

DISTRICT COUNCIL OF LOWER EYRE PENINSULA



FOOTPATH

STRATEGIC



PLAN

DISTRICT COUNCIL OF LOWER EYRE PENINSULA
STRATEGIC FOOTPATH PLAN

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AIM

The aim of this plan is to provide Council with a strategy for determining future footpath construction priorities.

PLAN IN GENERAL

The plan covers and refers to only 'hard surfaced' roadside footpaths and therefore omits footpaths constructed of 'soft surface' crusher fines or rubble. One of the reasons for this being that the condition of these soft surfaces vary between providing a reasonable walking area to one that is weed infested resembling that of an unsurfaced footpath.

In most cases future construction of footpaths can only occur in areas where there is **kerbing**. The construction of kerbing basically requires a road and drainage design, which is covered by another stream of funding in Council's budget and are generally major projects governed by Council's **Strategic Plan**. For this reason, the plan does not recommend any footpath construction in second tier towns in terms of Council's rating policy and, with the exception of Wangary, are therefore omitted from this plan.

The plan also omits **trails** like the Oyster Walk and Investigator Walking Trail as these are considered projects in their own right. However, these trails can have a bearing where they overlap roadside footpaths or can fulfil role of a convention roadside footpath.

The plan recognises that historically **funding** for footpath construction has been a set amount rather than targeting a specifically costed footpath project. The plan therefore assists in identifying in a hierarchical order where the funding for footpath construction should be spent. The plan recommends that footpath construction funding should be allocated on a town as well as an ongoing basis. Currently \$7,600 will give roughly 100 metres of footpath at 1.5m wide, without allowing for significant earthworks, retaining structures or service relocations where required.

Any extension of the current footpath network needs to be considered in terms of Council's **Asset Management Plan**.

Maps are provided at the end of this document showing the proposed construction of Primary and Secondary footpaths (as defined later in this document) as well existing footpaths in the area.

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CURRENT FOOTPATH NETWORK

Concerted footpath construction has only occurred in the towns of Cummins and Coffin Bay.

In **Cummins** the busy CBD area of Railway Terrace and Bruce Terrace are now almost fully serviced mostly by brick paving. Footpath construction has also occurred between the CDB and the school which helps with the separation of high vehicle and pedestrian volumes in this area. This can still be considered ongoing due to a small section between Walkom Street and the school on Hall Street remaining unserved by a footpath.

Coffin Bay, which doesn't have a centralised CDB, has had footpath construction occurring on the landside of the Esplanade that carries most of the traffic in the town. The footpaths service shops on the landside and public focal points on the opposite (seaside). This could still be considered ongoing.

North Shields has footpaths restricted to what appears to be a private footpath fronting the Hotel and a short section of concrete footpath to the staircase accessing the beach at the southern end of Easton Road.

Yeelanna has a seasoned concrete footpath on the Cranstone Street side of the town hall.

There are no footpaths in **other towns** in the district

HEIRARCHY FOR FUTURE FOOTPATH CONSTRUCTION

This plan recognises that a footpath's main purpose is to provide a safe and comfortable area for pedestrians to walk, thereby encouraging pedestrians not to walk on the roads. It is therefore obvious that the necessity of footpaths becomes more important in locations that experience high traffic and pedestrian volumes. The current footpath layout in Cummins and Coffin Bay show that these areas have been targeted in the past. For future planning, it is advised that areas to be targeted for footpath construction be grouped into the following hierarchy of descending importance:

PRIMARY FOOTPATHS

These are areas around focal community points where there are frequently high volumes of traffic and pedestrians.

SECONDARY FOOTPATHS

These are located in residential areas along roads that are favoured or direct routes to a community focal point and experience higher vehicle and pedestrian volumes than general residential streets.

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TERTIARY FOOTPATHS

All other areas not covered by Primary or Secondary Areas and generally located in residential areas where footpath construction is considered more for aesthetics and comfort rather than out of necessity.

Tertiary Footpath construction, if pursued, should be constructed radiating out from Primary or Secondary Footpaths.

Tertiary footpath construction should only be considered in the top tier towns in terms of Council's rating policy as these towns generally have sealed and kerbed roads.

CONSTRUCTION

WIDTH OF FOOTPATHS

Over the years footpaths have been constructed at a minimum width of 1.20 metres although field observations have found many moulded to a 1.15m width. Generally, this is found to accommodate only individual pedestrians and is not able to comfortably support prams, wheelchairs, people passing each other, parents walking abreast with children etc. This results in pedestrians electing to walk on the roads and not on the provided footpath.

This plan recommends that future footpaths be constructed at a width of no less than 1.50 metres.

SURFACE

Three main types of footpath currently exist in the District: brick paving, concrete and bitumen.

Brick Pavers have the advantage of being easily dug up and relayed if the surface becomes uneven due to subsurface movement and therefore useful around trees etc. or to access underground services. They are however labour intensive and can give a patchy appearance if built at different times and are best suited to compliment areas such as fronts of shops, picnic area, hospitals, gardens and precincts etc.

Concrete Footpaths can create better visual consistency than brick pavers as well as being cheaper and faster to construct. Their draw back is that they are susceptible to cracking and surface deflection due to subsurface movements. Concrete should be the standard of Secondary and Tertiary footpaths.

