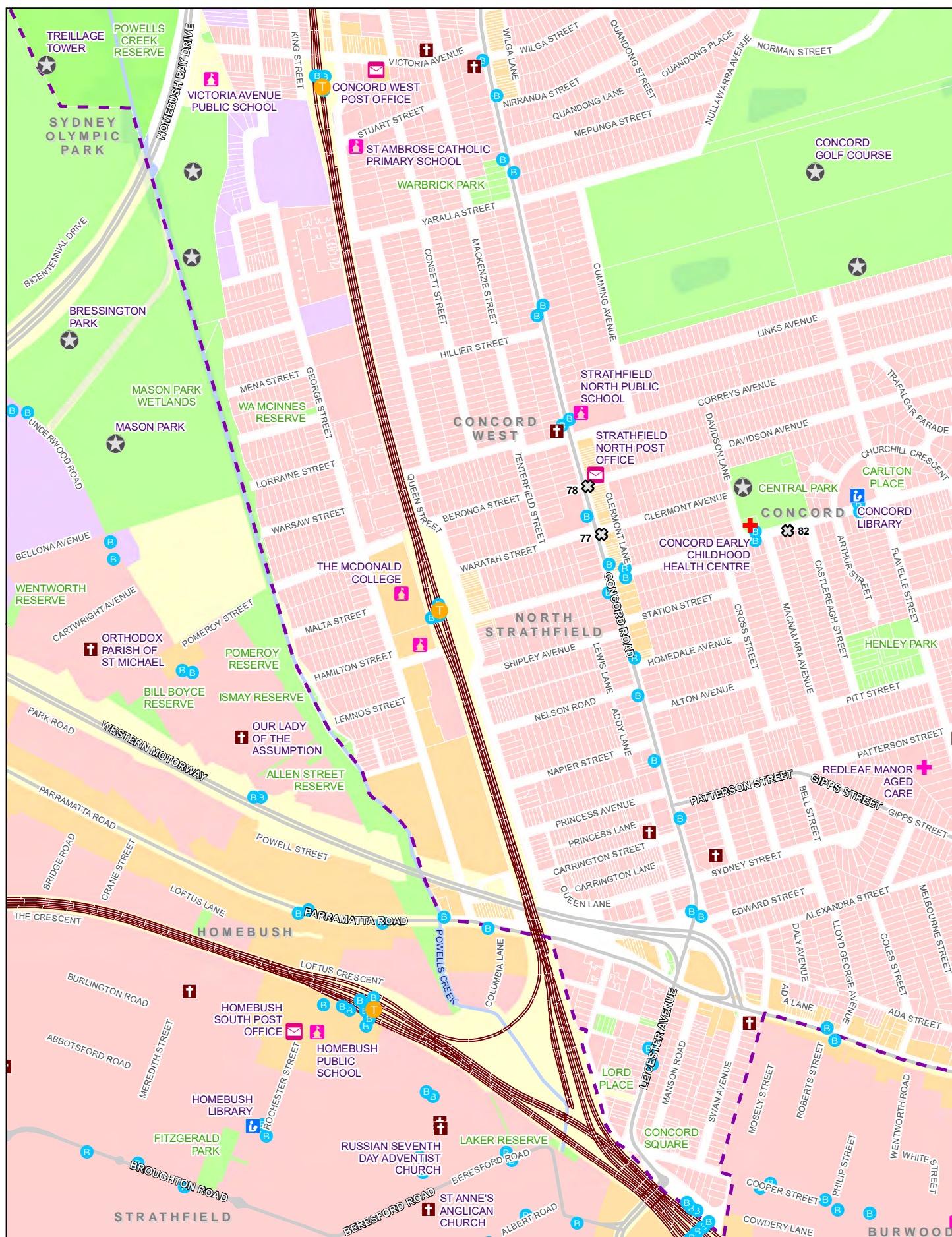
Pedestrian bridge
 Proposed path

Waterways
 Railway
 State and regional roads
 Train station
 Bus stop
 Other recreation

Post office
 Education
 Health
 Place of worship

Commercial and business space
 Open space and recreation
 Industrial
 Residential
 Tourism, education and community





LEGEND

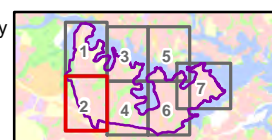
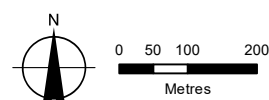
Study area
Future Opportunity

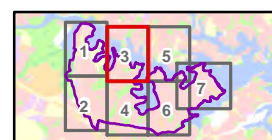
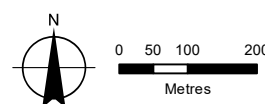
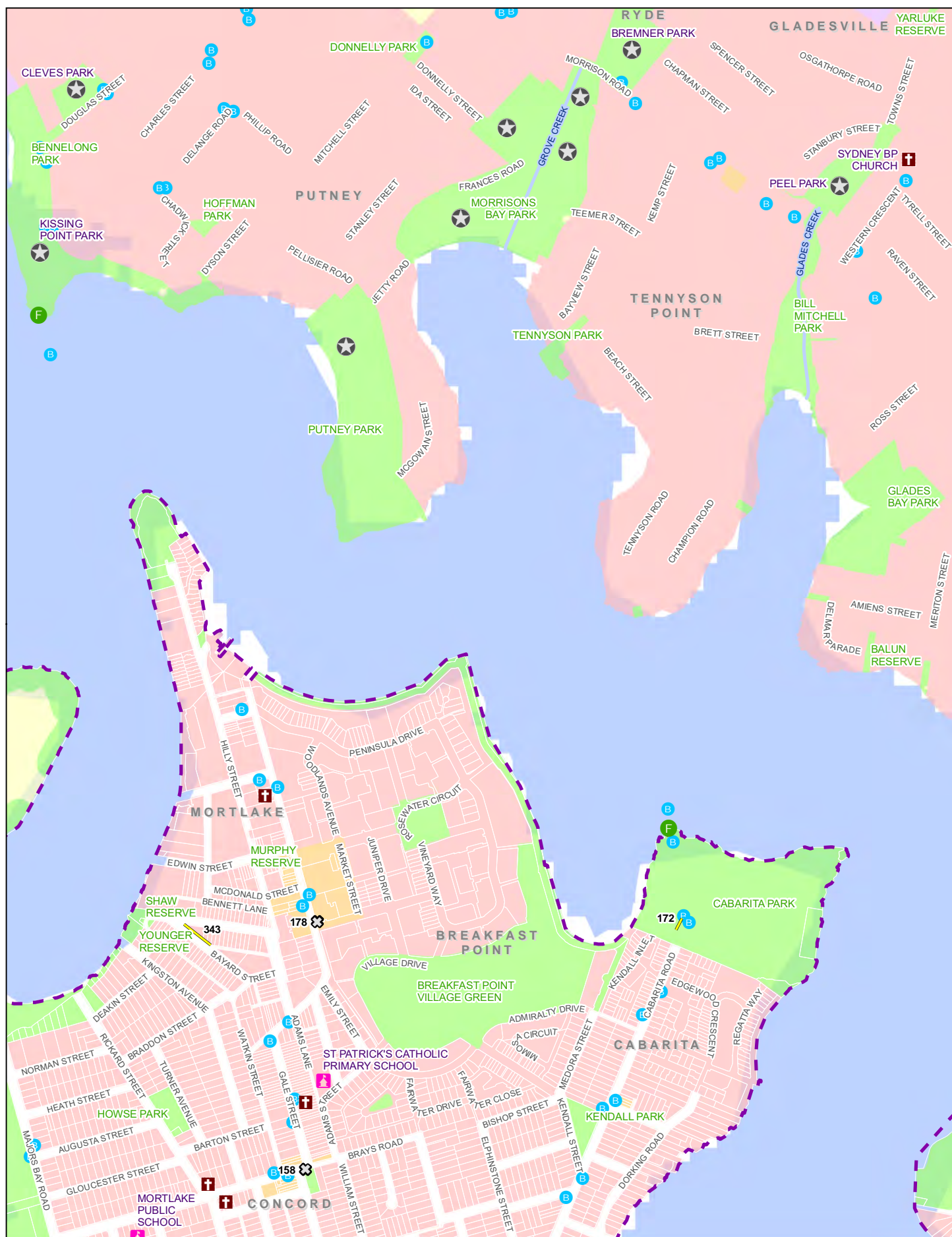
Pedestrian refuge/Kerb blister

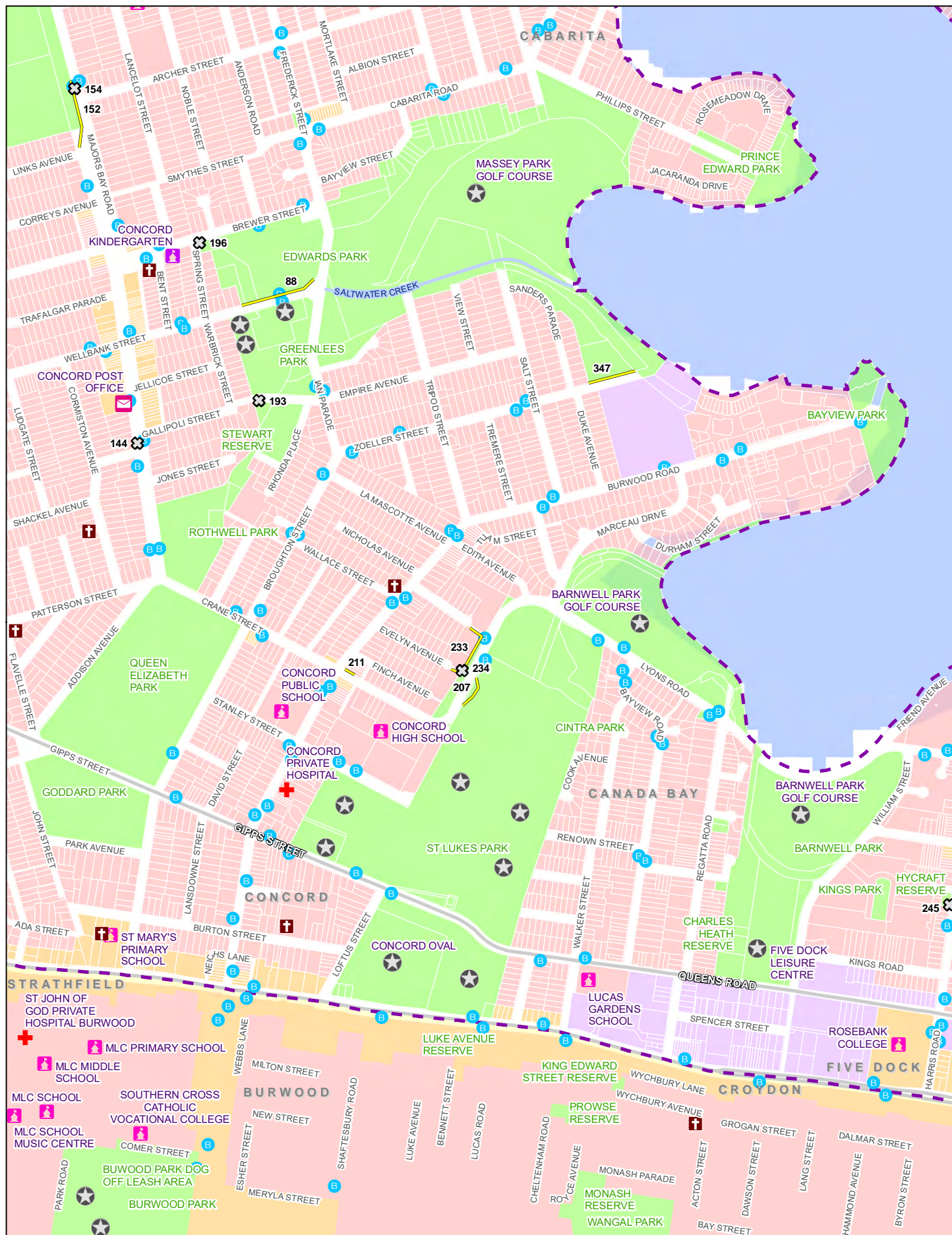
- Waterways
- Railway
- State and regional roads
- Train station
- Bus stop
- Other recreation

- Post office
- Education
- Aged care
- Library
- Health
- Place of worship

- Commercial and business space
- Open space and recreation
- Industrial
- Residential
- Tourism, education and community

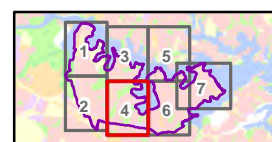
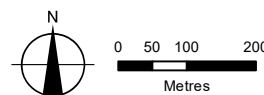






LEGEND

- | | | | |
|--------------------------------|--------------------------|------------------|-------------------------------|
| Study area | Waterways | Post office | Commercial and business space |
| Future Opportunity | State and regional roads | Education | Open space and recreation |
| Pedestrian refuge/Kerb blister | Bus stop | Health | Industrial |
| Proposed path | Childcare | Place of worship | Residential |
| | Other recreation | | |





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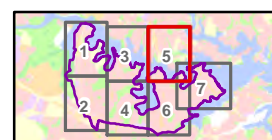
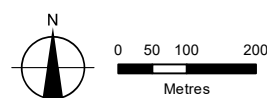
Study area Future Opportunity

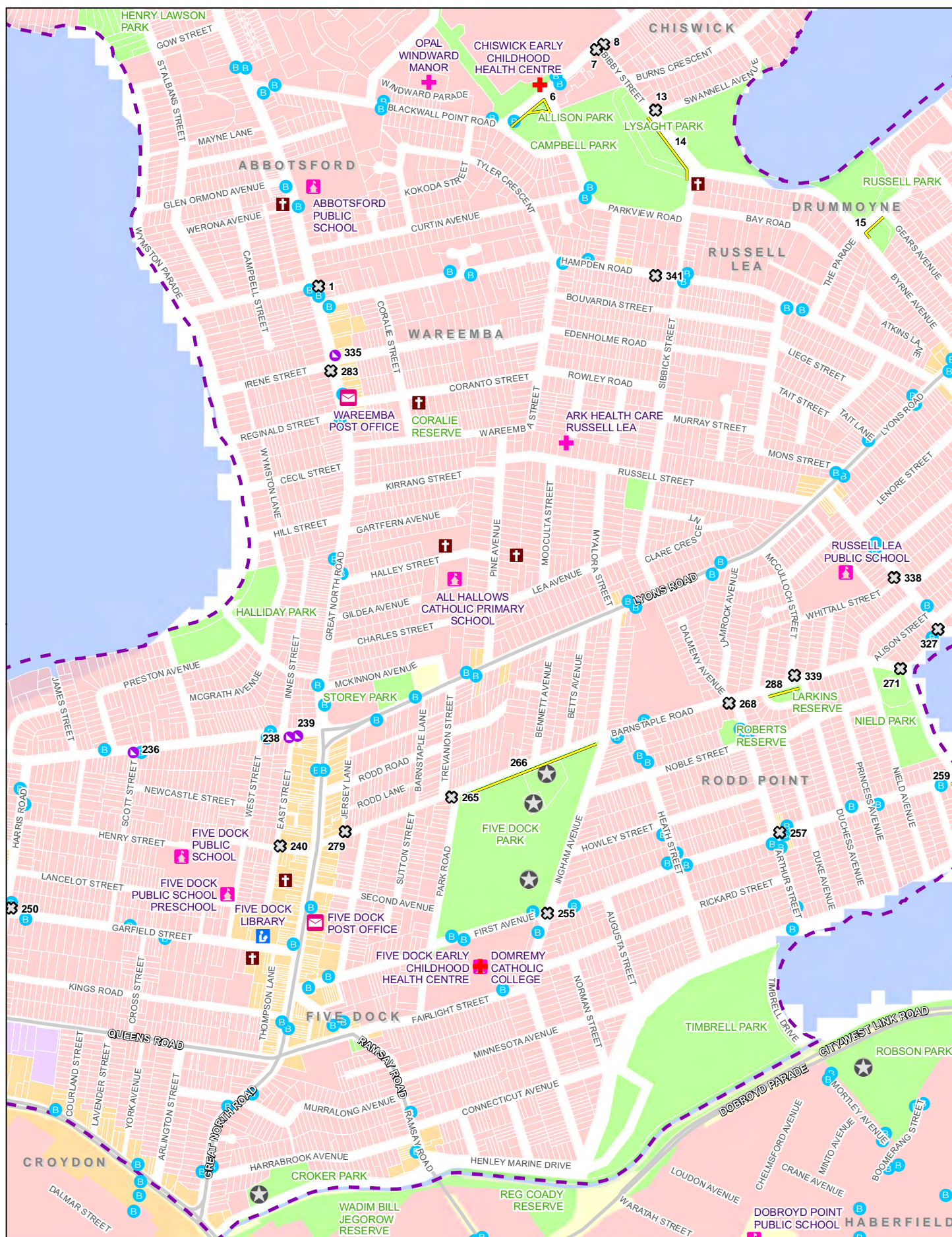
- Pedestrian refuge/Kerb blister
- Proposed path

- Waterways
- State and regional roads
- Ferry terminal
- Bus stop
- Childcare
- Other recreation

- Post office
- Education
- Aged care
- Library
- Health
- Place of worship

- Commercial and business space
- Open space and recreation
- Residential





LEGEND

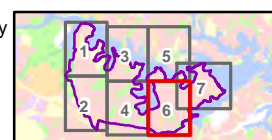
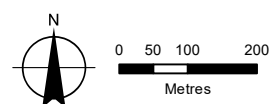
Study area Future Opportunity

- Pedestrian refuge/kerb blister
- Raised threshold treatment
- Proposed path

- Waterways
- State and regional roads
- Bus stop
- Other recreation
- Post office

- Education
- Aged care
- Library
- Health
- Place of worship

- Commercial and business space
- Open space and recreation
- Industrial
- Residential
- Tourism, education and community



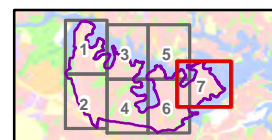
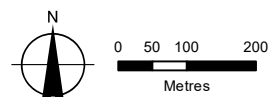


LEGEND

Study area Future Opportunity

- Pedestrian refuge/Kerb blister
- Other
- Proposed path
- State and regional roads
- Ferry terminal
- Bus stop
- Other recreation

- Post office
- Education
- Library
- Place of worship
- Commercial and business space
- Open space and recreation
- Residential
- Tourism, education and community



Appendix F – Prioritisation of proposed pedestrian infrastructure

PAMP ID	Suburb	Street / Intersection	Location	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	Priority
21	Rhodes	Concord Road / Mary Street car park intersection	Northern approach	Wide crossing location across Concord Road	Wide crossing point	Consider opportunity to construct a new pedestrian bridge across TfNSW	Pedestrian bridge	PAMP	1	0	TfNSW	TBC	5	8	10	5	15	10	5	10	10	5	83	1	High
116	Drummoyne	Lyons Road / Victoria Road intersection	Eastern approach	No kerb ramp due to constraint with significant services, along with poor footpath quality.	Poor intersection design	New kerb ramps	Kerb ramps	PAMP	1	0	Council	TBC	10	8	10	1	15	8	8	10	5	5	80	2	High
77	Concord	Clermont Avenue / Concord Road	Eastern approach	Wide crossing location	Wide crossing point	Install pedestrian refuge	Pedestrian refuge	PAMP	1	0	Council	25,000	10	8	10	10	15	5	0	8	8	3	77	3	High
78	Concord	Davidson Avenue / Concord Road	Eastern approach	Wide crossing location	Wide crossing point	Install pedestrian refuge	Pedestrian refuge	PAMP	1	0	Council	25,000	10	8	10	10	15	5	0	8	8	3	77	3	High
79	Concord	Station Street / Concord Road	Eastern approach	Kerb ramps not aligned to designated crossing area. Conflict between driveway and pedestrian crossing area	Wide crossing point	New kerb ramps (x2)	Kerb ramps	PAMP	2	0	Council	3,600	10	8	10	10	15	5	0	8	8	3	77	3	High
219	Concord	Gipps Street, adjacent to Concord Oval	East of Loftus Street	Poor quality stairs (condition), trip hazard. Non-standard DDA requirements (e.g. handrail an slope of stairs). Vegetation could also cause slip hazard	Stairs	Upgrade Stairs (around 60 steps)	Stairs	PAMP	60	0	Council	TBC	10	10	10	10	15	5	0	10	0	5	75	6	High
142	Drummoyne	Thompson Street, north of Polding Street	Western side	No kerb ramps or other crossing facilities on south side of roundabout.	Pedestrian Refuge	Install new pedestrian Refuge, (x2) blisters and (x2) kerb ramps	Pedestrian Refuge, kerb blisters and kerb ramps	PAMP	1	0	Council	50,000	10	10	10	1	8	10	0	10	10	5	74	7	High
228	Concord	Gipps Street, east of Broughton Street	Northern side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	8	10	8	10	15	5	0	8	5	5	74	7	High
20	Rhodes	Concord Road / Mary Street car park intersection	Northern approach	Narrow kerb ramp for available crossing and location where higher pedestrian activity may occur	Kerb ramps	Widen kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	8	10	5	15	5	5	10	5	5	73	9	High
220	Concord	Gipps Street / Loftust Street intersection	Southern side	Narrow path to bus stop	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	20	Council	4,500	10	10	10	10	15	5	0	8	0	5	73	9	High
221	Concord	Gipps Street / Loftust Street intersection	West of Loftus Street, southern side	Narrow footpath approx. 800 mm wide on approach to bus stop	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	30	Council	6,750	10	10	10	10	15	5	0	8	0	5	73	9	High
222	Concord	Gipps Street	Opposite Concord Community Centre, southern side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	10	10	10	10	15	5	0	8	0	5	73	9	High
80	Concord	Concord Road	Eastern side bus stop, Concord Road at Homedale Avenue	No tactile paving at bus stop	TGSIs	Install TGSIs	TGSIs	PAMP	1	0	TfNSW	500	10	8	10	8	15	5	0	8	5	3	72	13	High
126	Drummoyne	St Georges Crescent	Between St Georges Crescent and Roseby Street	No accessible path linking between St Georges Crescent and Roseby Street. Treatment - Construct accessible path.	Missing link	Construct accessible path	Footpath	Footpath	0	60	Council	13,500	10	10	10	3	8	5	0	10	10	5	71	14	High
28	Concord West	Hospital Road	Northern side, at bus stop (opposite Concord Hospital)	Temporary shelter at COVID-19 test centre, narrow path and waiting area at bus stop	No poor quality bus shelter	Widen footpath	Widen footpath	Footpath	0	20	Council	4,500	8	10	10	5	8	5	0	10	8	5	69	15	Medium
73	North Strathfield	Concord Road / Wellbank Street intersection	Eastern side	Traffic signal pole located in kerb ramp pedestrian crossing area	Poor intersection design	Relocate traffic signal pole	Relocate traffic signal pole	PAMP	1	0	TfNSW	TBC	10	8	10	10	15	5	0	8	0	3	69	15	Medium
94	Concord	Wellbank Street / Majors Bay Road	All approaches	Kerb ramps poorly aligned to the designated path of travel. Pole located within pedestrian crossing area. Poor quality pavement (on northwest corner).	Kerb ramps	Kerb ramps and line marking upgrade. Relocate traffic signal pole if possible.	Kerb ramps	PAMP	3	0	Council	20,000	10	8	10	1	15	5	0	10	5	5	69	15	Medium
224	Concord	Moreton Street / Burwood Road	Eastern side	Kerb ramp appears to be steep and poor quality	Kerb ramps	Upgrade kerb ramp	Kerb ramps	PAMP	2	0	Council	3,600	8	10	8	10	10	5	0	8	5	5	69	15	Medium
225	Concord	Gipps Street, west of Burwood Road	Western side	Poor quality and narrow approx. 900 mm wide	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	20	Council	4,500	8	10	8	10	15	5	0	8	0	5	69	15	Medium
227	Concord	Gipps Street	West of Landsdown Street, southern side	Narrow path approx. 900 mm wide and poor quality	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	50	Council	11,250	8	10	8	10	15	5	0	8	0	5	69	15	Medium
229	Concord	Gipps Street, east of Broughton Street	Northern side	Narrow path on approach to bus stop with trip hazards	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	100	Council	22,500	8	10	8	10	15	5	0	8	0	5	69	15	Medium
230	Concord	Gipps Street, east of David Street	Northern side	Narrow path on approach to bus stop with trip hazards	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	90	Council	20,250	8	10	8	10	15	5	0	8	0	5	69	15	Medium
19	Rhodes	Concord Road / Mary Street car park intersection	Eastern approach	Kerb ramp not aligned with crossing direction	Kerb ramps	Re-align kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	5	10	5	15	5	5	8	5	5	68	23	Medium
22	Rhodes	Blaxland Road	At wombat crossing	Missing hump and recommended speed warning signs	Signage	New signs	Signage	PAMP	2	0	Council	600	10	8	10	5	8	5	0	10	5	5	66	24	Medium
29	Concord West	Hospital Road	At wombat crossing	Raised platform notified with missing line marking or signage	Signage / line marking	New signs and "piano key" line marking	Signage / line marking	PAMP	2	0	Council	1,100	8	10	10	5	8	5	0	10	5	5	66	24	Medium
61	Concord West	Victoria Avenue / Queen Street intersection	Eastern approach	Missing crossing location between train station and retail on northern side of Victoria Avenue - pedestrian desire line observed at this location.	Missing link	No upgrade proposed, as other crossing location is available at Queen Street. New crossing at this location would require changes to streetscape.	N/A	N/A	N/A	N/A	N/A	8	8	10	5	8	8	8	0	8	8	3	66	24	Medium
223	Concord	Burwood Road	South of Burton Street, eastern side	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	8	10	10	10	10	5	0	8	0	5	66	24	Medium
125	Drummoyne	Victoria Road, north of Roseby Street	Eastern side	Shared path conflicts with pinch point at bus stop. Degradation of line marking for shared path.	Bus shelter	Review as part of the Bike Plan.	Bus shelter	PAMP	1	0	TfNSW	TBC	5	10	8	1	15	8	0	8	5	5	65	28	Medium
208	Concord	Crane Street, east of Burwood Road	Southern side	Narrow path approx. 900 mm wide near school with trip hazard and drop off edges	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	90	Council	20,250	5	10	10	1	8	10	0	8	8	5	65	28	Medium
209	Concord	Crane Street, east of Burwood Road	Southern side	No landing pad at bus stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	10	10	1	8	10	0	8	8	5	65	28	Medium
210	Concord	Crane Street, east of Burwood Road	Southern side	Missing children sign	Signage	Install signage	Signage	PAMP	1	0	Council	300	5	10	10	1	8	10	0	8	8	5	65	28	Medium
211	Concord	Crane Street east of Burwood Road	Northern side	Missing pedestrian link to bus stop	Missing link	New footpath	New footpath	Footpath	0	5	0	3,000	5	10	10	1	8	10	0	8	8	5	65	28	Medium

