

Port Stephens Pedestrian Access and Mobility Plan

Tomaree Planning District

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Executive Summary

To improve the health, liveability and sustainability of its community, Port Stephens Council commissioned a revision to its Pedestrian Access and Mobility Plan (PAMP). The purpose of the PAMP is to plan for walking across eight planning districts representing the Council Local Government Area (LGA).

This plan covers Stage 1 (Tomaree Planning District) of the PAMP revision process, incorporating the towns of Anna Bay, Boat Harbour, Corlette, Fingal Bay, Fishermans Bay, Nelson Bay, One Mile, Salamander Bay, Shoal Bay, Soldiers Point and Taylors Beach.

Council's vision to promote walking in the area has arisen due to several identified needs; these include:

- > To support future growth of the Tomaree Planning District;
- > To increase capacity and reduce congestion in the overall transport network;
- > To reduce environmental impacts caused by vehicle congestion;
- > To improve public health; and
- > To improve community wellbeing and social inclusion.

This was achieved by assessing the existing walking networks, understanding community preferences and recommending infrastructure improvements to deliver safe and accessible walking networks for the residents and visitors of the Tomaree Planning District.

Community and stakeholder consultation

Feedback from stakeholder organisations included Port Stephens Council, Roads and Maritime Services (RMS), hospitals and schools, medical centres, transport service providers, child care facilities, sporting facilities, aged care facilities and retirement villages.

Additionally, all residents were encouraged to comment via a community survey and an online mapping tool where they could identify locations of concern. The majority of issues identified in the consultation process were concentrated around the Anna Bay, Corlette and Shoal Bay areas.

A lack of path facilities and poor quality of the existing paths were the issues raised most regularly both through the key stakeholder consultation and the community survey / online map. Respondents cited these as the main reasons why they were discouraged from walking in their local area.

A lack of crossing facilities and concern for pedestrian safety was also raised as an issue by respondents, citing high vehicle speeds and volumes. The interaction between vehicles and pedestrians was also identified as a safety concern at key locations including along Bagnall Beach Road near the Salamander Bay Shopping Centre and around schools across the Tomaree Planning District.

Network development

The pedestrian network in the Tomaree Planning District was developed with consideration of the following factors:

- > **Building on the existing networks:** The existing pedestrian network was analysed and new routes were identified to enhance the network to reinforce the coherence of the existing routes and maintain network legibility.
- > **Connection to key land uses:** Routes were proposed to connect to pedestrian-generating land uses, such as residential areas, retirement villages, schools, retail and business, parks and recreation, and health services to provide safe and direct access for pedestrians accessing them.
- > **Connection to public transport:** The network addresses pedestrian desire lines (the most direct and frequently used routes) to access bus stops across the ten towns.
- > **Cater for vulnerable communities:** The proposed network aims to deliver improved connectivity and safety benefits for vulnerable demographic groups that rely on compliant pedestrian facilities for their walking trips.

- > **Stakeholder and community comments:** Stakeholder and community comments on missing pedestrian links in the network were considered and incorporated, where possible, into the network development process.
- > **Cater for demand:** The network was planned to cater for current and future demand including connections to recreational routes and future land uses and developments.

Site audit

Following the development of the pedestrian network, a site audit was undertaken to address the following items:

- > **Identification and recording of pedestrian infrastructure:** Every pedestrian facility and its condition was recorded by the site auditors. These facilities included footpaths, kerb ramps, pedestrian refuges, zebra crossings, signalised pedestrian crossings and shared path facilities.
- > **Assessment of pedestrian infrastructure for issues and non-compliance against design standards:** Every non-compliance associated with the existing pedestrian facilities was recorded by the site auditors.
- > **Facility width measurements:** The width of all existing pedestrian paths and lanes were measured by site auditors.

The site audit phase of the PAMP was completed during the week of 26th June to 30th June 2017. The audits were conducted by a combination of walking and driving along the proposed pedestrian network.

Key issues

The pedestrian network developed for the Tomaree Planning District covers 161.6 kilometres of existing and proposed paths (covering both footpaths and shared paths). The site audit found that of this 161.6 kilometres, 107 kilometres of paths were missing, 39.1 kilometres comprised of existing footpaths and 15.5 kilometres comprised of existing shared paths.

Of the existing footpath facilities, 22.6 kilometres were audited as having a compliant width (at least 1.2 metres wide) and 15 kilometres having a minor non-compliant width (between 1.1 metres and 1.2 metres wide). 1.5 kilometres of the existing footpaths were deemed to be of non-compliant width (less than 1.1 metres wide). Footpath provision and widths were generally very good within town centres but less consistent in the surrounding residential areas.

Of the existing shared path facilities, 10.1 kilometres were audited as having a compliant width (at least 2.5 metres wide), 3.5 kilometres had a minor non-compliant width (between 2.4 metres and 2.5 metres wide) and 1.9 kilometres had a non-compliant width (less than 2.4 metres wide).

In addition to auditing the presence and width of path facilities, the site audit also assessed the pedestrian routes for a number of specific path issues which affect safety and amenity. These issues included:

- > Hazards or obstructions;
- > Poor path condition;
- > Steep grades;
- > Potential pedestrian/cyclist conflict on shared paths;
- > No delineation on shared paths; and
- > Personal security.

The site audit assessed 1,038 locations for kerb ramps on the pedestrian and shared path network. Of these locations, there were 535 missing kerb ramps, 310 compliant kerb ramps and 193 non-compliant kerb ramps.

The site audit assessed 58 existing pedestrian refuges for compliance. Of these, the majority (48) were found to have either insufficient waiting space for pedestrians, or they were too narrow or too short. 10 pedestrian refuges were found to be compliant.

The site audit assessed 14 zebra crossings across the Tomaree Planning District. It found that six of the crossings had various defects including faded line markings, narrow crossing widths, lack of signage or tactiles. Eight of the zebra crossings were found to be compliant.

68 locations across the Tomaree Planning District were identified as potentially hazardous crossing locations, including at roundabouts, along high speed roads or wide carriageways.

Recommended improvements

For the issues identified across the pedestrian network, improvements were recommended to eliminate or mitigate the issues (where possible), as described in **Section 9** of this report.

The infrastructure improvements recommended in this report are also supplemented by behavioural change and educational initiatives. These incentives can help to increase knowledge and understanding of the active travel choices available, develop skills and confidence, and provide motivation and encouragement to make travel behaviour changes towards sustainable transport modes.

A cost estimate was prepared for the recommended improvement works based on estimated unit costs. The total cost for the Tomaree Planning District PAMP was estimated as \$23,542,430. The recommended improvement works to address each identified issue were prioritised against a range of criteria agreed with Port Stephens Council. Works were prioritised to provide best value for money in accordance with the following implementation timeframe:

- > **High priority:** 0 – 2 years;
- > **Medium priority:** 2 – 5 years; and
- > **Low priority:** 5 – 15 years.

A cost breakdown of all recommended improvement works is provided in **Section 10.2**.

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1 Introduction

Port Stephens Council has identified the need to prepare an update to its Pedestrian Access and Mobility Plan (PAMP) to improve the community's health, liveability and sustainability. The plan will also help to address the existing and future transport needs of the Tomaree Planning District.

The PAMP revision will occur in phases, with the first phase focused on the Tomaree Planning District. PAMP reports for other planning districts will occur in future phases.

1.1 PAMP purpose

The purpose of Phase 1 of the Port Stephens PAMP is to plan for walking in the Tomaree Planning District to support continued growth. This was achieved by assessing the existing pedestrian network, understanding community preferences and recommending infrastructure improvements to deliver a safe and accessible walking network for the residents and visitors to the Tomaree Planning District. This plan also aims to support walking across the community to:

- > Support future growth of the Tomaree Planning District;
- > Increase capacity and reduce congestion in the overall transport network;
- > Reduce environmental impacts caused by vehicle congestion;
- > Improve public health; and
- > Improve community wellbeing and social inclusion.

The built environment is critical to achieving mode shift to active transport. The provision of safe, connected and comfortable walking infrastructure is shown to be the key factor to enable more people to walk more often.

The PAMP identifies improvements to address issues with the current and future pedestrian networks, and provides cost estimates and a ranking of works so that implementation can be staged according to Council's priorities.

The Port Stephens LGA is likely to experience development and growth in the medium to long term, and Council has prepared a number of key planning documents, such as the Medowie Planning Strategy and Nelson Bay Town Centre & Foreshore Strategy, to manage the expected population growth and set the future direction for the LGA. This PAMP builds on the work completed within these strategic documents to provide soft and hard infrastructure solutions for the Tomaree Planning District.

1.2 Study area

The Tomaree Planning District currently has 25,100 residents living in the towns of Anna Bay, Boat Harbour, Bobs Farm, Corlette, Fingal Bay, Fishermans Bay, Nelson Bay, One Mile, Salamander Bay, Shoal Bay, Soldiers Point and Taylors Beach. In addition, the many beaches and leisure activities available in the area attract many tourists every year.

Nelson Bay is the largest town in the Tomaree Planning District, with a large range of shops, cafes and tourist attractions. The other towns have mainly residential land uses with leisure facilities and holiday accommodation. Salamander Bay Shopping Centre is located in Salamander Bay, and contains a number of supermarkets and over 60 specialty stores. This is a popular destination for shoppers in the Tomaree Planning District and attracts many pedestrian trips.

The Anna Bay, Fingal Bay, Shoal Bay and Soldiers Point town precincts comprise of smaller town centres with mixed residential and recreational land uses. Tourist and leisure facilities are also located in the Boat Harbour and One Mile precincts. The Corlette precinct is predominately residential with recreational facilities, and Taylors Beach is a key commercial and industrial hub.

The Tomaree Planning District is presented in **Figure 1-1**. All towns in the Tomaree Planning District have been assessed as part of this Pedestrian Access and Mobility Plan, with the exception of Bobs Farm.

The map displays the Tomaree Planning District, outlined in red. It includes the following areas and features:

- Suburbs and Bays:** Soldiers Point, TAYLORS BEACH, SALAMANDER BAY, TAYLORS BEACH, ANNA BAY, FISHERMANS BAY, BOAT HARBOUR, ONE MILE, NELSON BAY, FINGAL BAY, SHOAL BAY, BOBS FARM, and TANILBA BAY.
- Geographical Features:** Tiltigore Creek, Oyster Cove, Lemon Tree Passage, and various reserves like Tiltigore Nature Reserve and Tiltigore Park.
- Infrastructure:** Roads such as Nelson Bay Rd, Oyster Cove Rd, and Lemon Tree Passage Rd.
- Legend:**
 - Tomaree Planning District (Red outline)
 - Suburb Boundary (Grey outline)
 - LGA Boundary (Dashed line)
- Scale:** 1:80,000 Scale at A3
- Scale Bar:** 0, 1,000, 2,000, 3,000 Metres
- Inset Map:** Shows the location of the Tomaree Planning District within the broader context of the Port Stephens Council area, including locations like Newcastle, Salt Arm, and Bundabrah.
- Logos:** PORT STEPHENS COUNCIL and Cardno.
- Metadata:**
 - Map Produced by Cardno NSW/ACT Pty Ltd (SYD)
 - Date: 2017-08-04 | Project: 80017083
 - Coordinate System: GDA 1994 MGA Zone 56
 - Map: 80017083-GS-004-Study Area.mxd 02
 - Basemap supplied by esri and third party suppliers.

2 Policy and planning framework

The policy and planning documentation frameworks provide the strategic transport context and future direction from a State and Local government perspective, to which the PAMP will align. Several relevant policy and planning documents were reviewed to inform the development of the pedestrian network for the Tomaree Planning District, network audit criteria, the prioritised recommendations, and works schedule. The review of these documents is presented in the following sections.

2.1 State Government policies and plans

2.1.1 Transport plans

2.1.1.1 *Long Term Transport Master Plan, Transport for NSW*

The *NSW Long Term Transport Master Plan* (Master Plan), released in 2012, details the NSW Government's strategic objectives, challenges and actions for delivering a modern, customer focused and integrated transport system in NSW over the next 20 years.

A key focus of the Master Plan is to increase walking and integrate active transport with public transport modes. This will involve extending and improving walking networks, and improving signage and new transport interchanges that are community activity hubs.

Key active transport actions identified in the Master Plan include:

- > Developing Regional Transport Plans with local communities to integrate land use and transport planning, and identify areas where infrastructure is needed most;
- > Investing in improved footpath networks in consultation with councils, with a focus on enhancing connectivity and accessibility in regional centres to encourage increased walking trips; and
- > Enhance road safety for all users through improved driver behaviour, vehicles and targeted upgrades to the road network.

The Master Plan recommends that new pedestrian connections should address personal safety and security, footpath width capacity requirements, safe and convenient road crossings, access to public transport stations and stops, good signage and wayfinding.

2.1.1.2 *Hunter Regional Transport Plan, Transport for NSW*

The *Hunter Regional Transport Plan* (The Plan), released in 2014, documents the challenges and actions specifically for the Hunter region, and includes outcomes from the consultation period following the release of the *NSW Long Term Transport Master Plan*.

The Plan identifies the transport challenges facing the region including an ageing population, high private vehicle mode share and balancing freight and passenger transport needs. Pedestrian crash clusters have also been identified in the Nelson Bay area.

The Plan recognises that regional towns in NSW are ideal for walking as a transport mode. Almost 90 percent of people live within a comfortable two kilometre walking distance or five kilometre cycling distance of a local centre with access to shops, schools and workplaces. The Plan identifies several actions to support walking within the major towns and cities of the Hunter region, these include:

- > Ensuring provision for walking infrastructure is considered for all major transport and land development projects;
- > Assisting local councils to incorporate advocacy for active travel into their respective Community Strategic Plans;
- > Delivering the Walking Communities Program, which involves state infrastructure investments and support for local council initiatives to increase walking mode share, and dedicated funding for walking infrastructure within a two-kilometre catchment of centres and transport interchanges; and

- > Delivering improved customer information on active travel, and assisting local councils with developing guidelines and resources for trip planning and wayfinding.

2.1.1.3 Disability Action Plan 2012-2017, Transport for NSW

The *Disability Action Plan 2012-2017*, released in 2012, aims to ensure that the needs of all customers are placed at the centre of planning and decision-making for the transport system. This requires improvements to the design of transport infrastructure, customer service and customer information systems.

The aims of the Disability Action Plan, considered for the development of the PAMP, are to:

- > Eliminate, as far as practicable, direct and indirect discrimination in the provision of transport services to NSW residents and visitors;
- > Reduce transport disadvantage experienced by people with disability;
- > Inform public transport planning and infrastructure development to ensure that compliance with the DDA Standards is met or exceeded within agreed timeframes; and
- > Provide leadership in the development and implementation of initiatives that contribute towards inclusive environments, in partnership with other NSW Government agencies and local councils.

To achieve these aims, the Disability Action Plan has several actions specifically relating to active transport:

- > Prepare pedestrian mobility plans to achieve walkability and safe road crossings in the planning and design phase of new public transport;
- > Improve pedestrian crossing safety, shared path interaction and review traffic signal phasing for pedestrians;
- > Increase pedestrian traffic signal phasing around health and disability services and in areas with a high proportion of older people; and
- > Ensure that all new pedestrian infrastructure is accessible and DDA compliant.

2.1.2 Land use plans

2.1.2.1 Hunter Regional Plan 2036, Department of Planning and Environment

The *Hunter Regional Plan 2036 (HRP)*, released in 2016, provides a strategic policy, planning and decision making framework which strives for sustainable growth over the next 20 years. The plan follows a period of consultation with stakeholders in 2014, and includes social, economic and environmental considerations.

The HRP focuses on four key goals, which are defined by a series of strategic directions and actions developed to guide the implementation of more detailed land use plans, development proposals and infrastructure projects. The directions linked to Goal 3: Thriving communities considered for the PAMP include:

- > Enhancing neighbourhoods through integrating active transport into the design of new communities to encourage increased physical activity;
- > Expanding recreational walking trails to form a 'green-grid' across the region; and
- > Integrating recreational walking routes with commuter connections to local centres and the public transport network to increase active and public transport mode share, and reduce congestion.

The HRP outlines the key growth indicators for each Council within the Hunter region. For the Port Stephens Local Government Area (LGA), the growth to 2036 includes:

- > A population increase of 18,550;
- > 11,050 new dwellings; and
- > 5,665 new jobs.

The HRP also details specific priorities for each Council, based on the region-wide goals and strategic directions and the individual needs of the respective local communities. For Port Stephens Council, the relevant priorities include:

- > Designation of Raymond Terrace and Nelson Bay as Strategic Centres, which are areas considered as regionally significant and targeted for population and economic growth over the next 20 years;
- > In Nelson Bay, investigating opportunities for high-density residential dwellings, balancing permanent and tourist accommodation, and maintaining the area as a primary tourist and activity centre; and
- > Designation of Anna Bay, Salamander Bay Medowie, Karuah, Tanilba Bay, Lemon Tree Passage, Fern Bay, Hinton, Woodville and Seaham as centres of local significance. These centres serve to provide jobs and local services (shopping, dining, entertainment, health and personal services) for the local community.

2.2 Port Stephens Council policies and plans

2.2.1 Strategic planning

2.2.1.1 *Port Stephens Integrated Plans 2013-2023*

The *Port Stephens Integrated Plans 2013-2023* (The Integrated Plan), released in 2012, bring together three strategic documents which detail the program of delivery for Council's long term goals. The Integrated Plans include:

- > The *Community Strategic Plan 2013-2023*, which identify the long-term goals, developed in consultation with the community;
- > The *Delivery Program 2015-2019*, which details the initiatives proposed by Council to deliver on the goals identified in the Community Strategic Plan; and
- > The *Operational Plans 2015-2019*, which details the budget requirements and individual actions required to implement the initiatives outlined in the Delivery Program.

Key goals include:

- > Promote sustainable and improved, accessible and flexible transport modes;
- > Identify and plan for the future needs of an ageing population; and
- > Make future provision for people with disabilities, their families and carers.

The key initiatives supporting these goals include:

- > Provide facilities for senior citizens to use for association meetings and general recreational use;
- > Implement the Ageing Strategy and Disability Inclusion Action Plan;
- > Prepare and review strategic land use strategies, policies and plans;
- > Attract and enable investment in Nelson Bay;
- > Conduct road safety programs with Roads and Maritime Services;
- > Align Council's infrastructure planning with the Hunter Council's Regional Transport Plan;
- > Facilitate land acquisition and leasing services to enable existing and new infrastructure projects;
- > Deliver the Capital Works Program; and
- > Complete the roads asset maintenance program.

Investment in each of the initiatives outlined above is proposed to continue annually through 2020.

2.2.1.2 *Pathways Plan*

The Port Stephens Pathways Plan, released in 2016, details the existing footpath and shared path network across the Port Stephens LGA, and outlines preferred locations for new path facilities to be implemented progressively as funding becomes available.

The proposed paths considered during the development of the PAMP for the Tomaree Planning District are presented in **Table 2-1**.

Table 2-1 Proposed paths

Town	Proposed works
Anna Bay	<u>Shared path</u> - Port Stephens Drive, Nelson Bay Road, Gan Gan Road, Old Main Road, Morna Point Road, Davidson Street, Margaret Street and Cromart Crescent. <u>Footpath</u> - Robinson Avenue, Campbell Avenue, Fitzroy Street, Pacific Avenue and Fisherman's Bay Road.
Boat Harbour	<u>Shared path</u> - Road 1036, Castaway Close, Koala Place and Gan Gan Road. <u>Footpath</u> - Graham Street, Boat Harbour Road, Kingsley Drive and Noamunga Street.
Bobs Farm	<u>Shared path</u> Marsh Road from Nelson Bay Road (west) to Nelson Bay Road (east).
Corlette	<u>Shared path</u> - Sandy Point Road, Spinnaker Way, Foreshore Drive, Bagnall Beach Road, Government Road and Purser Street. <u>Footpath</u> - Sandy Point Road, Bonito Street and Marlin Street.
Fingal Bay	<u>Shared path</u> - Farm Road and Marine Drive. <u>Footpath</u> - Rocky Point Road, Coral Street, Boulder Bay Road, Tuna Crescent, Market Street, Pacific Drive, Short Street and Marine Drive.
Fisherman's Bay	<u>Shared path</u> Fisherman's Bay Road and Park Street
Nelson Bay	<u>Shared path</u> - Mooroba Crescent, Galoola Drive, Nelson Street, Government Road, Christmas Bush Avenue, Victoria Parade, Fingal Street, Austral Street, Trevally Street, Shoal Bay Road, Dixon Drive, Beach Road, Harwood Avenue and Dowling Street. <u>Footpath</u> - Norburn Avenue, Ajax Avenue, Gowrie Avenue, Achilles Street, Shoal Bay Road, Trafalgar Street, Austral Avenue, Armidale Avenue, Stubby Street, Parkes Street, Magnus Street, Donald Street, Church Street, Sproule Street, Tomaree Street, Galoola Drive, Wallawa Road, Taree Street, Burbong Street and Seaham Street.
One Mile	<u>Shared path</u> Hannah Parade, Gan Gan Road and Frost Road.
Salamander Bay	<u>Shared path</u> Salamander Way, Town Centre Circuit, Sandy Point Road, Nelson Bay Road and Bagnall Beach Road.
Shoal Bay	<u>Shared path</u> - Government Road, Shoal Bay Road, Sylvia Street, Peterie Street, and Fingal Link Road <u>Footpath</u> - Tomaree Road, Verona Road, Garden Place, Peterie Road, Fingal Street, Rigney Street, Ocean Beach Road, Bullecourt Street and Government Road.
Soldiers Point	<u>Shared path</u> - Sunset Boulevard and Soldiers Point Road, connecting to the foreshore area to the south-east; - New facility in parkland areas, connecting: - Diemars Road and Cromarty Bay Road - Cromarty Bay Road and Kent Gardens; - Bayview Street and Brown Avenue; and - Ridgeway Avenue and Mitchell Street. <u>Footpath</u>

Town	Proposed works
	- Ridgeway Avenue, Elk Street, Bennett Lane, Fern Avenue, Ash Street, and between: - Ford Street and Soldiers Point Road; and - Vista Avenue and Soldiers Point Road.
Taylors Beach	<u>Shared path</u> Port Stephens Drive.

2.2.1.3 Port Stephens Ageing Strategy

The *Port Stephens Ageing Strategy* (The Strategy), released in 2016 outlines the goals and actions needed to address the needs of the ageing population in the Port Stephens Local Government Area for 2016 to 2019, and enhance social inclusion and liveability for the community. The Strategy aligns with the outcomes of the Integrated Plans 2015-2025, and aims to also integrate with those outlined in State and Federal plans. The Strategy identifies five key themes, each of which is accompanied by goals and actions:

- > Ongoing analysis and planning;
- > Housing, neighbourhood and land use planning;
- > Transport connectivity and accessibility;
- > Health and community services; and
- > Social inclusion and participation.

A key goal considered for the PAMP is to provide “a connected network of public transport, pedestrian and cycle ways that provide access to desirable locations and increase social connectivity and opportunities.”

The Strategy emphasises improving access to public and active transport options that are well connected, promoting these as a viable alternative to driving, and encouraging healthier lifestyles through improved physical and mental health. The Strategy aims to enable new developments to contribute to expanding the walking and cycling network to further encourage active transport for shorter trips. The specific actions developed to achieve this goal include:

- > Prioritise actions within Council’s Pathways Plan to improve safety, connectivity and accessibility to meet the needs of the ageing population;
- > Review and gain endorsement of the Pedestrian Access and Mobility Plan (PAMP) in accordance with legislative requirements. The focus of the PAMP as outlined in the Strategy includes ensuring:
 - Pavements are free of obstacles or uneven surfaces;
 - Kerb ramps and provided; and
 - Wider paths are provided to improve safety and accommodate mobility scooters.

2.2.1.4 Disability Action Plan

The *Disability Action Plan* (The Plan), adopted by Port Stephens Council in 2014, outlines the initiatives aimed at eliminating disability discrimination from Council’s provision of goods, services and facilities for 2014 to 2018; it also aligns with the legislative requirements of the Disability Discrimination Act 1992.

The Plan follows a review of the actions and achievements from the Disability Action Plan 2006-2010, and consultation with Council staff in 2011 and the community in 2012. The relevant achievements from the 2006-2010 Plan included:

- > A process to investigate access complaints, and scheduling remedial works into Council’s Forward Works Program;
- > Accessibility upgrades to high-use bus stops across the LGA; and
- > Rollout of Tactile Ground Surface Indicators (TGSIs) on kerb ramps across town centres in the LGA.

The key outcomes from the community consultation in 2012 of relevance to the PAMP include:

- > Footpaths were generally considered inaccessible due to a lack of connectivity and uneven surfaces;

- > Shopping centres, pedestrian crossings and car parks were generally considered accessible; and
- > The community was generally unaware of access upgrades implemented by Council across the LGA.

Improved physical access to land uses and services was listed as the highest priority by community respondents when developing actions for future implementation. Four objectives with specific actions were presented; two are relevant for the PAMP:

- > Objective 1: Accessible facilities and services;
 - Ensure Council's tree pruning is maintained along footpaths to increase accessibility;
 - Ongoing appraisal of civil infrastructure to improve access;
 - Ensure upgrades to bus stops are in line with the requirements of the Disability Standards for Accessible Public Transport (DSAPT);
 - Audit of outdoor dining areas along footpaths and investigations for installation of warning TGSIs;
 - Encourage community participation in reporting access issues and improvement opportunities directly to Council's Community Planner; and
 - Investigate funding for a new Pedestrian Access and Mobility Plan (PAMP).
- > Objective 2: Advocacy
 - Further liaise with local transport providers to improve access to public transport in the Port Stephens area and identify high needs areas.

2.2.2 Development planning

2.2.2.1 *Port Stephens Council Local Environmental Plan 2013*

A Local Environmental Plans (LEP) must be prepared by each local Council in accordance with the NSW Standard Instrument. LEPs guide local development and growth through development standards and land use zoning. LEPs also identify state and local items of heritage and conservation areas within a particular LGA.

The Port Stephens Council Local Environmental Plan 2013 (Port Stephens LEP 2013) notes the following objectives of land use Zones B2 (Local Centre) and B3 (Commercial Core):

- > To maximise public transport patronage and encourage walking and cycling.

Zone R2 (Low Density Residential):

- > To enable other land uses that provide facilities or services that meet the day to day needs of residents.

Zone B4 (Mixed Use):

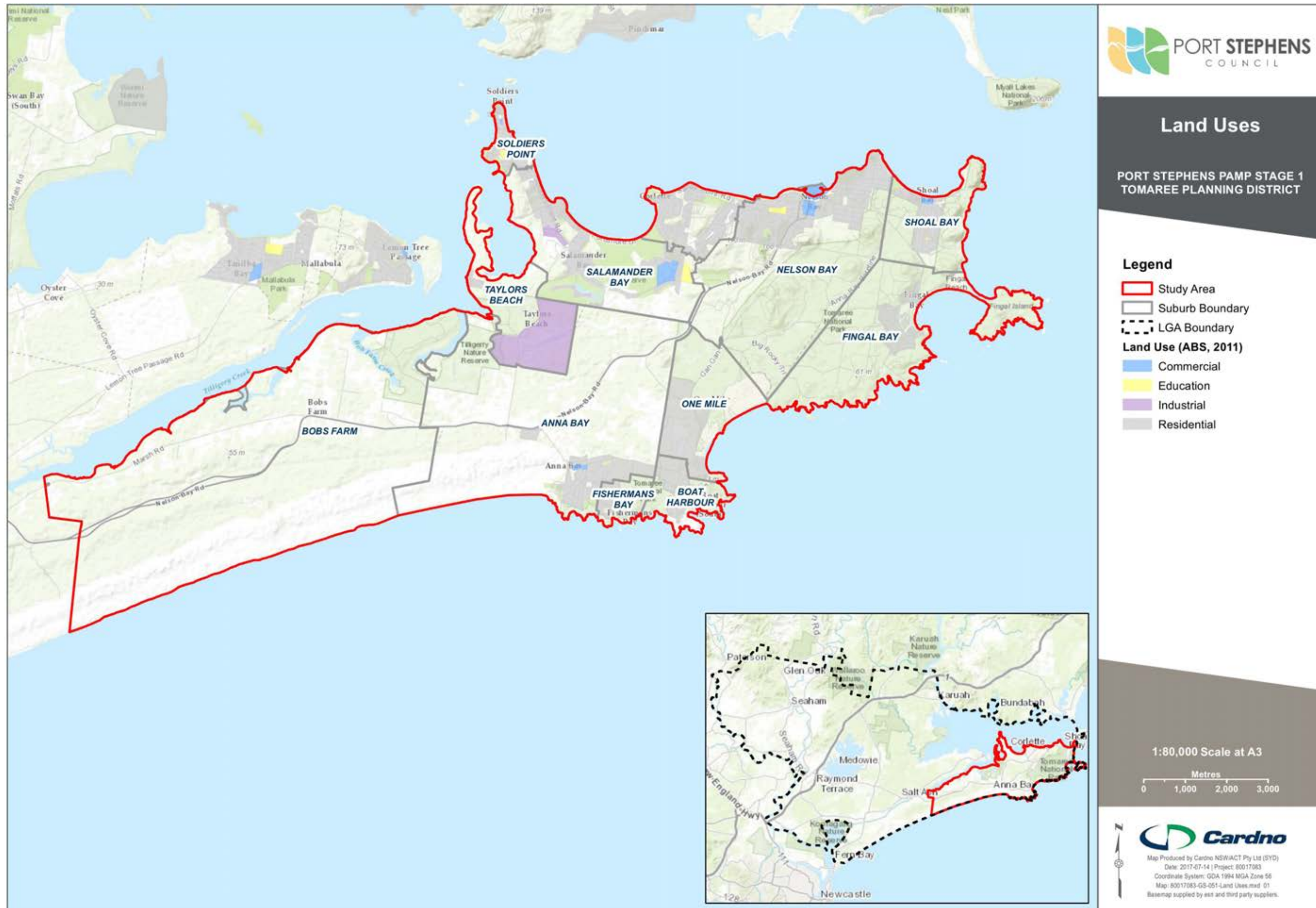
- > To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.

For development planned along coastal zones across the Port Stephens LGA, an objective considered during the preparation of the PAMP is:

- > To provide opportunities for pedestrian public access to and along the coastal foreshore.

In the Tomaree Planning District, the town centres of Nelson Bay, Shoal Bay and Anna Bay are classed as B2 Local Centre, and mostly surrounded by R2 Low Density Residential and RE1 Public Recreation. In Nelson Bay and Shoal Bay, the B2 Local Centre zones are surrounded by R3 Medium Density Residential zones. The Salamander Bay Shopping Centre is classed as zone B3 Commercial Core, with R3 Medium Density Residential to the north and R2 Low Density Residential to the east. The activity centres in Corlette, Fingal Bay, Soldiers Point, are classed as B1 Neighbourhood Centre. The town centre in Taylors Beach is classed as zone B5 Business Development. In the towns of Fisherman's Bay, Boat Harbour and One Mile, zones combine residential, recreational, rural and conserved land. A map demonstrating the land use zones in the Tomaree Planning District is presented in **Figure 2-1**.

Figure 2-1 Tomaree Planning District land use zones



2.2.2.2 Port Stephens Council Development Control Plan 2014

The Port Stephens Development Control Plan (DCP) 2014 was prepared by Council in accordance with the Environmental Planning and Assessment Act 1979 Section 74C and the Environmental Planning and Assessment Regulation 2000 Part 3. The Plan also runs in conjunction with the Port Stephens LEP 2013 and applies to all the land within the Port Stephens LGA.

The Port Stephens DCP aims to promote high quality and sustainable development with good urban design outcomes. Key areas to consider for the PAMP include:

Road network and parking (DCP Section B9)

DCP objectives:

- > To ensure the impacts of traffic generating development are considered and that the existing level of service of the road network is maintained;
- > To ensure driveways have adequate site distances for traffic and pedestrians on footpaths; and
- > To encourage more active lifestyles and ecologically sustainable development by providing convenient and accessible public transport options.

Requirements and performance criteria:

- > A Statement of Environmental Effects (SEE) is to be prepared for each traffic generating development, and must include details of street features (including footpaths) and anticipated impacts to pedestrian movements and accessibility for mobility impaired persons;
- > Driveways should provide a 2.5 metre minimum site distance to view approaching pedestrians;
- > Car parks that provide accessible spaces must be linked to a continuous and accessible path of travel;
- > New developments of 20 or more dwellings must be linked to by a continuous and accessible footpath to an accessible bus stop (new or upgrade of an existing stop) within a 400 metre catchment; and
- > Crossing points adjacent to public transport stops must be designed to follow pedestrian desire lines.

Development in Nelson Bay centre (including Salamander Bay Shopping Centre) (DCP Section D5)

DCP objectives:

- > To ensure development contributes to the existing compact and interconnected street pattern;
- > To facilitate development that is safe and secure for pedestrians by incorporating principles of Crime Prevention Through Environmental Design (CPTED);
- > To encourage the establishment of a pedestrian network that will integrate with established and future pedestrian circulation patterns; and
- > To provide planning principles to guide the further development of the Salamander Bay Shopping Centre precinct.

Requirements and performance criteria:

- > The street network is to be interconnected to provide a grid-like structure;
- > Where new developments are proposed along an activated street frontage, they should provide continuity of the area through street-facing premises and direct footpath access;
- > Stockton and Magnus Streets are designated as the main shopping streets in the Nelson Bay centre;
- > The Nelson Bay town centre, foreshore and transition areas should be interconnected and facilitate easy pedestrian movement between them;
- > To ensure an integrated pedestrian and vehicular network in the Salamander Bay Shopping Centre precinct which promotes improved connectivity between developments; and
- > To ensure new developments in the Salamander Bay Shopping Centre precinct are designed with the safety of users and neighbours are considered.

Subdivisions and commercial developments (DCP Section C1 and C2)

DCP objectives:

- > To ensure local streets are well-connected to the street network with obvious pedestrian and cycle links to higher order streets;
- > To ensure priority is provided to residents' needs when designing local streets to encourage usability;
- > To ensure pathways follow desire lines;
- > To ensure street activation and passive surveillance through active street frontage;
- > To facilitate development that is safe and secure for pedestrians by incorporating CPTED principles; and
- > To ensure continuous awnings along pathways to provide shelter where most pedestrian activity occurs.

Requirements and performance criteria:

- > Driveways and footpaths are provided as part of new subdivisions;
- > Footpaths and dual-use paths follow desire lines;
- > The street layout is interconnected to provide a grid-like structure, and is informed by street connections for future subdivisions on adjacent lands;
- > The street layout must ensure public access to open space/s is maintained and encouraged;
- > New developments must provide a paved link to the public footpath; and
- > Awnings must be provided over pedestrian paths, and must be of the same dimensions, alignment and materials of adjacent awnings along the street.

2.2.3 Transport Planning

2.2.3.1 *Nelson Bay Pedestrian Access and Mobility Plan*

A Pedestrian Access and Mobility Plan was prepared for the Nelson Bay area in 2004. The aim of the PAMP was to identify issues relating to pedestrian safety and equitable access to community facilities. The PAMP documented the issue locations across the study area, which included the main town centre, marina and foreshore, and links to surrounding residential and recreational areas.

The prioritised route network was developed for the study area, with high priority routes designated along Stockton, Church, Dowling, Fingal, Magnus, Donald and Nelson Streets, Government Road and Victoria Parade.

The common issues included:

- > Missing or steep footpaths, particularly along busier streets including Stockton, Yacaaba and Church Streets;
- > Missing or non-compliant kerb ramps;
- > Lack of safe crossing opportunities (pedestrian refuge islands were recommended for implementation);
- > Non-compliant bus stop design; and
- > Lack of ground tactiles at raised pedestrian crossings.

This PAMP has reviewed the approach and recommendations of the Nelson Bay Pedestrian Access and Mobility Plan, assessing its relevance, and considered similarities where applicable.

2.2.3.2 *Salamander Bay Pedestrian Access and Mobility Plan*

A Pedestrian Access and Mobility Plan was prepared for the Salamander Bay area in 2004. With similar aims to the Nelson Bay PAMP, this one focused on the Salamander Bay Shopping Centre, and links to surrounding residential and recreational areas.

The prioritised route network designated Sandy Point Road, Bagnall Beach Road, Salamander Way and Town Centre Circuit as high priority routes.

The common issues included:

- > Missing footpaths, particularly along Town Centre Circuit;
- > Missing or non-compliant kerb ramps; and
- > Non-compliant pedestrian crossings (includes a misaligned pedestrian refuge island, and missing tactiles at raised pedestrian crossings).

This PAMP has reviewed the approach and recommendations of the Salamander Bay Pedestrian Access and Mobility Plan, assessing its relevance, and considered similarities where applicable.

2.3 Summary of policy and planning framework

The Port Stephens Council PAMP takes into consideration the planned and recommended initiatives and improvements outlined in the background review. For the Tomaree Planning District, these include:

Long Term Transport Master Plan

- > Improving footpath networks in consultation with councils to enhance connectivity and accessibility in regional centres to encourage increased walking trips;
- > Providing improved community transport services for the elderly and disadvantaged; and
- > Enhancing road safety for all users through improvements on the road and pedestrian networks.

Hunter Regional Transport Plan

- > New walking facilities included as part of all new developments;
- > Assisting Councils with advocating for active transport in their respective Community Strategic Plans;
- > Delivering the Walking Communities Program, which includes dedicated funding for walking infrastructure within a two-kilometre catchment of centres and transport interchanges; and
- > Delivering improved customer information on active travel, and assisting local councils with developing guidelines and resources for trip planning and wayfinding.

NSW Disability Action Plan

- > Prepare pedestrian mobility plans to achieve walkability and safe road crossings in the planning and design phase of new public transport;
- > Improve pedestrian crossing safety, shared paths interaction and review traffic signal phasing for pedestrians;
- > Ensure that all new pedestrian and cycling infrastructure is accessible and DDA compliant.

Hunter Regional Plan 2036

- > Integrating recreational walking routes with commuter connections to local centres and the public transport network to increase active and public transport mode share, and reduce congestion.

Port Stephens Integrated Plans 2013-2023

- > Promote sustainable and improved, accessible and flexible transport modes;
- > Identify and plan for the future needs of an ageing population; and
- > Make future provision for people with disabilities, their families and carers.

Pathways Plan

- > New footpath and shared path facilities proposed in towns across the Tomaree Planning District to link in with existing infrastructure.

Ageing Strategy

- > Prioritise actions within Council's Pathways Plan to improve safety, connectivity and accessibility to meet the needs of the ageing population;

- > Ensuring the outcomes of the PAMP include:
 - Pavements that are free of obstacles or uneven surfaces;
 - Kerb ramps are provided; and
 - Wider paths are provided to improve safety and accommodate mobility scooters.

Port Stephens Council Disability Action Plan

- > Delivering on, and planning initiatives that ensure equitable access to land uses, community services and public transport.

Port Stephens Council LEP 2013

- > To maximise public transport patronage and encourage walking and cycling; and
- > To provide opportunities for pedestrian public access to and along the coastal foreshore.

Port Stephens Council DCP 2014

- > Promoting high quality and sustainable development with good urban design outcomes, with a focus on promoting active transport and accessibility to public transport services.

Nelson Bay PAMP

- > High priority routes were designated within the Nelson Bay town centre; and
- > Key issues included missing footpaths and kerb ramps, lack of crossings and tactiles.

Salamander Bay PAMP

- > The study area focused on the Salamander Bay Shopping Centre
- > Key issues included missing footpaths on Town Centre Circuit, missing kerb ramps and non-compliant refuge crossings.

3 People and movement

The Tomaree Planning District's population characteristics, travel behaviours and trends are established in the following sections, and are based on data obtained from the Australian Bureau of Statistics (ABS) census, the NSW Government's Transport Performance and Analytics (TPA) division and Port Stephens Council.

3.1 People

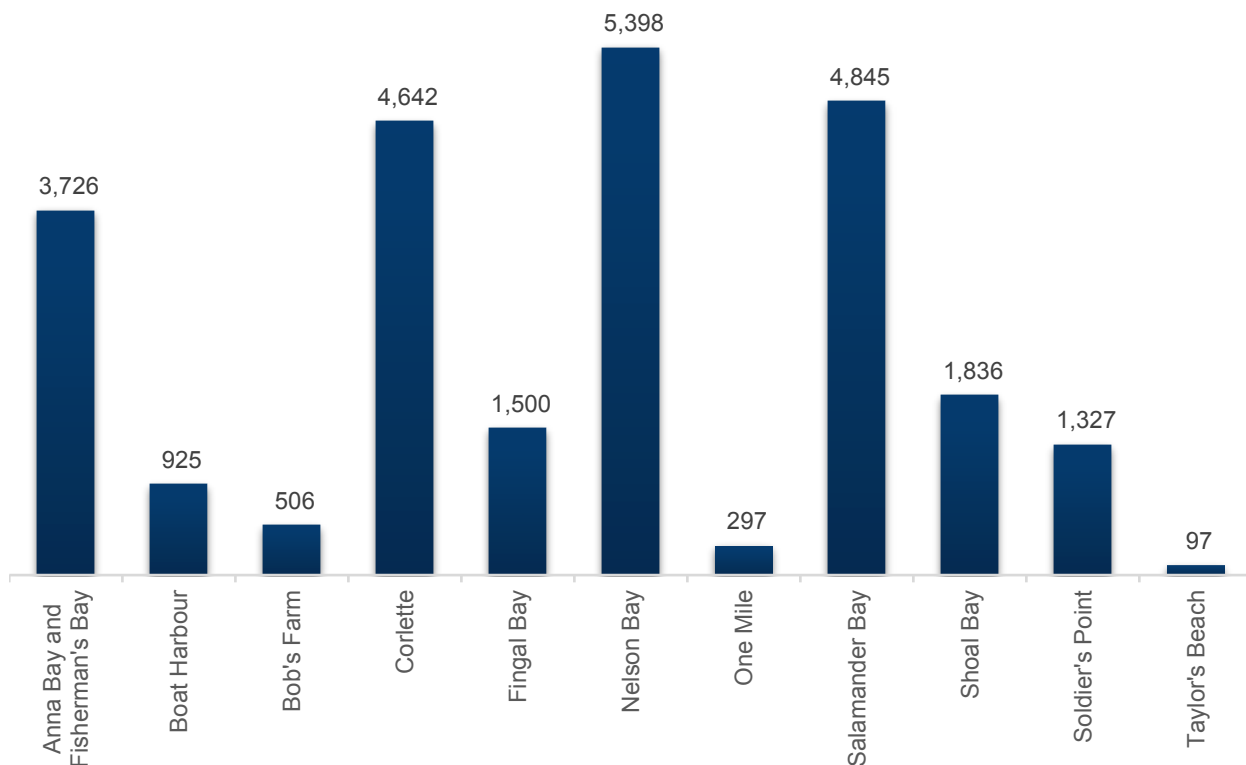
The Tomaree Planning District comprises of the following towns: Anna Bay, Bobs Farm, Boat Harbour, Corlette, Fingal Bay, Nelson Bay, One Mile, Salamander Bay, Shoal Bay, Soldiers Point and Taylors Beach. Information on each town's demographics and travel behaviour is presented in the sections below.

3.1.1 Population

The Tomaree Planning District is a key tourist and regional hub in NSW, and in 2015 had a population of more than 25,000 people (*Source: Australian Bureau of Statistics – Region Summary for Anna Bay and Nelson Bay peninsula*).

The breakdown of population in the Tomaree Planning District by town is given in **Figure 3-1**. Nelson Bay has the biggest population, with 5,398 people, followed by Salamander Bay with 4,845 people. Taylors Beach and One Mile have the smallest populations, with 97 and 297 people respectively.

Figure 3-1 Tomaree Planning District population by town



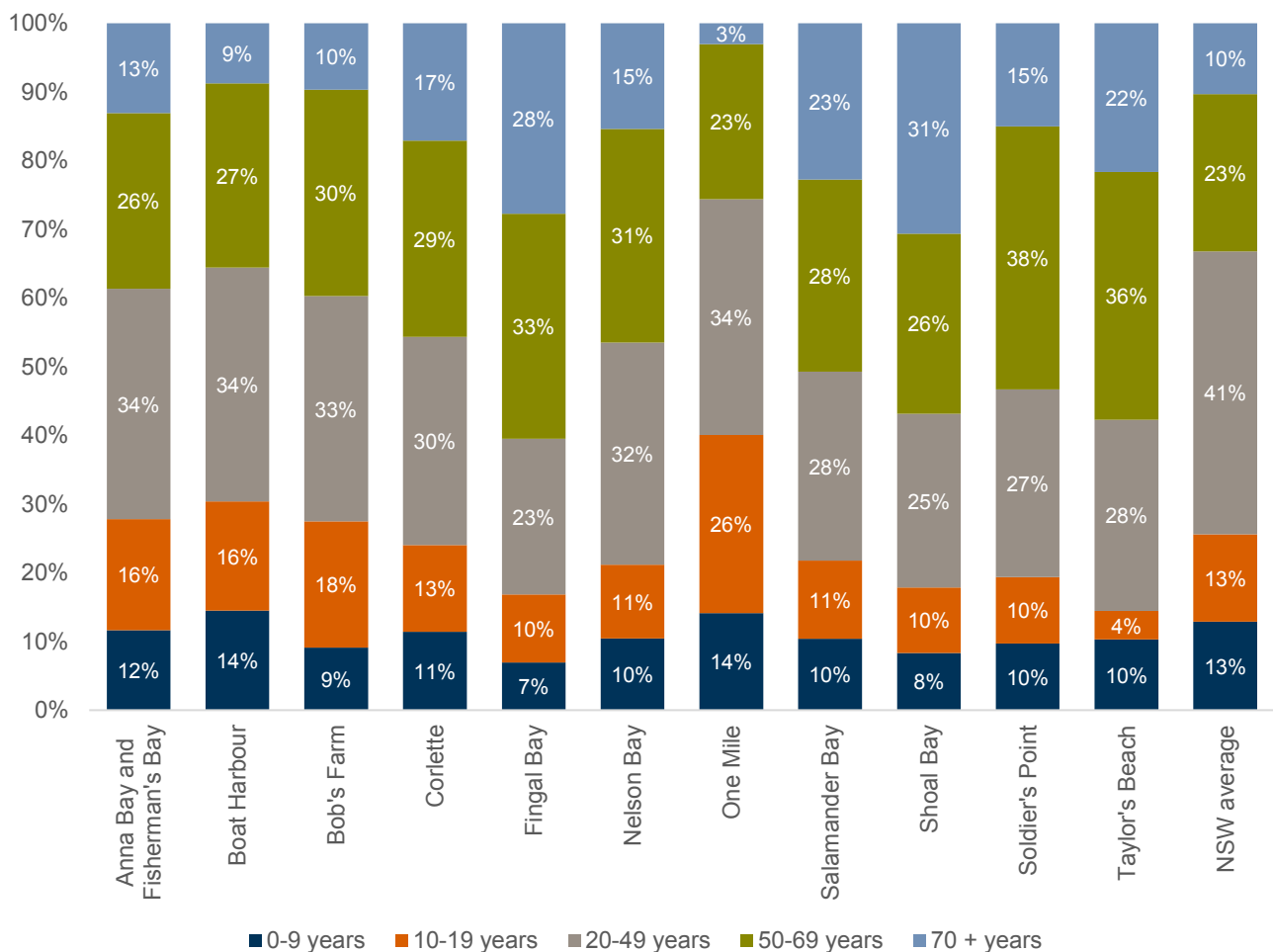
3.1.2 Age profile

A breakdown of the age groups per town is presented in **Figure 3-2**, with comparisons also provided against the NSW state average. The statistics are drawn from the 2011 census as the timeframe aligns with Port Stephens Council vulnerable communities data, discussed in **Section 3.1.4**.

The breakdown shows that Fingal Bay has the largest proportion of residents over the age of 50 at approximately 61 per cent, followed by Taylors Beach at 58 per cent. Collectively across the 12 towns, there are a higher proportion of residents aged between 20 and 49 years compared to other age groups. The data also shows there is a significant proportion of Tomaree residents aged between ten and 19 years.

Given the high proportions of elderly residents in Port Stephens with generally lower mobility, it is necessary to improve accessibility and provision of active transport infrastructure.

Figure 3-2 Age profile for Tomaree Planning District towns



Source: ABS Census Data 2011. Statistics were not reported separately for Fishermans Bay, and were instead combined into the Anna Bay profile.

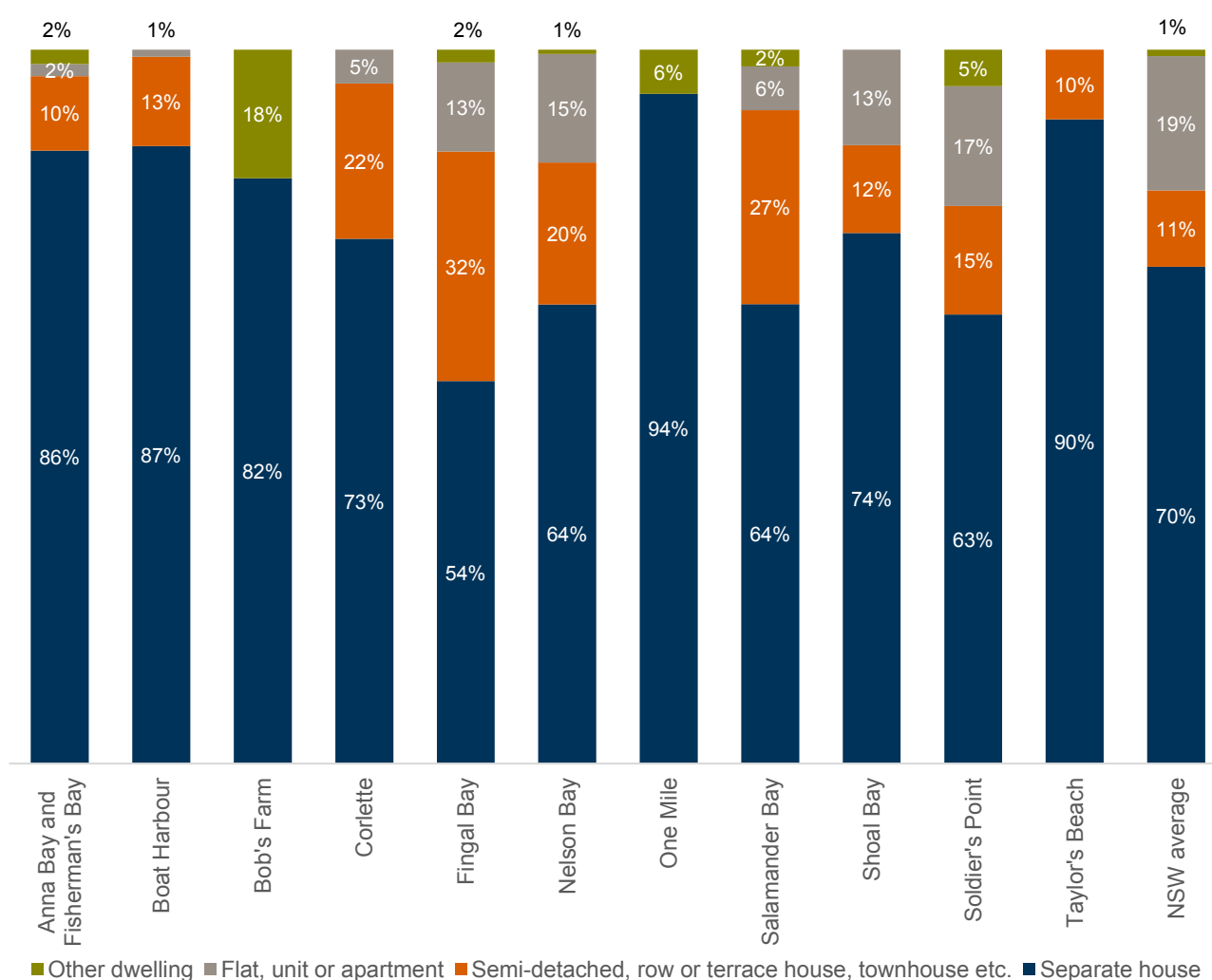
3.1.3 Dwelling type

Across the 12 towns in the Tomaree Planning District, separate houses represent a majority proportion of the dwelling types. Variances in dwelling types are higher in Fingal Bay, with 32 per cent of dwellings classified as semi-detached. Similarly, semi-detached structure represent 27 per cent and 22 per cent of all dwellings in Salamander Bay and Corlette respectively. The proportion of flats, units or apartments is highest in the Nelson Bay area, representing 20 per cent of all dwellings, higher than the NSW state average of 19 per cent.

As most dwellings in the Tomaree Planning District are separate houses, block sizes are likely to be larger, causing walking distances and times to become longer. This encourages residents to use private vehicles for shorter trips.

A breakdown of the dwelling types for each town in the Tomaree Planning District is presented in **Figure 3-3**. The statistics are drawn from the 2011 census as the timeframe aligns with Port Stephens Council vulnerable communities data, discussed in **Section 3.1.4**.

Figure 3-3 Dwelling type for Tomaree Planning District towns



Source: ABS Census Data 2011. Statistics were not reported separately for Fishermans Bay, and were instead combined into the Anna Bay profile.

3.1.4 Vulnerable communities

Vulnerable communities are those that require special considerations due to health, age and mobility status. The identification of vulnerable communities is an initiative of Port Stephens Council, which aims to understand the distribution of key demographic groups at risk of disadvantage and isolation across the LGA. These groups are more likely to rely heavily on pedestrian facilities to safely travel around their respective local area. They stand to benefit the most from targeting improvements in the walking network to prioritise the areas where the vulnerable community population proportions are highest.

Density heat maps developed by Council detail the proportion of the population that are:

- > In need of assistance;
- > Over the age of 55 years; and
- > Between the ages of zero and four years.

The mapping drew on 2011 Census data provided by the Australian Bureau of Statistics. Densities of each community were allocated at a Statistical Area 1 (SA1) level and mapping of all three vulnerable community groups for the Tomaree Planning District is presented in **Figure 3-4**, **Figure 3-5** and **Figure 3-6**.

Figure 3-4 Vulnerable communities – Need for assistance

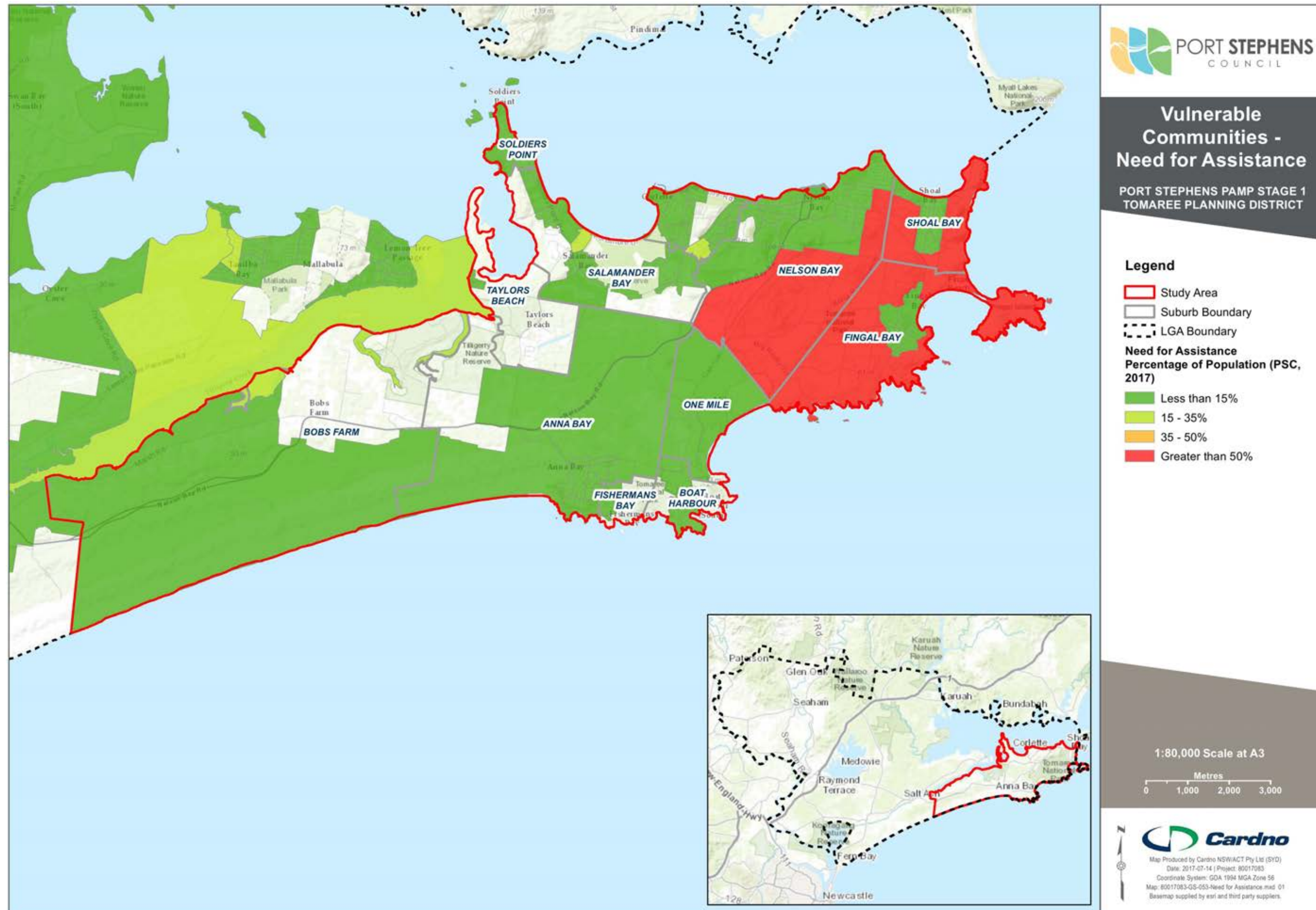


Figure 3-5 Vulnerable communities – Over 55 years

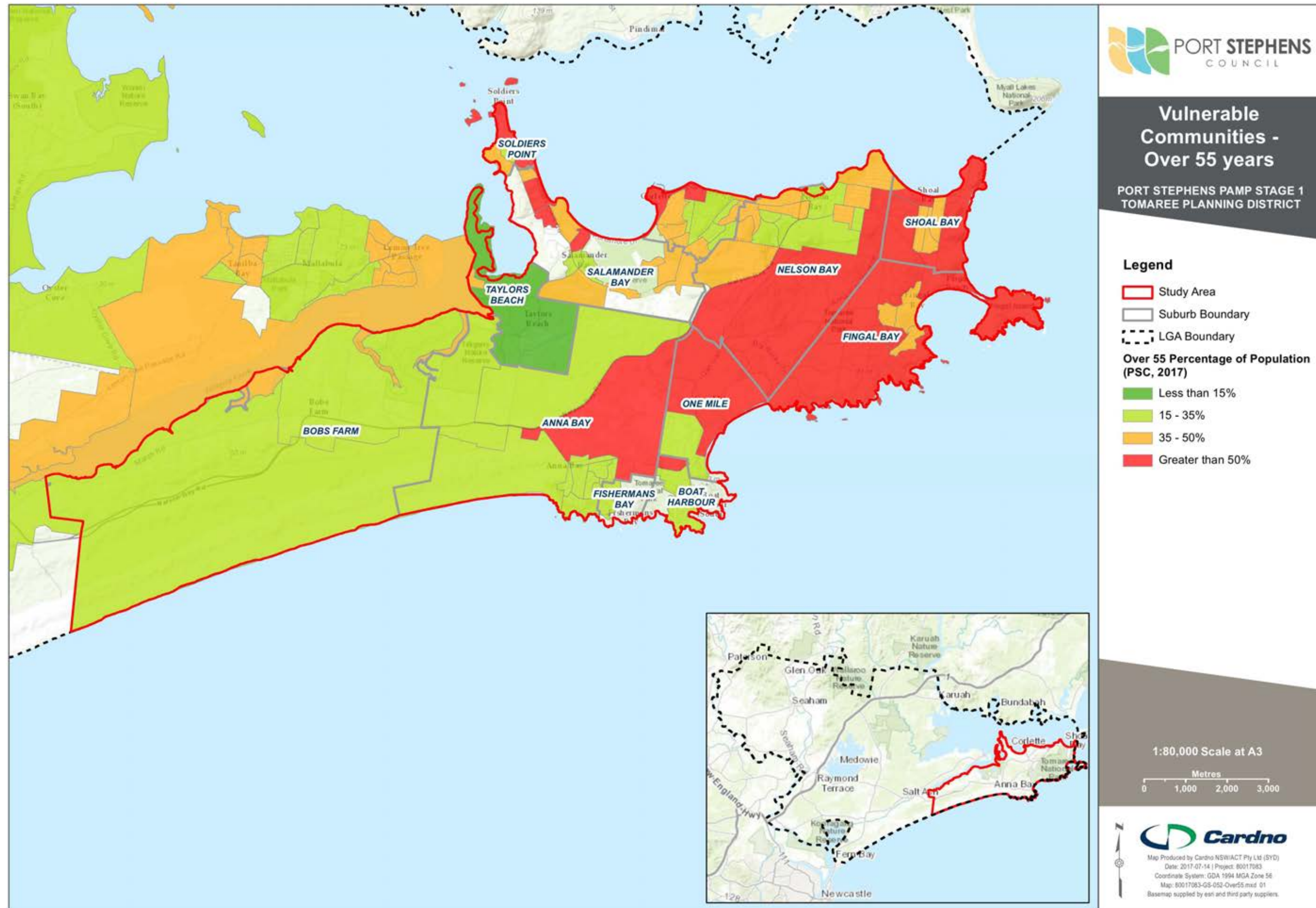
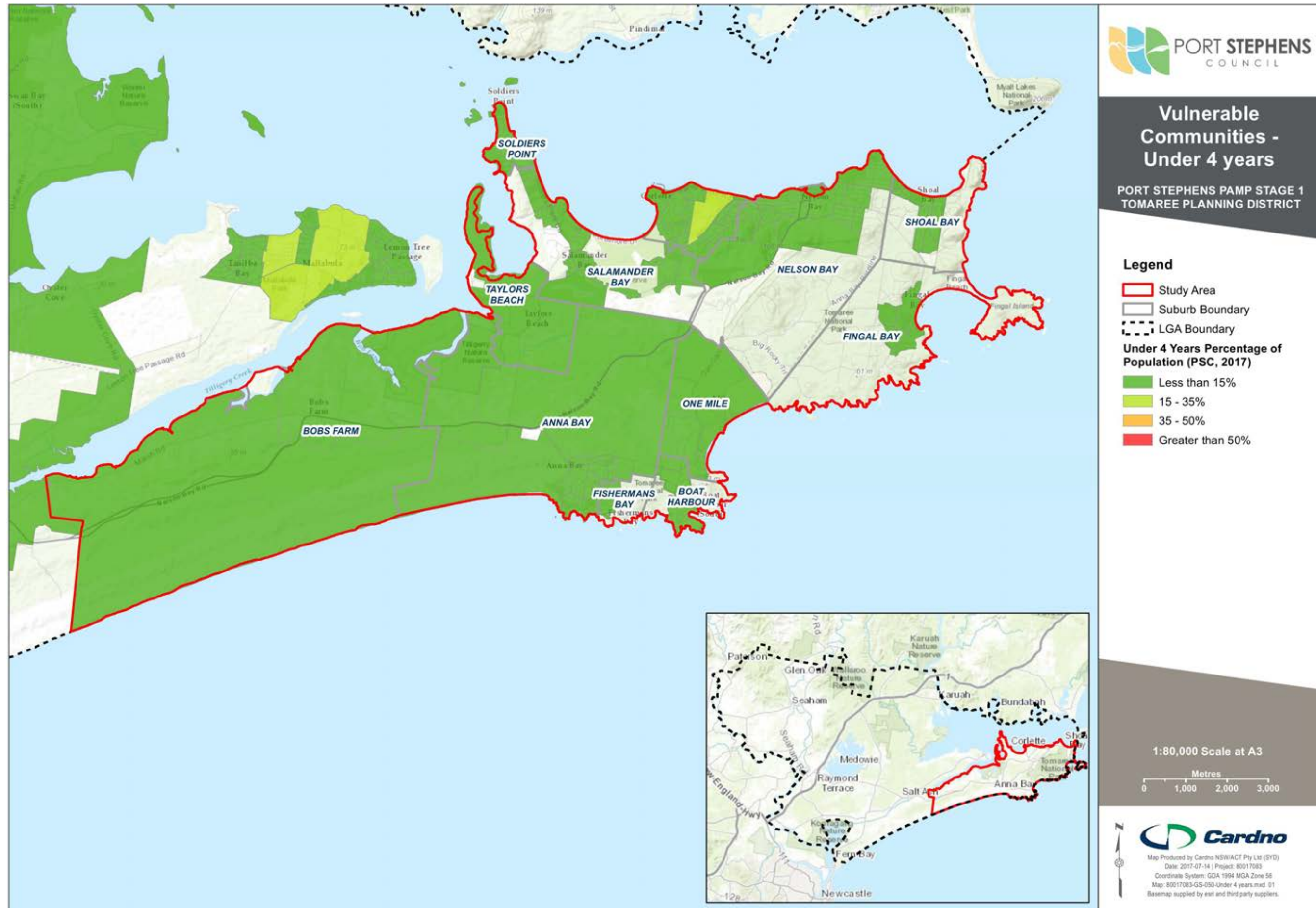


Figure 3-6 Vulnerable communities – Children aged 0-4 years



3.2 Movement

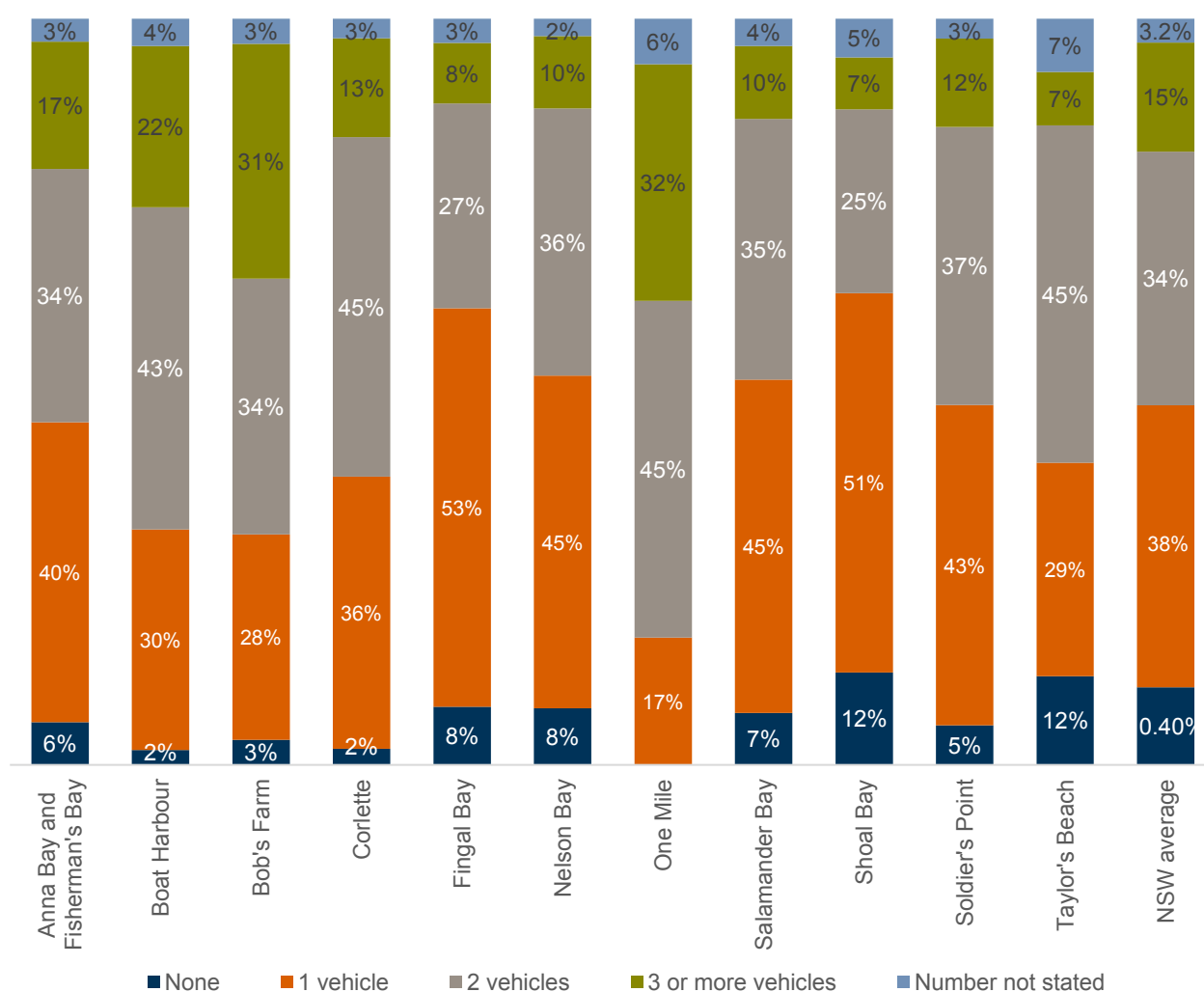
3.2.1 Vehicle ownership

Ownership of motor vehicles in the Tomaree Planning District is proportionally higher than the NSW State average, with most households across the 12 towns owning at least one vehicle. The ownership rate is highest in Corlette, with more than 95 per cent of households owning at least one vehicle, and lowest in Taylors Beach at 81 per cent.