Bitumen Surfacing is not recommended. It is not very aesthetic and can create continuity with the adjacent bitumen road. If bitumen is considered, it should be of an asphalt hot mix type.

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DRIVEWAYS

There have been occasions in the past where driveways have been approved that exceed the maximum footpath cross fall. Constructing footpaths to recommended standards in these areas is going to be difficult. An example of this is the section of the Esplanade from Coffin Bay town entrance to Aleppo Avenue.

This plan recommends that Council's driveway standards enforce a maximum grade not exceeding the maximum cross fall of a footpath when applications for driveways are being approved.

FOOTPATHS – BOTH SIDES OF ROADS

Whether a footpath is provided on both sides of a road or not can only really be determined on merit. It is largely dependent on whether there are focal points on both sides of the road where a person often accesses both sides of the road in going about their purpose.

EXPANSION JOINTS – CONCRETE FOOTPATHS

There is inconsistency in the inclusion of expansion joints when constructing concrete footpaths. Long sections without expansion joints have been observed which on occasions have led the footpath to crack and surface deflect.

The plan recommends that the Works Department have a standard to ensure that expansion joints occur at adequate intervals along a concrete footpath.

FUTURE STRATEGY FOR TOWNS

BOSTON

Gledstones Terrace is the only area that is urbanised. Pedestrian and traffic volumes are low. The rest of Boston is rural living and pedestrians are rare. There are no focal points in the area.

Rank: Tertiary

COFFIN BAY

Esplanade

The Esplanade carries a reasonable amount of traffic from the entrance to the town to the boat ramp.

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From Haggarty Street to Giles Road

This area fronts the caravan park and there is potential for high pedestrian volumes along with high traffic volumes. There is no kerbing but the Esplanade is already constructed to a design, therefore there need only be widening and kerbing in some places prior to any footpath construction.

Rank: Primary

Beachcomber Area

Pedestrians currently walk across the bitumen which is continuous with vehicle parking area. It is recommended that entrance and exit points be created by extending the concrete footpath on top of kerbing. This assists pedestrians in determining where to expect vehicles when walking across this section.

Rank: Primary

From Giles Road to Chemist / Restaurant Area

Again there is the potential for reasonable pedestrian volumes and high vehicle volumes. Any upgrade of the Oyster Walk along this section might lessen the requirement for a footpath in this area, albeit on the other side of the road.

Rank: Primary

Chemist / Restaurant Area to Town Entrance

Due to high vehicle volumes, it is best that pedestrians be provided with a footpath. In some areas it is going to be difficult to construct a footpath due to steep often paved or concreted driveways ascending from the kerb watertable up to the properties they are servicing. Upgrading the Oyster Walk on the other side of the Esplanade is a possibility but this will mean pedestrians having to cross the road to use the footpath.

Rank: Secondary

West of Harder Street to Boat Ramp

Due to high vehicle volumes, it is best that pedestrians be provided with a footpath.

Rank: Secondary

Harder Street

There is a reasonable amount of traffic to the industrial area passing through a residential area.

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Esplanade to Shepperd Avenue

Rank - Secondary

Jubilee Drive

The road takes traffic heading to the Coffin Bay National Park and Hotel. However the road is mostly in an undeveloped area and pedestrians can mostly be expected between the hotel entrance and the Esplanade.

Esplanade to Hotel Entrance

Rank: Secondary

Haggarty Street

There is a need for a tidy up of the footpath from the Esplanade to the Post Office. Fuel pumps obstruct the footpath, but the area can be improved from a pedestrian point of view.

Esplanade to Post Office

Rank: Secondary

CUMMINS

Cummins pedestrian traffic is dominated by major community focal points. It is also located along major freight routes. The area is flat, low lying with clay soils and conditions can get quite soggy in the wet leading to pedestrians to walk on roads in the absence of footpaths.

Tumby Bay Road

The southern side of Tumby Bay Service Road importantly services elderly people walking between the Miroma and the CBD area. There is a small section not satisfactorily serviced by a footpath. The railway crossing area is also a problem for pedestrians.

Corner of Railway Terrace & Tumby Bay Road (Bascombe AutoAg Area)

Pedestrians currently walk across the bitumen which is continuous with the garage service area. It is recommended that entrance and exit points be created by extending the concrete footpath and kerbing. This assists pedestrians (often elderly) in determining where traffic is coming from and going to when crossing this area.

Rank: Primary

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Double Railway Crossing Area

High vehicle volumes and medium pedestrian volumes share a common area. There is no kerbing.

Rank: Primary

Cummins Institute Railway Crossing Area

This area sees high vehicle and pedestrian volumes sharing narrow area.

Rank: Primary

McFarlane Street – School Area

There is a small section at the western end that is not serviced by a footpath.

School Entrance to Firth Avenue

Rank: Secondary

Firth Avenue (School Area)

Reasonable traffic and pedestrian volumes.

Rank: Secondary

Arthur Street (School Area)

Reasonable traffic and pedestrian volumes.

Rank: Secondary

Hall Street

The street experiences high vehicle and pedestrian volumes being a direct route from the school to the CBD. There is a small section not serviced by a footpath on the northern side and it is also recommended that the southern side be extended to the last business opposite Slaters Court.

