



Shoalhaven Active Transport Strategy
including Pedestrian Accessibility & Mobility Plan Update and Bike Plan Update
for
Shoalhaven City Council

Appendix F: Shared User Path Bridge Projects Review

Shared User Path Bridge Review Outcomes

The tables below provide a summary of the outcomes of the Shared User Path Bridge (**SUP Bridge**) Review undertaken as part of the Strategy. SUP Bridge projects are ranked in the tables based on the **P** (pedestrians) x **V** (vehicles) formula, and as such locations with the greatest interaction between pedestrians and vehicles are rated higher than locations with minimal interaction between pedestrians and vehicles.

Often with SUP bridge projects, a latent demand can exist (“build it and they will come!”) but this is often difficult to estimate (fairly, across all projects for comparison). Where available data exists to estimate latent demand (from the surrounding area), that data and any relevant assumptions will also be included in the P x V analysis tables.

Projects are ranked in the tables from those with the highest score (**High Priority**) to lowest score (**Low Priority**) based on the P x V formula. Generally, **High Priority** projects represent the top 10% of scores; **Medium Priority** projects represent the next 25% of scores; and **Low Priority** projects represent the lowest 65% of scores. The full list of SUP Bridge projects is also available on Council’s PAMP webpage, which can be found here:



<https://www.shoalhaven.nsw.gov.au/Council/What-guides-us/Policies-and-strategies/Pedestrian-Access-and-Mobility-Plan#section-6>

The SUP Bridge Ranking Spreadsheet will continue to be viewed as an evolving, operational document, to be kept as up to date as possible by Staff. This will include:

- Removing completed projects (or those proposed to be undertaken by third parties).
- Amending existing projects following more detailed investigations.
- Adding new project concepts referencing both the P x V formula and the adopted Active Transport Scoring Criteria (**ATSC**).
- Revising project scores further to more information becoming available, such as new traffic and pedestrian survey data.

Due to the limited availability of funding, the sites that are included in the SUP Bridge Ranking Spreadsheet were specifically surveyed (for P x V) based on a range of factors including local knowledge, observations, crash data, complaints, queries, requests, or sometimes economical convenience (if an adjacent or nearby site was already being surveyed).

However, there is a much longer list of potential future SUP bridges across Shoalhaven. These sites may not have to be surveyed at this time, or may have been identified as potentially (for example) being delivered as a condition of development consent, possibly by TfNSW, or in conjunction with an adjoining path project for example).

As funding permits, more surveys will be undertaken incrementally over time to expand the availability of P x V data, allowing the P x V rankings to be further refined, and where relevant for these projects to also be incorporated in the SUP Bridge Ranking Spreadsheet.

These additional sites are shown in the tables following the SUP Bridge Ranking Spreadsheet prioritised sites, and have been listed alphabetically by suburb.

It is important that the PAMP Maps and SUP Bridge Ranking Spreadsheet are kept as up to date as possible in this way, and always made available for community review. Keeping the PAMP Maps and SUP Bridge Ranking Spreadsheet up to date as operational documents will also reduce the need for continually reporting changes in the broader PAMP and Bike Plan to the full Council. Of course, Council will continue to consider and fund Shoalhaven wide priorities through its annual DPOP process, with the PAMP and Bike Plan remaining as up to date as possible to help inform those decisions (along with all other relevant consideration).

Notwithstanding, it is recommended that a more detailed review of the Strategy (including the PAMP and Bike Plan) be undertaken at least every 5 years to ensure the details remain current; the documents remain contemporary; and that we are undertaking appropriate monitoring of the success of the Strategy to continually improve our active transport infrastructure, and in turn maximising the potential for active trips.

Priority	Town	Road	SUP Bridge Location	Warrants	Peak Hour Volumes		Proposed SUP bridge side	Cost Estimate
				PV Value	Pedestrians/Cyclists	Vehicles		
High	Ulladulla	Princes Highway	Bridge over Millards Creek	78,904	60	1,592	East side. Noting 80% demand captured on East side (existing footbridge too narrow)- design already prepared for a standalone SUP bridge east side	\$5,000,000
High	Kangaroo Valley	Moss Vale Rd	Culvert West of Town centre	25,542	54	473	This is the number of those peds/cyclists crossing at the Western Ramp, the majority would not need to if the SUP was extended across the culvert on the northern side of Moss Vale Road (current missing link)	\$1,000,000