Owning a private vehicle has both convenience and comfort benefits, and in towns with limited pedestrian accessibility and high ownership of one or two private vehicles, residents are more likely to drive than to walk.

A breakdown of the vehicle ownership rates for each town in the Tomaree Planning District is presented in **Figure 3-7**. The statistics are drawn from the 2011 census as the timeframe aligns with Port Stephens Council vulnerable communities data, discussed in **Section 3.1.4**.

Figure 3-7 Vehicle ownership rates for Tomaree Planning District towns

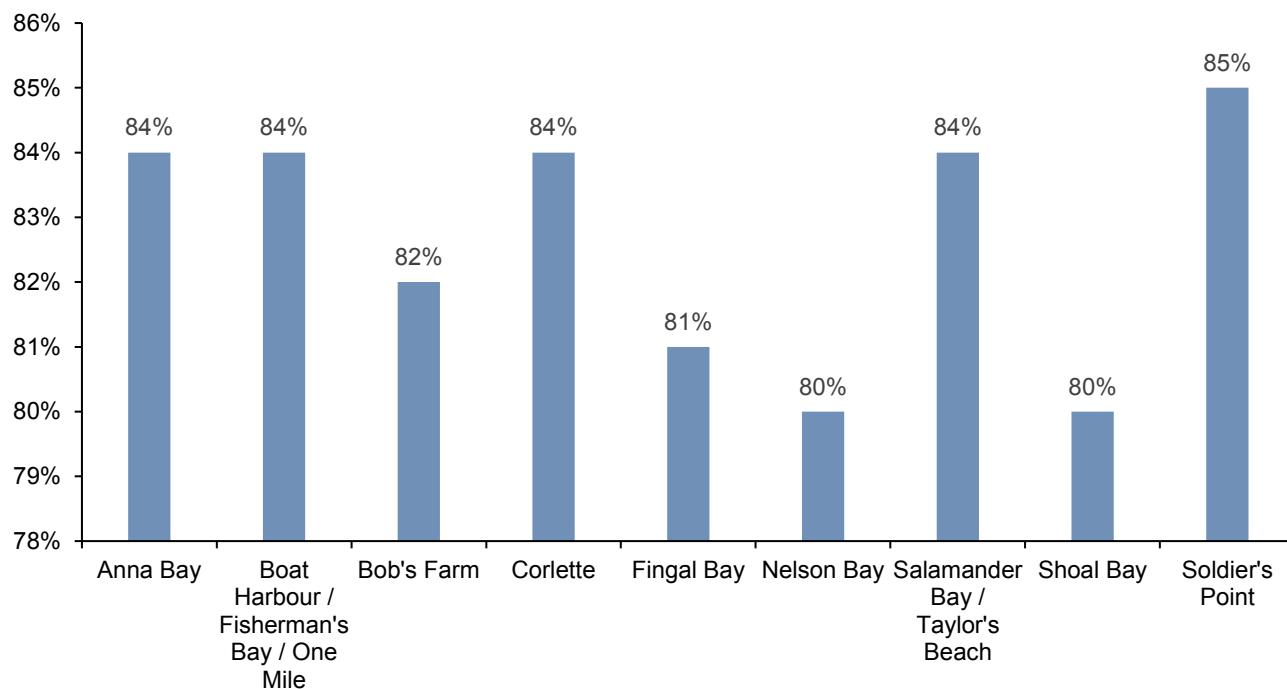


Source: ABS Census Data 2011. Statistics were not reported separately for Fishermans Bay, and were instead combined into the Anna Bay profile.

3.2.2 Journey to Work

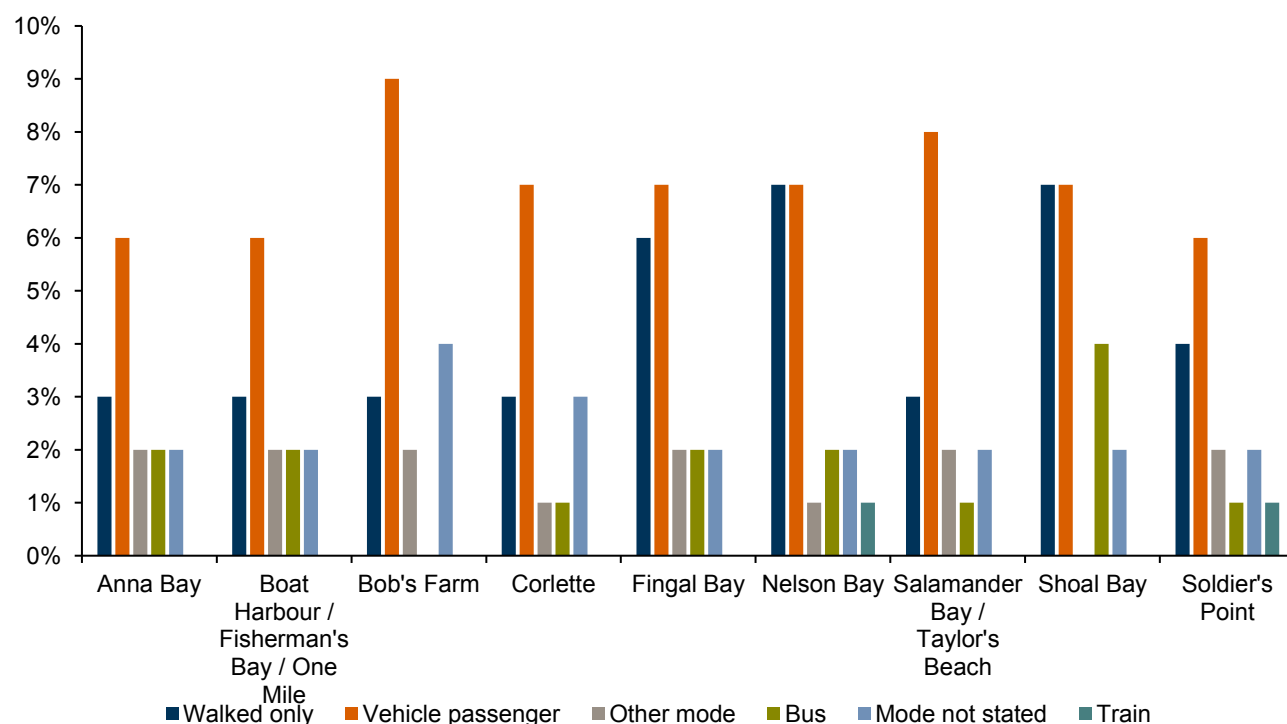
Transport for NSW's Transport Performance and Analytics (TPA) Division provides information on the Journey to Work (JtW) travel patterns for NSW residents and workers. The data, collected in 2011 as part of the census, shows reliance on private vehicles is high across the towns in the Tomaree Planning District, with more than 80 per cent of all commuting trips completed either as a driver or passenger, shown in **Figure 3-8**. The walking mode share is highest in Nelson Bay and Shoal Bay, each representing 7% of all JtW trips for the area. The mode share for walking and other modes is shown in **Figure 3-9**.

Figure 3-8 JtW private vehicle travel patterns for Tomaree Planning District



Source: Journey to Work 2011 - Transport for NSW (Transport Performance and Analytics Division)

Figure 3-9 JtW alternative mode travel patterns for Tomaree Planning District



Source: Journey to Work 2011 - Transport for NSW (Transport Performance and Analytics Division)

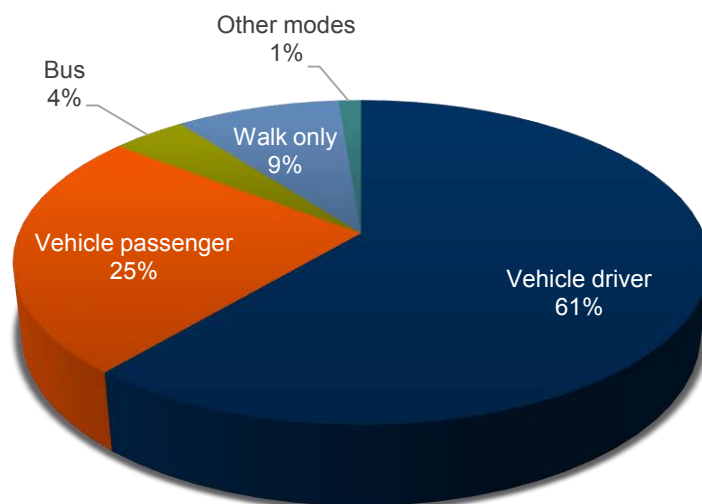
3.2.3 Household travel survey

The Household Travel Survey (HTS), prepared by the Transport for NSW TPA Division, details travel attributes such as mode, distance and travel time for residents at a Local Government Area (LGA) level, and includes all trip purposes, not just commuting trips. Data from the last available HTS, completed in 2012-13, is presented in the following sections.

3.2.3.1 Mode share

The mode share for all trips in the Port Stephens LGA is provided in **Figure 3-10**. This shows a significant reliance on motor vehicles for trips by residents compared to other modes; more than 85 per cent of trips taken daily as either a driver or passenger. Nine per cent of walking trips were completed daily by residents across the LGA.

Figure 3-10 HTS mode share for Port Stephens

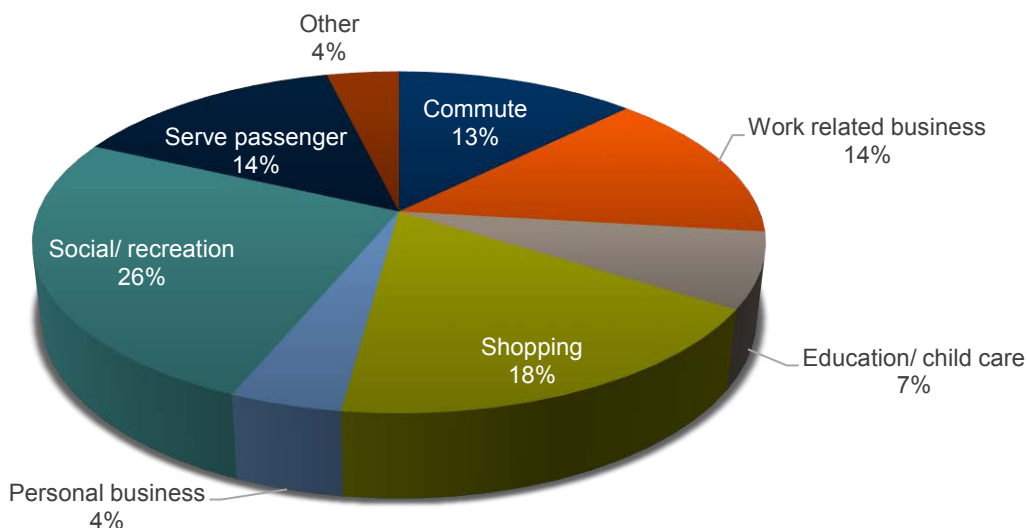


Source: Household Travel Survey (HTS) 2012-13 – Transport for NSW

3.2.3.2 Trip purpose

The highest proportion of trips were completed for social / recreation purposes, representing 26 per cent of daily trips across the LGA. This was followed by trips for shopping and work-related business, representing 18 and 14 per cent of trips respectively. Commuting only represented 13 per cent of all trips. A breakdown of household trips by purpose is provided in **Figure 3-11**.

Figure 3-11 Household trip purpose in Port Stephens



Source: Household Travel Survey (HTS) 2012-13 – Transport for NSW

3.2.4 Public transport

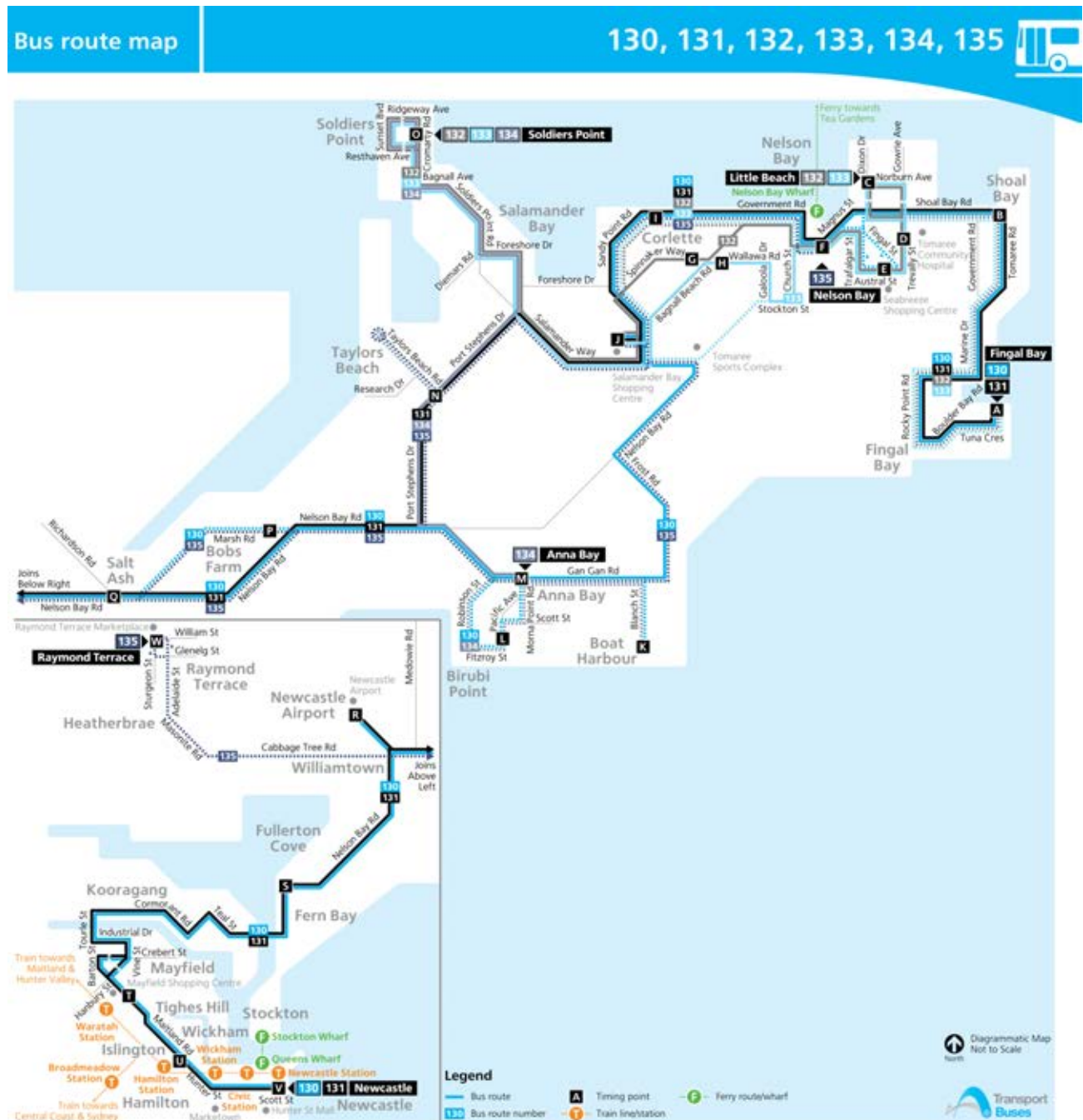
In the Tomaree Planning District, bus services connect across all study towns to destinations including Raymond Terrace, Heatherbrae, Williamstown Airport and the Newcastle CBD. Travel on these services, operated by Port Stephens Coaches, is covered under the Opal card network. A separate bus service connecting the Tomaree Planning District with Sydney (Central Station) is also available, and must be booked by customers prior to travel.

A summary of the bus services that operate within the Tomaree Planning District is presented in **Table 3-1**, and a route map is provided in **Figure 3-12**.

Table 3-1 Bus service information in Tomaree Planning District

Route number	Route (Origin and Destination)	Service frequency	Hours of operation
130	Fingal Bay to Newcastle via Gan Gan Road	Once per hour	Monday to Friday: 5:25am - 9:53pm Saturday, Sunday and Public Holidays: 7:05am – 8:55pm
131	Fingal Bay to Newcastle (Express)	Three times per day on weekdays	Monday to Friday: 10:10am – 6:15pm Saturday, Sunday and Public Holidays: Does not operate
132	Fingal Bay to Soldiers Point via Corlette and Salamander Bay	Once per two hours	Monday to Friday: 8:28am – 7:40pm Saturday, Sunday and Public Holidays: 8:20am – 7:38pm
133	Fingal Bay to Soldiers Point via Corlette and Salamander Bay	Monday to Friday: Once per hour during am and pm peak periods, and once per two hours during other times Saturday, Sunday and Public Holidays: Once per two hours	Monday to Friday: 7:05am – 9:10pm Saturday, Sunday and Public Holidays: 6:20am – 8:25pm
134	Anna Bay to Soldiers Point	Monday to Friday: Once per hour in am and pm peak periods Saturday, Sunday and Public Holidays: One service per day	Monday to Friday: 6:25am – 5:07pm Saturday, Sunday and Public Holidays: 6:50am – 7:05am
135	Nelson Bay to Raymond Terrace	Monday to Friday: Once at 9:00am and once at 3:55pm	Monday to Friday: 9:00am – 4:20pm Saturday, Sunday and Public Holidays: Does not operate

Figure 3-12 Bus service routes in Tomaree Planning District



Source: Transport for NSW

3.3 Crash analysis

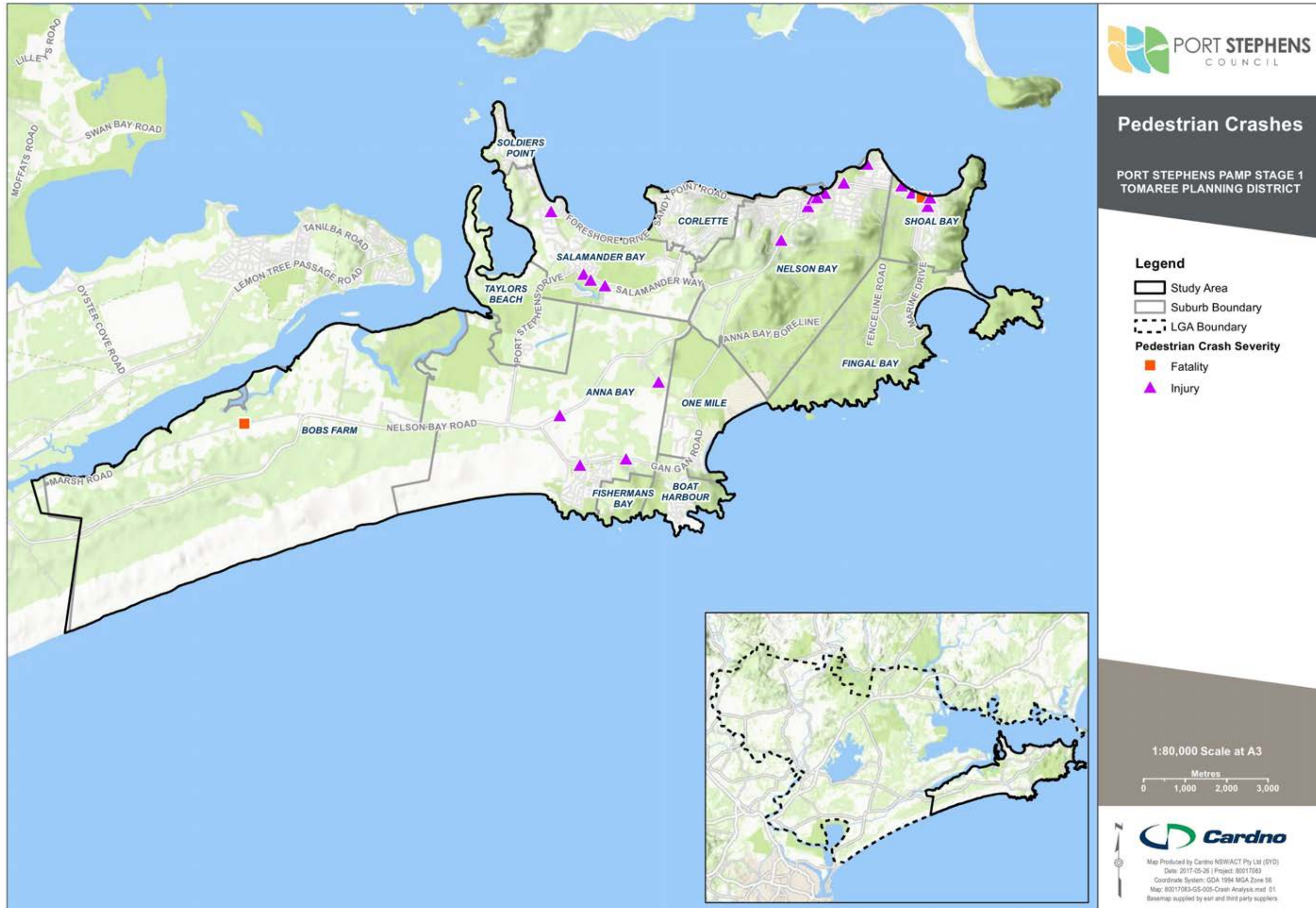
3.3.1 Summary of crashes

There were a total of 23 crashes involving pedestrians reported within the Tomaree Planning District during the most recent six year period of recorded data from 2010 to 2016. Of these:

- > Two crashes involved a fatality; and
- > 21 crashes involved an injury.

Crashes were clustered around the Nelson Bay and Shoal Bay centres. Five crashes were reported along Shoal Bay Road, and two crashes each along Beach Road, Gan Gan Road, Salamander Way and Victoria Parade. The distribution of pedestrian crashes by location is presented in **Figure 3-13**.

Figure 3-13 Pedestrian crashes in Tomaree Planning District



3.3.1 Crash types

One of the basic tools for understanding what happened in a crash is the road user movement or crash type, previously referred to as a Road User Movement (RUM) code (now also referred to as a Definitions for Coding Accidents (DCA) code).

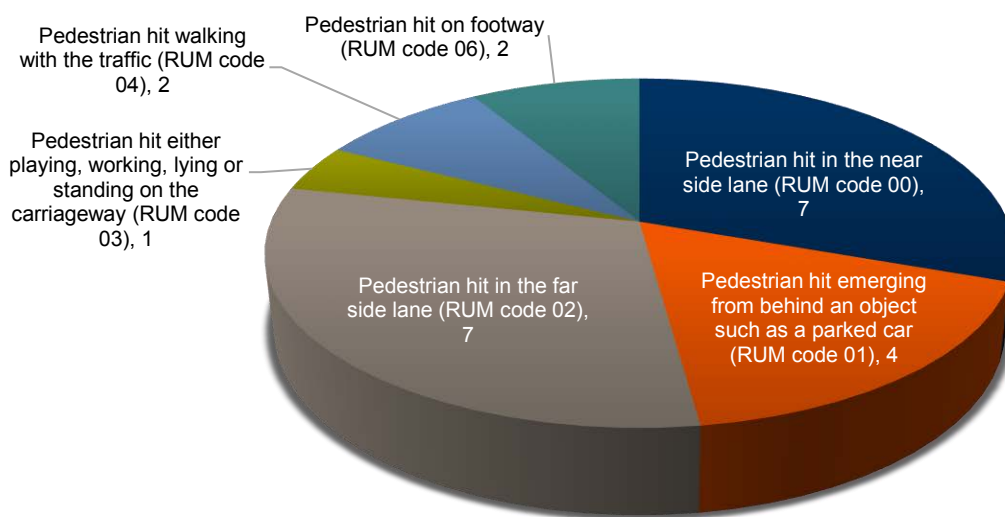
The crash types which involve pedestrians are identified in the RMS accident database under RUM codes 00 to 09; these are described in **Table 3-2**.

Table 3-2 Definition of crash types involving pedestrians (RUM codes)

RUM Code	Description
00	Pedestrian hit in the near side lane
01	Pedestrian hit emerging from behind an object such as a parked car
02	Pedestrian hit in the far side lane
03	Pedestrian hit either playing, working, lying or standing on the carriageway
04	Pedestrian hit walking with the traffic
05	Pedestrian hit walking facing the traffic
06	Pedestrian hit on footway
07	Pedestrian hit in driveway
09	Other

In the Tomaree Planning District, the most frequent crash types occurred when a pedestrian was attempting to cross the road. Seven of the reported crashes were classified as RUM 00 (where a pedestrian is hit in the near side lane), indicating that there may be a lack of safe footpaths and crossing locations. The second most common crash type was RUM 02 (where a pedestrian is hit in the far side lane). The distribution of pedestrian crashes in the Tomaree Planning District, based on RUM code, is presented in **Figure 3-14**.

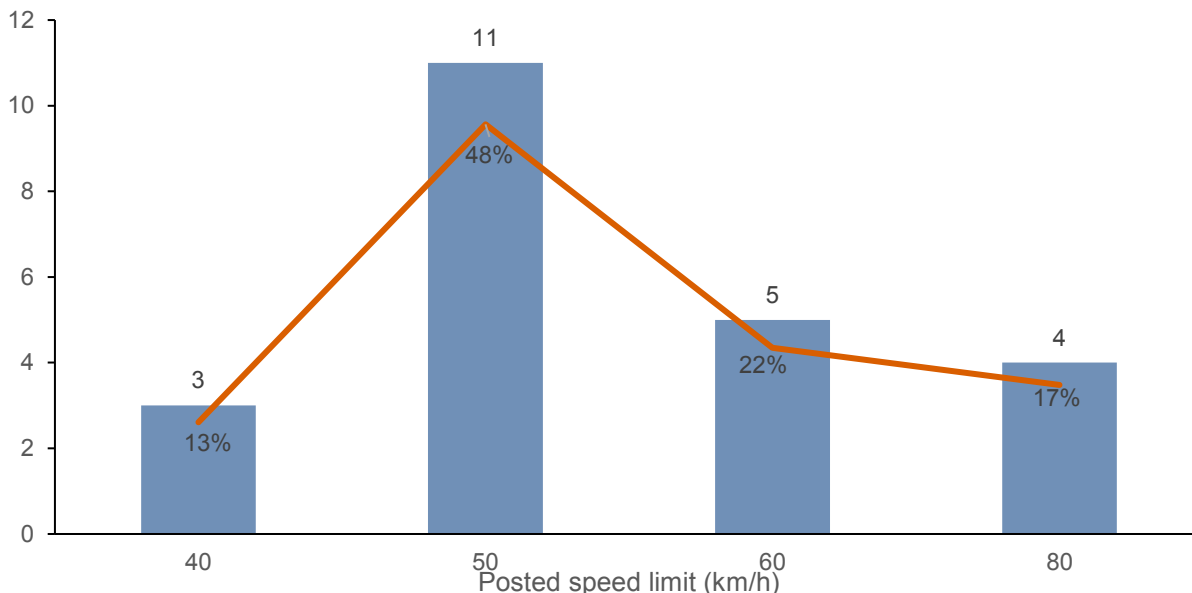
Figure 3-14 Distribution of pedestrian crashes in the Tomaree Planning District



3.3.2 Speed

The highest proportion of pedestrian crashes in the Tomaree Planning District occurred along streets with a posted speed limit of 50 kilometres per hour, accounting for 11 crashes. Roads with a speed limit of 60 kilometres per hour had five crashes, with four crashes along roads with an 80 kilometre per hour speed limit. Roads with a speed limit of 40 kilometres per hour had the lowest proportion of reported crashes. The distribution of pedestrian crashes based on the posted speed limit of the adjacent road and percentage of all crashes is presented in **Figure 3-15**.

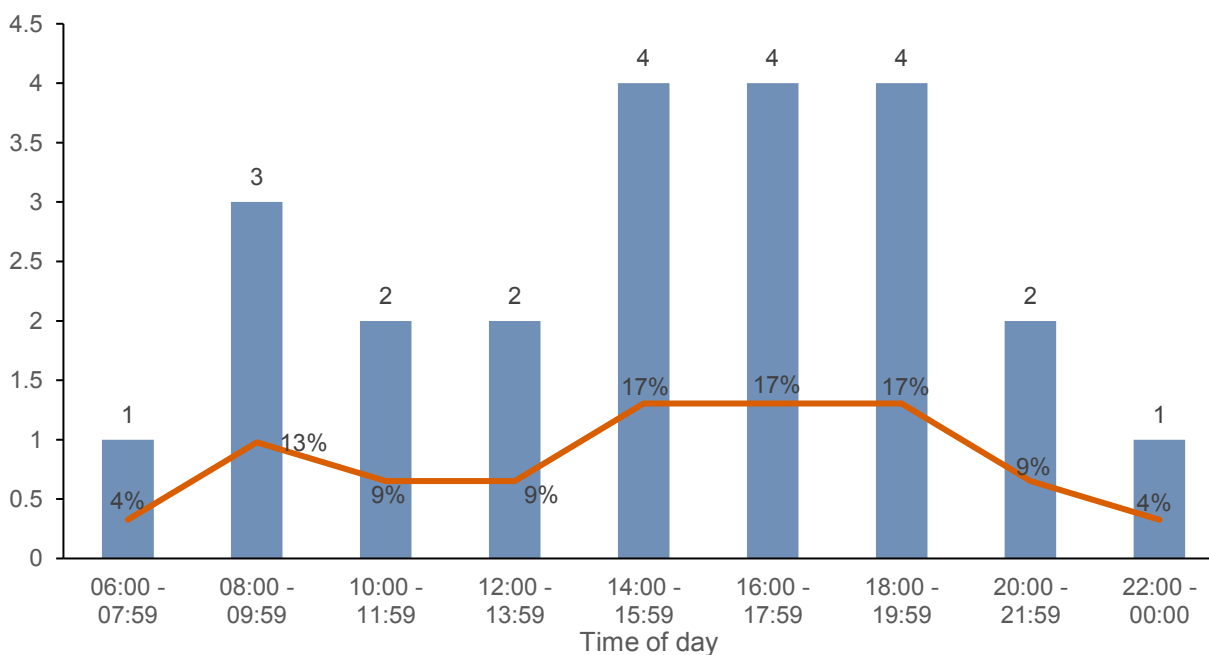
Figure 3-15 Distribution of pedestrian crashes based on speed limits



3.3.3 Time of day

The majority of pedestrian crashes occurred in the late afternoon and early evening period, accounting for 12 crashes between 2:00pm and 8:00pm. Three crashes were reported in the morning period between 8:00am and 10:00am. No crashes involving pedestrians were reported during between midnight and 6:00am. The distribution of pedestrian crashes based on the time of day and the percentage of all crashes is presented in **Figure 3-16**.

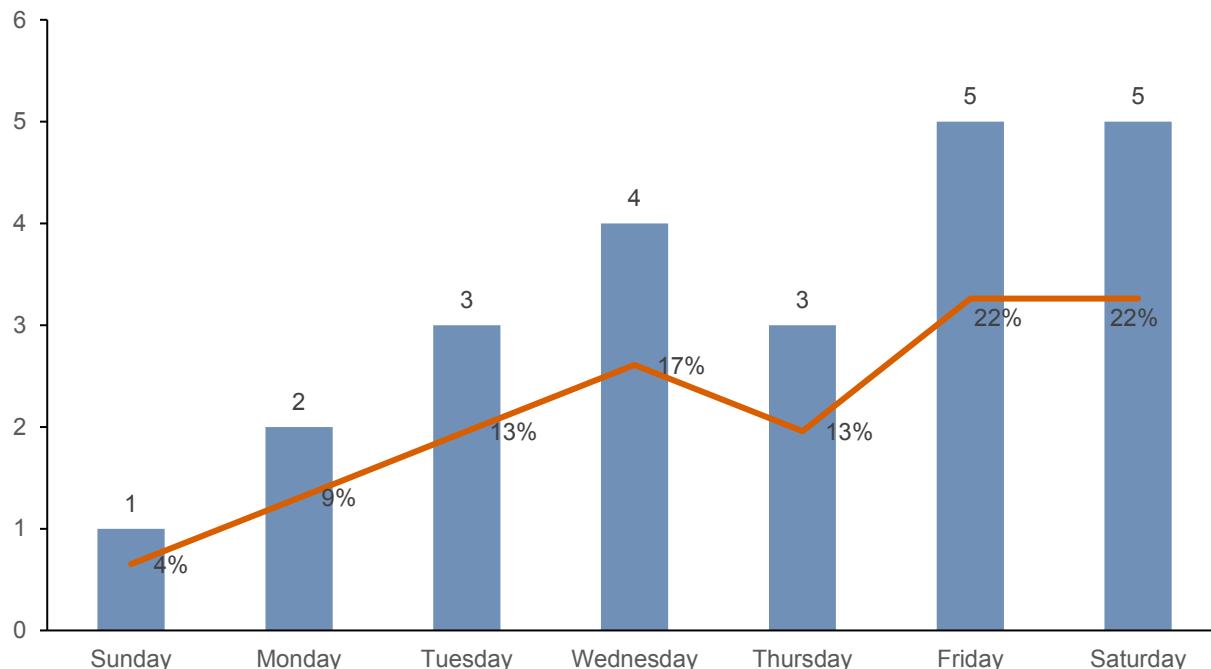
Figure 3-16 Distribution of pedestrian crashes based on time of day



3.3.4 Day of week

More pedestrian crashes occurred towards the end of the week, with five crashes reported each on Friday and Saturday. Data on the number of crashes based on the day of the week and the percentage of all crashes is given in **Figure 3-17**.

Figure 3-17 Pedestrian crashes based on day of week



3.4 Summary of people and movement

The specific characteristics of the residents of the Tomaree Planning District have been considered in the development of this PAMP, including special consideration for vulnerable communities. Understanding current travel behaviour and the locations of pedestrian crashes is essential to developing a safe and convenient network of key pedestrian routes. Building upon the Port Stephens Pathways Plan, the proposed infrastructure improvements are tailored to the specific needs of the community.

4 Community and stakeholder consultation

4.1 Consultation aims and principles

Engagement was essential in Stage 1 of the Port Stephens Council PAMP to capture local knowledge of the pedestrian network. The community and stakeholder engagement process aimed to:

- > Understand current community behaviour and attitudes towards walking in the Tomaree Planning District;
- > Identify specific issues relating to walking in the Tomaree Planning District;
- > Identify key pedestrian routes and desire lines; and
- > Understand the community issues and concerns to be taken into account in the development of the PAMP.

The following consultation principles were adopted during the projects stakeholder engagement.

- > All stakeholder consultation was approved by Port Stephens Council;
- > All material prepared for stakeholder consultation was reviewed by Port Stephens Council personnel; and
- > Community members were given the opportunity to give feedback on ideas and issues related to walking in the Tomaree Planning District.

4.2 Consultation activities

The consultation tools and techniques used included:

- > Study announcements, both prior to and during the official survey period from Wednesday 24th May 2017 to Sunday 25th June 2017 via the Port Stephens Council website, Informe Newsletter, in the Community section of issues of The Examiner and social media;
- > An official media release from Port Stephens Council on Thursday 25th May, titled “Feedback sought from Tomaree walkers;”
- > A study-specific email address for the community to send through any issues with the pedestrian network;
- > An online community survey hosted by Cardno using the SurveyMonkey platform (a paper copy of the survey was also available to users without internet access at the Council office in Raymond Terrace, the visitor information centre and the Tomaree Library). The survey was completed from Wednesday 24th May 2017 to Sunday 25th June 2017, and a copy of the survey questions is attached in **Appendix A**.
- > An online map hosted by Cardno for users to pin-point locations of issues in the Tomaree Planning District, and provide comments. The map was open to responses in conjunction with the survey from Wednesday the 24th May 2017 to Sunday 25th June 2017; and
- > Phone interviews with key stakeholders including schools, Tomaree Hospital, aged-care facilities, Port Stephens Coaches, day-care centres, medical centres and sporting grounds / facilities.

4.3 Key stakeholder interviews

The stakeholder organisations listed in **Table 4-1** were contacted to contribute to the development of the PAMP. The key issues raised by these groups via both phone calls and emails are provided in the table.

Table 4-1 Stakeholder details

Stakeholder group	Name of stakeholder	Key issues raised regarding pedestrian network
Council	Port Stephens Council	- Key focus areas included the streets surrounding the Salamander Bay Shopping Centre and Tomaree High School – safety concerns raised for pedestrian movements between these two key land uses. - Improvements are under construction at Shoal Bay (intersection of Government Road and Shoal Bay Road) and at Salamander Bay (between the Shopping Centre and KFC). - A pedestrian crossing at Shoal Bay Road is an item of concern due to poor motorist and pedestrian sight lines.
	Anna Bay Public School	- There is no footpath facility along Old Main Road, to the rear of the school. Parents and carers prefer to use Old Main Road for pick-up and set-down as it is quieter than Gan Gan Road with less through traffic. - Old Main Road is very dark at night, and the existing lighting facilities are insufficient. - The shared path network along Gan Gan Road connecting Anna Bay with Boat Harbour is incomplete, with missing links and designated crossing facilities to connect the two areas.
	Shoal Bay Public School	- There is no footpath along Rigney Street northbound from the school towards the Shoal Bay town centre. Many students travel in this direction, and often walk along the verge or on the road. - Traffic speeds along Rigney Street are sometimes high, causing safety concerns. - Street lighting in the area is generally good.
	St Phillips Christian College	- The area out of the front of the Uniting Church on Salamander Way and also on the opposite side of the road does not have footpaths however the road does have a safe area for pedestrians to cross. - Concerns have been raised for the safety of pedestrians when cars are attempting to turn right into Narnia Early Learning Centre (across a white line median strip). At the moment vehicles will often move around cars making the right-hand turn resulting in them driving along the gravel next to the road. - Additional flashing lights / speed notification signs would be beneficial along Salamander Way near the school crossing to raise awareness of the crossing and the need for increased alertness when travelling in this area. Additional safety measures should also be considered at the intersection of Salamander Way and Bagnall Beach Road, where significant congestion occurs.
Aged care facility	Tomaree Public School	- There is no footpath along Salamander Way past the Salamander Bay Shopping Centre. - Crossing opportunities along Bagnall Beach Road are limited, with concerns raised for students leaving the school and accessing the Corlette area due to the high traffic volumes and speeds along the road. - It is difficult for vehicles leaving Leisure Drive to turn right into Salamander Way.
	Uniting Salamander Bay	- The bus stop on Port Stephens Drive to the east of the centre is located far away from the pedestrian refuge crossing providing access to Muller Street. - There are no designated crossing facilities along Soldiers Point Road, presenting safety concerns. Currently footpath links are provided to kerb ramps, but no pedestrian priority given.
	Anna Bay Village Retreat	- There is no footpath facility available to link visitors and clients to the Anna Bay town centre. - Street lighting in the area is inadequate.
	Middle Rock Home Village	There is no footpath, or kerb and gutter along Gan Gan Road.

Stakeholder group	Name of stakeholder	Key issues raised regarding pedestrian network
Day-care centre		The connection of the Holiday Park to Hannah Parade was suggested.
	Harbourside Haven	There is a pedestrian refuge at the front of the town centre, which allows for pedestrians to cross Shoal Bay Road.
	Salamander Childcare Centre	- There is no pedestrian crossing connecting the community centre with the Salamander Bay Shopping Centre. - There are inconsistencies in the footpath network in the area with gaps and missing facilities observed along Community Close. - Vehicle speeds are high along Community Close and Town Centre Circuit, speed limits are not signposted in the area. - The intersection layout of Salamander Way and Community Close has recently changed, and accidents have been reported with vehicles attempting to turn out from Community Close.
	Karingal Pre-School	- There is no footpath facility along Norburn Avenue – parents and carers use this street for pick-up and set-down – desire lines are visible where the grass has eroded away. - Tree roots in the area at the front of the centre pose a tripping hazard for pedestrians. - A raised threshold is suggested for Norburn Avenue for buses travelling in the area. - Residents have complained about vehicles speeding down the hill along Norburn Avenue.
	Goodstart Childcare Centre Nelson Bay	- The footpath heading eastbound along Shoal Bay Road from the centre is in poor condition. - The bus stop servicing the Wests Nelson Bay Diggers Club (Shoal Bay Road northern side) is in a poor location. Passengers travelling to the centre need to walk back along Shoal Bay Road, cross Dixon Drive, cross Shoal Bay Road at the designated crossing and then proceed back east towards the centre.
	Nelson Bay Preschool	The pedestrian refuge facility allowing crossings across Church Street near the intersection of Dalton Street is not safe.
Medical centre	Salamander Gumnuts	- There is no footpath provided along Salamander Way – this makes access for parents or carers pushing prams difficult. Some clients or visitors access the centre by bus, and there is no footpath link provided from the stops on Salamander Way. - There are no formal crossings in the vicinity of the centre. - Street lighting in the area is poor at night. - The speed limit of 50km/h is too high in this area, pedestrian signage is needed
	Anna Bay and Shoal Bay Medical Centre	- Outside the Anna Bay Medical Centre, the pedestrian zebra crossing across Gan Gan Road is in a poor location; drivers sometimes do not see pedestrians as they approach the crossing. - Outside the Shoal Bay Medical Centre, the pedestrian refuge crossing across Government Road is in a poor location; drivers sometimes do not see pedestrians as they approach the crossing. - Lighting around the Shoal Bay centre is good.
Sporting facility	Tomaree Aquatic Centre	- The intersection of Salamander Way and Leisure Drive becomes very congested and busy during school times, as the access road to the centre is shared with access to the Tomaree High School and TAFE. There is difficulty with vehicles attempting to enter and leave the area as the intersection is a Give-Way only. - Along Foreshore Drive, the shared path ends past the last house on the eastern side (197 Foreshore Drive).
Transport Operator	Port Stephens Coaches	Drivers reported accessibility issues for customers wanting to access bus services from the two stops on Tomaree Road, after Victor Parade (Transit Stop Numbers 231577 and 231522).

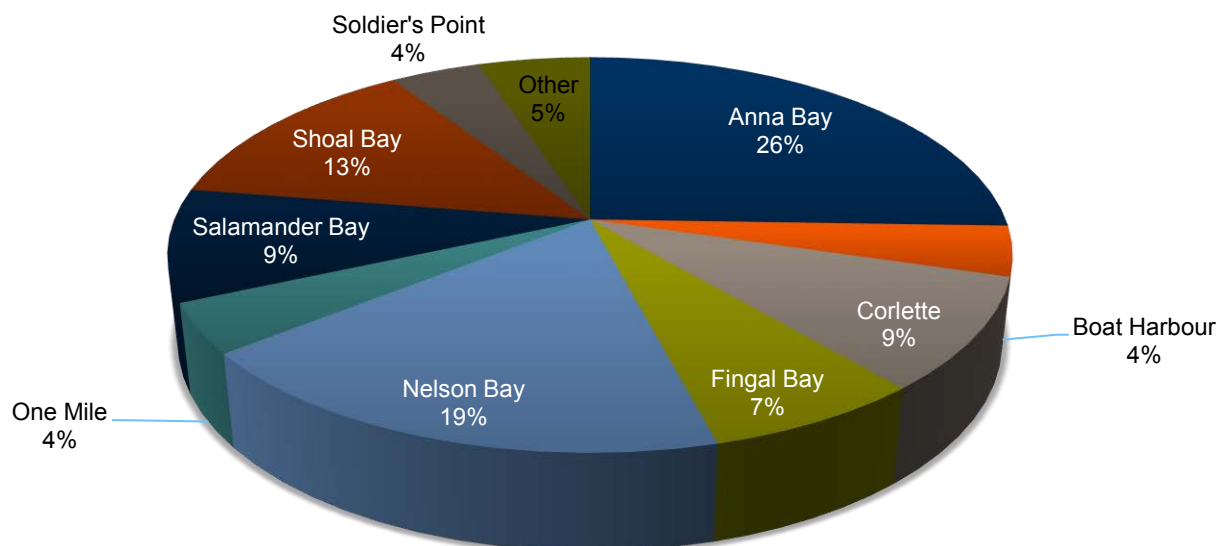
4.4 Online questionnaire survey

The Survey Monkey platform was used to obtain community feedback on pedestrian issues and community characteristics. A total of 68 online responses and 31 paper copies were collected during the survey period between 22 May and 25 June 2017.

4.4.1 Demographics

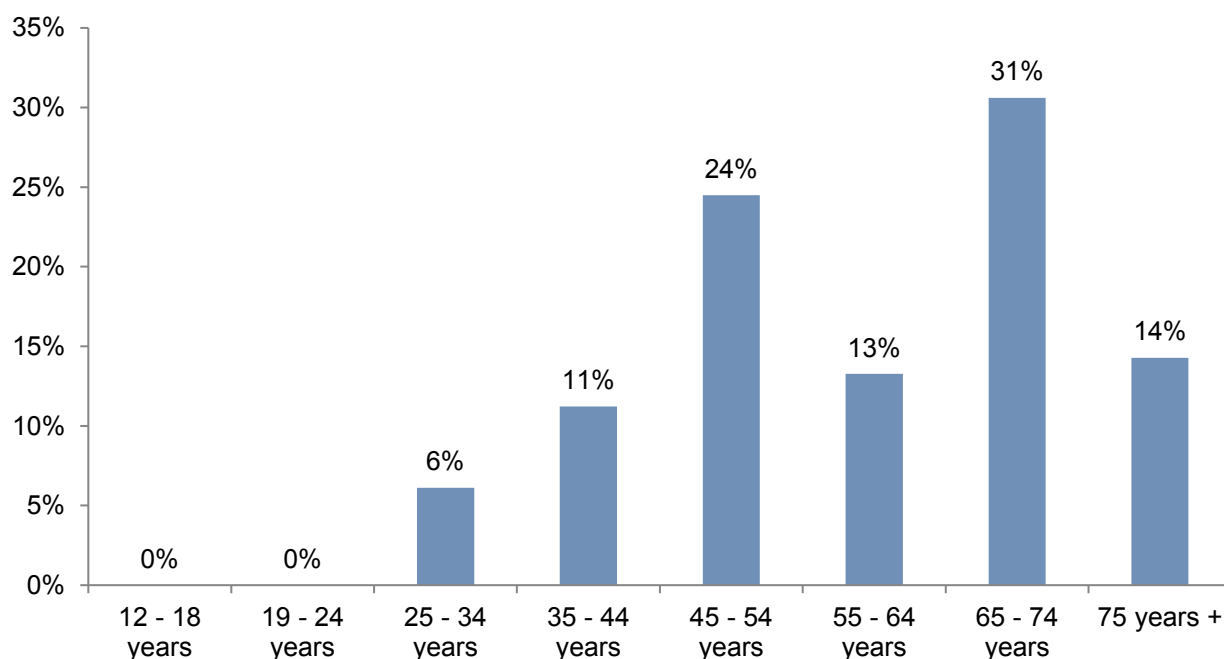
Survey respondents were asked to indicate the town in which they reside, shown in **Figure 4-1**, with 45 per cent indicating that they live in Nelson Bay and Anna Bay.

Figure 4-1 Survey responses to question: “Where do you reside?”



The most common age group was 65 to 74 years, shown in **Figure 4-2**. Zero respondents indicated that they were between 12 to 24 years.

Figure 4-2 Survey responses to question: “What is your age group?”



21 survey respondents indicated that they belonged to a group/ club that regularly walks in Port Stephens. These groups included:

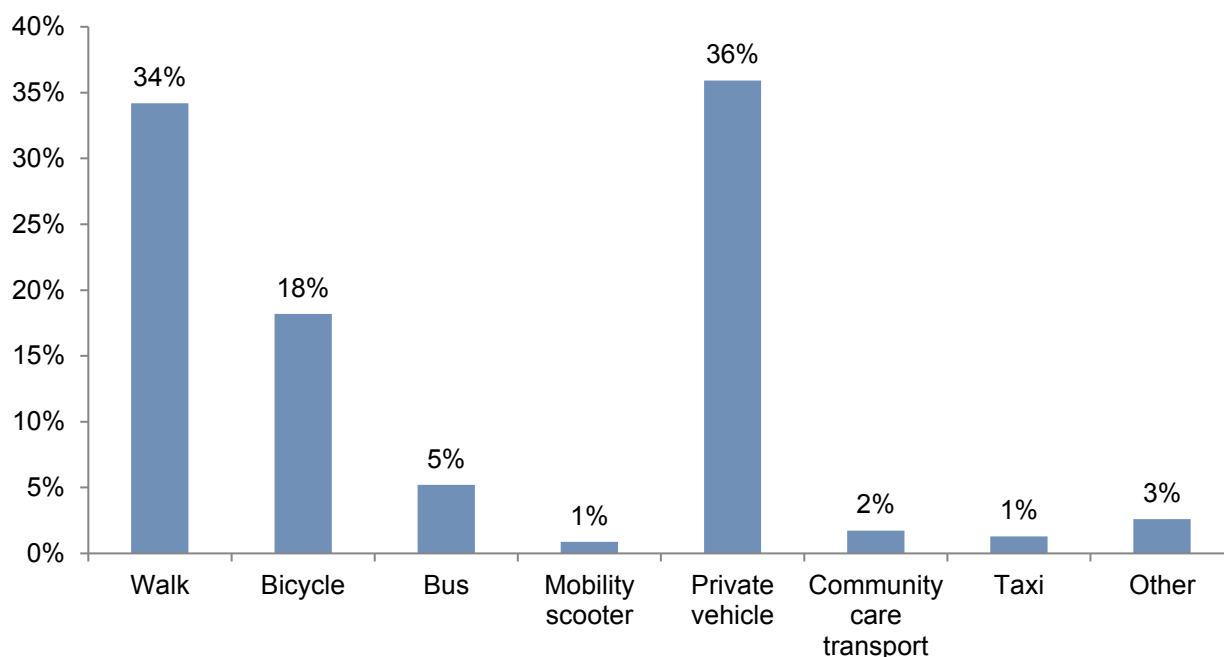
- > Wednesday Walkers with Maree;
- > Gateway Presbyterian Church;
- > Birubi Sands Walking Group;
- > Heart Foundation Group;
- > Shoal Bay Community Association Inc.; and
- > Fingal Haven Retirement Village.

17 respondents indicated that they are the primary caregiver of children under 12 years of age, and eight people take primary care of an adult with an impairment. Nine respondents indicated that they, or someone they care for, are mobility impaired. The majority of survey respondents indicated that they did not require walking aids when travelling in the study area, however, 11 people indicated that they pushed a pram, six used a walking stick, and two people used a mobility scooter.

4.4.2 Mode of travel

When asked about the modes of transport that residents generally use in their local area, the proportion of people who generally drove was relatively the same as the proportion of those who generally walked, at 36 and 34 per cent respectively. 18 per cent of people generally cycle, as shown in **Figure 4-3**.

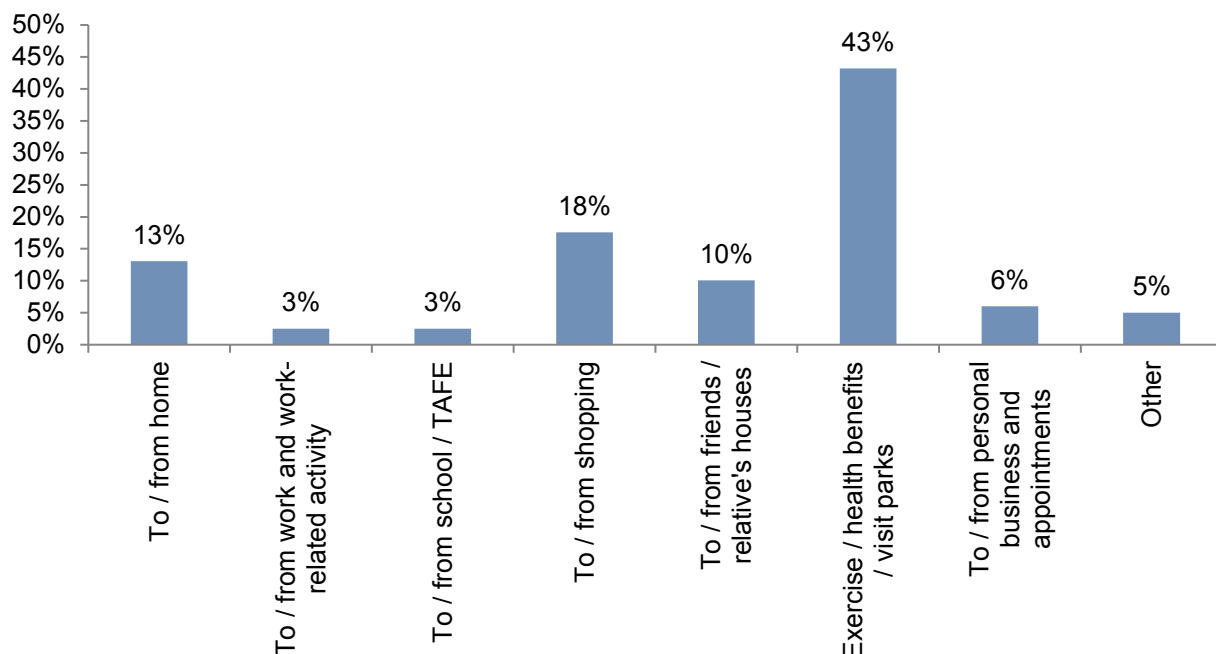
Figure 4-3 Survey responses to question: “How do you generally travel in your local area? Choose all that apply”



45 per cent of residents walk every day, 47 per cent walk a few times per week and five per cent walk only once per week. Nine per cent of survey respondents indicated that they do not regularly walk in their local area.

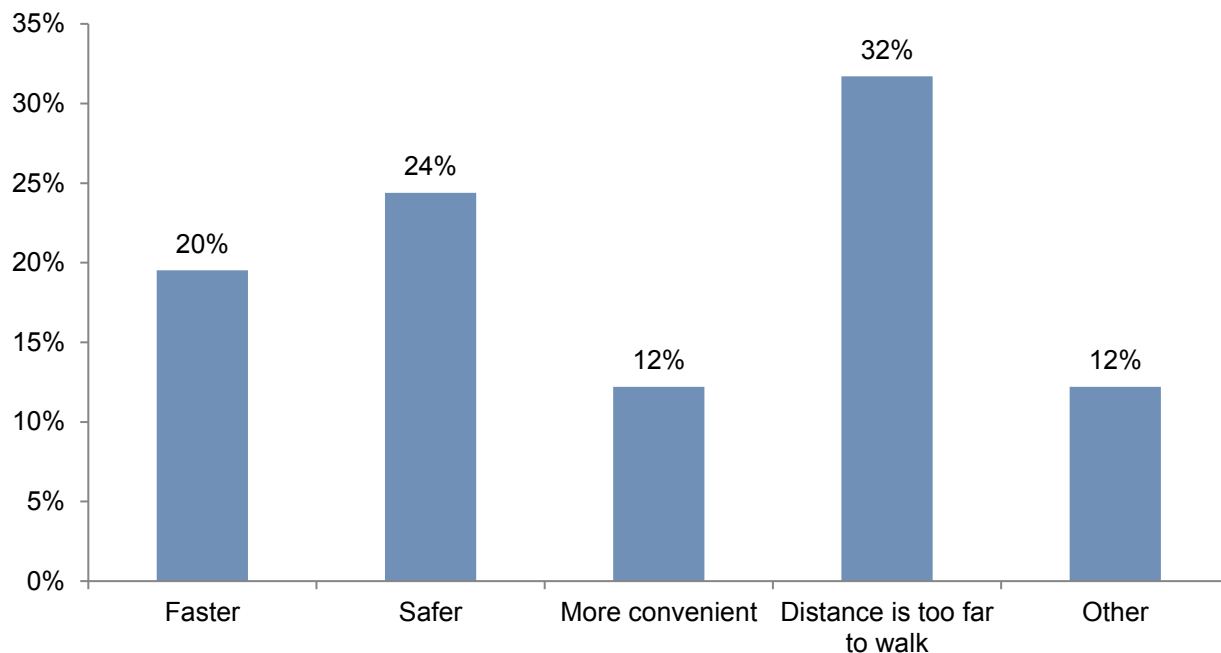
The main reasons for walking trips are for exercise and health, to and from home and shopping, and to friends and relatives homes, as shown in **Figure 4-4**.

Figure 4-4 Survey responses to question: “If you do walk, what are the main purposes of your walking trips? Choose all that apply”



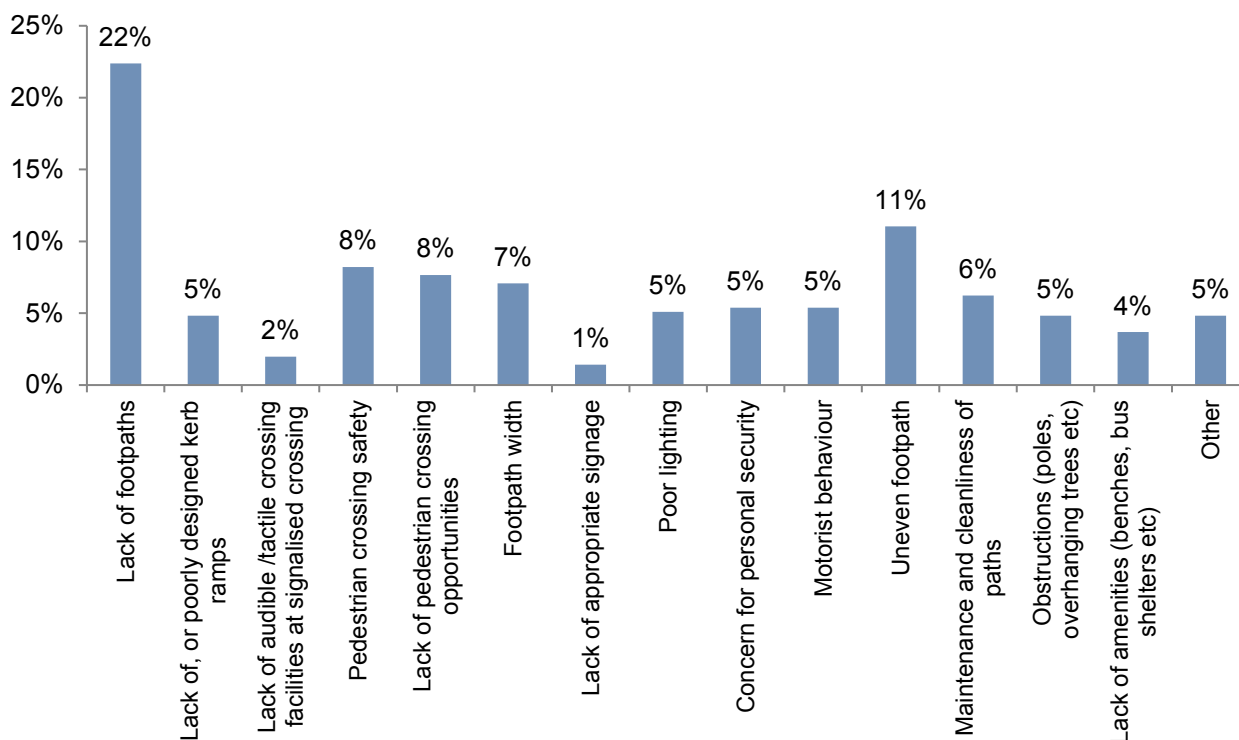
The main reasons that inhibit walking in Port Stephens and make residents choose alternative modes of transport are shown in **Figure 4-5**. 324 per cent of respondents said that other transport modes are safer.