PAMP ID	Suburb	Street / Intersection	Location	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	Priority
69	Concord West	Stuart Street	Stuart Street	Parents arrive from around 2.40 pm to pick up children and double park for the entire length of Stuart Street and Conssett Street for extended periods. This creates a safety issues for pedestrians and vehicles, as through vehicle traffic travel in opposing traffic lane when passing parked vehicles. Vehicle and pedestrian conflicted noted.	Parking / traffic issues	Work with school to identify opportunities to manage student pick up / drop off activities. This could include a Green Travel Plan encourage students to walk, ride or take public transport to school.	Other	Other	0	0	Council / school	TBC	5	10	10	5	8	10	0	8	5	3	64	33	Medium
297	Drummoyne	Lyons Road west of Gipps Street	northern side	Missing part of tactile paving	TGSIs	Tactile Paving	TGSIs	PAMP	1	0	TfNSW	500	5	8	10	1	15	8	0	8	5	3	63	34	Medium
298	Drummoyne	Lyons Road east of more street	northern side	Large grate within footpath - risk of trip hazard	Trip hazard	Upgrade drainage grate	Services	Footpath	1	0	Council	1,000	5	8	10	1	15	8	0	8	5	3	63	34	Medium
334	Wareemba	Great North Road, north of Edenholme Road	Western side	No TGSIs at pedestrian Refuge	TGSIs	New TGSIs	TGSIs	PAMP	4	0	Council	2,000	8	8	10	1	15	5	0	8	5	3	63	34	Medium
338	Russell Lea	Brent Street	North of Whittle Street	No facility to assist pedestrians crossing road to/from school.	Pedestrian refuge	Install pedestrian refuge	Pedestrian refuge	PAMP	1	0	Council	50,000	5	10	10	1	8	8	0	10	8	3	63	34	Medium
32	Concord West	Hospital Road / Concord Road intersection	Eastern approach	Kerb ramp not aligned to designated path of travel. Poor quality pavement. Kerb ramps across Concord Road are also non-standard and should be upgraded at the same time. Cost for upgrade to be confirmed, with traffic signal post relocations.	Kerb ramps	Re-align kerb ramps	Kerb ramps	PAMP	2	0	Council	TBC	5	10	8	5	15	5	0	8	5	1	62	38	Medium
33	Concord West	Currawang Street / Concord Road intersection	Eastern approach	Tactile paving not correctly aligned to designated path of travel	Kerb ramps	Re-align kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	10	8	5	15	5	0	8	5	1	62	38	Medium
34	Concord West	Concord Road	Western side, north of Hospital Road	Overgrown grass narrowing path near school	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	100	Council	22,500	5	10	8	5	15	5	0	8	5	1	62	38	Medium
65	Concord West	Stuart Street / Queen Street intersection	Eastern approach	Kerb ramps direct pedestrians into roundabout circulation lane	Poor intersection design	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	Kerb ramps and kerb blister upgrade	PAMP	2	0	Council	23,600	8	8	10	5	8	10	0	5	5	3	62	38	Medium
226	Concord	Lansdowne Street	South of Gipps Street, western side	Narrow path approx. 900 mm wide and poor quality	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	20	Council	4,500	8	10	8	10	8	5	0	8	0	5	62	38	Medium
23	Rhodes	Blaxland Road	At bus stop	Unused pole creating a pinch point	Signage	Remove pole	Signage	PAMP	1	0	Council	300	10	8	10	5	8	5	0	10	0	5	61	43	Medium
35	Concord West	Concord Road	Western side, at bus stop opposite Merville Street	No bus landing pad	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	10	8	1	15	5	0	8	8	1	61	43	Medium
36	Concord West	Concord Road	Eastern side, at bus stop at Merville Street	No bus landing pad	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	10	8	1	15	5	0	8	8	1	61	43	Medium
75	Concord	Cumming Avenue	Western side	Kerb ramps not provided to access wombat crossing facility from Links Avenue. Existing kerb ramp not aligned for safe passage of pedestrians	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	10	10	5	8	5	0	10	5	3	61	43	Medium
123	Drummoyne	Henley Marine Drive	Sothern side	Restricted access for mobility impaired and people with prams between Birkenhead Point Ferry Wharf to local residential and adjacent bus services. No lighting evident with dense vegetation, which provides limited passive surveillance.	Missing link	Consider opportunity to construct ramps or lifts to access Birkenhead Point Ferry Wharf from Henley Marine Drive, through Bridge Street Wharf Reserve. Improve street lighting and surveillance.	Other	PAMP	0	1	TfNSW	TBC	5	10	10	1	8	5	0	8	10	3	60	47	Medium
141	Drummoyne	Thompson Street	Northern approach	Poor kerb ramp alignment into roundabout. No cut-out through traffic island.	Pedestrian Refuge	Install new pedestrian Refuge, (x2) blisters and (x2) kerb ramps	Pedestrian Refuge, kerb blisters and kerb ramps	PAMP	1	0	Council	50,000	5	10	10	1	8	10	0	8	5	3	60	47	Medium
146	Concord	Trafalgar Parade / Majors Bay Road intersection	Western side	Poor alignment of kerb ramps and tactile paving and missing TGSIs. Zebra crossing is not straight.	Pedestrian crossing	Upgrade pedestrian crossing and new kerb ramps (x2) and TGSIs (x2)	Upgrade pedestrian crossing (x1) and new kerb ramps (x2) and TGSIs (x2)	PAMP	1	0	Council	64,600	10	8	10	1	8	5	0	8	5	5	60	47	Medium
147	Concord	Davidson Avenue / Majors Bay Road intersection	Southern approach	Missing tactile paving. TGSIs provided at other crossings in the area.	TGSIs	New TGSIs	TGSIs	PAMP	2	0	Council	1,000	10	8	10	1	8	5	0	8	5	5	60	47	Medium
310	Drummoyne	Bayswater Street south of Westbourne Street	across road	Opportunity top kerb build out linking Drummoyne oval to access path on opposite side of road	Missing link	Kerb build out (x2) and Kerb ramps (x2)	Kerb build out (x2)	PAMP	2	0	Council	23,600	5	8	10	1	15	5	0	8	5	3	60	47	Medium
311	Drummoyne	Bayswater Street south of Westbourne Street	eastern side (south of bus stop	Missing link between bus stop and Drummoyne Oval	Missing link	New footpath	New footpath	Footpath	0	100	Council	50,000	5	8	10	1	15	5	0	8	5	3	60	47	Medium
56	Concord West	Nullawarra Avenue / Boronia Street	South side	Missing crossing infrastructure, at crossing point on desire line access to Concord Hospital	Wide crossing point	New pedestrian refuge and kerb ramps (x2)	New pedestrian refuge and kerb ramps	PAMP	2	0	Council	28,600	5	10	10	5	8	5	0	5	10	1	59	53	Medium
66	Concord West	Stuart Street	Northern side, near St Ambrose Catholic Primary School	Footpath narrow (around 900 mm) near school crossing	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	50	Council	11,250	5	10	10	5	8	5	0	8	5	3	59	53	Medium
67	Concord West	Stuart Street	Wombat crossing at St Ambrose Catholic Primary School	Raised platform notified with missing line marking or signage	Signage / line marking	New signs and "piano key" line marking	Signage / line marking	PAMP	2	0	Council	1,100	5	10	10	5	8	5	0	8	5	3	59	53	Medium
68	Concord West	Stuart Street	Both sides of street	Narrow footpath (around 800 mm wide) near school both sides of road	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	300	Council	67,500	5	10	10	5	8	5	0	8	5	3	59	53	Medium
74	Concord	Cumming Avenue	Western side	Narrow footpath (around 900 mm) adjacent to school	Narrow footpath	Widen footpath	Footpath	Footpath	0	400	Council	90,000	5	10	10	5	8	5	0	8	5	3	59	53	Medium
76	Concord	Cumming Avenue	Eastern side	Narrow footpath (around 900 mm) adjacent to school	Narrow footpath	Widen footpath	Footpath	Footpath	0	100	Council	22,500	5	10	10	5	8	5	0	8	5	3	59	53	Medium
335	Wareemba	Edenholme Road / Great North Road intersection	Eastern approach	Potential opportunity for raised threshold treatment on minor road	Intersection	Raised threshold treatment on minor road	Raised threshold treatment	PAMP	1	0	Council	80,000	8	8	10	1	8	5	0	8	8	3	59	53	Medium
336	Wareemba	Coranto Street / Great North Road intersection	Eastern side	Potential opportunity for raised threshold treatment on minor road	Intersection	Raised threshold treatment on minor road	Raised threshold treatment	PAMP	1	0	Council	80,000	8	8	10	1	8	5	0	8	8	3	59	53	Medium
340	Concord	Cabarita Road / Frederick Street	Eastern side	Kerb Ramp non compliant	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	8	8	10	1	8	8	0	8	5	3	59	53	Medium

PAMP ID	Suburb	Street / Intersection	Location	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	Priority
31	Concord West	Hospital Road	Northern side at bus stop ID: 213817, Nullawarra Avenue	No landing pad at bus stop, with narrow footpath.	No bus landing pad	Install bus stop pad and widen footpath	Bus stop pad and widen footpath	PAMP	1	10	Council	10,350	5	10	8	5	8	5	0	8	8	1	58	62	Medium
93	Concord	Wellbank Street	Northern side, at Majors Lane	Potential opportunity for continuous footpath treatment and improve sight visibility across Majors Lane	Driveway	Continuous footpath treatment	Continuous footpath treatment	PAMP	1	0	Council	20,000	10	8	10	1	8	5	0	5	8	3	58	62	Medium
95	Concord	Wellbank Street	North side, west of Majors Bay Road	No bus landing pad	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1	0	Council	8,400	10	8	10	1	8	5	0	8	5	3	58	62	Medium
96	Concord	Churchill Crescent / Wellbank Street intersection	Northern side	Kerb ramp not aligned to the line of travel	Kerb ramps	Realign kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	10	8	10	1	8	5	0	8	5	3	58	62	Medium
97	Concord	Wellbank Street	Northern side, adjacent to library	Kerb ramp not positioned appropriately to provide access to parked vehicle (in middle of space rather than rear of space). Not compliant with AS2890.5	Kerb ramps	Realign kerb ramps	Kerb ramps	PAMP	1	0	Council	7,500	10	8	10	1	8	5	0	8	5	3	58	62	Medium
98	Concord	Wellbank Street	Northern side, adjacent to library	No bus landing pad	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1	0	Council	8,400	10	8	10	1	8	5	0	8	5	3	58	62	Medium
99	Concord	Wellbank Street / Churchill Crescent	Northern side	Kerb ramps not aligned	Kerb ramps	Realign kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	10	8	10	1	8	5	0	8	5	3	58	62	Medium
196	Concord	Brewer Street / Spring Street	Southern side	Potential impunity to narrow pedestrian crossing distance e.g. kerb build out / central splitter island	Wide crossing point	Install kerb blister (x2) and kerb raps (x2)	Kerb blisters and kerb ramps	PAMP	2	0	Council	23,600	5	10	10	1	8	5	0	8	8	3	58	62	Medium
299	Drummoyne	Lyons Road east of more street	northern side	Access to property is required to drive on walkway. Car park on walkway area	Obstruction in path	Remove obstruction	Enforcement	PAMP	1	0	Council	N/A	5	8	10	1	15	8	0	8	0	3	58	62	Medium
300	Drummoyne	Cometrowe Street	Eastern side	Missing link on eastern side from Lyons Road to Drummoyne Park. "Goat track" indicating use by pedestrians	Missing link	New footpath	New footpath	Footpath	0	300	Council	150,000	5	10	10	1	8	5	0	8	8	3	58	62	Medium
301	Drummoyne	Cometrowe Street / Thompson Street	northern and eastern sides	Missing link for accessible path of travel between Crometrowe Street accessible parking to foreshore walk	Missing link	New footpath	New footpath	Footpath	0	200	Council	45,000	5	10	10	1	8	5	0	8	8	3	58	62	Medium
52	Concord West	Nullawarra Avenue	Western side, north of Iadra Street	No bus landing pad	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	10	10	5	8	5	0	5	8	1	57	73	Medium
53	Concord West	Nullawarra Avenue	Western side, north of Nirranda Street	No bus landing pad	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	10	10	5	8	5	0	5	8	1	57	73	Medium
60	Concord West	Victoria Avenue	At wombat crossing	Raised crossing missing repeated pedestrian legs sign, no "piano key" line marking on ramp and no tactile paving opposite church facility	Signage / line marking	Upgrade signage / line marking and install TGSIs	Upgrade signage / line marking and install TGSIs	PAMP	2	0	Council	1,100	8	8	10	5	8	5	0	10	0	3	57	73	Medium
62	Concord West	Queen Street	South of Victoria Avenue	Missing and damaged tactile paving	TGSIs	Upgrade TGSIs	TGSIs	PAMP	2	0	Council	1,000	8	8	10	5	8	5	0	10	0	3	57	73	Medium
145	Concord	Majors Bay Road, north of Wellbank Street	Western side	Damaged pavement and bollard	Bollard	Upgrade bollard	Upgrade bollard	PAMP	1	0	Council	300	10	8	10	1	10	5	0	8	0	5	57	73	Medium
206	Concord	Crane Street / St Lukes Park on street carpark	North of main carpark entrance	No identification of change in alignment of footpath direction which currently leads to directly into car park spaces.	Line marking	Install line marking	Line marking	PAMP	0	20	Council	500	5	5	10	1	8	10	0	8	5	5	57	73	Medium
207	Concord	Crane Street / St Lukes Park Car Park	Carpark entrance	Missing footpath link across car park entry	Missing link	New footpath	New footpath	Footpath	0	50	Council	11,250	5	5	10	1	8	10	0	8	5	5	57	73	Medium
233	Concord	Crane Street - link to Corby Avenue	Western side	Missing link to bus stop	Missing link	Install new footpath	New footpath	Footpath	0	20	Council	4,500	5	5	10	1	10	5	0	8	10	3	57	73	Medium
234	Concord	Crane Street	Westerns Side and link to Evelyn Street	Missing link between path and bus stop and park opposite. Will require ped facility to cross Crane Stet (pedestrian refuge). Also missing link to Evelyn Street.	Missing link	Install footpath, pedestrian refuge and kerb ramps (x2)	New footpath, pedestrian refuge and kerb ramps (x2)	Footpath / PAMP	2	150	Council	62,350	5	5	10	1	10	5	0	8	10	3	57	73	Medium
117	Drummoyne	Renwick Street / Roseby Street intersection	Northern approach	Poor alignment of kerb ramps	Kerb ramps	Relocate the stairs and provide kerb ramp.	Relocate the stairs and provide kerb ramp.	PAMP	1	0	0	TBC	5	8	8	1	8	8	0	5	10	3	56	82	Medium
30	Concord West	Hospital Road	Both sides of street	Narrow footpath s along hospital road between freemont Street and concord Road both sides. Currently around 800 mm wide	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	100	Council	22,500	5	10	8	5	8	5	0	8	5	1	55	83	Medium
59	Concord West	Concord Road / Victoria Avenue	Eastern side	Traffic signal pole located in kerb ramp pedestrian crossing area	Poor intersection design	Relocate traffic signal pole	Relocate traffic signal pole	PAMP	1	0	TfNSW	TBC	8	8	10	5	8	5	0	8	0	3	55	83	Medium
63	Concord West	Queen Street	North of Victoria Avenue	Tactile paving not aligned to direct pedestrians across driveway	TGSIs	Upgrade TGSIs	TGSIs	PAMP	4	0	Council	2,000	8	8	10	5	8	5	0	8	0	3	55	83	Medium
84	Concord	Wellbank Street	Southern side, west of Majors Bay Road	No tactile paving adjacent to shopping area	TGSIs	Install TGSIs	TGSIs	PAMP	1	0	TfNSW	500	10	8	10	1	8	5	0	5	5	3	55	83	Medium
133	Drummoyne	Thompson Street / Rawson Avenue intersection	Southwest corner	Poor kerb ramp alignment into roundabout	Kerb ramps	Realign kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	10	10	1	8	5	0	8	5	3	55	83	Medium
134	Drummoyne	Therry Street / Thompson Street intersection	0	Missing link from new kerb ramp on opposite side of road within driveway	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	1	0	Council	1,800	5	10	10	1	8	5	0	8	5	3	55	83	Medium
172	Cabarita	Cabarita Park Path	Western side	Missing link from bus stop to nearby path that links to ferry wharf	Missing link	New footpath	Footpath	Footpath	0	30	Council	6,750	5	8	10	1	8	5	0	5	10	3	55	83	Medium
191	Concord	Majors Bay Road, north of Wellbank Street	Central median	Missing section of pedestrian fence in central median	Pedestrian fencing	Replace pedestrian fencing	Pedestrian fencing	PAMP	0	10	Council	4,000	8	8	10	1	10	5	0	8	0	5	55	83	Medium
282	Abbotsford	Great North Road, north of Reginal Street	at wombat crossing	Missing Tactile Paving	TGSIs	New TGSIs	TGSIs	Footpath	2	0	Council	1,000	5	8	10	1	10	8	0	5	5	3	55	83	Medium
283	Abbotsford	Great North Road south of Irene street	across Great North Road	Wide Crossing area	Pedestrian refuge	Provide pedestrian refuge and kerb ramps (x2)	Pedestrian refuge	PAMP	1	0	Council	25,000	5	8	10	1	10	8	0	5	5	3	55	83	Medium

PAMP ID	Suburb	Street / Intersection	Location	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	Priority
296	Abbotsford	Great North Road south of Ferry Wharf	near Teviot Avenue	Missing link between footpaths from ferry to footpath at bus stop. Pedestrians required to walking in roundabout to link between bus and ferry	Missing link	Provide footpath adjacent to playground to provide safer route of travel	New footpath and kerb ramps (x2)	Footpath	0	20	Council	4,500	5	8	10	1	10	5	0	5	8	3	55	83	Medium
313	Drummoyne	Lyons Road west of Victoria Road	Southern side	Narrow Area behind bus shelter with trip hazard	Narrow footpath	Widen footpath and remove trip hazard behind bus stop	Widen footpath	Footpath	0	5	Council	1,125	5	8	8	1	15	5	0	5	5	3	55	83	Medium
314	Drummoyne	Lyons Road west of Formosa Street	Southern side	Missing part of tactile paving	TGSIs	Tactile Paving	TGSIs	PAMP	1	0	TfNSW	500	5	8	8	1	15	5	0	5	5	3	55	83	Medium
315	Drummoyne	Lyons Road / College Street intersection	Southern side	Poor road pavement in pedestrian crossing area	Road Surface	Resurface roadway	Road Surface	PAMP	1	0	Council	20,000	5	8	8	1	15	5	0	5	5	3	55	83	Medium
329	Drummoyne	Edwin Street / College Street	Eastern side	Missing kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	4	0	Council	7,200	10	8	10	1	8	5	0	5	5	3	55	83	Medium
330	Drummoyne	Edwin Street / Formosa Street	Western side	Missing kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	1	0	Council	1,800	10	8	10	1	8	5	0	5	5	3	55	83	Medium
339	Rodd Point	Barnstaple Road	East of McCulloch Street	No facility to assist pedestrians crossing road to/from school	Pedestrian refuge	Install pedestrian refuge	Pedestrian refuge	PAMP	1	0	Council	50,000	5	10	10	1	8	8	0	5	5	3	55	83	Medium
24	Rhodes	Concord Road / Blaxland Road intersection	Southwest corned	Narrow and poor quality footpath to crossing	Narrow footpath	New footpath	Footpath	Footpath	0	20	Council	4,500	10	8	8	5	8	5	0	5	0	5	54	100	Low
48	Concord West	Nullawarra Avenue / Currawang Street	Western side	Kerb ramps not aligned with the intended path of travel and missing kerb ramp	Kerb ramps	Realign kerb ramps	Kerb ramps	PAMP	4	0	Council	7,200	5	10	10	5	8	5	0	5	5	1	54	100	Low
49	Concord West	Nullawarra Avenue / Boronia Street	Eastern side	Missing kerb ramp	Kerb ramps	New kerb ramp	Kerb ramps	PAMP	1	0	Council	1,800	5	10	10	5	8	5	0	5	5	1	54	100	Low
50	Concord West	Moala Street / Nullawarra Avenue intersection	Western side	Missing kerb ramp	Kerb ramps	New kerb ramp	Kerb ramps	PAMP	1	0	Council	1,800	5	10	10	5	8	5	0	5	5	1	54	100	Low
54	Concord West	Nullawarra Avenue / Nirranda Street intersection	Western side	Missing kerb ramp, kerb ramps not aligned	Kerb ramps	Remove pram ramp. Undesirable crossing location. Refuge to the south should be used	Kerb ramps	PAMP	2	0	Council	3,600	5	10	10	5	8	5	0	5	5	1	54	100	Low
55	Concord West	Nullawarra Avenue	Western side, south of Nirranda Street	Narrow footpath approx. 700 mm wide	Narrow footpath	Widen footpath	Widen footpath	Footpath	100	0	Council	0	5	10	10	5	8	5	0	5	5	1	54	100	Low
57	Concord West	Quandong Place / Nullawarra Avenue	Western side	Missing kerb ramp	Kerb ramps	New kerb ramp	Kerb ramps	PAMP	1	0	Council	1,800	5	10	10	5	8	5	0	5	5	1	54	100	Low
252	Five Dock	Great North Road, north of Harrabrook Avenue	Eastern Side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	5	1	15	5	5	5	5	3	54	100	Low
253	Five Dock	Great North Road, north of Murralong Avenue	Eastern Side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	5	1	15	5	5	5	5	3	54	100	Low
337	Five Dock	Charles Street / Great North Road intersection	Eastern side	Poor road pavement in pedestrian crossing area	Road Surface	Resurface roadway	Road Surface	PAMP	1	0	Council	20,000	8	8	8	1	8	5	0	8	5	3	54	100	Low
1	Abbotsford	Great North Road	Between Hampden Road and Brickleigh Street	Wide crossing location with no pedestrian facilities	Pedestrian refuge	Provide pedestrian refuge between bus stops and retail development	Pedestrian refuge	PAMP	1	0	Council	25,000	5	8	10	1	8	5	0	5	8	3	53	110	Low
14	Drummoyne	Bibby Street	Western side	Missing link of footpath between pedestrian refuge and Byrne Ave. Goat track noted on western side indicating high pedestrian use, which is also adjacent to car parking. Note no link to pedestrian refuge and parking on the eastern side.	Missing link	New footpath and kerb ramps	New footpath and kerb ramps	Footpath	2	100	Council	26,100	5	5	10	1	8	5	0	8	10	1	53	110	Low
15	Drummoyne	The Parade	Between Gears Avenue and Byrne Avenue	Missing link between existing footpath at Gears Avenue, existing pedestrian crossing and Byrne Avenue.	Missing link	New footpath and kerb ramps	New footpath and kerb ramps	Footpath	2	70	Council	19,350	5	5	10	1	8	5	0	8	10	1	53	110	Low
91	Concord	Wellbank Street / Bent Street intersection	Northern side	Kerb ramp not aligned with designated path of travel	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	1	0	Council	1,800	10	8	8	1	8	5	0	5	5	3	53	110	Low
124	Drummoyne	Roseby Street / Victoria Road intersection	Eastern side	Potential opportunity to improve streetscape amenity linking between bus stop and Birkenhead Point Shopping Centre.	Other issue	Consider opportunity to widen footpath and improve pedestrian amenity along Roseby Street to the bus stop at Victoria Road.	Widen footpath	Footpath	0	100	Council	22,500	5	10	8	1	8	5	0	8	5	3	53	110	Low
232	Concord	Brewer Street	West of Shipham Street	Potential opportunity to modify existing pedestrian crossing to raised wombat crossing to slow traffic. Note on bus route - lower profile required	Pedestrian crossing	Install wombat crossing	Wombat crossing	PAMP	1	0	Council	80,000	5	10	8	1	8	5	0	5	8	3	53	110	Low
235	Five Dock	Lyons Road, wrest of Great North Road	Northern side	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	8	8	10	1	10	5	0	8	0	3	53	110	Low
247	Five Dock	Garfield Street, west of Great North Road	Northern side	Deteriorating TGSIs at Loading dock, lack of visibility	TGSIs	TGSIs	TGSIs	PAMP	3	0	Council	1,500	5	8	10	1	8	8	0	5	5	3	53	110	Low
279	Five Dock	Barnstaple Road / Jersey Lane	Northern side	Potential opportunity for continuous footpath treatment across laneway.	Intersection	Install continuous footpath treatment at driveway	Continuous footpath treatment	PAMP	1	0	Council	20,000	5	8	10	1	8	8	0	5	5	3	53	110	Low
25	Rhodes	Concord Road	Within McIlwaine Park, near public toilets	Water ponding in front of kerb ramp to shared path	Obstruction in path	Re-grade turning area and improve drainage	Other	PAMP	0	20	Council	75,000	8	8	8	5	8	5	0	5	0	5	52	119	Low
26	Rhodes	Kokoda Track Memorial Walkway	0	Insufficient footpath width from shared space at DDA parking	Obstruction in path	Remove bollards and resurface footpath	Footpath upgrade	Footpath	0	10	Council	2,250	8	8	8	5	8	5	0	5	0	5	52	119	Low
41	Concord West	Killoola Street / Concord Road intersection	Western approach	Kerb ramp not aligned with intended path of travel	Kerb ramps	Realign kerb ramps	Kerb ramps	PAMP	1	0	Council	1,800	5	10	5	1	15	5	0	5	5	1	52	119	Low
64	Concord West	Queen Street	South of Victoria Avenue	Overgrown vegetation blocking footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	8	8	10	5	8	5	0	5	0	3	52	119	Low
70	North Strathfield	Shipley Avenue / Queen Street intersection	Eastern side	Kerb ramps not aligned in the designated path of travel	Kerb ramps	Re-align kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	8	5	5	8	5	0	8	5	3	52	119	Low
71	North Strathfield	Queen Street	Western side, south of Wellbank Street	Missing kerb ramp at rear of accessible parking space	Kerb ramps	New kerb ramp	Kerb ramps	PAMP	1	0	Council	1,800	5	8	5	5	8	5	0	8	5	3	52	119	Low
72	North Strathfield	Wellbank Street	Southern side, west of Concord Road	No bus landing pad	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	8	5	5	8	5	0	8	5	3	52	119	Low
144	Concord	Majors Bay Road / Gallipoli Street intersection	Southern approach	Poor alignment of kerb ramps and narrow gap in spitter island approx. 900 mm wide	Pedestrian refuge	Upgrade pedestrian refuge and provide new kerb ramps (x2)	Pedestrian refuge and provide new kerb ramps (x2)	PAMP	2	0	Council	28,600	5	8	5	1	10	5	0	5	8	5	52	119	Low