Walkom Street to School Gate

Rank: Primary

Post Office to Slaters Court (southern side)

Rank: Secondary

G:\NC\NS\Strategic Plan\Footpaths

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Walkom Street

The road handles a lot of traffic from the farmlands accessing the school from Warrow Road and Bratten Way including school buses. The road also attracts a lot of pedestrians accessing the school facilities as well as the back entrance to the sports grounds.

Rank: Secondary

Hayman Drive

This road services the industrial area. There is a small section that services a residential area.

Pearson Street to Tumby Bay Road

Rank Secondary

Yeelanna Road

This road is the northern approach of the Tod Highway into Cummins. There are a few residential homes along a small section of road.

Church Road to Town Northern Boundary

Rank: Secondary

Bruce Terrace

This is the Tod Highway through Cummins and sees high traffic volumes and ranging from medium to high pedestrian volumes.

Caravan Park to just before Railway Triangle (Meikle Street)

The area services residential homes and the Cummins Caravan Park, a supermarket and a number of light industries. Better defined areas for pedestrians and vehicles need to be considered in front of the Cummins Mill. There is a short section that is not kerbed at the southern end.

Rank: Secondary

Railway Triangle (Meikle Street) to McFarlane Street

Creating a good footpath will assist pedestrians in crossing a very tricky road intersection. The area in front of the Railway Triangle is not kerbed and a drainage solution could be tricky.

Rank: Primary

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Eastern Side (between the two Pedestrian Railway Crossings)

High pedestrian and traffic volumes.

Rank: Primary

Cummins Oval

There is no formalised footpath for pedestrians in this area which in winter is subject to getting boggy with large puddles. There is no kerbing for most of the section and drainage could be a problem.

Rank: Secondary.

Roe Street

The footpath network should be extended to the caravan park entrance.

Bruce Terrace to Caravan Park Entrance

Rank: Secondary

O' Malley Street

A short section is required from Bruce Terrace to the concrete footpath servicing the supermarket to complete the network in this area.

Bruce Terrace to Supermarket

Rank: Secondary

Warrow Road

This is a major road servicing the western and south-western farm areas.

The section adjacent the sportsgrounds is serviced by an old dilapidated bitumen surface which should be brought up to standard.

The section from the entrance to the sportsgrounds to Walkom Street provides no footpath for pedestrians and in places there is no alternative but to walk on the road.

Bruce Terrace to Walkom Street

Rank: Secondary

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Railway Terrace

This street services businesses heading south from Tumby Bay Road until just after Sabey Terrace. All businesses except the southernmost are serviced by footpaths.

Either side of Sabey Terrace

Rank: Secondary.

Sabey Terrace

The road is a collector road into the CBD, particularly the western end.

Durbin Street to Railway Terrace

Rank: Secondary

LOUTH BAY

The whole town is of a residential nature with low traffic and pedestrian volumes. Most of the focal points such as the camping ground, sports facilities, playground, beach accesses and jetty are on the perimeter of the town and in most cases don't abut kerbed and sealed roads. People tend to park adjacent the focal point of their visit and therefore there is no need for footpaths above the level of Tertiary.

Rank: Tertiary

NORTH SHIELDS

Most pedestrians in North Shields are to be found along Easton Road from the boat ramp area to the start of the Investigator Walking Trail. Other areas that can be considered focal points are the Hotel and the Cemetery. The cemetery contains a parking lot and there is no movement of pedestrians from the Cemetery to other parts of North Shields, so any footpath requirement in this area could be considered of Tertiary rank or priority.

Dorwood Street

The Hotel and the Dorwood Reserve are the only two focal points along this road. It is recommended that a footpath is desirable between the Hotel car park, past the Hotel and covering the frontage of the Dorwood Reserve. The Dorwood Reserve provides an access from Dorwood Street to Easton Road car park by the boat ramp and jetty.

Hotel to Dorwood Reserve

Rank: Secondary

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Easton Road

There are four focal points being the Dorwood Reserve, the car park, boat ramp, jetty and the start of the Investigator Walking Trail at the southern end where there is limited parking. The plan recommends a footpath on the seaward side from the boat ramp past the jetty to the start of the Investigator Walking Trail. It is then hoped that the car park will be used by trail goers as opposed to limited parking around the Easton Road – Dorwood Street bend.

Boat Ramp to Investigator Walking Trail

Rank: Secondary

POONINDIE

The Poonindie School creates a major focal point in an otherwise very small settlement. All pedestrian activity occurs and should be encouraged along Hirschausen Road as opposed to the other alternative being the Lincoln Highway. A major land development off Hirschausen Road needs to be taken into account as well.

Hirschausen Road

Adjacent School Boundary

Rank: Primary

School to Natasha Drive

Rank: Secondary

TIATUKIA

Tiatukia is a rural living area and pedestrians are rare. There are no focal points in the area.

Rank: Tertiary

TULKA

The whole town is of a residential nature with low traffic and pedestrian volumes. The town has been given a non-standard low 40km/h speed zone in recognition of its mixed vehicle / pedestrian environment. The town generally lacks kerbed and sealed roads, a requirement for footpath construction. The narrow road reserves along the Tulka Esplanade and Short Street could also make any meaningful footpath construction difficult.