Figure 4-5 Survey responses to question: “If you don’t walk, what are the main reasons for choosing another mode of transport? Choose all that apply”



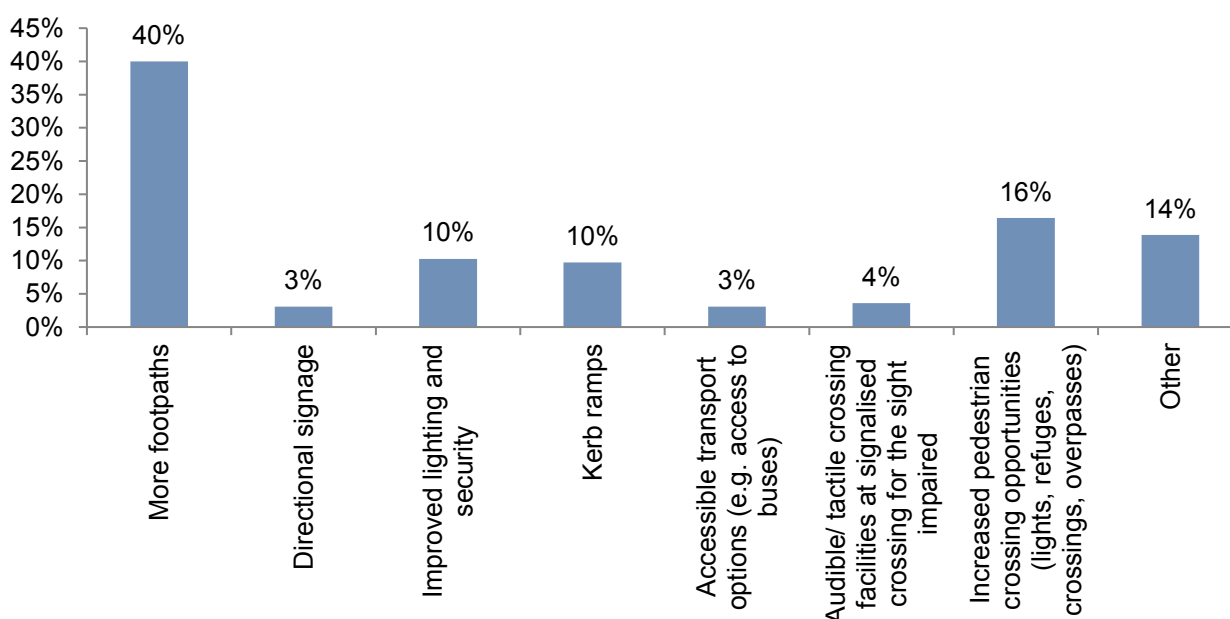
The main issues with walking in the study area range from the maintenance of pathways to dangerous crossings and poor lighting. When asked about these main issues, the community deemed the lack of footpaths and uneven footpaths to be the main issues that discourages walking in Port Stephens. The results of this question are shown in **Figure 4-6**. Ground tactiles, audible pedestrian crossings and wayfinding signage were considered to be least inhibiting issues.

Figure 4-6 Survey responses to question: “What are the main issues with walking in the study area? Choose all that apply”



The pedestrian network improvements that the community would like to see are shown in **Figure 4-7**. Constructing footpaths on streets that have none was reported to be the most important, nominated by 40 per cent of responses. More crossings were also considered important. Improved access to buses was the least important improvement, with two per cent.

Figure 4-7 Survey responses to question: “What types of improvements to pedestrian facilities are most important to you? Choose all that apply”



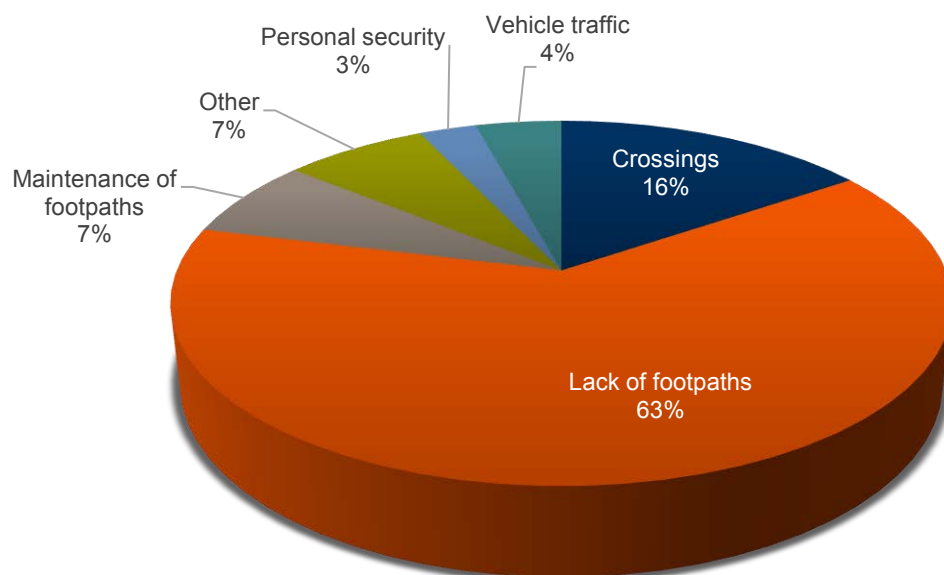
4.5 Online map

After completing the online questionnaire survey, respondents were redirected to an online map in which they could pin point specific issues in the pedestrian network and leave a comment. Each comment is characterised by whether it is a 'like', 'dislike' or an 'idea or suggestion', and the type of infrastructure issues it refers to, including:

- > Lack of footpaths;
- > Maintenance of footpaths;
- > Kerb ramps;
- > Crossings;
- > Personal security; and
- > Vehicular traffic.

28 dislikes, 43 ideas / suggestions and zero likes were received in the map comments, totalling 71 comments. The proportion of comments related to each infrastructure issue is shown in **Figure 4-8**. The lack of footpaths was the most commonly reported issue/suggestions with 63 per cent, followed by crossing issues/suggestions with 16 per cent. Kerb ramp issues were not identified by respondents.

Figure 4-8 Classification of pedestrian infrastructure issues



4.5.2 Reported issues

A map showing the locations of reported issues and the type of infrastructure that they refer to is presented in **Figure 4-9**. The following specific issues were reported:

- > Unsafe crossings to Salamander Bay Shopping Centre;
- > Lack of footpath along Foreshore Drive, Shoal Bay Road, Sandy Point Road, Tomaree Road, Bagnall Beach Road, Boulder Bay Road, Government Road, Gan Gan Road, Victoria Parade, Blanch Street and at Nelson Bay Marina;
- > Missing shared paths / footpaths between Anna Bay and Nelson Bay, Anna Bay and Iris Moore Reserve, Anna Bay and Salamander Bay, Fingal Beach and Barry Park, Roy Wood Reserve and Corlette Headland, and between Boat Harbour and Anna Bay;
- > Lack of crossings on Shoal Bay Road;
- > Lack of crossings in Corlette to Karralika Park;
- > Lack of footpaths in Shoal Bay;

- > Anna Bay shared path is too narrow;
- > Lack of wayfinding to Corlette Beach;
- > Uneven footpath on Donald Street; and
- > Beach Road is dangerous for pedestrians at night.

4.6 Summary of community and stakeholder consultation

Key findings from community and stakeholder interviews are:

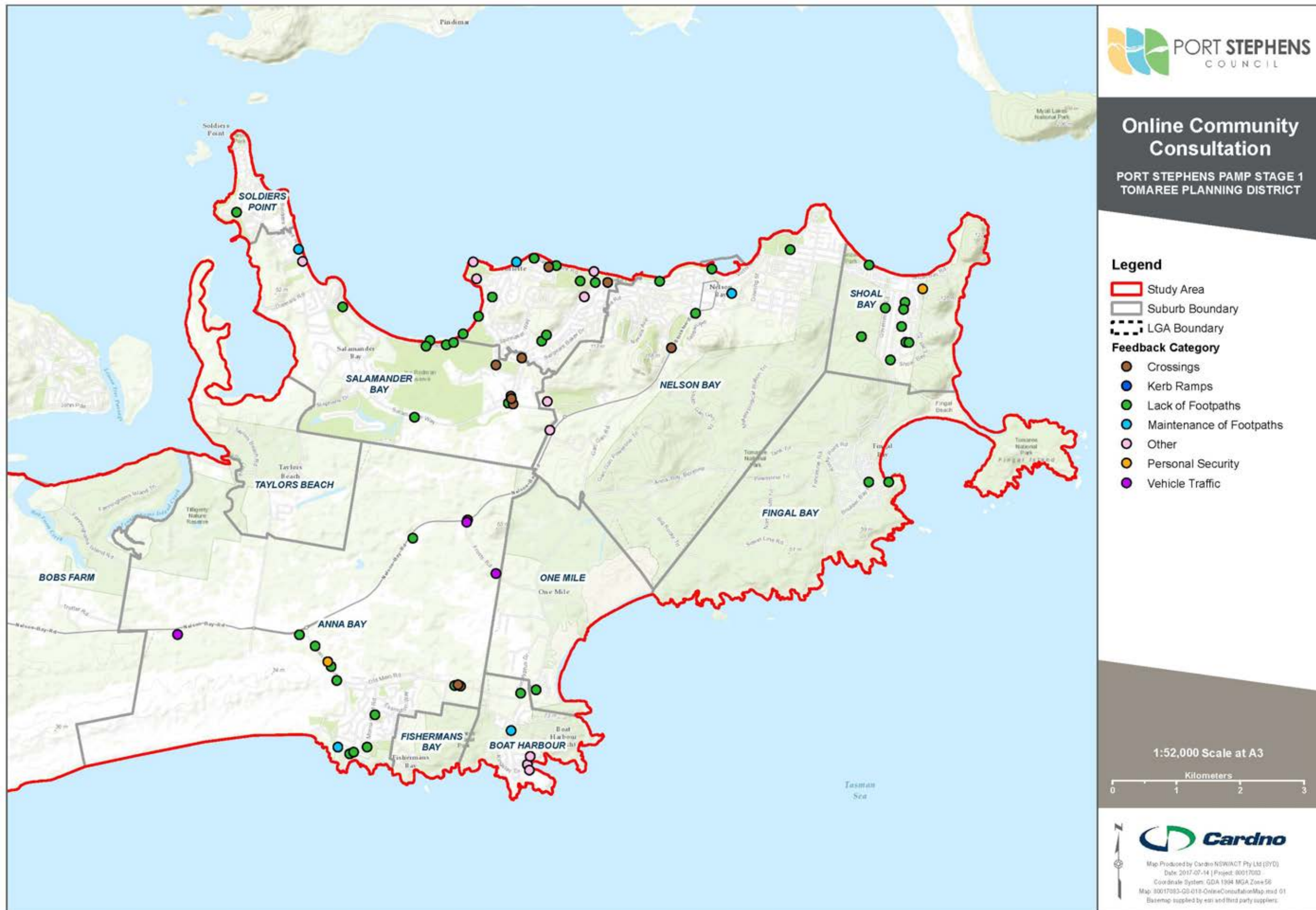
- > Schools, childcare facilities and aged care facilities are vulnerable and require improved pedestrian accessibility;
- > The local streets in the Salamander Bay Shopping Centre precinct is in need of improved pedestrian accessibility and safety;
- > The shared path network is disconnected;
- > Street lighting is inadequate in some areas;
- > Pedestrian infrastructure is necessary along high speed roads; and
- > Pedestrian accessibility to bus services is in need of improvement.

Key findings from the online questionnaire survey respondents are:

- > The most common forms of transport is by private vehicle and by walking;
- > The most common reason for walking is for exercise, health and leisure reasons;
- > The main reason for choosing another mode of transport is because walking is less safe;
- > The lack of footpaths is the main issue with walking in the Tomaree Planning District; and
- > The most important improvements to pedestrian facilities is the provision of more footpaths.

The most commonly reported issue regarding pedestrian infrastructure on the online map is the lack of footpaths.

Figure 4-9 Online community consultation map



5 Land uses and key destinations

5.1 Current land use

The predominate land use in the Tomaree Planning District is residential. However, to support these residential communities, there are areas of mixed land uses. These include educational institutions, retirement villages, retail centres, open public spaces, community centres and medical centres. These land uses can generate or attract pedestrian trips for all kinds of pedestrian groups, including vulnerable or disadvantaged residents. Therefore, it is important to address any gaps in the network, accessibility and connectivity to key land uses during the development of the PAMP. A summary of some of the key land uses in each village is provided below, and presented in **Figure 2-1**.

Anna Bay and Fishermans Bay

- > Various restaurants and supermarkets;
- > Beaches;
- > Anna Bay Public School;
- > Goodstart Early Learning Centre;
- > Hospitality services – Bed and breakfasts;
- > Recreational facilities – Anna Bay Skate park; and
- > Bay Village Retreat (Retirement Village).

Fingal Bay

- > Fingal Bay Oval; and
- > Beaches;
- > Fingal Haven Retirement Village; and
- > Bill King Aged Care Facility.

Salamander Bay

- > Salamander Bay Shopping Centre;
- > Salamander Sports Complex;
- > Beaches; and
- > Medical Centre.

Taylors Beach

- > Commercial and retail warehouses; and
- > Beaches.

Soldiers Point

- > Soldiers Point Road Medical Centre; and
- > Beaches.

One Mile

- > Middle Rock Holiday Resort; and
- > Beaches.

Corlette

- > Beaches; and

- > Tomaree Aquatic Centre.

Nelson Bay

- > Retail, commercial and recreational centre; and
- > Beaches.

Shoal Bay

- > Harbourside Haven Nursing Home and Hostel;
- > Beaches;
- > Bill Strong Oval; and
- > Shoal Bay Medical Centre.

Boat Harbour

- > Parks, headlands, beaches and nature reserves; and
- > Holiday accommodations.

5.2 Future land use

The Salamander Bay Shopping Centre precinct is to be redeveloped to include an additional seven lots, a new bus interchange and associated improvements to the road network. The project includes the installation of traffic lights and pedestrian crossings at the intersection of Bagnall Beach Road and Town Centre Circuit, as well as a second access road for the Salamander Bay Shopping Centre. Council's aspirations are to support the existing shopping centre and make this location the dominant retail precinct in the Tomaree Planning District.

5.3 Population growth

The Hunter Regional Plan states that the Port Stephens LGA can expect by 2036:

- > A population increase of 18,550;
- > 11,050 new dwellings; and
- > 5,665 new jobs.

If this growth were to be distributed according to the current breakdown between planning districts, the Tomaree Planning District would receive over a third (over 6,000) more residents.

6 Network development

6.1 Principles of network development

Development of the new pedestrian network for Port Stephens is centred around completing missing links both within and between the existing pedestrian network to ensure connectivity with key land uses and bus stops. The new network links to the key land uses in each town such as schools, aged care facilities and the activity centres, and is generally within 400 metres of all residential areas. All streets in each town centre (where pedestrian concentrations are highest) were included in the network, along with key routes within a two kilometre catchment of the town centre. Six key principles guided the network development process:

- > **Build on the existing networks:** The existing pedestrian network was analysed and new routes were identified to enhance the network. This reinforces the coherence of the existing routes and maintains network legibility.
- > **Connect to key land uses:** The proposed routes connect to pedestrian-generating land uses; such as: residential areas, retirement villages, schools, retail and business, parks and recreation, and health services; providing safe and direct access for pedestrians accessing them.
- > **Connection to public transport:** The network addresses pedestrian desire lines (the most direct and frequently used routes) to access bus stops across the ten towns.
- > **Cater for vulnerable communities:** The proposed network aims to deliver improved connectivity and safety benefits for vulnerable demographic groups that rely on compliant pedestrian facilities for their walking trips.
- > **Stakeholder and community comments:** Stakeholder and community comments on missing pedestrian links in the network were considered and incorporated, where possible, into the network development process.
- > **Cater for demand:** The network was planned to cater for current and future demand including connections to recreational routes and future land uses and developments.

These principles align with the pedestrian network factors listed in the RMS 'How to Prepare a PAMP Guidelines' which focus on the key areas of coherence, directness, safety, comfort, attractiveness and accessibility.

The pedestrian network for the Tomaree Planning District is attached in **Appendix B** and described in **Section 6.2**.

6.2 Pedestrian networks

Pedestrian routes for each town are described in this section.

6.2.1 Anna Bay and Fishermans Bay pedestrian network

The Anna Bay and Fishermans Bay pedestrian network contains 14 routes, with a total length of 18.1 kilometres. These routes connect to a number of restaurants, schools, child care centres, hotels, recreational facilities and a retirement village.

6.2.2 Boat Harbour pedestrian network

The Boat Harbour pedestrian network contains ten routes, with a total length of 6.9 kilometres. These routes connect to a number of holiday accommodations.

6.2.3 Corlette pedestrian network

The Corlette pedestrian network contains ten routes, with a total length of 14.4 kilometres. These routes connect to the Tomaree Aquatic Centre.

6.2.4 Fingal Bay pedestrian network

The Fingal Bay pedestrian network contains 16 routes, with a total length of 10.2 kilometres. These routes connect to Fingal Bay Oval, Fingal Haven Retirement Village and Bill King Aged Care facility.

6.2.5 Nelson Bay pedestrian network

The Nelson Bay pedestrian network contains 27 routes, with a total length of 40.9 kilometres. These routes connect to the retail, commercial and recreational land uses in the town centre.

6.2.6 One Mile pedestrian network

The One Mile pedestrian network contains two routes, with a total length of 2.4 kilometres. These routes connect to Middle Rock Holiday Resort.

6.2.7 Salamander Bay pedestrian network

The Salamander Bay pedestrian network contains 16 routes, with a total length of 32.7 kilometres. These routes connect to the Salamander Bay Shopping Centre, the Salamander Bay Sports Complex and the Medical Centre.

6.2.8 Shoal Bay pedestrian network

The Shoal Bay pedestrian network contains 13 routes, with a total length of 13 kilometres. These routes connect to the Harbourside Haven Nursing Home and Hostel, Bill Strong Oval and the Shoal Bay Medical Centre.

6.2.9 Soldiers Point pedestrian network

The Soldiers Point pedestrian network contains 11 routes, with a total length of 10.7 kilometres. These routes connect to the Soldiers Point Road Medical Centre.

6.2.10 Taylors Beach pedestrian network

The Taylors Beach pedestrian network contains six routes, with a total length of 4.3 kilometres. These routes connect to commercial and retail warehouses.

7 Network assessment

7.1 Audit guidelines and standards

The pedestrian network audits collected data in three ways:

1. Identification and recording of pedestrian infrastructure.
 - > Every pedestrian facility and its condition was recorded by the site auditors. These facilities included footpaths, kerb ramps, pedestrian refuges, zebra crossings, signalised pedestrian crossings and shared path facilities.
2. Assessment of pedestrian infrastructure for issues and non-compliance against design standards.
 - > Every non-compliance associated with the existing pedestrian facilities was recorded by the site auditors.
3. Facility width measurements.
 - > The width of all existing pedestrian paths and lanes were measured by site auditors.

The following sections provide a summary of the features that were assessed, the non-compliances that were recorded, the standards against which they were audited and the typical recommended improvement to address each non-compliance.

7.2 Pedestrian infrastructure assessment

7.2.1 Audit of crossings

Crossings include all facilities pedestrians use to cross roads or inaccessible property (e.g. the rail corridor). This includes:

- > Zebra crossings and raised zebra crossings;
- > Signalised crossings;
- > Pedestrian refuges;
- > Kerb ramps; and
- > Kerb extensions.

7.2.1.1 *Zebra and raised zebra crossings*

Zebra crossings provide pedestrians with prioritised road crossing opportunities; vehicles must give way to pedestrians who are walking across a zebra crossing. Specific non-compliances assessed for zebra crossings and raised zebra crossings are summarised in **Table 7-1** along with the standards against which they were assessed and the recommended improvements.

Table 7-1 Zebra and raised zebra crossings assessment and improvements

Non-compliance	Standard	Requirement for compliance	Recommended improvement
Painted crossing width less than 3.6 metres	AS 1742.10-2009 Pedestrian control and protection with reference to RMS supplement and TDT	Crossing should be 3.6 metres wide (minimum)	Widen crossing to 3.6 meters wide
Poor sight lines for pedestrians	2001/04b Traffic calming devices as pedestrian crossings	Focus is given to crests and obstructions that may restrict the clear view of approaching vehicles	Investigate safe crossing operation

Non-compliance	Standard	Requirement for compliance	Recommended improvement
Faded line markings		Pavement markings should be clearly visible by pedestrians and vehicle drivers.	Re-paint line marking
Lack of signage		Signage should be installed as per Figure 1 of AS1742.10-2009	Install signage

7.2.1.2 Signalised pedestrian crossing

Signalised pedestrian crossings provide pedestrians with green traffic light signal priority to cross a street. Specific non-compliances assessed for signalised intersections are summarised in **Table 7-2** along with the standards against which they were assessed and the recommended improvements.

Table 7-2 Signalised intersection assessment and improvements

Non-compliance	Standard	Requirement for compliance	Recommended improvement
Missing crossing leg	AS 1742.10-2009 Pedestrian control and protection with reference to RMS supplement and TDT 2002/12c Stopping and Parking restrictions at intersections and crossings.	Pedestrian crossing on all intersection legs	Investigate provision of additional crossing leg
Delineated crossing width less than 3.3 metres		Crossing width 3.3 metres	Adjust line marking to provide 3.3 metre wide pedestrian crossing zone
No audio indicator		Audio indicator at crossing	Provide an audio indicator button
No pedestrian lantern		A green / red lantern should be visible to pedestrians from both sides of the crossing	Provide pedestrian lantern

7.2.1.3 Pedestrian refuges

Pedestrian refuges allow pedestrians to cross one direction of vehicle traffic at a time, providing a safe place in the middle of the road carriageway to wait before completing the second leg of the road crossing. Specific non-compliances assessed for pedestrian refuges are summarised in **Table 7-3** along with the standards against which they were assessed and the recommended improvements.

Table 7-3 Pedestrian refuges assessment and improvements

Non-compliance	Standard	Requirement for compliance	Recommended improvement
Refuge dimensions less than 3m (parallel) x 2m (perpendicular)	AS 1742.10-2009 Pedestrian control and protection with reference to RMS supplement and TDT 2011/01a	3.0 metres parallel to the road direction of travel (minimum)	Reconstruct refuge to provide compliant waiting space
Unsafe crossing distance to refuge		2.0 metres perpendicular to the road direction of travel (minimum)	
		The crossing distance required to reach the refuge area should be reasonable considering the subject road conditions and prevailing traffic speeds and volumes	Investigate safe crossing operation

7.2.1.4 Kerb ramps

Kerb ramps are used to assist pedestrians, particularly those who are less mobile, to enter and exit the roadway safely to cross the street at a designated point. Specific non-compliances assessed for kerb ramps are summarised in **Table 7-4** along with the standards against which they were assessed and the recommended improvements.

Table 7-4 Kerb ramp assessment and improvements

Non-compliance	Standard	Requirement for compliance	Recommended improvement
Missing	AS1428.1-2009 and AS1428.4.1 – 2009 Design for Access and Mobility, and RMS Standard Drawing R0300-11	Kerb ramps should be provided where possible.	Construct kerb ramp
None (Path level with road)		Where there is no difference between height in the footpath and roadway TGSi is required.	Investigate provision of tactile ground surface indicators (TGSi)
Misaligned with opposite kerb ramp		Kerb ramps must be directly facing each other, and aligned with the adjacent property boundary or wall.	Reconstruct kerb ramp
DDA non-compliant dimensions and grades		Kerb ramps should be wide, graded appropriately and allow for the safe movement of wheelchairs, prams, mobility aids.	Reconstruct kerb ramp
Damaged / poor condition		Kerb ramps should be in a good condition to avoid trip hazards.	Reconstruct kerb ramp

7.2.1.5 Kerb extensions

Kerb extensions narrow the crossing distance of a street for pedestrians by extending the alignment of the kerb towards the centre of the adjacent roadway. This makes crossing the road at this point safer and easier for pedestrians and also acts as a traffic calming device, slowing traffic by restricting the carriageway width. Specific non-compliances assessed for kerb extensions are summarised in **Table 7-5** along with the standards against which they were assessed and the recommended improvements.

Table 7-5 Kerb extension assessment and improvements

Non-compliance	Standard	Requirement for compliance	Recommended improvement
Reduced width (Perpendicular to road)	AustRoads Guide to Road Design Part 4 Section 8.2.2	2.0 metres (minimum)	Replace kerb extension
Reduced length (Parallel with road)		6.0 metres (minimum)	Replace kerb extension

7.2.1.6 Hazardous crossing location

Regular road crossings allow pedestrians to access their destinations safely. This is particularly important in areas of high vehicle volumes and speeds or where the crossing distance is large. Issues associated with a lack of crossing opportunities were assessed as part of the site audits. The criteria used to audit these is summarised in **Table 7-6**.

Table 7-6 Lack of crossing infrastructure assessment and improvements

Non-compliance	Requirement for compliance	Recommended improvement
Hazardous crossing location / no formal crossing facility	Crossing facilities along key pedestrian desire lines.	Investigate provision of a crossing facility

7.2.2 Paths

All footpaths and shared paths along the proposed pedestrian network were assessed for their existence, width, condition and other issues.

Specific issues assessed for footpath presence and width are summarised in **Table 7-7** and for shared paths in **Table 7-8**. A general path condition assessment was also undertaken for pedestrian facilities, using the criteria in **Table 7-9**.

Table 7-7 Footpath assessment and improvements

Facility	Standard	Assessment	Recommended improvement
Footpath width (Block length average)	Australian Standards AS1428.2 (1992) r2015 Clause 6.4 with reference to AustRoads GTRD Part 6a Figure 6.1.	1. No footpath	Provide a concrete footpath 1.2 metres wide
		2. Non-compliant footpath (<1.1m)	Replace with a concrete footpath 1.2 metres wide
		3. Minor non-compliant footpath (>=1.1m-1.2m wide)	None
		4. Compliant footpath (>=1.2m)	None

Table 7-8 Shared path assessment and improvements

Facility	Standard	Assessment	Recommended improvement for compliance
Shared path width (Block length average)	RMS NSW Bicycle guidelines state a minimum width of 2.5 metres, with reference to Austroads Guide to Traffic Engineering Practice - Part 14 Bicycles Table 6-3.	No shared path	Provide shared path 2.5 metres wide
		Non-compliant shared path (<2.4m)	Replace with shared path 2.5 metres wide
		Minor non-compliant shared path (>=2.4m - 2.5m wide)	None
		Compliant (>= 2.5m wide)	None

Table 7-9 Path condition assessment and improvements

Path observations			
Defect	Standard	Requirement for compliance	Recommended improvement
Poor path condition	Visual assessment	The footpath is assessed for cracked and uneven surfaces.	Replace footpath with 1.2m wide concrete footpath. Replace shared path with 2.5m wide concrete shared path.
Steep path grade/ cross fall	AS1428.1-2009 Design for Access and Mobility Table C1	Maximum longitudinal gradient 1:33. Maximum cross fall gradient 1:40.	Regrade where possible and provide 1.2m wide footpath / 2.5m wide shared path.
Potential pedestrian cyclist conflict on shared path	RMS NSW Bicycle Guidelines Table 6.3	Signage and line markings should be clearly visible by both pedestrians and cyclists.	Situation dependent.

Path observations			
Defect	Standard	Requirement for compliance	Recommended improvement
Hazard / obstruction	Australian Standards AS1428.2 (1992) r2015 Clause 6.4	The effective width of the pedestrian through zone (PTZ) should be minimum 1.2m.	Remove obstruction
No delineation on shared path	RMS Delineation Sec 12 - Pavement markings for bicycle facilities	Shared paths should be delineated with centre line-marking and pedestrian / bicycle logos	Provide new shared path line-marking and logos.
Personal security	Visual assessment	Pedestrian routes should be well lit, and promote active and passive surveillance	Investigate provision of adequate lighting facilities

7.3 Site audits and software

7.3.1 Site audits

The site audit of the Tomaree Planning District pedestrian network was completed from the 26th June 2017 to the 30th of June 2017. The audit assessed all pedestrian facilities located on the pedestrian network.

Data was collected on the site audits using mobile tablets installed with the “Collector for ArcGIS” application. Data was recorded and uploaded to the main GIS server over a mobile 4G connection available on the tablets.

Pedestrian facilities that were observed along the auditor’s path of travel were recorded and assessed according to the predetermined set of standards outlined in **Section 7.2**, and entered into the Collector for ArcGIS application by completing a form. This process is described in more detail in the section below.

7.3.2 PAMP software: Collector for ArcGIS

A custom-made form in the Collector for ArcGIS application was used to collect pedestrian audit data. Data was recorded by placing a point or line within the application to indicate the presence of a facility, issue and to recommend an improvement.

Each feature that was assessed and recorded was represented on the GIS map interface, either as a point symbol or line, carrying GPS coordinates and information added by the auditor on the tablet through a series of drop-down and text entry boxes.

The drop-down boxes comprised of a list of pedestrian facilities, and for each facility, common non-compliances and issues were listed. The recommended improvement could also be selected. On occasions where further explanation was required to complement an observed issue, or where a different concern was observed by the auditor, free text-entry boxes were also available for providing comments. For most of the facilities observed and audited, a photograph was taken and attached to the GIS point or line identifying the feature.

8 Identified issues

The site audit identified issues in the transport network that limit pedestrian connectivity and safety. Issues for pedestrians include path defects, unsafe crossings and non-compliant infrastructure. 161.6 kilometres of path was audited for the Tomaree Planning District. A total of 39.1 kilometres of existing footpath (24 per cent) and 15.5 kilometres of shared path (10 per cent) was audited, and 107 kilometres of the proposed pedestrian network had no existing footpath or shared path present (66 per cent).

Summary maps of the path compliance status during the audits is attached in **Appendix C**.

In total, 1,100 kerb ramps, kerb extensions and pedestrian refuges were audited as part of the pedestrian infrastructure, along with 280 hazardous locations, obstructions, personal security concerns and dangerous crossing locations. This section discusses the main issues identified in the audit process.

Summary maps of the compliance status of these facilities is attached in **Appendix D**.

8.1 Path issues

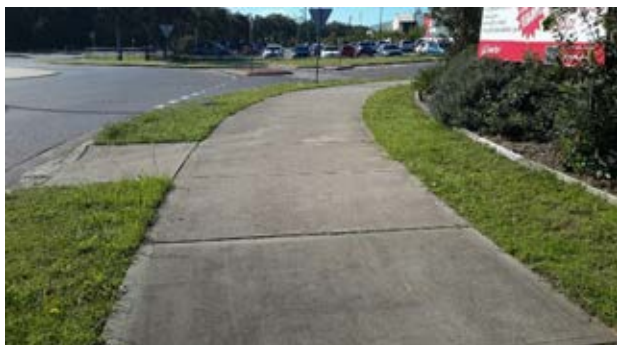
8.1.1 Footpaths

Existing footpaths were generally compliant, with 22.6 kilometres (58 per cent) audited as having compliant widths, and 15 kilometres (38 per cent) having a minor non-compliant width. 1.5 kilometres of footpath (four per cent) however was too narrow.

35.6 kilometres of existing footpath (91 per cent) was in good condition, 356 metres (0.9 per cent) was deemed to be cracked, 2.4 kilometres (6.1 per cent) was uneven, and 685 metres (two per cent) was both cracked and uneven.

Examples of footpaths from the study area are shown in the following images:

Compliant footpath: FP_00018



Location: Port Stephens Drive, Taylors Beach

Minor non-compliant footpath width: FP_00298



Location: Sergeant Baker Drive, Corlette

Non-compliant footpath width: FP_00032



Location: Ridgeway Avenue, Soldiers Point

Missing footpath: FP_00136



Location: Rocky Point Road, Fingal Bay

8.1.2 Shared paths

15.5 kilometres of shared paths were audited. Of these, 10.1 kilometres (65 per cent) have compliant widths, 3.5 kilometres (23 per cent) have a minor non-compliance, and 1.9 kilometres (12 per cent) are too narrow. An additional 4.6 kilometres of shared path were determined to be missing, determined through a review of the key pedestrian and cyclist routes connecting to existing shared paths. Path conditions are mostly good, with only 750 metres (five per cent) found to be cracked and uneven in the audit.

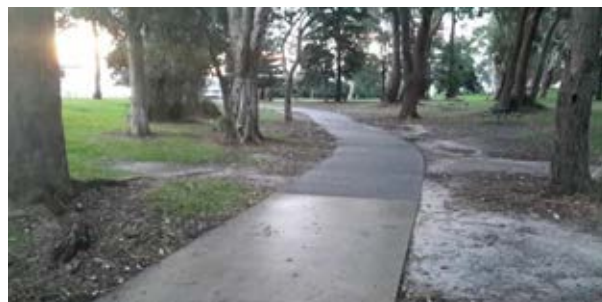
Examples of shared paths from the study area are shown in the following images:

Compliant shared path: SP_00013



Location: Shoal Bay Road, Shoal Bay

Minor non-compliant shared path width: SP_00031



Location: Shoal Bay Road, Shoal Bay

Non-compliant shared path width: SP_00033



Location: Stockton Street, Nelson Bay

Missing shared path: SP_00047



Location: James Paterson Street, Anna Bay

8.1.3 Hazard/ obstructions

Hazards and obstacles facing pedestrians in the Tomaree Planning District are vegetation, road side furniture, power poles, retaining walls, cliff faces and utilities. A total of 11 power poles, 28 sections of obtrusive vegetation, 8 road side furniture objects, and 12 utility objects were audited. Example of hazards and obstructions are shown in the following images.

Vegetation obstruction: HO_00020



Location: Coral Street, Fingal Bay

Power pole obstruction: HO_00016



Location: Soldiers Point Road, Soldiers Point

Utility obstruction: HO_00048



Location: Town Centre Circuit, Salamander Bay

Retaining wall obstruction: HO_00028



Location: Government Road, Shoal Bay

8.2 Crossing issues

8.2.1 Kerb ramps

There are 356 existing kerb ramps attached to footpaths, and 71 attached to shared paths, in the study area. 76 kerb ramps are also constructed where there is no connecting pedestrian path. Of the 503 existing kerb ramps audited, 310 (62 per cent) were compliant and 193 (38 per cent) were non-compliant. 535 locations were identified where kerb ramps are missing and should be provided to connect to existing pedestrian paths. A large proportion of kerb ramps were found to be misaligned with the opposite kerb ramp, visually DDA non-compliant and damaged or in poor condition. Examples of kerb ramps from Port Stephens are shown in the following images.

Compliant kerb ramp: KR_00094



Location: Bagnall Avenue, Salamander Bay

Misaligned kerb ramp: KR_00016



Location: Port Stephens Drive, Taylors Beach

Missing kerb ramp: KR_00600



Location: Montevideo Parade, Nelson Bay

Visually DDA non-compliant kerb ramp: KR_00295



Location: Port Stephens Drive, Salamander Bay

8.2.2 Crossings

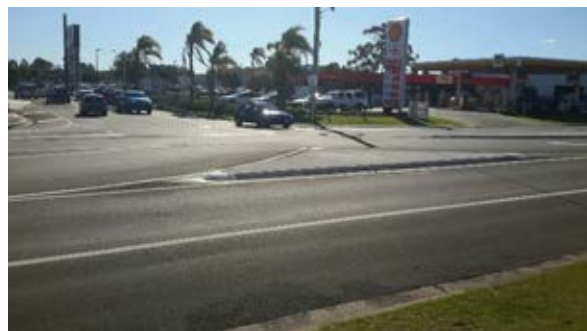
There are a total of 14 zebra crossings in the study area, eight of which are compliant. The others require repainted line markings, widening, ground tactiles or signage to be installed. One signalised pedestrian crossing facility exists in the Tomaree Planning District at the intersection of Victoria Parade, Laman Street and Stockton Street in Nelson Bay. The signalised pedestrian crossing was considered compliant. Hazardous crossing locations with no crossing facility were found at 68 locations throughout the study area, including locations at roundabouts, high speed roads and wide carriageways. An example of a hazardous crossing location, is shown below.

Non-compliant zebra crossing (no tactiles): ZC_00003



Location: Gan Gan Road, Anna Bay

Hazardous crossing location: HZ_00047



Location: Salamander Way, Salamander Bay

8.2.3 Roundabouts

In the Tomaree Planning District, roundabouts generally do not have compliant crossing facilities, as some legs do not have adequate refuges or kerb ramps. Examples of roundabout crossing facilities are shown in the following images.

Compliant roundabout crossing: RE_00001



Location: Innovation Close, Taylors Beach

Non-compliant roundabout crossing (no refuge): HZ_00004



Location: Soldiers Point Road, Salamander Bay

8.2.4 Pedestrian refuges

Of the 58 pedestrian refuges in the study area, 48 are non-compliant, the main issues are inadequate lengths and widths which don't provide enough pedestrian waiting space. Many pedestrian refuges are also missing at various legs of roundabouts throughout Port Stephens and there are 68 hazardous crossing locations in the study area where construction of a pedestrian refuge should be investigated. Examples of pedestrian refuges are shown in the following images.

Compliant pedestrian refuge: RE_01019



Location: Sandy Point Road, Corlette

Non-compliant pedestrian refuge dimensions: RE_00022



Location: Shoal Bay Road, Nelson Bay

8.2.5 Kerb extensions

Kerb extensions in the study area are mostly compliant, only 14 out of 41 were assessed as non-compliant. The main reason for non-compliant kerb extensions is a narrow width. Examples of kerb extensions from the study area are shown in the following images.

Compliant kerb extensions: KE_00037



Location: Bagnall Beach Road, Salamander Bay

Non-compliant kerb extension width: KE_00011



Location: Stockton Street, Nelson Bay

9 Improvements

To develop a safe, direct and complete pedestrian network across the Tomaree Planning District, the following infrastructure, policy and behaviour change improvements are recommended.

9.1 Infrastructure improvements

9.1.1 Site audit recommendations

For the issues identified in the site audits across the pedestrian network, improvements were recommended to eliminate or mitigate the issues.

The complete list of improvements (and the issues they relate to) are provided in the accompanying Schedule of Works spreadsheet (**Appendix E**). The locations of the recommended infrastructure works align with the locations of identified issues on the maps presented in **Section 8**.

For a small number of issues no improvement or investigation was recommended. This was due to constraints such as the existing infrastructure, or it was determined that a further investigation was required prior to a specific recommendation being proposed for the walking network.

A summary of the general recommendations for the pedestrian network is provided in **Table 9-1**.

Table 9-1 Improvement recommendations

Feature	Issue	Improvement
Zebra crossing	Painted crossing width less than 3.6 metres	Widen crossing to 3.6 metres wide
	Poor sight lines for pedestrians	Investigate safe crossing operation
	Faded line markings	Re-paint line marking
	Lack of signage	Install signage
Signalised pedestrian crossing	Missing crossing leg	Investigate provision of additional crossing leg
	Delineated crossing width less than 3.3 metres	Adjust line marking to provide 3.3 metre wide pedestrian crossing zone
	No audio indicator	Provide an audio indicator
	No pedestrian lantern	Provide pedestrian lantern
Pedestrian refuge	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)	Reconstruct refuge to provide compliant waiting space
	Unsafe crossing distance to refuge	Investigate safe crossing operation
Kerb ramp	Missing	Construct kerb ramp
	None (path level with road)	Investigate provision of tactile ground surface indicators (TGSI)
	Misaligned with opposite kerb ramp	Reconstruct kerb ramp
	DDA non-compliant dimensions and grades	Reconstruct kerb ramp
	Damaged / poor condition	Reconstruct kerb ramp

Feature	Issue	Improvement
Kerb extension	Width too narrow (Perpendicular to road)	Replace kerb extension
	Length too narrow (Parallel with road)	Replace kerb extension
Hazardous crossing	Hazardous crossing location / no formal crossing facility	Investigate provision of a crossing facility
Path width	No footpath	Provide a concrete footpath 1.2 metres wide
	Non-compliant footpath (<1.1m)	Replace with a concrete footpath 1.2 metres wide
	No shared path	Provide shared path 2.5 metres wide
	Non-compliant shared path (<2.4m)	Replace with shared path 2.5 metres wide
Path condition assessment	Poor path condition	Replace footpath/shared path with 1.2m/2.5m wide concrete footpath
	Steep path grade/ cross fall	Regrade where possible and provide 1.2m wide footpath / 2.5m wide shared path
	Potential pedestrian / cyclist conflict on shared path	Situation dependent
	Hazard / obstruction	Remove obstruction
	No delineation on shared path	Provide new shared path line-marking and logos
	Personal security	Investigate provision of adequate lighting facilities

9.2 Issues raised through consultation

The concerns regarding pedestrian infrastructure raised by the community and stakeholders in **Section 4** have been addressed in the PAMP. **Appendix F** contains a list of the proposed infrastructure that will address these issues.

9.3 Signage

Guidance and information signage can support the pedestrian network in each town:

- > **Guidance signs:** these include wayfinding signs and behavioural signs including path stencils.
- > **Information signs:** maps and feature signs of unique features with historic descriptions.

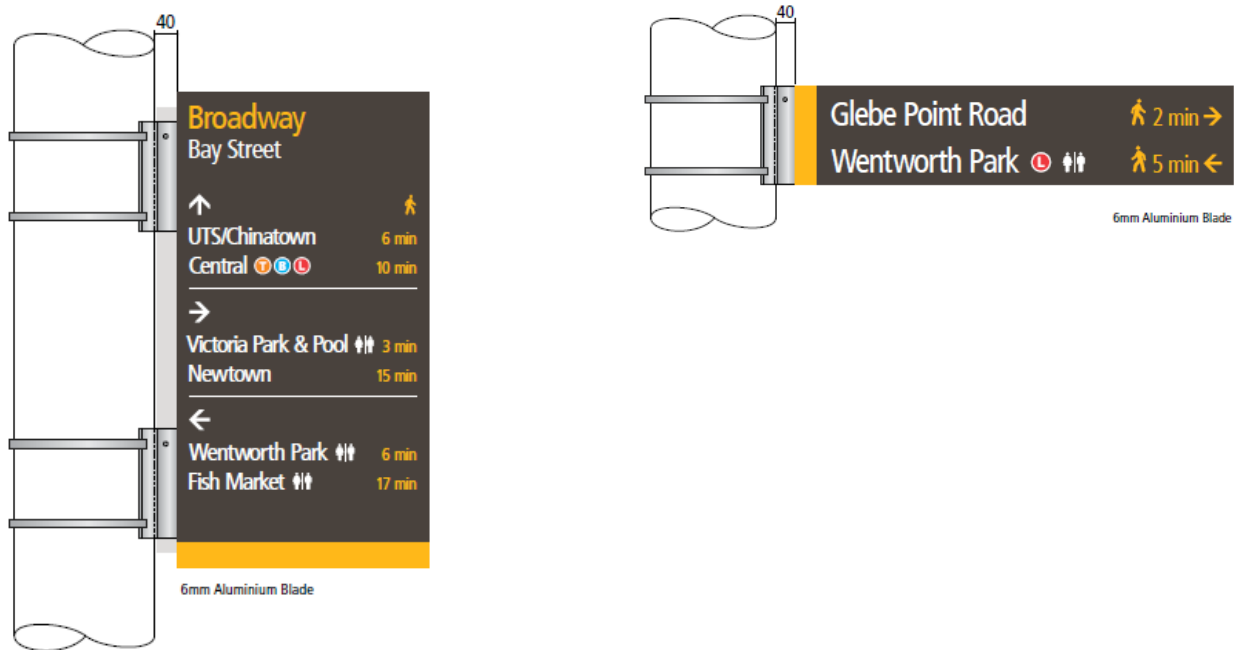
It is recommended that signs be installed in strategic locations taking into consideration the following principles:

- > **Clutter-reduction**, rationalise signage as much as possible;
- > **Clear sight lines**, positions signs where the growth of vegetation will not block the view of them, both upon installation and in the future;
- > **Consistent information**, after the introduction of a destination, it should be repeated until it is reached. Given the size of the route to the destination, outline distances to the nearest 10 metres; and
- > **Destinations and decision points**, a network focal point map assists to plan the signage scheme.

9.3.1 Guidance signs - wayfinding

Examples of wayfinding signage layouts, from the City of Sydney are reproduced in **Figure 9-1**. Where more than two destinations are located in a given direction, the signs can be stacked in lieu of providing a large single sign, however to reduce information overload it is recommended to restrict directional information to four locations in any one direction.

Figure 9-1 Wayfinding sign convention and layout

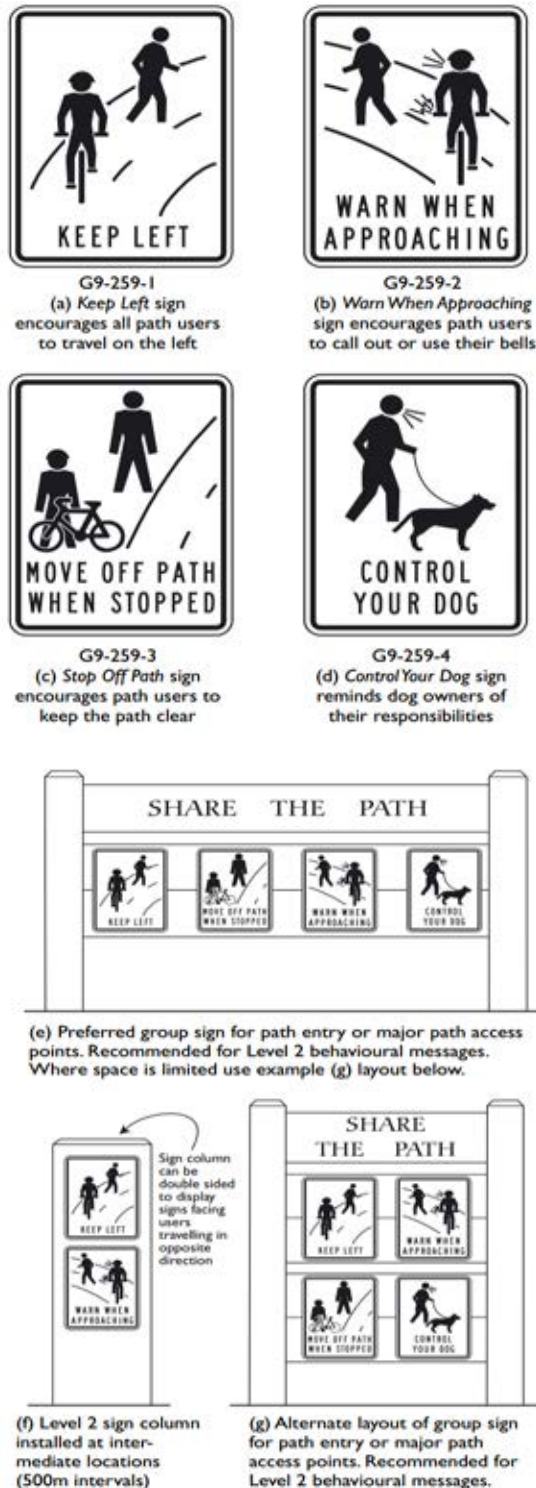


Source: City of Sydney Legible Sydney Design Manual Part 1

9.3.2 Guidance signs - behavioural

Standard shared path behavioural signs are shown in **Figure 9-2**. Behavioural signs ensure uniform access to key destinations, improving safety for all path users. An example of signage currently implemented across the Port Stephens LGA is presented in **Figure 9-3**.

Figure 9-2 Behavioural signs and installation examples



Source: NSW Bicycle Guidelines, RTA/RMS, 2005

Figure 9-3 Example of shared path signage in Port Stephens LGA



Source: Port Stephens Council

9.3.3 Information signs

Information maps are used on all route types to provide more detailed wayfinding to path users than what can be provided on wayfinding signage alone. They are intended for people to stop and view for a period of time and so should be placed so readers position themselves off the path. Maps can include the location of points of interest, public transport stops, and radial catchments indicating the average time required to walk from a person's current position. Examples of map signs are provided in **Figure 9-4** and **Figure 9-5**.

Figure 9-4 Information signage, and mapping convention and layout



Source: City of Sydney Legible Sydney Design Manual Part 1

Figure 9-5 Map display board example

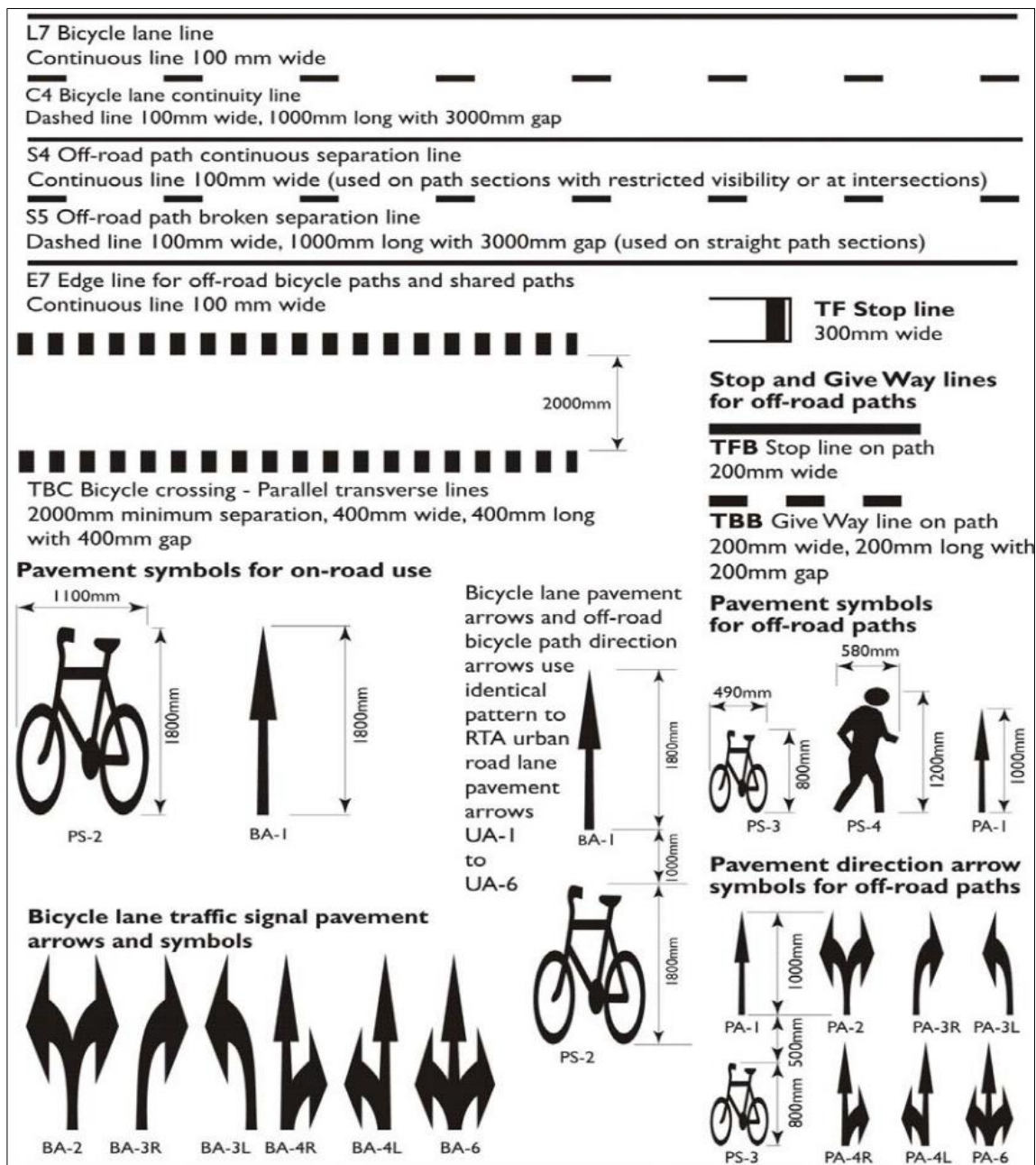


Source: City of Sydney Legible Sydney Design Manual Part 2

9.4 Linemarking

Linemarking of shared path facilities is outlined in Section 12 of the Delineation Guidelines prepared by RMS. The standard shared path markings specified are provided in **Figure 9-6**.

Figure 9-6 RMS pavement marking specifications



Source: Delineation, Section 12 – Pavement markings for bicycle facilities, RMS, 2010

9.5 Behavioural change and education

Implementation of the proposed pedestrian infrastructure for the ten towns will help to develop a coherent, direct, safe, attractive and comfortable network. While these improvements will be an important factor to encourage more residents, students and tourists to walk or cycle instead of drive, their effect can be enhanced through support initiatives such as education, promotion and incentives that will assist the decision to break existing travel habits and adopt sustainable transport modes.

Education, promotion and incentives can increase knowledge and understanding of the active travel choices, develop skills and confidence, and provide encouragement to make travel behaviour changes towards sustainable transport modes.

Initiatives which can help to stimulate the mode share shift from private vehicle to active travel for short trips around the Tomaree Planning District are provided in **Table 9-2**.

Table 9-2 Summary of behavioural change initiatives

#	Initiative	Rationale
1	Walking School Bus or Cycling Trains Parent volunteers or staff walk/ride with the children within a certain radius of schools Figure 9-7 shows a walking bus.	Inexpensive way to encourage both adults and children to walk or ride to school safely and healthily.
2	Schools focus on road safety Work with schools to educate parents and children on road safety.	A joint communications focus on both parents and children will help to alleviate safety concerns and address questions that parents may have.
3	Promote special events Hold promotional activities and special events and align with national initiatives such as 'car-free-day' and walk-to-work-day'. On event days organise a breakfast for participants, and work with the organising group to provide promotion for the event. Involve schools in the events. A Walk Safely to School Day flyer is shown in Figure 9-8 .	These activities and events will increase awareness amongst residents and workers about walking for typical daily trips. Walking events are easy to organise and are a great way to leverage off nationally promoted events.
4	Promotion of new shared paths Whenever a shared path is constructed, it can be promoted by Council through Council's website, local media and schools. A launch event or cycle could be held.	Promoting the new infrastructure will raise awareness of the new opportunity to cycle safely and encourage residents to trial the facility.
5	Council's website Use Council's website to provide updates and information on walking.	This is an inexpensive way to promote walking in the LGA.
6	Walking maps Walking maps that promote the walking network within the towns.	Walking maps inform the community and tourists of the pedestrian network within the towns and provide incentive for all to use and walk on the network routes.
7	Travel to Work Seminars Hold a seminar with free lunch to educate employees in the Tomaree Planning District about all the available transport options for travelling to work. Wednesday Walkers with Maree, Gateway Presbyterian Church, Heart Foundation Group, Birubi Sands Walking Group, Shoal Bay Community Association Inc and Fingal Haven Retirement Village should be invited to present their services in a social atmosphere.	This will increase employee awareness of their options in a social environment. It will give them the opportunity to ask questions and get/give feedback to Port Stephens Council, service providers or community groups.
8	Lunchtime walks Promote lunchtime walking groups, or other active/ lunchtime sports groups etc. to utilise adjacent parks and green spaces.	By encouraging workers to use the parkland, paths and public space in a social way at lunchtimes, they will become familiar with the active transport facilities and this will increase the likelihood that they will consider walking as a commuting trip.

Figure 9-7 Walking School Bus Program



Figure 9-8 Australia's Walk to School Safely flyer



10 Prioritisation, cost estimates and funding

10.1 Route prioritisation

This section outlines the proposed plan for implementation of pedestrian infrastructure across the Tomaree Planning District over the next 15 years. The recommended improvement works to address each identified non-compliance were prioritised against a range of criteria agreed with Port Stephens Council. This provides a basis for works to be selected and programmed to be undertaken in line with any budgetary and resourcing constraints, along with any other determining factors, to ensure investment is prioritised to provide best value for money.

The prioritisation process is applied to the pedestrian network at a route level, rather than at an individual facility issue / non-compliance level. This process allows for the prioritised work of whole routes, rather than sections of routes, and will slowly form the complete pedestrian network. The proposed pedestrian route network is presented in **Section 6.2**.

Within each route, there are a number of subsections. Each audit feature is designated a particular subsection which in turn is designated to a route. This ensures there are no doubling up for the costing component, discussed in **Section 10.2**.

The pedestrian routes that form the network in each town were assessed against the following five factors to determine their priority for implementation of improvement works:

- > **Land use:** This prioritises improvements identified near key pedestrian attractors such as town centres, schools and hospitals. Prioritisation based on the location of aged care facilities is covered as part of the Vulnerable Communities criteria.
- > **Road type:** Routes are prioritised where they are located along major state or arterial road corridors.
- > **Safety:** Routes are prioritised where a section is located within close proximity to recorded crashes involving pedestrians. The crash analysis for the Tomaree Planning District is presented in **Section 3.3**.
- > **Recommendation type:** Where new facilities are required along the majority of a route, these are allocated with higher priority compared to routes where existing facilities are provided.
- > **Vulnerable communities:** Routes that connect to vulnerable community populations are prioritised based on the respective proportional density of the subject community.

The scoring applied to each of the above categories, and respective weightings to determine a route's priority is presented in **Table 10-1**.

Table 10-1 Prioritisation scores and weighting

Category	Category type	Score	Weighting
Land use (connects from town centre to)	Town Centre / School	10	25%
	Residential	6	
	Recreational	3	
	Industrial	2	
Road type	State / Regional	5	15%
	Local	3	
Safety	Within 10 metres of recorded crash	10	20%
	Within 100 metres of recorded crash	5	
	Not near a recorded crash	2	
Recommendation type	Majority new facility	8	15%
	Majority existing facility	5	
Route likely to be used by vulnerable groups	Yes - by portion population (density) greater than 50%	10	25%
	Yes - by portion population (density) greater than 35%	8	
	Yes - by portion population (density) greater than 15%	5	
	Less than 15%	3	

Routes were prioritised as low, medium and high priority based on the scores obtained from the above assessment. The priority categories correlate with Council's preferred implementation timeframes.

These timeframes for implementation of works for each priority level are presented in **Table 10-2**.

Table 10-2 Priority rating

Score	Priority	Timeframe
7.0 >	High priority	0 - 2 years
≤ 7.0 and ≥ 5	Medium priority	2 - 5 years
< 5	Low priority	5 - 15 years

Overall, out of the 125 routes identified, 27 were designated high priority, 84 medium priority and 14 low priority. The majority of the high priority routes were found in Nelson Bay (15), as well as in Salamander Bay (4), Shoal Bay (4), and Anna Bay/ Fisherman's Bay (4). This was primarily due to the following factors:

- > The crash history of these areas, resulting in higher scores allocated for the Safety criterion;
- > Connectivity to key land uses in these towns;
- > A lack of existing pedestrian infrastructure along these routes; and
- > The higher proportional presence of vulnerable communities in the areas surrounding these routes.

The low priority routes were largely concentrated in the Taylors Beach precinct, with five of the six routes assessed as low priority. This is largely due to the industrial nature of this suburb and low population.

A summary of the route priorities by town is provided in **Table 10-3**, and maps of the prioritised routes by each town precinct are provided in **Appendix G**.

Table 10-3 Route priorities for each town

Town	High priority	Medium Priority	Low Priority
Anna Bay and Fishermans Bay	AF1, AF2, AF8, AF9	AF3, AF4, AF5, AF6, AF7, AF10, AF11, AF12, AF13, AF14	
Boat Harbour		BH1, BH2, BH4, BH5, BH6, BH9, BH10	BH3, BH7, BH8
Corelette		C1A, C1B, C2, C3A, C3B, C5A, C5B, C7	C4, C6
Fingal Bay		FB3, FB4, FB5, FB6, FB7, FB8, FB9, FB10, FB11, FB12, FB13, FB14, FB15, FB16	FB1, FB2
Nelson Bay	NB2, NB3, NB4A, NB4B, NB9A, NB10, NB11A, NB11B, NB12, NB16, NB17, NB19, NB21, NB22, NB23	NB1A, NB1B, NB5, NB6, NB7, NB8, NB9B, NB13, NB14, NB15, NB18, NB20,	
One Mile		OM2	OM1
Salamander Bay	SB3A, SB3B, SB3C, SB3E	SB1, SB2, SB3D, SB4, SB6A, SB6B, SB7, SB8, SB9A, SB10, SB11	SB5
Shoal Bay	S5B, S5C, S5D, S5E	S1, S2A, S2B, S3, S4, S5A, S6, S7, S8	
Soldiers Point		SP1, SP2A, SP2B, SP3A, SP3B, SP4, SP5A, SP5B, SP6A, SP6B, SP6C	
Taylors Beach		TB1	TB2, TB3A, TB3B, TB4, TB5

10.2 Cost estimates

Cost estimates for the recommended improvement works are based on estimated unit costs and are provided in the Schedule of Works Spreadsheet in **Appendix E**. This section provides a breakdown of the cost estimates by town precinct. The cost estimates are for budgetary purposes only and should be considered with reference to the exclusions and assumptions outlined in **Section 10.2.3**.

10.2.1 Total cost estimate

The total cost estimate for the PAMP improvement works is \$23,542,430. The estimated cost per town is provided in **Table 10-4**.

The “Other” category consists of items such as:

- > Installation of signage;
- > Investigation of safe crossing operation;
- > Reconstruct kerb extension; and
- > Vegetation maintenance.

The cost estimate for some shared path upgrades is low, due to line-marking and logos to be painted to an existing shared path.

Table 10-4 Cost estimate per precinct

Precinct	Footpath	Shared path	Kerb ramp	Refuge	Other	Estimated Cost
Anna Bay and Fishermans Bay	\$2,936,974	\$539,233	\$376,200	\$28,000		\$3,880,407
Boat Harbour	\$970,012		\$102,300	\$28,000	\$1,540	\$1,101,852
Corlette	\$2,045,713	\$330,074	\$290,400	\$252,000	\$9,260	\$2,927,447
Fingal Bay	\$1,494,155	\$157	\$231,000	\$56,000	\$660	\$1,781,972
Nelson Bay	\$3,387,158	\$422,490	\$679,800	\$420,000	\$34,435	\$4,943,883
One Mile	\$467,255	\$681,074	\$19,800			\$1,168,129
Salamander Bay	\$2,750,839	\$378,686	\$350,900	\$392,000	\$181,450	\$4,053,875
Shoal Bay	\$1,232,859	\$153,122	\$187,000	\$56,000	\$28,635	\$1,657,616
Soldiers Point	\$879,437		\$229,900		\$1,100	\$1,110,437
Taylors Beach	\$845,217	\$314	\$70,400		\$880	\$916,810
Total	\$17,038,585	\$2,665,584	\$2,544,300	\$1,232,000	\$258,180	\$23,542,430

10.2.2 Priority cost estimates

A breakdown of the estimated cost by town precinct and priority level is presented in **Table 10-5**.

Table 10-5 Priority Cost Estimates

Precinct	Low priority	Medium priority	High priority	Total Per Precinct
Anna Bay and Fishermans Bay		\$2,483,721	\$1,396,686	\$3,880,407
Boat Harbour	\$229,235	\$872,616		\$1,101,852
Corlette	\$312,719	\$2,614,728		\$2,927,447
Fingal Bay	\$193,918	\$1,588,055		\$1,781,972
Nelson Bay		\$1,458,647	\$3,485,236	\$4,943,883
One Mile	\$122,417	\$1,045,712		\$1,168,129
Salamander Bay	\$603,584	\$1,039,257	\$2,411,034	\$4,053,875
Shoal Bay		\$939,610	\$718,006	\$1,657,616
Soldiers Point		\$1,110,437		\$1,110,437
Taylors Beach	\$840,789	\$76,021		\$916,810
Total	\$2,461,566	\$12,923,917	\$8,156,946	\$23,542,430

10.2.3 Exclusions and assumptions

The cost estimates provided are indicative only and are prepared for budgetary purposes only. Further analysis and assessment will be required to confirm the exact cost impact for individual locations, taking into account site-specific constraints and limitations.

The cost estimates for improvements were undertaken using unit rates provided by Port Stephens Council. The cost estimates presented above do not include costs with spoil, if any additional steel is required and any additional costs associated with environmental assessments.

The costs also do not include potential for external quotes and additional costs for kerb machine and concrete.

Where traffic control (two traffic controllers) are required for the construction of kerb ramps and kerb extensions, five hours of works was assumed to complete the task; for the construction of footpaths and shared paths, an hour of work was assumed per 80 square metres to allow for traffic controller costs.

For roadside vegetation maintenance, it was assumed work for each site can be completed within one hour. This also includes the requirement for two traffic controllers.

10.2.4 Schedule of works

The schedule of works by town precinct is attached in **Appendix E**.

10.3 Funding

Funding for the improvements and recommendations outlined in the PAMP may be available as part of a joint agreement with Roads and Maritime Services. The 2017-2018 Walking and Cycling Fund is an initiative of RMS on behalf of the NSW Government to provide financial assistance to Councils to deliver initiatives including:

- > New shared paths;
- > Pedestrian crossing facilities; and
- > Behavioural change and education programs.

This information in this PAMP will provide the necessary information and documentation required by RMS when submitting funding applications. This includes descriptions of the proposed project (including mapping

of location, infrastructure assessment and recommendation), and strategic cost estimates with prioritised milestones.

11 Summary

This PAMP proposes enhancements to the pedestrian network in the Tomaree Planning District to increase safety and accessibility for pedestrians. Schools, aged care facilities, child care facilities and town centres are in particular need of improved pedestrian connectivity and safety as children and less mobile citizens are vulnerable road users, and town centres need to be accessible for everyone. By making short walking trips easy and safe, and improving the general connectivity within towns, walking will be more attractive to more people and this can contribute to improving the vibrancy of streets.

This PAMP aligns with Port Stephens Council's plans to:

- > Promote sustainable, accessible and flexible transport modes;
- > Identify and plan for the future needs of an ageing population;
- > Make future provision for people with disabilities, their families and carers;
- > Provide strategic land use planning services; and
- > Reduce the infrastructure backlog on all Council assets.

This PAMP:

- > Sets out the strategic planning context;
- > Presents the current travel behaviour and transport networks;
- > Addresses the community and stakeholder concerns and suggestions;
- > Identifies particular issues of pedestrian safety and accessibility in the study area;
- > Proposes infrastructure improvements to the walking and cycling networks; and
- > Prioritises the costed improvements into high, medium and low priority for implementation.