Priority	Town	Road	SUP Bridge Location	Warrants	Peak Hour Volumes		Proposed SUP bridge side	Cost Estimate
				PV Value	Pedestrians/Cyclists	Vehicles		
Medium	Kangaroo Valley	Moss Vale Rd	Bridge over Nugents Creek	14,812	46	454	North side. Note 44 of these were Cyclists from Scotts College north side AM, otherwise very minimal (2 additional). This will continue to be monitored although discussions with TfNSW indicate this is a low priority and most likely will be resolved in the longer term as part of the future bridge replacement	\$500,000
Medium	South Nowra	Hillcrest Ave	Bridge between John Purcell Way and Princes Hwy	5,677	7	968	North side. 60% demands captured on North side	\$1,000,000
Medium	South Nowra	Flinders Rd	Bridge west of Rotary Park	2,090	5	593	South side. 100% demands captured on South side	\$1,000,000

Priority	Town	Road	SUP Bridge Location	Warrants	Peak Hour Volumes		Proposed SUP bridge side	Cost Estimate
				PV Value	Pedestrians/Cyclists	Vehicles		
Low	Erowal Bay	Erowal Bay Rd	Bridge over creek before town	1,638	7	273	East Side - 55% demands captured on East side - 11 total on East, 9 on West (however noting that - the east side avoids the water main, and the rest of the proposed path network internal to Erowal Bay is all on the east - north side)	\$1,000,000
Low	Bomaderry	Meroo Rd	Culvert between Halstead Pl and Emerald Dr	1,440	7	371	West side, 70% demands captured on West side (same side as Emerald Drive estate catchment)	\$500,000
Low	Bundewallah	Kangaroo Valley Rd	Culvert east of Bundewallah Rd	1,045	12	139	East side, 60% demands captured on East side, and the proposed FP network linking back to Berry is all proposed on the east side	\$500,000
Low	East Nowra	Wallace St	Through reserve south of East Nowra shops		12		Side irrelevant - Creek/Reserve - due to cul-de-sac (no traffic through reserve) - the survey reflects the max peak ped volume recorded only - no veh (therefore no P x V analysis unless considering the conflicts in the surrounding network "if" the access through the creek reserve were to be closed) - continue to monitor	\$2,000,000
Low	Nowra-Terara	Terara Road	Terara Road - proposed SUP bridge on the northern side of Terara Road (at existing bridge over canal - approx. 520m east of Ferry Lane) - existing bridge has an existing narrow footpath without protection to adjacent traffic, proposed separate SUP bridge to allow continuation of the path network linking Terara back to Nowra	tdc	tdc	tdc	North side - to improve the pedestrian linkage between Nowra CBD and Stockland Nowra.	\$1,000,000
Low	Nowra	Princes Highway	Jane Street - proposed cantilevered SUP bridge on the northern side of the existing Jane Street road bridge, pursuant to Nowra CBD Strategy. Note the pedestrian crossing activity on Nowra Lane (30m either side of Smith Lane) also being monitored, as a pedestrian crossing improvement will also be required as part of any future SUP bridge delivery to improve the pedestrian linkage between Nowra CBD and Stockland Nowra.	1,225,000 - Est. based on original surveys	35 - Est. based on original surveys	35000 - Est. based on original surveys	North side - to improve the pedestrian linkage between Nowra CBD and Stockland Nowra.	\$10,000,000
Low	Nowra	Princes Highway	south of Bridge Road/Pleasant Way - proposed angled SUP bridge linking the Graham Lodge Precinct to the SEC/SCC precinct (embankment to embankment), to provide easier access for peds-cyclists without having to negotiate the Princes Highway or hold up traffic by the operation of the Bridge Road-Pleasant Way traffic-pedestrian signals. Pursuant to the Nowra CBD Strategy improve the pedestrian linkage east-west between teh SEC-civic precinct and the River precinct-east.	400,000 - Est. based on original surveys	10 - Est. based on original surveys	40000 - Est. based on original surveys	N/A	\$10,000,000