Rank: Tertiary

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WANGARY

Wangary has a major focal point being the primary school and kindergarten. This regularly draws a busy mix of pedestrians and vehicles. The town is otherwise a second tier rating policy and therefore can be excluded from this strategic plan.

There is a school crossing across Eighth Street that links the kindergarten to the school. This controlled pedestrian measure results in very few pedestrians actually walking along Eighth Street. There is a section between the school crossing and the entrance to the kindergarten on Main Street where a footpath would be desirable to encourage pedestrians to stay off the road.

Third Street

School Frontage.

Rank: Primary

Eighth Street / Main Street

School Crossing to Kindergarten Entrance

Rank: Primary

OTHER TOWNS

Other Towns are on a second tier rating policy and have no Primary or Secondary Footpath requirements and therefore are excluded from this strategic plan. They also lack sealed (designed) roads and kerbing.

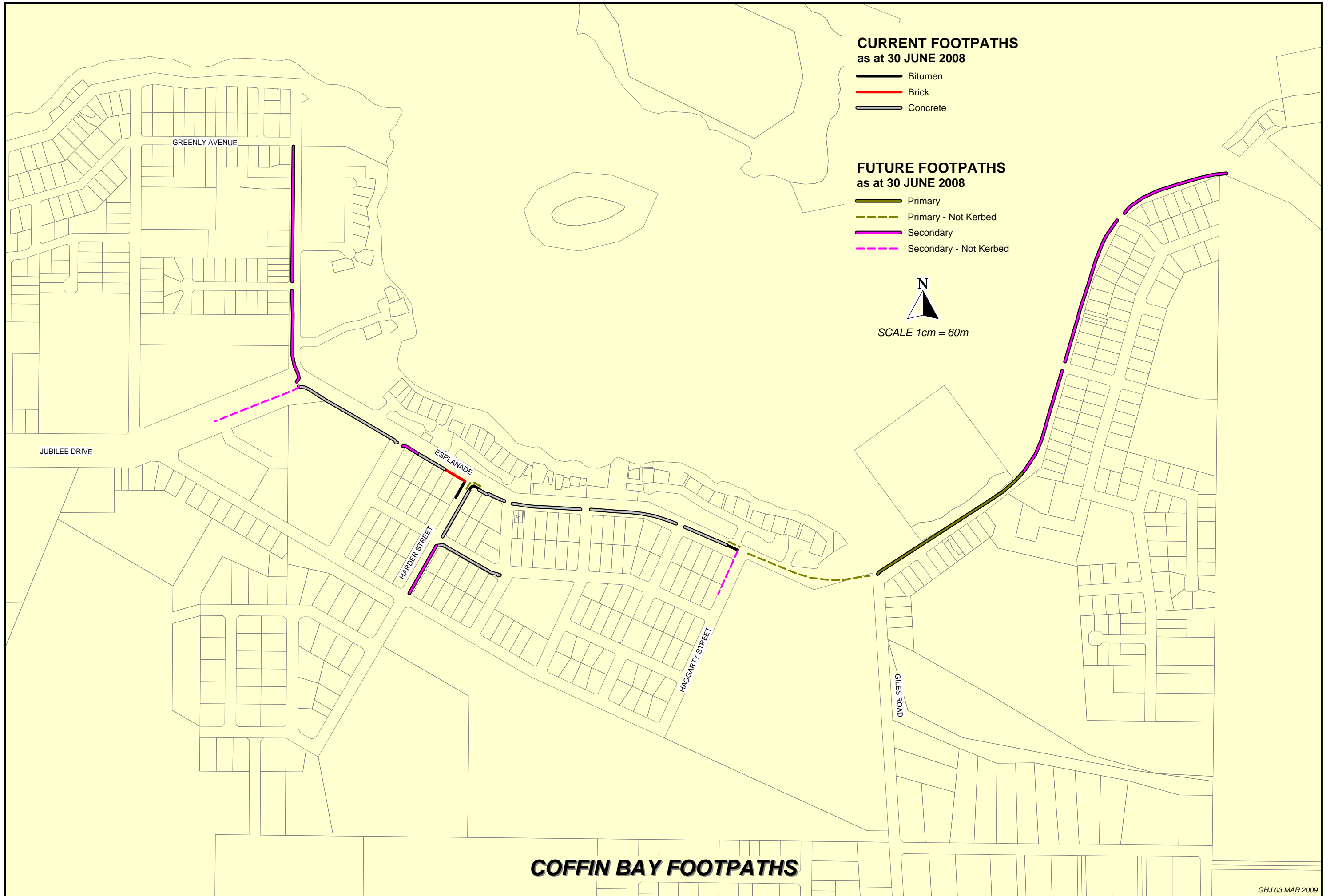
LIST of PRIMARY AND SECONDARY PROJECTS

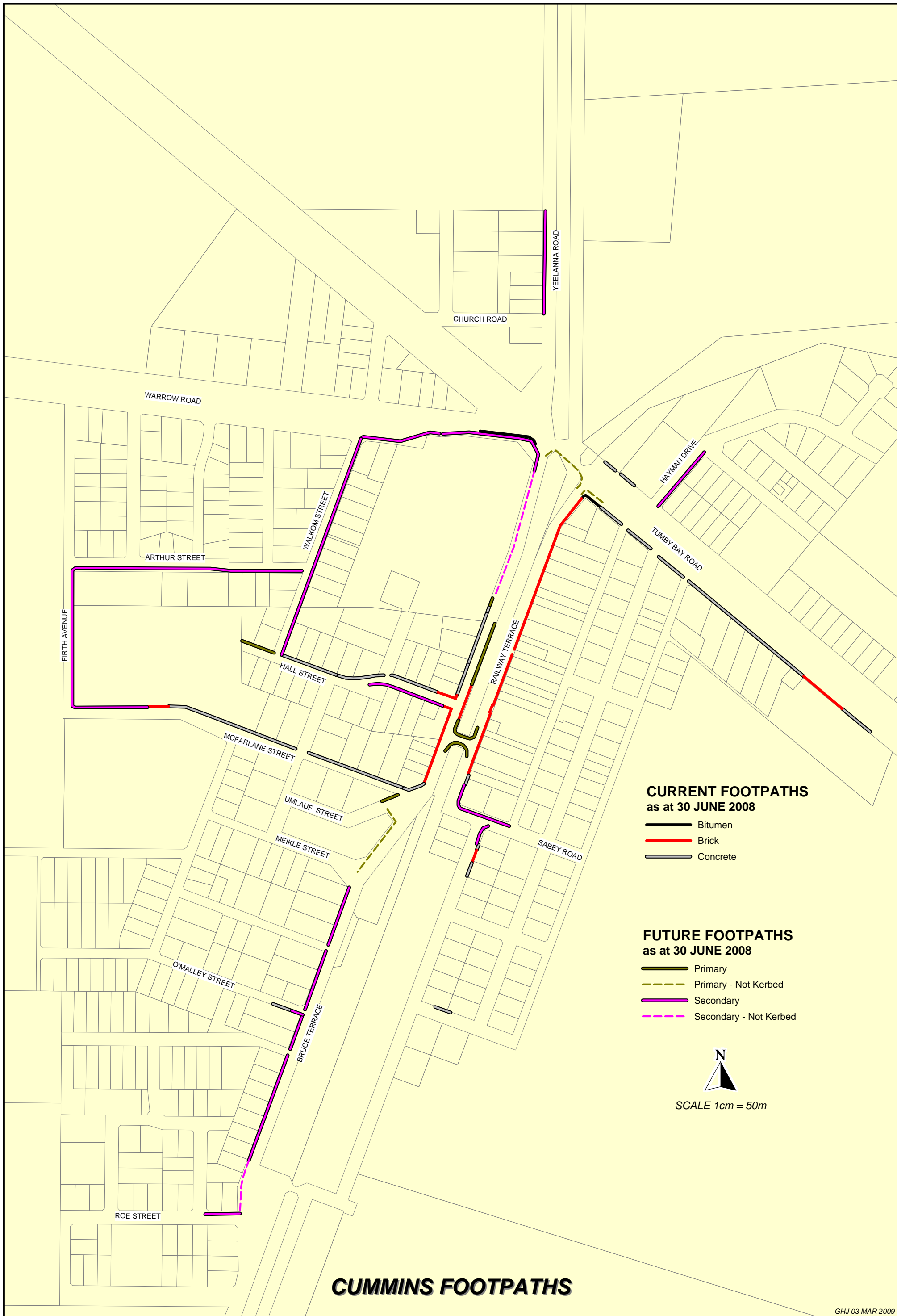
Project	Town	Level	Length (m)	Approx. Project Cost 2009
Esplanade: Giles Road to Chemist/Restaurant Area	Coffin Bay	Primary	321	\$ 24,365.60
Bruce Terrace: opposite Deli to 2nd Pedestrian Rail Crossing N	Cummins	Primary	96	\$ 7,280.80
Bruce Terrace:Missing Link S of Oval Entrance	Cummins	Primary	11	\$ 851.20
Hall Street: Walkom St to School Entrance	Cummins	Primary	51	\$ 3,838.00
Institute Rail Crossing N side	Cummins	Primary	65	\$ 4,909.60
Institute Rail Crossing S side	Cummins	Primary	50	\$ 3,815.20