Tomaree Planning District

APPENDIX

A

COMMUNITY SURVEY FORM

Community Survey - Port Stephens Council PAMP (Tomaree Peninsula)

Port Stephens Council is preparing a revision to its Pedestrian Access and Mobility Plan (PAMP) for the Tomaree Peninsula, covering the towns of Anna Bay, Boat Harbour, Corlette, Fingal Bay, Fisherman's Bay, Nelson Bay, One Mile, Salamander Bay, Shoal Bay, Soldier's Point and Taylor's Beach. Council aims to provide a safe road environment for all road users, current and future, and plan for active lifestyles and amenity.

The revised PAMP will help to focus State and Council investment in safe and convenient pedestrian infrastructure on key routes in towns across the Tomaree Peninsula.

The PAMP will help to integrate the footpath network with Port Stephens' growing residential areas, schools and workplaces. It will propose facilities to cater to the needs of all pedestrians including senior citizens, pedestrians with mobility and vision impairments and school children. It will identify any 'gaps' and deficiencies in the pedestrian network and the new infrastructure required such as footpaths and safe road crossings.

Council is seeking community feedback on the pedestrian facilities, issues and needs in the study area. Port Stephens residents, businesses and visitors can provide comments and ideas to Council by completing this community survey, either online or at Council offices, local schools, doctor's clinics, aged care facilities and community centres. The survey will be open to responses from the 24th May 2017 to 25th June 2017 (Please make sure you complete and submit the survey by this end date).

YOUR PRIVACY

Port Stephens Council is committed to protecting your privacy. We take reasonable steps to comply with relevant legislation and Council policy.

Purpose: Council is collecting this information to gain a better understanding of pedestrian access and mobility issues and needs within the study area.

Intended recipients: Council staff and approved contractors of Port Stephens Council.

Supply: Voluntary.

Consequence of Non Provision: Personal information only needs to be supplied if you want to receive updates on progress of the PAMP revision. There are no consequences to the non-provision of personal information.

Storage and security: This document will be placed on the relevant file and saved in Council's records management system in accordance with Council policy and relevant legislation.

Access: Please contact Council on (02) 4980 0255 to enquire how you can access information.

This survey has interactive form fields. When viewed on a computer, you are able to record and save your answers without needing to print and complete by hand. The completed form can be emailed to Council.

Question 1: Where do you reside?

☐ Anna Bay	☐ Fisherman's Bay	☐ Shoal Bay
☐ Boat Harbour	☐ Nelson Bay	☐ Soldier's Point
☐ Corlette	☐ One Mile	☐ Taylor's Beach
☐ Fingal Bay	☐ Salamander Bay	☐ Other (please specify): _____

Question 2: What is your age group?

☐ 12 – 18 years	☐ 45 – 54 years
☐ 19 – 24 years	☐ 55 – 64 years
☐ 25 – 34 years	☐ 65 – 74 years
☐ 35 – 44 years	☐ 75+

Question 3: Are you a member of a group / club that regularly walks in the Port Stephens Council area?

☐ Yes - Name of group / club (if applicable): _____

☐ No

Question 4 - Are you, or someone you care for, sensory or mobility impaired?

☐ Yes – mobility impairment	☐ Yes – other impairment (please specify): _____
☐ Yes – Sensory (visual or auditory) impairment	☐ No

Question 5 - Are you considered the main carer of any of the following?

☐ Children under 5 years	☐ Adult with an impairment	☐ No
☐ Children aged 6-12 years	☐ Elderly relative / friend	
☐ Child / children with an impairment	☐ Other (please specify): _____	

Question 6 - Do you or anyone in your primary care use any of the following aids when travelling in, or to, the study area?

- | | |
|--|--|
| ☐ Pram | ☐ Guide dog |
| ☐ Shopping trolley bag | ☐ Mobility scooter |
| ☐ Walking stick/walking frame | ☐ No |
| ☐ Wheelchair | ☐ Other (please specify): _____ |

Question 7: How do you generally travel in your local area? Choose all that apply.

- | | |
|---|--|
| ☐ Walk | ☐ Private vehicle |
| ☐ Bicycle | ☐ Community care transport |
| ☐ Bus | ☐ Taxi |
| ☐ Mobility scooter | ☐ Other (please specify): _____ |

Question 8: Do you walk regularly in your local area?

- ☐ Yes (proceed to Question 9)
- ☐ No (proceed to Question 11)

Question 9: If you do walk, what are the main purposes of your walking trips? Choose all that apply.

- | | |
|---|---|
| ☐ To / from home | ☐ Exercise / health benefits / visit parks |
| ☐ To / from work and work-related activity | ☐ To / from personal business and appointments |
| ☐ To / from school / TAFE | ☐ To / from friends / relatives houses |
| ☐ To / from shopping | ☐ Other (please specify): _____ |

Question 10: If you do walk, how often do you walk on average?

- | | |
|---|--|
| ☐ Every day | ☐ Once a month |
| ☐ A few times a week | ☐ A few times a year |
| ☐ Once a week | ☐ Other (please specify): _____ |

Question 11: If you don't walk, what are the main reasons for choosing another form of transport? Choose all that apply.

- | | |
|--|--|
| ☐ Faster | ☐ Distance is too far to walk |
| ☐ Safer | ☐ Other (please specify in Question 12) |
| ☐ More convenient | |

Question 12: What are the main issues with walking in the towns of *Anna Bay, Boat Harbour, Corlette, Fingal Bay, Fisherman's Bay, Nelson Bay, One Mile, Salamander Bay, Shoal Bay, Soldier's Point or Taylor's Beach*?

- | | | |
|--|--|--|
| ☐ Lack of footpaths | ☐ Footpath width | ☐ Uneven footpath |
| ☐ Lack of, or poorly designed kerb ramps | ☐ Lack of appropriate signage | ☐ Maintenance and cleanliness of paths |
| ☐ Lack of audible /tactile crossing facilities at signalised crossing | ☐ Poor lighting | ☐ Obstructions (poles, overhanging trees etc) |
| ☐ Pedestrian crossing safety | ☐ Concern for personal security | ☐ Lack of amenities (benches, bus shelters etc) |
| ☐ Lack of pedestrian crossing opportunities | ☐ Motorist behaviour | ☐ Other (please specify): _____ |

Question 13: What types of improvements to pedestrian facilities are most important to you?
Please choose all that apply.

- | | |
|---|--|
| ☐ More footpaths | ☐ Accessible transport options (e.g. access to buses) |
| ☐ Directional signage | ☐ Audible/ tactile crossing facilities at signalised crossing for the sight impaired |
| ☐ Improved lighting and security | ☐ Increased pedestrian crossing opportunities (pedestrian lights, refuges, crossings, overpasses) |
| ☐ Kerb ramps | ☐ Other (please specify): _____ |

Question 14: Would you like to be kept up-to-date with the progress of the PAMP revision study? If yes, please provide your contact details:

Name	
Address	
Email	

If you would like to provide feedback on the locations of specific issues in the Tomaree Planning District, please use the following link to our online interactive map: <http://bit.ly/PSCmapsurvey>

We appreciate you taking the time to complete our survey. Please ensure your survey response is submitted by the cut-off date of Sunday 25th June, 2017.

The pdf copy of this Survey is available online at <http://www.portstephens.nsw.gov.au/>

The hard copy of this Survey is available in Council offices, local schools, doctor's clinics, aged care facilities and local community centres.

Completed Survey responses can be submitted as follows:

MAIL: Port Stephens Council, PO Box 42, Raymond Terrace, NSW 2324

IN PERSON: Port Stephens Council Administration Building, 116 Adelaide Street, Raymond Terrace
Tomaree Library & Community Centre, Town Centre Circuit, Salamander Bay
Port Stephens Visitor Information Centre, 60 Victoria Parade, Nelson Bay

EMAIL: council@portstephens.nsw.gov.au

For further enquiries please contact Council on (02) 4890 0255 or
council@portstephens.nsw.gov.au

Tomaree Planning District

APPENDIX

B

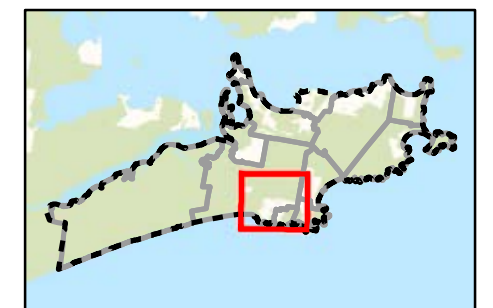
PEDESTRIAN ROUTE MAPS

Anna Bay and Fishermans Bay

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

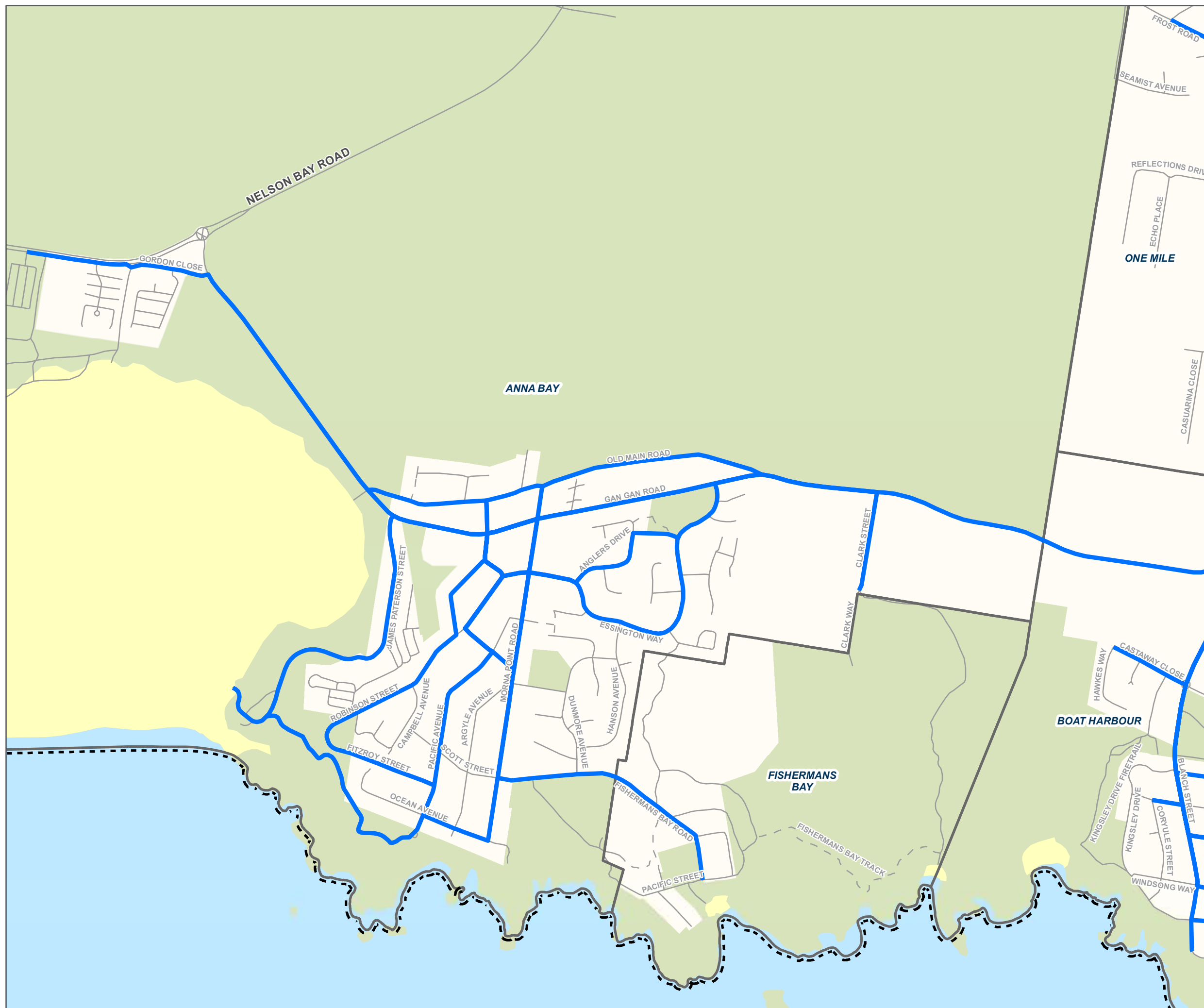
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-  Pedestrian Network
-  Study Area
-  Suburb Boundary



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Metres
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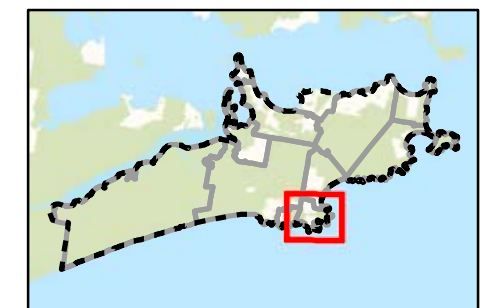


Boat Harbour Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

- Pedestrian Network
- Study Area
- Suburb Boundary

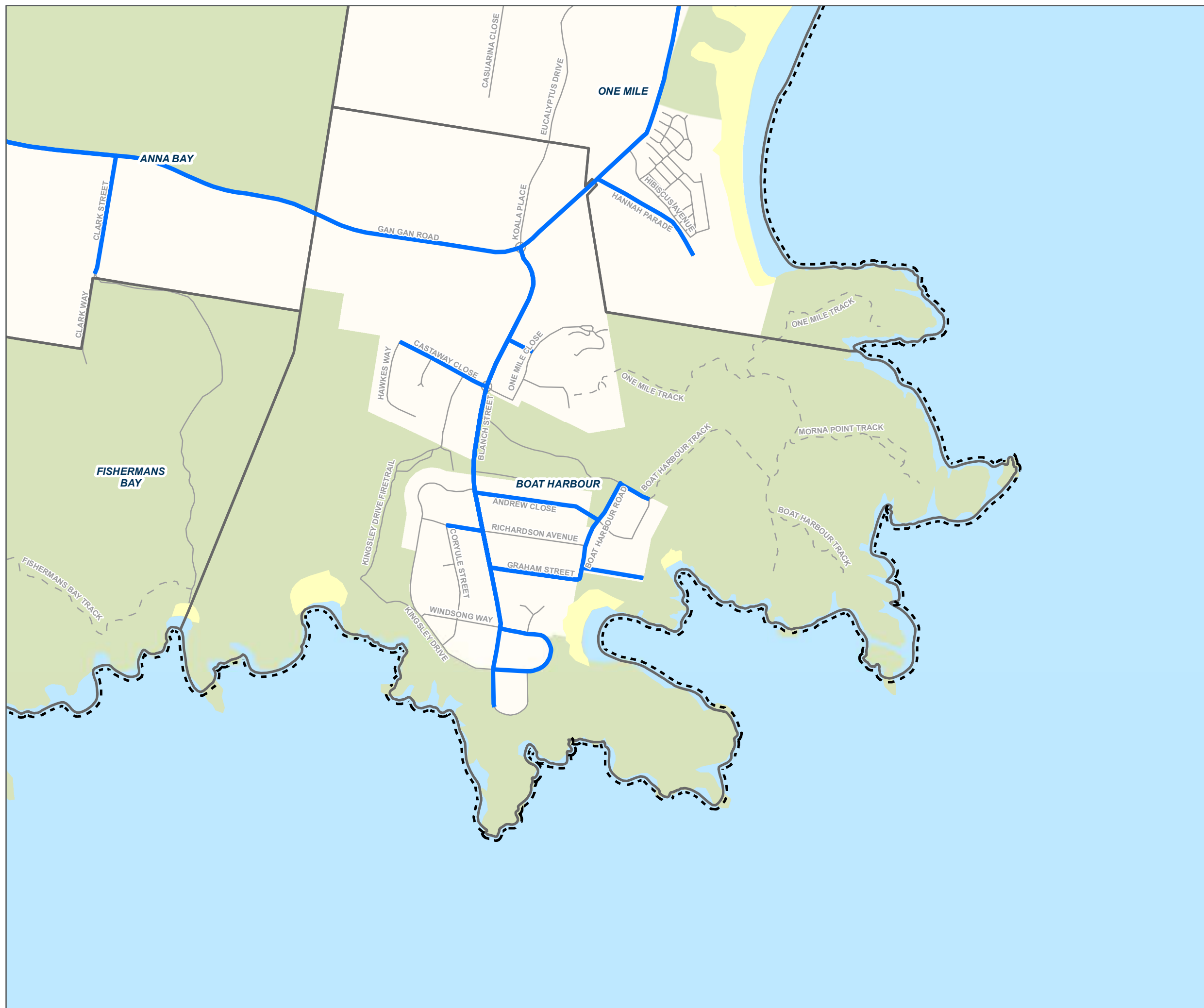


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Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-012-Boat Harbour Precinct.mxd 01



Corlette Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

- Pedestrian Network
- Study Area
- Suburb Boundary

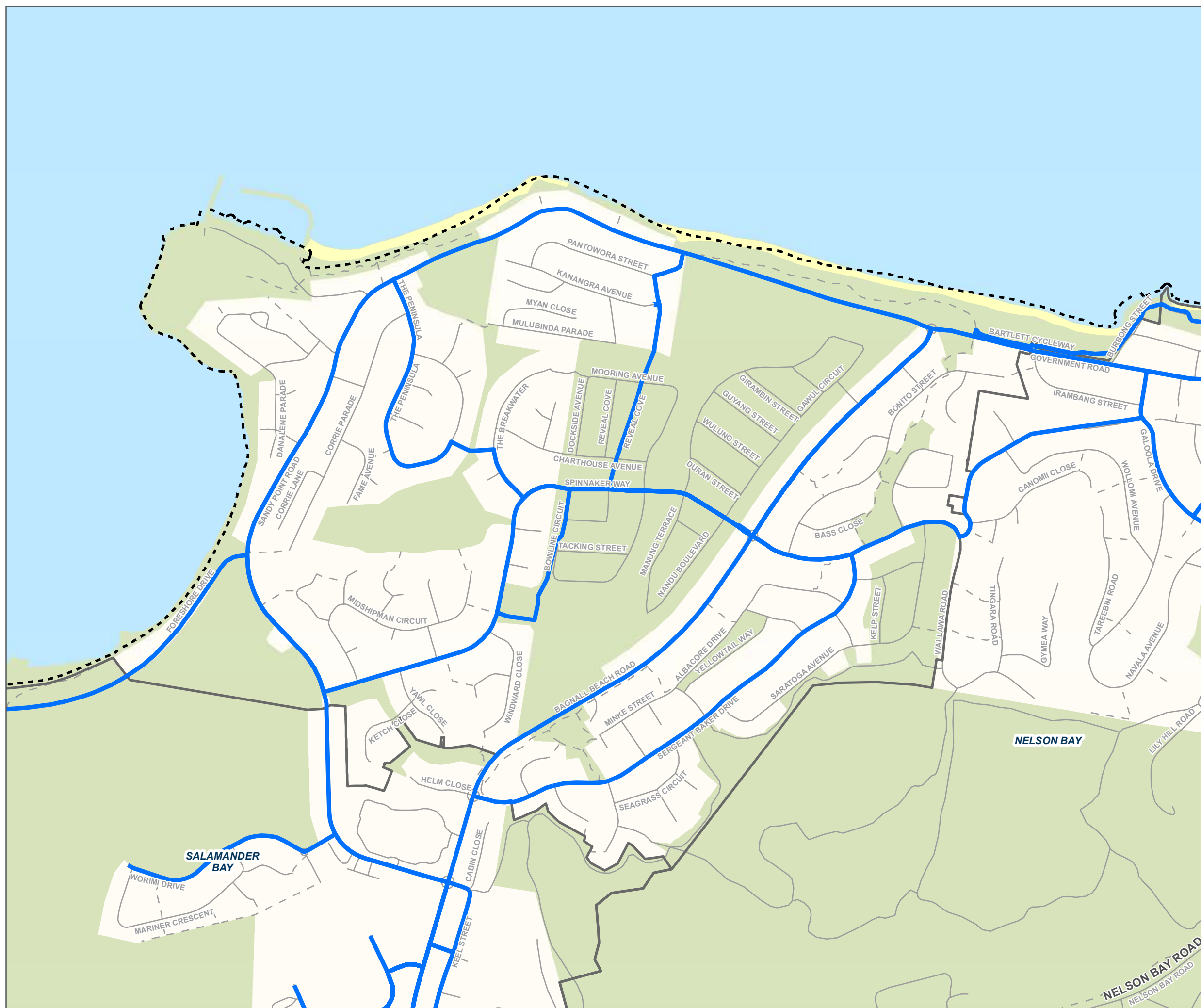


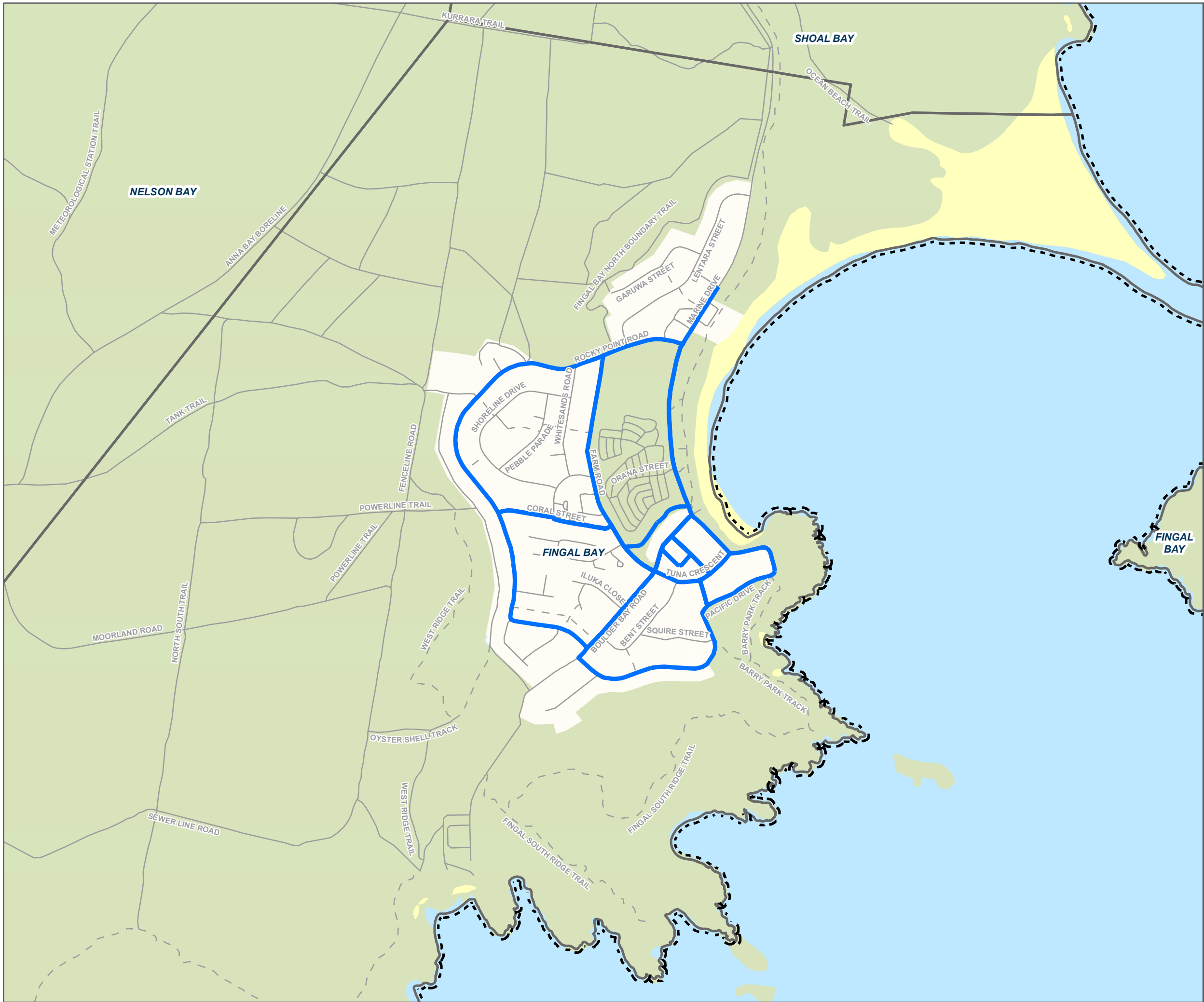
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Map: 80017083-GS-008-Corlette Precinct.mxd 01





Fingal Bay Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

- Legend**
-  Pedestrian Network
 -  Study Area
 -  Suburb Boundary



1:12,000 Scale at A3



Nelson Bay Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

- Pedestrian Network
- Study Area
- Suburb Boundary



1:12,000 Scale at A3

Metres
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Date: 2017-07-13 | Project: 80017083
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Map: 80017083-GS-007-Nelson Bay Precinct.mxd 01



One Mile Precinct

**PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT**

Legend

-  Pedestrian Network
-  Study Area
-  Suburb Boundary

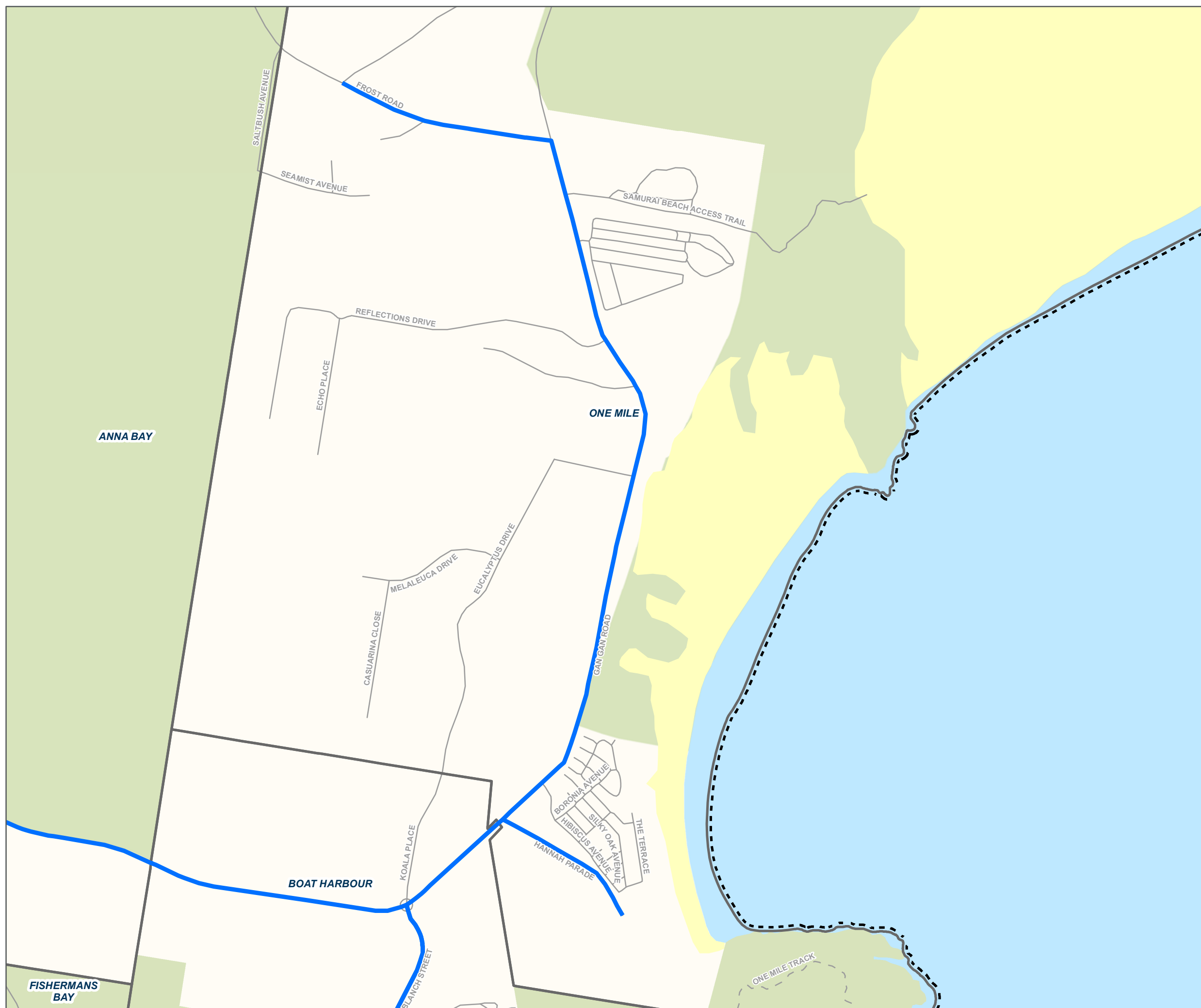


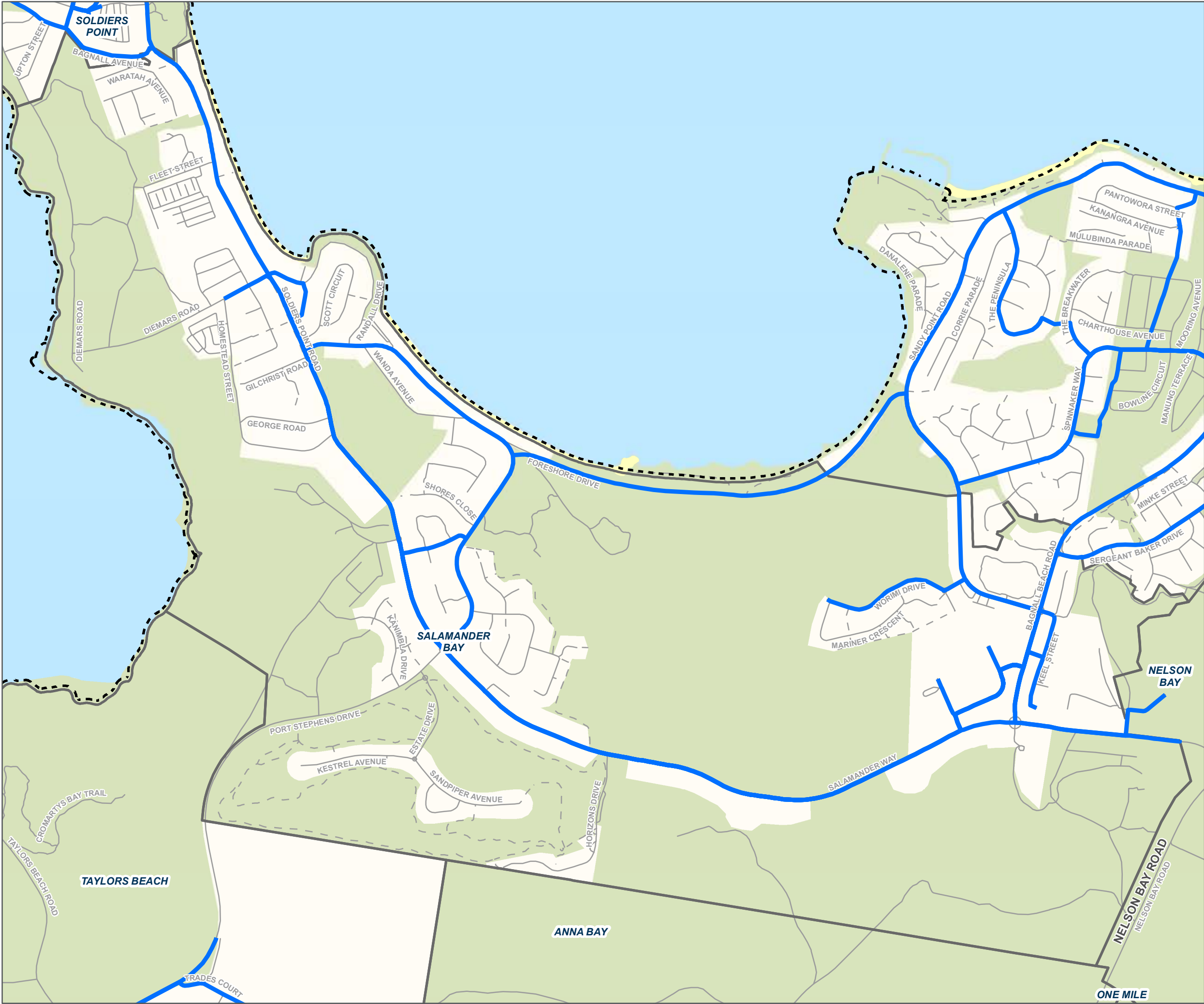
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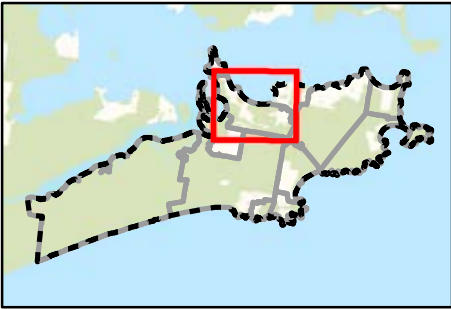


Salamander Bay Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Pedestrian Network
-  Study Area
-  Suburb Boundary



1:15,000 Scale at A3

Metres
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Coordinate System: GDA 1994 MGA Zone 56
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Shoal Bay Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

- Pedestrian Network
- Study Area
- Suburb Boundary

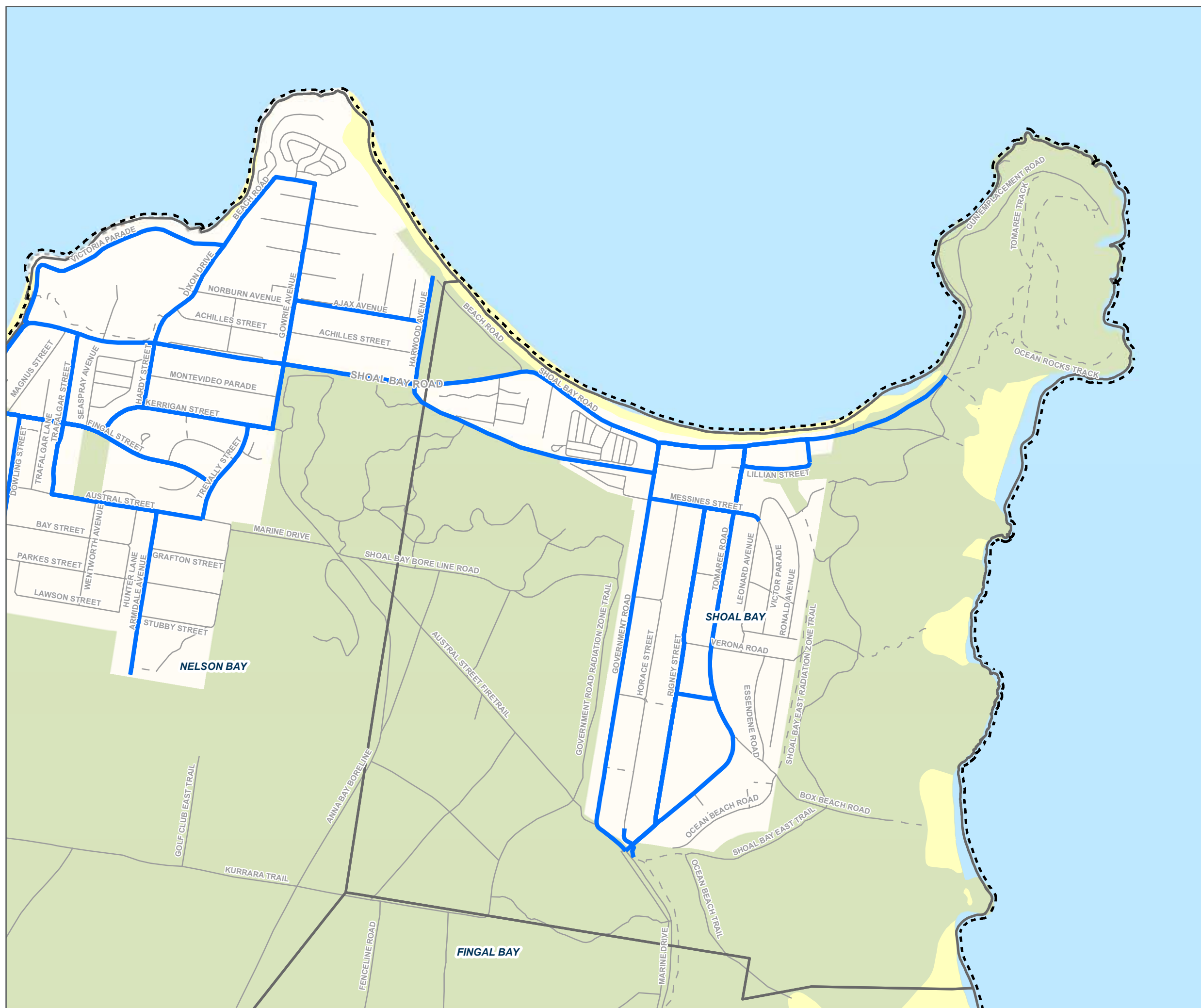


1:12,000 Scale at A3

Metres
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Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-006-Shoal Bay Precinct.mxd 01



Soldiers Point Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Pedestrian Network
-  Study Area
-  Suburb Boundary



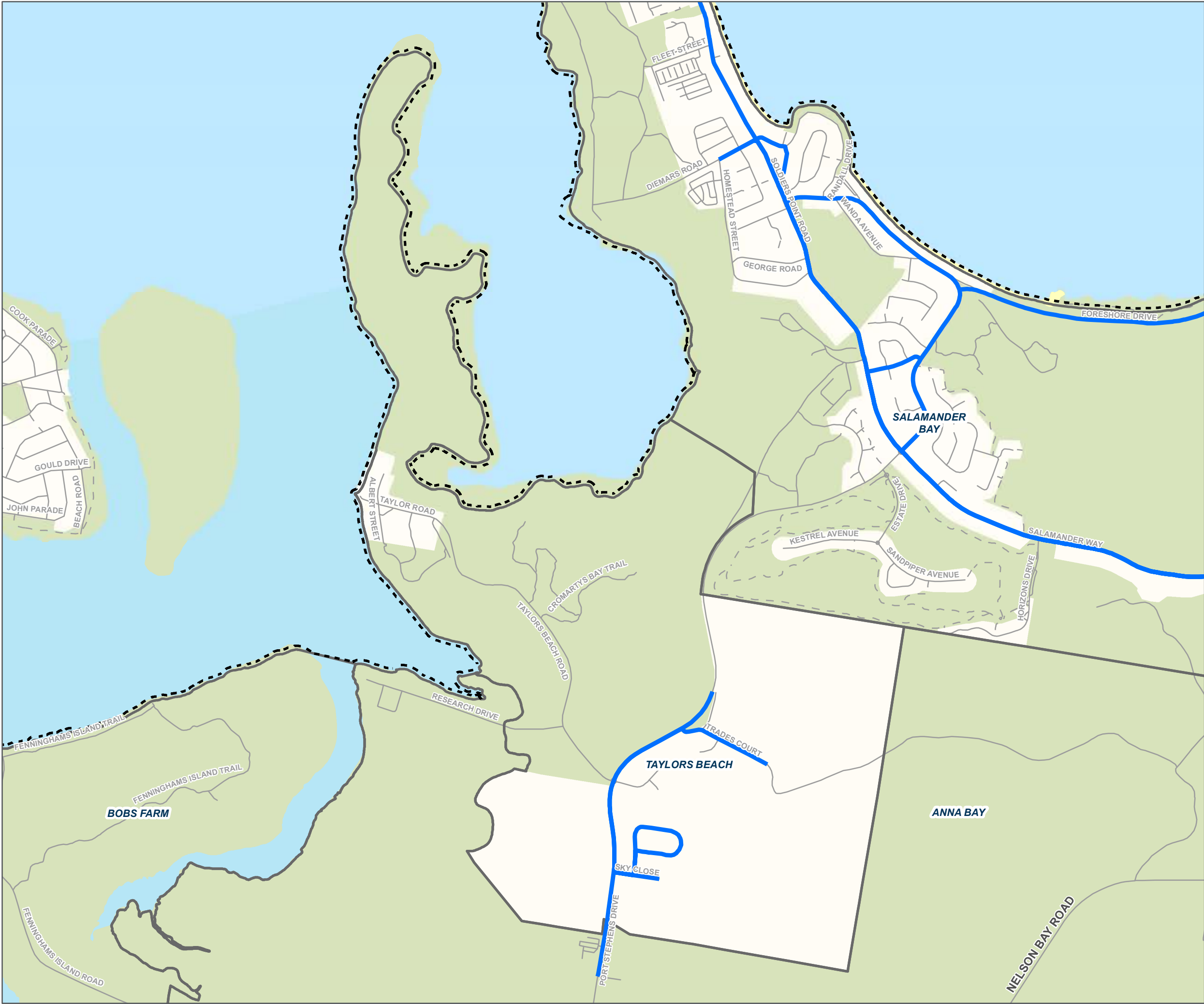
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Meters
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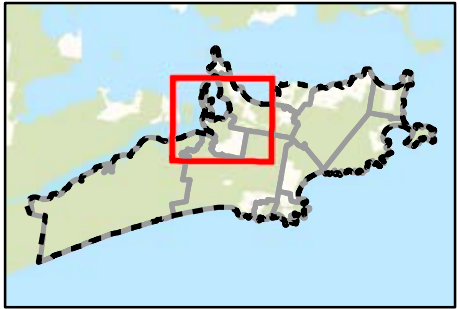


Taylors Beach Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Pedestrian Network
-  Study Area
-  Suburb Boundary



1:18,000 Scale at A3

Metres
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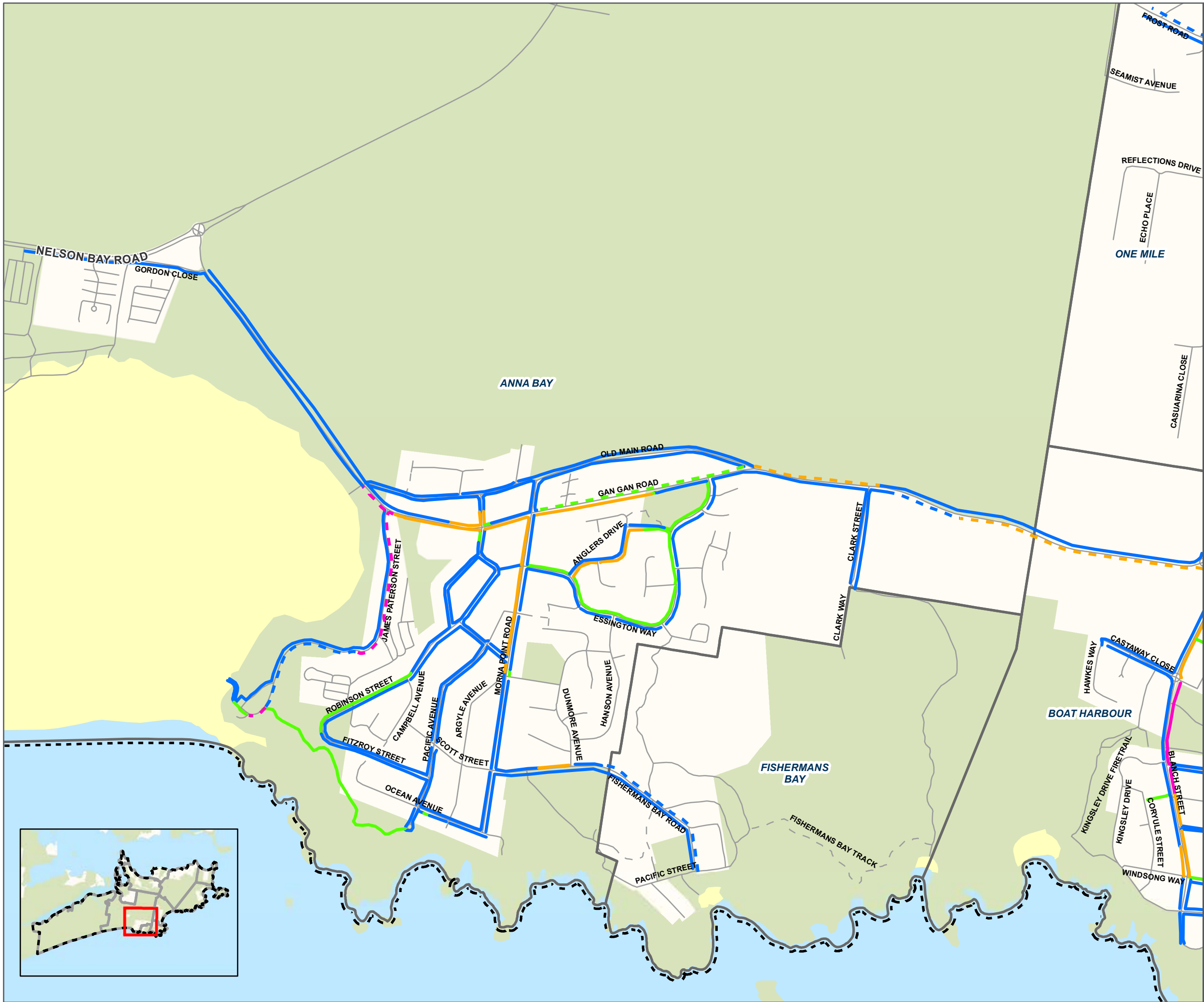
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Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-011-Taylors Beach Precinct.mxd 01

Tomaree Planning District

APPENDIX

C

PATH COMPLIANCE MAPS



Anna Bay and Fishermans Bay Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary
- Infrastructure Assessment**
-  Compliant Footpath ($\geq 1.2\text{m}$ wide)
-  Compliant Shared Path ($\geq 2.5\text{ m}$ wide)
-  Minor Non-Compliant Shared Path $\geq 2.4\text{m}$ $< 2.5\text{m}$ wide
-  Minor Non-Compliant Footpath $\geq 1.1\text{m}$ $< 1.2\text{m}$ wide
-  Non-Compliant Footpath $\leq 1.1\text{m}$ wide
-  Non-Compliant Shared Path $< 2.39\text{m}$
-  No Footpath
-  No Shared path

1:12,000 Scale at A3

Metres
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Boat Harbour Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary

Infrastructure Assessment

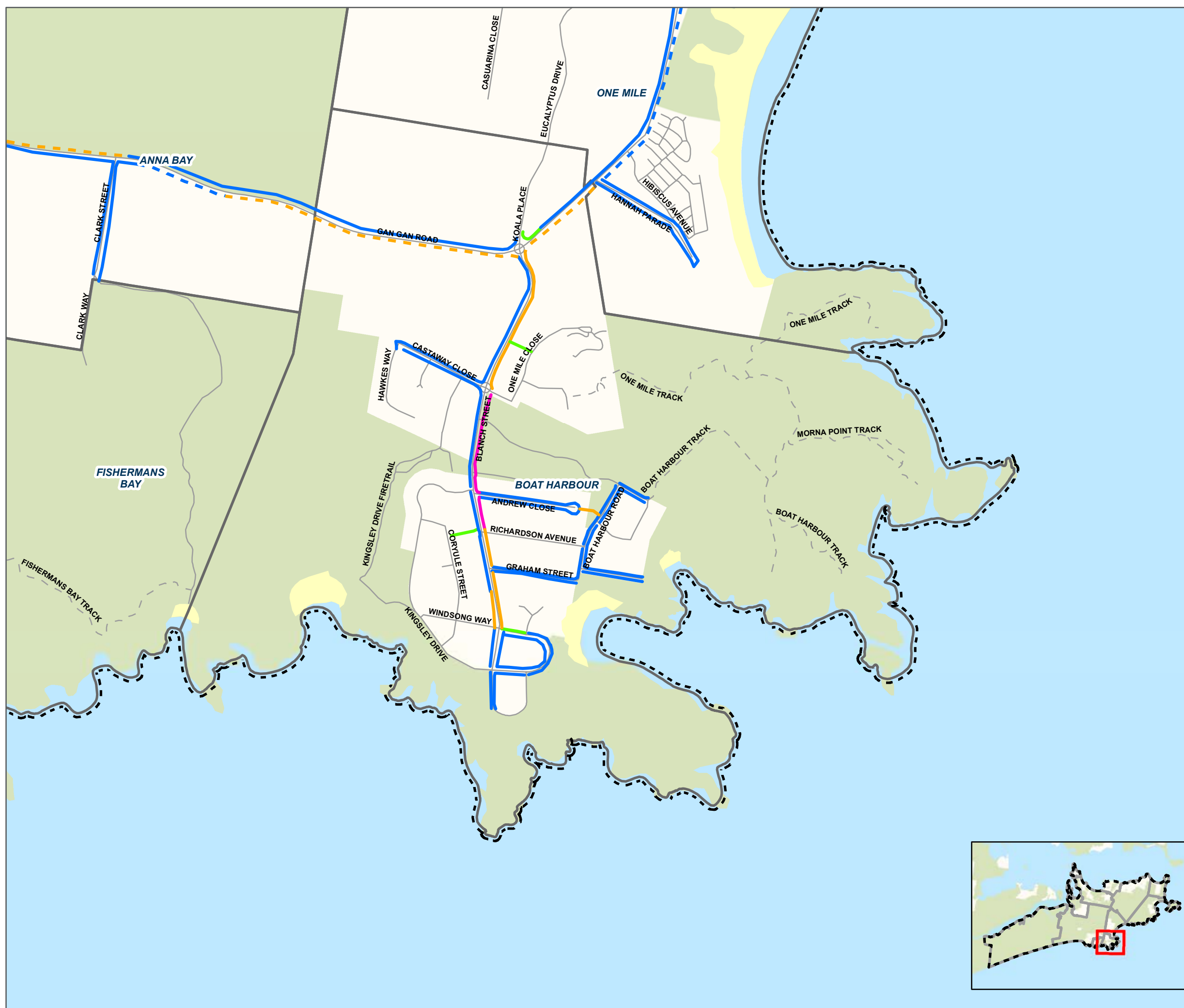
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-  Compliant Shared Path ($\geq 2.5\text{ m}$ wide)
-  Minor Non-Compliant Shared Path ($\geq 2.4\text{m} < 2.5\text{m}$ wide)
-  Minor Non-Compliant Footpath ($\geq 1.1\text{m} < 1.2\text{m}$ wide)
-  Non-Compliant Footpath ($< 1.1\text{m}$ wide)
-  Non-Compliant Shared Path ($< 2.4\text{m}$)
-  No Footpath
-  No Shared path

1:10,000 Scale at A3

Metres
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Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-024-BoatHarbourPrecinctPath.mxd 02



Corlette Precinct

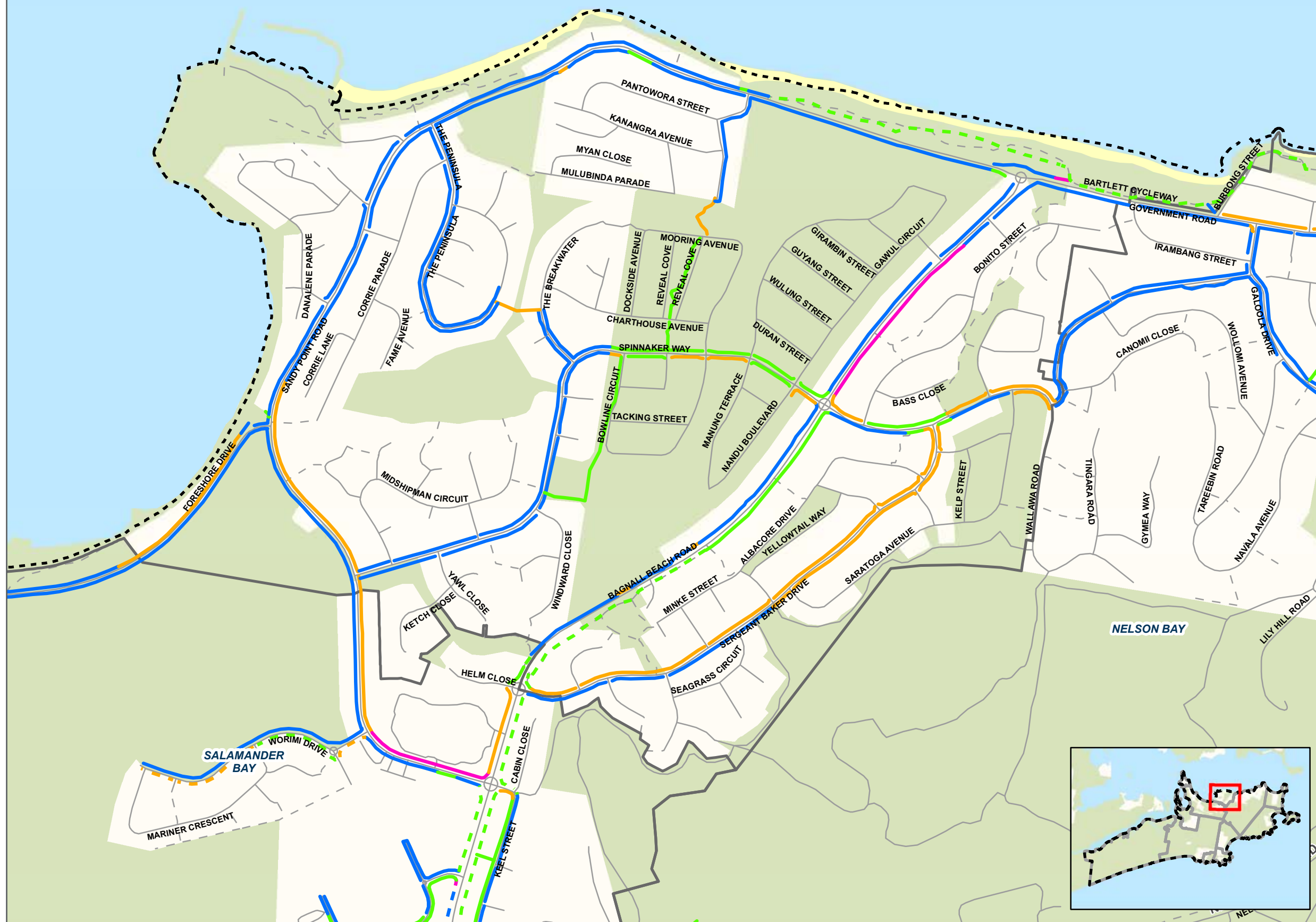
PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary

Infrastructure Assessment

-  Compliant Footpath ($\geq 1.2\text{m}$ wide)
-  Compliant Shared Path ($\geq 2.5\text{m}$ wide)
-  Minor Non-Compliant Shared Path ($\geq 2.4\text{m}$ $< 2.5\text{m}$ wide)
-  Minor Non-Compliant Footpath ($\geq 1.1\text{m}$ $< 1.2\text{m}$ wide)
-  Non-Compliant Footpath ($< 1.1\text{m}$ wide)
-  Non-Compliant Shared Path ($< 2.4\text{m}$)
-  No Footpath
-  No Shared path



1:10,000 Scale at A3

Metres
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Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-028-CorlettePrecinctPath.mxd 02

Fingal Bay Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

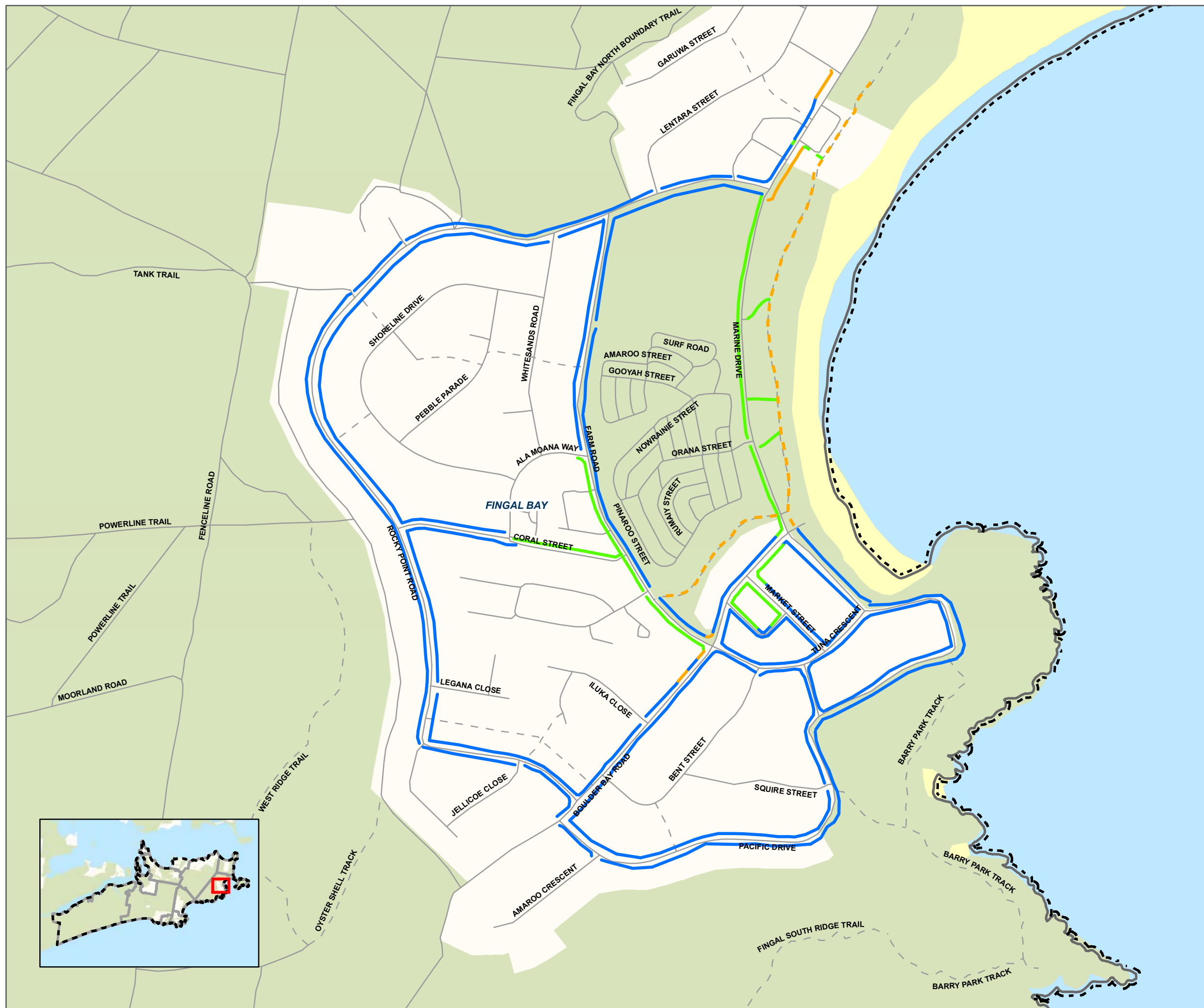
-  Study Area
-  Suburb Boundary
- Infrastructure Assessment**
-  Compliant Footpath ($\geq 1.2\text{m}$ wide)
-  Compliant Shared Path ($\geq 2.5\text{ m}$ wide)
-  Minor Non-Compliant Shared Path ($\geq 2.4\text{m} < 2.5\text{m}$ wide)
-  Minor Non-Compliant Footpath ($\geq 1.1\text{m} < 1.2\text{m}$ wide)
-  Non-Compliant Footpath ($< 1.1\text{m}$ wide)
-  Non-Compliant Shared Path ($< 2.4\text{m}$)
-  No Footpath
-  No Shared path

1:6,000 Scale at A3

Meters
0 100 200 300



Map Produced by Cardno NSW/ACT Pty Ltd (SYD)
Date: 2017-08-04 | Project: 80017083
Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-022-FingalBayPath.mxd 02



Nelson Bay Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary

Infrastructure Assessment

-  Compliant Footpath ($\geq 1.2\text{m}$ wide)
-  Compliant Shared Path ($\geq 2.5\text{m}$ wide)
-  Minor Non-Compliant Shared Path ($\geq 2.4\text{m}$ $< 2.5\text{m}$ wide)
-  Minor Non-Compliant Footpath ($\geq 1.1\text{m}$ $< 1.2\text{m}$ wide)
-  Non-Compliant Footpath ($< 1.1\text{m}$ wide)
-  Non-Compliant Shared Path ($< 2.4\text{m}$)
-  No Footpath
-  No Shared path



1:12,000 Scale at A3

Metres
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Map Produced by Cardno NSW/ACT Pty Ltd (SYD)
Date: 2017-08-04 | Project: 80017083
Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-029-NelsonBayPrecinctPath.mxd 02



One Mile Precinct

**PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT**

Legend

 Study Area

 Suburb Boundary

Infrastructure Assessment

 Compliant Footpath ($\geq 1.2\text{m}$ wide)

 Compliant Shared Path ($\geq 2.5\text{m}$ wide)

 Minor Non-Compliant Shared Path ($\geq 2.4\text{m} < 2.5\text{m}$ wide)

 Minor Non-Compliant Footpath ($\geq 1.1\text{m} < 1.2\text{m}$ wide)

 Non-Compliant Footpath ($< 1.1\text{m}$ wide)

 Non-Compliant Shared Path ($< 2.4\text{m}$)

 No Footpath

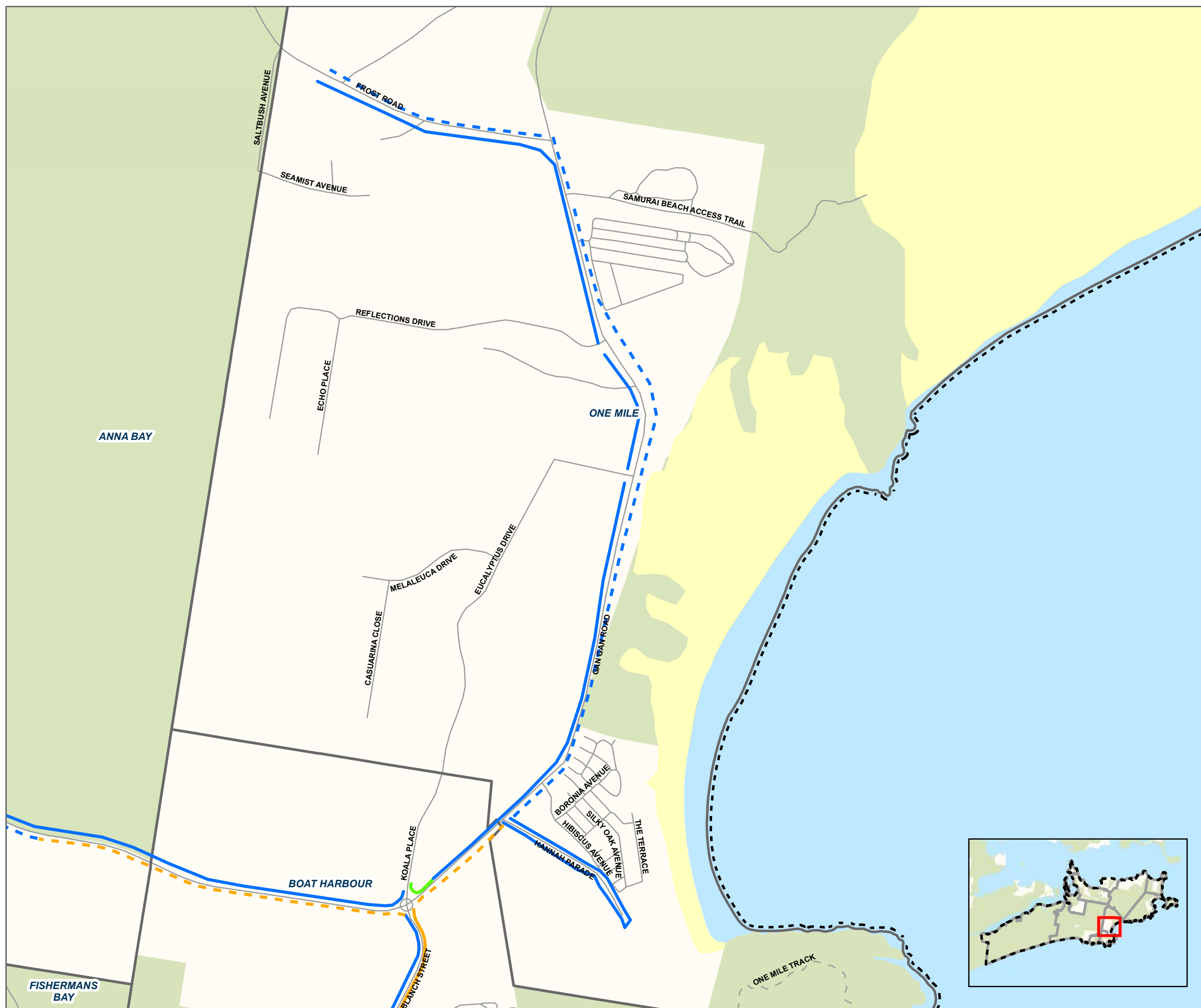
 No Shared path

1:8,000 Scale at A3

Meters
0 100 200 300



Map Produced by Cardno NSW/ACT Pty Ltd (SYD)
Date: 2017-08-04 | Project: 80017083
Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-021-OneMilePath.mxd 02





Salamander Bay Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary

Infrastructure Assessment

-  Compliant Footpath ($\geq 1.2\text{m}$ wide)
-  Compliant Shared Path ($\geq 2.5\text{m}$ wide)
-  Minor Non-Compliant Shared Path ($\geq 2.4\text{m}$ $< 2.5\text{m}$ wide)
-  Minor Non-Compliant Footpath ($\geq 1.1\text{m}$ $< 1.2\text{m}$ wide)
-  Non-Compliant Footpath ($< 1.1\text{m}$ wide)
-  Non-Compliant Shared Path ($< 2.4\text{m}$)
-  No Footpath
-  No Shared path

