traffic + transport

Shoalhaven Active Transport Strategy Report

including Pedestrian Accessibility & Mobility Plan Update and Bike Plan Update

for

Shoalhaven City Council

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Appendices

Acknowledgement *of Country*

Walawaani (welcome),

Shoalhaven City Council recognises the First Peoples of the Shoalhaven and their ongoing connection to culture and country. We acknowledge Aboriginal people as the Traditional Owners, Custodians and Lore Keepers of the world's oldest living culture and pay respects to their Elders past, present and emerging.

Walawaani njindiwan (safe journey to you all)

This acknowledgment includes Dhurga language. We recognise and understand that there are many diverse languages spoken within the Shoalhaven.

1 Introduction

1.1 Overview

The Shoalhaven Local Government Area (**Shoalhaven**) is an exceptional place to live, work and play, but our growing population, older demographic, vibrant tourist industry and broader spread of towns and villages over some 4,500 square kilometres make our transport challenges, well, challenging!

As Shoalhaven moves towards a population of more than 120,000 people by 2031, and with no indication of that growth slowing, it is critical that our transport networks continue to provide a high level of accessibility and efficiency. At present, over 350,000 individual trips are made across Shoalhaven every weekday, 75% of which are by private **vehicle**, either as a driver or passenger; without intervention, the demand for new road and parking infrastructure will continue to increase, leading to further congestion across the road network, and within our town and village centres.

Increasing the use of **active transport** will play a critical role in reducing vehicle trips and their associated costs. **Active trips** also provide enormous benefits to the health and wellbeing of individuals, and to the broader community, in turn allowing the preservation and creation of more spaces across Shoalhaven that people can simply enjoy.

Over the past 20 years, Council has implemented many elements of the 2002 and 2005 Pedestrian Accessibility & Mobility Plans (**PAMP 2002** and **PAMP 2005**) and 2013 Bike Plan (**Bike Plan 2013**), which have provided significant improvements to active transport and accessibility in many of our towns and villages. We have also created many new recreational paths providing access for residents and visitors alike to our precious natural attractions.

But there is always more to do, particularly in the context of ongoing growth and demographic changes, to make active transport available to our entire community!

1.2 The New Active Transport Strategy (PAMP & Bike Plan Retained Within!)

Wondering what happened to our existing PAMP & Bike Plan? They still exist – but they've been updated and pulled together under the banner of the new **Active Transport Strategy** (the **Strategy**). So why did we need a new strategy when we already had a PAMP & Bike Plan…?

The NSW Government released its new Active Transport Strategy in December 2022 (**NSW ATS**), which draws on the NSW Future Transport Strategy, also released in 2022 (**NSW FTS**). The purpose of the NSW ATS is to double active transport trips in 20 years, following the NSW Government's vision for safe, healthy, sustainable, accessible and integrated journeys in NSW. Given these significant targets, and moreover the significant changes to the underlying means by which these targets can be achieved, it was necessary to development the new Strategy so as to be consistent with the NSW ATS, and more take advantage of the new thinking in regard to active transport as detailed in the NSW ATS.

While the PAMP and Bike Plan remain fundamentally important elements within the Strategy, the current PAMP Maps needed to be better integrated into the Council mapping, and it was also not helping Council's cause having separate criteria to rank PAMP projects against Bike Plan projects.

Accordingly, the overarching Active Transport Strategy has been updated and incorporates the PAMP and Bike Plan; and a single set of "**Active Transport Scoring Criteria**" developed for application to all active transport projects.

Developing the strategy in line with the NSW Government's latest strategy, policy and guidelines, will also help to maximise grant funding opportunities under the plan.