PAMP ID	Suburb	Street / Intersection	Location	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	Priority
158	Mortlake	Mortlake Street / Brays Road	Southern approach	Potential restriction for mobility scooters due to handrails, poor alignment of kerb ramps, missing kerb ramps	Pedestrian refuge	0	Upgrade pedestrian refuge and new kerb ramps (x2)	Upgrade pedestrian refuge and new kerb ramps (x2)	0	1	Council	26,800	5	8	10	1	8	5	5	5	0	5	52	119	Low
182	Concord	Noble Street	Southern side, adjacent to Mortlake Public School	Narrow path approx. 900 mm wide adjacent to school	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	100	Council	22,500	5	10	10	1	8	5	0	5	5	3	52	119	Low
183	Concord	Lancelot Street	Southern side, adjacent to Mortlake Public School	Narrow path approx. 900 mm wide with trip hazards on approach to school	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	70	Council	15,750	5	10	10	1	8	5	0	5	5	3	52	119	Low
263	Five dock	First Avenue / Park Road intersection	Northern side	Poor alignment of kerb ramp	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	1	0	Council	1,800	5	10	10	1	8	5	0	5	5	3	52	119	Low
287	Abbotsford	Great North Road north of Altona Street	Western side	Missing Tactile Paving	TGSIs	New TGSIs	TGSIs	Footpath	2	0	Council	1,000	5	8	10	1	10	5	0	5	5	3	52	119	Low
288	Abbotsford	Great North Road north of Altona Street	Western side	Non standard seating	Seating	Upgrade public seating and amenity for pedestrians.	Public seating	PAMP	1	0	Council	3,000	5	8	10	1	10	5	0	5	5	3	52	119	Low
292	Abbotsford	Great North Road south of Ferry Wharf	Western side	Trip off edge of pavement	Narrow footpath	Relay footpath	Footpath upgrade	Footpath	0	10	Council	2,250	5	8	10	1	10	5	0	5	5	3	52	119	Low
293	Abbotsford	Great North Road south of Ferry Wharf	at Ferry Wharf	Restricted access between ferry and bus for mobility impaired or people with prams	Other issue	Consider opportunity to construct DDA compliant ramp or lifts to access ferry wharf from Great North Road	New DDA compliant ramp or lift	PAMP	1	0	TfNSW	TBC	5	8	10	1	10	5	0	5	5	3	52	119	Low
294	Abbotsford	Great North Road south of Ferry Wharf	at Ferry Wharf	Large grate within footpath - risk of trip hazard	Trip hazard	Upgrade drainage grate	Services	Footpath	15	0	Council	7,500	5	8	10	1	10	5	0	5	5	3	52	119	Low
295	Abbotsford	Great North Road south of Ferry Wharf	near Teviot Avenue	No tactile paving on stairs	Stairs	Upgrade Stairs	Stairs	PAMP	5	0	Council	2,000	5	8	10	1	10	5	0	5	5	3	52	119	Low
326	Russell Lea	Brent Street / Seebrook Avenue intersection	Western Side	Missing kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	10	10	1	8	5	0	5	5	3	52	119	Low
327	Russell Lea	Brent Street / Henry Marine Drive	Northern side	Missing kerb ramps and wide crossing point.	Pedestrian refuge	Install pedestrian refuge and kerb ramps	Pedestrian refuge and kerb ramps	PAMP	2	0	Council	28,600	5	10	10	1	8	5	0	5	5	3	52	119	Low
328	Russell Lea	Brent Street opposite Undine Street	Western Side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	10	10	1	8	5	0	5	5	3	52	119	Low
7	Chiswick	Blackwall Point Road/Bibby Street intersection	Eastern and western approaches	Pedestrians directed into roundabout circulation lane. Kerb ramps not aligned.	Poor intersection design	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	Kerb ramps (x4) and kerb blister (x4) upgrade	PAMP	4	0	Council	47,200	5	5	10	1	8	5	0	8	8	1	51	140	Low
8	Chiswick	Blackwall Point Road/Bibby Street	Southern approach	No pedestrian crossing facilities (kerb ramps) between high density residential to the north and recreational parks to the south	Kerb ramps	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	Kerb ramps and kerb blister upgrade	PAMP	2	0	Council	23,600	5	5	10	1	8	5	0	8	8	1	51	140	Low
13	Drummoyne	Bibby Street/Scannell Avenue intersection	Northern approach	Kerb ramps not aligned and directed into roundabout circulation lane	Poor intersection design	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	Kerb ramps (x2) and kerb blister upgrade (x2)	PAMP	2	0	Council	23,600	5	5	10	1	8	5	0	8	8	1	51	140	Low
103	Drummoyne	Wolseley Street / Wrights Road	Northern side	Kerb ramps not aligned	Kerb ramps	Realign kerb ramps	Kerb ramps	PAMP	1	0	Council	1,800	5	8	8	1	8	5	0	8	5	3	51	140	Low
104	Drummoyne	Wolseley Street	Southern side, near St Georges Crescent	Traffic sign post located in narrow path. Footpath obstruction.	Obstruction in path	Relocate pole	Relocate pole	Footpath	1	0	Council	TBC	5	8	8	1	8	5	0	8	5	3	51	140	Low
120	Drummoyne	Renwick Street / Park Avenue intersection	Northern approach	Poor alignment of kerb ramps. Potential opportunity for pedestrian refuges	Kerb ramps	Remove kerb ramps on the western side of the intersection. It is noted that a new pedestrian refuge is currently being constructed on the eastern side of the intersection to assist pedestrians crossing Park Avenue.	Remove kerb ramps	Remove kerb ramps	2	0	Council	3,600	5	8	8	1	8	8	0	5	5	3	51	140	Low
154	Concord	Majors Bay Road / Archer Street intersection	Western side	Missing link to bus stop, no path or kerb ramps provided, evidence of pedestrian use by warn vegetation ("goat track"). No bus stop landing at school bus stop	Missing link	New footpath to bus stop, new bus landing pad and kerb blisters x2 and kerb ramps (x2) on Majors Bay Road, south of Archer Street	New footpath, new bus landing pad, kerb blisters (x2) and kerb ramps (x2)	PAMP	2	10	Council	34,250	5	5	5	1	10	5	0	5	10	5	51	140	Low
306	Drummoyne	Bayswater Street north of Westbourne Street	across road	New narrow footpath approx. 900 mm wide does not link to nearby paths.	Missing link	Extend path 90m around into The Esplanade and provide pram ramps (x2)	Footpath	Footpath	2	90	Council	40,250	5	8	5	1	8	5	0	8	8	3	51	140	Low
37	Concord West	Concord Road	0	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	10	8	1	15	5	0	5	0	1	50	148	Low
42	Concord West	Killoola Street	Western side, north of Concord West School	Narrow path (around 800 mm wide)	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	10	Council	2,250	5	10	10	1	8	5	0	5	5	1	50	148	Low
43	Concord West	Queen Street	Western side, opposite Concord West School	Narrow path opposite school approx. 800 mm wide with additional narrowing by grass opposite crossing	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	150	Council	33,750	5	10	10	1	8	5	0	5	5	1	50	148	Low
44	Concord West	Wallaroy Street / Queen Street intersection	Northern side	Narrow path approx. 800 mm wide near school	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	25	Council	5,625	5	10	10	1	8	5	0	5	5	1	50	148	Low
45	Concord West	Wallaroy Street / Queen Street intersection	Southern side	Narrow path approx. 800 mm wide with cracking near school	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	50	Council	11,250	5	10	10	1	8	5	0	5	5	1	50	148	Low
46	Concord West	Wallaroy Street / Concord Road intersection	Southern side	Narrow path approx. 800 mm wide with grass father narrowing	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	15	Council	3,375	5	10	10	1	8	5	0	5	5	1	50	148	Low
82	Concord	Wellbank Street	Eastern side of Macnamara Avenue	No pedestrian crossing facilities across Wellbank Street to access bus stops and Central Park	Wide crossing point	Install new pedestrian refuge to improve access to bus stops and Central Park.	Pedestrian refuge	PAMP	1	0	Council	25,000	5	5	10	1	8	5	0	5	8	3	50	148	Low
137	Drummoyne	Market Street / Thompson Street intersection	Western side	Unclear priority for pedestrians and vehicles. Potential improvements to continuous footpath treatment across laneway.	Intersection	Install Give Way line along western side of footpath	Line marking	PAMP	1	0	Council	500	5	10	8	1	8	5	0	5	5	3	50	148	Low
140	Drummoyne	Plunkett Street / Thompson Street	Western approach	Missing kerb ramps	Kerb ramps	Install kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	10	8	1	8	5	0	5	5	3	50	148	Low
167	Cabarita	Cabarita Park Path	Near ferry wharf	Missing "no parking" (to left) sign and "no stopping" sign (to right) at kiss and ride area	No signage	New signage	Signage	PAMP	2	0	Council	600	5	8	10	1	8	5	0	5	5	3	50	148	Low
168	Cabarita	Cabarita Park Path	Near ferry wharf car park	Missing duplicate pedestrian crossing (legs) signs	Other issue	New signage	Signage	PAMP	2	0	Council	600	5	8	10	1	8	5	0	5	5	3	50	148	Low
169	Cabarita	Cabarita Park, access road south of ferry wharf	Pedestrian crossing, south of car park entrance	Missing duplicate pedestrian crossing (legs) signs	Other issue	New signage	Signage	PAMP	2	0	Council	600	5	8	10	1	8	5	0	5	5	3	50	148	Low
170	Cabarita	Cabarita Park entry	Cabarita Park entry	Missing kerb ramps	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	3	0	Council	5,400	5	8	10	1	8	5	0	5	5	3	50	148	Low

PAMP ID	Suburb	Street / Intersection	Location	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	Priority
171	Cabarita	Cabarita Road, south of Cabarita Park entry	Western side	Trip hazard with drop off at edges of narrow path	Trip hazard	Widen footpath or fill in verge to remove trip hazard	Widen footpath	Footpath	0	20	Council	4,500	5	8	10	1	8	5	0	5	5	3	50	148	Low
175	Cabarita	Cabarita Park Path	0	Lack of wayfinding signage on link from bus / ferry to public pool, to encourage access by public transport.	No signage	New wayfinding signage	Signage	PAMP	6	0	Council	1,800	5	8	10	1	8	5	0	5	5	3	50	148	Low
177	Mortlake	Tennyson Road / Macdonald Street	Northern approach	Missing kerb ramp link, poor alignment	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	8	10	1	8	5	0	5	5	3	50	148	Low
178	Mortlake	Tennyson Road / Orchards Avenue intersection	Eastern approach	Informal splitter island blocks pedestrian path of travel	Poor intersection design	Upgrade splitter island to facilitate pedestrian crossing area	Pedestrian refuge	PAMP	1	0	Council	25,000	5	8	10	1	8	5	0	5	5	3	50	148	Low
257	Rodd Point	First Avenue/Arthur Street	Eastern approach	Poor alignment into roundabout circulation lane. Reposition kerb ramps	Kerb ramps	Upgrade to refuge island and replace kerb ramps	Pedestrian refuge and kerb ramps	PAMP	2	0	Council	7,500	5	8	10	1	8	5	0	5	5	3	50	148	Low
261	Rodd Point	First Avenue/Arthur Street intersection	Northern side	Poor road pavement in pedestrian crossing area	Road Surface	Resurface roadway	Road Surface	PAMP	1	0	Council	20,000	5	8	10	1	8	5	0	5	5	3	50	148	Low
262	Rodd Point	First Avenue west of Heath Street	Northern side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	8	10	1	8	5	0	5	5	3	50	148	Low
280	Five Dock	Great North Road, north of Halley Street	Western side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	8	1	10	8	0	5	5	3	50	148	Low
281	Five Dock	Great North Road	Western side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	8	1	10	8	0	5	5	3	50	148	Low
286	Abbotsford	Great North Road / Altona Street	Western side	Wide Crossing distance	Pedestrian refuge	Provide pedestrian refuge and kerb ramps (x2)	Pedestrian refuge	PAMP	1	0	Council	25,000	5	8	8	1	10	5	0	5	5	3	50	148	Low
289	Abbotsford	Great North Road north of Altona Street	Western side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	8	8	1	10	5	0	5	5	3	50	148	Low
290	Abbotsford	Great North Road south of The Terrace	Western side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	8	8	1	10	5	0	5	5	3	50	148	Low
291	Abbotsford	Great North Road south of The Terrace	Western side	Kerb ramps not aligned	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	8	8	1	10	5	0	5	5	3	50	148	Low
312	Drummoyne	Lyons Road east of Bayswater Street	Northern side	Warn grass indicating use from pedestrian desire line	Missing link	New footpath	New footpath	Footpath	0	25	Council	5,625	5	8	8	1	15	5	0	5	0	3	50	148	Low
47	Concord West	Nullawarra Avenue	Western side, north of Carrawang Street	Overgrown vegetation blocking footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	10	10	5	8	5	0	5	0	1	49	175	Low
51	Concord West	Nullawarra Avenue	Western side	Exposed services pit	Obstruction in path	New services lid	Services lid	Footpath	1	0	Service provider	500	5	10	10	5	8	5	0	5	0	1	49	175	Low
58	Concord West	Nullawarra Avenue	Eastern side, opposite Nirranda Street	Overgrown vegetation blocking footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	10	10	5	8	5	0	5	0	1	49	175	Low
143	Concord	Majors Bay Road, north of Patterson Street (bus stop ID: 213736)	Western side	No bus landing pad	No bus landing pad	New bus stop landing pad	Bus stop landing pad	Bus landing pad	1	0	Council	8,400	5	5	5	1	10	5	0	5	8	5	49	175	Low
149	Concord	Majors Bay Road, north of Correys Avenue	Western side	No bus landing pad.	No bus landing pad	New bus stop landing pad	Bus stop landing pad	Bus stop landing pad	0	1	Council	8,400	5	5	5	1	10	5	0	5	8	5	49	175	Low
156	Concord	Brays Road, east of Majors Bay Road	Northern side	Narrow path approx. 900 mm wide with several trip hazards near school	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	280	Council	63,000	5	10	10	1	8	5	0	5	0	5	49	175	Low
318	Drummoyne	Lyons Road west of Thompson Street	Southern side	Narrow footpath width (approx. 1.1m) if permitted outdoor dining is in action	Narrow footpath	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	5	10	1	15	5	0	5	0	3	49	175	Low
319	Drummoyne	Lyons Road / Janet Street intersection	Southern side	Damaged tactile paving	TGSIs	Tactile Paving	TGSIs	PAMP	1	0	Council	500	5	5	10	1	15	5	0	5	0	3	49	175	Low
2	Abbotsford	Blackwall Point Road / Great North Road intersection	Eastern side	Kerb ramps not aligned and non-standard refuge	Kerb ramps	Upgrade kerb ramps and upgrade pedestrian refuge	Pedestrian refuge and x2 kerb ramps	PAMP	2	0	Council	50,000	5	8	10	1	8	5	0	5	5	1	48	183	Low
9	Chiswick	Bortfield Drive / Blackwall Point Road intersection	Northern side	Kerb ramps not aligned to pedestrian desire line	Kerb ramps	Re-align kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	5	10	1	8	5	0	8	5	1	48	183	Low
10	Chiswick	Bortfield Drive	Southern side	Narrow footpath (approx. 1.1 m) with vegetation narrowing	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	5	10	1	8	5	0	8	5	1	48	183	Low
11	Chiswick	Bortfield Drive	Southern side	Bollards in centre of narrow footpath. Insufficient width for prams wheelchairs etc. to pass	Obstruction in path	Remove bollards and resurface footpath	Footpath upgrade	Footpath	0	10	Council	2,250	5	5	10	1	8	5	0	8	5	1	48	183	Low
12	Chiswick	Blackwall Point Road	At bus stop, southern side adjacent to Riverview Street	Near bus stop	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	5	10	1	8	5	0	8	5	1	48	183	Low
92	Concord	Wellbank Street	Northern side, west of Bent Street	Narrow footpath (around 800 mm wide)	Narrow footpath	Widen footpath	Footpath	Footpath	0	35	Council	7,875	10	8	8	1	8	5	0	5	0	3	48	183	Low
114	Drummoyne	Lyons Road / Collingwood Street	0	No wayfinding signage between ferry wharf and Drummoyne Town Centre area along Collingwood Street.	Signage	Install wayfinding signage between ferry wharf and Drummoyne Town Centre area along Collingwood Street.	Signage	PAMP	6	0	Council	1,800	5	8	8	1	8	5	0	5	5	3	48	183	Low
127	Drummoyne	Formosa Street / Day Street intersection	Eastern side	Kerb ramp directs pedestrians into circulation lane of roundabout	Poor intersection design	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	Kerb ramps and kerb blister upgrade	PAMP	2	0	Council	23,600	5	5	8	1	8	5	0	5	8	3	48	183	Low
148	Concord	Majors Bay Road, north of Davidson Avenue	Western side	Trip hazard with drop off at edges of narrow path	Trip hazard	Widen footpath or fill in verge to remove trip hazard	Widen footpath	Footpath	0	20	Council	4,500	8	8	5	1	8	5	0	8	0	5	48	183	Low
180	Mortlake	Gale Street, north of Brays Road	Eastern side	Narrow path approx. 900 mm wide with trip hazards	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	100	0	22,500	5	8	8	1	8	5	0	5	5	3	48	183	Low
181	Mortlake	Brays Road, east of Rickard Street	Southern side	Narrow footpath approx. 900 mm wide on approach to school	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	360	0	81,000	5	8	8	1	8	5	0	5	5	3	48	183	Low
264	Five Dock	Barnstaple Road east of Waterview Street	Southern side	Vegetation obstructing access along footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	8	8	1	8	5	0	5	5	3	48	183	Low
303	Drummoyne	Taplin Park Car Park	entry to car park	Poor visibility between end of shared path and road adjacent when vehicle turning into driveway	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	8	5	1	8	5	0	8	5	3	48	183	Low
304	Drummoyne	Taplin Park Car Park	entry to car park	Poor road pavement in pedestrian crossing area, results in trip hazard	Other issue	Resurface roadway	Road quality	Road quality issue	0	20	Council	20,000	5	8	5	1	8	5	0	8	5	3	48	183	Low
305	Drummoyne	Taplin Park Car Park	entry to car park	Missing end of shared path signage and directing cyclists off footpath area	Signage	Signage	Signage	PAMP	1	0	Council	300	5	8	5	1	8	5	0	8	5	3	48	183	Low
307	Drummoyne	The Esplanade / Henricks Avenue intersection	northern side	Wide Crossing point	Wide Crossing Point	Kerb build out (x2) and Kerb ramps (x2)	Kerb build out (x2)	PAMP	2	0	Council	23,600	5	5	5	1	8	5	0	8	8	3	48	183	Low

PAMP ID	Suburb	Street / Intersection	Location	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	Priority
308	Drummoyne	The Esplanade / north of Henricks Avenue	western side	Shared path directed into road area. Evidence of people walking on vegetation grass to avoid walking on road. Vehicle parked on shared path area	Missing link	New footpath around turning head	New footpath	Footpath	0	50	Council	11,250	5	5	5	1	8	5	0	8	8	3	48	183	Low
309	Drummoyne	Bayswater Street north of Westbourne Street	western side	Missing link between bus stop and foreshore walk	Missing link	New footpath	New footpath	Footpath	0	130	Council	29,250	5	8	5	1	8	5	0	8	5	3	48	183	Low
18	Rhodes	Kokoda Track Memorial Walkway	0	Missing tactile paving - all other crossing locations have TGSIs	No TGSIs	Install TGSIs	TGSIs	PAMP	2	0	Council	1,000	8	8	5	3	0	5	0	8	5	5	47	201	Low
38	Concord West	Wallaroy Street / Concord Road intersection	Western approach	Kerb ramps not aligned to the intended path of travel	Kerb ramps	Re-align kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	5	5	1	15	5	0	5	5	1	47	201	Low
81	Concord	Wellbank Street	Southern side, opposite Central Park	No bus landing pad	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	10	1	8	5	0	5	5	3	47	201	Low
83	Concord	Wellbank Street	Southern side, opposite Concord Library	No bus landing pad	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	10	1	8	5	0	5	5	3	47	201	Low
88	Concord	Wellbank Street	Northern side, west of Ian Parade	Missing link between kerb build out crossing facility at Ian Parade, section includes an on demand bus stop	Missing link	New footpath	Footpath	Footpath	0	170	Council	38,250	5	5	5	1	8	5	0	5	10	3	47	201	Low
102	Drummoyne	Wolesey Street / Victoria Avenue intersection	Eastern side	Missing sign directing to ferry wharf from bus stop and overbridge	No signage	Install directional signage	Signage	PAMP	2	0	TfNSW	600	5	5	5	1	15	5	0	8	0	3	47	201	Low
135	Drummoyne	Henley Marine Drive / Thompson Street intersection	Eastern side	Missing kerb ramps. Provides access to the Bay Run.	Kerb ramps	Kerb ramps	New kerb ramps and re-configure Bay Run	PAMP	2	0	Council	75,000	5	5	10	1	8	5	0	5	5	3	47	201	Low
136	Drummoyne	Henley Marine Drive / Thompson Street intersection	Western side	Missing kerb ramps. Provides access to the Bay Run.	Kerb ramps	New kerb ramps and upgrade traffic island to refuge	Pedestrian refuge and Kerb ramps (x2)	PAMP	2	0	Council	50,000	5	5	10	1	8	5	0	5	5	3	47	201	Low
157	Concord	Brays Road, east of Rickard Street	Northern side	Narrow path approx. 900 mm wide with trip hazard	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	90	Council	20,250	5	8	10	1	8	5	0	5	0	5	47	201	Low
162	Mortlake	Tennynson Road, at raised pedestrian crossing	Both sides of street	Tactile paving in poor condition, rubber tactiles peeling back creating trip hazard	TGSIs	Replace TGSIs	TGSIs	PAMP	0	2	Council	1,000	5	8	10	1	8	5	0	5	0	5	47	201	Low
163	Mortlake	Tennynson Road	Western side	On street dining area exceeds permitted area, which narrows footpath width	Obstruction in path	Enforcement of on street dining area	Enforcement	PAMP	0	1	Council	N/A	5	8	10	1	8	5	0	5	0	5	47	201	Low
186	Concord	Majors Bay Road, north of Archers Street	Eastern side at bus stop	No landing pad at bus stop, with narrow footpath.	No bus landing pad	New bus stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	5	1	10	5	0	5	8	3	47	201	Low
197	Concord	Burwood Road / Wallace Street	Western side	Water ponding in front of kerb ramp	Obstruction in path	Re-grade turning area and improve drainage	Other	PAMP	0	20	Council	TBC	5	5	10	1	8	5	0	5	5	3	47	201	Low
202	Concord	Bayview Park Car Park	West of ferry wharf	No accessible car space near ferry wharf	Parking / traffic issues	Provide accessible car space	Accessible Car Space	PAMP	1	0	Council	TBC	5	5	10	1	5	5	0	8	5	3	47	201	Low
203	Concord	Bayview Park	South of ferry wharf	Opportunity for public seating	Seating	Provide seating and amenity for pedestrians.	Public seating	PAMP	1	0	Council	3,000	5	5	10	1	5	5	0	8	5	3	47	201	Low
245	Five Dock	Harris Road	North of Garfield Street	Pedestrian refuge is too small.	Pedestrian refuge	Upgrade pedestrian refuge or consider pedestrian crossing	Pedestrian refuge	PAMP	1	0	Council	50,000	5	5	5	1	8	5	0	5	10	3	47	201	Low
246	Five Dock	Henry Street, east of Scott Street	Southern side	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	10	10	1	8	5	0	5	0	3	47	201	Low
254	Five Dock	First Avenue, west of Wingham Avenue	At Wombat Crossing	Missing duplicate pedestrian Crossing ("legs") signs and Piano key line marking on ramp	Signage / line marking	Signage and Line marking	Signage / line marking	PAMP	2	0	Council	1,100	5	5	10	1	8	5	0	5	5	3	47	201	Low
255	Five Dock	First Avenue / Ingham Avenue intersection	At intersection	Missing kerb ramp western approach to park, poor alignment on southern approach, no kerb ramps on eastern approach, poor alignment on northern approach	Kerb ramps	Upgrade pedestrian refuge and kerb ramps	Pedestrian refuge and kerb ramps	PAMP	8	0	Council	75,000	5	5	10	1	8	5	0	5	5	3	47	201	Low
256	Five Dock	First Avenue east of Ingham Avenue	Southern side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	10	1	8	5	0	5	5	3	47	201	Low
272	Russell Lea	Mcculloch Street south of Whittall Street	eastern side	Vegetation obstructing access along footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	10	10	1	8	5	0	5	0	3	47	201	Low
273	Russell Lea	Mcculloch Street north of Whittall Street	eastern side	Missing link alongside of school	Missing link	Footpath boardwalk, subject to tree root investigations	Footpath	Footpath	0	100	Council	100,000	5	10	10	1	8	5	0	5	0	3	47	201	Low
274	Russell Lea	Mcculloch Street / Potter Street intersection	eastern side	Missing kerb ramp	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	10	10	1	8	5	0	5	0	3	47	201	Low
275	Russell Lea	Mcculloch Street / Potter Street intersection	northern approach	Missing kerb ramp	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	1	0	Council	1,800	5	10	10	1	8	5	0	5	0	3	47	201	Low
276	Rodd Point	Mcculloch Street /The Crescent	Western side	Kerb ramps not aligned	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	1	0	Council	1,800	5	10	10	1	8	5	0	5	0	3	47	201	Low
284	Abbotsford	Great North Road north of Blackwell point road	Western side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	8	1	10	5	0	5	5	3	47	201	Low
285	Abbotsford	Great North Road, north of Gow Street	Western side	Vegetation obstructing access along footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	5	8	1	10	5	0	5	5	3	47	201	Low
316	Drummoyne	Lyons Road west of College Street	Southern side	Car parked on footpath causing obstruction	Obstruction in path	Remove obstruction	Enforcement	PAMP	1	0	Council	N/A	5	5	8	1	15	5	0	5	0	3	47	201	Low
317	Drummoyne	Lyons Road / Thompson Street intersection	Southern side	Poor road pavement in pedestrian crossing area	Road Surface	Resurface roadway	Road Surface	PAMP	1	0	Council	20,000	5	5	8	1	15	5	0	5	0	3	47	201	Low
320	Five Dock	Lyons Road opposite Sibbick Street	Southern side	Vegetation obstructing access along footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	5	8	1	15	5	0	5	0	3	47	201	Low
151	Concord	Majors Bay Road / Links Avenue	Western side	Missing kerb ramps	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	0	2	Council	3,600	5	5	5	1	10	5	0	5	5	5	46	231	Low
153	Concord	Majors Bay Road	Western side	No kerb ramps at golf club access driveway	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	0	2	Council	3,600	5	5	5	1	10	5	0	5	5	5	46	231	Low
190	Concord	Majors Bay Road, south of Archer Street	Eastern side	Narrow path approx. 900 mm wide	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	15	Council	3,375	5	5	5	1	10	5	0	5	5	5	46	231	Low
331	Drummoyne	Victoria Road south of Wolesey Street	Eastern side	Narrow path approx. 900 mm wide linking to bus stop and crossing	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	50	Council	11,250	5	5	5	1	15	5	0	5	0	5	46	231	Low