Umlauf Street: McFarlane St to Railway Triangle	Cummins	Primary	25	\$ 1,922.80
Hirschausen Road: School Frontage	Poonindie	Primary	97	\$ 7,349.20
Eighth St: Emu Crossing to Kindy Entance	Wangary	Primary	14	\$ 1,079.20
Third St: Adjacent School	Wangary	Primary	76	\$ 5,798.80
Esplanade / Harder Street around Shop Area	Coffin Bay	Primary - Not Kerbed	35	\$ 4,858.00
Esplanade: along Beach Comber car park	Coffin Bay	Primary - Not Kerbed	22	\$ 3,122.00
Esplanade: Haggarty St to Giles Road	Coffin Bay	Primary - Not Kerbed	226	\$ 31,626.00
Bruce Terrace: Railway Triangle frontage	Cummins	Primary - Not Kerbed	116	\$ 16,268.00
Tumby Bay Road: Railway Crossing S side	Cummins	Primary - Not Kerbed	91	\$ 12,782.00
Tumby Road: Bascombe AutoAg Frontage	Cummins	Primary - Not Kerbed	40	\$ 5,544.00
Hirschausen Road: School Frontage	Poonindie	Primary - Not Kerbed	38	\$ 5,292.00
Esplanade: Aleppo Ave to Seaview Rd	Coffin Bay	Secondary	271	\$ 20,573.20
Esplanade: Chemist/Restaurant Area to Aleppo Ave	Coffin Bay	Secondary	193	\$ 14,698.40
Esplanade: Endeavour Ct to oppo Boat Ramp Entrance	Coffin Bay	Secondary	241	\$ 18,338.80
Esplanade: Missing Link E of Lear St	Coffin Bay	Secondary	30	\$ 2,249.60
Esplanade: Seaview Rd to Town Entrance	Coffin Bay	Secondary	200	\$ 15,184.80
Esplanade:Jubilee Dr to Endeavour Ct	Coffin Bay	Secondary	166	\$ 12,608.40
Harder St: Flinders Ave to Shepperd Ave	Coffin Bay	Secondary	98	\$ 7,432.80
Bruce Terrace :Jeanes St to O'Malley St	Cummins	Secondary	92	\$ 6,999.60
Bruce Terrace :O'Malley St to Ponton Grove	Cummins	Secondary	54	\$ 4,119.20
Bruce Terrace: Meikle St to Jeanes St	Cummins	Secondary	91	\$ 6,878.00