1.3 Active Transport Strategy Objectives

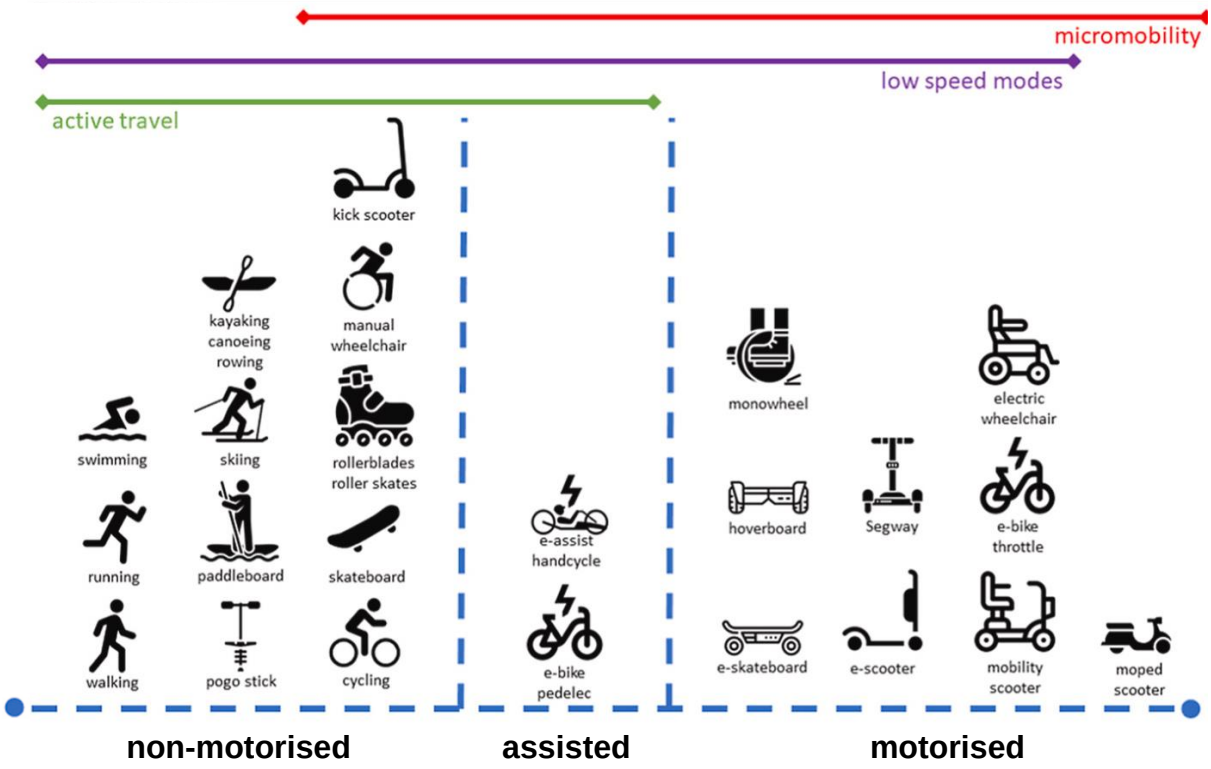
The Strategy from the outset considers that active transport is suitable for people of all ages and abilities, without any special equipment, and it's pretty much free (once the active transport infrastructure is built and maintained!).

The primary objective of the Strategy is to get more people out walking and bicycle riding, improving health and environmental outcomes, and more sustainable transport networks for the future.

This can be achieved by creating a safe and connected active transport environment that is attractive to all potential users, with a focus on providing viable alternatives for local trips. This primarily targets walk trips of up to 1.5 km, and bicycle trips of up to 10km, i.e. generally for trips of up to 20 minutes between home and work; school; mixed use centres; and community and recreational facilities.

For the purposes of the Strategy, active transport describes walking, bicycle riding and the use of mobility devices (e.g. wheelchairs, walking aids, scooters) and small wheeled transport (e.g. skateboards, skates) on paths, roads and trails, for the whole or part of a journey.

It is noted that the Strategy uses the term "***bicycle rider***" rather than "***cyclist***" in most instances. While standards and guidelines tend to interchange both, and both are still being used to varying degrees, the term "bicycle rider" is being used more and more, primarily to be more inclusive of the wider range of bicycle riders across the varying demographics and levels of capability. The term "cyclist" is used occasionally but generally only when referring to more serious or competitive bicycle riders.



While the tyranny of distance between many of our towns and villages means that vehicle trips will still dominate into the future, there is significant potential for an increase in active trips for all journey purposes. Creating safe, connected and attractive active transport networks is therefore essential, as are strategies that promote the benefits of active trips wherever possible.

Shoalhaven already provides significant active transport infrastructure, including footpaths, shared user paths (**SUP**s), cycleways and formal road crossings.

However, of the current length of the Council maintained road network – some 1,822km in total - the length of our **path networks** is just 275km, or 15% of the length of the road network. Extending these path networks; providing more crossing facilities and other active transport related infrastructure; and improving connectivity and accessibility is essential in order to influence a significant shift to active trips.

Another key part of the Strategy is identifying where there are "***missing links***" in our path networks, particularly in locations where active transport demand will increase, for example in new residential and commercial areas; or where maximising safe active transport opportunities is paramount, for example around our schools, aged care facilities and activity centres.

Ancillary active transport infrastructure is also important, for example **End of Journey** facilities and bicycle parking; additional security provisions (such as lighting and CCTV); and the simple things that will make active trips a preferred option, such as shade, shelter, rest points and the occasional bubbler!