1:15,000 Scale at A3

Metres
0 200 400 600



ONE MILE

Shoal Bay Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary

Infrastructure Assessment

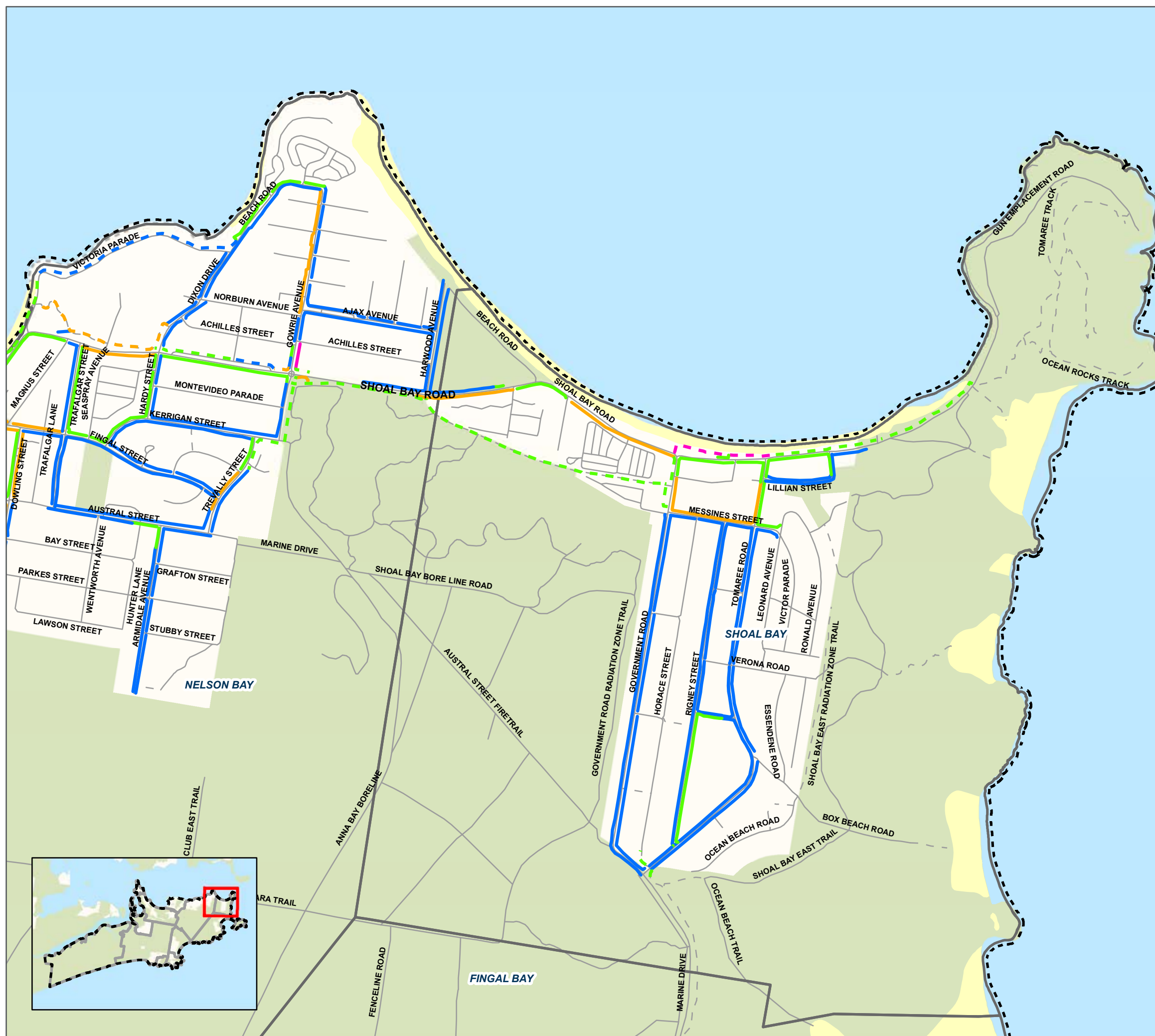
-  Compliant Footpath ($\geq 1.2\text{m}$ wide)
-  Compliant Shared Path ($\geq 2.5\text{m}$ wide)
-  Minor Non-Compliant Shared Path ($\geq 2.4\text{m}$ $< 2.5\text{m}$ wide)
-  Minor Non-Compliant Footpath ($\geq 1.1\text{m}$ $< 1.2\text{m}$ wide)
-  Non-Compliant Footpath ($< 1.1\text{m}$ wide)
-  Non-Compliant Shared Path ($< 2.4\text{m}$)
-  No Footpath
-  No Shared path

1:12,000 Scale at A3

Metres
0 200 400 600



Map Produced by Cardno NSW/ACT Pty Ltd (SYD)
Date: 2017-08-04 | Project: 80017083
Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-030-ShoalBayPrecinctPath.mxd 02



Soldiers Point Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

 Study Area

 Suburb Boundary

Infrastructure Assessment

 Compliant Footpath ($\geq 1.2\text{m}$ wide)

 Compliant Shared Path ($\geq 2.5\text{m}$ wide)

 Minor Non-Compliant Shared Path ($\geq 2.4\text{m} < 2.5\text{m}$ wide)

 Minor Non-Compliant Footpath ($\geq 1.1\text{m} < 1.2\text{m}$ wide)

 Non-Compliant Footpath ($< 1.1\text{m}$ wide)

 Non-Compliant Shared Path ($< 2.4\text{m}$)

 No Footpath

 No Shared path

1:7,000 Scale at A3

Meters
0 100 200 300



Map Produced by Cardno NSW/ACT Pty Ltd (SYD)
Date: 2017-08-04 | Project: 80017083
Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-023-SoldiersPointPath.mxd 02





Taylors Beach Precinct

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

- Legend**
- Study Area
 - Suburb Boundary
 - Infrastructure Assessment**
 - Compliant Footpath ($\geq 1.2\text{m}$ wide)
 - Compliant Shared Path ($\geq 2.5\text{ m}$ wide)
 - Minor Non-Compliant Shared Path ($\geq 2.4\text{m}$ $<2.5\text{m}$ wide)
 - Minor Non-Compliant Footpath ($\geq 1.1\text{m}$ $<1.2\text{m}$ wide)
 - Non-Compliant Footpath ($<1.1\text{m}$ wide)
 - Non-Compliant Shared Path ($<2.4\text{m}$)
 - No Footpath
 - No Shared path

1:10,000 Scale at A3

Metres

0 150 300 450

Tomaree Planning District

APPENDIX

D

INFRASTRUCTURE COMPLIANCE MAPS

Anna Bay and Fishermans Bay Infrastructure Compliance

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

 Study

 Suburb Boundary

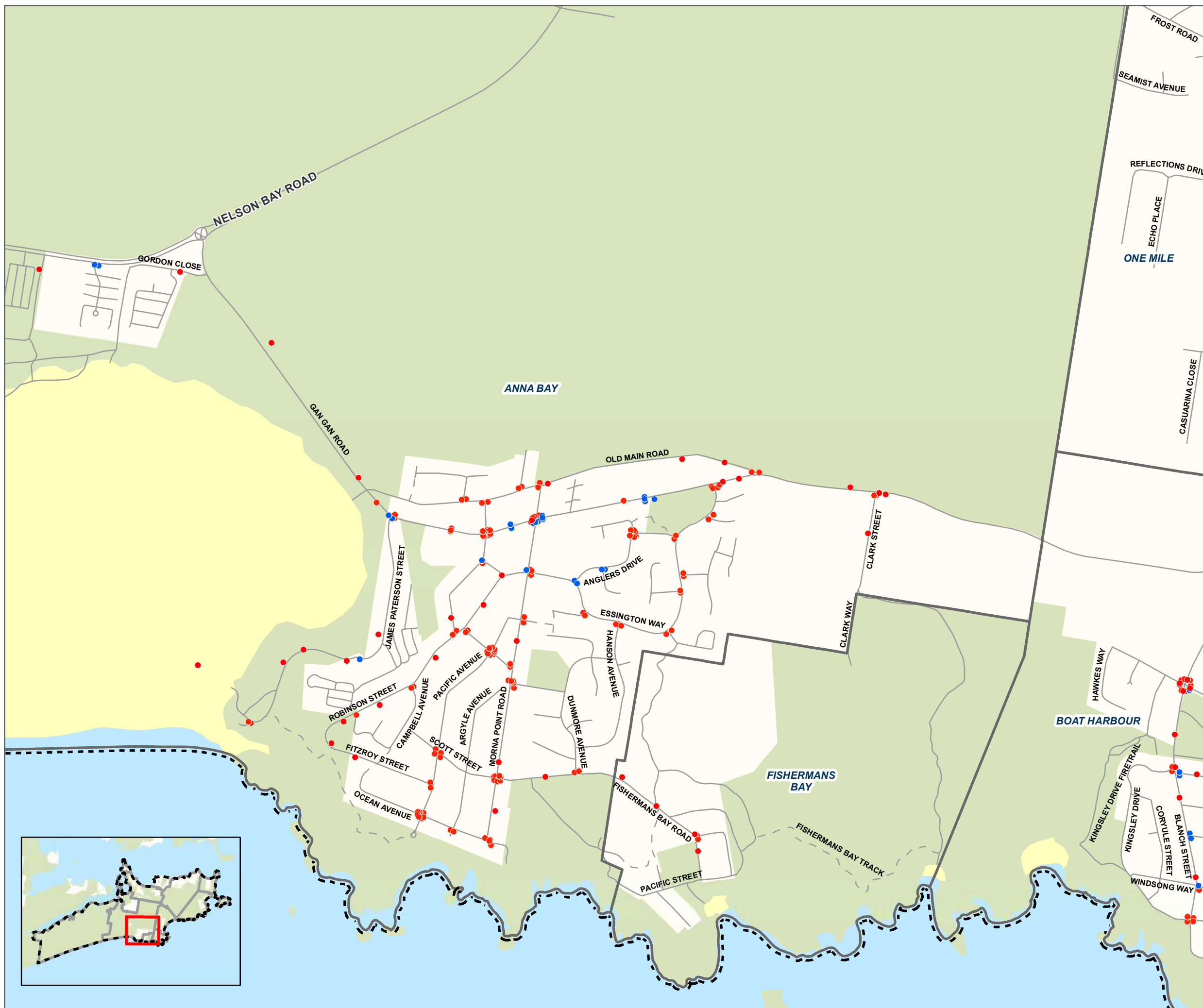
Pedestrian Infrastructure

 Compliant

 Not Compliant

1:12,000 Scale at A3

Metres
0 200 400 600



Boat Harbour Infrastructure Compliance

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

 Study Area

 Suburb Boundary

Pedestrian Infrastructure

 Compliant

 Not Compliant



1:10,000 Scale at A3

Metres
0 150 300 450



Map Produced by Cardno NSW/ACT Pty Ltd (SYD)
Date: 2017-07-13 | Project: 80017083
Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-038-BoatHarbourInfrastructure.mxd 01

Corlette Infrastructure Compliance

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary

Pedestrian Infrastructure

-  Compliant
-  Not Compliant



1:10,000 Scale at A3

Metres
0 150 300 450



Map Produced by Cardno NSW/ACT Pty Ltd (SYD)
Date: 2017-07-13 | Project: 80017083
Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-034-CorlettePrecinctInfrastructure.mxd 01

Fingal Bay Infrastructure Compliance

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

 Study Area

 Suburb Boundary

Pedestrian Infrastructure

 Compliant

 Not Compliant

1:6,000 Scale at A3

Meters
0 100 200 300

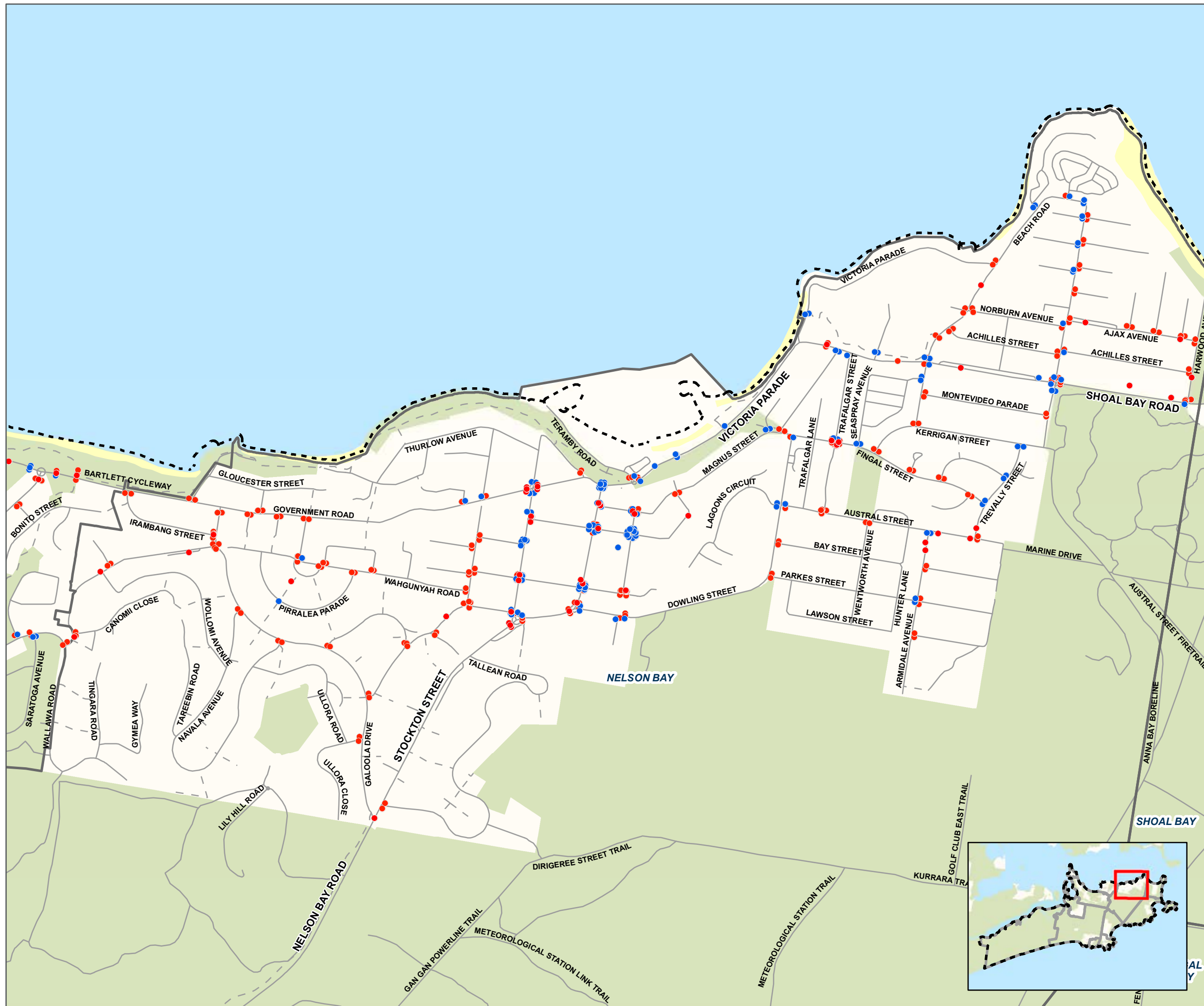


Nelson Bay Infrastructure Compliance

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study
-  Suburb Boundary
- Pedestrian Infrastructure**
 -  Compliant
 -  Not Compliant



1:12,000 Scale at A3

Metres
0 200 400 600

One Mile Infrastructure Compliance

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study
-  Suburb Boundary

Pedestrian Infrastructure

-  Compliant
-  Not Compliant

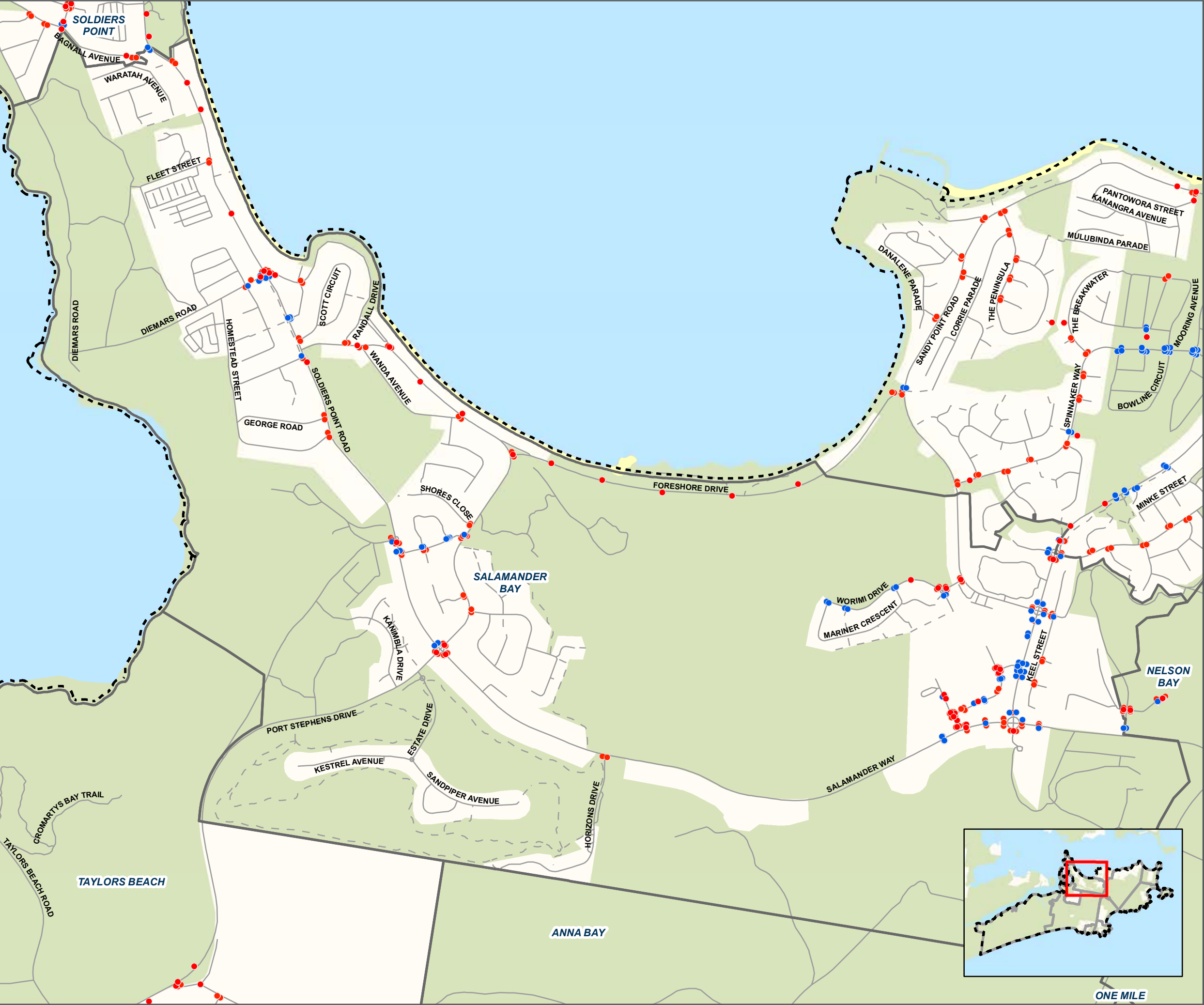


1:8,000 Scale at A3

Meters
0 100 200 300



Map Produced by Cardno NSW/ACT Pty Ltd (SYD)
Date: 2017-07-13 | Project: 80017083
Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-035-OneMileInfrastructure.mxd 01



Salamander Bay Infrastructure Compliance

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

- Study Area
- Suburb Boundary

Pedestrian Infrastructure

- Compliant
- Not Compliant

1:15,000 Scale at A3



Map Produced by Cardno NSW/ACT Pty Ltd (SYD)
Date: 2017-07-13 | Project: 80017083
Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-040-Salamander Bay PrecinctInfrastructure.mxd 01



ONE MILE

Shoal Bay Infrastructure Compliance

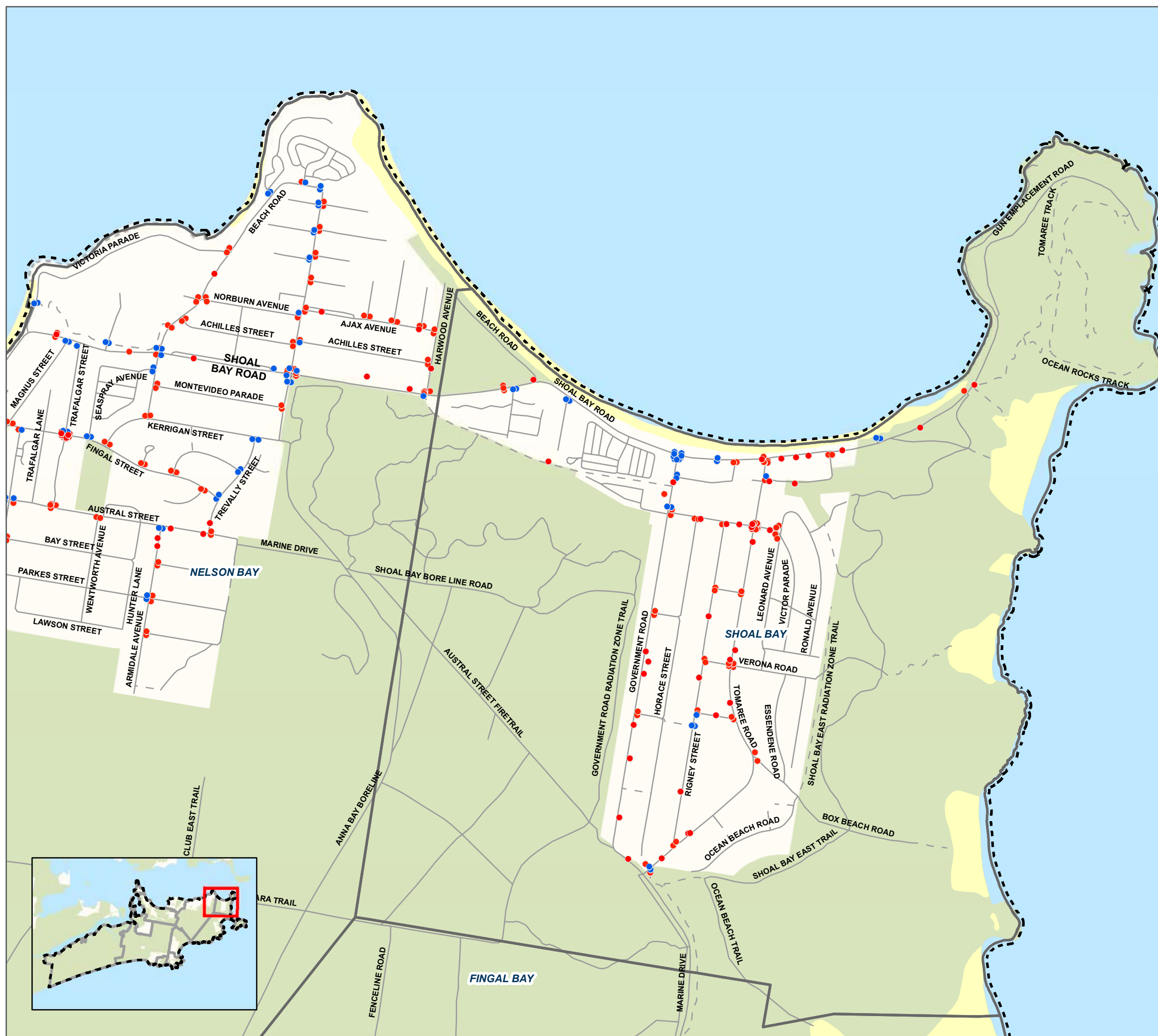
PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary

Pedestrian Infrastructure

-  Compliant
-  Not Compliant



1:12,000 Scale at A3

Metres
0 200 400 600



Map Produced by Cardno NSW/ACT Pty Ltd (SYD)
Date: 2017-07-13 | Project: 80017083
Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-032-ShoalBayInfrastructure.mxd 01

Soldiers Point Infrastructure Compliance

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

 Study Area

 Suburb Boundary

Pedestrian Infrastructure

-  Compliant
-  Not Compliant

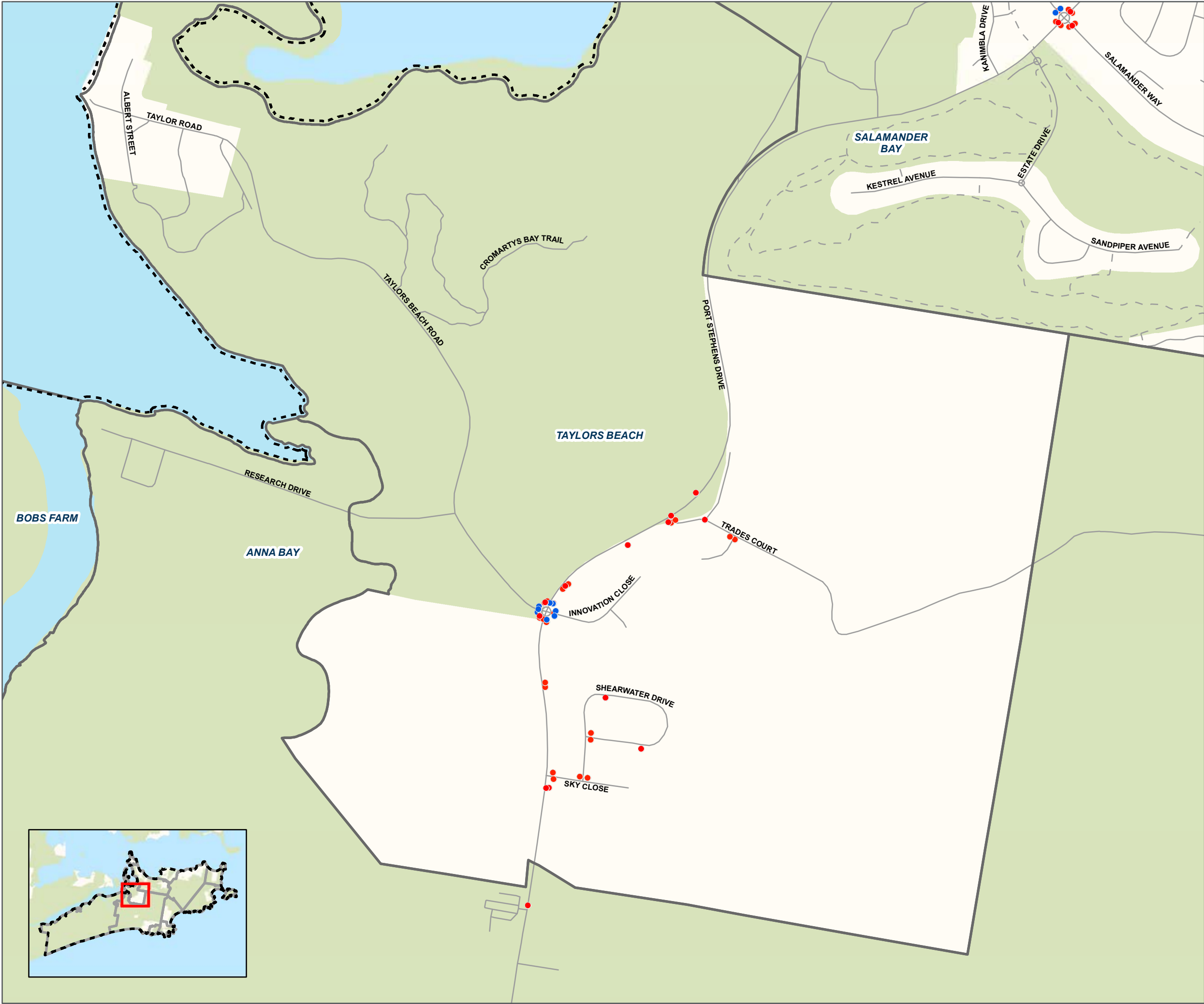
1:7,000 Scale at A3

Meters
0 100 200 300



Map Produced by Cardno NSW/ACT Pty Ltd (SYD)
Date: 2017-07-13 | Project: 80017083
Coordinate System: GDA 1994 MGA Zone 56
Map: 80017083-GS-036-SoldiersPointInfrastructure.mxd 01





Taylor's Beach Infrastructure Compliance

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

- Legend**
-  Study Area
 -  Suburb Boundary
 - Pedestrian Infrastructure**
 -  Compliant
 -  Not Compliant

1:10,000 Scale at A3

Metres

0 150 300 450

Tomaree Planning District

APPENDIX

E

WORKS SCHEDULE

ID Label	Feature Type	Infrastructure Assessment	Condition Assessment	Improvement Recommendation	Cost Estimate	Comments	Road Name	Suburb Name	Length (m)	Latitude	Longitude	Has Photo	SubSection No.1				SubSection No.2				SubSection No.3				SubSection No.4				Route No.				Prioritisation			
													SubSection ID	% in SubSection	SubSection ID2	% in SubSection3	SubSection ID3	% in SubSection5	SubSection ID6	% in SubSection7	SubSection No. 1	SubSection No. 2	SubSection No. 3	SubSection No. 4	SubSection No. 18	SubSection No. 29	SubSection No. 310	SubSection No. 411								
FP_00001	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	33,600	SKY CLOSE	Taylors Beach	213.500378	-32.753734	152.069832	TRUE	252	2%							TB2															
FP_00002	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	9,797	SKY CLOSE	Taylors Beach	62.254111	-32.7537	152.071153	TRUE	253	100%							TB2															
FP_00003	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	10,975	SKY CLOSE	Taylors Beach	67.381871	-32.753577	152.070182	TRUE	253	100%							TB2															
FP_00004	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	16,286	SEA-WATER DRIVE	Taylors Beach	103.462564	-32.753097	152.069852	TRUE	254	100%							TB3															
FP_00005	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	12,643	SKY CLOSE	Taylors Beach	80.335035	-32.753423	152.069156	TRUE	253	100%							TB2															
FP_00006	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	121,293	SHEARWATER DRIVE	Taylors Beach	770.275669	-32.751545	152.071495	TRUE	254	30%	255			256	40%		TB3A	TB3B	TB3A													
FP_00007	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	88,786	SHEARWATER DRIVE	Taylors Beach	564.167382	-32.75187	152.071943	TRUE	255	50%							TB3B															
FP_00008	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	1,504	SKY CLOSE	Taylors Beach	34.973468	-32.75165	152.070731	TRUE	253	100%							TB2															
FP_00009	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	36,421	PORT STEPHENS DRIVE	Taylors Beach	231.426808	-32.752304	152.068782	TRUE	257	100%							TB5															
FP_00010	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	88,114	the verge crossfall is steep and drops sharply away from the road	PORT STEPHENS DRIVE	Anna Bay	559.8984	-32.756083	152.068272	TRUE	251	100%						TB1															
FP_00011	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	126,702	PORT STEPHENS DRIVE	Taylors Beach	805.098448	-32.754944	152.068203	TRUE	251	60%		257		40%			TB1	TB5														
FP_00012	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	28,250	TRADES COURT	Taylors Beach	185.84592	-32.747238	152.07135	TRUE	258	100%							TB4															
FP_00013	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	41,531	TRADES COURT	Taylors Beach	263.897675	-32.748252	152.075424	TRUE	258	100%							TB4															
FP_00014	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	71,298	TRADES COURT	Taylors Beach	453.042333	-32.747664	152.074585	TRUE	258	100%							TB4															
FP_00015	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	37,768	PORT STEPHENS DRIVE	Taylors Beach	239.986006	-32.746451	152.07376	TRUE	259	100%							TB5															
FP_00016	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	31,209	PORT STEPHENS DRIVE	Taylors Beach	198.311115	-32.747619	152.071254	TRUE	257	100%							TB5															
FP_00017	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	10,025	no footpath access to the bus stop in this area	PORT STEPHENS DRIVE	Taylors Beach	64.938895	-32.74738	152.071339	TRUE	257	60%		259		40%		TB5	TB5														
FP_00018	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			PORT STEPHENS DRIVE	Taylors Beach	61.053447	-32.749983	152.068543	TRUE	257	100%							TB5															
FP_00019	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	29,795	PORT STEPHENS DRIVE	Taylors Beach	189.321935	-32.750495	152.068323	TRUE	257	100%							TB5															
FP_00020	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	6,250	PORT STEPHENS DRIVE	Taylors Beach	39.713993	-32.748496	152.068977	TRUE	257	100%							TB5															
FP_00021	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	15,417	PORT STEPHENS DRIVE	Taylors Beach	97.963427	-32.750702	152.068512	TRUE	257	100%							TB5															
FP_00022	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	19,668	PORT STEPHENS DRIVE	Taylors Beach	124.973668	-32.748814	152.069766	TRUE	257	100%							TB5															
FP_00023	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	2	MITCHELL STREET	Soldiers Point	350.208608	-32.699249	152.069751	TRUE	2	100%							SP1															
FP_00024	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	65,543	MITCHELL STREET	Soldiers Point	415.473453	-32.698605	152.063943	TRUE	2%		2		80%				SP2A															
FP_00025	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	25,790	Soldiers Point		163.877111	-32.700553	152.062804	TRUE	1	100%							SP2A															
FP_00026	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			MITCHELL STREET	Soldiers Point	130.209289	-32.700605	152.064997	TRUE	2	100%							SP1															
FP_00027	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	16,944	MITCHELL STREET	Soldiers Point	107.663981	-32.700802	152.065114	TRUE	2	100%							SP1															
FP_00028	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			MITCHELL STREET	Soldiers Point	39.759723	-32.700118	152.065147	TRUE	2	100%							SP1															
FP_00029	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	10,209	RIDGEWAY AVENUE	Soldiers Point	64.870124	-32.701179	152.064432	TRUE	5	100%							SP2B, SP2A, SP3A															
FP_00030	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			SOLDIERS POINT ROAD	Soldiers Point	88.311332	-32.701691	152.064649	TRUE	6	100%							SP3B															
FP_00031	Footpath (Block Length Average)	Non-compliant footpath <=1.1m wide	Good condition	Replace with concrete footpath 1.2m wide	\$	5,296	RIDGEWAY AVENUE	Soldiers Point	32.208211	-32.702114	152.064877	TRUE	5	100%							SP2B, SP2A															
FP_00032	Footpath (Block Length Average)	Non-compliant footpath <=1.1m wide	Good condition	Replace with concrete footpath 1.2m wide	\$	5,532	RIDGEWAY AVENUE	Soldiers Point	16.707908	-32.701258	152.063574	TRUE	5	100%							SP2B, SP2A, SP3A															
FP_00033	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			SOLDIERS POINT ROAD	Soldiers Point	98.546492	-32.701689	152.064849	TRUE	6	100%							SP3B															
FP_00034	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	14,901	RIDGEWAY AVENUE	Soldiers Point	94.684629	-32.701356	152.064017	TRUE	5	100%							SP2B, SP2A, SP3A															
FP_00035	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	13,266	RIDGEWAY AVENUE	Soldiers Point	71.588818	-32.701258	152.063114	TRUE	3	100%							SP3A															
FP_00036	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	13,764	SUNSET BOULEVARD	Soldiers Point	87.459757	-32.701823	152.063592	TRUE	7	100%							SP3A															
FP_00037	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	13,356	SUNSET BOULEVARD	Soldiers Point	84.868759	-32.701847	152.063501	TRUE	7	100%							SP3A															
FP_00038	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	13,935	BRIDGEWAY AVENUE	Soldiers Point	88.545468	-32.701523	152.062988	TRUE	4	100%							SP2B															
FP_00039	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	13,697	SUNSET BOULEVARD	Soldiers Point	84.121924	-32.701387	152.063739	TRUE	4	100%							SP3A															
FP_00040	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	33,797	SUNSET BOULEVARD	Soldiers Point	214.757176	-32.70329	152.063842	TRUE	7	100%							SP3A															
FP_00041	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	15,572	BROWN AVENUE	Soldiers Point	98.946679	-32.704396	152.064557	TRUE	8	100%							SP3B															
FP_00042	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	15,980	BROWN AVENUE	Soldiers Point	101.539788	-32.704295	152.06457	TRUE	8	100%							SP3B															
FP_00043	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			SOLDIERS POINT ROAD	Soldiers Point	235.377718	-32.703263	152.063133	TRUE	10	100%							SP3B															
FP_00044	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			SOLDIERS POINT ROAD	Soldiers Point	113.475804	-32.703851	152.065047	TRUE	6	100%							SP3B															
FP_00045	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			SOLDIERS POINT ROAD	Soldiers Point	70.351387	-32.702516	152.064806	TRUE	6	100%							SP3B															
FP_00046	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			SOLDIERS POINT ROAD	Soldiers Point	50.500635	-32.703057	152.06469	TRUE	6	100%							SP3B															
FP_00047	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	69,128	SOLDIERS POINT ROAD	Soldiers Point	439.256847	-32.705477	152.067076	TRUE	9	100%							SP5A															
FP_00048	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			SOLDIERS POINT ROAD	Soldiers Point	562.728278	-32.705896	152.067399	TRUE	9	80%		18		20%			SP5A	SP5A														
FP_00049	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			SOLDIERS POINT ROAD	Soldiers Point	424.078127	-32.707898	152.06992	TRUE	18	100%							SP5A															
FP_00050	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			SOLDIERS POINT ROAD	Soldiers Point	149.41878	-32.707718	152.069804	TRUE	1																							

ID Label	Feature Type	Infrastructure Assessment	Condition Assessment	Improvement Recommendation	Cost Estimates	Comments	Road Name	Suburb Name	Length (m)	Latitude	Longitude	Has Photo	SubSection ID	% in SubSection	SubSection No.1	SubSection No.2	SubSection No.3	SubSection No.4	Route No.	Prioritisation					
														% in SubSection3	SubSection No.5	SubSection ID6	% in SubSection7	SubSection No. 1	SubSection No. 2	SubSection No. 3	SubSection No. 4	SubSection No. 18	SubSection No. 29	SubSection No. 310	SubSection No. 411
FP_00169	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			TOMAREE ROAD	Shoal Bay	137.88099	-32.721537	152.175631	TRUE	150	100%					S4						
FP_00170	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			TOMAREE ROAD	Shoal Bay	390.003625	-32.722039	152.174567	TRUE	150	100%		152		50%	S5B	S5E					
FP_00171	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	32,425	RIGNEY STREET	Shoal Bay	206.035722	-32.723053	152.17425	TRUE	162	100%					S5B						
FP_00172	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	548,310	RIGNEY STREET	Shoal Bay	218.21665	-32.725016	152.173846	TRUE	159	100%					S5B						
FP_00173	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	163,315	RIGNEY STREET	Shoal Bay	1037.742377	-32.726753	152.173426	TRUE	162	100%		162	60%		S5B	S5B					
FP_00174	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	24,187	RIGNEY STREET	Shoal Bay	153.68977	-32.726779	152.173555	TRUE	162	100%					S5B						
FP_00175	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	12,216	FINGAL STREET	Shoal Bay	77.622212	-32.727585	152.173785	TRUE	161	100%					S7						
FP_00176	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			NAGAL STREET	Shoal Bay	78.810917	-32.727675	152.173831	TRUE	161	100%					S7						
FP_00177	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			RIGNEY STREET	Shoal Bay	416.955381	-32.729463	152.173025	TRUE	159	100%					S5B						
FP_00178	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			TOMAREE ROAD	Shoal Bay	7.418013	-32.731339	152.172529	TRUE	158	100%					S5B						
FP_00179	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	14,421	TOMAREE ROAD	Shoal Bay	93.634492	-32.731679	152.172124	TRUE	158	100%					S5B						
FP_00180	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	581,654	GOVERNMENT ROAD	Shoal Bay	537.65161	-32.730088	152.170979	TRUE	154	100%					S5B						
FP_00181	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	16,914	SILVIA STREET	Shoal Bay	107.476452	-32.731851	152.173046	TRUE	158	100%					S5E						
FP_00182	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	172,541	GOVERNMENT ROAD	Shoal Bay	1096.365383	-32.726741	152.171338	TRUE	154	100%					S5E						
FP_00183	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	48,819	GOVERNMENT ROAD	Shoal Bay	31.208168	-32.726119	152.171768	TRUE	154	100%					S5E						
FP_00184	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	45,155	GOVERNMENT ROAD	Shoal Bay	305.990577	-32.732351	152.171227	TRUE	154	100%					S5E						
FP_00185	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	12,394	MESSESS STREET	Shoal Bay	76.754781	-32.721935	152.172974	TRUE	153	100%					S5E						
FP_00186	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Path uneven	Replace with concrete footpath 1.2m wide	\$	21,263	GOVERNMENT ROAD	Shoal Bay	100.5952568	-32.721349	152.172679	TRUE	143	20%	144	80%		S8, S6	S8						
FP_00187	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	12,107	MESSESS STREET	Shoal Bay	76.930446	-32.722066	152.173917	TRUE	153	100%					S5E						
FP_00188	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	33,684	LILIAN STREET	Shoal Bay	214.03703	-32.720907	152.176952	TRUE	149	100%					S2B						
FP_00189	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			TOMAREE ROAD	Shoal Bay	50.639292	-32.720572	152.175851	TRUE	149	100%					S2B, S4						
FP_00190	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			TOMAREE ROAD	Shoal Bay	62.168715	-32.720673	152.175681	TRUE	149	100%					S2B, S4						
FP_00191	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	47,043	LILIAN STREET	Shoal Bay	29.940409	-32.721003	152.175113	TRUE	147	80%	148	70%		S2A	S2B						
FP_00192	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			LILIAN STREET	Shoal Bay	65.821658	-32.720554	152.177989	TRUE	147	100%					S2A						
FP_00193	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	17,346	SHOAL BAY ROAD	Shoal Bay	110.218284	-32.720224	152.178651	TRUE	164	100%					S1						
FP_00194	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			SHOAL BAY ROAD	Shoal Bay	187.527332	-32.720242	152.176906	TRUE	146	100%					S2A						
FP_00195	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			SHOAL BAY ROAD	Shoal Bay	42.646873	-32.720208	152.177329	TRUE	145	100%					S3, S6						
FP_00197	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			SHOAL BAY ROAD	Shoal Bay	167.147261	-32.720346	152.173849	TRUE	145	100%					S3, S6						
FP_00198	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			SHOAL BAY ROAD	Shoal Bay	41.400371	-32.720234	152.174389	TRUE	145	100%					S3, S6						
FP_00199	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	115,817	HANNAH PARADE	One Mile	75.931276	-32.779487	152.114823	FALSE	212	100%					OM1						
FP_00200	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	123,912	OLD MAIN ROAD	Anna Bay	787.348158	-32.77586	152.089143	TRUE	225	80%	226	20%		AF10	AF11						
FP_00201	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	125,878	OLD MAIN ROAD	Anna Bay	799.861212	-32.775625	152.089777	TRUE	215	90%	245	10%		AF10	AF10						
FP_00202	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	15,801	MORNA POINT ROAD	Anna Bay	100.403195	-32.776648	152.086107	TRUE	226	100%					AF11						
FP_00203	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	26,458	OLD MAIN ROAD	Anna Bay	168.119183	-32.776686	152.085329	TRUE	245	100%					AF10						
FP_00204	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	27,387	OLD MAIN ROAD	Anna Bay	174.02694	-32.777672	152.084595	TRUE	245	60%	246	40%		AF10	AF3						
FP_00205	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	57,568	OLD MAIN ROAD	Anna Bay	366.374859	-32.777026	152.08225	TRUE	246	100%					AF3						
FP_00206	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	48,900	OLD MAIN ROAD	Anna Bay	310.722219	-32.776846	152.081861	TRUE	246	100%					AF3						
FP_00207	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	8,844	CAMPBELL AVENUE	Anna Bay	53.910545	-32.777146	152.084271	TRUE	244	100%					AF3, AF10						
FP_00208	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	8,523	CAMPBELL AVENUE	Anna Bay	66.686279	-32.777104	152.084112	TRUE	244	100%					AF3, AF10						
FP_00209	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			CAMPBELL AVENUE	Anna Bay	44.445234	-32.777565	152.084421	TRUE	244	100%					AF3, AF10						
FP_00210	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			GAN GAN ROAD	Anna Bay	150.760698	-32.777782	152.083903	TRUE	244	40%	247	60%		AF3, AF10							
FP_00211	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	62,154	MARGARET STREET	Anna Bay	394.940279	-32.779398	152.084756	TRUE	229	20%	240	15%	241	65%	AF4, AF5, AF7, AF14	AF1, AF2					
FP_00212	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	1,373	CAMPBELL AVENUE	Anna Bay	8.721714	-32.777959	152.084281	TRUE	239	100%					AF4, AF5, AF7, AF14	AF5, AF7, AF14					
FP_00213	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			CAMPBELL AVENUE	Anna Bay	31.31521	-32.778137	152.084256	TRUE	239	100%					AF4, AF5, AF7, AF14	AF5, AF7, AF14					
FP_00214	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	6,054	CAMPBELL AVENUE	Anna Bay	38.470316	-32.778457	152.084196	TRUE	239	100%					AF4, AF5, AF7, AF14	AF5, AF7, AF14					
FP_00215	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	44,293	CAMPBELL AVENUE	Anna Bay	554.68251	-32.778059	152.081488	TRUE	238	20%	240	20%	241	30%	AF4, AF5, AF7, AF14	AF5, AF7, AF14					
FP_00216	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	45,258	CAMPBELL AVENUE	Anna Bay	287.579376	-32.779485	152.083125	TRUE	238	100%					AF4						
FP_00217	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	13,287	DAVIDSON STREET	Anna Bay	84.431064	-32.781046	152.084168	TRUE	241	100%					AF5, AF14						
FP_00218	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	15,352	DAVIDSON STREET	Anna Bay	97.551042	-32.781044	152.083958	TRUE	241	100%					AF5, AF14						
FP_00219	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			BLANC STREET	Boat Harbour	214.582831	-32.780294	152.110044	TRUE	209	100%					BH8						
FP_00220	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			BLANC STREET	Boat Harbour	153.555176	-32.781831	152.109093	TRUE	209	100%					BH8						
FP_00221	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	To note / see comment		very steep	Boat Harbour	Boat Harbour	64.119301	-32.781461	152.109719	TRUE	210	100%					BH8						
FP_00222	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			SOLDIERS POINT ROAD	Salamander Bay	85.45422	-32.722965	152.077661	TRUE	22	100%					S83A						
FP_00223	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			FORESHORE DRIVE	Salamander Bay	104.08354	-32.721512	152.0781	TRUE	23	100%					S83C						
FP_00224	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	53,709	FORESHORE DRIVE	Salamander Bay	341.277314	-32.723609	152.07874	TRUE	23	60%	24	40%		S83C	S83A						
FP_00225	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	39,041	SOLDIERS POINT ROAD	Salamander Bay	248.074949	-32.725106	152.078523	TRUE	24	100%					S83A						
FP_00226	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	102,050	SOLDIERS POINT ROAD	Salamander Bay	648.49957	-32.724749	152.079826	TRUE	24	100%					S83A						
FP_00227	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	8,700	SOLDIERS POINT ROAD	Salamander Bay	65.284246	-32.725844	152.079012	TRUE	24	100%					S83A						
FP_00228	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$	27,094	SOLDIERS POINT ROAD	Salamander Bay	172.162865	-32.730515	152.082064	TRUE	24	100%					S83A						
FP_00229																									

ID Label	Feature Type	Infrastructure Assessment	Condition Assessment	Improvement Recommendation	Cost Estimate	Comments	Road Name	Suburb Name	Length (m)	Latitude	Longitude	Has Photo	SubSection ID	% in SubSection	SubSection No.1	SubSection No.2	SubSection No.3	SubSection No.4	Route No.	Prioritisation
FP_00339	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 142,870		SANDY POINT ROAD	Corlette	307.82951	-32.71732	152.11233	TRUE	52	100%						
FP_00340	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 52,818		SANDY POINT ROAD	Corlette	335.61608	-32.71821	152.11038	TRUE	65	100%						
FP_00341	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			SANDY POINT ROAD	Corlette	23.841565	-32.71761	152.11219	TRUE	65	100%						
FP_00342	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 25,238		SANDY POINT ROAD	Corlette	60.713075	-32.71712	152.11353	TRUE	65	100%						
FP_00343	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Path uneven	Replace with concrete footpath 1.2m wide	\$ 13,755		SANDY POINT ROAD	Corlette	65.076019	-32.71757	152.11404	TRUE	65	100%						
FP_00344	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 37,396		SANDY POINT ROAD	Corlette	241.056257	-32.71792	152.115729	TRUE	65	100%						
FP_00345	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			SANDY POINT ROAD	Corlette	18.053083	-32.718099	152.116959	TRUE	65	100%						
FP_00346	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 8,216		BONLETT CIRCLE	Corlette	52.206333	-32.718185	152.11173	TRUE	66	100%						
FP_00347	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 98,682		SANDY POINT ROAD	Corlette	627.049345	-32.719171	152.120296	TRUE	66	100%						
FP_00348	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			SANDY POINT ROAD	Corlette	34.94058	-32.719955	152.123701	TRUE	66	100%						
FP_00349	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 24,946		GOVERNMENT ROAD	Corlette	158.534781	-32.719881	152.12439	TRUE	66	50%		68	50%			
FP_00350	Footpath (Block Length Average)	Non-compliant footpath <=1.1m wide	Good condition	Replace with concrete footpath 1.2m wide	\$ 1,865		GOVERNMENT ROAD	Corlette	21.472619	-32.720166	152.125466	TRUE	68	100%					CSA	
FP_00351	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 32,267		THE PENINSULA	Corlette	205.032339	-32.719683	152.109135	TRUE	53	100%						
FP_00352	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 12,614		THE PENINSULA	Corlette	80.153075	-32.719249	152.108742	TRUE	53	100%						
FP_00353	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 96,758		THE PENINSULA	Corlette	614.826541	-32.722468	152.108293	TRUE	53	100%						
FP_00354	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 11,382		THE PENINSULA	Corlette	72.31246	-32.721004	152.109112	TRUE	53	100%						
FP_00355	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 12,203		THE PENINSULA	Corlette	77.542745	-32.721711	152.108719	TRUE	53	100%						
FP_00356	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 52,030		THE PENINSULA	Corlette	330.608579	-32.723328	152.109145	TRUE	53	100%						
FP_00357	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Path cracked and uneven	Replace with concrete footpath 1.2m wide	\$ 15,719	steep and gravel	Corlette	74.46502	-32.723597	152.114866	TRUE	64	100%							
FP_00358	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 49,636		KALLAROD STREET	Corlette	315.987013	-32.7219261	152.116412	TRUE	64	100%						
FP_00359	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 17,620		TAREE STREET	Nelson Bay	111.959889	-32.721788	152.130486	TRUE	72	100%						
FP_00360	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 10,380		TAREE STREET	Nelson Bay	65.9588	-32.721563	152.130347	TRUE	72	100%						
FP_00361	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 5,079		TAREE STREET	Nelson Bay	19.563699	-32.722204	152.130361	TRUE	72	100%						
FP_00362	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 32,891		GALLOLA DRIVE	Nelson Bay	209.057284	-32.723252	152.130665	TRUE	74	100%						
FP_00363	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 47,346		GALLOLA DRIVE	Nelson Bay	300.845326	-32.723606	152.130925	TRUE	74	100%						
FP_00364	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 98,148		WALLAWA ROAD	Nelson Bay	63.654395	-32.72281	152.128633	TRUE	73	100%						
FP_00365	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 53,756		WALLAWA ROAD	Nelson Bay	341.581481	-32.722489	152.128456	TRUE	73	100%						
FP_00366	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 49,864		WALLAWA ROAD	Corlette	316.850265	-32.723731	152.125302	TRUE	73	100%						
FP_00367	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 7,253		WALLAWA ROAD	Nelson Bay	46.088802	-32.725134	152.12534	TRUE	73	100%						
FP_00368	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			SPINNAKER WAY	Corlette	10.293584	-32.724957	152.124609	TRUE	61	100%						
FP_00369	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			SPINNAKER WAY	Corlette	177.469319	-32.724799	152.124328	TRUE	61	100%						
FP_00370	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None	\$ 24,681		SPINNAKER WAY	Corlette	156.83084	-32.725159	152.123119	TRUE	61	100%						
FP_00371	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			SPINNAKER WAY	Corlette	33.446295	-32.725591	152.122199	TRUE	61	100%						
FP_00372	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			SPINNAKER WAY	Corlette	111.519629	-32.725184	152.122788	TRUE	61	100%						
FP_00373	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 37,187		GALLOLA DRIVE	Nelson Bay	236.93735	-32.72513	152.132896	TRUE	78	100%						
FP_00374	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 23,957		GALLOLA DRIVE	Nelson Bay	152.48092	-32.724821	152.131796	TRUE	78	50%		78	50%			
FP_00375	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 76,327		GALLOLA DRIVE	Nelson Bay	485.000262	-32.725862	152.134864	TRUE	78	60%		106	40%			
FP_00376	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 64,838		YOOLARA CRESCENT	Nelson Bay	41.1998685	-32.726759	152.135673	TRUE	78	50%		80	50%			
FP_00377	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 60,432		GALLOLA DRIVE	Nelson Bay	98.897613	-32.728597	152.135487	TRUE	106	100%						
FP_00378	Footpath (Block Length Average)	Non-compliant footpath <=1.1m wide	Path uneven	Replace with concrete footpath 1.2m wide	\$ 8,922		GALLOLA DRIVE	Nelson Bay	42.209991	-32.72838	152.135312	TRUE	106	100%						
FP_00379	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 30,325		GALLOLA DRIVE	Nelson Bay	192.692008	-32.729444	152.135367	TRUE	106	100%						
FP_00380	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 6,552		STOCKTON STREET	Nelson Bay	61.643473	-32.723031	152.13566	TRUE	107	100%						
FP_00381	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			STOCKTON STREET	Nelson Bay	310.464746	-32.728947	152.136525	TRUE	107	100%						
FP_00382	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 119,104		STOCKTON STREET	Nelson Bay	756.817101	-32.726875	152.138134	TRUE	107	100%						
FP_00383	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 29,573		STOCKTON STREET	Nelson Bay	187.912015	-32.726935	152.137791	TRUE	107	100%						
FP_00384	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			STOCKTON STREET	Nelson Bay	212.019927	-32.725519	152.139213	TRUE	106	100%						
FP_00385	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 36,024		MOOROOBA CRESCENT	Nelson Bay	228.905109	-32.724744	152.137994	TRUE	80	100%						
FP_00386	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 21,246		MOOROOBA CRESCENT	Nelson Bay	135.001541	-32.724498	152.138484	TRUE	80	100%						
FP_00387	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 49,142		YOOLARA CRESCENT	Nelson Bay	312.263461	-32.725728	152.136667	TRUE	80	100%						
FP_00388	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 6,014		WALGUNVAH ROAD	Nelson Bay	38.215089	-32.723946	152.139031	TRUE	80	100%						
FP_00389	Footpath (Block Length Average)	Path cracked and uneven		Provide concrete footpath 1.2m wide	\$ 14,210		NELSON STREET	Nelson Bay	90.291266	-32.723664	152.139265	TRUE	80	50%			84	50%		
FP_00390	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 59,579		WALGUNVAH ROAD	Nelson Bay	378.581358	-32.723417	152.137101	TRUE	79	100%						
FP_00391	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			WALGUNVAH ROAD	Nelson Bay	307.799696	-32.723381	152.137463	TRUE	79	100%						
FP_00392	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			WALGUNVAH ROAD	Nelson Bay	151.729423	-32.723011	152.134999	TRUE	79	100%						
FP_00393	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 15,117		WALGUNVAH ROAD	Nelson Bay	96.058952	-32.723061	152.134558	TRUE	79	100%						
FP_00394	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 14,008		IRAWARI CRESCENT	Nelson Bay	89.009984	-32.723264	152.133674	TRUE	77	100%						
FP_00395	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			WALGUNVAH ROAD	Nelson Bay	135.428504	-32.722729	152.133445	TRUE	76	100%						
FP_00396	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 10,937		WALGUNVAH ROAD	Nelson Bay	69.495459	-32.722915	152.133445	TRUE	76	100%						
FP_00397	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 10,159		BULLAWA AVENUE	Nelson Bay	70.274704	-32.723425	152.133022	TRUE	77	100%						
FP_00398	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 20,100		SEAHAM STREET	Nelson Bay	127.711899	-32.722113	152.13332	TRUE	76	100%						
FP_00399	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Path uneven	Replace with concrete footpath 1.2m wide	\$ 6,493		BULLAWA AVENUE	Nelson Bay	30.719284	-32.723814	152.1327	TRUE	77	100%						
FP_00400	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			BULLAWA AVENUE	Nelson Bay	98.694112	-32.724502	152.13222	TRUE	77	100%						
FP_00401	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 10,144		SEAHAM STREET	Nelson Bay	64.457343	-32.721874	152.133533	TRUE	76	100%						
FP_00402	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 10,924		GOVERNMENT ROAD	Nelson Bay	69.412916	-32.721372	152.133012	TRUE	76	100%						
FP_00403	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			GOVERNMENT ROAD	Nelson Bay	59.421265	-32.721336	152.132572	TRUE	75	100%						
FP_00404	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 12,691		GOVERNMENT ROAD	Nelson Bay	80.640639	-32.721471	152.132023	TRUE	75	100%						
FP_00405	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 12,676		GOVERNMENT ROAD	Nelson Bay	80.549634	-32.72135	152.131028	TRUE	75	100%						
FP_00406	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			GOVERNMENT ROAD	Nelson Bay	24.2827	-32.721284	152.130408	TRUE	71	100%						
FP_00407	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 43,107		GOVERNMENT ROAD	Nelson Bay	207.921003	-32.721885	152.128855	TRUE	71	100%						

													SubSection No. 1		SubSection No. 2		SubSection No. 3		SubSection No. 4		Route No.		Priority		SubSection No. 310		SubSection No. 411	
ID	Type	Infrastructure Assessment	Condition Assessment	Improvement Recommendation	Cost Estimates	Comments	Road Name	SuburbName	Length (m)	Latitude	Longitude	HasPhoto	SubSection ID	% in SubSection	SubSection ID2	% in SubSection3	SubSection ID4	% in SubSection5	SubSection ID6	% in SubSection7	SubSection No. 1	SubSection No. 2	SubSection No. 3	SubSection No. 4	SubSection No. 18	SubSection No. 29	SubSection No. 310	SubSection No. 411
FP_00512	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	Replace with concrete footpath 1.2m wide	\$ 39,574		YACABARA STREET	Nelson Bay	687.219663	-32.722539	152.144796	TRUE	110	100%														
FP_00513	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			YACABARA STREET	Nelson Bay	53.704037	-32.721752	152.145145	TRUE	101	100%														
FP_00514	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			YACABARA STREET	Nelson Bay	189.243168	-32.721662	152.144866	TRUE	101	100%														
FP_00515	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 23,464		TOMAREE STREET	Nelson Bay	149.098921	-32.723606	152.142247	TRUE	89	100%														
FP_00516	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			TOMAREE STREET	Nelson Bay	188.28374	-32.723448	152.142065	TRUE	89	100%														
FP_00517	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Path uneven	Replace with concrete footpath 1.2m wide	\$ 19,061		TOMAREE STREET	Nelson Bay	90.174358	-32.721805	152.143599	TRUE	102	100%														
FP_00518	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 2,105		VICTORIA PARADE	Nelson Bay	13.373128	-32.720607	152.145199	TRUE	102	100%														
FP_00519	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			TOMAREE STREET	Nelson Bay	40.464531	-32.723486	152.141258	TRUE	89	100%														
FP_00520	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			VICTORIA PARADE	Nelson Bay	386.766729	-32.719814	152.146603	TRUE	113	100%														
FP_00521	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 21,650		TOMAREE STREET	Nelson Bay	137.569029	-32.723322	152.140109	TRUE	85	100%														
FP_00522	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 7,649		TOMAREE STREET	Nelson Bay	48.601465	-32.723235	152.140603	TRUE	85	100%														
FP_00523	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Path cracked and uneven	Replace with concrete footpath 1.2m wide	\$ 19,574	replace wider section due to damage	TOMAREE STREET	Nelson Bay	92.401946	-32.721347	152.139871	TRUE	85	100%														
FP_00524	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Path uneven	Replace with concrete footpath 1.2m wide	\$ 37,443		YACABARA STREET	Nelson Bay	177.189781	-32.722884	152.144615	TRUE	110	100%														
FP_00525	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 21,382		DALTON STREET	Nelson Bay	135.868104	-32.722324	152.140273	TRUE	91	100%														
FP_00526	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 21,790		DALTON STREET	Nelson Bay	138.456058	-32.722175	152.140314	TRUE	91	100%														
FP_00527	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Path uneven	Replace with concrete footpath 1.2m wide	\$ 41,404	replace the narrower section due to damage	DONALD STREET	Nelson Bay	159.8805	-32.721861	152.142381	TRUE	98	100%														
FP_00528	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			STOCKTON STREET	Nelson Bay	54.755445	-32.723985	152.141331	TRUE	87	100%														
FP_00529	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			DONALD STREET	Nelson Bay	200.588559	-32.7217	152.142451	TRUE	98	100%														
FP_00530	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 21,689		DOWNING STREET	Nelson Bay	137.82033	-32.724508	152.143788	TRUE	114	100%														
FP_00531	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			STOCKTON STREET	Nelson Bay	116.698076	-32.724404	152.142006	TRUE	88	100%														
FP_00532	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			DONALD STREET	Nelson Bay	101.617417	-32.721935	152.142316	TRUE	99	100%														
FP_00534	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Path uneven	Replace with concrete footpath 1.2m wide	\$ 37,748		STOCKTON STREET	Nelson Bay	178.581725	-32.722792	152.143238	TRUE	108	100%														
FP_00535	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Path uneven	Replace with concrete footpath 1.2m wide	\$ 34,330		STOCKTON STREET	Nelson Bay	162.412936	-32.722883	152.143434	TRUE	108	100%														
FP_00536	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			DONALD STREET	Nelson Bay	107.768849	-32.722039	152.141831	TRUE	99	100%														
FP_00537	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			STOCKTON STREET	Nelson Bay	129.243793	-32.721258	152.143602	TRUE	96	50%	97	50%												
FP_00538	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			STOCKTON STREET	Nelson Bay	62.451919	-32.721575	152.143723	TRUE	97	100%														
FP_00539	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			STOCKTON STREET	Nelson Bay	53.91348	-32.720956	152.143886	TRUE	96	100%														
FP_00540	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			DONALD STREET	Nelson Bay	54.51382	-32.722073	152.143571	TRUE	111	100%														
FP_00541	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 13,729		DONALD STREET	Nelson Bay	87.234602	-32.722258	152.145472	TRUE	111	100%														
FP_00542	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 18,097		DONALD STREET	Nelson Bay	114.956609	-32.721316	152.146129	TRUE	111	100%														
FP_00543	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			DONALD STREET	Nelson Bay	51.27128	-32.722517	152.146188	TRUE	111	100%														
FP_00544	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 2,601		DONALD STREET	Nelson Bay	16.530454	-32.722021	152.146455	TRUE	111	100%														
FP_00545	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			TERAMBY ROAD	Nelson Bay	119.947625	-32.720333	152.144626	TRUE	105	100%														
FP_00546	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			DONALD STREET	Nelson Bay	106.526802	-32.721545	152.146698	TRUE	111	100%														
FP_00547	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			DONALD STREET	Nelson Bay	51.793218	-32.721768	152.146685	TRUE	111	100%														
FP_00548	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 3,464		DONALD STREET	Nelson Bay	22.090977	-32.7215	152.146913	TRUE	111	100%														
FP_00550	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Path uneven	Replace with concrete footpath 1.2m wide	\$ 2,926		DONALD STREET	Nelson Bay	14.132857	-32.721336	152.146902	TRUE	111	100%														
FP_00551	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 7,687		DONALD STREET	Nelson Bay	48.456864	-32.721074	152.146701	TRUE	111	100%														
FP_00552	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			DONALD STREET	Nelson Bay	17.615759	-32.720523	152.144389	TRUE	111	100%														
FP_00553	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 7,188		MAGNUS STREET	Nelson Bay	45.676492	-32.720825	152.146786	TRUE	112	100%														
FP_00554	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			MAGNUS STREET	Nelson Bay	127.167799	-32.720427	152.147579	TRUE	112	100%														
FP_00555	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 5,489		MAGNUS STREET	Nelson Bay	34.78576	-32.720007	152.146291	TRUE	112	100%														
FP_00556	Footpath (Block Length Average)	Non-compliant footpath >=1.1m <1.2m wide	Good condition	Replace with concrete footpath 1.2m wide	\$ 13,069		MAGNUS STREET	Nelson Bay	61.872825	-32.71975	152.148708	TRUE	112	100%														
FP_00557	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 2,373		MAGNUS STREET	Nelson Bay	15.078252	-32.719546	152.149036	TRUE	112	100%														
FP_00558	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			MAGNUS STREET	Nelson Bay	130.37554	-32.719214	152.149709	TRUE	112	100%														
FP_00559	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			MAGNUS STREET	Nelson Bay	31.818222	-32.719093	152.149884	TRUE	112	100%														
FP_00560	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 10,855		CHURCH STREET	Nelson Bay	68.976922	-32.721123	152.141455	TRUE	93	100%														
FP_00561	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			CHURCH STREET	Nelson Bay	15.205073	-32.72149	152.141384	TRUE	93	100%														
FP_00562	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			MAGNUS STREET	Nelson Bay	508.786528	-32.720487	152.147365	TRUE	112	100%														
FP_00563	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 5,865		MAGNUS STREET	Nelson Bay	27.9689	-32.72301	152.146109	TRUE	112	100%														
FP_00564	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Path cracked and uneven	Replace with concrete footpath 1.2m wide	\$ 32,745		CHURCH STREET	Nelson Bay	154.916083	-32.72158	152.141177	TRUE	92	50%	93	50%												
FP_00565	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			MAGNUS STREET	Nelson Bay	44.700505	-32.721499	152.145909	TRUE	112	100%														
FP_00566	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 6,527		MAGNUS STREET	Nelson Bay	41.471576	-32.721574	152.145581	TRUE	112	100%														
FP_00567	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			MAGNUS STREET	Nelson Bay	28.884608	-32.721531	152.145229	TRUE	112	100%														
FP_00568	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			CHURCH STREET	Nelson Bay	66.984152	-32.722002	152.141275	TRUE	92	100%														
FP_00569	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			MAGNUS STREET	Nelson Bay	103.76381	-32.72118	152.144331	TRUE	100	100%														
FP_00570	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 9,055		CHURCH STREET	Nelson Bay	57.140197	-32.722157	152.141175	TRUE	100	100%														
FP_00571	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			MAGNUS STREET	Nelson Bay	104.183928	-32.721273	152.143455	TRUE	100	100%														