PAMP ID	Suburb	Street / Intersection	Location	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	Priority
85	Concord	Wellbank Street	Southern side, west of Warbrick Street	No bus landing pad	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	8	1	8	5	0	5	5	3	45	235	Low
100	Concord	Wellbank Street	Northern side at Central Park	No bus landing pad	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	5	1	8	5	0	8	5	3	45	235	Low
105	Drummoyne	Collingwood Street / Raglan Street	Eastern Side	Missing kerb ramp	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	8	5	1	8	5	0	5	5	3	45	235	Low
107	Drummoyne	Wolseley Street	Southern side, west of Collingwood Street	No bus landing pad	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	8	5	1	8	5	0	5	5	3	45	235	Low
112	Drummoyne	Lyons Road / St Georges Crescent intersection	0	Missing or non-aligned kerb ramps	Kerb ramps	New kerb ramps	kerb ramps	PAMP	6	0	Council	10,800	5	8	5	1	8	5	0	5	5	3	45	235	Low
130	Drummoyne	Day Street / Sisters Crescent intersection	South-western corner	Potential impunity to narrow pedestrian crossing distance e.g. kerb build out / central splitter island	Wide crossing point	Install kerb blister (x1) and kerb raps (x1)	Kerb blisters and kerb ramps	PAMP	1	0	Council	11,800	5	5	5	1	8	5	0	5	8	3	45	235	Low
138	Drummoyne	Broughton Street / Thompson Street intersection	Western side	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	10	8	1	8	5	0	5	0	3	45	235	Low
139	Drummoyne	Thompson Street / Rawson Avenue intersection	Western side	Overgrown vegetation and poor path quality	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	10	8	1	8	5	0	5	0	3	45	235	Low
164	Mortlake	McDonald Street	Northern side	Narrow path approx. 1m wide. Opportunity to widen path to create link between Hilly Street and Tennyson road.	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	30	Council	6,750	5	8	10	1	8	5	0	5	0	3	45	235	Low
165	Mortlake	Edwin Street	Both sides of street	Narrow path approx. 1m wide. Opportunity to widen path to create link between Hilly Street and Tennyson road, both sides .	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	40	Council	9,000	5	8	10	1	8	5	0	5	0	3	45	235	Low
173	Cabarita	Cabarita Park Path	At Cabarita Point (marina)	Obstruction (garbage facility) in footpath between footpath and marina	Obstruction in path	Remove obstruction	Enforcement	PAMP	1	0	Council	N/A	5	8	10	1	8	5	0	5	0	3	45	235	Low
174	Cabarita	Cabarita Park Path	0	Narrow footpath approx. 900 mm wide	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	100	Council	22,500	5	8	10	1	8	5	0	5	0	3	45	235	Low
204	Concord	Bayview Park Path	South west of ferry wharf	Overgrown vegetation and trip hazard	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	5	8	1	5	5	0	8	5	3	45	235	Low
231	Concord	Norman Street / Majors Bay Road intersection	Northern side	Opportunity to provide missing link between Norman Street to Nullawarre Avenue via majors bay reserve and playground and nearby paths	Missing link	New footpath to link between Majors Bay Road / Norman Street intersection to playground and recreational footpath along Ron Routley Oval (Majors Bay Reserve) and link all the way to existing footpath in Nullawarra Avenue.	New footpath	Footpath	0	600	Council	135,000	8	5	10	1	0	0	0	8	10	3	45	235	Low
240	Five Dock	Henry Street, east of East Street	Northern side	Kerb ramps not aligned and not enough space for landing at back of ramp. Potential kerb build out. Missing kerb ramps	Kerb ramps	Raised intersection treatment	Raised intersection treatment	PAMP	1	0	Council	10,000	5	5	8	1	8	5	0	5	5	3	45	235	Low
248	Five Dock	Garfield Street, west of West Street	Northern side	Vegetated garden bed restricts egress from rear bus door	Overgrown vegetation	Remove Garden Bed	Remove Garden Bed	0	1	0	Council	1,800	5	5	8	1	8	5	0	5	5	3	45	235	Low
249	Five Dock	Garfield Street, west of West Street	Northern side	Inappropriate use of Tactile indicators	TGSIs	Remove TGSIs	New footpath	PAMP	0	3	Council	675	5	5	8	1	8	5	0	5	5	3	45	235	Low
250	Five Dock	Garfield Street / Harris Street intersection	Eastern approach	Wide Crossing Area. Opportunity to reduce crossing distance e.g. kerb build out or island and /or threshold on minor road to residential area. Note on bus route - lower platform will be required	Intersection	Raised threshold treatment	Raised threshold treatment	PAMP	1	0	Council	80,000	5	5	8	1	8	5	0	5	5	3	45	235	Low
251	Five Dock	Garfield Street, west of West Street	Southern side	Inappropriate use of Tactile indicators	TGSIs	Remove TGSIs	New footpath	PAMP	0	3	Council	675	5	5	8	1	8	5	0	5	5	3	45	235	Low
302	Drummoyne	The Esplanade	northern side	Moderately Narrow foreshore walking area (approx. 1.4m wide) adjacent to water	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	400	Council	90,000	5	5	5	1	8	5	0	8	5	3	45	235	Low
160	Mortlake	Tennyson Road / Gale Street intersection	Western side	Missing kerb ramp	Kerb ramps	New kerb ramp	Kerb ramps	PAMP	0	1	Council	1,800	5	5	5	1	8	5	0	5	5	5	44	255	Low
184	Concord	Majors Bay Road, south of Brays Road	Eastern side	Narrow footpath approx. 900 mm wide	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	60	Council	13,500	5	5	5	1	10	5	0	5	5	3	44	255	Low
185	Concord	Majors Bay Road, south of Brays Road	Eastern side	Narrow path approx. 900 mm wide with overgrown vegetation and trip hazards	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	90	Council	20,250	5	5	5	1	10	5	0	5	5	3	44	255	Low
187	Concord	Archer Street / Majors Bay Road intersection	Eastern approach	Damaged sign in pedestrian crossing area, no duplicate ped legs signs.	Signage	New signage	Signage	PAMP	3	0	Council	900	5	5	5	1	10	5	0	5	5	3	44	255	Low
188	Concord	Majors Bay Road, south of Archer Street	Eastern approach	Narrow path approx. 900 mm wide	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	20	Council	4,500	5	5	5	1	10	5	0	5	5	3	44	255	Low
189	Concord	Majors Bay Road, south of Archer Street	Eastern side	Narrow path approx. 900 mm wide with trip hazards	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	50	Council	11,250	5	5	5	1	10	5	0	5	5	3	44	255	Low
115	Drummoyne	Lyons Road	Southern side, east of Victoria Road	Public seating in poor condition.	Seating	Remove seat and reassess if replacement is required.	Public seating	PAMP	1	0	Council	3,000	5	8	8	1	8	0	0	5	5	3	43	261	Low
118	Drummoyne	Renwick Street / Park Avenue	Southern approach	Sign pole in the way of footpath	Obstruction in path	Relocate signage	Relocate signage	Footpath	1	0	0	500	5	8	8	1	8	5	0	5	0	3	43	261	Low
119	Drummoyne	Park Avenue, west of Renwick Street	Northern side	Overgrown vegetation	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Footpath	40	0	Council	8,000	5	8	8	1	8	5	0	5	0	3	43	261	Low
121	Drummoyne	Park Avenue, west of Renwick Street	Southern side	Overgrown vegetation	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Footpath	40	0	Council	8,000	5	8	8	1	8	5	0	5	0	3	43	261	Low
122	Drummoyne	Renwick Street south of Park Avenue	Eastern side	Drain with large grate openings	Trip hazard	Trip hazard	Service lid	Footpath	1	0	Council	1,500	5	8	8	1	8	5	0	5	0	3	43	261	Low
16	Rhodes	Kokoda Track Memorial Walkway	0	Railing on pedestrian bridge broken	Hand rail	Replace wire railing	Handrail	PAMP	0	10	Council	1,500	8	8	5	3	0	5	0	8	0	5	42	266	Low
166	Mortlake	Whittaker Street / Tennyson Road intersection	North of Whittaker Street	No kerb ramps provided to cross Tennyson Road and link to Breakfast Point walkway	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	5	5	1	8	5	0	5	5	3	42	266	Low
179	Mortlake	Gale Street, south of Tennyson Road	Eastern side	Narrow path approx. 900 mm wide with trip hazards	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	120	Council	27,000	5	5	5	1	8	5	0	5	5	3	42	266	Low
192	Concord	Greenlees Avenue, east of Warbrick Street	Southern side	No signs or line marking south of Greenlees Avenue to indicate shared path	Line marking and signage	Line marking and signage	Line marking and signage	PAMP	2	200	Council	1,600	5	5	5	1	8	5	0	5	5	3	42	266	Low









PAMP ID	Suburb	Street / Intersection	Location	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	Priority
193	Concord	Greenlees Avenue, east of Warbrick Street	Across Greenlees Avenue	Wide pedestrian and cyclist crossing area across Greenlees Avenue	Wide crossing point	Potential opportunity reduce crossing distance e.g. kerb buildouts or central median refuge. Also opportunity for slowing vehicle on approach e.g. raised threshold	Kerb build out (x2)	PAMP	2	0	Council	23,600	5	5	5	1	8	5	0	5	5	3	42	266	Low
194	Concord	Wellbank Street / Greenlees Park	South of Wellbank Street adjacent to Greenlees Park	Missing line marking on shared path adjacent to tennis courts	Line marking	Install line marking	Line marking	PAMP	0	20	Council	500	5	5	5	1	8	5	0	5	5	3	42	266	Low
195	Concord	Brewer Street, east of Ellis Street	Southern side	Missing shared path signage	Signage	Install signage	Signage	PAMP	1	0	Council	300	5	5	5	1	8	5	0	5	5	3	42	266	Low
198	Concord	Burwood Road, North of La Mascotte Avenue	Western side. Bus stop ID 213729	No landing pad at bus stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	5	1	8	5	0	5	5	3	42	266	Low
199	Concord	Burwood Road east of Tremere Street	Northern side	Narrow path approx. 900 mm wide with trip hazard	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	10	Council	2,250	5	5	5	1	8	5	0	5	5	3	42	266	Low
200	Concord	Burwood Road east of Suke Street	Northern side	Narrow path approx. 900 mm wide and trip hazards	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	20	Council	4,500	5	5	5	1	8	5	0	5	5	3	42	266	Low
201	Concord	Burwood Road east of Duke Avenue (Pelican Quays)	Northern side, Bus Stop ID 2137147	No landing pad at bus stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	5	1	8	5	0	5	5	3	42	266	Low
205	Concord	Bayview Park Path	South west of ferry wharf	No evidence of shared path in operation along foreshore except low level sign at western end. Narrow shared path	Signage	Review as part of the Bike Plan.	Review as part of the Bike Plan.	PAMP	4	0	Council	N/A	5	5	5	1	5	5	0	8	5	3	42	266	Low
212	Concord	Burwood Road / Edith Avenue	Eastern side	Poor road pavement in pedestrian crossing area, results in trip hazard	Other issue	Resurface roadway	Road quality	Road quality issue	0	20	Council	20,000	5	5	5	1	8	5	0	5	5	3	42	266	Low
213	Concord	Burwood Road east of Ward Street	Southern side, Bus Stop ID 213787	No landing pad at bus stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	5	1	8	5	0	5	5	3	42	266	Low
214	Concord	Burwood Road east of Ward Street	Southern side, Near Bus Stop ID 213787	Narrow path approx. 1m near bus stop	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	50	Council	11,250	5	5	5	1	8	5	0	5	5	3	42	266	Low
215	Concord	Burwood Road east of Ward Street	Southern side	Narrow footpath approx. 1m wide with vegetation overhang and trip hazard	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	100	Council	22,500	5	5	5	1	8	5	0	5	5	3	42	266	Low
216	Concord	Burwood Road east of Duke Avenue	Southern side	Narrow path approx. 1m wide	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	30	Council	6,750	5	5	5	1	8	5	0	5	5	3	42	266	Low
217	Concord	Burwood Road east of Marceau Drive	Southern side; Bus Stop ID 2137148	No landing pad at bus stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	5	1	8	5	0	5	5	3	42	266	Low
218	Concord	Burwood Road west of Bayview Park	Southern side; Bus stop ID 21373	Trip hazard near Bus stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	5	1	8	5	0	5	5	3	42	266	Low
238	Five Dock	Lyonns Road / East Street	Southern side	Potential opportunity for threshold treatment into residential area from main road	Intersection	Raised threshold treatment	Raised threshold treatment	PAMP	1	0	Council	80,000	5	5	8	1	10	5	0	5	0	3	42	266	Low
239	Five Dock	Lyons Road Ferns Lane	Southern side	Safety issue at driveway crossing. Potential opportunity for continuous footpath treatment across laneway.	Intersection	Install continuous footpath treatment at driveway	Continuous footpath treatment	PAMP	1	0	Council	20,000	5	5	8	1	10	5	0	5	0	3	42	266	Low
258	Rodd Point	First Avenue east of Princes Avenue	Southern Side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	5	1	8	5	0	5	5	3	42	266	Low
259	Rodd Point	First Avenue / Henley Marine Drive	Southern Side	Path available but not on pedestrian desire line to cross roundabout	Missing link	New footpath to access roundabout	New footpath	Footpath	0	10	Council	2,250	5	5	5	1	8	5	0	5	5	3	42	266	Low
260	Rodd Point	First Avenue west of Princes Avenue	Northern Side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	5	1	8	5	0	5	5	3	42	266	Low
152	Concord	Majors Bay Road / Links Avenue	Western side	Narrow footpath approx. 900 mm and poor condition	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	50	Council	11,250	5	5	5	1	10	5	0	5	0	5	41	290	Low
155	Concord	Brays Road / Majors Bay Road	Western side	Faded signs	signage	New signage	signage	Footpath	2	0	Council	600	5	5	5	1	10	5	0	5	0	5	41	290	Low
347	Concord	Zoeller Street, east of Sanders Street	Northern side	Missing link to parkland	Missing link	Provide footpath to provide safer route of travel	Footpath plus 2 kerb ramps	PAMP	2	80	Council	19,200	5	5	10	1	8	5	0	5	0	1	40	292	Low
6	Chiswick	Blackwall Point Road	Southern side, adjacent to Alison Park	Missing link of footpath to kerb buildouts and Parkview Road	Missing link	New footpath	New footpath	Footpath	0	150	Council	33,750	5	5	5	1	8	0	0	5	10	1	40	292	Low
17	Rhodes	Mary Street	0	Location of the kerb ramp to DDA parking spaces is restricted by parked vehicle. Parking layout not compliant to AS2890.6	Kerb ramps	Upgrade DDA parking space to comply to AS2890.6	Kerb ramps	PAMP	2	0	Council	3,600	8	8	5	3	0	5	0	8	0	3	40	292	Low
101	Concord	Wellbank Street	Northern side, east of Concord Road	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	5	5	1	8	5	0	8	0	3	40	292	Low
106	Drummoyne	Raglan Street	Western side	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	8	5	1	8	5	0	5	0	3	40	292	Low
108	Drummoyne	Wolseley Street	Southern side, east of Wrights Road	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	8	5	1	8	5	0	5	0	3	40	292	Low
109	Drummoyne	St Georges Crescent	Western side, north of Napier Street	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	8	5	1	8	5	0	5	0	3	40	292	Low
110	Drummoyne	St Georges Crescent	Western side, north of Napier Street	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	8	5	1	8	5	0	5	0	3	40	292	Low
111	Drummoyne	St Georges Crescent	Western side, north of Napier Street	Service pole obstructing footpath	Obstruction in path	reallocate pole	Relocate pole	Footpath	1	0	Council	TBC	5	8	5	1	8	5	0	5	0	3	40	292	Low
113	Drummoyne	Lyons Road	Southern side, west of St Georges Crescent	Pole in walkway and poor pavement condition	Obstruction in path	Relocate pole	Relocate pole	Footpath	1	0	Council	TBC	5	8	5	1	8	5	0	5	0	3	40	292	Low
265	Five Dock	Barnstaple Road / Park Road	Southern approach	Wide crossing point	Wide crossing point	Install central refuge	Pedestrian refuge	PAMP	1	0	Council	25,000	5	5	8	1	8	5	0	5	0	3	40	292	Low
266	Five Dock	Barnstaple Road adjacent to Five Dock Park	Southern side	Missing link alongside of park	Missing link	New footpath and kerb ramps (x4)	Footpath	Footpath	0	350	Council	78,750	5	5	8	1	8	5	0	5	0	3	40	292	Low
267	Five Dock	Barnstaple Road, west of Arthur Street	Southern side	Vegetation obstructing access along footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	5	8	1	8	5	0	5	0	3	40	292	Low
268	Rodd Point	Barnstaple Road / Arthur Street intersection	Southern side	Wide crossing point	Wide Crossing Point	Kerb build out (x2) and Kerb ramps (x2)	Kerb build out (x2)	PAMP	2	0	Council	30,000	5	5	8	1	8	5	0	5	0	3	40	292	Low
269	Rodd Point	Barnstaple Road	Southern side	Missing link alongside of park	Missing link	New footpath and kerb ramps (x4)	Footpath	Footpath	0	100	Council	22,500	5	5	8	1	8	5	0	5	0	3	40	292	Low
270	Rodd Point	Barnstaple Road / Nield Avenue	Southern side	Missing kerb ramp	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	5	8	1	8	5	0	5	0	3	40	292	Low
271	Rodd Point	Barnstaple Road / Henley Marine Drive	Western approach and northern approach	Missing kerb ramp and wide crossing points	Pedestrian refuge	Uninstall pedestrian refuge (x2) and kerb ramps	Pedestrian refuge (x2) and kerb ramps	PAMP	2	0	Council	100,000	5	5	8	1	8	5	0	5	0	3	40	292	Low
321	Five Dock	Ingham Avenue south of Lyons Road	Eastern side	Vegetation obstructing access along footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	5	8	1	8	5	0	5	0	3	40	292	Low