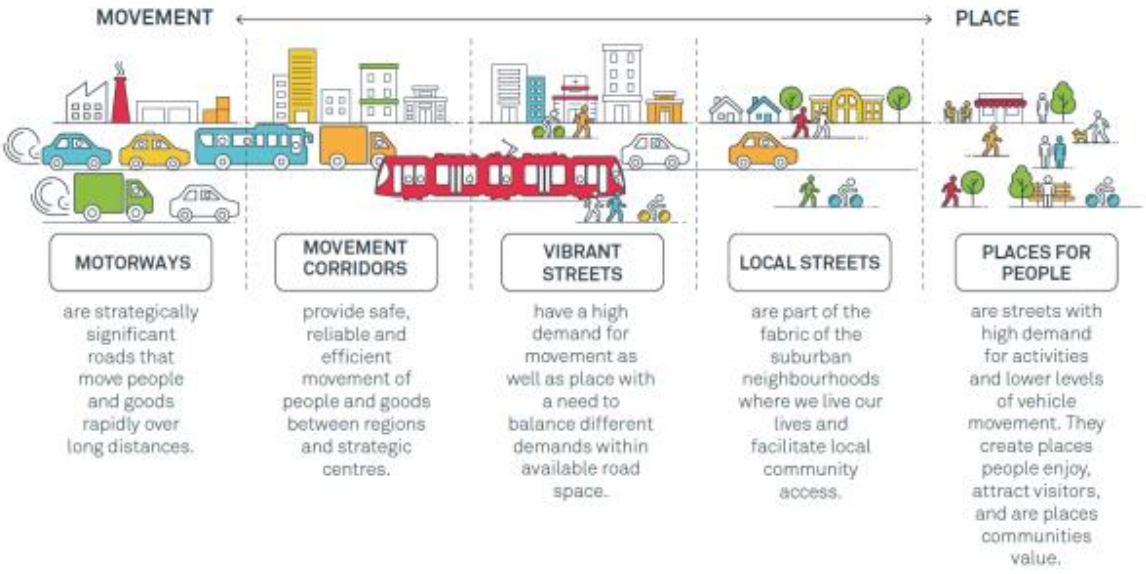
Council is also closely monitoring the development of new active transport modes such as e-bikes and e-scooters. These may not be a preferred option for all, and will require careful assessment as the technology evolves, but anything that reduces the use of vehicles - and moreover the costs, emissions, and larger concrete footprint that comes with the use of vehicles - has and will continue to be considered in the overall transport mix.

The Strategy also prioritises the inclusivity of active transport, not only in providing for those with limited mobility or different levels of confidence using different active transport modes, but more broadly by ensuring that active trips are seen as the norm rather than the exception, particularly bicycle riding, which in many instances requires that the road be shared with vehicles to some degree.

The Strategy has been developed to fully integrate with Council's broader planning priorities and strategic outlook. It also references new and evolving guidelines and frameworks relating to the provision of high quality active transport infrastructure, including not only the design of that infrastructure, but also the ways in which pedestrians and bicycle riders interact in and with different environments, be they village centres, quiet residential streets or busy roads.

This is integral to the broader **Movement & Place** framework which has been a key reference in the development of the Strategy.

The Movement & Place framework is designed to identify which roads serve what purpose, recognising that some transport facilities are more about the ***movement*** function, and others about the ***place*** function, and that roads can in and of themselves act as places as well as movement corridors.



"***Place-based***" planning aims to build and support thriving communities through collaboration, partnering, shared design, shared stewardship, and shared accountability. Well-designed places make people want to interact with them; this applies to everyone who uses a place, allowing people to choose how they will move around and where they will spend time, while also making simply taking ones time to travel to, through and from places more attractive.

Not that any of the above is not already observed across Shoalhaven!

While active trips to/from work may not rate highly at present, look around any of our towns and villages and you will see people of all ages and abilities walking and riding for fitness, health and for trips to local services/shops etc. Shoalhaven is also blessed with a wide range of walks in our national parks and forests, and of course who doesn't like the opportunity to get sand between their toes!

Finally, it is critical that the Strategy be endorsed and continuously improved further to consultation with the broader community, and moreover that the community actively participates in the ongoing evolution of the Strategy.

We want everyone in the community, as well as all who work in and visit Shoalhaven, to have the opportunity to take real ownership of developing and encouraging active trips – and particularly walk trips - in our move towards a more sustainable transport future.

It is only through our work together that we will be able to meet the needs of the community, and ensure that active transport plays a greater role in our daily transport needs. So…

1.4 Active Transport Benefits

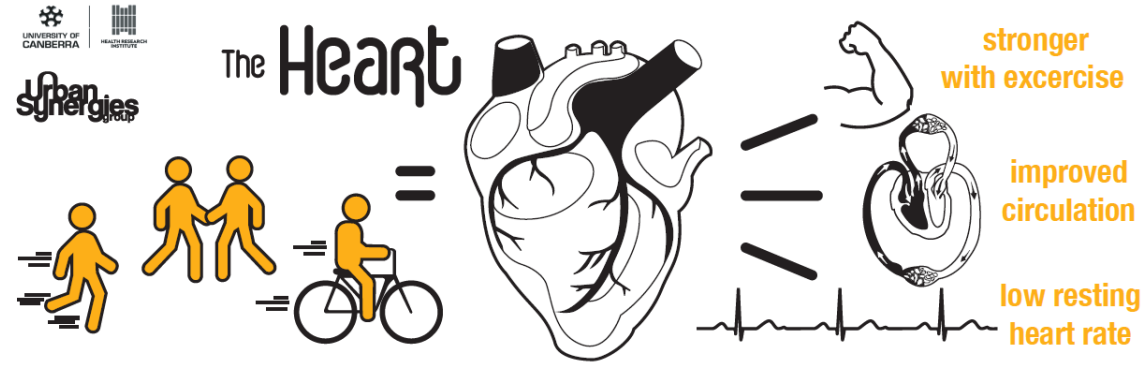
Active transport provides enormous benefits for individuals, including improved health and wellbeing outcomes; increased physical activity; and greater tourism and economic opportunities. Of course, reducing traffic also provides benefits for the whole community!