ID Label	Feature Type	Infrastructure Assessment	Condition Assessment	Improvement Recommendation	Cost Estimate	Comments	Road Name	Suburb Name	Length (m)	Latitude	Longitude	Has Photo	SubSection ID	SubSection No. 1	SubSection No. 2	SubSection No. 3	SubSection No. 4	Route No.	Prioritisation						
														% in SubSection	% in SubSection	% in SubSection	% in SubSection	SubSection No. 1	SubSection No. 2	SubSection No. 3	SubSection No. 4	SubSection No. 18	SubSection No. 29	SubSection No. 310	SubSection No. 411
FP_00685	Footpath (Block Length Average)	Non-compliant footpath <=1.1m wide	Good condition	Replace with concrete footpath 1.2m wide	\$ 58,884		BLANCH STREET	Boat Harbour	278.77272	-32.78355	152.108475	TRUE	207	100%				BH1				LOW			
FP_00686	Footpath (Block Length Average)	Non-compliant footpath <=1.1m wide	Good condition	Replace with concrete footpath 1.2m wide	\$ 18,950		BLANCH STREET	Boat Harbour	89.64899	-32.785557	152.108531	FALSE	205	100%				BH6, BH7				MEDIUM			
FP_00687	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			BLANCH STREET	Boat Harbour	130.11416	-32.786397	152.108723	TRUE	206	100%				BH3, BH6				MEDIUM			
FP_00688	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			BLANCH STREET	Boat Harbour	152.02215	-32.787098	152.108899	TRUE	198	100%				BH1, BH2				MEDIUM			
FP_00689	Footpath (Block Length Average)	Non-compliant footpath >=1.1m <1.2m wide	Good condition	Provide concrete footpath 1.2m wide	\$ 12,403		KINGSLEY DRIVE	Boat Harbour	78.811663	-32.789518	152.109329	TRUE	196	100%				BH2				MEDIUM			
FP_00690	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 15,427		NOAMUNGA STREET	Boat Harbour	98.028339	-32.78993	152.108867	TRUE	195	100%				BH1				MEDIUM			
FP_00691	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 15,682		NOAMUNGA STREET	Boat Harbour	99.646878	-32.789912	152.108766	TRUE	195	100%				BH1				MEDIUM			
FP_00692	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 151,666		BLANCH STREET	Boat Harbour	105.901615	-32.788891	152.108813	TRUE	197	100%				BH1				MEDIUM			
FP_00693	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 24,099		BLANCH STREET	Boat Harbour	153.129829	-32.786799	152.108624	TRUE	198	40%	206	60%		BH1, BH2	BH3, BH6			MEDIUM	MEDIUM		
FP_00694	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Path uneven	Replace with concrete footpath 1.2m wide	\$ 21,096		BLANCH STREET	Boat Harbour	99.804519	-32.78793	152.108867	TRUE	198	100%				BH1, BH2				MEDIUM			
FP_00695	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			Boat Harbour	74.271475	-32.786031	152.108041	TRUE	204	100%				BH3				LOW				
FP_00696	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 3,264		BLANCH STREET	Boat Harbour	20.743194	-32.786039	152.108475	TRUE	206	100%				BH3, BH4				MEDIUM			
FP_00697	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 16,113		BLANCH STREET	Boat Harbour	102.38577	-32.785476	152.10833	TRUE	205	100%				BH6, BH7				MEDIUM			
FP_00698	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 41,890		BLANCH STREET	Boat Harbour	266.181943	-32.783699	152.108329	TRUE	207	100%				BH7				LOW			
FP_00699	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 43,131		GAN GAN ROAD	One Mile	274.063488	-32.780284	152.115183	TRUE	214	100%				OM2				MEDIUM			
FP_00700	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 151,085		GAN GAN ROAD	One Mile	960.029587	-32.784092	152.112125	TRUE	211	100%				OM2				MEDIUM			
FP_00701	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 25,943		OCEAN PARADE	Boat Harbour	164.850977	-32.78714	152.112338	TRUE	200	100%				BH4				MEDIUM			
FP_00702	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 46,353		KINGSLEY DRIVE	Boat Harbour	294.540312	-32.78912	152.110345	TRUE	196	100%				BH2				MEDIUM			
FP_00703	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 39,964		CAMPBELL AVENUE	Anna Bay	196.792436	-32.781379	152.082368	TRUE	238	100%				AF4				MEDIUM			
FP_00704	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			ROBINSON STREET	Anna Bay	177.386351	-32.782522	152.080048	TRUE	238	100%				AF4				MEDIUM			
FP_00705	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 60,497		FITZROY STREET	Anna Bay	384.414943	-32.784666	152.080444	TRUE	238	100%				AF4				MEDIUM			
FP_00706	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 13,579		PACIFIC AVENUE	Anna Bay	86.286791	-32.785688	152.082151	TRUE	235	100%				AF5				MEDIUM			
FP_00707	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 10,538		PACIFIC AVENUE	Anna Bay	66.964196	-32.786652	152.081795	TRUE	236	100%				AF5				MEDIUM			
FP_00708	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			PACIFIC AVENUE	Anna Bay	731.958606	-32.785107	152.079191	TRUE	236	100%				AF5				MEDIUM			
FP_00709	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 3,007		OCEAN AVENUE	Anna Bay	19.105304	-32.78627	152.082113	TRUE	233	100%				AF12				MEDIUM			
FP_00710	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			OCEAN AVENUE	Anna Bay	19.557472	-32.786346	152.08231	TRUE	233	100%				AF12				MEDIUM			
FP_00711	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 9,340		OCEAN AVENUE	Anna Bay	59.348483	-32.786475	152.082704	TRUE	231	100%				AF12				MEDIUM			
FP_00712	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 20,187		OCEAN AVENUE	Anna Bay	128.274017	-32.786822	152.083765	TRUE	233	100%				AF12				MEDIUM			
FP_00713	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 30,380		MORNA POINT ROAD	Anna Bay	193.03939	-32.786022	152.084551	TRUE	232	100%				AF12				MEDIUM			
FP_00714	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 129,979		FISHERMANS BAY ROAD	Fishermans Bay	825.915857	-32.785245	152.088882	TRUE	231	100%				AF13				MEDIUM			
FP_00715	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 45,443		MORNA POINT ROAD	Anna Bay	288.757557	-32.783695	152.084888	TRUE	230	100%				AF13				MEDIUM			
FP_00716	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Path uneven	Replace with concrete footpath 1.2m wide	\$ 4,205		MORNA POINT ROAD	Anna Bay	19.89416	-32.782156	152.085277	TRUE	230	100%				AF12				MEDIUM			
FP_00717	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 27,761		MORNA POINT ROAD	Anna Bay	176.40007	-32.781275	152.085447	TRUE	229	80%	230	20%		AF12	AF12			MEDIUM	MEDIUM		
FP_00718	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 10,702		DAVIDSON STREET	Anna Bay	64.005983	-32.781491	152.084893	TRUE	242	100%				AF14				MEDIUM			
FP_00719	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 59,044		PACIFIC AVENUE	Anna Bay	375.178857	-32.78344	152.083972	TRUE	241	100%				AF14				MEDIUM			
FP_00720	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 14,157		PACIFIC AVENUE	Anna Bay	90.211399	-32.784763	152.082426	TRUE	234	100%				AF5				MEDIUM			
FP_00721	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 21,300		MORNA POINT ROAD	Anna Bay	135.346121	-32.779701	152.085775	TRUE	229	100%				AF12				MEDIUM			
FP_00722	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 25,646		MORNA POINT ROAD	Anna Bay	162.962734	-32.778221	152.086056	TRUE	227	100%				AF12				MEDIUM			
FP_00723	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 37,407		ESSINGTON WAY	Anna Bay	227.682628	-32.779293	152.087105	TRUE	221	40%	223	60%		AF12	AF6, AF7			MEDIUM	MEDIUM		
FP_00724	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 16,254		ESSINGTON WAY	Anna Bay	103.281741	-32.780449	152.088297	TRUE	221	100%				AF6				MEDIUM			
FP_00725	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 24,085		ESSINGTON WAY	Anna Bay	153.044801	-32.780818	152.089823	TRUE	221	100%				AF6				MEDIUM			
FP_00726	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 29,489		ESSINGTON WAY	Anna Bay	187.379066	-32.780029	152.091213	TRUE	221	100%				AF6				MEDIUM			
FP_00727	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 35,208		ESSINGTON WAY	Anna Bay	223.729165	-32.777991	152.092115	TRUE	221	50%	221	50%		AF6	AF6			MEDIUM	MEDIUM		
FP_00728	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			CALLAGHAN DRIVE	Anna Bay	20.379205	-32.777917	152.090865	TRUE	222	100%				AF7				MEDIUM			
FP_00729	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 18,028		CALLAGHAN DRIVE	Anna Bay	114.555497	-32.777827	152.090154	TRUE	222	100%				AF7				MEDIUM			
FP_00730	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 44,930		ANGUS DRIVE	Anna Bay	285.40975	-32.778791	152.088472	TRUE	222	100%				AF7				MEDIUM			
FP_00731	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 16,068		ESSINGTON WAY	Anna Bay	102.099322	-32.776957	152.092509	TRUE	220	100%				AF7				MEDIUM			
FP_00732	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Path uneven	Replace with concrete footpath 1.2m wide	\$ 5,091		GAN GAN ROAD	Anna Bay	24.083177	-32.77774	152.084556	TRUE	243	100%				AF8, AF11, AF12				HIGH			
FP_00733	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 20,571		GAN GAN ROAD	Anna Bay	130.17421	-32.777554	152.085353	TRUE	243	100%				AF8, AF11, AF12				HIGH			
FP_00734	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 48,919		GAN GAN ROAD	Anna Bay	310.841671	-32.777365	152.081583	TRUE	247	60%	249	40%		AF1, AF2	AF1			MEDIUM	HIGH		
FP_00735	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 49,110		CLARK STREET	Anna Bay	312.054631	-32.778204	152.097584	TRUE	217	100%				AF9				HIGH			
FP_00736	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			GAN GAN ROAD	Boat Harbour	71.647767	-32.778783	152.11003	TRUE	213	100%				BH10				MEDIUM			
FP_00737	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 157,222		GAN GAN ROAD	One Mile	999.027328	-32.775347	152.113691	TRUE	213	20%	214	80%		BH10	OM2			MEDIUM	MEDIUM		
FP_00738	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 81,281		GAN GAN ROAD	One Mile	516.482123	-32.77649	152.095165	TRUE	218	100%				BH10				MEDIUM			
FP_00739	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 175,295		GAN GAN ROAD	Boat Harbour	1113.867856	-32.778313	152.103997	FALSE	215	50%	216	50%		BH9	AF8			MEDIUM	HIGH		
FP_00740	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			BLANCH STREET	Boat Harbour	94.98051	-32.788906	152.110005	FALSE	197	100%				BH1				MEDIUM			
FP_00741	Footpath (Block Length Average)	Minor non-compliant footpath >=1.1m <1.2m wide	Good condition	None			BLANCH STREET	Boat Harbour	56.362088	-32.785502	152.111094	FALSE	203	100%				BH5				MEDIUM			
FP_00742	Footpath (Block Length Average)	No footpath		Provide concrete footpath 1.2m wide	\$ 8,320		KINGSLEY DRIVE	Boat Harbour	52.869713	-32.789041	152.110152	FALSE	196	100%				BH2				MEDIUM			
FP_00743	Footpath (Block Length Average)	Compliant (>= 1.2m wide)	Good condition	None			KINGSLEY DRIVE	Anna Bay	55.725293	-32.783154	152.075766	FALSE	237	100%				AF12				HIGH			
FP_																									

ID	Label	Feature Type	Path Type	Compliance Criteria	Assessment Criteria (1)	Assessment Criteria (2)	Assessment Criteria (3)	Assessment Criteria (4)	Improvement Recommendation (1)	Improvement Recommendation (2)	Improvement Recommendation (3)	Improvement Recommendation (4)	Cost Estimates	Comments	Road Name	Suburb/Name	Latitude	Longitude	HasPhoto	SubSection No.	Route No.	Prioritisation	
H0_0001	Hazard / Obstruction	No facility	Vegetation		Vegetation				Vegetation maintenance				\$	220.00		SHEARWATER DRIVE	Taylor Beach	-32.751536	152.070346	TRUE	256	TBA	LOW
H0_0002	Hazard / Obstruction	No facility	Vegetation		Vegetation				Vegetation maintenance				\$	220.00		SHEARWATER DRIVE	Taylor Beach	-32.752008	152.071176	TRUE	255	TBA	LOW
H0_0003	Hazard / Obstruction	No facility		Road side furniture (incl. signage)					Investigate relocation of obstruction				N/A			PORT STEPHENS DRIVE	Taylor Beach	-32.753752	152.068657	TRUE	251	TB1	MEDIUM
H0_0004	Hazard / Obstruction	Other (See comment)		Other (See comment)					Investigate relocation of obstruction				N/A	drain		PORT STEPHENS DRIVE	Taylor Beach	-32.747221	152.07223	TRUE	257	TB5	LOW
H0_0005	Hazard / Obstruction	Shared path	Vegetation		Vegetation				Vegetation maintenance				\$	220.00	grass growing through concrete joints	PORT STEPHENS DRIVE	Taylor Beach	-32.746173	152.068907	TRUE	257	TB5	LOW
H0_0006	Hazard / Obstruction	Shared path	Vegetation		Vegetation				Vegetation maintenance				\$	220.00	grass growing through concrete joints	PORT STEPHENS DRIVE	Taylor Beach	-32.74955	152.06844	TRUE	257	TB5	LOW
H0_0007	Hazard / Obstruction	No facility	Other (See comment)						Investigate relocation of obstruction				N/A			ROSEBAY AVENUE	Soldiers Point	-32.763244	152.063876	TRUE	5	SP26, SP2A, SP3A	MEDIUM
H0_0008	Hazard / Obstruction	No facility	Power pole						Investigate relocation of obstruction				N/A			ROSEBAY AVENUE	Soldiers Point	-32.763275	152.064013	FALSE	8	SP26	MEDIUM
H0_0009	Hazard / Obstruction	No facility	Vegetation			Other (See comment)			Vegetation maintenance				\$	200.00	deep verge, significant cut works needed to accommodate footpath	SOLDIERS POINT ROAD	Soldiers Point	-32.763205	152.067345	TRUE	8	SP26	MEDIUM
H0_0010	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		ASH STREET	Soldiers Point	-32.710309	152.068018	TRUE	10	SP48	MEDIUM
H0_00011	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		ASH STREET	Soldiers Point	-32.710385	152.068034	TRUE	10	SP48	MEDIUM
H0_00012	Hazard / Obstruction	No facility	Other (See comment)						Investigate relocation of obstruction				N/A	drain		ASH STREET	Soldiers Point	-32.710902	152.068015	FALSE	10	SP48	MEDIUM
H0_00013	Hazard / Obstruction	No facility	Other (See comment)						Investigate relocation of obstruction				N/A	drain		BIENE CRESCENT	Soldiers Point	-32.710993	152.067782	FALSE	11	SP48	MEDIUM
H0_00014	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		BAGMALL AVENUE	Soldiers Point	-32.710358	152.064448	TRUE	16	SP4	MEDIUM
H0_00015	Hazard / Obstruction	No facility	Other (See comment)		Vegetation		Power pole				Vegetation maintenance	Investigate relocation of obstruction	N/A	the verge is very steep, cut works would be needed to accommodate a path		BAGMALL AVENUE	Soldiers Point	-32.711839	152.067585	TRUE	16	SP4	MEDIUM
H0_00016	Hazard / Obstruction	No facility	Power pole						Investigate relocation of obstruction				N/A			SOLDIERS POINT ROAD	Soldiers Point	-32.711303	152.071307	TRUE	18	SP5A	MEDIUM
H0_00017	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		SOLDIERS POINT ROAD	Soldiers Point	-32.712133	152.071404	TRUE	18	SP5A	MEDIUM
H0_00018	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		TUNA CRESCENT	Fingal Bay	-32.750041	152.170081	TRUE	179	PB14	MEDIUM
H0_00019	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00	large trees may obstruct provision of a new footpath	PACIFIC DRIVE	Fingal Bay	-32.75288	152.168291	TRUE	181	PB9	MEDIUM
H0_00020	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		CORAL STREET	Fingal Bay	-32.748012	152.163808	TRUE	192	PB6, PB8	MEDIUM
H0_00021	Hazard / Obstruction	No facility	Power pole			Other (See comment)			Investigate relocation of obstruction				N/A			TOMAREE ROAD	Shoal Bay	-32.733024	152.173078	FALSE	140	S2A	MEDIUM
H0_00022	Hazard / Obstruction	No facility	Power pole						Investigate relocation of obstruction				N/A	drainage grate cover		TOMAREE ROAD	Shoal Bay	-32.732789	152.173014	TRUE	140	S2A	MEDIUM
H0_00023	Hazard / Obstruction	No facility		Road side furniture (incl. signage)					Investigate relocation of obstruction				N/A	drain		TOMAREE ROAD	Shoal Bay	-32.732605	152.173043	FALSE	140	S2A	MEDIUM
H0_00024	Hazard / Obstruction	No facility	Other (See comment)						Investigate relocation of obstruction				N/A			MESSINES STREET	Shoal Bay	-32.72225	152.173516	FALSE	152	S2B	HIGH
H0_00025	Hazard / Obstruction	No facility	Power pole						Investigate relocation of obstruction				N/A			MESSINES STREET	Shoal Bay	-32.722158	152.173539	FALSE	152	S2B	HIGH
H0_00026	Hazard / Obstruction	No facility		Road side furniture (incl. signage)		Other (See comment)			Investigate relocation of obstruction				N/A	telstra pt.		HONEY STREET	Shoal Bay	-32.722152	152.174059	FALSE	152	S2B	HIGH
H0_00027	Hazard / Obstruction	No facility	Other (See comment)						Investigate relocation of obstruction				N/A	stone wall		GOVERNMENT ROAD	Shoal Bay	-32.720083	152.171763	FALSE	154	S5E	HIGH
H0_00028	Hazard / Obstruction	No facility	Other (See comment)						Investigate relocation of obstruction				N/A	retaining wall		GOVERNMENT ROAD	Shoal Bay	-32.720434	152.17161	TRUE	154	S5E	HIGH
H0_00029	Hazard / Obstruction	No facility	Other (See comment)						Investigate relocation of obstruction				N/A	drainage pt.		MESSINES STREET	Shoal Bay	-32.722001	152.173581	TRUE	153	S5E	LOW
H0_00030	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		LELLIAN STREET	Shoal Bay	-32.720928	152.175921	TRUE	148	S2B	MEDIUM
H0_00031	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		LELLIAN STREET	Shoal Bay	-32.721001	152.17629	TRUE	148	S2B	MEDIUM
H0_00032	Hazard / Obstruction	Footpath	Power pole						Investigate relocation of obstruction				N/A			SHOAL BAY ROAD	Shoal Bay	-32.720204	152.176342	TRUE	146	S2A	MEDIUM
H0_00033	Hazard / Obstruction	Footpath	Power pole						Investigate relocation of obstruction				N/A			SHOAL BAY ROAD	Shoal Bay	-32.720246	152.176845	TRUE	146	S2A	MEDIUM
H0_00034	Hazard / Obstruction	Footpath	Power pole						Investigate relocation of obstruction				N/A			SHOAL BAY ROAD	Shoal Bay	-32.72021	152.177262	TRUE	146	S2A	MEDIUM
H0_00035	Hazard / Obstruction	No facility	Other (See comment)						Investigate relocation of obstruction				N/A	retaining wall		WALLAMBA ROAD	Nelson Bay	-32.722598	152.174942	TRUE	75	NB23	HIGH
H0_00036	Hazard / Obstruction	No facility	Power pole						Investigate relocation of obstruction				N/A			SHOAL BAY ROAD	Nelson Bay	-32.719203	152.16975	TRUE	140	NB1A, NB1A	MEDIUM
H0_00037	Hazard / Obstruction	No facility	Other (See comment)						Investigate relocation of obstruction				N/A	drain		TRAFALGAR STREET	Nelson Bay	-32.719025	152.163055	TRUE	137	NB3	MEDIUM
H0_00038	Hazard / Obstruction	No facility	Power pole						Investigate relocation of obstruction				N/A			YACAMBA STREET	Nelson Bay	-32.715769	152.144646	FALSE	150	NB8	MEDIUM
H0_00039	Hazard / Obstruction	Footpath		Road side furniture (incl. signage)					Investigate relocation of obstruction				N/A			GOVERNMENT ROAD	Nelson Bay	-32.720737	152.145391	TRUE	95	NB15	MEDIUM
H0_00040	Hazard / Obstruction	Footpath		Road side furniture (incl. signage)					Investigate relocation of obstruction				N/A			GOVERNMENT ROAD	Nelson Bay	-32.720621	152.145598	TRUE	95	NB15	MEDIUM
H0_00041	Hazard / Obstruction	Footpath		Road side furniture (incl. signage)					Investigate relocation of obstruction				N/A			GOVERNMENT ROAD	Nelson Bay	-32.720834	152.14512	TRUE	94	NB16, NB23	HIGH
H0_00042	Hazard / Obstruction	Footpath		Road side furniture (incl. signage)					Investigate relocation of obstruction				N/A			GOVERNMENT ROAD	Nelson Bay	-32.720696	152.142255	TRUE	94	NB16, NB23	HIGH
H0_00043	Hazard / Obstruction	Footpath	Other (See comment)						Investigate relocation of obstruction				N/A	pH		CHURCH STREET	Nelson Bay	-32.721555	152.141384	TRUE	93	NB16, NB23	HIGH
H0_00044	Hazard / Obstruction	Footpath	Other (See comment)						Investigate relocation of obstruction				N/A	pH		CHURCH STREET	Nelson Bay	-32.721719	152.141343	TRUE	92	NB17, NB19, NB20, NB21	HIGH
H0_00045	Hazard / Obstruction	Footpath	Vegetation						Vegetation maintenance				\$	220.00		STOCKTON STREET	Nelson Bay	-32.7247	152.140569	TRUE	107	NB13	MEDIUM
H0_00046	Hazard / Obstruction	Footpath	Vegetation						Vegetation maintenance				\$	220.00		STOCKTON STREET	Nelson Bay	-32.724818	152.140543	TRUE	107	NB13	MEDIUM
H0_00047	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		AQUATIC CLOSE	Nelson Bay	-32.730951	152.115487	TRUE	165	SB8B	MEDIUM
H0_00048	Hazard / Obstruction	Footpath	Other (See comment)						Investigate relocation of obstruction				N/A	utilities structure		TOWN CENTRE CIRCUIT	Salamanca Bay	-32.716058	152.107422	TRUE	33	SB2, SB3A, SB3C, SB3D	HIGH
H0_00049	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		TOWN CENTRE CIRCUIT	Salamanca Bay	-32.715968	152.106403	TRUE	30	SB3A, SB3C, SB3D	MEDIUM
H0_00050	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		TOWN CENTRE CIRCUIT	Salamanca Bay	-32.715907	152.109375	TRUE	31	SB2	MEDIUM
H0_00052	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		TOWN CENTRE CIRCUIT	Salamanca Bay	-32.715885	152.106014	FALSE	31	SB2	MEDIUM
H0_00053	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		GRAHAM STREET	Boat Harbour	-32.786944	152.109497	FALSE	199	BH4	MEDIUM
H0_00054	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		BOAT HARBOUR ROAD	Boat Harbour	-32.785943	152.111628	FALSE	201	BH5	MEDIUM
H0_00055	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		TOMAREE CRESCENT	Boat Harbour	-32.785039	152.112715	TRUE	202	BH5	MEDIUM
H0_00056	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		BOAT HARBOUR ROAD	Boat Harbour	-32.785452	152.1123	TRUE	202	BH5	MEDIUM
H0_00057	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		OCEAN PARADE	Boat Harbour	-32.787279	152.112995	TRUE	200	BH4	MEDIUM
H0_00058	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		GRAHAM STREET	Boat Harbour	-32.786972	152.109759	TRUE	199	BH4	MEDIUM
H0_00059	Hazard / Obstruction	No facility	Vegetation						Vegetation maintenance				\$	220.00		GRAHAM STREET	Boat Harbour	-32.787039	152.109516	TRUE	199	BH4	MEDIUM
H0_00060	Hazard / Obstruction	No facility	Other (See comment)					Other (See comment)					\$	220.00		KINGSLEY DRIVE	Boat Harbour	-32.78896	152.110551	FALSE	196	BH2	MEDIUM
H0_00061	Hazard / Obstruction	Footpath	Power pole						Investigate relocation of obstruction				N/A	cut face and fence		DONALD STREET	Nelson Bay	-32.72157951	152.146441	FALSE	111	NB5	MEDIUM
H2_00001	Hazardous Crossing Location	No facility			Hazardous crossing location / no formal crossing facility				Investigate crossing facility				N/A	there is no formal crossing opportunity for pedestrians to access the bus stop on the western side of port stephens drive, high speed road, and pedestrian sightlines are poor when crossing from west to east		PORT STEPHENS DRIVE	Taylor Beach	-32.747063	152.072322	TRUE	259	TB5	LOW
H2_00002	Hazardous Crossing Location	No facility			Hazardous crossing location / no formal crossing facility				Investigate crossing facility				N/A	entrance to burnings		PORT STEPHENS DRIVE	Taylor Beach	-32.748772	152.06923	TRUE	257	TB5	LOW
H2_00003	Hazardous Crossing Location	Footpath			Hazardous crossing location / no formal crossing facility				Investigate crossing facility				N/A	high traffic volumes in the area, consider a refuge		BAGMALL AVENUE	Soldiers Point	-32.710358	152.064448	TRUE	21	SB4B	MEDIUM
H2_00004	Hazardous Crossing Location	Footpath			Hazardous crossing location / no formal crossing facility				Investigate crossing facility				N/A	high traffic volumes in the area, consider a refuge		SOLDIERS POINT ROAD	Salamanca Bay	-32.730912	152.070343	TRUE	19	SB3A	HIGH
H2_00005	Hazardous Crossing Location	No facility			Hazardous crossing location / no formal crossing facility				Investigate crossing facility				N/A			MARINE DRIVE	Fingal Bay	-32.748133	152.170132	TRUE	170	PB1, PB13	MEDIUM
H2_00006	Hazardous Crossing Location	Footpath			Hazardous crossing location / no formal crossing facility				Investigate crossing facility				N/A	the turn angle is very wide for vehicles that can approach at high speed, and pedestrian sightlines are poor		ORANA STREET	Fingal Bay	-32.746776	152.169482	TRUE	187	PB1	LOW
H2_00007	Hazardous Crossing Location	Footpath			Hazardous crossing location / no formal crossing facility				Investigate crossing facility				N/A			MARINE DRIVE	Fingal Bay	-32.744965	152.169382	TRUE	187	PB1	LOW
H2_00008	Hazardous Crossing Location	Footpath			Hazardous crossing location / no formal crossing facility				Investigate crossing facility				N/A			SHOAL BAY ROAD	Shoal Bay	-32.720204	152.175676	TRUE	145	S1, S5	MEDIUM
H2_00009	Hazardous Crossing Location	Footpath			Hazardous crossing location / no formal crossing facility				Investigate crossing facility				N/A			SOLDIERS POINT ROAD	Salamanca Bay	-32.736906	152.082048	TRUE	24	SB3A	HIGH
H2_00010	Hazardous Crossing Location	No facility																					

ID	Label	Feature Type	Path Type	Compliance Criteria	Assessment Criteria (1)	Assessment Criteria (2)	Assessment Criteria (3)	Assessment Criteria (4)	Improvement Recommendation (1)	Improvement Recommendation (2)	Improvement Recommendation (3)	Improvement Recommendation (4)	Cost Estimate	Comments	Road Name	Subur/Village	Latitude	Longitude	HasPhoto	SubSection No.	Route No.	Prioritisation
K1_0007	Kerb Extension	Shared path	Compliant												BAGMALL BEACH ROAD	Corlette	-32.728317	152.115511	TRUE	58	CL4	MEDIUM
K1_0008	Kerb Extension	Shared path	Compliant												BAGMALL BEACH ROAD	Corlette	-32.728384	152.115769	TRUE	58	CL4	MEDIUM
K1_0009	Kerb Extension	Footpath	Not compliant	Width too narrow (Less than 2.0m)					Reconstruct kerb extension				\$	4,080.00	SPINNAKER WAY	Corlette	-32.725795	152.121274	TRUE	60	C18, C2	MEDIUM
K1_0010	Kerb Extension	Footpath	Not compliant	Width too narrow (Less than 2.0m)					Reconstruct kerb extension				\$	5,180.00	SPINNAKER WAY	Corlette	-32.725691	152.121238	TRUE	60	C18, C2	MEDIUM
K1_0011	Kerb Extension	Footpath	Not compliant	Width too narrow (Less than 2.0m)					Reconstruct kerb extension				\$	6,630.00	STOCKTON STREET	Nelson Bay	-32.723548	152.148215	TRUE	108	NB1A, NB7, NB13, NB18	MEDIUM
K1_0012	Kerb Extension	Footpath	Not compliant	Width too narrow (Less than 2.0m)					Reconstruct kerb extension				\$	4,080.00	STOCKTON STREET	Nelson Bay	-32.723575	152.148381	TRUE	108	NB1A, NB7, NB13, NB18	MEDIUM
K1_0013	Kerb Extension	Footpath	Compliant												STOCKTON STREET	Nelson Bay	-32.72204	152.148385	TRUE	108	NB1A, NB7, NB13, NB18	MEDIUM
K1_0014	Kerb Extension	Footpath	Not compliant	Width too narrow (Less than 2.0m)					Reconstruct kerb extension				\$	4,080.00	DONALD STREET	Nelson Bay	-32.722785	152.14868	TRUE	99	N85	MEDIUM
K1_0015	Kerb Extension	Footpath	Not compliant	Width too narrow (Less than 2.0m)					Reconstruct kerb extension				\$	4,080.00	DONALD STREET	Nelson Bay	-32.722785	152.148687	TRUE	99	N85	MEDIUM
K1_0016	Kerb Extension	Footpath	Compliant												DONALD STREET	Nelson Bay	-32.721854	152.148666	TRUE	98	NB15, NB17, NB20, NB21	HIGH
K1_0017	Kerb Extension	Footpath	Compliant												STOCKTON STREET	Nelson Bay	-32.721827	152.148312	TRUE	97	NB2, NB3, NB5	HIGH
K1_0018	Kerb Extension	Footpath	Compliant												DONALD STREET	Nelson Bay	-32.722116	152.14869	TRUE	99	N85	MEDIUM
K1_0019	Kerb Extension	Footpath	Not compliant	Width too narrow (Less than 2.0m)					Reconstruct kerb extension				\$	4,080.00	YACABBA STREET	Nelson Bay	-32.7222	152.148799	TRUE	110	N88	MEDIUM
K1_0020	Kerb Extension	Footpath	Not compliant	Width too narrow (Less than 2.0m)					Reconstruct kerb extension				\$	4,080.00	YACABBA STREET	Nelson Bay	-32.72222	152.148917	TRUE	110	N88	MEDIUM
K1_0021	Kerb Extension	Footpath	Not compliant	Width too narrow (Less than 2.0m)					Reconstruct kerb extension				\$	4,080.00	DONALD STREET	Nelson Bay	-32.722172	152.14501	TRUE	111	N85	MEDIUM
K1_0022	Kerb Extension	Footpath	Not compliant	Width too narrow (Less than 2.0m)					Reconstruct kerb extension				\$	4,080.00	DONALD STREET	Nelson Bay	-32.722047	152.145012	TRUE	111	N85	MEDIUM
K1_0023	Kerb Extension	Footpath	Compliant												YACABBA STREET	Nelson Bay	-32.721949	152.148895	TRUE	101	N86	MEDIUM
K1_0024	Kerb Extension	Footpath	Compliant												YACABBA STREET	Nelson Bay	-32.721939	152.148852	TRUE	101	N86	MEDIUM
K1_0025	Kerb Extension	Footpath	Compliant												DONALD STREET	Nelson Bay	-32.722014	152.148733	TRUE	99	N85	MEDIUM
K1_0026	Kerb Extension	Footpath	Compliant												MAGNUS STREET	Nelson Bay	-32.721426	152.14485	TRUE	100	NB18, NB3	HIGH
K1_0027	Kerb Extension	Footpath	Compliant												MAGNUS STREET	Nelson Bay	-32.721358	152.144915	TRUE	102	N86	MEDIUM
K1_0028	Kerb Extension	Footpath	Compliant												MAGNUS STREET	Nelson Bay	-32.721231	152.144912	TRUE	100	NB18, NB3	HIGH
K1_0029	Kerb Extension	Footpath	Compliant												STOCKTON STREET	Nelson Bay	-32.721466	152.148786	TRUE	96	NB3, NB15	HIGH
K1_0030	Kerb Extension	Footpath	Compliant												STOCKTON STREET	Nelson Bay	-32.72118	152.148677	TRUE	96	NB2, NB15	HIGH
K1_0031	Kerb Extension	Footpath	Compliant												MAGNUS STREET	Nelson Bay	-32.721286	152.148823	TRUE	100	NB18, NB3	HIGH
K1_0032	Kerb Extension	Footpath	Compliant												VICTORIA PARADE	Nelson Bay	-32.719834	152.146487	TRUE	113	NB2, N86	HIGH
K1_0033	Kerb Extension	Footpath	Compliant												VICTORIA PARADE	Nelson Bay	-32.719765	152.146459	TRUE	113	NB2, N86	HIGH
K1_0034	Kerb Extension	Shared path	Compliant												SALAMANDER WAY	Salamander Bay	-32.718238	152.10584	TRUE	29	SB3A, SB3C, SB3D	HIGH
K1_0035	Kerb Extension	Shared path	Compliant												SALAMANDER WAY	Salamander Bay	-32.718803	152.105988	TRUE	29	SB3A, SB3C, SB3D	HIGH
K1_0036	Kerb Extension	Footpath	Not compliant	Length too narrow (Less than 6.0m)					Reconstruct kerb extension				\$	4,080.00	SALAMANDER WAY	Salamander Bay	-32.717949	152.11009	TRUE	37	SB6A	MEDIUM
K1_0037	Kerb Extension	Footpath	Compliant												BAGMALL BEACH ROAD	Salamander Bay	-32.715299	152.110075	TRUE	47	SB11	MEDIUM
K1_0038	Kerb Extension	Footpath	Compliant												BAGMALL BEACH ROAD	Salamander Bay	-32.71404	152.110054	TRUE	43	SB5, SB10	MEDIUM
K1_0039	Kerb Extension	Footpath	Compliant												GAN GAN ROAD	Anna Bay	-32.777699	152.085229	TRUE	243	AFB, AF11, AF12	HIGH
K1_0040	Kerb Extension	No facility	Compliant												GAN GAN ROAD	Anna Bay	-32.777603	152.085212	TRUE	243	AFB, AF11, AF12	HIGH
K1_0001	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	SEAWATER DRIVE	Taylor Beach	-32.735013	152.069758	TRUE	254	TB3A	LOW
K1_0002	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	Taylor Beach	Taylor Beach	-32.731848	152.069713	TRUE	254	TB3A	LOW
K1_0003	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	SEAWATER DRIVE	Taylor Beach	-32.735751	152.0689	FALSE	256	TB3A	LOW
K1_0004	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	SKY CLOSE	Taylor Beach	-32.731378	152.068794	TRUE	252	TB2	LOW
K1_0005	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	SKY CLOSE	Taylor Beach	-32.735339	152.068808	TRUE	252	TB2	LOW
K1_0006	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	FORT STEPHENS DRIVE	Taylor Beach	-32.751264	152.068591	TRUE	257	TB5	LOW
K1_0007	Kerb Ramp	No facility	Not compliant	Visually DOA non compliant dimensions/grades					Reconstruct kerb ramp				\$	4,400.00	KARA CRESCENT	Taylor Beach	-32.747607	152.07436	TRUE	258	TB4	LOW
K1_0008	Kerb Ramp	No facility	Not compliant	Visually DOA non compliant dimensions/grades					Reconstruct kerb ramp				\$	4,400.00	KARA CRESCENT	Taylor Beach	-32.747597	152.074021	TRUE	258	TB4	LOW
K1_0009	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	TRADES COURT	Taylor Beach	-32.747236	152.07236	TRUE	258	TB4	LOW
K1_0010	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	TRADES COURT	Taylor Beach	-32.747167	152.072417	TRUE	258	TB4	LOW
K1_0011	Kerb Ramp	Footpath	Not compliant	Malaligned with opposite kerb ramp					Reconstruct kerb ramp				\$	4,400.00	INNOVATION CLOSE	Taylor Beach	-32.746991	152.068915	TRUE	257	TB5	LOW
K1_0012	Kerb Ramp	Shared path	Compliant												FORT STEPHENS DRIVE	Taylor Beach	-32.746209	152.068815	TRUE	257	TB5	LOW
K1_0013	Kerb Ramp	Footpath	Not compliant	Malaligned with opposite kerb ramp					Reconstruct kerb ramp				\$	4,400.00	INNOVATION CLOSE	Taylor Beach	-32.748515	152.068873	TRUE	257	TB5	LOW
K1_0014	Kerb Ramp	Shared path	Not compliant	Malaligned with opposite kerb ramp					Reconstruct kerb ramp				\$	4,400.00	FORT STEPHENS DRIVE	Taylor Beach	-32.749145	152.068674	TRUE	257	TB5	LOW
K1_0015	Kerb Ramp	Shared path	Compliant												TAYLORS BEACH ROAD	Taylor Beach	-32.74927	152.068616	TRUE	257	TB5	LOW
K1_0016	Kerb Ramp	Footpath	Not compliant	Malaligned with opposite kerb ramp					Reconstruct kerb ramp				\$	4,400.00	FORT STEPHENS DRIVE	Taylor Beach	-32.749798	152.06861	TRUE	257	TB5	LOW
K1_0017	Kerb Ramp	Shared path	Compliant												TAYLORS BEACH ROAD	Taylor Beach	-32.748415	152.068382	TRUE	257	TB5	LOW
K1_0018	Kerb Ramp	Footpath	Not compliant	Damaged / poor condition					Reconstruct kerb ramp				\$	4,400.00	FORT STEPHENS DRIVE	Taylor Beach	-32.748559	152.068617	TRUE	257	TB5	LOW
K1_0019	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	FORT STEPHENS DRIVE	Taylor Beach	-32.74885	152.069124	TRUE	257	TB5	LOW
K1_0020	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	FORT STEPHENS DRIVE	Taylor Beach	-32.748727	152.069294	TRUE	257	TB5	LOW
K1_0021	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	FORT STEPHENS DRIVE	Taylor Beach	-32.75115	152.06859	TRUE	257	TB5	LOW
K1_0022	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	RIDGEWAY AVENUE	Soldiers Point	-32.701178	152.064553	TRUE	5	SP28, SP2A, SP3A	MEDIUM
K1_0023	Kerb Ramp	Footpath	Not compliant	Malaligned with opposite kerb ramp		Visually DOA non compliant dimensions/grades			Reconstruct kerb ramp				\$	4,400.00	RIDGEWAY AVENUE	Soldiers Point	-32.701285	152.064536	TRUE	5	SP28, SP2A, SP3A	MEDIUM
K1_0024	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	SOLDIERS POINT ROAD	Soldiers Point	-32.701325	152.064789	TRUE	2	SP1	MEDIUM
K1_0025	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	TOMAREE STREET	Soldiers Point	-32.701224	152.06469	TRUE	5	SP28, SP2A, SP3A	MEDIUM
K1_0026	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	TOMAREE STREET	Soldiers Point	-32.701196	152.064614	TRUE	5	SP28, SP2A, SP3A	MEDIUM
K1_0027	Kerb Ramp	Footpath	Not compliant	Malaligned with opposite kerb ramp		Visually DOA non compliant dimensions/grades			Reconstruct kerb ramp				\$	4,400.00	SOLDIERS POINT ROAD	Soldiers Point	-32.701319	152.064607	FALSE	5	SP28, SP2A, SP3A	MEDIUM
K1_0028	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	MITCHELL FREET	Soldiers Point	-32.701269	152.06481	TRUE	2	SP1	MEDIUM
K1_0029	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	MITCHELL FREET	Soldiers Point	-32.701267	152.064719	TRUE	2	SP1	MEDIUM
K1_0030	Kerb Ramp	Footpath	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	TOMAREE STREET	Soldiers Point	-32.701231	152.061763	TRUE	5	SP28, SP2A, SP3A	MEDIUM
K1_0031	Kerb Ramp	Footpath	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	TOMAREE STREET	Soldiers Point	-32.701245	152.063662	TRUE	5	SP28, SP2A, SP3A	MEDIUM
K1_0032	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	SUNSET BOULEVARD	Soldiers Point	-32.701432	152.063521	TRUE	5	SP28, SP2A, SP3A	MEDIUM
K1_0033	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	SUNSET BOULEVARD	Soldiers Point	-32.701469	152.063434	TRUE	4	SP28	MEDIUM
K1_0034	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	RESHAWEN AVENUE	Soldiers Point	-32.702222	152.06368	TRUE	7	SP3A	MEDIUM
K1_0035	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	RESHAWEN AVENUE	Soldiers Point	-32.700319	152.063693	TRUE	7	SP3A	MEDIUM
K1_0036	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	RESHAWEN AVENUE	Soldiers Point	-32.702237	152.06356	TRUE	7	SP3A	MEDIUM
K1_0037	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	RESHAWEN AVENUE	Soldiers Point	-32.700328	152.063571	TRUE	7	SP3A	MEDIUM
K1_0038	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp				\$	3,300.00	SUNSET BOULEVARD	Soldiers Point	-32.704222	152.063912	TRUE	7	SP3A	MEDIUM
K1_0039	Kerb Ramp	No facility	Not compliant	Missing					Construct kerb ramp													

ID Label	Feature Type	Path Type	Compliance Criteria	Assessment Criteria (1)	Assessment Criteria (2)	Assessment Criteria (3)	Assessment Criteria (4)	Improvement Recommendation (1)	Improvement Recommendation (2)	Improvement Recommendation (3)	Improvement Recommendation (4)	Cost Estimates	Comments	Road Name	Subst/Name	Latitude	Longitude	HasPhoto	SubSection No.	Route No.	Prioritisation
KR_00101	Kerb Ramp	Footpath	Compliant											DEMANS ROAD	Salvander Bay	-32.721004	152.076183	TRUE	20	3838	HIGH
KR_00102	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	RANDALL DRIVE	Salvander Bay	-32.720922	152.076677	TRUE	21	3838	HIGH
KR_00103	Kerb Ramp	Footpath	Compliant											DEMANS ROAD	Salvander Bay	-32.721096	152.076233	TRUE	20	3838	HIGH
KR_00104	Kerb Ramp	Footpath	Compliant											SOLDERS POINT ROAD	Salvander Bay	-32.721043	152.076577	TRUE	260	383A	HIGH
KR_00105	Kerb Ramp	Footpath	Compliant											CALEDONIA CLOSE	Salvander Bay	-32.721381	152.076518	TRUE	20	3838	HIGH
KR_00106	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	CALEDONIA CLOSE	Salvander Bay	-32.721425	152.076511	TRUE	20	3838	HIGH
KR_00107	Kerb Ramp	Footpath	Compliant											DEMANS ROAD	Salvander Bay	-32.7212	152.076138	TRUE	20	3838	HIGH
KR_00108	Kerb Ramp	Footpath	Compliant											MCNALLY AVENUE	Salvander Bay	-32.721707	152.077489	TRUE	27	383A	HIGH
KR_00109	Kerb Ramp	Footpath	Compliant											MCNALLY AVENUE	Salvander Bay	-32.721652	152.077464	TRUE	260	383A	HIGH
KR_00110	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	RANDALL DRIVE	Salvander Bay	-32.721299	152.076917	TRUE	21	3838	HIGH
KR_00111	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	RANDALL DRIVE	Salvander Bay	-32.721203	152.077944	TRUE	21	3838	HIGH
KR_00112	Kerb Ramp	Footpath	Compliant											BOULDER BAY ROAD	Fingal Bay	-32.748283	152.170035	TRUE	173	FB1, FB1	MEDIUM
KR_00113	Kerb Ramp	Footpath	Compliant											MARKET STREET	Fingal Bay	-32.748754	152.169566	TRUE	174	FB05, FB12, FB16	MEDIUM
KR_00114	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MARKET STREET	Fingal Bay	-32.749796	152.170793	TRUE	170	FB15, FB12	MEDIUM
KR_00115	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MARKET STREET	Fingal Bay	-32.748878	152.170615	TRUE	170	FB15, FB12	MEDIUM
KR_00116	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SHORT STREET	Fingal Bay	-32.750116	152.170476	TRUE	167	FB15, FB13	MEDIUM
KR_00117	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TUNA CRESCENT	Fingal Bay	-32.748761	152.168896	TRUE	179	FB1A	MEDIUM
KR_00118	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TUNA CRESCENT	Fingal Bay	-32.748862	152.168893	TRUE	179	FB1A	MEDIUM
KR_00119	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SHORT STREET	Fingal Bay	-32.750146	152.170338	TRUE	167	FB15, FB13	MEDIUM
KR_00120	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		Fingal Bay	-32.749255	152.169115	TRUE	177	FB15	MEDIUM
KR_00121	Kerb Ramp	Footpath	Not compliant	None: path level with road				Investigate provision of TGI				N/A			Fingal Bay	-32.748377	152.169148	TRUE	177	FB15	MEDIUM
KR_00122	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BENT STREET	Fingal Bay	-32.750291	152.169055	TRUE	179	FB1A	MEDIUM
KR_00123	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BENT STREET	Fingal Bay	-32.750323	152.169064	TRUE	179	FB1A	MEDIUM
KR_00124	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	BENT STREET	Fingal Bay	-32.749372	152.170069	TRUE	175	FB15	MEDIUM
KR_00125	Kerb Ramp	Footpath	Compliant											MARKET STREET	Fingal Bay	-32.748381	152.168979	TRUE	175	FB15	MEDIUM
KR_00126	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BOULDER BAY ROAD	Fingal Bay	-32.748889	152.168813	TRUE	182	FB7, FB9	MEDIUM
KR_00127	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MARKET STREET	Fingal Bay	-32.748854	152.169428	TRUE	174	FB15, FB12, FB16	MEDIUM
KR_00128	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BOULDER BAY ROAD	Fingal Bay	-32.748839	152.168856	TRUE	182	FB7, FB9	MEDIUM
KR_00129	Kerb Ramp	Footpath	Compliant											FARM ROAD	Fingal Bay	-32.749759	152.168827	TRUE	185	FB1, FB4	MEDIUM
KR_00130	Kerb Ramp	Footpath	Compliant											BOULDER BAY ROAD	Fingal Bay	-32.748185	152.169914	TRUE	173	FB1, FB11	MEDIUM
KR_00131	Kerb Ramp	Footpath	Not compliant	Damaged / poor condition				Reconstruct kerb ramp				\$	4,400.00	FARM ROAD	Fingal Bay	-32.748914	152.167793	TRUE	185	FB1, FB4	MEDIUM
KR_00132	Kerb Ramp	Shared path	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	MARINE DRIVE	Fingal Bay	-32.747891	152.169996	TRUE	187	FB1	LOW
KR_00133	Kerb Ramp	Shared path	Compliant											MARINE DRIVE	Fingal Bay	-32.747804	152.170083	TRUE	187	FB1	LOW
KR_00134	Kerb Ramp	Footpath	Compliant											FARM ROAD	Fingal Bay	-32.749046	152.167836	TRUE	185	FB1, FB4	MEDIUM
KR_00135	Kerb Ramp	Footpath	Not compliant	Damaged / poor condition				Reconstruct kerb ramp				\$	4,400.00	FARM ROAD	Fingal Bay	-32.749004	152.167859	TRUE	186	FB1	MEDIUM
KR_00136	Kerb Ramp	Footpath	Compliant											FARM ROAD	Fingal Bay	-32.748903	152.167798	TRUE	186	FB1	MEDIUM
KR_00137	Kerb Ramp	Footpath	Compliant											MARINE DRIVE	Fingal Bay	-32.748853	152.168869	TRUE	187	FB1	LOW
KR_00138	Kerb Ramp	Footpath	Not compliant	Visually DGA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	MARINE DRIVE	Fingal Bay	-32.746882	152.169152	TRUE	187	FB1	LOW
KR_00139	Kerb Ramp	Footpath	Not compliant	Visually DGA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	ORANA STREET	Fingal Bay	-32.746883	152.169488	TRUE	187	FB1	LOW
KR_00140	Kerb Ramp	Footpath	Compliant											ORANA STREET	Fingal Bay	-32.746724	152.169438	TRUE	187	FB1	LOW
KR_00141	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SHORT STREET	Fingal Bay	-32.750705	152.170757	TRUE	167	FB15, FB13	MEDIUM
KR_00142	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SHORT STREET	Fingal Bay	-32.750815	152.170539	TRUE	167	FB15, FB13	MEDIUM
KR_00143	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SQUIRE STREET	Fingal Bay	-32.751182	152.170731	TRUE	166	FB10	MEDIUM
KR_00144	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SQUIRE STREET	Fingal Bay	-32.751025	152.170779	TRUE	166	FB10	MEDIUM
KR_00145	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	AMAROD CRESCENT	Fingal Bay	-32.752091	152.168772	TRUE	181	FB9	MEDIUM
KR_00146	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	AMAROD CRESCENT	Fingal Bay	-32.752865	152.166977	TRUE	181	FB9	MEDIUM
KR_00147	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	PACIFIC DRIVE	Fingal Bay	-32.752325	152.166275	TRUE	181	FB9	MEDIUM
KR_00148	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	PACIFIC DRIVE	Fingal Bay	-32.752405	152.166095	TRUE	181	FB9	MEDIUM
KR_00149	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp			Visually DGA non compliant dimensions/grades	Reconstruct kerb ramp				\$	4,400.00	BOULDER BAY ROAD	Fingal Bay	-32.749345	152.168629	TRUE	181	FB9	MEDIUM
KR_00150	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp			Visually DGA non compliant dimensions/grades	Reconstruct kerb ramp				\$	4,400.00	ROCKY POINT ROAD	Fingal Bay	-32.751266	152.166176	TRUE	181	FB9	MEDIUM
KR_00151	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BENT STREET	Fingal Bay	-32.751263	152.166887	TRUE	182	FB7, FB9	MEDIUM
KR_00152	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BENT STREET	Fingal Bay	-32.751061	152.167006	TRUE	182	FB7, FB9	MEDIUM
KR_00153	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp			Visually DGA non compliant dimensions/grades	Reconstruct kerb ramp				\$	4,400.00	ELIKA CLOSE	Fingal Bay	-32.750911	152.167959	TRUE	182	FB7, FB9	MEDIUM
KR_00154	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp			Visually DGA non compliant dimensions/grades	Reconstruct kerb ramp				\$	4,400.00	ELIKA CLOSE	Fingal Bay	-32.750786	152.167695	TRUE	182	FB7, FB9	MEDIUM
KR_00155	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	ELIUCKE CLOSE	Fingal Bay	-32.751529	152.165547	TRUE	263	FB7	MEDIUM
KR_00156	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	ELIUCKE CLOSE	Fingal Bay	-32.751528	152.165528	TRUE	263	FB7	MEDIUM
KR_00157	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CREWELL PLACE	Fingal Bay	-32.751238	152.163731	TRUE	263	FB7	MEDIUM
KR_00158	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CREWELL PLACE	Fingal Bay	-32.751189	152.163669	TRUE	263	FB7	MEDIUM
KR_00159	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp			Visually DGA non compliant dimensions/grades	Reconstruct kerb ramp				\$	4,400.00	LEGANA CLOSE	Fingal Bay	-32.750483	152.163895	TRUE	263	FB7	MEDIUM
KR_00160	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp			Visually DGA non compliant dimensions/grades	Reconstruct kerb ramp				\$	4,400.00	LEGANA CLOSE	Fingal Bay	-32.750291	152.163994	TRUE	263	FB7	MEDIUM
KR_00161	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CORAL STREET	Fingal Bay	-32.748805	152.163479	TRUE	192	FB6, FB8	MEDIUM
KR_00162	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	ALA MOANA WAY	Fingal Bay	-32.748679	152.163147	TRUE	192	FB6, FB8	MEDIUM
KR_00163	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CORAL STREET	Fingal Bay	-32.748788	152.163103	TRUE	192	FB6, FB8	MEDIUM
KR_00164	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	ALA MOANA WAY	Fingal Bay	-32.748714	152.163165	TRUE	192	FB6, FB8	MEDIUM
KR_00165	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BOWLING CLUB ACCESS ROAD	Fingal Bay	-32.7486007	152.162827	TRUE	191	FB6	MEDIUM
KR_00166	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BOWLING CLUB ACCESS ROAD	Fingal Bay	-32.748502	152.162977	TRUE	191	FB6	MEDIUM
KR_00167	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SURF CLOSE	Fingal Bay	-32.747594	152.163438	TRUE	191	FB6	MEDIUM
KR_00168	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SURF CLOSE	Fingal Bay	-32.747574	152.163483	TRUE	190	FB3	MEDIUM
KR_00169	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	WHITESANDS ROAD	Fingal Bay	-32.745789	152.163995	TRUE	190	FB3	MEDIUM
KR_00170	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	WHITESANDS ROAD	Fingal Bay	-32.745737	152.166179	TRUE	190	FB3	MEDIUM
KR_00171	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	FARM ROAD	Fingal Bay	-32.743489	152.166448	TRUE	188	FB3	MEDIUM
KR_00172	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	FARM ROAD	Fingal Bay	-32.744963	152.166804	TRUE	188	FB3	MEDIUM
KR_00173	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	FARM ROAD	Fingal Bay	-32.745082	152.166797	TRUE	188	FB3	MEDIUM
KR_00174	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$									

ID Label	Feature Type	Path Type	Compliance Criteria	Assessment Criteria (1)	Assessment Criteria (2)	Assessment Criteria (3)	Assessment Criteria (4)	Improvement Recommendation (1)	Improvement Recommendation (2)	Improvement Recommendation (3)	Improvement Recommendation (4)	Cost Estimate	Comments	Road Name	SubstName	Latitude	Longitude	HasPhoto	SubSection No.	Route No.	Prioritisation	
KR_00235	Kerb Ramp	Shared path	Compliant											SHOAL BAY ROAD	Shoal Bay	-32.719729	152.179055	TRUE	164	51	MEDIUM	
KR_00236	Kerb Ramp	Shared path	Compliant											SHOAL BAY ROAD	Shoal Bay	-32.719708	152.179558	TRUE	164	51	MEDIUM	
KR_00237	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp	Visually DGA non compliant dimensions/grades	Other (See comment)		Reconstruct kerb ramp				\$	4,400.00	Isoltra pit destruction	SHOAL BAY ROAD	Shoal Bay	-32.720345	152.175848	TRUE	146	52A	MEDIUM
KR_00238	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00		SHOAL BAY ROAD	Shoal Bay	-32.720378	152.174836	TRUE	145	51, 56	MEDIUM
KR_00239	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		TOMARREE ROAD	Shoal Bay	-32.722001	152.175872	TRUE	149	52B, 54	MEDIUM
KR_00240	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00		BULLCOURT STREET	Shoal Bay	-32.720379	152.174713	TRUE	145	51, 56	MEDIUM
KR_00241	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		TOMARREE ROAD	Shoal Bay	-32.720398	152.175736	TRUE	149	52B, 54	MEDIUM
KR_00242	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00		TOMARREE ROAD	Shoal Bay	-32.720405	152.175742	TRUE	145	51, 56	MEDIUM
KR_00243	Kerb Ramp	Footpath	Not compliant	Visually DGA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00		SHOAL BAY ROAD	Shoal Bay	-32.720328	152.175732	TRUE	145	51, 56	MEDIUM
KR_00244	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		OLD MAIN ROAD	Anna Bay	-32.719258	152.086251	TRUE	245	AF10	MEDIUM
KR_00245	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		MORNING POINT ROAD	Anna Bay	-32.719499	152.086181	TRUE	226	AF11	MEDIUM
KR_00246	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		SHEURY CLOSE	Anna Bay	-32.719475	152.085608	TRUE	245	AF10	MEDIUM
KR_00247	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		SHEURY CLOSE	Anna Bay	-32.719517	152.0855	TRUE	245	AF10	MEDIUM
KR_00248	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		CAMPBELL AVENUE	Anna Bay	-32.719512	152.084413	TRUE	244	AF1, AF10	MEDIUM
KR_00249	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		CAMPBELL AVENUE	Anna Bay	-32.719041	152.084213	TRUE	244	AF1, AF10	MEDIUM
KR_00250	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		HARRIS ROAD	Anna Bay	-32.719827	152.083651	TRUE	246	AF1	MEDIUM
KR_00251	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		HARRIS ROAD	Anna Bay	-32.719845	152.083504	TRUE	246	AF1	MEDIUM
KR_00252	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		DAVIDSON STREET	Anna Bay	-32.780696	152.083671	TRUE	241	AF5, AF14	MEDIUM
KR_00253	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		DAVIDSON STREET	Anna Bay	-32.780751	152.083602	TRUE	241	AF5, AF14	MEDIUM
KR_00254	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		CAMPBELL AVENUE	Anna Bay	-32.719715	152.084209	TRUE	238	AF4	MEDIUM
KR_00255	Kerb Ramp	No facility	Compliant											CAMPBELL AVENUE	Anna Bay	-32.719708	152.084189	TRUE	238	AF4	MEDIUM	
KR_00256	Kerb Ramp	Footpath	Not compliant	Visually DGA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00		SCOTT CRESCENT	Salamanca Bay	-32.722107	152.079877	TRUE	27	581A	HIGH
KR_00257	Kerb Ramp	Footpath	Not compliant	Visually DGA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00		SCOTT CRESCENT	Salamanca Bay	-32.722462	152.079862	TRUE	22	581A	HIGH
KR_00258	Kerb Ramp	Shared path	Compliant											GELCHIST ROAD	Salamanca Bay	-32.723982	152.07962	TRUE	24	581A	HIGH	
KR_00259	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		GELCHIST ROAD	Salamanca Bay	-32.724083	152.079831	TRUE	24	581A	HIGH
KR_00260	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		GEORGE ROAD	Salamanca Bay	-32.726175	152.079923	TRUE	24	581A	HIGH
KR_00261	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		GEORGE ROAD	Salamanca Bay	-32.726339	152.079849	TRUE	24	581A	HIGH
KR_00262	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		GEORGE ROAD	Salamanca Bay	-32.726829	152.079074	TRUE	24	581A	HIGH
KR_00263	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00		GEORGE ROAD	Salamanca Bay	-32.726995	152.079149	TRUE	24	581A	HIGH
KR_00264	Kerb Ramp	Footpath	Compliant											TARRANT ROAD	Salamanca Bay	-32.730388	152.081844	TRUE	24	581A	HIGH	
KR_00265	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		SOLDIERS POINT ROAD	Salamanca Bay	-32.730948	152.081888	TRUE	24	581A	HIGH
KR_00266	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00		TARRANT ROAD	Salamanca Bay	-32.730735	152.081787	TRUE	24	581A	HIGH
KR_00267	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		SOLDIERS POINT ROAD	Salamanca Bay	-32.730936	152.082154	TRUE	24	581A	HIGH
KR_00268	Kerb Ramp	Footpath	Compliant											SOLDIERS POINT ROAD	Salamanca Bay	-32.731217	152.082191	TRUE	24	581A	HIGH	
KR_00269	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		MULLER STREET	Salamanca Bay	-32.731373	152.082161	TRUE	25	581B	MEDIUM
KR_00270	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		MULLER STREET	Salamanca Bay	-32.731244	152.082161	TRUE	25	581B	MEDIUM
KR_00271	Kerb Ramp	No facility	Compliant											SOLDIERS POINT ROAD	Salamanca Bay	-32.730404	152.083006	TRUE	26	581A, 581D	MEDIUM	
KR_00272	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		PORT STEPHENS DRIVE	Salamanca Bay	-32.736762	152.084149	TRUE	27	581C	HIGH
KR_00273	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		PORT STEPHENS DRIVE	Salamanca Bay	-32.736957	152.084042	TRUE	27	581C	HIGH
KR_00274	Kerb Ramp	Footpath	Compliant											SOLDIERS POINT ROAD	Salamanca Bay	-32.734734	152.083651	TRUE	26	581A, 581D	MEDIUM	
KR_00275	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		PORT STEPHENS DRIVE	Salamanca Bay	-32.734952	152.083857	TRUE	26	581A, 581D	MEDIUM
KR_00276	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		PORT STEPHENS DRIVE	Salamanca Bay	-32.735044	152.083811	TRUE	29	581A, 581C, 581D	HIGH
KR_00277	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		SALAMANDER WAY	Salamanca Bay	-32.735004	152.084225	TRUE	29	581A, 581C, 581D	HIGH
KR_00278	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		HORIZONS DRIVE	Salamanca Bay	-32.738876	152.090771	TRUE	29	581A, 581C, 581D	HIGH
KR_00279	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		HORIZONS DRIVE	Salamanca Bay	-32.738913	152.091165	TRUE	29	581A, 581C, 581D	HIGH
KR_00280	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		THE PIER	Salamanca Bay	-32.732942	152.084955	TRUE	27	581C	HIGH
KR_00281	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		YACHTSMAN CRESCENT	Salamanca Bay	-32.733521	152.085289	TRUE	27	581C	HIGH
KR_00282	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		THE PIER	Salamanca Bay	-32.731291	152.084945	TRUE	27	581C	HIGH
KR_00283	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		YACHTSMAN CRESCENT	Salamanca Bay	-32.731898	152.085271	TRUE	27	581C	HIGH
KR_00284	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		MULLER STREET	Salamanca Bay	-32.731771	152.084858	TRUE	25	581D	MEDIUM
KR_00285	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		MULLER STREET	Salamanca Bay	-32.730404	152.084932	TRUE	25	581D	MEDIUM
KR_00286	Kerb Ramp	Footpath	Compliant											Salamanca Bay	Salamanca Bay	-32.730731	152.084937	TRUE	25	581D	MEDIUM	
KR_00287	Kerb Ramp	Footpath	Compliant											Salamanca Bay	Salamanca Bay	-32.730756	152.084315	TRUE	25	581D	MEDIUM	
KR_00288	Kerb Ramp	Footpath	Compliant											Salamanca Bay	Salamanca Bay	-32.730773	152.084268	TRUE	25	581D	MEDIUM	
KR_00289	Kerb Ramp	Footpath	Compliant											Salamanca Bay	Salamanca Bay	-32.730788	152.084216	TRUE	25	581D	MEDIUM	
KR_00290	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		THE WHARF	Salamanca Bay	-32.731186	152.083128	TRUE	25	581D	MEDIUM
KR_00291	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		THE WHARF	Salamanca Bay	-32.731211	152.083228	TRUE	25	581D	MEDIUM
KR_00292	Kerb Ramp	Footpath	Compliant											Salamanca Bay	Salamanca Bay	-32.731074	152.083212	TRUE	25	581D	MEDIUM	
KR_00293	Kerb Ramp	Footpath	Compliant											Salamanca Bay	Salamanca Bay	-32.731086	152.083147	TRUE	25	581D	MEDIUM	
KR_00294	Kerb Ramp	Footpath	Compliant											Salamanca Bay	Salamanca Bay	-32.731032	152.083007	TRUE	28	581C	HIGH	
KR_00295	Kerb Ramp	Footpath	Not compliant	Visually DGA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00		PORT STEPHENS DRIVE	Salamanca Bay	-32.730693	152.083144	TRUE	28	581C	HIGH
KR_00296	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		PORT STEPHENS DRIVE	Salamanca Bay	-32.730833	152.083124	TRUE	28	581C	HIGH
KR_00297	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		SHERES CLOSE	Salamanca Bay	-32.730992	152.083271	TRUE	28	581C	HIGH
KR_00298	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		WANDA AVENUE	Salamanca Bay	-32.732062	152.084973	TRUE	23	581C	HIGH
KR_00299	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		WANDA AVENUE	Salamanca Bay	-32.732066	152.084951	TRUE	23	581C	HIGH
KR_00300	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		COOK STREET	Salamanca Bay	-32.732373	152.081886	TRUE	23	581C	HIGH
KR_00301	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		COOK STREET	Salamanca Bay	-32.732646	152.081745	TRUE	23	581C	HIGH
KR_00302	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		WANDA AVENUE	Salamanca Bay	-32.732688	152.080764	TRUE	23	581C	HIGH
KR_00303	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		WANDA AVENUE	Salamanca Bay	-32.732692	152.080455	TRUE	23	581C	HIGH
KR_00304	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		RANDALL DRIVE	Salamanca Bay	-32.72382	152.079989	TRUE	23	581C	HIGH
KR_00305	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		RANDALL DRIVE	Salamanca Bay	-32.723514	152.079858	TRUE	23	581C	HIGH
KR_00306	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00		FORESHORE DRIVE	Salamanca Bay	-32.72759					