LIST of PRIMARY AND SECONDARY PROJECTS

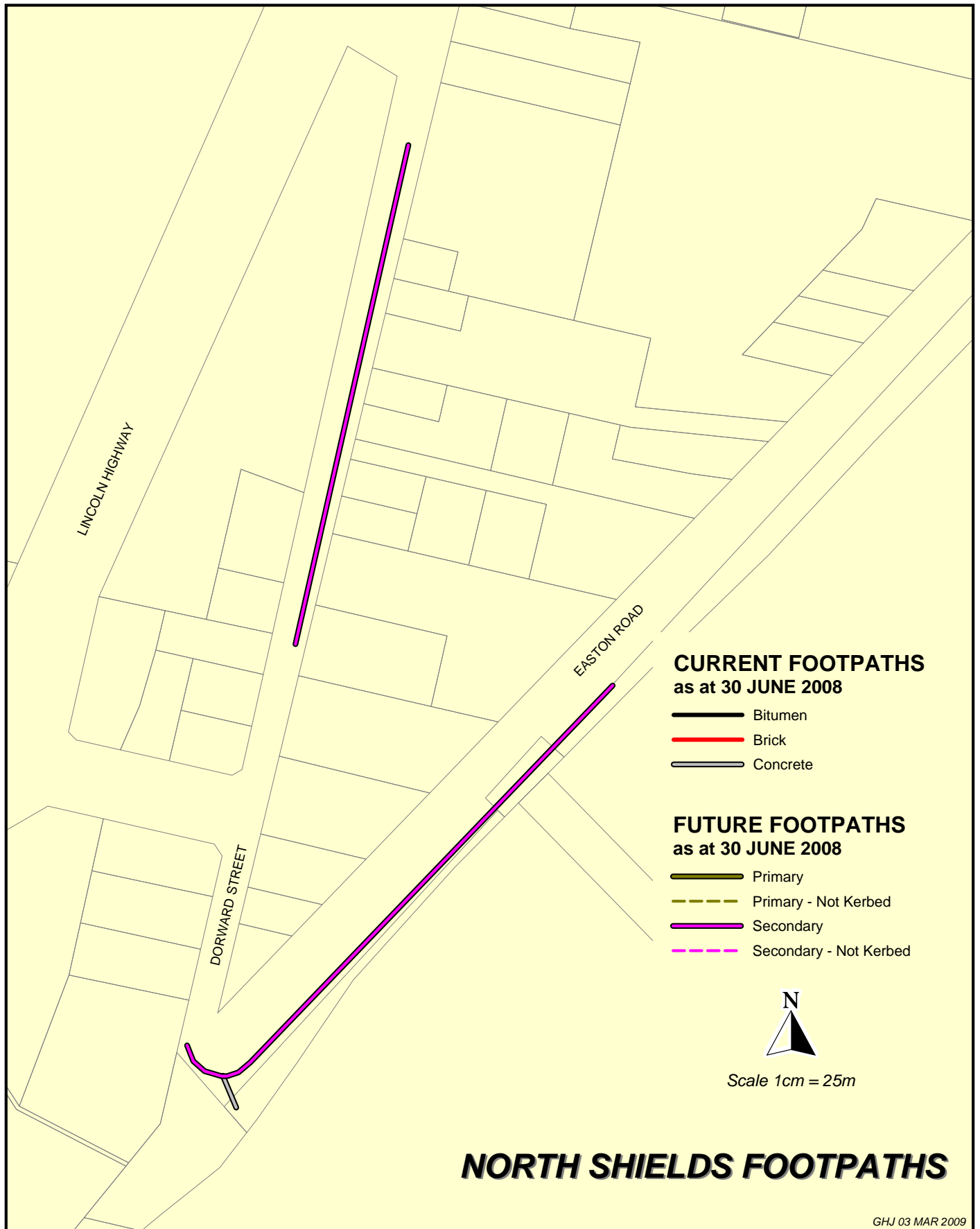
Project	Town	Level	Length (m)	Approx. Project Cost 2009
Bruce Terrace: Ponton Gr south to Kerb End	Cummins	Secondary	165	\$ 12,555.20
Cummins School: Arthur St, Firth Ave & Remainder McFarlane St	Cummins	Secondary	654	\$ 49,688.80
Hall Street: Post Office to opposite Slaters Ct	Cummins	Secondary	114	\$ 8,656.40
Hayman Drive: Tumby Bay Road to Pearson St	Cummins	Secondary	105	\$ 7,980.00
Kapinnie Road / Warrow Road: adjacent Oval	Cummins	Secondary	180	\$ 13,672.40
O'Malley St: Bruce Trc to existing paving S side	Cummins	Secondary	18	\$ 1,345.20
Railway Terrace/Sabey Terrace: Complete to Durdin St	Cummins	Secondary	114	\$ 8,656.40
Railway Terrace: Sabey to Existing Paving E side	Cummins	Secondary	34	\$ 2,561.20
Roe Street: Bruce Trc to Caravan Park Entrance	Cummins	Secondary	52	\$ 3,914.00
Walkom Street: Warrow Rd to Hall St	Cummins	Secondary	341	\$ 25,916.00
Warrow Road: Oval Entrance to Walkom St	Cummins	Secondary	120	\$ 9,082.00
Yeelanna Road: Church Rd north to town end	Cummins	Secondary	152	\$ 11,559.60
Dorwood St: Hotel to Dorwood Reserve	North Shields	Secondary	244	\$ 18,544.00
Easton Road: Boat Ramp to Investigator Walking Trail	North Shields	Secondary	289	\$ 21,948.80
Haggarty St: Esplanade to adjacent Post Office	Coffin Bay	Secondary - Not Kerbed	86	\$ 11,984.00
Jubilee Drive: Esplanade to Hotel	Coffin Bay	Secondary - Not Kerbed	163	\$ 22,750.00
Bruce Terrace: Oval from Entrance to Kapinnie Rd	Cummins	Secondary - Not Kerbed	190	\$ 26,628.00
Bruce Terrace: Unkerbed Area north of Roe St	Cummins	Secondary - Not Kerbed	81	\$ 11,382.00
Hirschhausen Road: School Boundary to Natasha Dr	Poonindie	Secondary - Not Kerbed	181	\$ 25,312.00