Active trips as part of a daily travel routine are the most reliable way to incorporate this form of exercise into our lives. Daily travel is a foundation on which to increase confidence, fitness and habit changes. Active trips also support mental health in many ways; exercise, fresh air, seeing beautiful views, and social contact. With increased confidence over time, walking and riding can become a healthy strategy for self-care during times of stress and can replace unhealthy habits.

With reference to numerous Australian and international studies of the economics of active transport, it is estimated that the provision of new active transport infrastructure has an average Benefit Cost Ratio (**BCR**) of 5:1, i.e. every $1 invested in active transport infrastructure returns some $5 in benefits. This BCR recognises the significant value of:

- A healthier population.
- Lower levels of carbon emissions.
- Less congestion on our roads, and in turn shorter journey times, which provides more time for people to do the things they want (or things they don't want to do, but hey, you have to get to the dentist some time!).
- People not needing to own a vehicle, or at least own fewer vehicles, and in turn reducing vehicle purchase and operating costs.

- If local shops are only a walk away, people will access the local shops more frequently, resulting in increased patronage of local businesses.
- If work is only a walk away, housing with access to active transport infrastructure becomes more attractive.



A summary of all of the benefits (and costs) of a move to active transport is provided in **Table 1**.

Table 1: Active Transport Benefits and Costs

Benefit/Cost Category	Benefit or Cost
Improved Infrastructure	**Benefits from improved walking and bicycle riding conditions.**
User benefits	*Increased user convenience, comfort, safety, accessibility and enjoyment*
Option value	*Benefits of having mobility options available in case they are ever needed*
Equity objectives	*Benefits to economically, socially or physically disadvantaged people*
More Active Transport Activity	**Benefits from increased walking and bicycle riding activity**
Fitness and health	Improved public fitness and health
Reduced Vehicle Travel	**Benefits from reduced motor vehicle ownership and use**
Vehicle cost savings	*Consumer savings from reduced vehicle ownership and use*
Avoided chauffeuring	*Reduced serve passenger responsibilities due to improved travel options*
Congestion reduction	*Reduced traffic congestion from vehicle travel on congested roadways*
Reduced barrier effect	*Improved active travel conditions due to reduced traffic speeds and volumes*
Roadway cost savings	*Reduced roadway construction, maintenance and operating costs*
Parking cost savings	*Reduced parking problems and facility cost savings*
Energy conservation	*Economic and environmental benefits from reduced energy consumption*
Pollution reductions	*Economic and environmental benefits from reduced air, noise and water pollution*
Land Use Impacts	**Benefits from support for strategic land use objectives**
Pavement area	*Can reduce road and parking facility land requirements*
Development patterns	*Helps create more accessible, compact, mixed, infill development (smart growth)*
Economic Development	**Benefits from increased productivity and employment**
Increased productivity	*Increased economic productivity by improving accessibility and reducing costs*
Labor productivity	*Improved access to education and employment, particularly by disadvantaged workers*
Shifts spending	*Shifts spending from vehicles and fuel to goods with more regional economic value*
Support specific industries	*Support specific industries such as retail and tourism*
Costs	**Costs of improving active travel conditions**
Facilities and programs	*Costs of building non-motorised facilities and operating special programs*
Vehicle traffic impacts	*Incremental delays to vehicle traffic or parking*
Equipment	*Incremental costs to users of shoes and bicycles*
Travel time	*Incremental increases in travel time costs due to slower modes*
Accident risk	*Incremental increases in accident risk*

It is worth briefly highlighting some of the health benefits. Data provided by Health NSW indicates that some 45% of Shoalhaven's population are identified as overweight (27%) or obese (18%). 33.9% of adults do not do enough physical activity; more alarmingly, only 22.6% of children do adequate physical activity (defined as 1 or more hours of activity outside of school hours each day), with sedentary activities (defined as 2 or more hours of sedentary activity each day) at 54.5%.