ID Label	Feature Type	Path Type	Compliance Criteria	Assessment Criteria (1)	Assessment Criteria (2)	Assessment Criteria (3)	Assessment Criteria (4)	Improvement Recommendation (1)	Improvement Recommendation (2)	Improvement Recommendation (3)	Improvement Recommendation (4)	Cost Estimate	Comments	Road Name	Subur/Name	Latitude	Longitude	HasPhoto	SubSection No.	Route No.	Prioritisation
KR_03169	Kerb Ramp	Footpath	Compliant											NAULI ROAD/UMUD	Corlette	-32.724704	152.118083	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03170	Kerb Ramp	Footpath	Compliant											GAULU CIRCUIT	Corlette	-32.724683	152.118382	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03171	Kerb Ramp	Footpath	Compliant											GAULU CIRCUIT	Corlette	-32.724694	152.118234	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03172	Kerb Ramp	Footpath	Compliant											MANUNG TERRACE	Corlette	-32.724217	152.117092	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03173	Kerb Ramp	Footpath	Compliant											MANUNG TERRACE	Corlette	-32.724187	152.116973	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03174	Kerb Ramp	Footpath	Compliant											GAULU CIRCUIT	Corlette	-32.724054	152.117147	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03175	Kerb Ramp	Footpath	Compliant											SPINNAKER WAY	Corlette	-32.723946	152.116896	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03176	Kerb Ramp	Footpath	Compliant											GAULU CIRCUIT	Corlette	-32.723933	152.117119	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03177	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MOORING AVENUE	Corlette	-32.723142	152.116746	TRUE	64	C5	LOW
KR_03178	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MOORING AVENUE	Corlette	-32.723138	152.116987	FALSE	64	C5	LOW
KR_03179	Kerb Ramp	Footpath	Compliant											SPINNAKER WAY	Corlette	-32.723005	152.116936	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03180	Kerb Ramp	Footpath	Compliant											BOWLINE CIRCUIT	Corlette	-32.724119	152.115938	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03181	Kerb Ramp	Footpath	Compliant											BOWLINE CIRCUIT	Corlette	-32.724113	152.115802	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03182	Kerb Ramp	Footpath	Compliant											MOORING AVENUE	Corlette	-32.723953	152.115952	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03183	Kerb Ramp	Footpath	Compliant											MOORING AVENUE	Corlette	-32.723954	152.115792	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03184	Kerb Ramp	Footpath	Compliant											SPINNAKER WAY	Corlette	-32.724086	152.115703	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03185	Kerb Ramp	Footpath	Compliant											SPINNAKER WAY	Corlette	-32.723974	152.115696	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03186	Kerb Ramp	Footpath	Compliant											EBBIDE WAY	Corlette	-32.724091	152.114914	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03187	Kerb Ramp	Footpath	Compliant											EBBIDE WAY	Corlette	-32.724091	152.11479	TRUE	63	C3A, C3B, C4, C6	MEDIUM
KR_03188	Kerb Ramp	Footpath	Compliant											SPINNAKER WAY	Corlette	-32.724056	152.114704	TRUE	62	C3A, C3B, C4	MEDIUM
KR_03189	Kerb Ramp	Footpath	Compliant											SPINNAKER WAY	Corlette	-32.723946	152.114699	TRUE	62	C3A, C3B, C4	MEDIUM
KR_03191	Kerb Ramp	Footpath	Compliant											SPINNAKER WAY	Corlette	-32.723936	152.113812	TRUE	62	C3A, C3B, C4	MEDIUM
KR_03192	Kerb Ramp	Footpath	Compliant											BOWLINE CIRCUIT	Corlette	-32.724086	152.113788	TRUE	56	C3B	MEDIUM
KR_03193	Kerb Ramp	Footpath	Compliant											BOWLINE CIRCUIT	Corlette	-32.724072	152.113636	TRUE	56	C3B	MEDIUM
KR_03194	Kerb Ramp	Footpath	Compliant											SPINNAKER WAY	Corlette	-32.724051	152.113823	TRUE	62	C3A, C3B, C4	MEDIUM
KR_03194	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	THE BREAKAWATER	Corlette	-32.724085	152.112346	TRUE	53	C3A	MEDIUM
KR_03195	Kerb Ramp	No facility	Not compliant	Visually DSA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	THE BRIGANTINE	Corlette	-32.724084	152.112145	TRUE	55	C4	LOW
KR_03196	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	THE BREAKAWATER	Corlette	-32.724167	152.112254	TRUE	53	C3A	MEDIUM
KR_03197	Kerb Ramp	No facility	Not compliant	Visually DSA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	THE BRIGANTINE	Corlette	-32.724089	152.112136	TRUE	55	C4	LOW
KR_03198	Kerb Ramp	No facility	Not compliant	Visually DSA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	THE HALYARD	Corlette	-32.725178	152.111561	TRUE	55	C4	LOW
KR_03199	Kerb Ramp	No facility	Not compliant	Visually DSA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	THE HALYARD	Corlette	-32.725853	152.111829	TRUE	55	C4	LOW
KR_03200	Kerb Ramp	Footpath	Compliant											SPINNAKER WAY	Corlette	-32.727052	152.111651	TRUE	57	C3B	MEDIUM
KR_03201	Kerb Ramp	Footpath	Compliant											SPINNAKER WAY	Corlette	-32.727052	152.111471	TRUE	57	C3B	MEDIUM
KR_03202	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MIDSHIPMAN CIRCUIT	Corlette	-32.725939	152.107425	TRUE	57	C3B	MEDIUM
KR_03203	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MIDSHIPMAN CIRCUIT	Corlette	-32.725965	152.107538	TRUE	57	C3B	MEDIUM
KR_03204	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	WALL CLOSE	Corlette	-32.725977	152.108454	TRUE	57	C3B	MEDIUM
KR_03205	Kerb Ramp	No facility	Not compliant	Visually DSA non compliant dimensions/grades				Construct kerb ramp				\$	4,400.00	MIDSHIPMAN CIRCUIT	Corlette	-32.725958	152.108714	TRUE	57	C3B	MEDIUM
KR_03206	Kerb Ramp	No facility	Not compliant	Visually DSA non compliant dimensions/grades				Construct kerb ramp				\$	4,400.00	MIDSHIPMAN CIRCUIT	Corlette	-32.725946	152.108615	TRUE	57	C3B	MEDIUM
KR_03207	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	YAWL CLOSE	Corlette	-32.725874	152.108807	TRUE	57	C3B	MEDIUM
KR_03208	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	WINDWARD CLOSE	Corlette	-32.727569	152.111351	TRUE	57	C3B	MEDIUM
KR_03209	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	WINDWARD CLOSE	Corlette	-32.727456	152.11114	TRUE	57	C3B	MEDIUM
KR_03210	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	THE BRIDGE	Corlette	-32.725834	152.111649	TRUE	53	C3A	MEDIUM
KR_03211	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	THE BRIDGE	Corlette	-32.725957	152.111608	TRUE	53	C3A	MEDIUM
KR_03212	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CARROLL AVENUE	Corlette	-32.722829	152.105075	TRUE	51	C3B	MEDIUM
KR_03213	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CARROLL AVENUE	Corlette	-32.722273	152.105737	TRUE	51	C3B	MEDIUM
KR_03214	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	DRUNGALL AVENUE	Corlette	-32.721285	152.106877	TRUE	52	C3A	MEDIUM
KR_03215	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	DRUNGALL AVENUE	Corlette	-32.721103	152.106941	TRUE	52	C3A	MEDIUM
KR_03216	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	JUSTIN STREET	Corlette	-32.720614	152.106413	TRUE	52	C3A	MEDIUM
KR_03217	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	JUSTIN STREET	Corlette	-32.720797	152.106639	TRUE	52	C3A	MEDIUM
KR_03218	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CORLETTE POINT ROAD	Corlette	-32.719767	152.107954	TRUE	52	C3A	MEDIUM
KR_03219	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CORLETTE POINT ROAD	Corlette	-32.719504	152.107889	FALSE	52	C3A	MEDIUM
KR_03220	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	THE PENINSULA	Corlette	-32.718942	152.108549	TRUE	53	C3A	MEDIUM
KR_03221	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	THE PENINSULA	Corlette	-32.718853	152.108757	TRUE	53	C3A	MEDIUM
KR_03222	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	KALILARDO STREET	Corlette	-32.718231	152.110449	FALSE	64	C6	LOW
KR_03223	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	KALILARDO STREET	Corlette	-32.718231	152.110449	TRUE	64	C6	LOW
KR_03224	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	KALILARDO STREET	Corlette	-32.718275	152.117109	TRUE	64	C6	LOW
KR_03225	Kerb Ramp	Footpath	Compliant											GOVERNMENT ROAD	Corlette	-32.720029	152.126782	TRUE	68	C5A	MEDIUM
KR_03226	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	GOVERNMENT ROAD	Corlette	-32.720009	152.126823	TRUE	68	C5A	MEDIUM
KR_03227	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BAGMALL BEACH ROAD	Corlette	-32.720384	152.126294	TRUE	67	C5A, C7	MEDIUM
KR_03228	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BAGMALL BEACH ROAD	Corlette	-32.720121	152.126079	TRUE	67	C5A, C7	MEDIUM
KR_03229	Kerb Ramp	Footpath	Compliant											SANDY POINT ROAD	Corlette	-32.720058	152.123886	TRUE	66	C7	MEDIUM
KR_03230	Kerb Ramp	Shared path	Not compliant	None: path level with road				Investigate provision of TGI				N/A		GOVERNMENT ROAD	Corlette	-32.720193	152.125542	TRUE	69	C3B	MEDIUM
KR_03231	Kerb Ramp	Footpath	Compliant											SANDY POINT ROAD	Corlette	-32.719959	152.123952	TRUE	66	C7	MEDIUM
KR_03232	Kerb Ramp	Shared path	Not compliant	Other (See comment)				Reconstruct kerb ramp				\$	4,400.00	GOVERNMENT ROAD	Corlette	-32.720721	152.125454	TRUE	68	C5A	MEDIUM
KR_03233	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CORRIE PARADE	Corlette	-32.721852	152.126823	TRUE	53	C3A	MEDIUM
KR_03234	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CORRIE PARADE	Corlette	-32.719727	152.126859	TRUE	53	C3A	MEDIUM
KR_03235	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	THE PENINSULA	Corlette	-32.720586	152.126283	TRUE	53	C3A	MEDIUM
KR_03236	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	THE PENINSULA	Corlette	-32.720674	152.12623	TRUE	53	C3A	MEDIUM
KR_03237	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	THE MERIDIAN	Corlette	-32.721306	152.126885	TRUE	53	C3A	MEDIUM
KR_03238	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	THE MERIDIAN	Corlette	-32.721319	152.126839	TRUE	53	C3A	MEDIUM
KR_03239	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	THE MERIDIAN	Corlette	-32.720959	152.126853	TRUE	53	C3A	MEDIUM
KR_03240	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	THE MAINDECK	Corlette	-32.722149	152.126821	TRUE	53	C3A	MEDIUM
KR_03241	Kerb Ramp	Footpath	Compliant											CHARTHOUSE AVENUE	Corlette	-32.723189	152.114907	TRUE	64	C6	LOW
KR_03242	Kerb Ramp	Footpath	Compliant											CHARTHOUSE AVENUE	Corlette	-32.723283	152.114895	TRUE	64	C6	LOW
KR_03243	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	RAMBANG STREET	Nelson Bay	-32.723193	152.126281	TRUE	72	NB23	HIGH
KR_03244	Kerb Ramp	No facility	Not compliant																		

ID Label	Feature Type	Path Type	Compliance Criteria	Assessment Criteria (1)	Assessment Criteria (2)	Assessment Criteria (3)	Assessment Criteria (4)	Improvement Recommendation (1)	Improvement Recommendation (2)	Improvement Recommendation (3)	Improvement Recommendation (4)	Cost Estimates	Comments	Road Name	Subur/Village	Latitude	Longitude	HasPhoto	SubSection No.	Route No.	Prioritisation
KR_0004	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	GOVERNMENT ROAD	Nelson Bay	-32.72132	152.13184	TRUE	75	NB16, NB23	HIGH
KR_0005	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	KARUJAH CLOSE	Nelson Bay	-32.721444	152.131555	TRUE	75	NB16, NB23	HIGH
KR_0006	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	KARUJAH CLOSE	Nelson Bay	-32.721428	152.131455	TRUE	75	NB16, NB23	HIGH
KR_0007	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TABER STREET	Nelson Bay	-32.721374	152.130572	TRUE	72	NB23	HIGH
KR_0008	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TABER STREET	Nelson Bay	-32.721368	152.130424	TRUE	72	NB23	HIGH
KR_0009	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	RAMBANG STREET	Nelson Bay	-32.720793	152.127417	TRUE	71	NB15	HIGH
KR_0010	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	RAMBANG STREET	Nelson Bay	-32.720774	152.127272	TRUE	70	CSA	MEDIUM
KR_0011	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	BURNING STREET	Nelson Bay	-32.720997	152.126473	TRUE	71	NB15	HIGH
KR_0012	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BURNING STREET	Nelson Bay	-32.720961	152.126365	TRUE	71	NB15	HIGH
KR_0013	Kerb Ramp	Footpath	Not compliant	Visually DOA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	THOMPSON PLACE	Nelson Bay	-32.721105	152.128951	TRUE	81	NB14, NB23	HIGH
KR_0014	Kerb Ramp	Footpath	Compliant											THOMPSON PLACE	Nelson Bay	-32.721081	152.128967	TRUE	81	NB16, NB23	HIGH
KR_0015	Kerb Ramp	Footpath	Not compliant	Visually DOA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	NELSON STREET	Nelson Bay	-32.720942	152.129795	TRUE	94	NB16, NB23	HIGH
KR_0016	Kerb Ramp	Footpath	Compliant											NELSON STREET	Nelson Bay	-32.720936	152.129632	TRUE	81	NB16, NB23	HIGH
KR_0017	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	DOWNLING STREET	Nelson Bay	-32.719271	152.150426	TRUE	115	NB18	MEDIUM
KR_0018	Kerb Ramp	Footpath	Compliant											DOWNLING STREET	Nelson Bay	-32.719288	152.150535	TRUE	115	NB18	MEDIUM
KR_0019	Kerb Ramp	Footpath	Compliant											AUSTRAL STREET	Nelson Bay	-32.721248	152.15024	TRUE	115	NB18	MEDIUM
KR_0020	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	AUSTRAL STREET	Nelson Bay	-32.721382	152.150214	TRUE	115	NB18	MEDIUM
KR_0021	Kerb Ramp	Footpath	Compliant											LAGOONS CIRCUT	Nelson Bay	-32.721225	152.149951	TRUE	115	NB18	MEDIUM
KR_0022	Kerb Ramp	Footpath	Compliant											LAGOONS CIRCUT	Nelson Bay	-32.72133	152.149913	TRUE	115	NB18	MEDIUM
KR_0023	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BAY STREET	Nelson Bay	-32.722347	152.150002	TRUE	115	NB18	MEDIUM
KR_0024	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	PARKS STREET	Nelson Bay	-32.722402	152.149979	TRUE	115	NB18	MEDIUM
KR_0025	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	PARKS STREET	Nelson Bay	-32.722392	152.149939	TRUE	115	NB18	MEDIUM
KR_0026	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	PARKS STREET	Nelson Bay	-32.722401	152.149785	TRUE	114	NB14	MEDIUM
KR_0027	Kerb Ramp	Footpath	Compliant											PARKS STREET	Nelson Bay	-32.72461	152.144286	TRUE	114	NB14	MEDIUM
KR_0028	Kerb Ramp	Footpath	Compliant											SHOAL BAY AVENUE	Shoal Bay	-32.718278	152.169156	TRUE	141	53	MEDIUM
KR_0029	Kerb Ramp	Footpath	Compliant											SHOAL BAY AVENUE	Shoal Bay	-32.718334	152.169319	TRUE	141	53	MEDIUM
KR_0030	Kerb Ramp	Footpath	Compliant											SHOAL BAY AVENUE	Shoal Bay	-32.718218	152.16775	TRUE	141	53	MEDIUM
KR_0031	Kerb Ramp	Footpath	Compliant											SHOAL BAY AVENUE	Shoal Bay	-32.718237	152.167217	TRUE	141	53	MEDIUM
KR_0032	Kerb Ramp	Footpath	Not compliant	Visually DOA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	SHOAL BAY ROAD	Shoal Bay	-32.718125	152.166998	TRUE	141	53	MEDIUM
KR_0033	Kerb Ramp	Footpath	Not compliant	Visually DOA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	SHOAL BAY ROAD	Shoal Bay	-32.718261	152.166916	TRUE	141	53	MEDIUM
KR_0034	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	HARWOOD AVENUE	Nelson Bay	-32.718267	152.164425	TRUE	139	NB11A	HIGH
KR_0035	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	HARWOOD AVENUE	Nelson Bay	-32.71827	152.16424	TRUE	139	NB11A	HIGH
KR_0036	Kerb Ramp	No facility	Not compliant	Damaged / poor condition				Reconstruct kerb ramp				\$	4,400.00 - the utility pits present a trip hazard	SHOAL BAY ROAD	Nelson Bay	-32.718294	152.164219	TRUE	140	NB10, NB11A	HIGH
KR_0037	Kerb Ramp	Footpath	Compliant											SHOAL BAY ROAD	Nelson Bay	-32.718404	152.164139	TRUE	140	NB10, NB11A	HIGH
KR_0038	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	ACHILLES STREET	Nelson Bay	-32.717398	152.164935	TRUE	139	NB11A	HIGH
KR_0039	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	ACHILLES STREET	Nelson Bay	-32.717393	152.164759	TRUE	139	NB11A	HIGH
KR_0040	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	AXAM AVENUE	Nelson Bay	-32.716912	152.164957	TRUE	126	NB11B	HIGH
KR_0041	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	AXAM AVENUE	Nelson Bay	-32.71648	152.164956	TRUE	126	NB11B	HIGH
KR_0042	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	ONDINE CLOSE	Nelson Bay	-32.716398	152.164025	TRUE	126	NB11B	HIGH
KR_0043	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	ONDINE CLOSE	Nelson Bay	-32.716386	152.164082	TRUE	126	NB11B	HIGH
KR_0044	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	VOYAGER CLOSE	Nelson Bay	-32.716279	152.163326	TRUE	126	NB11B	HIGH
KR_0045	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	VOYAGER CLOSE	Nelson Bay	-32.716229	152.163113	TRUE	126	NB11B	HIGH
KR_0046	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	GRETEL CLOSE	Nelson Bay	-32.716113	152.162839	TRUE	126	NB11B	HIGH
KR_0047	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	GRETEL CLOSE	Nelson Bay	-32.716081	152.162201	TRUE	126	NB11B	HIGH
KR_0048	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	AXAM AVENUE	Nelson Bay	-32.715962	152.160185	TRUE	126	NB11B	HIGH
KR_0049	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	AXAM AVENUE	Nelson Bay	-32.715839	152.160223	TRUE	126	NB11B	HIGH
KR_0050	Kerb Ramp	Footpath	Compliant											NOBILUNA AVENUE	Nelson Bay	-32.71599	152.159978	TRUE	127	NB1A	HIGH
KR_0051	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	NOBILUNA AVENUE	Nelson Bay	-32.716122	152.159941	TRUE	127	NB1A	HIGH
KR_0052	Kerb Ramp	No facility	Not compliant	Visually DOA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	ACHILLES STREET	Nelson Bay	-32.716788	152.160013	TRUE	127	NB1A	HIGH
KR_0053	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	ACHILLES STREET	Nelson Bay	-32.716815	152.159773	TRUE	127	NB1A	HIGH
KR_0054	Kerb Ramp	Footpath	Compliant											ACHILLES STREET	Nelson Bay	-32.716863	152.160085	TRUE	127	NB1A	HIGH
KR_0055	Kerb Ramp	No facility	Not compliant	Visually DOA non compliant dimensions/grades	Other (See comment)			Reconstruct kerb ramp				\$	4,400.00 - ramp has high lip, consider replacing	ACHILLES STREET	Nelson Bay	-32.716948	152.159769	TRUE	127	NB1A	HIGH
KR_0056	Kerb Ramp	Shared path	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	GOWARE AVENUE	Nelson Bay	-32.717396	152.159889	TRUE	127	NB1A	HIGH
KR_0057	Kerb Ramp	Shared path	Compliant											GOWARE AVENUE	Nelson Bay	-32.717375	152.159648	TRUE	127	NB1A	HIGH
KR_0058	Kerb Ramp	Shared path	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	SHOAL BAY ROAD	Nelson Bay	-32.717264	152.159578	TRUE	128	NB10, NB11A	HIGH
KR_0059	Kerb Ramp	Shared path	Compliant											GOWARE AVENUE	Nelson Bay	-32.717386	152.1597	TRUE	130	NB1A	HIGH
KR_0060	Kerb Ramp	Shared path	Compliant											SHOAL BAY ROAD	Nelson Bay	-32.717777	152.159546	TRUE	128	NB10, NB11A	HIGH
KR_0061	Kerb Ramp	Shared path	Compliant											GOWARE AVENUE	Nelson Bay	-32.717365	152.159573	TRUE	130	NB1A	HIGH
KR_0062	Kerb Ramp	Shared path	Not compliant	Misaligned with opposite kerb ramp	Other (See comment)			Reconstruct kerb ramp				\$	4,400.00 - non standard kerb ramp design	SHOAL BAY ROAD	Nelson Bay	-32.717799	152.159869	TRUE	140	NB10, NB11A	HIGH
KR_0063	Kerb Ramp	Shared path	Compliant											SHOAL BAY ROAD	Nelson Bay	-32.717051	152.159887	TRUE	140	NB10, NB11A	HIGH
KR_0064	Kerb Ramp	Shared path	Compliant											SHOAL BAY ROAD	Nelson Bay	-32.717049	152.159916	TRUE	128	NB10, NB11A	HIGH
KR_0065	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	KNAT CLOSE	Nelson Bay	-32.715114	152.161381	TRUE	124	NB1A	HIGH
KR_0066	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	KNAT CLOSE	Nelson Bay	-32.715082	152.160411	TRUE	124	NB1A	HIGH
KR_0067	Kerb Ramp	Footpath	Compliant											MISTRAL CLOSE	Nelson Bay	-32.715467	152.160761	TRUE	124	NB1A	HIGH
KR_0068	Kerb Ramp	Footpath	Compliant											MISTRAL CLOSE	Nelson Bay	-32.714802	152.160199	TRUE	124	NB1A	HIGH
KR_0069	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CATALINA CLOSE	Nelson Bay	-32.714383	152.160551	TRUE	124	NB1A	HIGH
KR_0070	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CATALINA CLOSE	Nelson Bay	-32.714271	152.16057	TRUE	124	NB1A	HIGH
KR_0071	Kerb Ramp	Footpath	Compliant											KURRAWA CLOSE	Nelson Bay	-32.713691	152.160508	TRUE	124	NB1A	HIGH
KR_0072	Kerb Ramp	Footpath	Compliant											KURRAWA CLOSE	Nelson Bay	-32.713619	152.160527	TRUE	124	NB1A	HIGH
KR_0073	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	WETHERLY CLOSE	Nelson Bay	-32.713647	152.160691	TRUE	124	NB1A	HIGH
KR_0074	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	WETHERLY CLOSE	Nelson Bay	-32.713529	152.160717	TRUE	124	NB1A	HIGH
KR_0075	Kerb Ramp	Footpath	Compliant											COLUMBIA CLOSE	Nelson Bay	-32.712908	152.16068	TRUE	124	NB1A	HIGH
KR_0076	Kerb Ramp	Footpath	Compliant											COLUMBIA CLOSE	Nelson Bay	-32.712812	152.16068	TRUE	124	NB1A	HIGH
KR_0077	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	WYTHED CLOSE	Nelson Bay	-32.712931	152.160816	TRUE	124	NB1A	HIGH
KR_0078	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	WYTHED CLOSE	Nelson Bay	-32.712799	152.160882	TRUE	1		

Feature Type	Path Type	Compliance Criteria	Assessment Criteria (1)	Assessment Criteria (2)	Assessment Criteria (3)	Assessment Criteria (4)	Improvement Recommendation (1)	Improvement Recommendation (2)	Improvement Recommendation (3)	Improvement Recommendation (4)	Cost Estimates	Comments	Asset Name	Suburb/Zone	Latitude	Longitude	RecPropNo	Subsection No.	Route No.	Priority/Status
KR_00338	Kerb Ramp	No facility	Compliant										ANNDALE AVENUE	Nelson Bay	-32.72215	152.1551	TRUE	138	NB3	HIGH
KR_00339	Kerb Ramp	No facility	Compliant										ANNDALE AVENUE	Nelson Bay	-32.72213	152.155173	TRUE	138	NB3	HIGH
KR_00840	Kerb Ramp	No facility	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	AUSTAL STREET	Nelson Bay	-32.72235	152.156932	TRUE	137	NB4B	HIGH
KR_00541	Kerb Ramp	No facility	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	AUSTAL STREET	Nelson Bay	-32.72248	152.15695	TRUE	136	NB4A	HIGH
KR_00542	Kerb Ramp	No facility	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	WENTWORTH AVENUE	Nelson Bay	-32.72181	152.153943	TRUE	117	NB3	HIGH
KR_00543	Kerb Ramp	No facility	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	WENTWORTH AVENUE	Nelson Bay	-32.72187	152.153177	TRUE	117	NB3	HIGH
KR_00544	Kerb Ramp	No facility	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	TRAFALGAR STREET	Nelson Bay	-32.72144	152.151671	TRUE	117	NB3	HIGH
KR_00545	Kerb Ramp	No facility	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	TRAFALGAR STREET	Nelson Bay	-32.72142	152.15151	TRUE	117	NB3	HIGH
KR_00546	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp			Reconstruct kerb ramp				\$	4,400.00	AUSTAL STREET	Nelson Bay	-32.721581	152.151515	TRUE	117	NB3	HIGH
KR_00547	Kerb Ramp	No facility	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	AUSTAL STREET	Nelson Bay	-32.72147	152.151484	TRUE	117	NB3	HIGH
KR_00548	Kerb Ramp	Footpath	Compliant										TRAFALGAR STREET	Nelson Bay	-32.71686	152.152411	TRUE	118	NB10	HIGH
KR_00549	Kerb Ramp	Shared path	Compliant										CULTURAL CLOSE	Nelson Bay	-32.716811	152.153516	TRUE	122	NB10	HIGH
KR_00550	Kerb Ramp	Shared path	Compliant										CULTURAL CLOSE	Nelson Bay	-32.71679	152.153505	TRUE	122	NB10	HIGH
KR_00551	Kerb Ramp	Footpath	Compliant										MAGNUS STREET	Nelson Bay	-32.716769	152.152158	TRUE	119	NB6	MEDIUM
KR_00552	Kerb Ramp	Footpath	Compliant										MAGNUS STREET	Nelson Bay	-32.716737	152.152038	TRUE	119	NB6	MEDIUM
KR_00553	Kerb Ramp	No facility	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	SHAL BAY ROAD	Nelson Bay	-32.716511	152.151765	TRUE	119	NB6	MEDIUM
KR_00554	Kerb Ramp	Shared path	Compliant										VICTORIA PARADE	Nelson Bay	-32.71564	152.151113	TRUE	120	NB2	HIGH
KR_00555	Kerb Ramp	Shared path	Compliant										VICTORIA PARADE	Nelson Bay	-32.71561	152.150989	TRUE	120	NB2	HIGH
KR_00556	Kerb Ramp	No facility	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	TOMAREE STREET	Nelson Bay	-32.723993	152.144446	TRUE	109	NB7	MEDIUM
KR_00557	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp	Other (See comments)		Reconstruct kerb ramp				\$	4,400.00	TOMAREE STREET	Nelson Bay	-32.723971	152.144661	TRUE	109	NB7	MEDIUM
KR_00558	Kerb Ramp	No facility	Not compliant	Damaged / poor condition			Reconstruct kerb ramp				\$	4,400.00	TOMAREE STREET	Nelson Bay	-32.72379	152.144887	TRUE	109	NB7	MEDIUM
KR_00559	Kerb Ramp	Footpath	Compliant										YACARBA STREET	Nelson Bay	-32.72393	152.144935	TRUE	110	NB8	MEDIUM
KR_00560	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp			Reconstruct kerb ramp				\$	4,400.00	TOMAREE STREET	Nelson Bay	-32.72372	152.144446	TRUE	109	NB7	MEDIUM
KR_00561	Kerb Ramp	Footpath	Compliant										YACARBA STREET	Nelson Bay	-32.72321	152.144903	TRUE	110	NB8	MEDIUM
KR_00562	Kerb Ramp	Footpath	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	YACARBA STREET	Nelson Bay	-32.723761	152.144486	TRUE	110	NB8	MEDIUM
KR_00563	Kerb Ramp	Footpath	Compliant										YACARBA STREET	Nelson Bay	-32.72216	152.144767	TRUE	110	NB8	MEDIUM
KR_00564	Kerb Ramp	No facility	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	YACARBA STREET	Nelson Bay	-32.723785	152.144637	TRUE	110	NB8	MEDIUM
KR_00565	Kerb Ramp	Footpath	Compliant										DONALD STREET	Nelson Bay	-32.72216	152.145008	TRUE	111	NB5	MEDIUM
KR_00566	Kerb Ramp	Footpath	Compliant										DONALD STREET	Nelson Bay	-32.722087	152.145011	TRUE	111	NB5	MEDIUM
KR_00567	Kerb Ramp	Footpath	Compliant										STOCKTON STREET	Nelson Bay	-32.723573	152.143234	TRUE	108	NB1A, NB7, NB13, NB18	MEDIUM
KR_00568	Kerb Ramp	Footpath	Compliant										YACARBA STREET	Nelson Bay	-32.723024	152.144947	TRUE	101	NB6	MEDIUM
KR_00569	Kerb Ramp	Footpath	Compliant										STOCKTON STREET	Nelson Bay	-32.723554	152.143079	TRUE	108	NB1A, NB7, NB13, NB18	MEDIUM
KR_00570	Kerb Ramp	No facility	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	STOCKTON STREET	Nelson Bay	-32.723774	152.143038	TRUE	87	NB1A	MEDIUM
KR_00571	Kerb Ramp	No facility	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	STOCKTON STREET	Nelson Bay	-32.723717	152.143038	TRUE	87	NB1A	MEDIUM
KR_00572	Kerb Ramp	Footpath	Compliant										CHURCH STREET	Nelson Bay	-32.72336	152.141041	TRUE	90	NB17	HIGH
KR_00573	Kerb Ramp	Footpath	Compliant										VICTORIA PARADE	Nelson Bay	-32.720548	152.145186	TRUE	102	NB6	MEDIUM
KR_00574	Kerb Ramp	Footpath	Compliant										CHURCH STREET	Nelson Bay	-32.723347	152.141006	TRUE	86	NB18	MEDIUM
KR_00575	Kerb Ramp	Footpath	Compliant										CHURCH STREET	Nelson Bay	-32.723425	152.140819	TRUE	86	NB18	MEDIUM
KR_00576	Kerb Ramp	No facility	Not compliant	Visually OK, non-compliant dimensions/grades	Misaligned with opposite kerb ramp		Reconstruct kerb ramp				\$	4,400.00	VICTORIA PARADE	Nelson Bay	-32.720428	152.145097	TRUE	113	NB2, NB6	HIGH
KR_00577	Kerb Ramp	Footpath	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	MAGNUS STREET	Nelson Bay	-32.721365	152.145105	TRUE	102	NB6	MEDIUM
KR_00578	Kerb Ramp	Footpath	Not compliant	Other (See comments)			Reconstruct kerb ramp				\$	4,400.00	CHURCH STREET	Nelson Bay	-32.723255	152.140885	TRUE	90	NB17	HIGH
KR_00579	Kerb Ramp	Footpath	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	MAGNUS STREET	Nelson Bay	-32.721502	152.145086	TRUE	112	NB18, NB3	HIGH
KR_00580	Kerb Ramp	Footpath	Compliant										DONALD STREET	Nelson Bay	-32.723031	152.144725	TRUE	99	NB5	MEDIUM
KR_00581	Kerb Ramp	Footpath	Compliant										DONALD STREET	Nelson Bay	-32.722127	152.143709	TRUE	99	NB5	MEDIUM
KR_00582	Kerb Ramp	Footpath	Compliant										TOMAREE STREET	Nelson Bay	-32.723869	152.143241	TRUE	109	NB7	MEDIUM
KR_00583	Kerb Ramp	Footpath	Compliant										TOMAREE STREET	Nelson Bay	-32.723713	152.143207	TRUE	109	NB7	MEDIUM
KR_00584	Kerb Ramp	Footpath	Compliant										DOWNINGS STREET	Nelson Bay	-32.724212	152.143048	TRUE	114	NB1A	MEDIUM
KR_00585	Kerb Ramp	Footpath	Compliant										DOWNINGS STREET	Nelson Bay	-32.724313	152.14303	TRUE	114	NB1A	MEDIUM
KR_00586	Kerb Ramp	Footpath	Not compliant	None: path level with road			Investigate provision of TOS				N/A		STOCKTON STREET	Nelson Bay	-32.721795	152.143537	TRUE	97	NB2, NB3, NB15	HIGH
KR_00587	Kerb Ramp	Footpath	Not compliant	None: path level with road			Investigate provision of TOS				N/A		STOCKTON STREET	Nelson Bay	-32.721811	152.14346	TRUE	97	NB2, NB3, NB15	HIGH
KR_00588	Kerb Ramp	Footpath	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	STOCKTON STREET	Nelson Bay	-32.724431	152.142703	TRUE	88	NB13	MEDIUM
KR_00589	Kerb Ramp	Footpath	Compliant										DONALD STREET	Nelson Bay	-32.721918	152.143372	TRUE	98	NB16, NB17, NB20, NB21	HIGH
KR_00590	Kerb Ramp	Shared path	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	STOCKTON STREET	Nelson Bay	-32.724351	152.143839	TRUE	88	NB13	MEDIUM
KR_00591	Kerb Ramp	Footpath	Compliant										DONALD STREET	Nelson Bay	-32.721846	152.143384	TRUE	98	NB1A, NB17, NB20, NB21	HIGH
KR_00592	Kerb Ramp	Footpath	Compliant										TOMAREE STREET	Nelson Bay	-32.723771	152.143019	TRUE	89	NB18	MEDIUM
KR_00593	Kerb Ramp	Footpath	Compliant										TOMAREE STREET	Nelson Bay	-32.723539	152.143447	TRUE	89	NB18	MEDIUM
KR_00594	Kerb Ramp	Footpath	Compliant										DONALD STREET	Nelson Bay	-32.721994	152.143999	TRUE	99	NB5	MEDIUM
KR_00595	Kerb Ramp	Footpath	Compliant										DONALD STREET	Nelson Bay	-32.721973	152.143934	TRUE	99	NB5	MEDIUM
KR_00596	Kerb Ramp	Footpath	Compliant										YACARBA STREET	Nelson Bay	-32.723196	152.144809	TRUE	101	NB6	MEDIUM
KR_00597	Kerb Ramp	Footpath	Compliant										VICTORIA PARADE	Nelson Bay	-32.720702	152.143915	TRUE	104	NB2, NB14	MEDIUM
KR_00598	Kerb Ramp	Footpath	Compliant										STOCKTON STREET	Nelson Bay	-32.720747	152.143887	TRUE	96	NB2, NB15	HIGH
KR_00599	Kerb Ramp	Footpath	Compliant										STOCKTON STREET	Nelson Bay	-32.720729	152.143749	TRUE	96	NB2, NB15	HIGH
KR_00700	Kerb Ramp	Footpath	Compliant										LAMAR STREET	Nelson Bay	-32.720675	152.143769	TRUE	95	NB15	MEDIUM
KR_00701	Kerb Ramp	Footpath	Compliant										LAMAR STREET	Nelson Bay	-32.720569	152.143826	TRUE	95	NB15	MEDIUM
KR_00702	Kerb Ramp	Footpath	Compliant										VICTORIA PARADE	Nelson Bay	-32.720075	152.143932	TRUE	104	NB2, NB14	MEDIUM
KR_00703	Kerb Ramp	Footpath	Compliant										TERABBY ROAD	Nelson Bay	-32.7208264	152.144805	TRUE	113	NB2, NB6	HIGH
KR_00704	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp			Reconstruct kerb ramp				\$	4,400.00	TERABBY ROAD	Nelson Bay	-32.720442	152.144793	TRUE	103	NB2	HIGH
KR_00705	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp	Damaged / poor condition		Reconstruct kerb ramp				\$	4,400.00	DONALD STREET	Nelson Bay	-32.720389	152.146542	TRUE	111	NB5	MEDIUM
KR_00706	Kerb Ramp	Footpath	Not compliant	Missing			Construct kerb ramp				\$	3,300.00	DONALD STREET	Nelson Bay	-32.720997	152.143479	TRUE	115	NB5	MEDIUM
KR_00707	Kerb Ramp	Footpath	Compliant										CHURCH STREET	Nelson Bay	-32.720867	152.143445	TRUE	93	NB16, NB23	HIGH
KR_00708	Kerb Ramp	Footpath	Compliant										CHURCH STREET	Nelson Bay	-32.720876	152.143132	TRUE	93	NB16, NB23	HIGH
KR_00709	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp	Damaged / poor condition		Reconstruct kerb ramp				\$	4,400.00	MAGNUS STREET	Nelson Bay	-32.721505	152.150215	TRUE	112	NB18, NB3	HIGH
KR_00710	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp			Reconstruct kerb ramp				\$	4,400.00	MAGNUS STREET	Nelson Bay	-32.721901	152.15004	TRUE	112	NB18, NB3	HIGH
KR_00711	Kerb Ramp	Footpath	Compliant										CHURCH STREET	Nelson Bay	-32.720541	152.141391	TRUE	84	NB16, NB23	HIGH
KR_00712	Kerb Ramp	Footpath	Compliant										MAGNUS STREET	Nelson Bay	-32.721902	152.149729	TRUE	112	NB18, NB3	HIGH
KR_00713	Kerb Ramp	Footpath	Compliant										CHURCH STREET	Nelson Bay	-32.720555	152.141546	TRUE	95	NB15	MEDIUM
KR_00714	Kerb Ramp	Footpath	Compliant										MAGNUS STREET	Nelson Bay	-32.721902	152.149578	TRUE	112	NB18, NB3	HIGH
KR_00715	Kerb Ramp	Footpath	Compliant										CHURCH STREET	Nelson Bay	-32.72144	152.141369	TRUE	93	NB16, NB23	HIGH
KR_00716	Kerb Ramp	Footpath	Compliant										CHURCH STREET	Nelson Bay	-32.721419	152.141225	TRUE	93	NB16, NB23	HIGH
KR_00717	Kerb Ramp	Footpath	Not compliant	Visually OK, non-compliant dimensions/grades			Reconstruct kerb													

ID Label	Feature Type	Path Type	Compliance Criteria	Assessment Criteria (1)	Assessment Criteria (2)	Assessment Criteria (3)	Assessment Criteria (4)	Improvement Recommendation (1)	Improvement Recommendation (2)	Improvement Recommendation (3)	Improvement Recommendation (4)	Cost Estimate	Comments	Road Name	Subur/Name	Latitude	Longitude	HasPhoto	SubSection No.	Route No.	Prioritisation
KR_0272	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	THE DECK	Salamander Bay	-32.735504	152.110227	FALSE	40	588	MEDIUM
KR_0273	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MAST CLOSE	Salamander Bay	-32.736219	152.108885	TRUE	40	588	MEDIUM
KR_0274	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MAST CLOSE	Salamander Bay	-32.736366	152.108881	TRUE	40	588	MEDIUM
KR_0275	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.731731	152.109119	TRUE	35	584, 585	MEDIUM
KR_0276	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	construction site	Salamander Bay	-32.735089	152.109188	TRUE	35	584, 585	MEDIUM
KR_0277	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.731927	152.106422	TRUE	33	582, 583A, 583C, 583D	HIGH
KR_0278	Kerb Ramp	Footpath	Compliant											BAGMALL BEACH ROAD	Salamander Bay	-32.738032	152.109076	TRUE	36	584, 586A	MEDIUM
KR_0279	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.737295	152.106138	FALSE	39	582, 583A, 583C, 583D	HIGH
KR_0280	Kerb Ramp	Footpath	Compliant											BAGMALL BEACH ROAD	Salamander Bay	-32.738007	152.109045	TRUE	36	584, 586A	MEDIUM
KR_0281	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.731989	152.106171	TRUE	31	582	MEDIUM
KR_0282	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.733346	152.106282	TRUE	31	582	MEDIUM
KR_0283	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.737913	152.106415	TRUE	30	583A, 583C, 583D	HIGH
KR_0284	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.737807	152.106085	TRUE	30	583A, 583C, 583D	HIGH
KR_0285	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.731701	152.106782	TRUE	33	582, 583A, 583C, 583D	HIGH
KR_0286	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.732228	152.106832	TRUE	33	582, 583A, 583C, 583D	HIGH
KR_0287	Kerb Ramp	Footpath	Compliant											TOWN CENTRE CIRCUIT	Salamander Bay	-32.731703	152.107223	TRUE	33	582, 583A, 583C, 583D	HIGH
KR_0288	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.736073	152.107228	TRUE	33	582, 583A, 583C, 583D	HIGH
KR_0289	Kerb Ramp	Footpath	Compliant											TOWN CENTRE CIRCUIT	Salamander Bay	-32.736869	152.107654	TRUE	33	582, 583A, 583C, 583D	HIGH
KR_0290	Kerb Ramp	Footpath	Compliant											TOWN CENTRE CIRCUIT	Salamander Bay	-32.736959	152.107731	TRUE	33	582, 583A, 583C, 583D	HIGH
KR_0291	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.736598	152.108241	TRUE	33	582, 583A, 583C, 583D	HIGH
KR_0292	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.738007	152.108122	TRUE	33	582, 583A, 583C, 583D	HIGH
KR_0293	Kerb Ramp	Shared path	Compliant											SALAMANDER WAY	Salamander Bay	-32.735294	152.110923	TRUE	29	583A, 583C, 583D	HIGH
KR_0294	Kerb Ramp	Footpath	Compliant											SALAMANDER WAY	Salamander Bay	-32.738007	152.109042	TRUE	29	583A, 583C, 583D	HIGH
KR_0295	Kerb Ramp	Footpath	Compliant											TOWN CENTRE CIRCUIT	Salamander Bay	-32.736108	152.108481	TRUE	33	582, 583A, 583C, 583D	HIGH
KR_0296	Kerb Ramp	Footpath	Compliant											TOWN CENTRE CIRCUIT	Salamander Bay	-32.736145	152.108359	TRUE	33	582, 583A, 583C, 583D	HIGH
KR_0297	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp	Visually ODA non compliant dimensions/grades			Reconstruct kerb ramp				\$	4,400.00	SALAMANDER WAY	Salamander Bay	-32.737874	152.110852	TRUE	32	584	MEDIUM
KR_0298	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BAGMALL BEACH ROAD	Salamander Bay	-32.738051	152.108836	TRUE	32	584	MEDIUM
KR_0299	Kerb Ramp	Shared path	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BAGMALL BEACH ROAD	Salamander Bay	-32.738071	152.109073	TRUE	37	586A	MEDIUM
KR_0300	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.735909	152.108866	TRUE	33	582, 583A, 583C, 583D	HIGH
KR_0301	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.735994	152.108289	TRUE	33	582, 583A, 583C, 583D	HIGH
KR_0302	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.735847	152.108422	TRUE	35	584, 585	MEDIUM
KR_0303	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.735724	152.108158	TRUE	35	584, 585	MEDIUM
KR_0304	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.7357	152.108271	TRUE	34	583	MEDIUM
KR_0305	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.735744	152.108152	FALSE	34	583	MEDIUM
KR_0306	Kerb Ramp	Footpath	Compliant											SPINNAKER WAY	Corlette	-32.735979	152.110846	TRUE	60	C18, C1	MEDIUM
KR_0307	Kerb Ramp	Footpath	Compliant											BAGMALL BEACH ROAD	Corlette	-32.735996	152.110758	TRUE	67	C1A, C7	MEDIUM
KR_0308	Kerb Ramp	Footpath	Compliant											BAGMALL BEACH ROAD	Corlette	-32.738002	152.110818	TRUE	67	C1A, C7	MEDIUM
KR_0309	Kerb Ramp	Footpath	Compliant											SPINNAKER WAY	Corlette	-32.734988	152.110847	TRUE	63	C1A, C18, C1, C5	MEDIUM
KR_0310	Kerb Ramp	Footpath	Compliant											SPINNAKER WAY	Corlette	-32.735108	152.110793	TRUE	63	C1A, C18, C1, C5	MEDIUM
KR_0311	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.731981	152.106415	TRUE	30	583A, 583C, 583D	HIGH
KR_0312	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	TOWN CENTRE CIRCUIT	Salamander Bay	-32.735747	152.106249	TRUE	30	583A, 583C, 583D	HIGH
KR_0313	Kerb Ramp	No facility	Not compliant	Damaged / poor condition				Reconstruct kerb ramp				\$	4,400.00	BAGMALL BEACH ROAD	Corlette	-32.735289	152.110783	TRUE	58	C1A	MEDIUM
KR_0314	Kerb Ramp	Footpath	Compliant											BAGMALL BEACH ROAD	Corlette	-32.735407	152.110836	TRUE	58	C1A	MEDIUM
KR_0315	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	SPINNAKER WAY	Corlette	-32.735344	152.110451	TRUE	60	C18, C1	MEDIUM
KR_0316	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SALAMANDER WAY	Salamander Bay	-32.737824	152.108844	TRUE	32	584	MEDIUM
KR_0317	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SALAMANDER WAY	Salamander Bay	-32.738038	152.109111	TRUE	32	584	MEDIUM
KR_0318	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SALAMANDER WAY	Salamander Bay	-32.735959	152.107704	TRUE	32	584	MEDIUM
KR_0319	Kerb Ramp	Shared path	Compliant											BAGMALL BEACH ROAD	Corlette	-32.735994	152.110772	TRUE	58	C1A	MEDIUM
KR_0320	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SALAMANDER WAY	Salamander Bay	-32.735979	152.107704	TRUE	32	584	MEDIUM
KR_0321	Kerb Ramp	Shared path	Compliant											BAGMALL BEACH ROAD	Corlette	-32.735903	152.110893	TRUE	58	C1A	MEDIUM
KR_0322	Kerb Ramp	Shared path	Compliant											BAGMALL BEACH ROAD	Corlette	-32.735951	152.110835	TRUE	58	C1A	MEDIUM
KR_0323	Kerb Ramp	No facility	Not compliant	Visually ODA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	SALAMANDER WAY	Salamander Bay	-32.735796	152.108517	TRUE	32	584	MEDIUM
KR_0324	Kerb Ramp	Shared path	Compliant											BAGMALL BEACH ROAD	Corlette	-32.735386	152.113485	TRUE	58	C1A	MEDIUM
KR_0325	Kerb Ramp	No facility	Compliant											BAGMALL BEACH ROAD	Salamander Bay	-32.735785	152.108782	TRUE	36	584, 586A	MEDIUM
KR_0326	Kerb Ramp	Shared path	Compliant											BAGMALL BEACH ROAD	Salamander Bay	-32.735728	152.109085	TRUE	36	584, 586A	MEDIUM
KR_0327	Kerb Ramp	Shared path	Compliant											SALAMANDER WAY	Salamander Bay	-32.735908	152.109351	TRUE	37	586A	MEDIUM
KR_0328	Kerb Ramp	Shared path	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	SEARGENT BAKER DRIVE	Corlette	-32.731501	152.111136	TRUE	261	C1A	MEDIUM
KR_0329	Kerb Ramp	Shared path	Compliant											BAGMALL BEACH ROAD	Corlette	-32.731067	152.111092	TRUE	58	C1A	MEDIUM
KR_0330	Kerb Ramp	Shared path	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	SALAMANDER WAY	Salamander Bay	-32.735994	152.109314	TRUE	37	586A	MEDIUM
KR_0331	Kerb Ramp	Shared path	Compliant											BAGMALL BEACH ROAD	Salamander Bay	-32.7311025	152.110998	TRUE	58	C1A	MEDIUM
KR_0332	Kerb Ramp	Footpath	Compliant											HELM CLOSE	Salamander Bay	-32.731375	152.110958	TRUE	58	C1A	MEDIUM
KR_0333	Kerb Ramp	Footpath	Compliant											SALAMANDER WAY	Salamander Bay	-32.735966	152.110045	TRUE	37	586A	MEDIUM
KR_0334	Kerb Ramp	Footpath	Compliant											HELM CLOSE	Salamander Bay	-32.731381	152.110958	TRUE	47	5811	MEDIUM
KR_0335	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BAGMALL BEACH ROAD	Salamander Bay	-32.731705	152.110857	TRUE	47	5811	MEDIUM
KR_0336	Kerb Ramp	Shared path	Not compliant	Diverse path level with road	Investigate provision of TGI							N/A		SALAMANDER WAY	Salamander Bay	-32.731905	152.110807	TRUE	37	586A	MEDIUM
KR_0337	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BAGMALL BEACH ROAD	Salamander Bay	-32.731705	152.110887	TRUE	47	5811	MEDIUM
KR_0338	Kerb Ramp	Shared path	Compliant											SEARGENT BAKER DRIVE	Salamander Bay	-32.731633	152.111076	TRUE	261	C1A	MEDIUM
KR_0339	Kerb Ramp	Footpath	Compliant											BAGMALL BEACH ROAD	Salamander Bay	-32.731316	152.110041	TRUE	47	5811	MEDIUM
KR_0340	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp				Reconstruct kerb ramp				\$	4,400.00	SANDY POINT ROAD	Salamander Bay	-32.735493	152.109846	TRUE	44	585	LOW
KR_0341	Kerb Ramp	Footpath	Compliant											SANDY POINT ROAD	Salamander Bay	-32.735632	152.109774	TRUE	44	585	LOW
KR_0342	Kerb Ramp	Footpath	Compliant											BAGMALL BEACH ROAD	Salamander Bay	-32.735961	152.109802	TRUE	43	585, 5810	MEDIUM
KR_0343	Kerb Ramp	Footpath	Compliant											BAGMALL BEACH ROAD	Salamander Bay	-32.734039	152.110072	TRUE	43	585, 5810	MEDIUM
KR_0344	Kerb Ramp	Shared path	Compliant											KEEL STREET	Salamander Bay	-32.733705	152.110309	TRUE	42	5810	MEDIUM
KR_0345	Kerb Ramp	Shared path	Not compliant	Visually ODA non compliant dimensions/grades																	

ID Label	Feature Type	Path Type	Compliance Criteria	Assessment Criteria (1)	Assessment Criteria (2)	Assessment Criteria (3)	Assessment Criteria (4)	Improvement Recommendation (1)	Improvement Recommendation (2)	Improvement Recommendation (3)	Improvement Recommendation (4)	Cost Estimates	Comments	Road Name	Subur/Village	Latitude	Longitude	HasPhoto	SubSection No.	Route No.	Prioritisation
KR_0006	Kerb Ramp	Footpath	Compliant											BEACHCOMBER CLOSE	Anna Bay	-32.778932	152.088489	TRUE	222	A87	MEDIUM
KR_0007	Kerb Ramp	Footpath	Compliant											BEACHCOMBER CLOSE	Anna Bay	-32.778936	152.088179	TRUE	222	A87	MEDIUM
KR_0008	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	GAN GAN ROAD	Anna Bay	-32.779051	152.092229	TRUE	224	A98	LOW
KR_0009	Kerb Ramp	Footpath	Not compliant	Visually DDA non compliant dimensions/grades	Damaged / poor condition			Reconstruct kerb ramp				\$	4,400.00	ESSEXINGTON WAY	Anna Bay	-32.777054	152.092271	TRUE	220	A87	MEDIUM
KR_0010	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	ESSEXINGTON WAY	Anna Bay	-32.778543	152.092554	TRUE	220	A87	MEDIUM
KR_0011	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	GAN GAN ROAD	Anna Bay	-32.778407	152.092925	TRUE	219	A98	HIGH
KR_0012	Kerb Ramp	Footpath	Compliant											GAN GAN ROAD	Anna Bay	-32.778074	152.093228	TRUE	224	A98	LOW
KR_0013	Kerb Ramp	Footpath	Compliant											MOONAH POINT ROAD	Anna Bay	-32.777924	152.090192	TRUE	227	A97A	MEDIUM
KR_0014	Kerb Ramp	Footpath	Compliant											MORONA POINT ROAD	Anna Bay	-32.777056	152.090958	TRUE	227	A97A	MEDIUM
KR_0015	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	GAN GAN ROAD	Anna Bay	-32.777252	152.090914	TRUE	243	A76, A711, A712	HIGH
KR_0016	Kerb Ramp	Footpath	Compliant										vegetation	GAN GAN ROAD	Anna Bay	-32.777904	152.093229	TRUE	243	A76, A711, A712	HIGH
KR_0017	Kerb Ramp	Footpath	Not compliant	Visually DDA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	CAMPBELL AVENUE	Anna Bay	-32.777998	152.084413	TRUE	239	A74, A71, A77, A714	MEDIUM
KR_0018	Kerb Ramp	Footpath	Not compliant	Visually DDA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	CAMPBELL AVENUE	Anna Bay	-32.777931	152.084039	TRUE	239	A74, A71, A77, A714	MEDIUM
KR_0019	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	GAN GAN ROAD	Anna Bay	-32.777251	152.084243	TRUE	247	A71, A72	HIGH
KR_0020	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	GAN GAN ROAD	Anna Bay	-32.777855	152.084498	TRUE	243	A76, A711, A712	HIGH
KR_0021	Kerb Ramp	Footpath	Compliant											JAMES PATTERSON STREET	Anna Bay	-32.777376	152.081057	TRUE	248	A82	HIGH
KR_0022	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	GAN GAN ROAD	Anna Bay	-32.777368	152.081155	TRUE	247	A71, A72	HIGH
KR_0023	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp	Damaged / poor condition	Visually DDA non compliant dimensions/grades		Reconstruct kerb ramp				\$	4,400.00	GAN GAN ROAD	Anna Bay	-32.777271	152.081172	TRUE	247	A71, A72	HIGH
KR_0024	Kerb Ramp	Footpath	Compliant											GAN GAN ROAD	Anna Bay	-32.777271	152.081172	TRUE	247	A71, A72	HIGH
KR_0025	Kerb Ramp	Footpath	Compliant											GAN GAN ROAD	Anna Bay	-32.769885	152.070993	TRUE	250	A81	HIGH
KR_0026	Kerb Ramp	Footpath	Compliant											BLANCH STREET	Boat Harbour	-32.768204	152.070769	TRUE	250	A81	HIGH
KR_0027	Kerb Ramp	Footpath	Compliant					Construct kerb ramp				\$	3,300.00	GRANHAM STREET	Boat Harbour	-32.768666	152.088322	TRUE	199	B94	MEDIUM
KR_0028	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	4,400.00	GRANHAM STREET	Boat Harbour	-32.770701	152.088866	TRUE	199	B94	MEDIUM
KR_0029	Kerb Ramp	No facility	Not compliant	Misaligned with opposite kerb ramp	Visually DDA non compliant dimensions/grades			Construct kerb ramp				\$	3,300.00	NOAHMUNA STREET	Boat Harbour	-32.768506	152.090455	TRUE	196	B92	MEDIUM
KR_0030	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	NOAHMUNA STREET	Boat Harbour	-32.768539	152.090719	TRUE	196	B92	MEDIUM
KR_0031	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	KINGSLEY DRIVE	Boat Harbour	-32.768408	152.087099	TRUE	195	B91	MEDIUM
KR_0032	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	KINGSLEY DRIVE	Boat Harbour	-32.768932	152.087177	TRUE	197	B91	MEDIUM
KR_0033	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	KINGSLEY DRIVE	Boat Harbour	-32.768936	152.088919	TRUE	196	B92	MEDIUM
KR_0034	Kerb Ramp	No facility	Not compliant	Visually DDA non compliant dimensions/grades				Construct kerb ramp				\$	4,400.00	KINGSLEY DRIVE	Boat Harbour	-32.768446	152.089191	TRUE	196	B92	MEDIUM
KR_0034	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	KINGSLEY DRIVE	Boat Harbour	-32.768024	152.088221	TRUE	205	B96, B97	MEDIUM
KR_0035	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	KINGSLEY DRIVE	Boat Harbour	-32.76849	152.088224	TRUE	207	B97	LOW
KR_0036	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CASTAWAY CLOSE	Boat Harbour	-32.768345	152.088566	TRUE	208	B97	LOW
KR_0037	Kerb Ramp	Footpath	Compliant											BLANCH STREET	Boat Harbour	-32.770221	152.088866	TRUE	211	B99	MEDIUM
KR_0038	Kerb Ramp	Shared path	Compliant											BLANCH STREET	Boat Harbour	-32.770259	152.090992	TRUE	211	B99	MEDIUM
KR_0039	Kerb Ramp	Shared path	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	ONE MILE	One Mile	-32.777474	152.111998	TRUE	212	OM1	LOW
KR_0040	Kerb Ramp	Shared path	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	HANAHAN PARADE	One Mile	-32.777365	152.112047	TRUE	212	OM1	LOW
KR_0041	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	HANAHAN PARADE	One Mile	-32.777365	152.111993	TRUE	212	OM1	LOW
KR_0042	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	EUCALYPTUS DRIVE	One Mile	-32.778565	152.114893	TRUE	214	OM2	MEDIUM
KR_0043	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	EUCALYPTUS DRIVE	One Mile	-32.778565	152.114893	TRUE	214	OM2	MEDIUM
KR_0043	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	REFLECTIONS DRIVE	One Mile	-32.768232	152.114827	TRUE	214	OM2	MEDIUM
KR_0044	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	REFLECTIONS DRIVE	One Mile	-32.768034	152.114296	TRUE	214	OM2	MEDIUM
KR_0045	Kerb Ramp	No facility	Not compliant	None: path level with road				Investigate provision of TSGI				N/A		SAMURAI BEACH ACCESS TRAIL	One Mile	-32.765166	152.113735	TRUE	214	OM2	MEDIUM
KR_0046	Kerb Ramp	No facility	Not compliant	None: path level with road				Investigate provision of TSGI				N/A		SAMURAI BEACH ACCESS TRAIL	One Mile	-32.765035	152.113652	TRUE	214	OM2	MEDIUM
KR_0047	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BLANCH STREET	Boat Harbour	-32.768029	152.091215	TRUE	196	B92	MEDIUM
KR_0048	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CAMPBELL AVENUE	Anna Bay	-32.7807	152.083284	TRUE	238	A64	MEDIUM
KR_0049	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	CAMPBELL AVENUE	Anna Bay	-32.768818	152.083146	TRUE	238	A64	MEDIUM
KR_0050	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	FITZROY STREET	Anna Bay	-32.768327	152.083229	TRUE	238	A64	MEDIUM
KR_0051	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	PACIFIC AVENUE	Anna Bay	-32.768042	152.081951	TRUE	235	A65	MEDIUM
KR_0052	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	OCEAN AVENUE	Anna Bay	-32.768032	152.081886	TRUE	235	A65	MEDIUM
KR_0053	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	OCEAN AVENUE	Anna Bay	-32.768113	152.081721	TRUE	236	A65	MEDIUM
KR_0054	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	PACIFIC AVENUE	Anna Bay	-32.768095	152.081975	TRUE	236	A65	MEDIUM
KR_0055	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	PACIFIC AVENUE	Anna Bay	-32.768074	152.081933	TRUE	235	A65	MEDIUM
KR_0056	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	ARDFLE AVENUE	Anna Bay	-32.768068	152.083122	TRUE	233	A62	MEDIUM
KR_0057	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BURBUL LANE	Anna Bay	-32.767031	152.084117	TRUE	232	A712	MEDIUM
KR_0058	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BURBUL LANE	Anna Bay	-32.768907	152.084187	TRUE	232	A712	MEDIUM
KR_0059	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MORNA POINT ROAD	Anna Bay	-32.765157	152.084655	TRUE	232	A712	MEDIUM
KR_0060	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	FISHERMANS BAY ROAD	Anna Bay	-32.765133	152.084777	TRUE	231	A713	MEDIUM
KR_0061	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	FISHERMANS BAY ROAD	Anna Bay	-32.765023	152.084775	TRUE	231	A713	MEDIUM
KR_0062	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MORNA POINT ROAD	Anna Bay	-32.764992	152.084734	TRUE	230	A712	MEDIUM
KR_0063	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BLAKE PARADE	Anna Bay	-32.762407	152.085271	TRUE	230	A712	MEDIUM
KR_0064	Kerb Ramp	Footpath	Not compliant	Misaligned with opposite kerb ramp	Visually DDA non compliant dimensions/grades			Reconstruct kerb ramp				\$	4,400.00	BLAKE PARADE	Anna Bay	-32.762259	152.085262	TRUE	230	A712	MEDIUM
KR_0065	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MORNA POINT ROAD	Anna Bay	-32.762196	152.085224	TRUE	230	A712	MEDIUM
KR_0066	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MORNA POINT ROAD	Anna Bay	-32.762185	152.085083	TRUE	230	A712	MEDIUM
KR_0067	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	DAVIDSON STREET	Anna Bay	-32.762133	152.084624	TRUE	242	A714	MEDIUM
KR_0068	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	PACIFIC AVENUE	Anna Bay	-32.768127	152.084613	TRUE	242	A714	MEDIUM
KR_0069	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	PACIFIC AVENUE	Anna Bay	-32.761205	152.084526	TRUE	241	A75, A714	MEDIUM
KR_0070	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	DAVIDSON STREET	Anna Bay	-32.761222	152.084424	TRUE	241	A75, A714	MEDIUM
KR_0071	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SCOTT STREET	Anna Bay	-32.764150	152.082518	TRUE	234	A65	MEDIUM
KR_0072	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SCOTT STREET	Anna Bay	-32.764321	152.082487	TRUE	234	A65	MEDIUM
KR_0073	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	ANGUS DRIVE	Anna Bay	-32.760477	152.085613	TRUE	229	A712	MEDIUM
KR_0074	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	ANGUS DRIVE	Anna Bay	-32.760313	152.085657	TRUE	229	A712	MEDIUM
KR_0075	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	ESSEXINGTON WAY	Anna Bay	-32.779083	152.088199	TRUE	223	A76, A77	MEDIUM
KR_0076	Kerb Ramp	Footpath	Not compliant	Visually DDA non compliant dimensions/grades				Reconstruct kerb ramp				\$	4,400.00	MORNA POINT ROAD	Anna Bay	-32.778925	152.085896	TRUE	227	A712	MEDIUM
KR_0077	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MORNA POINT ROAD	Anna Bay	-32.779957	152.08592				