Survey Status	Suburb	Location	Notes on Additional SUP Bridge Sites	Estimated Cost
No survey - proposed to incorporate SUP as part of future bridge replacement (over Broughton Creek)	Berry	Tannery Road	Broughton Creek - Currently no provision for cyclists across existing Bridge	\$500,000
No survey - proposed to incorporate SUP as part of future bridge replacement (over Bundewallah Creek)	Berry	Woodhill Mountain Road	Bundewallah Creek - Currently no provision for cyclists across existing Bridge	\$500,000
No survey - proposed to incorporate SUP as part of future bridge replacement (over Broughton Creek)	Bolong	Bolong Road	Broughton Creek - Currently no provision for cyclists across existing Bridge	\$500,000
No survey - proposed to incorporate SUP as part of future path project	Callala Bay	Regan Close - to Derwent Street	Boorawine Creek - Currently a small low level access for pedestrians and cyclists, subject to flooding - a more formal and permanent SUP bridge link will need to be provided in future.	\$250,000
No survey - proposed to incorporate SUP as part of future path project	Callala Beach	Callala Beach Road	Callala Creek - Currently no provision for cyclists within the road reserve - a separate off road SUP will need to be provided, including a SUP bridge (culvert) over Callala Creek.	\$300,000
No survey - proposed to incorporate SUP as part of future path project	Cambewarra	Main Road - to the west of Cambewarra Village	Browns Creek - Currently cyclists are provided with a community built timber off road footbridge, which was constructed as part of the original gravel off road bike track - however a separate off road SUP/bridge will need to be provided in future	\$500,000
No survey - proposed to incorporate SUP as part of future path project	Cambewarra	Main Road - to the west of Cambewarra Village	Browns Creek Tributary - Currently cyclists are provided with a community built timber off road footbridge, which was constructed as part of the original gravel off road bike track - however a separate off road SUP/bridge will need to be provided in future	\$300,000
No survey - proposed to incorporate SUP as part of future path link	Culburra	Addison Road	Addison Road-Addison Road link (across "The Strand") - Currently an existing worn gravel track - missing link for pedestrians-cyclists-existing demand noted	\$150,000
No survey - proposed to incorporate SUP as part of future path link	Culburra	East Cr - West Cr	East Cr - West Cr link (across existing drainage reserve) - Currently an existing worn gravel track with an existing informal/sub-standard SUP bridge presumably built by residents - a missing link for pedestrians-cyclists-existing demand noted	\$500,000
No survey - proposed to incorporate SUP as part of future path project	Lake Tabourie	Oak Avenue - to Portland Way	Lemon Tree Creek - Currently a missing link (or pedestrians - cyclists have the option of the long way around via Princes Highway).	\$2,000,000
No survey - proposed to incorporate SUP as part of future path project	Lake Tabourie	River Road - to Beach Street	Lemon Tree Creek - Currently a missing link (or pedestrians - cyclists have the option of the long way around via Centre Street which currently only has a very narrow footpath on the existing road bridge). The alternative option is to defer and incorporate a SUP bridge component into a future road bridge replacement, however given that is very long term, the community's preference is for a shorter term new SUP bridge on a new alignment connecting River Road and Beach Street more directly).	\$2,000,000
No survey - proposed to incorporate SUP as part of future path project	Manyana	Sunset Strip - to Alaska Street, via Dune Street	Currently no formal SUP network along this route - a medium SUP bridge will need to be provided, in addition to a SUP link to connect Sunset Street through to Dune Street and Alaska Street	\$1,000,000

Survey Status	Suburb	Location	Notes on Additional SUP Bridge Sites	Estimated Cost
No survey - proposed to incorporate SUP as part of future path project	Nowra - Nowra Hill	Albatross Road	Tributary - Flatrock Creek - Currently cyclists are provided with wider sealed shoulders across the existing road bridge - however a separate off road SUP will need to be provided in future	\$500,000
No survey - proposed to incorporate SUP as part of future path project	Nowra - Nowra Hill	Albatross Road	Flatrock Creek - Currently cyclists are provided with wider sealed shoulders across the existing road bridge - however a separate off road SUP will need to be provided in future	\$500,000
No survey - proposed to incorporate additional footpath width as part of future bridge replacement	Nowra - South Nowra	Central Avenue	Nowra Creek (east of Bellevue Street) - Currently no provision for cyclists - just an existing footpath on the northern side of the existing road bridge - provision for pedestrians will be required on the southern side as well - as part of future road widening/future bridge replacement - will need to be considered and addressed in future	\$500,000
No survey - proposed to address as part of future SUP works/or HYSA works, whichever comes first	Nowra - South Nowra	Princes Highway	Nowra Creek (opposite Hillcrest Avenue - west side of Highway) - Currently no provision for cyclists - either boardwalk or bridge construction will be required to cater for an off road SUP network on the western side of the Highway at this location - to be integrated with future HYSA SUP network and including a link to Kinghorne Street further to the north - to be addressed as part of future SUP project - or as part of future HYSA delivery (whichever comes first) - will need to be considered and addressed in future - scope - tbc, costs have allowed for a large SUP bridge at this point in time	\$2,000,000
No survey - proposed to incorporate SUP as part of future road upgrade	Nowra - South Nowra	Warra Warra Road	East of Princes Highway - Browns Creek - Currently gravel road with no provision for cyclists - provision for cyclists required on both sides of the road as part of future road upgrade, will need to be considered and addressed in future - costs allows provision on both sides of the road	\$1,000,000
No survey - proposed to incorporate SUP as part of future bridge replacement	Nowra - West Nowra	Yalwal Road	Flatrock Creek - Currently cyclists are provided with a narrow footpath on the northern side of the road across the existing road bridge - however a wider or separate off road SUP will need to be provided in future	\$1,000,000
No survey - proposed to incorporate SUP as part of future road upgrade	Nowra - West Nowra	Yalwal Road	East of Cabbage Tree Lane - Tributary to Cabbage Tree Creek - Currently no provision for cyclists - either separate off road SUP bridges or provision for cyclists as part of future road widening, will need to be considered and addressed in future - costs allows provision on both sides of the road	\$1,000,000
No survey - proposed to incorporate SUP as part of future road upgrade	Nowra - West Nowra	Yalwal Road	Cabbage Tree Creek (to the immediate west of Cabbage Tree Lane) - Currently no provision for cyclists - either separate off road SUP bridges or provision for cyclists as part of future road widening, will need to be considered and addressed in future - costs allows provision on both sides of the road	\$1,000,000
No survey - proposed to incorporate SUP as part of future road upgrade	Nowra - West Nowra	Yalwal Road	Sandy Creek (between Longreach Road and Flatrock Road) - Currently no provision for cyclists - either separate off road SUP bridges or provision for cyclists as part of future road widening, will need to be considered and addressed in future - costs allows provision on both sides of the road	\$1,000,000
No survey - proposed to address as part of future SUP network upgrade	Nowra - West Nowra	Bice Road - to Depot Road - SUP corridor	Nowra Creek Tributary - Currently gravel track access - provision of a medium sized culvert as part of future SUP network upgrade	\$300,000
No survey - proposed to address as part of future SUP network upgrade	Nowra - West Nowra	Bice Road - to Jervis Street - SUP corridor	Nowra Creek - Currently gravel track access - provision of a medium sized SUP bridge as part of future SUP network upgrade	\$1,000,000