According to NSW Health:

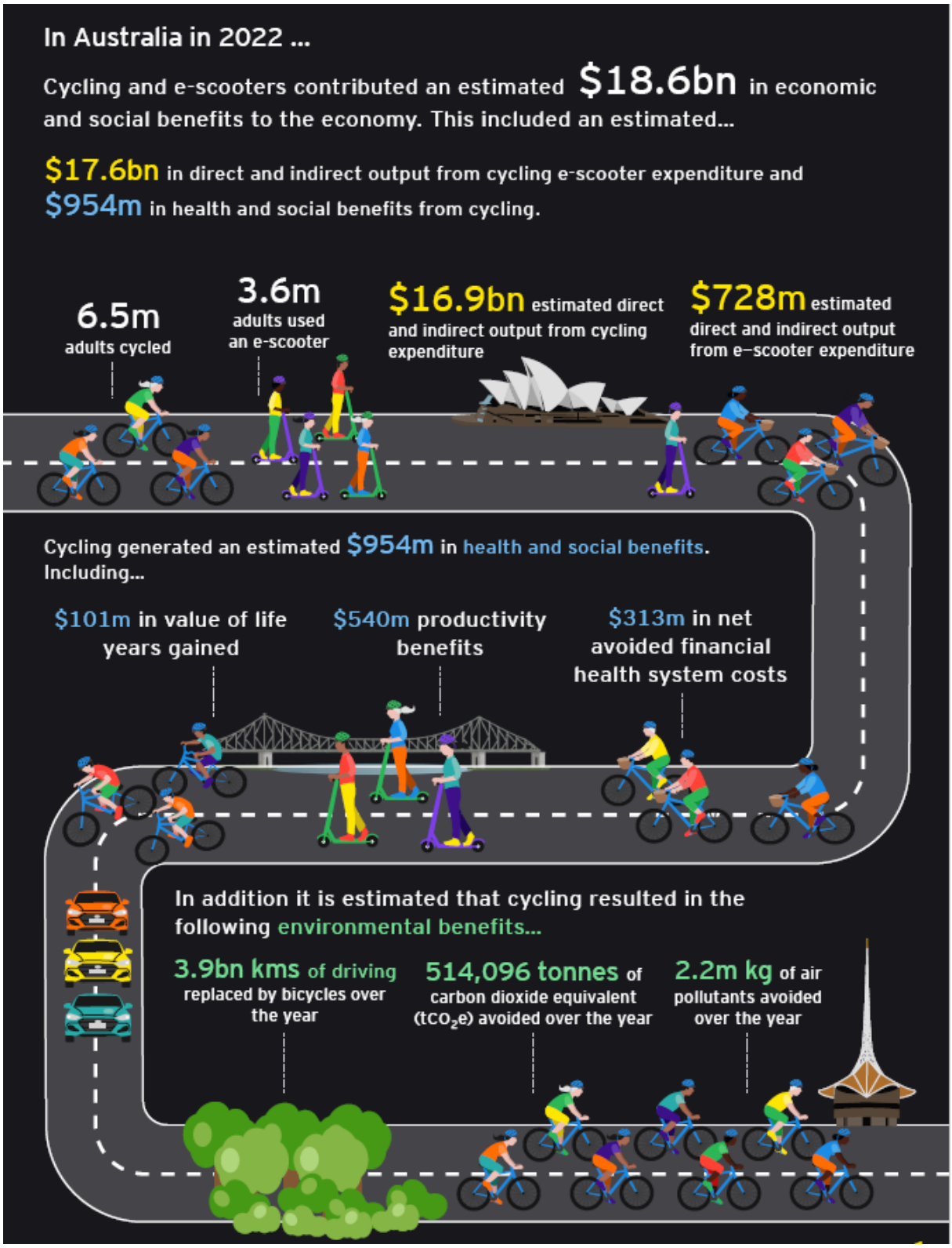
> "*continuing a car-centric approach will lead to greater congestion, increased parking competition, and reliance on private vehicles, potentially worsening health issues like childhood asthma and cardiovascular diseases linked to pollutants. In contrast, active transport to work or school is associated with improved cardiovascular health and lower body weight.*"

NSW Health's endorsement of the Strategy identifies the ongoing importance of increasing the number of pedestrian crossings throughout the LGA, which will greatly encourage more people – and particularly the vulnerable (children, the elderly and the less mobile) - to walk safely to more locations such as schools, shops and local services.

Simply, there are very broad health, social, and environmental benefits associated with active transport, and the proportion of active trips (to overall travel demand) has to increase for a sustainable future.

In 2022, bicycle riding in Australia is estimated to have avoided the release of 514,096 tonnes of carbon dioxide equivalent (tCO2-e) and 2.2 million kg of air pollutants into the atmosphere.

New technologies are also assisting our move to active transport; 2023 research prepared by Ernst & Young indicates that in 2022, bicycle riding and e-scooters alone generated an estimated $18.6b (yes, that's billion with a 'b'!) in economic and social benefits.



Source: Ernst & Young

Given that there was only a moderate percentage of the Australian population legally able to use e-scooters at the time of the Ernst & Young, it can only be concluded that these benefits will continue to rise and rise when (not if!) e-scooters are legalised for use across all Australian states.