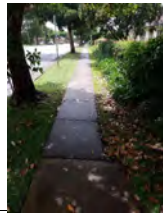

PAMP ID	Suburb	Street / Intersection	Location	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	Priority
341	Russell Lea	Hampden Road, west of Sibbick Street	within proximity of bus stops	No facility to assist pedestrians crossing road along Hampden Road eg. near bus stop	Pedestrian refuge	Install pedestrian refuge	Pedestrian refuge	PAMP	1	0	Council	50,000	0	5	5	1	8	5	0	5	8	3	40	292	Low
347	Concord	Zoeller Street, east of Sanders Street	Northern side	Missing link to parkland	Missing link	Provide footpath to provide safer route of travel	Footpath plus 2 kerb ramps	PAMP	2	80	Council	19,200	5	5	10	1	8	5	0	5	0	1	40	292	Low
150	Concord	Links Avenue / Majors Bay Road intersection	Western side	Poor road pavement resulting in trip hazard for pedestrians when crossing the road.	Other issue	Resurface roadway	Road quality	Road quality issue	0	0	Council	20,000	5	5	5	1	8	5	0	5	0	5	39	311	Low
159	Mortlake	Gale Street, south of Tennyson Road	Western side	Narrow path approx. 900 mm wide with trip hazard	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	280	Council	63,000	5	5	5	1	8	5	0	5	0	5	39	311	Low
161	Mortlake	Tennyson Road / Emily Street	Western side	Pole narrows footpath to approx. 700 mm and trip hazard from pit lid and pole surrounds	Obstruction in path	Widen footpath (local widening)	Widen footpath	Footpath	0	20	Council	4,500	5	5	5	1	8	5	0	5	0	5	39	311	Low
236	Five Dock	Lyons Road / Scott Street	Southern side	Potential opportunity for threshold treatment into residential area from main road	Intersection	Raised threshold treatment	Raised threshold treatment	PAMP	1	0	Council	80,000	5	5	5	1	10	5	0	5	0	3	39	311	Low
237	Five Dock	Lyons Road /West Street	Southern side	Potential opportunity for threshold treatment into residential area from main road	Intersection	Raised threshold treatment	Raised threshold treatment	PAMP	1	0	Council	80,000	5	5	5	1	10	5	0	5	0	3	39	311	Low
332	Abbotsford	Great North Road north of Blackwall Point Road	Eastern side	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	5	5	1	15	0	0	5	0	3	39	311	Low
346	Drummoyne	St Georges Crescent	Link to Rosebury Street through Salton Reserve	Missing link to parkland	Missing link	Provide footpath to provide safer route of travel	Footpath	PAMP	0	70	Council	15,750	5	5	8	1	5	5	0	8	0	1	38	317	Low
86	Concord	Wellbank Street	Southern side, near Warbrick Street	Narrow footpath (around 900 mm wide) and service pit hazard	Narrow footpath	Widen footpath	Footpath	Footpath	0	20	Council	4,500	5	5	5	1	8	5	0	5	0	3	37	318	Low
87	Concord	Wellbank Street	Southern side, east of Warbrick Street	Narrow footpath approx. 800 mm wide between war Warbrick Street and briars	Narrow footpath	Widen footpath	Footpath	Footpath	0	100	Council	22,500	5	5	5	1	8	5	0	5	0	3	37	318	Low
89	Concord	Wellbank Street	Northern side., east of spring street	Narrow footpath approx. 900 mm wide connecting to shared path	Narrow footpath	Widen footpath	Footpath	Footpath	0	10	Council	2,250	5	5	5	1	8	5	0	5	0	3	37	318	Low
90	Concord	Wellbank Street	0	Narrow footpath (around 900 mm wide) and service pit hazard	Narrow footpath	Widen footpath	Footpath	Footpath	0	20	Council	4,500	5	5	5	1	8	5	0	5	0	3	37	318	Low
128	Drummoyne	Formosa Street, north of Sisters Crescent	Western side	Trench drain with large grate openings	Trip hazard	Upgrade drainage grate	Services	Footpath	1	0	Council	2,500	5	5	5	1	8	5	0	5	0	3	37	318	Low
129	Drummoyne	Formosa Street / Day Street intersection	0	Damaged service pit lid	Trip hazard	Replace service pit lid	Services	Footpath	1	0	Telstra	500	5	5	5	1	8	5	0	5	0	3	37	318	Low
131	Drummoyne	Day Street, west of Sister Crescent	Southern side	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	5	5	1	8	5	0	5	0	3	37	318	Low
132	Drummoyne	Day Street / Tranmere Street	Southeast corner	Non DDA compliant ramp and poor pavement condition	Ramp	Upgrade ramp	Footpath upgrade and kerb ramps	PAMP	1	30	Council	8,550	5	5	5	1	8	5	0	5	0	3	37	318	Low
176	Mortlake	Tennyson Road / Northcote Street intersection	Eastern side	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	5	5	1	8	5	0	5	0	3	37	318	Low
241	Five Dock	Henry Street / Scott Street intersection	Northern side	Missing kerb ramp link, poor alignment	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	5	5	1	8	5	0	5	0	3	37	318	Low
242	Five Dock	Henry Street, west of Scott Street	Northern side	Car parked on footpath causing obstruction	Obstruction in path	Remove obstruction	Enforcement	PAMP	1	0	Council	N/A	5	5	5	1	8	5	0	5	0	3	37	318	Low
243	Five Dock	Henry Street, west of Elizabeth Street	Northern side	Car parked on footpath causing obstruction	Obstruction in path	Remove obstruction	Enforcement	PAMP	1	0	Council	N/A	5	5	5	1	8	5	0	5	0	3	37	318	Low
244	Five Dock	Henry Street, near Elizabeth Street	Both sides of street	Cars parked on footpath causing obstruction	Obstruction in path	Remove obstruction	Enforcement	PAMP	1	0	Council	N/A	5	5	5	1	8	5	0	5	0	3	37	318	Low
277	Rodd Point	Barnstaple Road / Dalmeny Avenue	Northern side	Kerb ramp not aligned. Provide Central refuge	Poor intersection design	Kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	5	5	1	8	5	0	5	0	3	37	318	Low
278	Rodd Point	Barnstaple Road west of Dalmeny Avenue	Northern side	Vegetation obstructing access along footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	5	5	1	8	5	0	5	0	3	37	318	Low
322	Five Dock	Ingham Avenue / Lyons Road	Link to Five Dock town Centre	Potential pedestrian link signage from Lyons Road to five dock town centre via Ingham Ave, Barnstaple Rd.	Signage	Signage	Signage	PAMP	10	0	Council	3,000	5	5	5	1	8	5	0	5	0	3	37	318	Low
323	Five Dock	Russell Street/Sibbick Street intersection	Southern side	Kerb ramps not aligned	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	2	0	Council	3,600	5	5	5	1	8	5	0	5	0	3	37	318	Low
324	Five Dock	Lithgow Street south of Lyons Road	Western side	Boat parked on footpath causing obstruction	Obstruction in path	Remove obstruction	Enforcement	PAMP	1	0	Council	N/A	5	5	5	1	8	5	0	5	0	3	37	318	Low
325	Five Dock	Brent Street opposite Undine Street	Western Side	No bus stop landing pad	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1	0	Council	8,400	5	5	5	1	8	5	0	5	0	3	37	318	Low
333	Abbotsford	Blackwall Point Road east of Great North Road	Northern side	Narrow path approx. 900 mm wide linking to bus stop and crossing	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	15	Council	3,375	5	5	5	1	8	5	0	5	0	3	37	318	Low
344	Drummoyne	Dening street	Western side	Missing link along residential properties	Missing link	Provide footpath to provide safer route of travel	Footpath plus 2 kerb ramps	PAMP	2	100	Council	26,100	5	5	10	1	5	5	0	5	0	1	37	318	Low
39	Concord West	Queen Street	Eastern side, north of Concord Public School	Narrow path near school (around 800 mm wide)	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	100	Council	22,500	5	5	5	1	8	5	0	5	0	1	35	339	Low
40	Concord West	Killoola Street	Southern side, near Queen Street	Narrow path (around 800 mm wide)	Narrow footpath	Widen footpath	Widen footpath	Footpath	0	70	Council	15,750	5	5	5	1	8	5	0	5	0	1	35	339	Low
343	Concord	Bayard Street, between Bertram Street and Bertram Lane	Eastern side	Missing link along residential properties	Missing link	Provide footpath to provide safer route of travel	Footpath plus 2 kerb ramps	PAMP	2	100	Council	26,100	5	5	8	1	5	5	0	5	0	1	35	339	Low
27	Concord West	Killoola Street	0	Warn grass / goat track evidence of pedestrian use	Missing link	New footpath	New footpath	Footpath	40	0	Council	72,000	5	5	5	1	0	0	0	5	10	1	32	342	Low
342	Abbotsford	Abbotsford Parade	southern side	Missing Link along side of park	Missing link	Provide footpath adjacent to playground to provide safer route of travel	Footpath plus 2 kerb ramps	PAMP	2	150	Council	32,850	5	0	10	1	5	5	0	5	0	1	32	342	Low
3	Abbotsford	Blackwall Point Road, near Great North Road	Southern side	Narrow path (approx. 1.1m) with vegetation overhang	Narrow footpath and overgrown vegetation	Pedestrian refuge across Parkview Road at Blackwell Point Road and upgrade footpath	Pedestrian refuge / footpath	PAMP	1	90	Council	45,250	5	5	5	1	8	0	0	5	0	1	30	344	Low
4	Abbotsford	Blackwall Point Road north side near Melrose Crescent	Northern side	Narrow footpath, uneven naturestrip	Narrow footath	Upgrade footpath (widen footpath)	Footpath	Footpath	0	70	Council	15,750	5	5	5	1	8	0	0	5	0	1	30	344	Low
5	Chiswick	Blackwall Point Road	At bus stop, northern side adjacent to Alison Park	Vegetation obstructing access to landing area	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1	0	Council	200	5	5	5	1	8	0	0	5	0	1	30	344	Low
345	Chiswick	Eaton Place	East and west side	Missing link along residential properties	Missing link	Provide footpath to provide safer route of travel	Footpath plus 2 kerb ramps	PAMP	2	400	Council	93,600	0	5	8	1	5	0	0	5	0	1	25	347	Low

Appendix G – Site audit findings and ranking of proposed upgrades










PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
1	Abbotsford	Great North Road	Between Hampden Road and Brickleigh Street		Wide crossing location with no pedestrian facilities	Pedestrian Refuge	Pedestrian refuge	Provide pedestrian refuge between bus stops and retail development	Pedestrian refuge	PAMP	1		Council	\$ 25,000	5	8	10	1	8	5	0	5	8	3	53	110
2	Abbotsford	Blackwall Point Road / Great North Road Intersection	Eastern side		Kerb ramps not aligned and non-standard refuge	Kerb ramps	Kerb ramps	Upgrade kerb ramps and upgrade pedestrian refuge	Pedestrian refuge and x2 kerb ramps	PAMP	2		Council	\$ 50,000	5	8	10	1	8	5	0	5	5	1	48	183
3	Abbotsford	Blackwall Point Road, near Great North Road	Southern side		Narrow path (approx. 1.1m) with vegetation overhang	Footpath	Narrow footpath and overgrown vegetation	Pedestrian refuge across Parkview Road at Blackwell Point Road and upgrade footpath	Pedestrian refuge / footpath	PAMP	1	90	Council	\$ 45,250	5	5	5	1	8	0	0	5	0	1	30	344
4	Abbotsford	Blackwall Point Road north side near Melrose Crescent	Northern side		Narrow footpath, uneven naturestrip	Footpath	Narrow footpath	Upgrade footpath (widen footpath)	Footpath	Footpath		70	Council	\$ 15,750	5	5	5	1	8	0	0	5	0	1	30	344
5	Chiswick	Blackwall Point Road	At bus stop, northern side adjacent to Alison Park		Vegetation obstructing access to landing area	Bus Stop	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	5	5	1	8	0	0	5	0	1	30	344
6	Chiswick	Blackwall Point Road	Southern side, adjacent to Alison Park		Missing link of footpath to kerb buildouts and Parkview Road	Footpath	Missing link	New footpath	New footpath	Footpath		150	Council	\$ 33,750	5	5	5	1	8	0	0	5	10	1	40	292
7	Chiswick	Blackwall Point Road/Bibby Street intersection	Eastern and western approaches		Pedestrians directed into roundabout circulation lane. Kerb ramps not aligned.	Kerb ramps	Poor intersection design	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	Kerb ramps (x4) and kerb blister (x4) upgrade	PAMP	4		Council	\$ 47,200	5	5	10	1	8	5	0	8	8	1	51	140
8	Chiswick	Blackwall Point Road/Bibby Street	Southern approach		No pedestrian crossing facilities (kerb ramps) between high density residential to the north and recreational parks to the south	Kerb ramps	Kerb ramps	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	Kerb ramps and kerb blister upgrade	PAMP	2		Council	\$ 23,600	5	5	10	1	8	5	0	8	8	1	51	140
9	Chiswick	Bortfield Drive / Blackwall Point Road intersection	Northern side		Kerb ramps not aligned to pedestrian desire line	Kerb ramps	Kerb ramps	Re-align kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	5	10	1	8	5	0	8	5	1	48	183
10	Chiswick	Bortfield Drive	Southern side		Narrow footpath (approx. 1.1 m) with vegetation narrowing	Footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	5	10	1	8	5	0	8	5	1	48	183
11	Chiswick	Bortfield Drive	Southern side		Bollards in centre of narrow footpath. Insufficient width for prams wheelchairs etc. to pass	Footpath	Obstruction in path	Remove bollards and resurface footpath	Footpath upgrade	Footpath		10	Council	\$ 2,250	5	5	10	1	8	5	0	8	5	1	48	183










PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development		Hazardous Area	Pedestrian Crashes			RMS Priority	RMS Rank	
12	Chiswick	Blackwall Point Road	At bus stop, southern side adjacent to Riverview Street		Near bus stop	Footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	5	10	1	8	5	0	8	5	1	48	183
13	Drummoyne	Bibby Street/Scannell Avenue intersection	Northern approach		Kerb ramps not aligned and directed into roundabout circulation lane	Kerb ramps	Poor intersection design	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	Kerb ramps (x2) and kerb blister upgrade (x2)	PAMP	2		Council	\$ 23,600	5	5	10	1	8	5	0	8	8	1	51	140
14	Drummoyne	Bibby Street	Western side		Missing link of footpath between pedestrian refuge and Byrne Ave. Goat track noted on western side indicating high pedestrian use, which is also adjacent to car parking. Note no link to pedestrian refuge and parking on the eastern side.	Footpath	Missing link	New footpath and kerb ramps	New footpath and kerb ramps	Footpath	2	100	Council	\$ 26,100	5	5	10	1	8	5	0	8	10	1	53	110
15	Drummoyne	The Parade	Between Gears Avenue and Byrne Avenue		Missing link between existing footpath at Gears Avenue, existing pedestrian crossing and Byrne Avenue.	Footpath	Missing link	New footpath and kerb ramps	New footpath and kerb ramps	Footpath	2	70	Council	\$ 19,350	5	5	10	1	8	5	0	8	10	1	53	110
16	Rhodes	Kokoda Track Memorial Walkway			Railing on pedestrian bridge broken	Hand rail	Hand rail	Replace wire railing	Handrail	PAMP		10	Council	1500	8	8	5	3	0	5	0	8	0	5	42	266
17	Rhodes	Mary Street			Location of the kerb ramp to DDA parking spaces is restricted by parked vehicle. Parking layout not compliant to AS2890.6	Disabled Parking	Kerb ramps	Upgrade DDA parking space to comply to AS2890.6	Kerb ramps	PAMP	2		Council	\$ 3,600	8	8	5	3	0	5	0	8	0	3	40	292
18	Rhodes	Kokoda Track Memorial Walkway			Missing tactile paving - all other crossing locations have TGSIs	Kerb ramps	No TGSIs	Install TGSIs	TGSIs	PAMP	2		Council	\$ 1,000	8	8	5	3	0	5	0	8	5	5	47	201
19	Rhodes	Concord Road / Mary Street car park intersection	Eastern approach		Kerb ramp not aligned with crossing direction	Kerb ramps	Kerb ramps	Re-align kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	5	10	5	15	5	5	8	5	5	68	23
20	Rhodes	Concord Road / Mary Street car park intersection	Northern approach		Narrow kerb ramp for available crossing and location where higher pedestrian activity may occur	Kerb ramps	Kerb ramps	Widen kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	8	10	5	15	5	5	10	5	5	73	9
21	Rhodes	Concord Road / Mary Street car park intersection	Northern approach		Wide crossing location across Concord Road	Wide crossing point	Wide crossing point	Consider opportunity to construct a new pedestrian bridge across TfNSW	Pedestrian bridge	PAMP	1		TfNSW	TBC	5	8	10	5	15	10	5	10	10	5	83	1
22	Rhodes	Blaxland Road	At wombat crossing		Missing hump and recommended speed warning signs	Wombat Pedestrian Crossing	Signage	New signs	Signage	PAMP	2		Council	\$ 600	10	8	10	5	8	5	0	10	5	5	66	24
23	Rhodes	Blaxland Road	At bus stop		Unused pole creating a pinch point	Signage	Signage	Remove pole	Signage	PAMP	1		Council	\$ 300	10	8	10	5	8	5	0	10	0	5	61	43
24	Rhodes	Concord Road / Blaxland Road intersection	Southwest corner		Narrow and poor quality footpath to crossing	Footpath	Narrow footpath	New footpath	Footpath	Footpath		20	Council	\$ 4,500	10	8	8	5	8	5	0	5	0	5	54	100
25	Rhodes	Concord Road	Within McIlwaine Park, near public toilets		Water ponding in front of kerb ramp to shared path	Shared Path	Obstruction in path	Re-grade turning area and improve drainage	Other	PAMP		20	Council	\$ 75,000	8	8	8	5	8	5	0	5	0	5	52	119








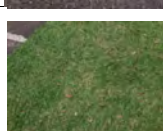

PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
26	Rhodes	Kokoda Track Memorial Walkway			Insufficient footpath width from shared space at DDA parking	Footpath	Obstruction in path	Remove bollards and resurface footpath	Footpath upgrade	Footpath		10	Council	\$ 2,250	8	8	8	5	8	5	0	5	0	5	52	119
27	Concord West	Killoola Street			Worn grass / goat track evidence of pedestrian use	Footpath	Missing link	New footpath	New footpath	Footpath	40		Council	\$ 72,000	5	5	5	1	0	0	0	5	10	1	32	342
28	Concord West	Hospital Road	Northern side, at bus stop (opposite Concord Hospital)		Temporary shelter at COVID-19 test centre, narrow path and waiting area at bus stop	Bus Stop	No poor quality bus shelter	Widen footpath	Widen footpath	Footpath		20	Council	\$ 4,500	8	10	10	5	8	5	0	10	8	5	69	15
29	Concord West	Hospital Road	At wombat crossing		Raised platform notified with missing line marking or signage	Wombat Pedestrian Crossing	Signage / line marking	New signs and "piano key" line marking	Signage / line marking	PAMP	2		Council	\$ 1,100	8	10	10	5	8	5	0	10	5	5	66	24
30	Concord West	Hospital Road	Both sides of street		Narrow footpaths along Hospital Road between Freemont Street and Concord Road both sides. Currently around 800 mm wide	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		100	Council	\$ 22,500	5	10	8	5	8	5	0	8	5	1	55	83
31	Concord West	Hospital Road	Northern side at bus stop ID: 213817, Nullawarra Avenue		No landing pad at bus stop, with narrow footpath.	Bus Stop	No bus landing pad	Install bus stop pad and widen footpath	Bus stop pad and widen footpath	PAMP	1	10	Council	\$ 10,350	5	10	8	5	8	5	0	8	8	1	58	62
32	Concord West	Hospital Road / Concord Road intersection	Eastern approach		Kerb ramp not aligned to designated path of travel. Poor quality pavement. Kerb ramps across Concord Road are also non-standard and should be upgraded at the same time. Cost for upgrade to be confirmed, with traffic signal post relocations.	Kerb ramps	Kerb ramps	Re-align kerb ramps	Kerb ramps	PAMP	2		Council	TBC	5	10	8	5	15	5	0	8	5	1	62	38
33	Concord West	Currawang Street / Concord Road intersection	Eastern approach		Tactile paving not correctly aligned to designated path of travel	Kerb ramps	Kerb ramps	Re-align kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	10	8	5	15	5	0	8	5	1	62	38










PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development		Hazardous Area	Pedestrian Crashes	Demonstrated Path			Addition to existing facility	Ped Route Hierarchy	RMS Priority
34	Concord West	Concord Road	Western side, north of Hospital Road		Overgrown grass narrowing path near school	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		100	Council	\$ 22,500	5	10	8	5	15	5	0	8	5	1	62	38	
35	Concord West	Concord Road	Western side, at bus stop opposite Merville Street		No bus landing pad	Bus Stop	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	10	8	1	15	5	0	8	8	1	61	43	
36	Concord West	Concord Road	Eastern side, at bus stop at Merville Street		No bus landing pad	Bus Stop	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	10	8	1	15	5	0	8	8	1	61	43	
37	Concord West	Concord Road			Overgrown vegetation	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	10	8	1	15	5	0	5	0	1	50	148	
38	Concord West	Wallaroy Street / Concord Road intersection	Western approach		Kerb ramps not aligned to the intended path of travel	Kerb ramps	Kerb ramps	Re-align kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	5	5	1	15	5	0	5	5	1	47	201	
39	Concord West	Queen Street	Eastern side, north of Concord Public School		Narrow path near school (around 800 mm wide)	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		100	Council	\$ 22,500	5	5	5	1	8	5	0	5	0	1	35	339	
40	Concord West	Killoola Street	Southern side, near Queen Street		Narrow path (around 800 mm wide)	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		70	Council	\$ 15,750	5	5	5	1	8	5	0	5	0	1	35	339	
41	Concord West	Killoola Street / Concord Road intersection	Western approach		Kerb ramp not aligned with intended path of travel	Kerb ramps	Kerb ramps	Realign kerb ramps	Kerb ramps	PAMP	1		Council	\$ 1,800	5	10	5	1	15	5	0	5	5	1	52	119	




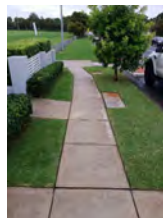





PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
42	Concord West	Killoola Street	Western side, north of Concord West School		Narrow path (around 800 mm wide)	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		10	Council	\$ 2,250	5	10	10	1	8	5	0	5	5	1	50	148
43	Concord West	Queen Street	Western side, opposite Concord West School		Narrow path opposite school approx. 800 mm wide with additional narrowing by grass opposite crossing	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		150	Council	\$ 33,750	5	10	10	1	8	5	0	5	5	1	50	148
44	Concord West	Wallaroy Street / Queen Street intersection	Northern side		Narrow path approx. 800 mm wide near school	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		25	Council	\$ 5,625	5	10	10	1	8	5	0	5	5	1	50	148
45	Concord West	Wallaroy Street / Queen Street intersection	Southern side		Narrow path approx. 800 mm wide with cracking near school	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		50	Council	\$ 11,250	5	10	10	1	8	5	0	5	5	1	50	148
46	Concord West	Wallaroy Street / Concord Road intersection	Southern side		Narrow path approx. 800 mm wide with grass father narrowing	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		15	Council	\$ 3,375	5	10	10	1	8	5	0	5	5	1	50	148
47	Concord West	Nullawarra Avenue	Western side, north of Carrawang Street		Overgrown vegetation blocking footpath	Footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	10	10	5	8	5	0	5	0	1	49	175
48	Concord West	Nullawarra Avenue / Currawang Street	Western side		Kerb ramps not aligned with the intended path of travel and missing kerb ramp	Kerb ramps	Kerb ramps	Realign kerb ramps	Kerb ramps	PAMP	4		Council	\$ 7,200	5	10	10	5	8	5	0	5	5	1	54	100
49	Concord West	Nullawarra Avenue / Boronia Street	Eastern side		Missing kerb ramp	Kerb ramps	Kerb ramps	New kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	5	10	10	5	8	5	0	5	5	1	54	100










PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
50	Concord West	Moala Street / Nullawarra Avenue intersection	Western side		Missing kerb ramp	Kerb ramps	Kerb ramps	New kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	5	10	10	5	8	5	0	5	5	1	54	100
51	Concord West	Nullawarra Avenue	Western side		Exposed services pit	Footpath	Obstruction in path	New services lid	Services lid	Footpath	1		Service provider	\$ 500	5	10	10	5	8	5	0	5	0	1	49	175
52	Concord West	Nullawarra Avenue	Western side, north of Iadra Street		No bus landing pad	Bus Stop	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	10	10	5	8	5	0	5	8	1	57	73
53	Concord West	Nullawarra Avenue	Western side, north of Nirranda Street		No bus landing pad	Bus Stop	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	10	10	5	8	5	0	5	8	1	57	73
54	Concord West	Nullawarra Avenue / Nirranda Street intersection	Western side		Missing kerb ramp, kerb ramps not aligned	Kerb ramps	Kerb ramps	Remove pram ramp. Undesirable crossing location. Refuge to the south should be used	Kerb ramps	PAMP	2		Council	\$ 3,600	5	10	10	5	8	5	0	5	5	1	54	100
55	Concord West	Nullawarra Avenue	Western side, south of Nirranda Street		Narrow footpath approx. 700 mm wide	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath	100		Council	\$ -	5	10	10	5	8	5	0	5	5	1	54	100
56	Concord West	Nullawarra Avenue / Boronia Street	South side		Missing crossing infrastructure, at crossing point on desire line access to Concord Hospital	Wide crossing point	Wide crossing point	New pedestrian refuge and kerb ramps (x2)	New pedestrian refuge and kerb ramps	PAMP	2		Council	\$ 28,600	5	10	10	5	8	5	0	5	10	1	59	53
57	Concord West	Quandong Place / Nullawarra Avenue	Western side		Missing kerb ramp	Kerb ramps	Kerb ramps	New kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	5	10	10	5	8	5	0	5	5	1	54	100
58	Concord West	Nullawarra Avenue	Eastern side, opposite Nirranda Street		Overgrown vegetation blocking footpath	Footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	10	10	5	8	5	0	5	0	1	49	175


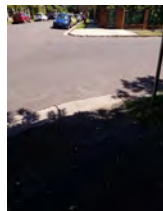






PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
59	Concord West	Concord Road / Victoria Avenue	Eastern side		Traffic signal pole located in kerb ramp pedestrian crossing area	Intersection	Poor intersection design	Relocate traffic signal pole	Relocate traffic signal pole	PAMP	1		TfNSW	TBC	8	8	10	5	8	5	0	8	0	3	55	83	
60	Concord West	Victoria Avenue	At wombat crossing		Raised crossing missing repeated pedestrian legs sign, no "piano key" line marking on ramp and no tactile paving opposite church facility	Wombat Pedestrian Crossing	Signage / line marking	Upgrade signage / line marking and install TGSIs	Upgrade signage / line marking and install TGSIs	PAMP	2		Council	\$ 1,100	8	8	10	5	8	5	0	10	0	3	57	73	
61	Concord West	Victoria Avenue / Queen Street intersection	Eastern approach		Missing crossing location between train station and retail on northern side of Victoria Avenue - pedestrian desire line observed at this location.	Missing link	Missing link	No upgrade proposed, as other crossing location is available at Queen Street. New crossing at this location would require changes to streetscape.	N/A	N/A	N/A	N/A	N/A	N/A	8	8	10	5	8	8	0	8	8	3	66	24	
62	Concord West	Queen Street	South of Victoria Avenue		Missing and damaged tactile paving	TGSIs	TGSIs	Upgrade TGSIs	TGSIs	PAMP	2		Council	\$ 1,000	8	8	10	5	8	5	0	10	0	3	57	73	
63	Concord West	Queen Street	North of Victoria Avenue		Tactile paving not aligned to direct pedestrians across driveway	TGSIs	TGSIs	Upgrade TGSIs	TGSIs	PAMP	4		Council	\$ 2,000	8	8	10	5	8	5	0	8	0	3	55	83	
64	Concord West	Queen Street	South of Victoria Avenue		Overgrown vegetation blocking footpath	Footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	8	8	10	5	8	5	0	5	0	3	52	119	
65	Concord West	Stuart Street / Queen Street intersection	Eastern approach		Kerb ramps direct pedestrians into roundabout circulation lane	Kerb ramps	Poor intersection design	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	Kerb ramps and kerb blister upgrade	PAMP	2		Council	\$ 23,600	8	8	10	5	8	10	0	5	5	3	62	38	
66	Concord West	Stuart Street	Northern side, near St Ambrose Catholic Primary School		Footpath narrow (around 900 mm) near school crossing	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		50	Council	\$ 11,250	5	10	10	5	8	5	0	8	5	3	59	53	
67	Concord West	Stuart Street	Wombat crossing at St Ambrose Catholic Primary School		Raised platform notified with missing line marking or signage	Wombat Pedestrian Crossing	Signage / line marking	New signs and "piano key" line marking	Signage / line marking	PAMP	2		Council	\$ 1,100	5	10	10	5	8	5	0	8	5	3	59	53	










PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
68	Concord West	Stuart Street	Both sides of street		Narrow footpath (around 800 mm wide) near school both sides of road	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		300	Council	\$ 67,500	5	10	10	5	8	5	0	8	5	3	59	53	
69	Concord West	Stuart Street	Stuart Street		Parents arrive from around 2.40 pm to pick up children and double park for the entire length of Stuart Street and Consett Street for extended periods. This creates a safety issues for pedestrians and vehicles, as through vehicle traffic travel in opposing traffic lane when passing parked vehicles. Vehicle and pedestrian conflicted noted.	Other	Parking / traffic issues	Work with school to identify opportunities to manage student pick up / drop off activities. This could include a Green Travel Plan encourage students to walk, ride or take public transport to school.	Other	Other			Council / school	TBC	5	10	10	5	8	10	0	8	5	3	64	33	
70	North Strathfield	Shipleigh Avenue / Queen Street intersection	Eastern side		Kerb ramps not aligned in the designated path of travel	Kerb ramps	Kerb ramps	Re-align kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	8	5	5	8	5	0	8	5	3	52	119	
71	North Strathfield	Queen Street	Western side, south of Wellbank Street		Missing kerb ramp at rear of accessible parking space	Disabled Parking	Kerb ramps	New kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	5	8	5	5	8	5	0	8	5	3	52	119	
72	North Strathfield	Wellbank Street	Southern side, west of Concord Road		No bus landing pad	Bus Stop	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	8	5	5	8	5	0	8	5	3	52	119	
73	North Strathfield	Concord Road / Wellbank Street intersection	Eastern side		Traffic signal pole located in kerb ramp pedestrian crossing area	Intersection	Poor intersection design	Relocate traffic signal pole	Relocate traffic signal pole	PAMP	1		TfNSW	TBC	10	8	10	10	15	5	0	8	0	3	69	15	
74	Concord	Cumming Avenue	Western side		Narrow footpath (around 900 mm) adjacent to school	Footpath	Narrow footpath	Widen footpath	Footpath	Footpath		400	Council	\$ 90,000	5	10	10	5	8	5	0	8	5	3	59	53	
75	Concord	Cumming Avenue	Western side		Kerb ramps not provided to access wombat crossing facility from Links Avenue. Existing kerb ramp not aligned for safe passage of pedestrians	Kerb ramps	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	10	10	5	8	5	0	10	5	3	61	43	
76	Concord	Cumming Avenue	Eastern side		Narrow footpath (around 900 mm) adjacent to school	Footpath	Narrow footpath	Widen footpath	Footpath	Footpath		100	Council	\$ 22,500	5	10	10	5	8	5	0	8	5	3	59	53	







PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
77	Concord	Clermont Avenue / Concord Road	Eastern approach		Wide crossing location	Wide crossing point	Wide crossing point	Install pedestrian refuge	Pedestrian refuge	PAMP	1		Council	\$ 25,000	10	8	10	10	15	5	0	8	8	3	77	3
78	Concord	Davidson Avenue / Concord Road	Eastern approach		Wide crossing location	Wide crossing point	Wide crossing point	Install pedestrian refuge	Pedestrian refuge	PAMP	1		Council	\$ 25,000	10	8	10	10	15	5	0	8	8	3	77	3
79	Concord	Station Street / Concord Road	Eastern approach		Kerb ramps not aligned to designated crossing area. Conflict between driveway and pedestrian crossing area	Wide crossing point	Wide crossing point	New kerb ramps (x2)	Kerb ramps	PAMP	2		Council	\$ 3,600	10	8	10	10	15	5	0	8	8	3	77	3
80	Concord	Concord Road	Eastern side bus stop, Concord Road at Homedale Avenue		No tactile paving at bus stop	Bus Stop	TGSIs	Install TGSIs	TGSIs	PAMP	1		TNSW	\$ 500	10	8	10	8	15	5	0	8	5	3	72	13
81	Concord	Wellbank Street	Southern side, opposite Central Park		No bus landing pad	Bus Stop	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	10	1	8	5	0	5	5	3	47	201
82	Concord	Wellbank Street	Eastern side of Macnamara Avenue		No pedestrian crossing facilities across Wellbank Street to access bus stops and Central Park	Wide crossing point	Wide crossing point	Install new pedestrian refuge to improve access to bus stops and Central Park.	Pedestrian refuge	PAMP	1		Council	\$ 25,000	5	5	10	1	8	5	0	5	8	3	50	148
83	Concord	Wellbank Street	Southern side, opposite Concord Library		No bus landing pad	Bus Stop	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	10	1	8	5	0	5	5	3	47	201
84	Concord	Wellbank Street	Southern side, west of Majors Bay Road		No tactile paving adjacent to shopping area	Bus Stop	TGSIs	Install TGSIs	TGSIs	PAMP	1		TNSW	\$ 500	10	8	10	1	8	5	0	5	5	3	55	83
85	Concord	Wellbank Street	Southern side, west of Warbrick Street		No bus landing pad	Bus Stop	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	8	1	8	5	0	5	5	3	45	235





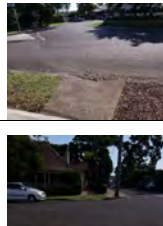
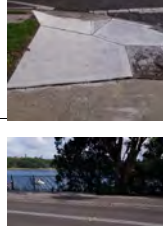


PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
86	Concord	Wellbank Street	Southern side, near Warbrick Street		Narrow footpath (around 900 mm wide) and service pit hazard	Footpath	Narrow footpath	Widen footpath	Footpath	Footpath		20	Council	\$ 4,500	5	5	5	1	8	5	0	5	0	3	37	318
87	Concord	Wellbank Street	Southern side, east of Warbrick Street		Narrow footpath approx. 800 mm wide between Warbrick Street and briars	Footpath	Narrow footpath	Widen footpath	Footpath	Footpath		100	Council	\$ 22,500	5	5	5	1	8	5	0	5	0	3	37	318
88	Concord	Wellbank Street	Northern side, west of Ian Parade		Missing link between kerb build out crossing facility at Ian Parade, section includes an on demand bus stop	Missing link	Missing link	New footpath	Footpath	Footpath		170	Council	\$ 38,250	5	5	5	1	8	5	0	5	10	3	47	201
89	Concord	Wellbank Street	Northern side, east of spring street		Narrow footpath approx. 900 mm wide connecting to shared path	Footpath	Narrow footpath	Widen footpath	Footpath	Footpath		10	Council	\$ 2,250	5	5	5	1	8	5	0	5	0	3	37	318
90	Concord	Wellbank Street			Narrow footpath (around 900 mm wide) and service pit hazard	Footpath	Narrow footpath	Widen footpath	Footpath	Footpath		20	Council	\$ 4,500	5	5	5	1	8	5	0	5	0	3	37	318
91	Concord	Wellbank Street / Bent Street intersection	Northern side		Kerb ramp not aligned with designated path of travel	Kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	1		Council	\$ 1,800	10	8	8	1	8	5	0	5	5	3	53	110
92	Concord	Wellbank Street	Northern side, west of Bent Street		Narrow footpath (around 800 mm wide)	Footpath	Narrow footpath	Widen footpath	Footpath	Footpath		35	Council	\$ 7,875	10	8	8	1	8	5	0	5	0	3	48	183
93	Concord	Wellbank Street	Northern side, at Majors Lane		Potential opportunity for continuous footpath treatment and improve sight visibility across Majors Lane	Driveway	Driveway	Continuous footpath treatment	Continuous footpath treatment	PAMP	1		Council	\$ 20,000.00	10	8	10	1	8	5	0	5	8	3	58	62
94	Concord	Wellbank Street / Majors Bay Road	All approaches		Kerb ramps poorly aligned to the designated path of travel. Pole located within pedestrian crossing area. Poor quality pavement (on northwest corner).	Kerb ramps	Kerb ramps	Kerb ramps and line marking upgrade. Relocate traffic signal pole if possible.	Kerb ramps	PAMP	3		Council	\$ 20,000	10	8	10	1	15	5	0	10	5	5	69	15


PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
95	Concord	Wellbank Street	North side, west of Majors Bay Road		No bus landing pad	Bus Stop	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	10	8	10	1	8	5	0	8	5	3	58	62	
96	Concord	Churchill Crescent / Wellbank Street intersection	Northern side		Kerb ramp not aligned to the line of travel	Kerb ramps	Kerb ramps	Realign kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	10	8	10	1	8	5	0	8	5	3	58	62	
97	Concord	Wellbank Street	Northern side, adjacent to library		Kerb ramp not positioned appropriately to provide access to parked vehicle (in middle of space rather than rear of space). Not compliant with AS2890.5	Disabled Parking	Kerb ramps	Realign kerb ramps	Kerb ramps	PAMP	1		Council	\$ 7,500	10	8	10	1	8	5	0	8	5	3	58	62	
98	Concord	Wellbank Street	Northern side, adjacent to library		No bus landing pad	Bus Stop	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	10	8	10	1	8	5	0	8	5	3	58	62	
99	Concord	Wellbank Street / Churchill Crescent	Northern side		Kerb ramps not aligned	Kerb ramps	Kerb ramps	Realign kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	10	8	10	1	8	5	0	8	5	3	58	62	
100	Concord	Wellbank Street	Northern side at Central Park		No bus landing pad	Bus Stop	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	5	1	8	5	0	8	5	3	45	235	
101	Concord	Wellbank Street	Northern side, east of Concord Road		Overgrown vegetation	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	5	5	1	8	5	0	8	0	3	40	292	
102	Drummoyne	Wolseley Street / Victoria Avenue intersection	Eastern side		Missing sign directing to ferry wharf from bus stop and overbridge	Signage	No signage	Install directional signage	Signage	PAMP	2		TfNSW	\$ 600	5	5	5	1	15	5	0	8	0	3	47	201	
103	Drummoyne	Wolseley Street / Wrights Road	Northern side		Kerb ramps not aligned	Kerb ramps	Kerb ramps	Realign kerb ramps	Kerb ramps	PAMP	1		Council	\$ 1,800	5	8	8	1	8	5	0	8	5	3	51	140	









PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development		Hazardous Area	Pedestrian Crashes	Demonstrated Path			Addition to existing facility	Ped Route Hierarchy	RMS Priority
104	Drummoyne	Wolseley Street	Southern side, near St Georges Crescent		Traffic sign post located in narrow path. Footpath obstruction.	Footpath	Obstruction in path	Relocate pole	Relocate pole	Footpath	1		Council	TBC	5	8	8	1	8	5	0	8	5	3	51	140	
105	Drummoyne	Collingwood Street / Raglan Street	Eastern Side		Missing kerb ramp	Kerb ramps	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	8	5	1	8	5	0	5	5	3	45	235	
106	Drummoyne	Raglan Street	Western side		Overgrown vegetation	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	8	5	1	8	5	0	5	0	3	40	292	
107	Drummoyne	Wolseley Street	Southern side, west of Collingwood Street		No bus landing pad	Bus Stop	No bus landing pad	Install bus stop pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	8	5	1	8	5	0	5	5	3	45	235	
108	Drummoyne	Wolseley Street	Southern side, east of Wrights Road		Overgrown vegetation	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	8	5	1	8	5	0	5	0	3	40	292	
109	Drummoyne	St Georges Crescent	Western side, north of Napier Street		Overgrown vegetation	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	8	5	1	8	5	0	5	0	3	40	292	
110	Drummoyne	St Georges Crescent	Western side, north of Napier Street		Overgrown vegetation	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	8	5	1	8	5	0	5	0	3	40	292	
111	Drummoyne	St Georges Crescent	Western side, north of Napier Street		Service pole obstructing footpath	Footpath	Obstruction in path	reallocate pole	Relocate pole	Footpath	1		Council	TBC	5	8	5	1	8	5	0	5	0	3	40	292	




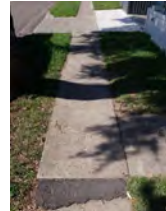

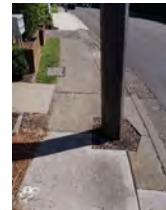

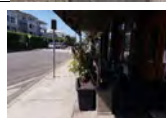

PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development		Hazardous Area	Pedestrian Crashes	Demonstrated Path			Addition to existing facility	Ped Route Hierarchy	RMS Priority
112	Drummoyne	Lyons Road / St Georges Crescent intersection			Missing or non-aligned kerb ramps	Kerb ramps	Kerb ramps	New kerb ramps	kerb ramps	PAMP	6		Council	\$ 10,800	5	8	5	1	8	5	0	5	5	3	45	235	
113	Drummoyne	Lyons Road	Southern side, west of St Georges Crescent		Pole in walkway and poor pavement condition	Footpath	Obstruction in path	Relocate pole	Relocate pole	Footpath	1		Council	TBC	5	8	5	1	8	5	0	5	0	3	40	292	
114	Drummoyne	Lyons Road / Collingwood Street			No wayfinding signage between ferry wharf and Drummoyne Town Centre area along Collingwood Street.	Signage	Signage	Install wayfinding signage between ferry wharf and Drummoyne Town Centre area along Collingwood Street.	Signage	PAMP	6		Council	\$ 1,800	5	8	8	1	8	5	0	5	5	3	48	183	
115	Drummoyne	Lyons Road	Southern side, east of Victoria Road		Public seating in poor condition.	Seating	Seating	Remove seat and reassess if replacement is required.	Public seating	PAMP	1		Council	\$ 3,000	5	8	8	1	8	0	0	5	5	3	43	261	
116	Drummoyne	Lyons Road / Victoria Road intersection	Eastern approach		No kerb ramp due to constraint with significant services, along with poor footpath quality.	Intersection	Poor intersection design	New kerb ramps	Kerb ramps	PAMP	1		Council	TBC	10	8	10	1	15	8	8	10	5	5	80	2	
117	Drummoyne	Renwick Street / Roseby Street intersection	Northern approach		Poor alignment of kerb ramps	Kerb ramps	Kerb ramps	Relocate the stairs and provide kerb ramp.	Relocate the stairs and provide kerb ramp.	PAMP	1			TBC	5	8	8	1	8	8	0	5	10	3	56	82	
118	Drummoyne	Renwick Street / Park Avenue	Southern approach		Sign pole in the way of footpath	Footpath	Obstruction in path	Relocate signage	Relocate signage	Footpath	1			\$ 500	5	8	8	1	8	5	0	5	0	3	43	261	
119	Drummoyne	Park Avenue, west of Renwick Street	Northern side		Overgrown vegetation	Footpath	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Footpath	40		Council	\$ 8,000	5	8	8	1	8	5	0	5	0	3	43	261	
120	Drummoyne	Renwick Street / Park Avenue intersection	Northern approach		Poor alignment of kerb ramps. Potential opportunity for pedestrian refuges	Kerb ramps	Kerb ramps	Remove kerb ramps on the western side of the intersection. It is noted that a new pedestrian refuge is currently being constructed on the eastern side of the intersection to assist pedestrians crossing Park Avenue.	Remove kerb ramps	Remove kerb ramps	2		Council	\$ 3,600	5	8	8	1	8	8	0	5	5	3	51	140	












PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
121	Drummoyne	Park Avenue, west of Renwick Street	Southern side		Overgrown vegetation	Footpath	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Footpath	40		Council	\$ 8,000	5	8	8	1	8	5	0	5	0	3	43	261
122	Drummoyne	Renwick Street south of Park Avenue	Eastern side		Drain with large grate openings	Footpath	Trip hazard	Trip hazard	Service lid	Footpath	1		Council	\$ 1,500	5	8	8	1	8	5	0	5	0	3	43	261
123	Drummoyne	Henley Marine Drive	Sothern side		Restricted access for mobility impaired and people with prams between Birkenhead Point Ferry Wharf to local residential and adjacent bus services. No lighting evident with dense vegetation, which provides limited passive surveillance.	Other	Missing link	Consider opportunity to construct ramps or lifts to access Birkenhead Point Ferry Wharf from Henley Marine Drive, through Bridge Street Wharf Reserve. Improve street lighting and surveillance.	Other	PAMP		1	TfNSW	TBC	5	10	10	1	8	5	0	8	10	3	60	47
124	Drummoyne	Roseby Street / Victoria Road intersection	Eastern side		Potential opportunity to improve streetscape amenity linking between bus stop and Birkenhead Point Shopping Centre.	Other	Other issue	Consider opportunity to widen footpath and improve pedestrian amenity along Roseby Street to the bus stop at Victoria Road.	Widen footpath	Footpath		100	Council	\$ 22,500	5	10	8	1	8	5	0	8	5	3	53	110
125	Drummoyne	Victoria Road, north of Roseby Street	Eastern side		Shared path conflicts with pinch point at bus stop. Degradation of line marking for shared path.	Shared Path	Bus shelter	Review as part of the Bike Plan.	Bus shelter	PAMP	1		TfNSW	TBC	5	10	8	1	15	8	0	8	5	5	65	28
126	Drummoyne	St Georges Crescent	Netween St Georges Crescent and Roseby Street		No accessible path linking between St Georges Crescent and Roseby Street. Treatment - Construct accessible path.	Footpath	Missing link	Construct accessible path	Footpath	Footpath		60	Council	\$ 13,500	10	10	10	3	8	5	0	10	10	5	71	14
127	Drummoyne	Formosa Street / Day Street intersection	Eastern side		Kerb ramp directs pedestrians into circulation lane of roundabout	Intersection	Poor intersection design	Re-locate kerb ramps outside of vehicle circulation area and upgrade kerb blisters.	Kerb ramps and kerb blister upgrade	PAMP	2		Council	\$ 23,600	5	5	8	1	8	5	0	5	8	3	48	183
128	Drummoyne	Formosa Street, north of Sisters Crescent	Western side		Trench drain with large grate openings	Footpath	Trip hazard	Upgrade drainage grate	Services	Footpath	1		Council	\$ 2,500	5	5	5	1	8	5	0	5	0	3	37	318









PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
129	Drummoyne	Formosa Street / Day Street intersection			Damaged service pit lid	Footpath	Trip hazard	Replace service pit lid	Services	Footpath	1		Telstra	\$ 500	5	5	5	1	8	5	0	5	0	3	37	318	
130	Drummoyne	Day Street / Sisters Crescent intersection	South-western corner		Potential impunity to narrow pedestrian crossing distance e.g. kerb build out / central splitter island	Wide crossing point	Wide crossing point	Install kerb blister (x1) and kerb raps (x1)	Kerb blisters and kerb ramps	PAMP	1		Council	\$ 11,800	5	5	5	1	8	5	0	5	8	3	45	235	
131	Drummoyne	Day Street, west of Sister Crescent	Southern side		Overgrown vegetation	Footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	5	5	1	8	5	0	5	0	3	37	318	
132	Drummoyne	Day Street / Tranmere Street	Southeast corner		Non DDA compliant ramp and poor pavement condition	Ramp	Ramp	Upgrade ramp	Footpath upgrade and kerb ramps	PAMP	1	30	Council	\$ 8,550	5	5	5	1	8	5	0	5	0	3	37	318	
133	Drummoyne	Thompson Street / Rawson Avenue intersection	Southwest corner		Poor kerb ramp alignment into roundabout	Kerb ramps	Kerb ramps	Realign kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	10	10	1	8	5	0	8	5	3	55	83	
134	Drummoyne	Therry Street / Thompson Street intersection			Missing link from new kerb ramp on opposite side of road within driveway	Kerb ramps	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	1		Council	\$ 1,800	5	10	10	1	8	5	0	8	5	3	55	83	
135	Drummoyne	Henley Marine Drive / Thompson Street intersection	Eastern side		Missing kerb ramps. Provides access to the Bay Run.	Kerb ramps	Kerb ramps	Kerb ramps	New kerb ramps and re-configure Bay Run	PAMP	2		Council	\$ 75,000	5	5	10	1	8	5	0	5	5	3	47	201	
136	Drummoyne	Henley Marine Drive / Thompson Street intersection	Western side		Missing kerb ramps. Provides access to the Bay Run.	Kerb ramps	Kerb ramps	New kerb ramps and upgrade traffic island to refuge	Pedestrian refuge and Kerb ramps (x2)	PAMP	2		Council	\$ 50,000	5	5	10	1	8	5	0	5	5	3	47	201	









PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Developme nt		Hazardous Area	Pedestrian Crashes	Demonstrat ed Path			Addition to existing facility	Ped Route Hierarchy	RMS Priority
137	Drummoyne	Market Street / Thompson Street intersection	Western side		Unclear priority for pedestrians and vehicles. Potential improvements to continuous footpath treatment across laneway.	Footpath	Intersection	Install Give Way line along western side of footpath	Line marking	PAMP	1		Council	\$ 500.00	5	10	8	1	8	5	0	5	5	3	50	148	
138	Drummoyne	Broughton Street / Thompson Street intersection	Western side		Overgrown vegetation	Footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	10	8	1	8	5	0	5	0	3	45	235	
139	Drummoyne	Thompson Street / Rawson Avenue intersection	Western side		Overgrown vegetation and poor path quality	Footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	10	8	1	8	5	0	5	0	3	45	235	
140	Drummoyne	Plunkett Street / Thompson Street	Western approach		Missing kerb ramps	Kerb ramps	Kerb ramps	Install kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	10	8	1	8	5	0	5	5	3	50	148	
141	Drummoyne	Thompson Street	Northern approach		Poor kerb ramp alignment into roundabout. No cut-out through traffic island.	Pedestrian Refuge	Pedestrian Refuge	Install new pedestrian Refuge, (x2) blisters and (x2) kerb ramps	Pedestrian Refuge, kerb blisters and kerb ramps	PAMP	1		Council	\$ 50,000	5	10	10	1	8	10	0	8	5	3	60	47	
142	Drummoyne	Thompson Street, north of Polding Street	Western side		No kerb ramps or other crossing facilities on south side of roundabout.	Pedestrian Refuge	Pedestrian Refuge	Install new pedestrian Refuge, (x2) blisters and (x2) kerb ramps	Pedestrian Refuge, kerb blisters and kerb ramps	PAMP	1		Council	\$ 50,000	10	10	10	1	8	10	0	10	10	5	74	7	
143	Concord	Majors Bay Road, north of Patterson Street (bus stop ID: 213736)	Western side		No bus landing pad	Bus Stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	Bus landing pad	1		Council	\$ 8,400	5	5	5	1	10	5	0	5	8	5	49	175	
144	Concord	Majors Bay Road / Gallipoli Street intersection	Southern approach		Poor alignment of kerb ramps and narrow gap in splitter island approx. 900 mm wide	Pedestrian Refuge	Pedestrian refuge	Upgrade pedestrian refuge and provide new kerb ramps (x2)	Pedestrian refuge and provide new kerb ramps (x2)	PAMP	2		Council	\$ 28,600	5	8	5	1	10	5	0	5	8	5	52	119	
145	Concord	Majors Bay Road, north of Wellbank Street	Western side		Damaged pavement and bollard	Wombat Pedestrian Crossing	Bollard	Upgrade bollard	Upgrade bollard	PAMP	1		Council	300	10	8	10	1	10	5	0	8	0	5	57	73	
146	Concord	Trafalgar Parade / Majors Bay Road intersection	Western side		Poor alignment of kerb ramps and tactile paving and missing TGSIs. Zebra crossing is not straight.	Zebra Pedestrian Crossing	Pedestrian crossing	Upgrade pedestrian crossing and new kerb ramps (x2) and TGSIs (x2)	Upgrade pedestrian crossing (x1) and new kerb ramps (x2) and TGSIs (x2)	PAMP	1		Council	\$ 64,600	10	8	10	1	8	5	0	8	5	5	60	47	
147	Concord	Davidson Avenue / Majors Bay Road intersection	Southern approach		Missing tactile paving. TGSIs provided at other crossings in the area.	Wombat Pedestrian Crossing	TGSIs	New TGSIs	TGSIs	PAMP	2		Council	\$ 1,000	10	8	10	1	8	5	0	8	5	5	60	47	








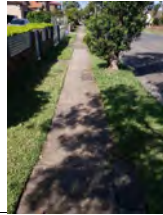
PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
148	Concord	Majors Bay Road, north of Davidson Avenue	Western side		Trip hazard with drop off at edges of narrow path	Footpath	Trip hazard	Widen footpath or fill in verge to remove trip hazard	Widen footpath	Footpath		20	Council	\$ 4,500	8	8	5	1	8	5	0	8	0	5	48	183	
149	Concord	Majors Bay Road, north of Correys Avenue	Western side		No bus landing pad.	Bus Stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	Bus stop landing pad		1	Council	\$ 8,400	5	5	5	1	10	5	0	5	8	5	49	175	
150	Concord	Links Avenue / Majors Bay Road intersection	Western side		Poor road pavement resulting in trip hazard for pedestrians when crossing the road.	Intersection	Other issue	Resurface roadway	Road quality	Road quality issue			Council	\$ 20,000	5	5	5	1	8	5	0	5	0	5	39	311	
151	Concord	Majors Bay Road / Links Avenue	Western side		Missing kerb ramps	Kerb ramps	Kerb ramps	New kerb ramps	Kerb ramps	PAMP		2	Council	\$ 3,600	5	5	5	1	10	5	0	5	5	5	46	231	
152	Concord	Majors Bay Road / Links Avenue	Western side		Narrow footpath approx. 900 mm and poor condition	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		50	Council	\$ 11,250	5	5	5	1	10	5	0	5	0	5	41	290	
153	Concord	Majors Bay Road	Western side		No kerb ramps at golf club access driveway	Kerb ramps	Kerb ramps	New kerb ramps	Kerb ramps	PAMP		2	Council	\$ 3,600	5	5	5	1	10	5	0	5	5	5	46	231	
154	Concord	Majors Bay Road / Archer Street intersection	Western side		Missing link to bus stop, no path or kerb ramps provided, evidence of pedestrian use by warn vegetation ("goat track"). No bus stop landing at school bus stop	Bus Stop	Missing link	New footpath to bus stop, new bus landing pad and kerb blisters (x2) on Majors Bay Road, south of Archer Street	New footpath, new bus landing pad, kerb blisters (x2) and kerb ramps (x2)	PAMP	2	10	Council	\$ 34,250	5	5	5	1	10	5	0	5	10	5	51	140	
155	Concord	Brays Road / Majors Bay Road	Western side		Faded signs	Shared Path	signage	New signage	signage	Footpath	2		Council	\$ 600	5	5	5	1	10	5	0	5	0	5	41	290	










PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
156	Concord	Brays Road, east of Majors Bay Road	Northern side		Narrow path approx. 900 mm wide with several trip hazards near school	Narrow footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		280	Council	\$ 63,000	5	10	10	1	8	5	0	5	0	5	49	175
157	Concord	Brays Road, east of Rickard Street	Northern side		Narrow path approx. 900 mm wide with trip hazard	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		90	Council	\$ 20,250	5	8	10	1	8	5	0	5	0	5	47	201
158	Mortlake	Mortlake Street / Brays Road	Southern approach		Potential restriction for mobility scooters due to handrails, poor alignment of kerb ramps, missing kerb ramps	Pedestrian Refuge	Pedestrian refuge		Upgrade pedestrian refuge and new kerb ramps (x2)	Upgrade pedestrian refuge and new kerb ramps (x2)		1	Council	\$ 26,800	5	8	10	1	8	5	5	5	0	5	52	119
159	Mortlake	Gale Street, south of Tennyson Road	Western side		Narrow path approx. 900 mm wide with trip hazard	Narrow footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		280	Council	\$ 63,000	5	5	5	1	8	5	0	5	0	5	39	311
160	Mortlake	Tennyson Road / Gale Street intersection	Western side		Missing kerb ramp	Kerb ramps	Kerb ramps	New kerb ramp	Kerb ramps	PAMP		1	Council	\$ 1,800	5	5	5	1	8	5	0	5	5	5	44	255
161	Mortlake	Tennyson Road / Emily Street	Western side		Pole narrows footpath to approx. 700 mm and trip hazard from pit lid and pole surrounds	Footpath	Obstruction in path	Widen footpath (local widening)	Widen footpath	Footpath		20	Council	\$ 4,500	5	5	5	1	8	5	0	5	0	5	39	311
162	Mortlake	Tennyson Road, at raised pedestrian crossing	Both sides of street		Tactile paving in poor condition, rubber tactiles peeling back creating trip hazard	Wombat Pedestrian Crossing	TGSIs	Replace TGSIs	TGSIs	PAMP		2	Council	\$ 1,000	5	8	10	1	8	5	0	5	0	5	47	201
163	Mortlake	Tennyson Road	Western side		On street ding area exceeds permitted area, which narrows footpath width	Obstruction in footpath	Obstruction in path	Enforcement of on street dining area	Enforcement	PAMP		1	Council	N/A	5	8	10	1	8	5	0	5	0	5	47	201
164	Mortlake	Mcdonald Street	Northern side		Narrow path approx. 1m wide. Opportunity to widen path to create link between Hilly Street and Tennyson road.	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		30	Council	\$ 6,750	5	8	10	1	8	5	0	5	0	3	45	235









PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
165	Mortlake	Edwin Street	Both sides of street		Narrow path approx. 1m wide. Opportunity to widen path to create link between Hilly Street and Tennyson road, both sides .	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		40	Council	\$ 9,000	5	8	10	1	8	5	0	5	0	3	45	235
166	Mortlake	Whittaker Street / Tennyson Road intersection	North of Whittaker Street		No kerb ramps provided to cross Tennyson Road and link to Breakfast Point walkway	Kerb ramps	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	5	5	1	8	5	0	5	5	3	42	266
167	Cabarita	Cabarita Park Path	Near ferry wharf		Missing "no parking" (to left) sign and "no stopping" sign (to right) at kiss and ride area	Signage	No signage	New signage	Signage	PAMP	2		Council	\$ 600	5	8	10	1	8	5	0	5	5	3	50	148
168	Cabarita	Cabarita Park Path	Near ferry wharf car park		Missing duplicate pedestrian crossing (legs) signs	Zebra Pedestrian Crossing	Other issue	New signage	Signage	PAMP	2		Council	\$ 600	5	8	10	1	8	5	0	5	5	3	50	148
169	Cabarita	Cabarita Park, access road south of ferry wharf	Pedestrian crossing, south of car park entrance		Missing duplicate pedestrian crossing (legs) signs	Zebra Pedestrian Crossing	Other issue	New signage	Signage	PAMP	2		Council	\$ 600	5	8	10	1	8	5	0	5	5	3	50	148
170	Cabarita	Cabarita Park entry	Cabarita Park entry		Missing kerb ramps	Kerb ramps	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	3		Council	\$ 5,400	5	8	10	1	8	5	0	5	5	3	50	148
171	Cabarita	Cabarita Road, south of Cabarita Park entry	Western side		Trip hazard with drop off at edges of narrow path	Footpath	Trip hazard	Widen footpath or fill in verge to remove trip hazard	Widen footpath	Footpath		20	Council	\$ 4,500	5	8	10	1	8	5	0	5	5	3	50	148
172	Cabarita	Cabarita Park Path	Western side		Missing link from bus stop to nearby path that links to ferry wharf	Missing link	Missing link	New footpath	Footpath	Footpath		30	Council	\$ 6,750	5	8	10	1	8	5	0	5	10	3	55	83
173	Cabarita	Cabarita Park Path	At Cabarita Point (marina)		Obstruction (garbage facility) in footpath between footpath and marina	Footpath	Obstruction in path	Remove obstruction	Enforcement	PAMP	1		Council	N/A	5	8	10	1	8	5	0	5	0	3	45	235
174	Cabarita	Cabarita Park Path			Narrow footpath approx. 900 mm wide	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		100	Council	\$ 22,500	5	8	10	1	8	5	0	5	0	3	45	235
175	Cabarita	Cabarita Park Path			Lack of wayfinding signage on link from bus / ferry to public pool, to encourage access by public transport.	Signage	No signage	New wayfinding signage	Signage	PAMP	6		Council	\$ 1,800	5	8	10	1	8	5	0	5	5	3	50	148


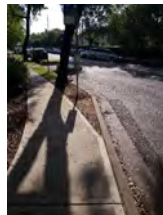




PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development		Road Hierarchy	Hazardous Area	Pedestrian Crashes			Demonstrated Path	Addition to existing facility	Ped Route Hierarchy
176	Mortlake	Tennyson Road / Northcote Street intersection	Eastern side		Overgrown vegetation	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	5	5	1	8	5	0	5	0	3	37	318	
177	Mortlake	Tennyson Road / Macdonald Street	Northern approach		Missing kerb ramp link, poor alignment	Kerb ramps	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	8	10	1	8	5	0	5	5	3	50	148	
178	Mortlake	Tennyson Road / Orchards Avenue intersection	Eastern approach		Informal splitter island blocks pedestrian path of travel	Intersection	Poor intersection design	Upgrade splitter island to facilitate pedestrian crossing area	Pedestrian refuge	PAMP	1		Council	\$ 25,000	5	8	10	1	8	5	0	5	5	3	50	148	
179	Mortlake	Gale Street, south of Tennyson Road	Eastern side		Narrow path approx. 900 mm wide with trip hazards	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		120	Council	\$ 27,000	5	5	5	1	8	5	0	5	5	3	42	266	
180	Mortlake	Gale Street, north of Brays Road	Eastern side		Narrow path approx. 900 mm wide with trip hazards	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		100		\$ 22,500	5	8	8	1	8	5	0	5	5	3	48	183	
181	Mortlake	Brays Road, east of Rickard Street	Southern side		Narrow footpath approx. 900 mm wide on approach to school	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		360		\$ 81,000	5	8	8	1	8	5	0	5	5	3	48	183	
182	Concord	Noble Street	Southern side, adjacent to Mortlake Public School		Narrow path approx. 900 mm wide adjacent to school	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		100	Council	\$ 22,500	5	10	10	1	8	5	0	5	5	3	52	119	
183	Concord	Lancelot Street	Southern side, adjacent to Mortlake Public School		Narrow path approx. 900 mm wide with trip hazards on approach to school	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		70	Council	\$ 15,750	5	10	10	1	8	5	0	5	5	3	52	119	









PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development		Hazardous Area	Pedestrian Crashes	Demonstrated Path			Addition to existing facility	Ped Route Hierarchy	RMS Priority
184	Concord	Majors Bay Road, south of Brays Road	Eastern side		Narrow footpath approx. 900 mm wide	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		60	Council	\$ 13,500	5	5	5	1	10	5	0	5	5	3	44	255	
185	Concord	Majors Bay Road, south of Brays Road	Eastern side		Narrow path approx. 900 mm wide with overgrown vegetation and trip hazards	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		90	Council	\$ 20,250	5	5	5	1	10	5	0	5	5	3	44	255	
186	Concord	Majors Bay Road, north of Archers Street	Eastern side at bus stop		No landing pad at bus stop, with narrow footpath.	Bus Stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	5	1	10	5	0	5	8	3	47	201	
187	Concord	Archer Street / Majors Bay Road intersection	Eastern approach		Damaged sign in pedestrian crossing area, no duplicate ped legs signs.	Wombat Pedestrian Crossing	Signage	New signage	Signage	PAMP	3		Council	\$ 900	5	5	5	1	10	5	0	5	5	3	44	255	
188	Concord	Majors Bay Road, south of Archer Street	Eastern approach		Narrow path approx. 900 mm wide	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		20	Council	\$ 4,500	5	5	5	1	10	5	0	5	5	3	44	255	
189	Concord	Majors Bay Road, south of Archer Street	Eastern side		Narrow path approx. 900 mm wide with trip hazards	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		50	Council	\$ 11,250	5	5	5	1	10	5	0	5	5	3	44	255	
190	Concord	Majors Bay Road, south of Archer Street	Eastern side		Narrow path approx. 900 mm wide	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		15	Council	\$ 3,375	5	5	5	1	10	5	0	5	5	5	46	231	
191	Concord	Majors Bay Road, north of Wellbank Street	Central median		Missing section of pedestrian fence in central median	Other	Pedestrian fencing	Replace pedestrian fencing	Pedestrian fencing	PAMP		10	Council	\$ 4,000	8	8	10	1	10	5	0	8	0	5	55	83	







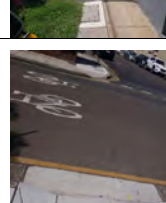


PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development		Hazardous Area	Pedestrian Crashes	Demonstrated Path			Addition to existing facility	Ped Route Hierarchy	RMS Priority
192	Concord	Greenlees Avenue, east of Warbrick Street	Southern side		No signs or line marking south of Greenlees Avenue to indicate shared path	Shared Path	Line marking and signage	Line marking and signage	Line marking and signage	PAMP	2	200	Council	\$ 1,600	5	5	5	1	8	5	0	5	5	3	42	266	
193	Concord	Greenlees Avenue, east of Warbrick Street	Across Greenlees Avenue		Wide pedestrian and cyclist crossing area across Greenlees Avenue	Shared Path	Wide crossing point	Potential opportunity reduce crossing distance e.g. kerb buildouts or central median refuge. Also opportunity for slowing vehicle on approach e.g. raised threshold	Kerb build out (x2)	PAMP	2		Council	\$ 23,600	5	5	5	1	8	5	0	5	5	3	42	266	
194	Concord	Wellbank Street / Greenlees Park	South of Wellbank Street adjacent to Greenlees Park		Missing line marking on shared path adjacent to tennis courts	Shared Path	Line marking	Install line marking	Line marking	PAMP		20	Council	\$ 500	5	5	5	1	8	5	0	5	5	3	42	266	
195	Concord	Brewer Street, east of Ellis Street	Southern side		Missing shared path signage	Shared Path	Signage	Install signage	Signage	PAMP	1		Council	\$ 300	5	5	5	1	8	5	0	5	5	3	42	266	
196	Concord	Brewer Street / Spring Street	Southern side		Potential impunity to narrow pedestrian crossing distance e.g. kerb build out / central splitter island	Wide crossing point	Wide crossing point	Install kerb blister (x2) and kerb raps (x2)	Kerb blisters and kerb ramps	PAMP	2		Council	\$ 23,600	5	10	10	1	8	5	0	8	8	3	58	62	
197	Concord	Burwood Road / Wallace Street	Western side		Water ponding in front of kerb ramp	Footpath	Obstruction in path	Re-grade turning area and improve drainage	Other	PAMP		20	Council	TBC	5	5	10	1	8	5	0	5	5	3	47	201	
198	Concord	Burwood Road, North of La Mascotte Avenue	Western side. Bus stop ID 213729		No landing pad at bus stop	Bus Stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	5	1	8	5	0	5	5	3	42	266	
199	Concord	Burwood Road east of Tremere Street	Northern side		Narrow path approx. 900 mm wide with trip hazard	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		10	Council	\$ 2,250	5	5	5	1	8	5	0	5	5	3	42	266	








PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
200	Concord	Burwood Road east of Suke Street	Northern side		Narrow path approx. 900 mm wide and trip hazards	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		20	Council	\$ 4,500	5	5	5	1	8	5	0	5	5	3	42	266
201	Concord	Burwood Road east of Duke Avenue (Pelican Quays)	Northern side, Bus Stop ID 2137147		No landing pad at bus stop	Bus Stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	5	1	8	5	0	5	5	3	42	266
202	Concord	Bayview Park Car Park	West of ferry wharf		No accessible car space near ferry wharf	Disabled Parking	Parking / traffic issues	Provide accessible car space	Accessible Car Space	PAMP	1		Council	TBC	5	5	10	1	5	5	0	8	5	3	47	201
203	Concord	Bayview Park	South of ferry wharf		Opportunity for public seating	Seating	Seating	Provide seating and amenity for pedestrians.	Public seating	PAMP	1		Council	\$ 3,000	5	5	10	1	5	5	0	8	5	3	47	201
204	Concord	Bayview Park Path	South west of ferry wharf		Overgrown vegetation and trip hazard	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	5	8	1	5	5	0	8	5	3	45	235
205	Concord	Bayview Park Path	South west of ferry wharf		No evidence of shared path in operation along foreshore except low level sign at western end. Narrow shared path	Shared Path	Signage	Review as part of the Bike Plan.	Review as part of the Bike Plan.	PAMP	4		Council	N/A	5	5	5	1	5	5	0	8	5	3	42	266
206	Concord	Crane Street / St Lukes Park on street carpark	North of main carpark entrance		No identification of change in alignment of footpath direction which currently leads to directly into car park spaces.	Line marking	Line marking	Install line marking	Line marking	PAMP		20	Council	\$ 500	5	5	10	1	8	10	0	8	5	5	57	73
207	Concord	Crane Street / St Lukes Park Car Park	Carpark entrance		Missing footpath link across car park entry	Footpath	Missing link	New footpath	New footpath	Footpath		50	Council	\$ 11,250	5	5	10	1	8	10	0	8	5	5	57	73
208	Concord	Crane Street, east of Burwood Road	Southern side		Narrow path approx. 900 mm wide near school with trip hazard and drop off edges	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		90	Council	\$ 20,250	5	10	10	1	8	10	0	8	8	5	65	28








PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
209	Concord	Crane Street, east of Burwood Road	Southern side		No landing pad at bus stop	Bus Stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	10	10	1	8	10	0	8	8	5	65	28
210	Concord	Crane Street, east of Burwood Road	Southern side		Missing children sign	Signage	Signage	Install signage	Signage	PAMP	1		Council	\$ 300	5	10	10	1	8	10	0	8	8	5	65	28
211	Concord	Crane Street east of Burwood Road	Northern side		Missing pedestrian link to bus stop	Footpath	Missing link	New footpath	New footpath	Footpath		5		\$ 3,000	5	10	10	1	8	10	0	8	8	5	65	28
212	Concord	Burwood Road / Edith Avenue	Eastern side		Poor road pavement in pedestrian crossing area, results in trip hazard	Intersection	Other issue	Resurface roadway	Road quality	Road quality issue		20	Council	\$ 20,000	5	5	5	1	8	5	0	5	5	3	42	266
213	Concord	Burwood Road east of Ward Street	Southern side, Bus Stop ID 213787		No landing pad at bus stop	Bus Stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	5	1	8	5	0	5	5	3	42	266
214	Concord	Burwood Road east of Ward Street	Southern side, Near Bus Stop ID 213787		Narrow path approx. 1m near bus stop	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		50	Council	\$ 11,250	5	5	5	1	8	5	0	5	5	3	42	266
215	Concord	Burwood Road east of Ward Street	Southern side		Narrow footpath approx. 1m wide with vegetation overhang and trip hazard	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		100	Council	\$ 22,500	5	5	5	1	8	5	0	5	5	3	42	266
216	Concord	Burwood Road east of Duke Avenue	Southern side		Narrow path approx. 1m wide	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		30	Council	\$ 6,750	5	5	5	1	8	5	0	5	5	3	42	266










PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development		Hazardous Area	Pedestrian Crashes	Demonstrated Path			Addition to existing facility	Ped Route Hierarchy	RMS Priority
217	Concord	Burwood Road east of Marceau Drive	Southern side; Bus Stop ID 2137148		No landing pad at bus stop	Bus Stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	5	1	8	5	0	5	5	3	42	266	
218	Concord	Burwood Road west of Bayview Park	Southern side; Bus stop ID 21373		Trip hazard near Bus stop	Bus Stop	No bus landing pad	New bus stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	5	1	8	5	0	5	5	3	42	266	
219	Concord	Gipps Street, adjacent to Concord Oval	East of Loftus Street		Poor quality stairs (condition), trip hazard. Non-standard DDA requirements (e.g. handrail an slope of stairs). Vegetation could also cause slip hazard	Stairs	Stairs	Upgrade Stairs (around 60 steps)	Stairs	PAMP	60		Council	TBC	10	10	10	10	15	5	0	10	0	5	75	6	
220	Concord	Gipps Street / Loftust Street intersection	Southern side		Narrow path to bus stop	Narrow footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		20	Council	\$ 4,500	10	10	10	10	15	5	0	8	0	5	73	9	
221	Concord	Gipps Street / Loftust Street intersection	West of Loftus Street, southern side		Narrow footpath approx. 800 mm wide on approach to bus stop	Narrow footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		30	Council	\$ 6,750	10	10	10	10	15	5	0	8	0	5	73	9	
222	Concord	Gipps Street	Opposite Concord Community Centre, southern side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	10	10	10	10	15	5	0	8	0	5	73	9	
223	Concord	Burwood Road	South of Burton Street, eastern side		Overgrown vegetation	Footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	8	10	10	10	10	5	0	8	0	5	66	24	
224	Concord	Moreton Street / Burwood Road	Eastern side		Kerb ramp appears to be steep and poor quality	Kerb ramps	Kerb ramps	Upgrade kerb ramp	Kerb ramps	PAMP	2		Council	\$ 3,600	8	10	8	10	10	5	0	8	5	5	69	15	









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															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
225	Concord	Gipps Street, west of Burwood Road	Western side		Poor quality and narrow approx. 900 mm wide	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		20	Council	\$ 4,500	8	10	8	10	15	5	0	8	0	5	69	15
226	Concord	Lansdowne Street	South of Gipps Street, western side		Narrow path approx. 900 mm wide and poor quality	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		20	Council	\$ 4,500	8	10	8	10	8	5	0	8	0	5	62	38
227	Concord	Gipps Street	West of Landsdown Street, southern side		Narrow path approx. 900 mm wide and poor quality	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		50	Council	\$ 11,250	8	10	8	10	15	5	0	8	0	5	69	15
228	Concord	Gipps Street, east of Broughton Street	Northern side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	8	10	8	10	15	5	0	8	5	5	74	7
229	Concord	Gipps Street, east of Broughton Street	Northern side		Narrow path on approach to bus stop with trip hazards	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		100	Council	\$ 22,500	8	10	8	10	15	5	0	8	0	5	69	15
230	Concord	Gipps Street, east of David Street	Northern side		Narrow path on approach to bus stop with trip hazards	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		90	Council	\$ 20,250	8	10	8	10	15	5	0	8	0	5	69	15
231	Concord	Norman Street / Majors Bay Road intersection	Northern side		Opportunity to provide missing link between Norman Street to Nullawarre Avenue via majors bay reserve and playground and nearby paths	Footpath	Missing link	New footpath to link between Majors Bay Road / Norman Street intersection to playground and recreational footpath along Ron Routley Oval (Majors Bay Reserve) and link all the way to existing footpath in Nullawarra Avenue.	New footpath	Footpath		600	Council	\$ 135,000	8	5	10	1	0	0	0	8	10	3	45	235
232	Concord	Brewer Street	West of Shipham Street		Potential opportunity to modify existing pedestrian crossing to raised wombat crossing to slow traffic. Note on bus route - lower profile required	Zebra Pedestrian Crossing	Pedestrian crossing	Install wombat crossing	Wombat crossing	PAMP	1		Council	\$ 80,000	5	10	8	1	8	5	0	5	8	3	53	110










PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
233	Concord	Crane Street - link to Corby Avenue	Western side		Missing link to bus stop	Footpath	Missing link	Install new footpath	New footpath	Footpath		20	Council	\$ 4,500	5	5	10	1	10	5	0	8	10	3		57	73
234	Concord	Crane Street	Westerns Side and link to Evelyn Street		Missing link between path and bus stop and park opposite. Will require ped facility to cross Crane Stet (pedestrian refuge). Also missing link to Evelyn Street.	Footpath	Missing link	Install footpath, pedestrian refuge and kerb ramps (x2)	New footpath, pedestrian refuge and kerb ramps (x2)	Footpath / PAMP	2	150	Council	\$ 62,350	5	5	10	1	10	5	0	8	10	3		57	73
235	Five Dock	Lyons Road, wrest of Great North Road	Northern side		Overgrown vegetation	Footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	8	8	10	1	10	5	0	8	0	3		53	110
236	Five Dock	Lyons Road / Scott Street	Southern side		Potential opportunity for threshold treatment into residential area from main road	Intersection	Intersection	Raised threshold treatment	Raised threshold treatment	PAMP	1		Council	\$ 80,000	5	5	5	1	10	5	0	5	0	3		39	311
237	Five Dock	Lyons Road /West Street	Southern side		Potential opportunity for threshold treatment into residential area from main road	Intersection	Intersection	Raised threshold treatment	Raised threshold treatment	PAMP	1		Council	\$ 80,000	5	5	5	1	10	5	0	5	0	3		39	311
238	Five Dock	Lyonns Road / East Street	Southern side		Potential opportunity for threshold treatment into residential area from main road	Intersection	Intersection	Raised threshold treatment	Raised threshold treatment	PAMP	1		Council	\$ 80,000	5	5	8	1	10	5	0	5	0	3		42	266
239	Five Dock	Lyons Road Ferns Lane	Southern side		Safety issue at driveway crossing. Potential opportunity for continuous footpath treatment across laneway.	Intersection	Intersection	Install continuous footpath treatment at driveway	Continuous footpath treatment	PAMP	1		Council	\$ 20,000.00	5	5	8	1	10	5	0	5	0	3		42	266
240	Five Dock	Henry Street, east of East Street	Northern side		Kerb ramps not aligned and not enough space for landing at back of ramp. Potential kerb build out. Missing kerb ramps	Kerb ramps	Kerb ramps	Raised intersection treatment	Raised intersection treatment	PAMP	1		Council	\$ 10,000	5	5	8	1	8	5	0	5	5	3		45	235
241	Five Dock	Henry Street / Scott Street intersection	Northern side		Missing kerb ramp link, poor alignment	Kerb ramps	Kerb ramps	New kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	5	5	1	8	5	0	5	0	3		37	318










PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
242	Five Dock	Henry Street, west of Scott Street	Northern side		Car parked on footpath causing obstruction	Footpath	Obstruction in path	Remove obstruction	Enforcement	PAMP	1		Council	N/A	5	5	5	1	8	5	0	5	0	3	37	318
243	Five Dock	Henry Street, west of Elizabeth Street	Northern side		Car parked on footpath causing obstruction	Footpath	Obstruction in path	Remove obstruction	Enforcement	PAMP	1		Council	N/A	5	5	5	1	8	5	0	5	0	3	37	318
244	Five Dock	Henry Street, near Elizabeth Street	Both sides of street		Cars parked on footpath causing obstruction	Footpath	Obstruction in path	Remove obstruction	Enforcement	PAMP	1		Council	N/A	5	5	5	1	8	5	0	5	0	3	37	318
245	Five Dock	Harris Road	North of Garfield Street		Pedestrian refuge is too small.	Pedestrian refuge	Pedestrian refuge	Upgrade pedestrian refuge or consider pedestrian crossing	Pedestrian refuge	PAMP	1		Council	\$ 50,000	5	5	5	1	8	5	0	5	10	3	47	201
246	Five Dock	Henry Street, east of Scott Street	Southern side		Overgrown vegetation	Footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	10	10	1	8	5	0	5	0	3	47	201
247	Five Dock	Garfield Street, west of Great North Road	Northern side		Deteriorating TGSIs at Loading dock, lack of visibility	Footpath	TGSIs	TGSIs	TGSIs	PAMP	3		Council	\$ 1,500	5	8	10	1	8	8	0	5	5	3	53	110
248	Five Dock	Garfield Street, west of West Street	Northern side		Vegetated garden bed restricts egress from rear bus door	Bus Stop	Overgrown vegetation	Remove Garden Bed	Remove Garden Bed		1		Council	\$ 1,800	5	5	8	1	8	5	0	5	5	3	45	235
249	Five Dock	Garfield Street, west of West Street	Northern side		Inappropriate use of Tactile indicators	Footpath	TGSIs	Remove TGSIs	New footpath	PAMP			3 Council	\$ 675	5	5	8	1	8	5	0	5	5	3	45	235