NOTE: Approximate costs are provided as a guide only and are not based on detailed project costing.

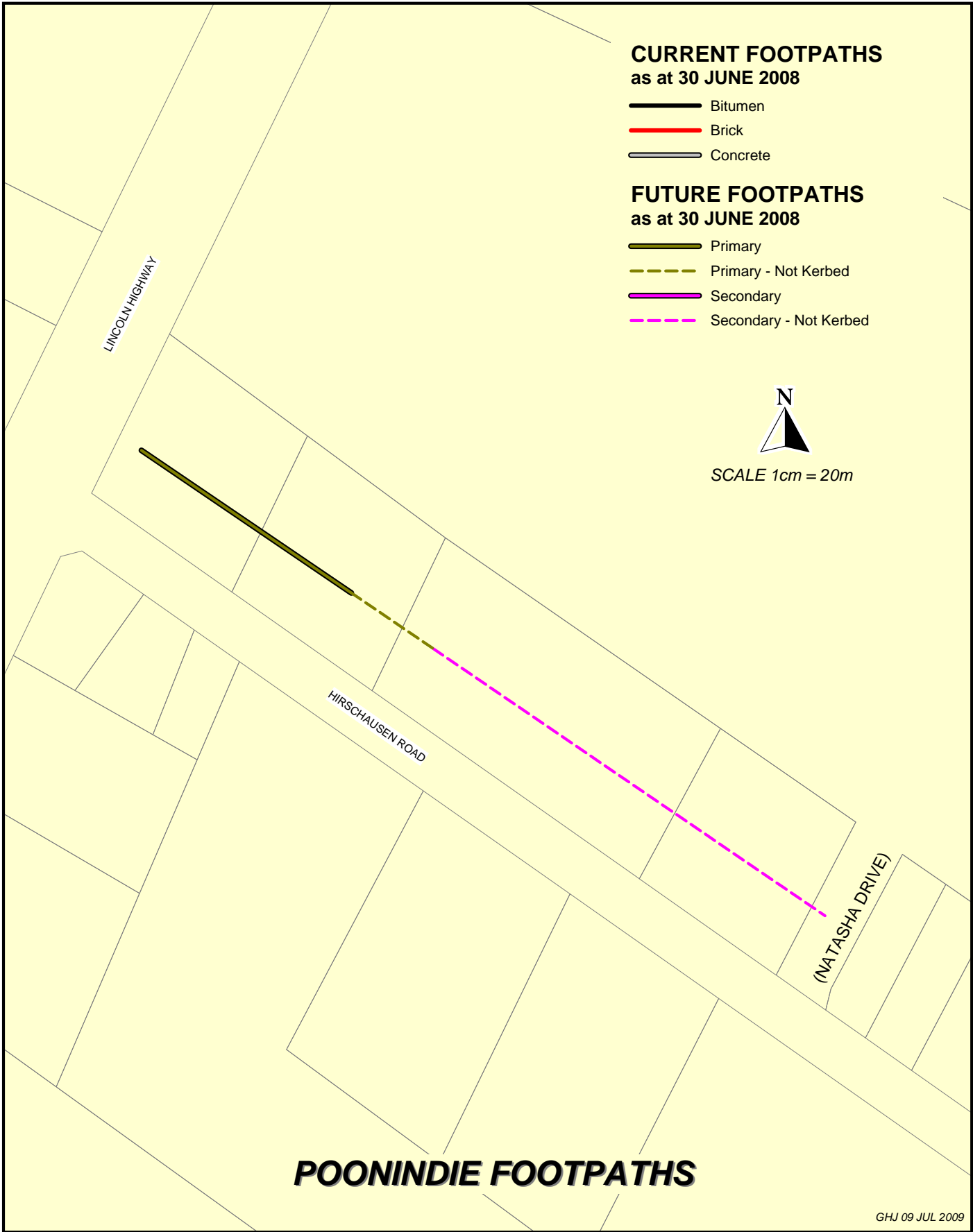




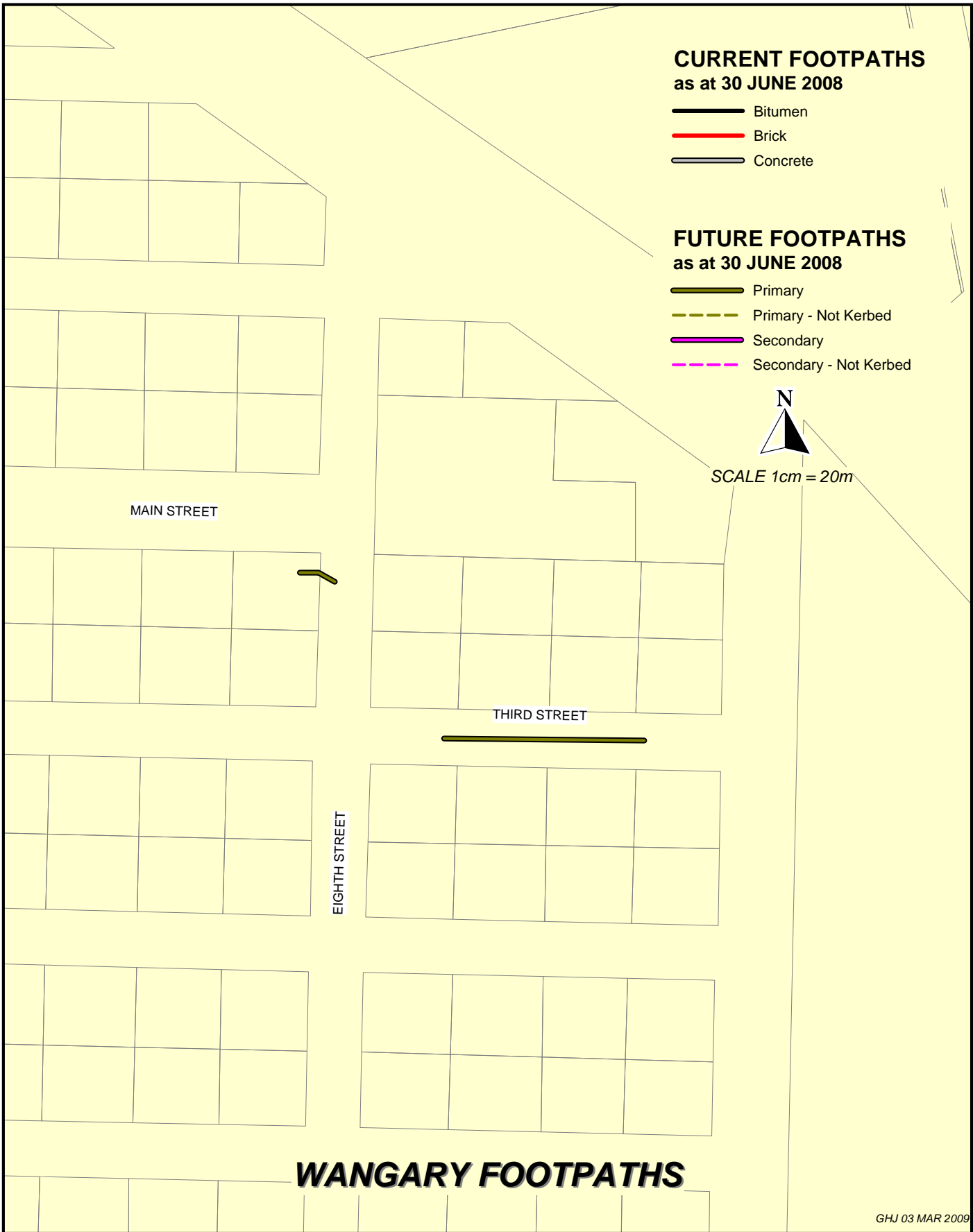
CUMMINS FOOTPATHS



NOTE: Footpaths are drawn from an accurate aerial photo and therefore do not line up with the less accurate parcel boundary data in this area.



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