1.5 Active Transport Responsibilities

Council is responsible for the provision and maintenance of active transport infrastructure in local government owned roads, parks and open space areas; this also extends to planning controls in the Shoalhaven Development Control Plan (**Shoalhaven DCP**) ensuring that new developments – and particularly residential developments – include high standard active transport infrastructure.

Prior to, but primarily since, the preparation of PAMP 2002, Council has developed extensive path networks focused on key towns and villages, including off-road footpaths, SUPs and formal road crossings.

The Strategy seeks to turbo-charge the provision of new active transport infrastructure, as the opportunity for active trips to replace vehicle trips has never been better!

Council also shares responsibility with Transport for NSW (**TfNSW**) to provide off-road active transport infrastructure along State Roads, a partnership that in the last ten years has resulted in a significant increase in active transport infrastructure that is provided as a part of all NSW Government led projects.

This has resulted in an extensive expansion of our path networks; examples include SUPs in Berry and Burrill Lake, and most recently the new SUPs provided as part of the Nowra Bridge Upgrade, which Council hopes will be further expanded in the near future following a successful design grant awarded by the NSW Government to extend SUPs further up/and down-stream to address safety and accessibility along this part of the Shoalhaven River.

SUPs were also provided through South Nowra as part of the Princes Highway upgrade (McKay Street to Warra Warra Road), and each successive Princes Highway upgrade project will now incorporate Movement & Place assessments up front, to ensure that active (and public) transport outcomes are integral to the development and delivery of each successive Princes Highway upgrade.

More of this great collaboration can be expected as further NSW Government led projects are delivered across Shoalhaven into the future!

1.6 Developing the Strategy

A significant amount of work has been undertaken to ensure that the Strategy provides a robust, workable and meaningful resource for the whole community; this has included:

- A review of PAMP 2002, PAMP 2005 and Bike Plan 2013 to determine how far we have progressed, as well as what strategies/initiatives worked (and which didn't!).
- A detailed literature review to understand current trends in walking and bicycle riding in Shoalhaven, NSW and across Australia.
- Ensuring that the Strategy compliments and indeed enhances broader Council and NSW Government planning strategies.
- Comprehensive community engagement to establish issues and priorities for consideration in the Strategy.
- A comprehensive review of the opportunities and constraints in developing our active transport networks.
- Detailing well-defined standards and priorities for our active transport networks.
- Establishing clear and measurable goals for the future of active transport in Shoalhaven.

Perhaps most importantly though, the Strategy has been developed at the same time as we have prepared our PAMP Update and Bike Plan Update.

While the Strategy provides the overarching guide for future active transport in Shoalhaven, individual chapters of the Strategy are still dedicated to updates of the PAMP and Bike Plan Update, therefore providing a full suite of strategies to help us achieve realistic active trip targets.

1.7 The Vision

Ultimately, our vision is that more and more people use active trips every day, even if only for short walk or bicycle trips.

At present, 2021 Household Travel Survey data indicates that 1 in 7 trips (not including a shared walk trip, i.e. from a vehicle parking space to a destination) is an active trip.

Our goal is to increase active trips to account for 1 in 5 trips, or 20% of all trips in Shoalhaven, over the next 10 years, which is consistent with the NSW Government's Active Transport Targets.

To achieve these active transport targets there needs to be a joint focus on flexible, practical and affordable local solutions to get ***more people off the road in more locations*** and provide ***more safer crossings in more locations***. And while the primary focus to achieve this needs to be reducing shorter trips by private vehicles, i.e. to encourage people to use active transport for trips by making them safe and efficient for pedestrians and bicycle riders, we will continue to chip away at the staged delivery of an expanded active transport network over time to achieve enhanced accessibility and connectivity for all of our communities.

1.8 References

1.8.1 Planning in Shoalhaven

As discussed, the Strategy is not only part of broader active transport planning for Shoalhaven, but will assist in achieving the broader objectives of numerous Council strategies that guide future planning across Shoalhaven. The Strategy references the following:

- Shoalhaven Local Strategic Planning Statement 2040 (**LSPS 2040**).
- Shoalhaven 2032 Community Strategic Plan (**Community Strategic Plan**).
- Shoalhaven Disability Inclusion Action Plan 2022 – 2026 (**Disability Plan**).
- Shoalhaven Community Wellbeing Strategy 2022 (**Wellbeing Strategy**).
- Shoalhaven Affordable Housing Strategy 2017 (**Affordable Housing Strategy**).
- Shoalhaven Community Satisfaction Surveys 2020 and 2023 (**Satisfaction Survey 2020** and **Satisfaction Survey 2023**).
- Shoalhaven Liveability Census 2023 Strategic Performance Report (**Liveability Census**).
- Flourishing Shoalhaven Communities 2022 (**Flourishing Communities**).
- Shoalhaven Destination Management Plan 2018 – 2023 (**Destination Plan**).
- Shoalhaven Growth Management Strategy 2019 - 2041 (**Growth Strategy**).
- Shoalhaven Delivery Plan Operational Plan (**Shoalhaven DPOP**).
- Shoalhaven Local Environmental Plan (**Shoalhaven LEP**).
- Shoalhaven Development Control Plan (**Shoalhaven DCP**).