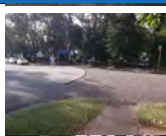










PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
250	Five Dock	Garfield Street / Harris Street intersection	Eastern approach		Wide Crossing Area. Opportunity to reduce crossing distance e.g. kerb build out or island and /or threshold on minor road to residential area. Note on bus route - lower platform will be required	Intersection	Intersection	Raised threshold treatment	Raised threshold treatment	PAMP	1		Council	\$ 80,000	5	5	8	1	8	5	0	5	5	3	45	235
251	Five Dock	Garfield Street, west of West Street	Southern side		Inappropriate use of Tactile indicators	Footpath	TGSIs	Remove TGSIs	New footpath	PAMP		3	Council	\$ 675	5	5	8	1	8	5	0	5	5	3	45	235
252	Five Dock	Great North Road, north of Harrabrook Avenue	Eastern Side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	5	1	15	5	5	5	5	3	54	100
253	Five Dock	Great North Road, north of Murralong Avenue	Eastern Side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	5	1	15	5	5	5	5	3	54	100
254	Five Dock	First Avenue, west of Wingham Avenue	At Wombat Crossing		Missing duplicate pedestrian Crossing ("legs") signs and Piano key line marking on ramp	Signage and Line marking	Signage / line marking	Signage and Line marking	Signage / line marking	PAMP	2		Council	\$ 1,100	5	5	10	1	8	5	0	5	5	3	47	201
255	Five Dock	First Avenue / Ingham Avenue intersection	At intersection		Missing kerb ramp western approach to park, poor alignment on southern approach, no kerb ramps on eastern approach, poor alignment on northern approach	Kerb ramps	Kerb ramps	Upgrade pedestrian refuge and kerb ramps	Pedestrian refuge and kerb ramps	PAMP	8		Council	\$ 75,000	5	5	10	1	8	5	0	5	5	3	47	201
256	Five Dock	First Avenue east of Ingham Avenue	Southern side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	10	1	8	5	0	5	5	3	47	201
257	Rodd Point	First Avenue/Arthur Street	Eastern approach		Poor alignment into roundabout circulation lane. Reposition kerb ramps	Kerb ramps	Kerb ramps	Upgrade to refuge island and replace kerb ramps	Pedestrian refuge and kerb ramps	PAMP	2		Council	\$ 7,500	5	8	10	1	8	5	0	5	5	3	50	148
258	Rodd Point	First Avenue east of Pricess Avenue	Southern Side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	5	1	8	5	0	5	5	3	42	266
259	Rodd Point	First Avenue / Henley Marine Drive	Southern Side		Path available but not on pedestrian desire line to cross roundabout	Footpath	Missing link	New footpath to access roundabout	New footpath	Footpath		10	Council	\$ 2,250	5	5	5	1	8	5	0	5	5	3	42	266










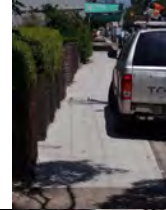
PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
260	Rodd Point	First Avenue west of Pricess Avenue	Northern Side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	5	1	8	5	0	5	5	3	42	266
261	Rodd Point	First Avenue/Arthur Street intersection	Northern side		Poor road pavement in pedestrian crossing area	Road Surface	Road Surface	Resurface roadway	Road Surface	PAMP	1		Council	\$ 20,000	5	8	10	1	8	5	0	5	5	3	50	148
262	Rodd Point	First Avenue west of Heath Street	Northern side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	8	10	1	8	5	0	5	5	3	50	148
263	Five dock	First Avenue / Park Road intersection	Northern side		Poor alignment of kerb ramp	Kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	1		Council	\$ 1,800	5	10	10	1	8	5	0	5	5	3	52	119
264	Five Dock	Barnstaple Road east of Waterview Street	Southern side		Vegetation obstructing access along footpath	Bus Stop	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	8	8	1	8	5	0	5	5	3	48	183
265	Five Dock	Barnstaple Road / Park Road	Southern approach		Wide crossing point	Wide crossing point	Wide crossing point	Install central refuge	Pedestrian refuge	PAMP	1		Council	\$ 25,000	5	5	8	1	8	5	0	5	0	3	40	292
266	Five Dock	Barnstaple Road adjacent to Five Dock Park	Southern side		Missing link alongside of park	Missing link	Missing link	New footpath and kerb ramps (x4)	Footpath	Footpath		350	Council	\$ 78,750	5	5	8	1	8	5	0	5	0	3	40	292
267	Five Dock	Barnstaple Road, west of Arthur Street	Southern side		Vegetation obstructing access along footpath	Footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	5	8	1	8	5	0	5	0	3	40	292
268	Rodd Point	Barnstaple Road / Arthur Street intersection	Southern side		Wide crossing point	Wide Crossing Point	Wide Crossing Point	Kerb build out (x2) and Kerb ramps (x2)	Kerb build out (x2)	PAMP	2		Council	\$ 30,000	5	5	8	1	8	5	0	5	0	3	40	292









PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
269	Rodd Point	Barnstaple Road	Southern side		Missing link alongside of park	Missing link	Missing link	New footpath and kerb ramps (x4)	Footpath	Footpath		100	Council	\$ 22,500	5	5	8	1	8	5	0	5	0	3	40	292
270	Rodd Point	Barnstaple Road / Nield Avenue	Southern side		Missing kerb ramp	Kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	5	8	1	8	5	0	5	0	3	40	292
271	Rodd Point	Barnstaple Road / Henley Marine Drive	Western approach and northern approach		Missing kerb ramp and wide crossing points	Pedestrian refuge	Pedestrian refuge	Uninstall pedestrian refuge (x2) and kerb ramps	Pedestrian refuge (x2) and kerb ramps	PAMP	2		Council	\$ 100,000	5	5	8	1	8	5	0	5	0	3	40	292
272	Russell Lea	Mcculloch Street south of Whittall Street	eastern side		Vegetation obstructing access along footpath	Bus Stop	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	10	10	1	8	5	0	5	0	3	47	201
273	Russell Lea	Mcculloch Street north of Whittall Street	eastern side		Missing link alongside of school	Missing link	Missing link	Footpath boardwalk, subject to tree root investigations	Footpath	Footpath		100	Council	\$ 100,000	5	10	10	1	8	5	0	5	0	3	47	201
274	Russell Lea	Mcculloch Street / Potter Street intersection	eastern side		Missing kerb ramp	Kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	10	10	1	8	5	0	5	0	3	47	201
275	Russell Lea	Mcculloch Street / Potter Street intersection	northern approach		Missing kerb ramp	Kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	1		Council	\$ 1,800	5	10	10	1	8	5	0	5	0	3	47	201
276	Rodd Point	Mcculloch Street /The Crescent	Western side		Kerb ramps not aligned	Kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	1		Council	\$ 1,800	5	10	10	1	8	5	0	5	0	3	47	201
277	Rodd Point	Barnstaple Road / Dalmeny Avenue	Northern side		Kerb ramp not aligned. Provide Central refuge	Kerb ramps	Poor intersection design	Kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	5	5	1	8	5	0	5	0	3	37	318









PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
278	Rodd Point	Barnstaple Road west of Dalmeny Avenue	Northern side		Vegetation obstructing access along footpath	Bus Stop	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	5	5	1	8	5	0	5	0	3	37	318
279	Five Dock	Barnstaple Road / Jersey Lane	Northern side		Potential opportunity for continuous footpath treatment across laneway.	Intersection	Intersection	Install continuous footpath treatment at driveway	Continuous footpath treatment	PAMP	1		Council	\$ 20,000.00	5	8	10	1	8	8	0	5	5	3	53	110
280	Five Dock	Great North Road, north of Halley Street	Western side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	8	1	10	8	0	5	5	3	50	148
281	Five Dock	Great North Road	Western side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	8	1	10	8	0	5	5	3	50	148
282	Abbotsford	Great North Road, north of Reginal Street	at wombat crossing		Missing Tactile Paving	Wombat Pedestrian Crossing	TGSIs	New TGSIs	TGSIs	Footpath	2		Council	\$ 1,000	5	8	10	1	10	8	0	5	5	3	55	83
283	Abbotsford	Great North Road south of Irene street	across Great North Road		Wide Crossing area	Pedestrian Refuge	Pedestrian refuge	Provide pedestrian refuge and kerb ramps (x2)	Pedestrian refuge	PAMP	1		Council	\$ 25,000	5	8	10	1	10	8	0	5	5	3	55	83
284	Abbotsford	Great North Road north of Blackwell point road	Western side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	8	1	10	5	0	5	5	3	47	201
285	Abbotsford	Great North Road, north of Gow Street	Western side		Vegetation obstructing access along footpath	Bus Stop	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	5	8	1	10	5	0	5	5	3	47	201
286	Abbotsford	Great North Road / Altona Street	Western side		Wide Crossing distance	Wide crossing point	Pedestrian refuge	Provide pedestrian refuge and kerb ramps (x2)	Pedestrian refuge	PAMP	1		Council	\$ 25,000	5	8	8	1	10	5	0	5	5	3	50	148






PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
287	Abbotsford	Great North Road north of Altona Street	Western side		Missing Tactile Paving	Wombat Pedestrian Crossing	TGSIs	New TGSIs	TGSIs	Footpath	2		Council	\$ 1,000	5	8	10	1	10	5	0	5	5	3	52	119	
288	Abbotsford	Great North Road north of Altona Street	Western side		Non standard seating	Seating	Seating	Upgrade public seating and amenity for pedestrians.	Public seating	PAMP	1		Council	\$ 3,000	5	8	10	1	10	5	0	5	5	3	52	119	
289	Abbotsford	Great North Road north of Altona Street	Western side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	8	8	1	10	5	0	5	5	3	50	148	
290	Abbotsford	Great North Road south of The Terrace	Western side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	8	8	1	10	5	0	5	5	3	50	148	
291	Abbotsford	Great North Road south of The Terrace	Western side		Kerb ramps not aligned	Kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	8	8	1	10	5	0	5	5	3	50	148	
292	Abbotsford	Great North Road south of Ferry Wharf	Western side		Trip off edge of pavement	Footpath	Narrow footpath	Relay footpath	Footpath upgrade	Footpath		10	Council	\$ 2,250	5	8	10	1	10	5	0	5	5	3	52	119	
293	Abbotsford	Great North Road south of Ferry Wharf	at Ferry Wharf		Restricted access between ferry and bus for mobility impaired or people with prams	Other	Other issue	Consider opportunity to construct DDA compliant ramp or lifts to access ferry wharf from Great North Road	New DDA compliant ramp or lift	PAMP	1		TfNSW	TBC	5	8	10	1	10	5	0	5	5	3	52	119	
294	Abbotsford	Great North Road south of Ferry Wharf	at Ferry Wharf		Large grate within footpath - risk of trip hazard	Footpath	Trip hazard	Upgrade drainage grate	Services	Footpath	15		Council	\$ 7,500	5	8	10	1	10	5	0	5	5	3	52	119	
295	Abbotsford	Great North Road south of Ferry Wharf	near Teviot Avenue		No tactile paving on stairs	Stairs	Stairs	Upgrade Stairs	Stairs	PAMP	5		Council	\$ 2,000	5	8	10	1	10	5	0	5	5	3	52	119	

PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development		Road Hierarchy	Hazardous Area			Pedestrian Crashes	Demonstrated Path	Addition to existing facility
296	Abbotsford	Great North Road south of Ferry Wharf	near Teviot Avenue		Missing link between footpaths from ferry to footpath at bus stop. Pedestrians required to walking in roundabout to link between bus and ferry	Footpath	Missing link	Provide footpath adjacent to playground to provide safer route of travel	New footpath and kerb ramps (x2)	Footpath		20	Council	\$ 4,500	5	8	10	1	10	5	0	5	8	3	55	83
297	Drummoyne	Lyons Road west of Gipps Street	northern side		Missing part of tactile paving	Bus Stop	TGSIs	Tactile Paving	TGSIs	PAMP	1		TfNSW	\$ 500	5	8	10	1	15	8	0	8	5	3	63	34
298	Drummoyne	Lyons Road east of more street	northern side		Large grate within footpath - risk of trip hazard	Footpath	Trip hazard	Upgrade drainage grate	Services	Footpath	1		Council	\$ 1,000	5	8	10	1	15	8	0	8	5	3	63	34
299	Drummoyne	Lyons Road east of more street	northern side		Access to property is required to drive on walkway. Car park on walkway area	Footpath	Obstruction in path	Remove obstruction	Enforcement	PAMP	1		Council	N/A	5	8	10	1	15	8	0	8	0	3	58	62
300	Drummoyne	Cometrowe Street	Eastern side		Missing link on eastern side from Lyons Road to Drummoyne Park. "Goat track" indicating use by pedestrians	Footpath	Missing link	New footpath	New footpath	Footpath		300	Council	\$ 150,000	5	10	10	1	8	5	0	8	8	3	58	62
301	Drummoyne	Cometrowe Street / Thompson Street	northern and eastern sides		Missing link for accessible path of travel between Cometrowe Street accessible parking to foreshore walk	Footpath	Missing link	New footpath	New footpath	Footpath		200	Council	\$ 45,000	5	10	10	1	8	5	0	8	8	3	58	62
302	Drummoyne	The Esplanade	northern side		Moderately Narrow foreshore walking area (approx. 1.4m wide) adjacent to water	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		400	Council	\$ 90,000	5	5	5	1	8	5	0	8	5	3	45	235
303	Drummoyne	Taplin Park Car Park	entry to car park		Poor visibility between end of shared path and road adjacent when vehicle turning into driveway	Shared Path	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	8	5	1	8	5	0	8	5	3	48	183
304	Drummoyne	Taplin Park Car Park	entry to car park		Poor road pavement in pedestrian crossing area, results in trip hazard	Intersection	Other issue	Resurface roadway	Road quality	Road quality issue		20	Council	\$ 20,000	5	8	5	1	8	5	0	8	5	3	48	183
305	Drummoyne	Taplin Park Car Park	entry to car park		Missing end of shared path signage and directing cyclists off footpath area	Shared Path	Signage	Signage	Signage	PAMP	1		Council	\$ 300	5	8	5	1	8	5	0	8	5	3	48	183
306	Drummoyne	Bayswater Street north of Westbourne Street	across road		New narrow footpath approx. 900 mm wide does not link to nearby paths.	Missing link	Missing link	Extend path 90m around into The Esplanade and provide pram ramps (x2)	Footpath	Footpath	2	90	Council	\$ 40,250	5	8	5	1	8	5	0	8	8	3	51	140

PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development		Hazardous Area	Pedestrian Crashes			RMS Priority	RMS Rank	
307	Drummoyne	The Esplanade / Henricks Avenue intersection	northern side		Wide Crossing point	Wide Crossing Point	Wide Crossing Point	Kerb build out (x2) and Kerb ramps (x2)	Kerb build out (x2)	PAMP	2		Council	\$ 23,600	5	5	5	1	8	5	0	8	8	3	48	183
308	Drummoyne	The Esplanade / north of Henricks Avenue	western side		Shared path directed into road area. Evidence of people walking on vegetation grass to avoid walking on road. Vehicle parked on shared path area	Shared Path	Missing link	New footpath around turning head	New footpath	Footpath		50	Council	\$ 11,250	5	5	5	1	8	5	0	8	8	3	48	183
309	Drummoyne	Bayswater Street north of Westbourne Street	western side		Missing link between bus stop and foreshore walk	Footpath	Missing link	New footpath	New footpath	Footpath		130	Council	\$ 29,250	5	8	5	1	8	5	0	8	5	3	48	183
310	Drummoyne	Bayswater Street south of Westbourne Street	across road		Opportunity top kerb build out linking Drummoyne oval to access path on opposite side of road	Missing link	Missing link	Kerb build out (x2) and Kerb ramps (x2)	Kerb build out (x2)	PAMP	2		Council	\$ 23,600	5	8	10	1	15	5	0	8	5	3	60	47
311	Drummoyne	Bayswater Street south of Westbourne Street	eastern side (south of bus stop)		Missing link between bus stop and Drummoyne Oval	Footpath	Missing link	New footpath	New footpath	Footpath		100	Council	\$ 50,000	5	8	10	1	15	5	0	8	5	3	60	47
312	Drummoyne	Lyons Road east of Bayswater Street	Northern side		Warn grass indicating use from pedestrian desire line	Footpath	Missing link	New footpath	New footpath	Footpath		25	Council	\$ 5,625	5	8	8	1	15	5	0	5	0	3	50	148
313	Drummoyne	Lyons Road west of Victoria Road	Southern side		Narrow Area behind bus shelter with trip hazard	Footpath	Narrow footpath	Widen footpath and remove trip hazard behind bus stop	Widen footpath	Footpath		5	Council	\$ 1,125	5	8	8	1	15	5	0	5	5	3	55	83
314	Drummoyne	Lyons Road west of Formosa Street	Southern side		Missing part of tactile paving	Bus Stop	TGSIs	Tactile Paving	TGSIs	PAMP	1		TfNSW	\$ 500	5	8	8	1	15	5	0	5	5	3	55	83
315	Drummoyne	Lyons Road / College Street intersection	Southern side		Poor road pavement in pedestrian crossing area	Road Surface	Road Surface	Resurface roadway	Road Surface	PAMP	1		Council	\$ 20,000	5	8	8	1	15	5	0	5	5	3	55	83
316	Drummoyne	Lyons Road west of College Street	Southern side		Car parked on footpath causing obstruction	Footpath	Obstruction in path	Remove obstruction	Enforcement	PAMP	1		Council	N/A	5	5	8	1	15	5	0	5	0	3	47	201

PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development		Hazardous Area	Pedestrian Crashes			RMS Priority	RMS Rank	
317	Drummoyne	Lyons Road / Thompson Street intersection	Southern side		Poor road pavement in pedestrian crossing area	Road Surface	Road Surface	Resurface roadway	Road Surface	PAMP	1		Council	\$ 20,000	5	5	8	1	15	5	0	5	0	3	47	201
318	Drummoyne	Lyons Road west of Thompson Street	Southern side		Narrow footpath width (approx. 1.1m) if permitted outdoor dining is in action	Footpath	Narrow footpath	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	5	10	1	15	5	0	5	0	3	49	175
319	Drummoyne	Lyons Road / Janet Street intersection	Southern side		Damaged tactile paving	TGSIs	TGSIs	Tactile Paving	TGSIs	PAMP	1		Council	\$ 500	5	5	10	1	15	5	0	5	0	3	49	175
320	Five Dock	Lyons Road opposite Sibbick Street	Southern side		Vegetation obstructing access along footpath	Footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	5	8	1	15	5	0	5	0	3	47	201
321	Five Dock	Ingham Avenue south of Lyons Road	Eastern side		Vegetation obstructing access along footpath	Footpath	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	5	8	1	8	5	0	5	0	3	40	292
322	Five Dock	Ingham Avenue / Lyons Road	Link to Five Dock town Centre		Potential pedestrian link signage from Lyons Road to five dock town centre via Ingham Ave, Barnstaple Rd.	Signage	Signage	Signage	Signage	PAMP	10		Council	\$ 3,000	5	5	5	1	8	5	0	5	0	3	37	318
323	Five Dock	Russell Street/Sibbick Street intersection	Southern side		Kerb ramps not aligned	Kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	5	5	1	8	5	0	5	0	3	37	318
324	Five Dock	Lithgow Street south of Lyons Road	Western side		Boat parked on footpath causing obstruction	Footpath	Obstruction in path	Remove obstruction	Enforcement	PAMP	1		Council	N/A	5	5	5	1	8	5	0	5	0	3	37	318

PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
325	Five Dock	Brent Street opposite Undine Street	Western Side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	5	5	1	8	5	0	5	0	3	37	318
326	Russell Lea	Brent Street / Seebrook Avenue intersection	Western Side		Missing kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	5	10	10	1	8	5	0	5	5	3	52	119
327	Russell Lea	Brent Street / Henry Marine Drive	Northern side		Missing kerb ramps and wide crossing point.	Pedestrian refuge	Pedestrian refuge	Install pedestrian refuge and kerb ramps	Pedestrian refuge and kerb ramps	PAMP	2		Council	\$ 28,600	5	10	10	1	8	5	0	5	5	3	52	119
328	Russell Lea	Brent Street opposite Undine Street	Western Side		No bus stop landing pad	Bus Stop	No bus landing pad	New stop landing pad	Bus stop landing pad	PAMP	1		Council	\$ 8,400	5	10	10	1	8	5	0	5	5	3	52	119
329	Drummoyne	Edwin Street / College Street	Eastern side		Missing kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	4		Council	\$ 7,200	10	8	10	1	8	5	0	5	5	3	55	83
330	Drummoyne	Edwin Street / Formosa Street	Western side		Missing kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	1		Council	\$ 1,800	10	8	10	1	8	5	0	5	5	3	55	83
331	Drummoyne	Victoria Road south of Wolesey Street	Eastern side		Narrow path approx. 900 mm wide linking to bus stop and crossing	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		50	Council	\$ 11,250	5	5	5	1	15	5	0	5	0	5	46	231
332	Abbotsford	Great North Road north of Blackwall Point Road	Eastern side		Overgrown vegetation	Overgrown vegetation	Overgrown vegetation	Trim vegetation	Trim vegetation	Footpath	1		Council	\$ 200	5	5	5	1	15	0	0	5	0	3	39	311

PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Development		Hazardous Area	Pedestrian Crashes	Demonstrated Path			Addition to existing facility	Ped Route Hierarchy	RMS Priority
333	Abbotsford	Blackwall Point Road east of Great North Road	Northern side		Narrow path approx. 900 mm wide linking to bus stop and crossing	Footpath	Narrow footpath	Widen footpath	Widen footpath	Footpath		15	Council	\$ 3,375	5	5	5	1	8	5	0	5	0	3	37	318	
334	Waremba	Great North Road, north of Edenholme Road	Western side		No TGSIs at pedestrian Refuge	TGSIs	TGSIs	New TGSIs	TGSIs	PAMP	4		Council	\$ 2,000	8	8	10	1	15	5	0	8	5	3	63	34	
335	Waremba	Edenholme Road / Great North Road intersection	Eastern approach		Potential opportunity for raised threshold treatment on minor road	Intersection	Intersection	Raised threshold treatment on minor road	Raised threshold treatment	PAMP	1		Council	\$ 80,000	8	8	10	1	8	5	0	8	8	3	59	53	
336	Waremba	Coranto Street / Great North Road intersection	Eastern side		Potential opportunity for raised threshold treatment on minor road	Intersection	Intersection	Raised threshold treatment on minor road	Raised threshold treatment	PAMP	1		Council	\$ 80,000	8	8	10	1	8	5	0	8	8	3	59	53	
337	Five Dock	Charles Street / Great North Road intersection	Eastern side		Poor road pavement in pedestrian crossing area	Road Surface	Road Surface	Resurface roadway	Road Surface	PAMP	1		Council	\$ 20,000	8	8	8	1	8	5	0	8	5	3	54	100	
338	Russell Lea	Brent Street	North of Whittle Street		No facility to assist pedestrians crossing road to/from school.	Pedestrian refuge	Pedestrian refuge	Install pedestrian refuge	Pedestrian refuge	PAMP	1		Council	\$ 50,000	5	10	10	1	8	8	0	10	8	3	63	34	
339	Rodd Point	Barnstaple Road	East of McCulloch Street		No facility to assist pedestrians crossing road to/from school	Pedestrian refuge	Pedestrian refuge	Install pedestrian refuge	Pedestrian refuge	PAMP	1		Council	\$ 50,000	5	10	10	1	8	8	0	5	5	3	55	83	
340	Concord	Cabarita Road / Frederick Street	Eastern side		Kerb Ramp non compliant	Kerb ramps	Kerb ramps	Kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	8	8	10	1	8	8	0	8	5	3	59	53	
341	Russell Lea	Hampden Road, west of Sibbick Street	within proximity of bus stops		No facility to assist pedestrians crossing road along Hampden Road eg. near bus stop	Pedestrian refuge	Pedestrian refuge	Install pedestrian refuge	Pedestrian refuge	PAMP	1		Council	\$ 50,000	0	5	5	1	8	5	0	5	8	3	40	292	

PAMP ID	Suburb	Street/Intersection	Location	Photograph	Description of Issue	Category	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits	Continuity of Routes	Priority		
															No. of Attractors/Generators	Land Use Type	Proximity to Generators / Attractors	Future Developme nt		Road Hierarchy	Hazardous Area	Pedestrian Crashes			Demonstrat ed Path	Addition to existing facility	Ped Route Hierarchy
								Provide footpath adjacent to playground to provide safer route of travel	Footpath plus 2 kerb ramps	PAMP	2	150	Council	\$ 32,850	5	0	10	1	5	5	0	5	0	1	32	342	
342	Abbotsford	Abbotsford Parade	southern side		Missing Link along side of park	Missing link	Missing link																		35	339	
343	Concord	Bayard Street, between Bertram Street and Bertram Lane	Eastern side		Missing link along residential properties	Missing link	Missing link	Provide footpath to provide safer route of travel	Footpath plus 2 kerb ramps	PAMP	2	100	Council	\$ 26,100	5	5	8	1	5	5	0	5	0	1	37	318	
344	Drummoyne	Dening street	Western side		Missing link along residential properties	Missing link	Missing link	Provide footpath to provide safer route of travel	Footpath plus 2 kerb ramps	PAMP	2	100	Council	\$ 26,100	5	5	10	1	5	5	0	5	0	1	25	347	
345	Chiswick	Eaton Place	East and west side		Missing link along residential properties	Missing link	Missing link	Provide footpath to provide safer route of travel	Footpath plus 2 kerb ramps	PAMP	2	400	Council	\$ 93,600	0	5	8	1	5	0	0	5	0	1	38	317	
346	Drummoyne	St Georges Crescent	Link to Rosebury Street through Salton Reserve		Missing link to parkland	Missing link	Missing link	Provide footpath to provide safer route of travel	Footpath	PAMP		70	Council	\$ 15,750	5	5	8	1	5	5	0	8	0	1	40	292	
347	Concord	Zoeller Street, east of Sanders Street	Northern side		Missing link to parkland	Missing link	Missing link	Provide footpath to provide safer route of travel	Footpath plus 2 kerb ramps	PAMP	2	80	Council	\$ 19,200	5	5	10	1	8	5	0	5	0	1			

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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Rev 0	E. Mia	O. Peel		S. Clarke		13/07/2021

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