ID Label	Feature Type	Path Type	Compliance Criteria	Assessment Criteria (1)	Assessment Criteria (2)	Assessment Criteria (3)	Assessment Criteria (4)	Improvement Recommendation (1)	Improvement Recommendation (2)	Improvement Recommendation (3)	Improvement Recommendation (4)	Cost Estimate	Comments	Road Name	Subur/Village	Latitude	Longitude	HasPhoto	SubSection No.	Route No.	Prioritisation
KR_0040	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	MOONDORA CRESCENT	Nelson Bay	-32.7255817	152.1370145	FALSE	80	NB21, NB22	HIGH
KR_0041	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	DIXON DRIVE	Nelson Bay	-32.7169928	152.1556952	FALSE	121	NB89	MEDIUM
KR_0042	Kerb Ramp	Footpath	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SHOAL BAY ROAD	Shoal Bay	-32.0580866	152.1779356	FALSE	147	32A	MEDIUM
KR_0043	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SHOAL BAY ROAD	Shoal Bay	-32.72018157	152.1780843	FALSE	147	32A	MEDIUM
KR_0044	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BOULDER BAY ROAD	Frangly Bay	-32.72272758	152.1460906	FALSE	181	FB9	MEDIUM
KR_0045	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	BOULDER BAY ROAD	Frangly Bay	-32.72421989	152.146118	FALSE	181	FB9	MEDIUM
KR_0046	Kerb Ramp	No facility	Not compliant	Missing				Construct kerb ramp				\$	3,300.00	SHEARWATER DRIVE	Taylors Beach	-32.72424888	152.0699139	FALSE	255	TB88	LOW
PS_0047	Kerb Ramp	Footpath	Compliant											SHOAL BAY ROAD	Shoal Bay	-32.7200494	152.1779157	FALSE	145		MEDIUM
PS_0048	Kerb Ramp	Footpath	Compliant											SHOAL BAY ROAD	Shoal Bay	-32.7200994	152.1780651	FALSE	145		MEDIUM
PS_0049	Kerb Ramp	Shared path	Compliant											SHOAL BAY ROAD	Shoal Bay	-32.7207954	152.1777109	FALSE	143	38, 36	MEDIUM
PS_0050	Kerb Ramp	Shared path	Compliant											SHOAL BAY ROAD	Shoal Bay	-32.7201819	152.1782979	FALSE	141	53	MEDIUM
PS_0051	Kerb Ramp	Shared path	Compliant											SHOAL BAY ROAD	Shoal Bay	-32.7200994	152.177715	FALSE	141	53	MEDIUM
PS_0052	Kerb Ramp	Shared path	Compliant											SHOAL BAY ROAD	Shoal Bay	-32.72001819	152.1729471	FALSE	145	53, 36	MEDIUM
PS_0053	Kerb Ramp	Footpath	Compliant											GOVERNMENT ROAD	Shoal Bay	-32.72072291	152.1727948	FALSE	143	58, 36	MEDIUM
PS_0054	Kerb Ramp	Footpath	Compliant											GOVERNMENT ROAD	Shoal Bay	-32.72062394	152.1727269	FALSE	143	58, 36	MEDIUM
PS_0055	Kerb Ramp	Shared path	Compliant											BAGNALL BEACH ROAD	Salamanca Bay	-32.7355512	152.1092066	FALSE	38	985	LOW
PS_0056	Kerb Ramp	Footpath	Compliant											BAGNALL BEACH ROAD	Salamanca Bay	-32.7356083	152.1095502	FALSE	38	985	LOW
PS_0057	Kerb Ramp	Footpath	Compliant											BAGNALL BEACH ROAD	Salamanca Bay	-32.7356819	152.1094526	FALSE	36	584, 586A	MEDIUM
PS_0058	Kerb Ramp	Shared path	Compliant											BAGNALL BEACH ROAD	Salamanca Bay	-32.7356893	152.1091187	FALSE	36	584, 586A	MEDIUM
PS_0059	Kerb Ramp	Shared path	Compliant											BAGNALL BEACH ROAD	Salamanca Bay	-32.73454768	152.1096302	FALSE	43	585, 5810	MEDIUM
PS_0060	Kerb Ramp	Shared path	Compliant											BAGNALL BEACH ROAD	Salamanca Bay	-32.7345377	152.1099137	FALSE	43	585, 5810	MEDIUM
OD_0061	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	FORT STEPHENS DRIVE	Taylors Beach	-32.749197	152.068971	TRUE	237	TB5	LOW
OD_0062	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	FORT STEPHENS DRIVE	Taylors Beach	-32.7491846	152.068859	TRUE	237	TB5	LOW
OD_0063	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	FORT STEPHENS DRIVE	Taylors Beach	-32.74915	152.068843	TRUE	237	TB5	LOW
OD_0064	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	FORT STEPHENS DRIVE	Taylors Beach	-32.749062	152.068817	TRUE	237	TB5	LOW
OD_0065	Observation Defect / Issue	No facility	Not compliant	Steep path grade / crossfall				Investigate opportunities to improve path grade / crossfall				N/A		ASH STREET	Soldiers Point	-32.7080119	152.06791	TRUE	10	5P18	MEDIUM
OD_0066	Observation Defect / Issue	No facility	Not compliant	Steep path grade / crossfall				Investigate opportunities to improve path grade / crossfall				N/A		ASH STREET	Soldiers Point	-32.7080208	152.067782	TRUE	10	5P18	MEDIUM
OD_0067	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	DIEMARS ROAD	Salamanca Bay	-32.7211167	152.07578	TRUE	20	5918	HIGH
OD_0068	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	MARINE DRIVE	Frangly Bay	-32.747981	152.170311	TRUE	187	FB1	LOW
OD_0069	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	MARINE DRIVE	Frangly Bay	-32.7479118	152.168456	TRUE	262	FB5	MEDIUM
OD_0070	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	MARINE DRIVE	Frangly Bay	-32.73189	152.171651	TRUE	157	55C	LOW
OD_0071	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	MARINE DRIVE	Shoal Bay	-32.7212141	152.171778	TRUE	156	55D	LOW
OD_0072	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	MARINE DRIVE	Shoal Bay	-32.7212276	152.172351	TRUE	144	56	MEDIUM
OD_0073	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	SHOAL BAY ROAD	Shoal Bay	-32.71818	152.165718	TRUE	164	51	MEDIUM
OD_0074	Observation Defect / Issue	Footpath	Not compliant	Steep path grade / crossfall				Investigate opportunities to improve path grade / crossfall				N/A		SHOAL BAY ROAD	Shoal Bay	-32.7181358	152.166644	TRUE	230	898	LOW
OD_0075	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	BAGNALL BEACH ROAD	Salamanca Bay	-32.731109	152.111731	TRUE	58	584, 586A	MEDIUM
OD_0076	Observation Defect / Issue	Footpath	Not compliant	Other flow concerns				Investigate opportunities to improve path grade / crossfall				N/A		MOONING AVENUE	Corlette	-32.731306	152.103896	TRUE	66	51A	LOW
OD_0077	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	MOONING AVENUE	Corlette	-32.731306	152.103896	TRUE	66	51A	LOW
OD_0078	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	BARLETT CYCLEWAY	Corlette	-32.730881	152.125659	FALSE	69	51B	MEDIUM
OD_0079	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	GAN GAN ROAD	Anna Bay	-32.730915	152.090156	TRUE	224	AF8	LOW
OD_0080	Observation Defect / Issue	Shared path	Not compliant	No delineation on shared path				Provide new shared path line-marking and signs				\$	78.39	GAN GAN ROAD	Anna Bay	-32.730906	152.09053	TRUE	249	AF1	HIGH
PS_0081	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		HONEY STREET	Shoal Bay	-32.7248	152.17824	FALSE	162	508	HIGH
PS_0082	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		GOVERNMENT ROAD	Shoal Bay	-32.725789	152.171688	FALSE	154	55E	HIGH
PS_0083	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		GOVERNMENT ROAD	Shoal Bay	-32.722985	152.171249	FALSE	154	55E	HIGH
PS_0084	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		GOVERNMENT ROAD	Shoal Bay	-32.728853	152.171109	FALSE	154	55E	HIGH
PS_0085	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		GOVERNMENT ROAD	Shoal Bay	-32.730554	152.170748	FALSE	154	55E	HIGH
PS_0086	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		SILVIA STREET	Shoal Bay	-32.731744	152.171013	FALSE	154	55E	HIGH
PS_0087	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		TOMAREE ROAD	Shoal Bay	-32.731735	152.172168	FALSE	158	55B	HIGH
PS_0088	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		HONEY STREET	Shoal Bay	-32.729451	152.17821	FALSE	159	55A	HIGH
PS_0089	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		FRAGA STREET	Shoal Bay	-32.729788	152.178649	FALSE	157	51	MEDIUM
PS_0090	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		HONEY STREET	Shoal Bay	-32.730915	152.171913	FALSE	154	55B	HIGH
PS_0091	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		HONEY STREET	Shoal Bay	-32.731168	152.171883	FALSE	152	55B	HIGH
PS_0092	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		MESSINES STREET	Shoal Bay	-32.726272	152.175348	FALSE	163	55A	MEDIUM
PS_0093	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		TOMAREE ROAD	Shoal Bay	-32.72577	152.178723	FALSE	163	55A	MEDIUM
PS_0094	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		TOMAREE ROAD	Shoal Bay	-32.731014	152.173147	FALSE	160	55A	MEDIUM
PS_0095	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		MESSINES STREET	Shoal Bay	-32.722338	152.175937	FALSE	151	54	MEDIUM
PS_0096	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		SHOAL BAY ROAD	Shoal Bay	-32.720057	152.178416	FALSE	164	51	MEDIUM
PS_0097	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		MESSINES STREET	Shoal Bay	-32.719426	152.180071	FALSE	164	51	MEDIUM
PS_0098	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		SHOAL BAY ROAD	Shoal Bay	-32.718211	152.182626	FALSE	164	51	MEDIUM
PS_0099	Personal Security	Footpath	No lighting					Investigate provision of adequate lighting facilities				N/A		SHOAL BAY ROAD	Shoal Bay	-32.720316	152.188429	FALSE	142	56	MEDIUM
PS_0100	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		HARWOOD AVENUE	Nelson Bay	-32.717162	152.16446	FALSE	139	NB11A	HIGH
PS_0101	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		AJAK AVENUE	Nelson Bay	-32.719488	152.164059	FALSE	126	NB13B	HIGH
PS_0102	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		AJAK AVENUE	Nelson Bay	-32.719966	152.160737	FALSE	126	NB13B	HIGH
PS_0103	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		DIXON DRIVE	Nelson Bay	-32.719885	152.157124	FALSE	131	NB89	MEDIUM
PS_0104	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		ALTRAL STREET	Nelson Bay	-32.721215	152.175568	FALSE	137	NB48	MEDIUM
PS_0105	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		TRIVALL STREET	Nelson Bay	-32.720201	152.169894	FALSE	136	NB44	HIGH
PS_0106	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		ALTRAL STREET	Nelson Bay	-32.722315	152.156079	FALSE	137	NB48	HIGH
PS_0107	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		ANNIDALE AVENUE	Nelson Bay	-32.722051	152.155514	FALSE	138	NB3	HIGH
PS_0108	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		ANNIDALE AVENUE	Nelson Bay	-32.722424	152.155119	FALSE	138	NB3	HIGH
PS_0109	Personal Security	Footpath	Low level of lighting					Investigate provision of adequate lighting facilities				N/A		STOCKTON STREET	Nelson Bay	-32.723439	152.143882	FALSE	108	NB4, NB7, NB11, NB18	MEDIUM
PS_0110	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		FIRST ROAD	One Mile	-32.763691	152.110913	FALSE	214	CM2	MEDIUM
PS_0111	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		SOLDIERS POINT ROAD	Salamanca Bay	-32.714845	152.073618	FALSE	19	583A	HIGH
PS_0112	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		SOLDIERS POINT ROAD	Salamanca Bay	-32.718171	152.074949	FALSE	19	583A	HIGH
PS_0113	Personal Security	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A		MITCHELL STREET	Soldiers Point	-32.699432	152.064746	FALSE	2	5P1	MEDIUM
PS_0114	Personal Security	No facility	No lighting			</															

ID	Label	Feature Type	Path Type	Compliance Criteria	Assessment Criteria (1)	Assessment Criteria (2)	Assessment Criteria (3)	Assessment Criteria (4)	Improvement Recommendation (1)	Improvement Recommendation (2)	Improvement Recommendation (3)	Improvement Recommendation (4)	Cost Estimates	Comments	Road Name	Subur/Village	Latitude	Longitude	HasPhoto	SubSection No.	Route No.	Prioritisation	
PS_0005	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			FRIDAY CRESCENT	Frangal Bay	-32.748804	152.108943	FALSE	179	FB04	MEDIUM
PS_0006	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			SHORT STREET	Frangal Bay	-32.750503	152.11052	FALSE	167	FB05, FB13	MEDIUM
PS_0007	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			PACIFIC DRIVE	Frangal Bay	-32.751604	152.11074	FALSE	166	FB05	MEDIUM
PS_0008	Personal Security	No facility	No facility	Low level of lighting					Investigate provision of adequate lighting facilities				N/A				Frangal Bay	-32.748355	152.106447	FALSE	192	FB06, FB8	MEDIUM
PS_0009	Personal Security	Footpath	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			BLANCH STREET	Boat Harbour	-32.78816	152.10951	FALSE	198	BH01, BH2	MEDIUM
PS_0010	Personal Security	Footpath	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			BOAT HARBOUR ROAD	Boat Harbour	-32.788453	152.11473	FALSE	201	BH5	MEDIUM
PS_0011	Personal Security	Footpath	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			BOAT HARBOUR	Boat Harbour	-32.788957	152.11252	FALSE	202	BH5	MEDIUM
PS_0012	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			ANDREW CLOSE	Boat Harbour	-32.789125	152.10982	FALSE	205	BH6	MEDIUM
PS_0013	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			BLANCH STREET	Boat Harbour	-32.789004	152.10873	FALSE	206	BH6, BH7	MEDIUM
PS_0014	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			BLANCH STREET	Boat Harbour	-32.789048	152.108155	FALSE	207	BH7	LOW
PS_0015	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			BLANCH STREET	Boat Harbour	-32.781599	152.107982	FALSE	220	BH8	LOW
PS_0016	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			BLANCH STREET	Boat Harbour	-32.780585	152.109748	FALSE	211	BH9	MEDIUM
PS_0017	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			GAN GAN ROAD	Boat Harbour	-32.777993	152.111158	FALSE	213	BH10	MEDIUM
PS_0018	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			HANNAH PARADE	One Mile	-32.777808	152.113049	FALSE	212	OM5	LOW
PS_0019	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			GAN GAN ROAD	One Mile	-32.772583	152.118514	FALSE	214	OM2	MEDIUM
PS_0010	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			FROST ROAD	One Mile	-32.76384	152.111777	FALSE	214	OM2	MEDIUM
PS_0011	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			GAN GAN ROAD	One Mile	-32.763868	152.113161	FALSE	214	OM2	MEDIUM
PS_0012	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			CAMPBELL AVENUE	Anna Bay	-32.780128	152.081502	FALSE	238	A4	MEDIUM
PS_0013	Personal Security	No facility	No facility	Low level of lighting					Investigate provision of adequate lighting facilities				N/A			MARGARET STREET	Anna Bay	-32.779946	152.086231	FALSE	241	AF5, AF14	MEDIUM
PS_0014	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			CAMPBELL AVENUE	Anna Bay	-32.781494	152.082551	FALSE	238	A4	MEDIUM
PS_0015	Personal Security	No facility	No facility	Low level of lighting					Investigate provision of adequate lighting facilities				N/A			ROBINSON STREET	Anna Bay	-32.782869	152.080576	FALSE	238	A4	MEDIUM
PS_0016	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			ROBINSON STREET	Anna Bay	-32.782933	152.07915	FALSE	238	A4	MEDIUM
PS_0017	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			FITZROY STREET	Anna Bay	-32.782886	152.078861	FALSE	238	A4	MEDIUM
PS_0018	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			FITZROY STREET	Anna Bay	-32.786409	152.079708	FALSE	238	A4	MEDIUM
PS_0019	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A				Anna Bay	-32.781649	152.076246	FALSE	237	AF2	HIGH
PS_0020	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			MORNA POINT ROAD	Anna Bay	-32.788224	152.080584	FALSE	232	AF12	MEDIUM
PS_0021	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			FISHERMANS BAY ROAD	Anna Bay	-32.785034	152.086337	FALSE	231	AF13	MEDIUM
PS_0022	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			FISHERMANS BAY ROAD	Fishermans Bay	-32.785058	152.08925	FALSE	231	AF13	MEDIUM
PS_0023	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			FISHERMANS BAY ROAD	Fishermans Bay	-32.785919	152.090292	FALSE	231	AF13	MEDIUM
PS_0024	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			FISHERMANS BAY ROAD	Fishermans Bay	-32.786761	152.091544	FALSE	231	AF13	MEDIUM
PS_0025	Personal Security	No facility	No facility	Low level of lighting					Investigate provision of adequate lighting facilities				N/A			PARK STREET	Fishermans Bay	-32.787264	152.091646	FALSE	231	AF13	MEDIUM
PS_0026	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			MORNA POINT ROAD	Anna Bay	-32.784591	152.084716	FALSE	230	AF12	MEDIUM
PS_0027	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			MORNA POINT ROAD	Anna Bay	-32.783104	152.085386	FALSE	229	AF12	MEDIUM
PS_0028	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			GAN GAN ROAD	Anna Bay	-32.775178	152.092625	FALSE	219	AF8	HIGH
PS_0029	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			GAN GAN ROAD	Anna Bay	-32.776769	152.093194	FALSE	219	AF8	HIGH
PS_0030	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			GAN GAN ROAD	Anna Bay	-32.77749	152.093714	FALSE	218	AF8	HIGH
PS_0031	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			CLARE STREET	Anna Bay	-32.777003	152.092672	FALSE	217	AF9	HIGH
PS_0032	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			OLD MAIN ROAD	Anna Bay	-32.775812	152.092693	FALSE	225	AF10	MEDIUM
PS_0033	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			OLD MAIN ROAD	Anna Bay	-32.775968	152.091207	FALSE	225	AF10	MEDIUM
PS_0034	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			OLD MAIN ROAD	Anna Bay	-32.776393	152.090517	FALSE	226	AF11	MEDIUM
PS_0035	Personal Security	No facility	No facility	No lighting					Investigate provision of adequate lighting facilities				N/A			CHOMAREY CRESCENT	Anna Bay	-32.775081	152.084882	FALSE	228	AF6, AF7	MEDIUM
HE_0001	Refuge	Footpath	Compliant													INNOVATION CLOSE	Taylor's Beach	-32.745439	152.088867	TRUE	257	TB5	LOW
HE_0002	Refuge	Shared path	Compliant													PORT STEPHENS DRIVE	Taylor's Beach	-32.745192	152.088741	TRUE	257	TB5	LOW
HE_0003	Refuge	Shared path	Compliant													TAYLORS BEACH ROAD	Taylor's Beach	-32.745341	152.088404	TRUE	257	TB5	LOW
HE_0004	Refuge	Footpath	Compliant													PORT STEPHENS DRIVE	Taylor's Beach	-32.745584	152.088552	TRUE	257	TB5	LOW
HE_0005	Refuge	Footpath	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		SOLDIERS POINT ROAD	Salvadorador Bay	-32.721074	152.076593	TRUE	260	SB3A	HIGH
HE_0006	Refuge	Footpath	Compliant													FARM ROAD	Frangal Bay	-32.745706	152.108864	TRUE	185	FB3, FB4	MEDIUM
HE_0007	Refuge	Footpath	Compliant													FARM ROAD	Frangal Bay	-32.745802	152.107786	TRUE	185	FB3, FB4	MEDIUM
HE_0008	Refuge	Footpath	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		MAHON DRIVE	Frangal Bay	-32.746886	152.109548	TRUE	187	FB1	LOW
HE_0009	Refuge	Shared path	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		MAHON DRIVE	Frangal Bay	-32.742199	152.110313	TRUE	184	FB1	LOW
HE_0010	Refuge	Footpath	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		GOVERNMENT ROAD	Shoal Bay	-32.731643	152.115283	TRUE	144	SB	MEDIUM
HE_0011	Refuge	Footpath	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		TARRANT ROAD	Salvadorador Bay	-32.730811	152.081818	TRUE	24	SB3A	HIGH
HE_0012	Refuge	Footpath	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		SOLDIERS POINT ROAD	Salvadorador Bay	-32.734686	152.083745	TRUE	26	SB3A, SB3D	MEDIUM
HE_0013	Refuge	Footpath	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		PORT STEPHENS DRIVE	Salvadorador Bay	-32.730663	152.085071	TRUE	28	SB3C	HIGH
HE_0014	Refuge	Footpath	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		SANDY POINT ROAD	Corlettie	-32.725356	152.104325	TRUE	51	C3B	MEDIUM
HE_0015	Refuge	Shared path	Compliant													BAGMALL BEACH ROAD	Corlettie	-32.728345	152.115717	TRUE	58	CL4	MEDIUM
HE_0016	Refuge	Footpath	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		SERGEANT BAKER DRIVE	Corlettie	-32.725701	152.121593	TRUE	59	C1B	MEDIUM
HE_0017	Refuge	Footpath	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		NAUVA ROLA FAVARO	Corlettie	-32.724821	152.118119	TRUE	63	C3A, C3B, C4, C5	MEDIUM
HE_0018	Refuge	Footpath	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		GAWUL CIRCUIT	Corlettie	-32.724642	152.118288	TRUE	63	C3A, C3B, C4, C5	MEDIUM
HE_0019	Refuge	Footpath	Compliant													SANDY POINT ROAD	Corlettie	-32.719948	152.12189	TRUE	66	C7	MEDIUM
HE_0020	Refuge	Footpath	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		LADOGGS CIRCUIT	Nelson Bay	-32.721281	152.149999	TRUE	115	NB18	MEDIUM
HE_0021	Refuge	Footpath	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space	Investigate safe crossing operation			\$	28,000.00	high traffic volumes and speeds, consider an alternative crossing type	SHOAL BAY ROAD	Nelson Bay	-32.731918	152.149122	TRUE	141	SB	MEDIUM
HE_0022	Refuge	No facility	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		SHOAL BAY ROAD	Nelson Bay	-32.731863	152.148574	TRUE	140	NB18, NB11A	HIGH
HE_0023	Refuge	Shared path	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		GOINER AVENUE	Nelson Bay	-32.731789	152.139712	TRUE	127	NB14	HIGH
HE_0024	Refuge	Shared path	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		SHOAL BAY ROAD	Nelson Bay	-32.731709	152.139595	TRUE	128	NB15, NB11A	HIGH
HE_0025	Refuge	Shared path	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		SHOAL BAY ROAD	Nelson Bay	-32.731727	152.139877	TRUE	140	NB15, NB11A	HIGH
HE_0026	Refuge	Shared path	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		DIXON DRIVE	Nelson Bay	-32.731675	152.135238	TRUE	121	NB18	MEDIUM
HE_0027	Refuge	Footpath	Not compliant	Refuge dimensions less than 3m (parallel) x 2m (perpendicular)					Reconstruct refuge to provide compliant waiting space				\$	28,000.00		VICTORIA PARADE	Nelson Bay	-32.720501	152.14514	TRUE	113	NB2, NB6	HIGH
HE_0028	Refuge	Footpath	Compliant													TOMAREE STREET	Nelson Bay	-32.735872	152.143226	TRUE	109	NB7	MEDIUM
HE_002																							

Tomaree Planning District

APPENDIX

F

RESPONSES TO COMMUNITY
AND STAKEHOLDER FEEDBACK

1 Responses to stakeholder feedback

Name of stakeholder	Key issues raised regarding pedestrian network	Summary of PAMP recommendation
Port Stephens Council	- Key focus areas included the streets surrounding the Salamander Bay Shopping Centre and Tomaree High School – safety concerns raised for pedestrian movements between these two key land uses. - Improvements are under construction at Shoal Bay (intersection of Government Road and Shoal Bay Road) and at Salamander Bay (between the Shopping Centre and KFC). - A pedestrian crossing at Shoal Bay Road is an item of concern due to poor motorist and pedestrian sight lines.	- The PAMP notes the new signalised intersection proposed at Bagnall Beach Road and Town Centre Circuit. - Improved crossings are under construction at Town Centre Circuit and the new Central Street. - Vegetation maintenance is proposed in the area adjacent to the crossing to improve sight lines.
Anna Bay Public School	- There is no footpath facility along Old Main Road, to the rear of the school. Parents and carers prefer to use Old Main Road for pick-up and set-down as it is quieter than Gan Gan Road with less through traffic. - Old Main Road is very dark at night, and the existing lighting facilities are insufficient. - The shared path network along Gan Gan Road connecting Anna Bay with Boat Harbour is incomplete, with missing links and designated crossing facilities to connect the two areas.	- New footpaths are proposed along Old Main Road - Investigating improvements to the lighting facilities in the area is proposed - Hazardous crossings are noted where the shared path transitions from the northern side of Gan Gan Road to the southern side. Completing missing shared path links are also recommended.
Shoal Bay Public School	- There is no footpath along Rigney Street northbound from the school towards the Shoal Bay town centre. Many students travel in this direction, and often walk along the verge or on the road. - Traffic speeds along Rigney Street are sometimes high, causing safety concerns. - Street lighting in the area is generally good.	- New footpaths are proposed along both sides of Rigney Street between Messines Street and Tomaree Road. - Areas of poor lighting were noted with recommendations to investigate provision of additional lighting
St Phillips Christian College	- The area out of the front of the Uniting Church on Salamander Way and also on the opposite side of the road does not have footpaths however the road does have a safe area for pedestrians to cross. - Concerns have been raised for the safety of pedestrians when cars are attempting to turn right into Narnia Early Learning Centre (across a white line median strip). At the moment vehicles will often move around cars making the right-hand turn resulting in them driving along the gravel next to the road. - Additional flashing lights / speed notification signs would be beneficial along Salamander Way near the school crossing to raise awareness of the crossing and the need for increased alertness when travelling in this area. Additional safety measures should also be considered at the intersection of Salamander Way and Bagnall Beach Road, where significant congestion occurs.	- New footpaths and shared paths are proposed along the northern, western and eastern approaches to the roundabout intersection of Salamander Way and Bagnall Beach Road. - Council to consider additional traffic safety measures along Salamander Way.

Name of stakeholder	Key issues raised regarding pedestrian network	Summary of PAMP recommendation
Tomaree Public School	- There is no footpath along Salamander Way past the Salamander Bay Shopping Centre. - Crossing opportunities along Bagnall Beach Road are limited, with concerns raised for students leaving the school and accessing the Corlette area due to the high traffic volumes and speeds along the road. - It is difficult for vehicles leaving Leisure Drive to turn right into Salamander Way.	- New footpaths are proposed on both sides of Salamander Way from the Tomaree Aquatic Centre to Port Stephens Drive - The PAMP has noted Council's proposal to construct a new signalised crossing facility at the intersection of Bagnall Beach Road and Town Centre Circuit.
Uniting Salamander Bay	- The bus stop on Port Stephens Drive to the east of the centre is located far away from the pedestrian refuge crossing providing access to Muller Street. - There are no designated crossing facilities along Soldier's Point Road, presenting safety concerns. Currently footpath links are provided to kerb ramps, but no pedestrian priority given.	- Additional footpath links have been proposed along the length of Port Stephens Drive between Salamander Way and Foreshore Drive, linking to the existing bus stops. - Hazardous crossing locations along Port Stephens Drive have been noted for investigation.
Anna Bay Village Retreat	- There is no footpath facility available to link visitors and clients to the Anna Bay town centre. - Street lighting in the area is inadequate.	- Footpath facilities are proposed along Nelson Bay Road, Gordon Close and Gan Gan Road connecting to the Anna Bay town centre. - The poor lighting in the area has been noted, with recommendations to investigate providing additional lighting facilities.
Middle Rock Home Village	- There is no footpath, or kerb and gutter along Gan Gan Road. - The connection of the Holiday Park to Hannah Parade was suggested.	An extension of the shared path is proposed along Gan Gan Road and Frost Road.
Harbourside Haven	There is a pedestrian refuge at the front of the town centre which allows for pedestrians to cross Shoal Bay Road.	The crossing has been noted as a hazardous crossing location for further investigation by Council
Salamander Childcare Centre	- There is no pedestrian crossing connecting the community centre with the Salamander Bay Shopping Centre. - There are inconsistencies in the footpath network in the area with gaps and missing facilities observed along Community Close. - Vehicle speeds are high along Community Close and Town Centre Circuit, speed limits are not signposted in the area. - The intersection layout of Salamander Way and Community Close has recently changed, and accidents have been reported with vehicles attempting to turn out from Community Close.	- A hazardous crossing location has been noted on Community Close. - New footpaths are recommended along Community Close.
Karingal Pre-School	- There is no footpath facility along Norburn Avenue – parents and carers use this street for pick-up and set-down – desire lines are visible where the grass has eroded away. - Tree roots in the area at the front of the centre pose a tripping hazard for pedestrians. - A raised threshold is suggested for Norburn Avenue for buses travelling in the area. - Residents have complained about vehicles speeding down the hill along Norburn Avenue.	New footpath and kerb ramp facilities are proposed at the intersection of Norburn Avenue and Gowrie Avenue.
Goodstart Childcare	The footpath heading eastbound along Shoal Bay Road from the centre is in poor condition.	A hazardous crossing location is noted on Shoal Bay Road outside of the entrance to the Wests Diggers Club.

Name of stakeholder	Key issues raised regarding pedestrian network	Summary of PAMP recommendation
Centre Nelson Bay	The bus stop servicing the Wests Nelson Bay Diggers Club (Shoal Bay Road northern side) is in a poor location. Passengers travelling to the centre need to walk back along Shoal Bay Road, cross Dixon Drive, cross Shoal Bay Road at the designated crossing and then proceed back east towards the centre.	
Nelson Bay Preschool	The pedestrian refuge facility allowing crossings across Church Street near the intersection of Dalton Street is not safe.	A hazardous crossing has been noted at the intersection of Church Street and Dalton Street
Salamander Gumnuts	- There is no footpath provided along Salamander Way – this makes access for parents or carers pushing prams difficult. Some clients or visitors access the centre by bus, and there is no footpath link provided from the stops on Salamander Way. - There are no formal crossings in the vicinity of the centre. - Street lighting in the area is poor at night. - The speed limit of 50km/h is too high in this area, pedestrian signage is needed	- Footpaths are recommended on both sides of Salamander Way between the Tomaree Aquatic Centre and Port Stephens Drive. - Hazardous crossings for further investigation by Council are noted at the intersection of Salamander Way and Port Stephens Drive.
Anna Bay and Shoal Bay Medical Centre	- Outside the Anna Bay Medical Centre, the pedestrian zebra crossing across Gan Gan Road is in a poor location; drivers sometimes do not see pedestrians as they approach the crossing. - Outside the Shoal Bay Medical Centre, the pedestrian refuge crossing across Government Road is in a poor location; drivers sometimes do not see pedestrians as they approach the crossing. - Lighting around the Shoal Bay centre is good.	- Council to consider additional traffic speed safety measures at the zebra crossing – the current layout is compliant with the exception of missing tactiles. - The PAMP notes the upgrade to the intersection of Government Road and Shoal Bay Road is under construction.
Tomaree Aquatic Centre	- The intersection of Salamander Way and Leisure Drive becomes very congested and busy during school times, as the access road to the centre is shared with access to the Tomaree High School and TAFE. There is difficulty with vehicles attempting to enter and leave the area as the intersection is a Give-Way only. - Along Foreshore Drive, the shared path ends past the last house on the eastern side (197 Foreshore Drive).	Footpath links are proposed along Foreshore Drive.
Port Stephens Coaches	Drivers reported accessibility issues for customers wanting to access bus services from the two stops on Tomaree Road, after Victor Parade (Transit Stop Numbers 231577 and 231522).	New footpath links are proposed along the length of Tomaree Road, connecting to bus stop 231577 and 231522.

2 Responses to community feedback

Key issues raised regarding pedestrian network	Summary of PAMP recommendation
Lack of footpath on Hannah Parade	Footpaths are proposed along Hannah Parade
Footpath needed on Blanch Close	Footpaths are recommended on both sides of Blanch Street
Lack of footpath on Bagnall Beach Road	Footpaths and shared paths are proposed along Bagnall Beach Road between Salamander Way and Sandy Point Road
Shared path needed on Foreshore Drive	Footpaths are proposed along both sides of Foreshore Drive
Footpath needed connecting Anna Bay and Salamander Bay	Council to consider extensions of the proposed pedestrian network to connect Anna Bay and Salamander Bay
Lack of footpath on Victoria Parade	New footpath facilities are proposed to complete missing links where they were observed along Victoria Parade
Disconnected footpaths at Nelson Bay Marina	New footpath facilities are proposed along the Nelson Bay foreshore, connecting across Teramby Road. Council to consider additional provisions at the Marina.
Unsafe crossings and lack of footpath between Boat Harbour to Anna Bay	Completion of the shared path network, with crossings between Boat Harbour and Anna Bay is proposed.
Lack of footpath between Fingal Beach to Barry Park	Footpaths are proposed along Marine Drive and Pacific Drive, providing a connection between Fingal Beach and Barry Park
Lack of footpath from Roy Wood Reserve to Corlette Headland	Council to consider path provisions around Roy Wood Reserve and Corlette Headland
Lack of footpath on Sandy Point Road	Footpaths are proposed on both sides of Sandy Point Road.
Beach Road dangerous for pedestrians at night	A lack of lighting in the area along Beach Road has been noted, with recommendation for Council to consider additional lighting provisions.
Lack of footpath on Boulder Bay road	Footpaths are proposed along Boulder Bay Road between Pacific Drive and Marine Drive.
Lack of footpath along Foreshore Drive	Footpaths are proposed along both sides of Foreshore Drive
Lack of footpath on Tomaree Road	Footpaths are proposed along both sides of Tomaree Road.
Lack of footpath on Government Road	Footpaths are proposed on both sides of Government Road.
Missing shared path between Boat Harbour and Anna Bay	Completion of the shared path network, with crossings between Boat Harbour and Anna Bay is proposed.
Lack of footpath between Iris Moore Reserve and Anna Bay	Footpath connections are proposed between Iris Moore Reserve and the Anna Bay town centre, along Ocean Avenue, Morna Point Road and Fishermans Bay Road.
Lack of footpath between Anna Bay and Nelson Bay	Council to consider extensions of the proposed pedestrian network to connect Anna Bay and Nelson Bay.

Key issues raised regarding pedestrian network	Summary of PAMP recommendation
Unsafe crossings to Salamander Bay Shopping Centre	Upgrades to existing crossings have been recommended. The PAMP notes the Council plan for a new signalised crossing facility at the intersection of Bagnall Beach Road and Town Centre Circuit.
Footpath on Donald Street is uneven with exposed tree roots	Damage has been noted along some sections of existing path on Donald Street, with recommendations to replace. Council to consider site-specific concerns.
Lack of footpaths in Shoal Bay	Footpaths are proposed along both sides of major streets in Shoal Bay.
Lack of wayfinding in Corlette to beach	Council to consider signage and wayfinding provisions.
Lack of footpath on Gan Gan Road	Footpaths and shared paths are proposed along both sides of Gan Gan Road between Gordon Close and Frost Road.
Crossing to Karralika Park needed	Council to consider crossing provisions along Pantowora Street
Lack of crossings on Shoal Bay Road	Hazardous crossings have been noted along Shoal Bay Road for further investigation by Council. The PAMP notes the construction of new signalised crossings at the intersection of Shoal Bay Road and Government Road.

Tomaree Planning District

APPENDIX

G

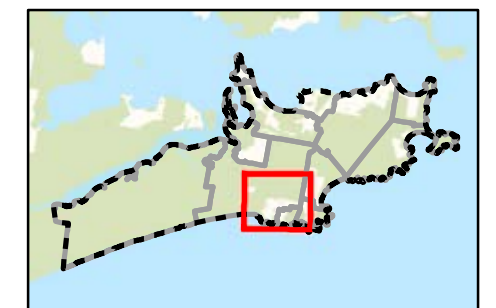
ROUTE PRIORITISATION MAPS

Anna Bay and Fishermans Bay Precinct Network Prioritisation

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary
- Priority Rating**
 -  High
 -  Medium
 -  Low

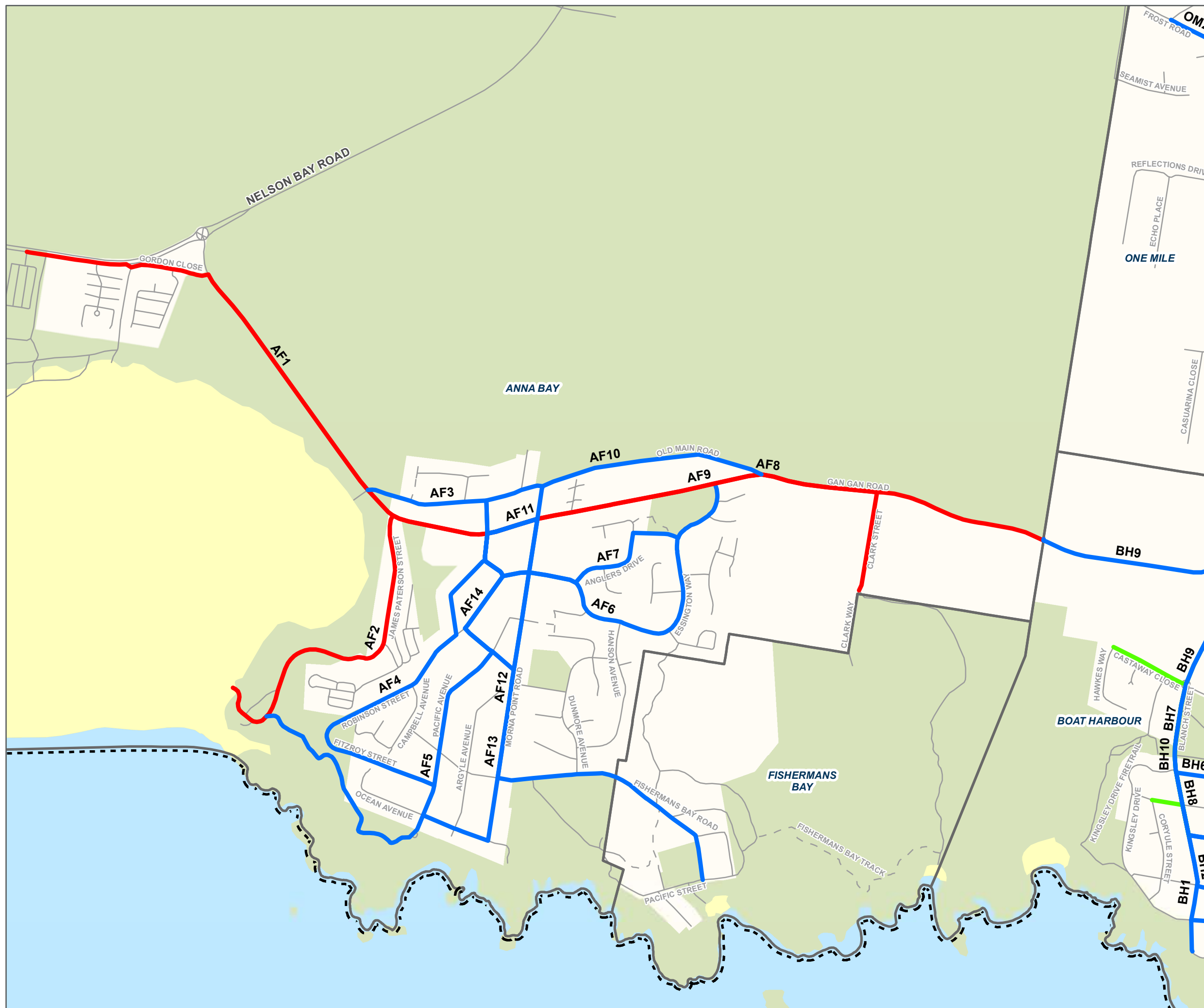


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Map: 80017083-GS-046-Anna Bay PrecinctPriority.mxd 01

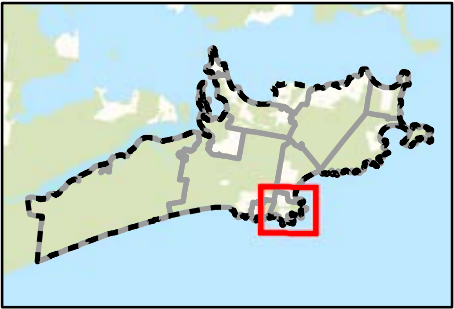


Boat Harbour Precinct Network Prioritisation

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary
- Priority Rating**
 -  High
 -  Medium
 -  Low

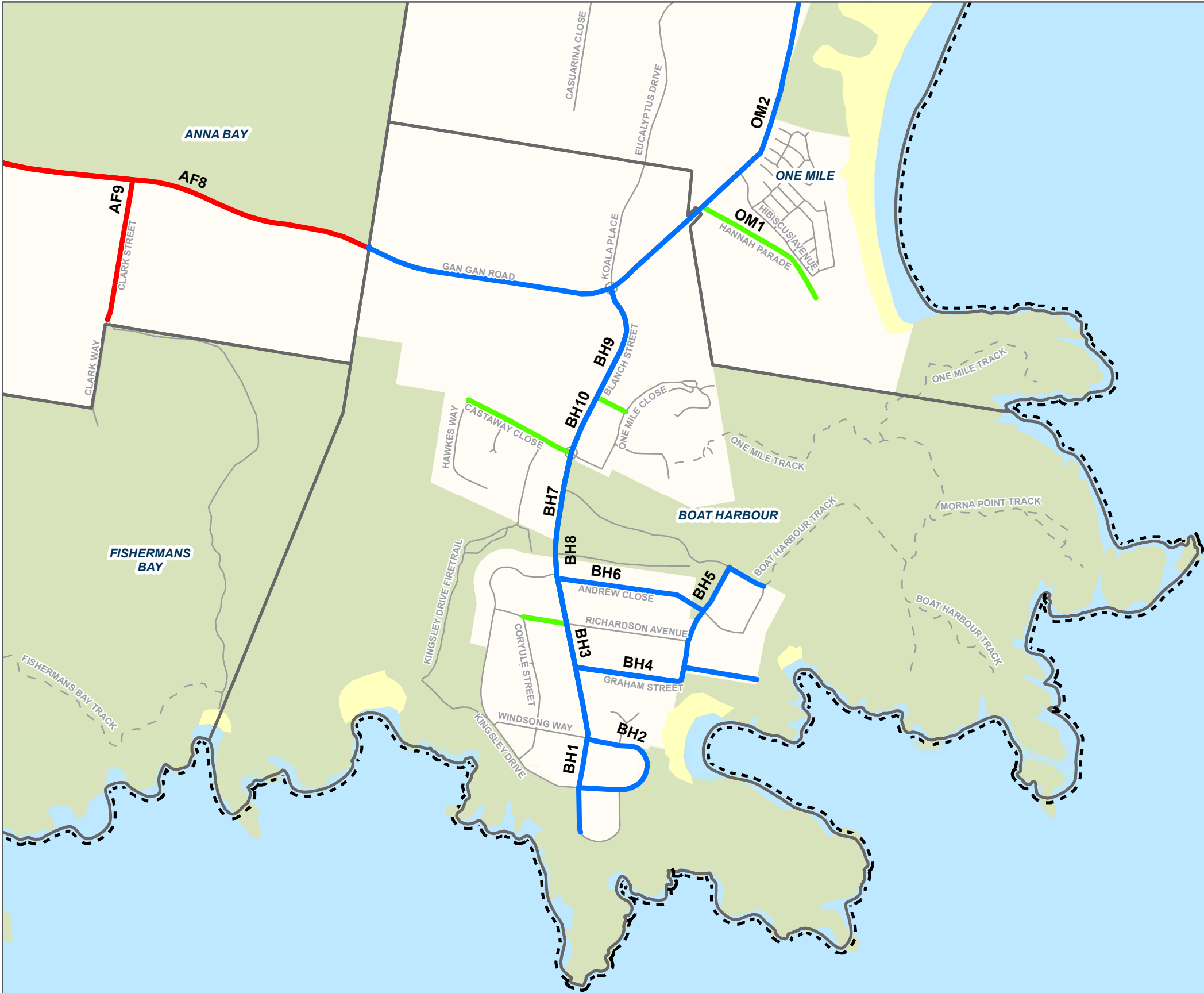


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Corlette Precinct Network Prioritisation

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary
- Priority Rating**
 -  High
 -  Medium
 -  Low

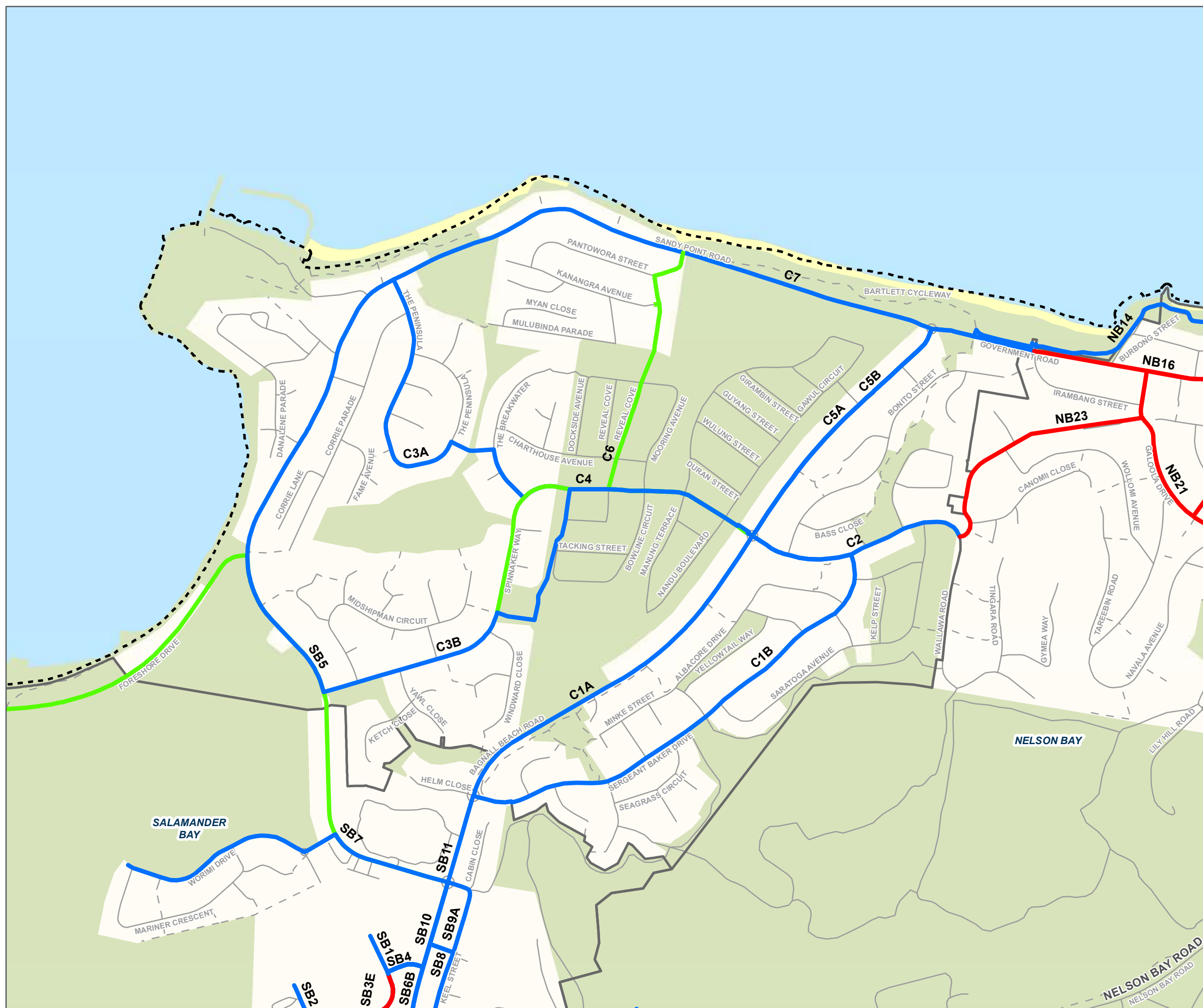


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Fingal Bay Precinct Network Prioritisation

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary
- Priority Rating**
 -  Medium
 -  Low

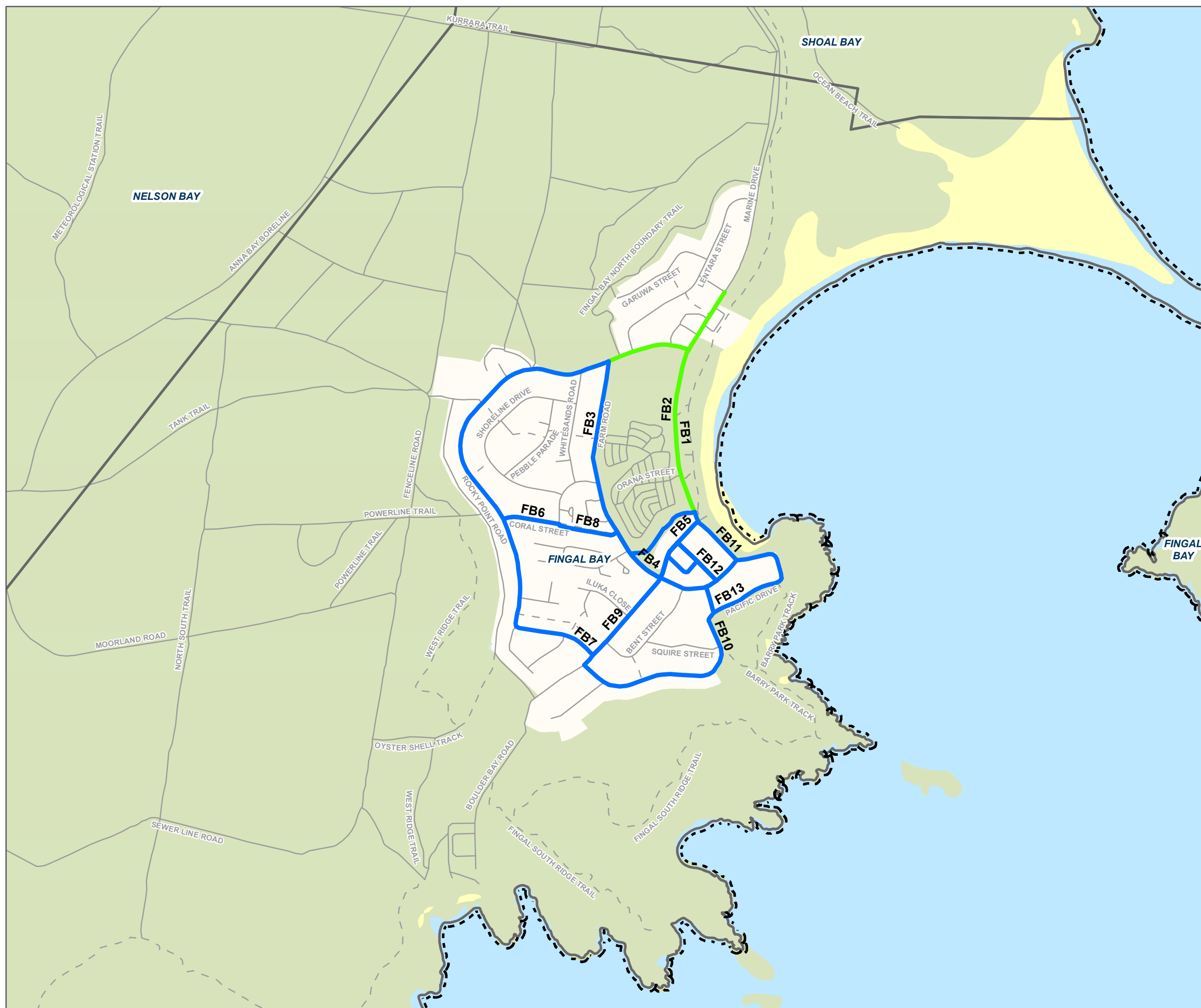


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**One Mile Precinct
Network Prioritisation**

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

- Legend**
-  Study Area
 -  Suburb Boundary
 - Priority Rating**
 -  High
 -  Medium
 -  Low

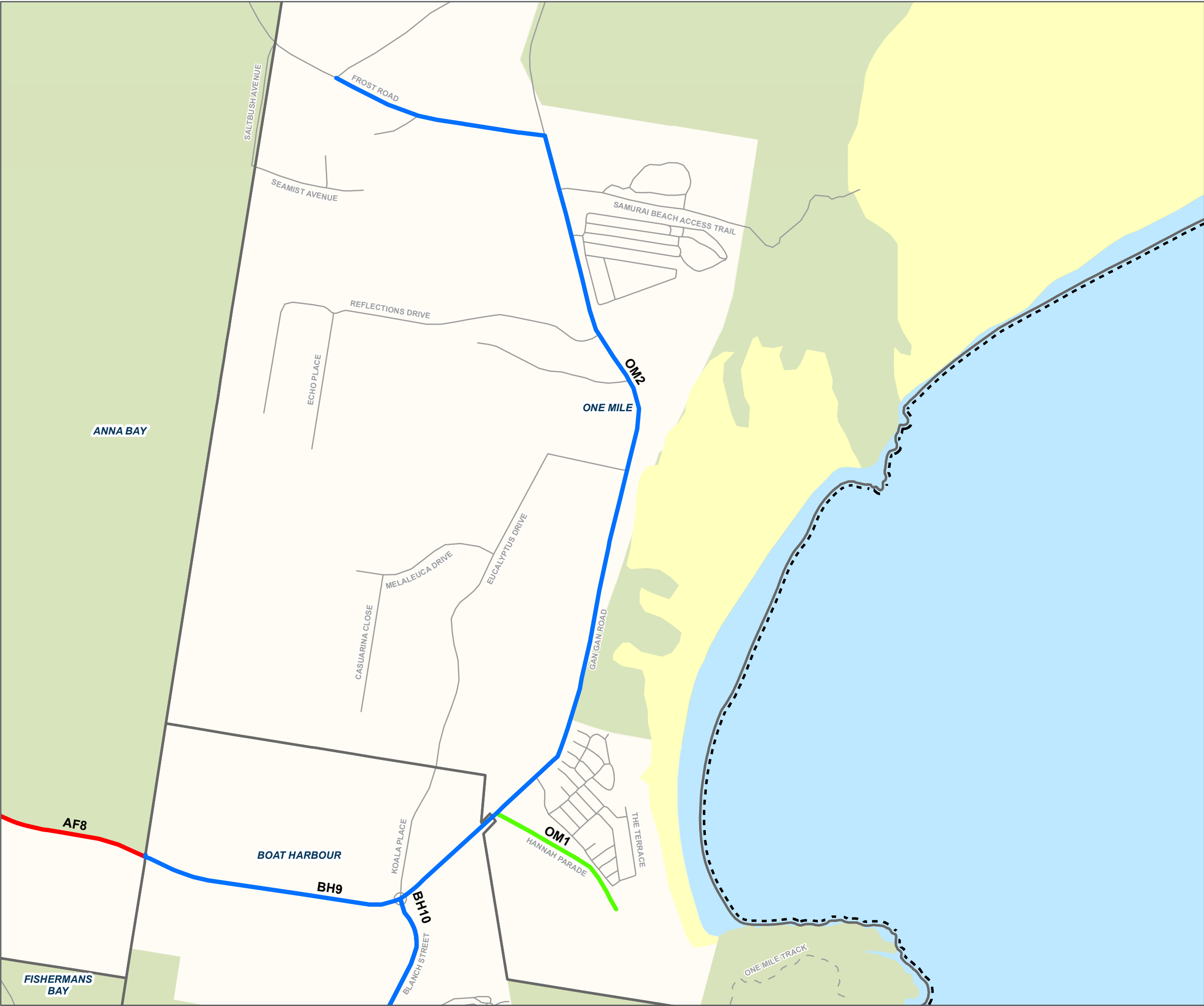


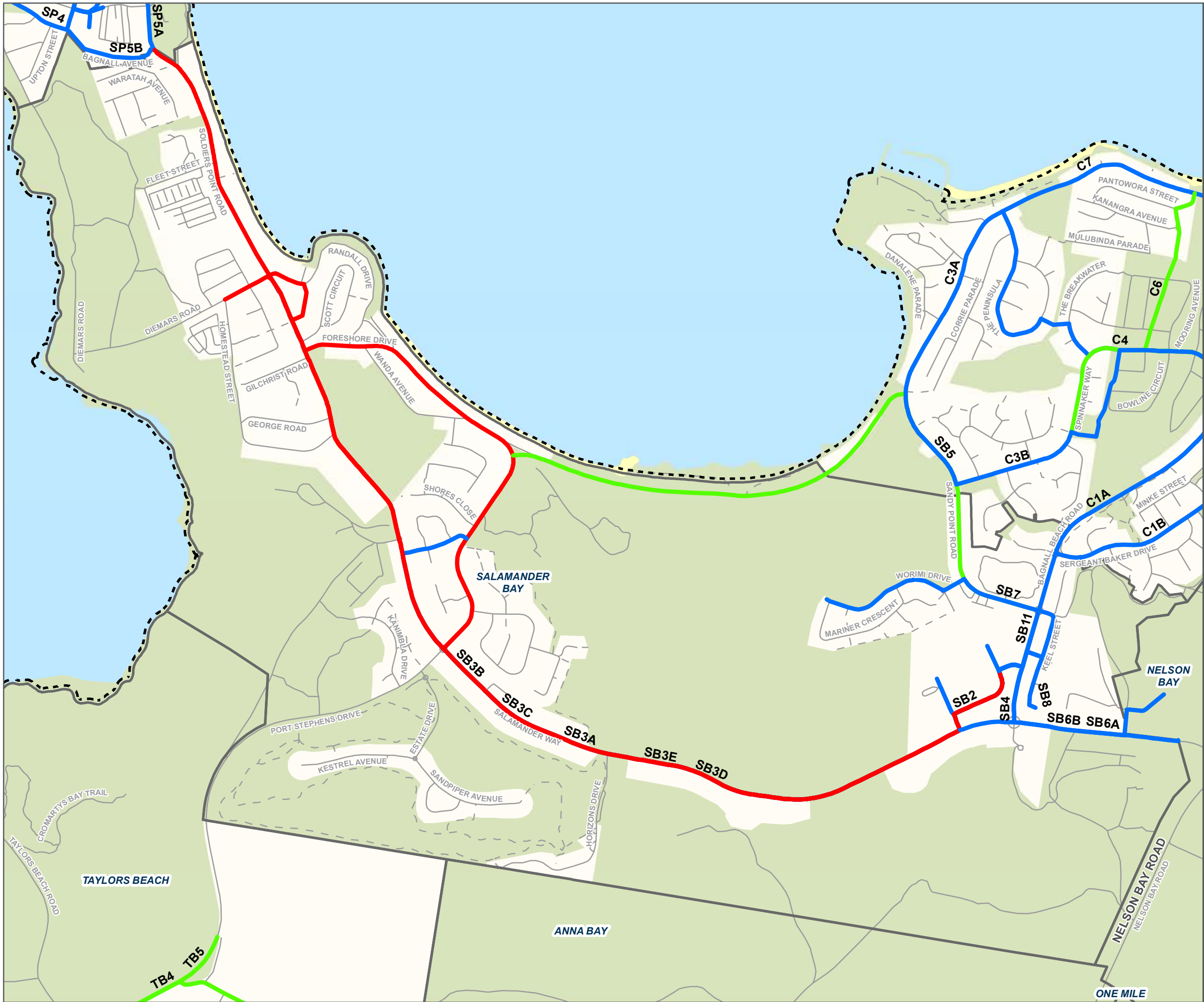
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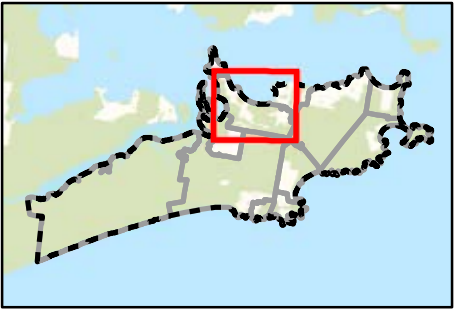


Salamander Bay Precinct Network Prioritisation

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary
- Priority Rating**
 -  High
 -  Medium
 -  Low



1:15,000 Scale at A3

Metres
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Map Produced by Cardno NSW/ACT Pty Ltd (SYD)
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Shoal Bay Precinct Network Prioritisation

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary
- Priority Rating**
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 -  Medium

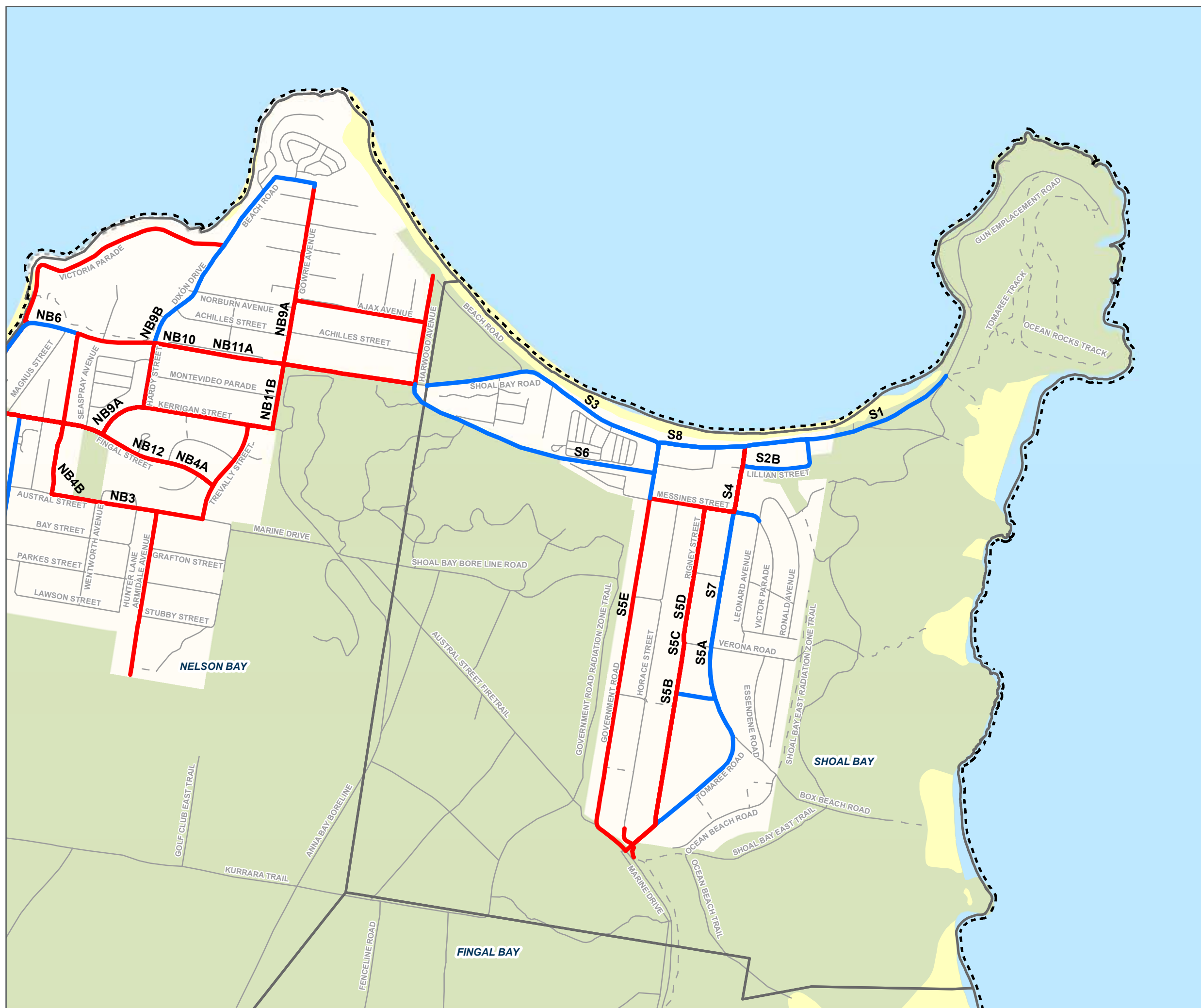


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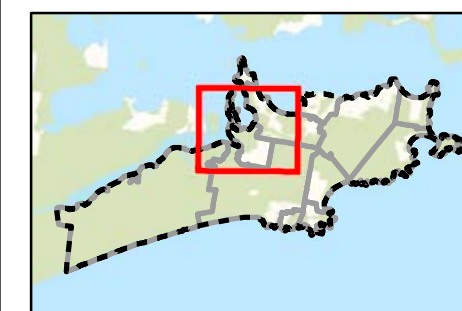


Taylors Beach Precinct Network Prioritisation

PORT STEPHENS PAMP STAGE 1
TOMAREE PLANNING DISTRICT

Legend

-  Study Area
-  Suburb Boundary
- Priority Rating**
 -  High
 -  Medium
 -  Low



1:18,000 Scale at A3

Metres
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Map Produced by Cardno NSW/ACT Pty Ltd (SYD)
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