The typical focus of an Active Transport Strategy, and perhaps more specifically a PAMP or Bike Plan, is to identify and prioritise active transport projects. However, it is acknowledged that Council's Asset Management Plans (**AMP**s) are also in need of review, and in turn this may trigger the need for further refinements of the PAMP and Bike Plan, in particular to develop a framework for assessing active transport infrastructure that is currently in need of maintenance or replacement; or indeed infrastructure that could be considered for decommission on the basis of lower relative levels of utilisation.

A review of the relevant AMPs was not part of the current scope of work, which at this time provides for the PAMP Update and Bike Plan Update in the first instance under the broader umbrella of the Strategy.

However, it is critical to note that the PAMP and Bike Plan will be "***live, evolving documents***" to ensure that they provide the community with the most up-to-date active transport information into the future.

1.8.2 NSW Government

There are many NSW Government resources available to assist in the planning of active transport networks, as well as to ensure that these networks are integrated into broader NSW wide active transport strategies. The Strategy references the following:

- NSW Active Transport Strategy (**NSW ATS**).
- Illawarra Shoalhaven Regional Plan 2041 (**IS Regional Plan**).
- Illawarra Shoalhaven Regional Transport Plan 2021 (**IS Transport Plan**).
- Strategic Cycleway Corridors: Illawarra Shoalhaven Overview 2024 (**IS Cycleway Corridors**).
- Regional NSW Services and Infrastructure Plan (**Regional Services Plan**).
- NSW Movement and Place Framework (**M&P Framework**).
- Practitioners Guide to Movement & Place 2023 (**M&P Guide**).
- NSW Connecting with Country Framework (**Connecting Country**).
- NSW Built Environment Indicators (**Built Environment Guide**).
- Network Planning in Precincts Guide (**Precincts Guide**).
- Best Practice Guidance and Tools for Planning Walking Infrastructure (**Walking Guide**).
- Pedestrian Crossings: A Best Practice Guideline for Local Governments (**Crossing Guide**).
- Australasian Pedestrian Facility Selection Tool (**Pedestrian Selection Tool**).
- How to Prepare a Pedestrian Access and Mobility Plan (**PAMP Guide**).
- How to Prepare a Bike Plan (**Bike Plan Guide**).
- Walking Space Guide (**Walking Space Guide**).
- NSW Strategic Cycleway Corridors Program (**Strategic Cycleways**).
- NSW Bicycle Guidelines (**Bicycle Guide**).
- NSW Cycleway Design Toolbox (**Cycleway Toolbox**).
- NSW Healthy Streets Design Check Tool (**Healthy Streets**).
- NSW Great Places Toolkit (**Great Places Toolkit**).
- Get Active NSW Program Guidelines (**Get Active Guide**).
- TfNSW Safe Town: Road Safety Education for Primary Schools (**Safe Town**).
- TfNSW Road User Space Allocation Policy 2021 (**RUSA Policy**).

1.8.3 Austroads Guidelines

Austroads provides the most contemporary set of active transport guidelines which are applicable across Australia; key Austroads guidelines and other publications referenced in the Strategy include:

- Guide to Road Design Part 2: Design Considerations (**GRD Part 2**).
- Guide to Road Design Part 3: Geometric Design (**GRD Part 3**)

- Guide to Road Design Part 4: Intersections and Crossings General (**GRD Part 4**)
- Guide to Road Design Part 6A: Paths for Walking and Cycling (**GRD Part 6A**)
- Guide to Road Safety Part 1: Road Safety Overview (**GRS Part 1**)
- Guide to Traffic Management Part 7: Activity Centre Transport Management (**GTM Part 7**)
- Guide to Traffic Management Part 8: Local Street Management (**GTM Part 8**)
- Guide to Traffic Management Part 10: Transport Control Types of Device (**GTM Part 10**).
- Guide to Traffic Management Part 11: Parking Management Techniques (**GTM Part 11**).
- Austroads Safe System Assessment Framework (**Austroads SSAF**);
- Austroads Publication AP-R492-15 Bicycle Wayfinding (**Bicycle Wayfinding**).

1.8.4 Additional Resources

Additional resources reflecting current active transport thinking referenced in the Strategy include the following:

- Australian Standards.
- The Australian Cycling and E-Scooter Economy in 2022, Ernst & Young 2023 (**2022 Cycling Economy**).
- Pedestrians First: Tools for a Walkable City (**Pedestrians First**).
- Australian Urban Observatory's **Walkability Index**.
- Evaluating Active Transport Benefits and Costs: Guide to Valuing Walking and Cycling Improvements and Encouragement Programs 2024, Victoria Transport Policy Institute (**Evaluating Active Transport**).