Survey Status	Suburb	Location	Notes on Additional SUP Bridge Sites	Estimated Cost
No survey - proposed to incorporate SUP as part of future road upgrade	Nowra - Worrigeer	Worrigeer Road	Between Isa Road and Bennett Place - Currently no provision for cyclists - note existing informal/residents low level makeshift bridge - provision for cyclists to be considered as part of future road widening, will need to be considered and addressed in future - costs allows provision on both sides of the road	\$600,000
No survey - this additional SUP bridge required for the crossing from Erowal Bay to Old Erowal Bay is required to be provided as part of the future SUP project	Old Erowal Bay	N/A	Crossing of Worroing Waterway in the Jervis Bay National Park (existing gravel track access - proposed SUP and SUP bridge is proposed to follow the alignment of the existing Shoal Water-water main, currently planned for replacement within the next few years-noted in 2023)	\$2,000,000
No survey - proposed to incorporate SUP as part of future bridge replacement (over Broughton Creek)	Sanctuary Point	Larmer Avenue	Cockcrow Creek - Currently no provision for cyclists across existing Bridge	\$500,000
No survey - proposed to incorporate SUP as part of future path project	Sussex Inlet	Lagoon Crescent - to Paradise Crescent	Currently no formal SUP network along this route - a small SUP bridge will need to be provided, in addition to a SUP link to connect Lagoon Crescent - to Paradise Crescent	\$250,000
No survey - proposed to incorporate SUP as part of future path project	Tapitallee	Tapitallee Road	Tapitallee Creek - Currently no provision for cyclists within the road reserve - a separate off road SUP will need to be provided, including SUP bridges over both Tapitallee Creek and the Tapitallee Creek tributary.	\$1,000,000
No survey - proposed to incorporate SUP as part of future path project	Tapitallee	Tapitallee Road	Tapitallee Creek Tributary - Currently no provision for cyclists within the road reserve - a separate off road SUP will need to be provided, including SUP bridges over both Tapitallee Creek and the Tapitallee Creek tributary.	\$300,000
No survey - proposed to incorporate SUP as part of future path project	Tomerong	Hawken Road - to the south of Tomerong Village	Tomerong Creek - Currently no provision for cyclists - only a narrow footbridge provided on the existing road bridge - a separate off road SUP/bridge will need to be provided in future, in conjunction with the future off road SUP project	\$1,000,000
No survey - proposed to incorporate SUP as part of future path project	Tomerong	Hawken Road - to the south of Tomerong Village	Suffolk Creek - Currently no provision for cyclists - a separate off road SUP/bridge will need to be provided in future, in conjunction with the future off road SUP project	\$1,000,000
No survey - proposed to incorporate SUP as part of future path project	Ulladulla	Did-Dell Street - northern end- link to Ulladulla Sea Pool and Harbour/foreshore	N/A - steep embankment/topographic constraint, to the north of Did-Dell Street	\$5,000,000
No survey - proposed to incorporate SUP as part of future path project	Ulladulla	N/A - Millards Creek	Millards Creek (crossing location - between Millard Street and McKail Street) - Currently no formal access across the creek to connect Millard Street to the Millards Creek SUP network which is on the western side of the Creek - a small SUP bridge will need to be provided, in addition to a SUP link to connect from the Creek up to Millard Street.	\$500,000