1.8.5 Ongoing Review

In the world of active transport, designs and standards are continually evolving; the resources above provide a snapshot of available and relevant resources at the time of preparing the Strategy, but as a live, evolving document, we will continue to review new and emerging resources to keep the Strategy constantly updated to provide the best opportunity to achieve our active trip targets.

1.9 Paths & Crossings Review

A key part of the development of the Strategy and updates to the PAMP and Bike Plan was a comprehensive assessment of existing and proposed active transport projects across Shoalhaven. This has assisted in identifying missing or sub-standard active transport infrastructure; and in providing a rating for all projects so as to identify which might be prioritised.

Importantly, the **Paths & Crossings Review** is intended to provide an objective and risk mitigating starting point for prioritising projects, as Council also needs to consider many other factors before resolving which projects to ultimately include in its delivery program.

Notwithstanding, the outcomes of the Paths & Crossing Review provide a key starting point for the prioritisation of active transport projects into the future.

More details of the Paths & Crossings Review are provided in **Section 10**.

1.10 Building to a Budget

From the outset, it must be acknowledged that we - like many regional Councils – are faced with some significant constraints when providing active transport infrastructure.

These including not only very tight budgets, but physical challenges such as narrow road reserves; difficult topography; vegetation; utilities; parking; and driveways etc. A times, these constraints can prevent the construction of new active transport infrastructure in full accordance with come current design standards.

Moreover of course, it is simply not practical or economically viable to continually redesign our existing active transport infrastructure to higher standards…

As such, in developing the Strategy, and more particularly updated PAMP and Bike Plan, Council has taken a view that when it comes to addressing the potential conflicts between pedestrians/bicycle riders and vehicular traffic - particularly for the young and the vulnerable - in many instances it is far safer to provide an off-road path physically separated from the roadway that may fall short of current standards, than it is to provide no path at all.

Council acknowledges that it can at times be difficult to have these conversations with the community, but we have, and will continue to take, a "***common sense***" approach to ensure that the provision of active transport infrastructure is as fair and equitable as possible across Shoalhaven, even if that means certain minimum design parameters may not at times be met in all respects.

In some instances therefore, while it may not be possible to provide off-road paths that strictly meet the most up-to-date standards, it is Council's position that in some locations it is almost always better to provide a slightly below standard off-road path than to provide no off-road path at all!

A more detailed discussion of these challenges is provided in **Section 7**.

2 Community Consultation

2.1 Stakeholders

Key user groups consulted prior to and through the development of the Strategy include:

- Councillors and Council staff.
- Shoalhaven's 24 current recognised Community Consultative Bodies (**CCB**'s) and 8 Chambers' of Commerce.
- Workplaces/businesses, their customers and employees.
- Residents participating or wanting to participate in active transport for sport, recreation and leisure.
- School children, parents and staff.
- External bodies and other external user groups, for example the Shoalhaven Bicycle Users Group (**SBUG**) and other local active transport interest groups.
- TfNSW.
- Developers building the City's future infrastructure through subdivision.

We would particularly like to acknowledge the insights and resources provided by SBUG, including many of the great photos you will see throughout the Strategy.

2.2 Community Engagement

2.2.1 Pre-2024 Consultation

Prior to the preparation of the Strategy, a significantly level of consultation and engagement was undertaken by Council; in all instances, the insights of the community and key stakeholders are carefully considered and incorporated into the Strategy to as great a degree as possible. This consultation included:

- **Extensive community engagements undertaken as part of the preparation of previous active transport strategies**, including:
  - Cycleway Strategy 1997.
  - PAMP 2002.
  - PAMP 2005.
  - Round the Bay 2012.
  - Bike Plan 2013.

  Unless individual project components were subsequently amended (following more detailed investigations), the lion's share of these earlier strategy works remain included and integral to current strategies.

- **The National Cycling Participation Survey**, a national biennial survey in which many Council participate. The 2020 survey was a great success for Council and provided invaluable feedback as preparatory work leading into the PAMP Update and Bike Plan Update.

  The survey format has now been extended to a National Walking & Cycling Participation Survey; while it is intended that we will continue to participated in the survey over time so as to continually benchmark/compare active travel habits with the 2020 results, the frequency for repeating the survey is yet to be determined.

  See more at (https://www.shoalhaven.nsw.gov.au/Planning-Development/Development-Plans-and-Policies/Pedestrian-Access-and-Mobility-Plan#section-8

- **Annual Shoalhaven DPOP engagement**, where Council consults with the community every year in its annual Shoalhaven DPOP review, informing the Shoalhaven DPOP for subsequent financial year budgets. The community feedback received annually in this space always includes suggestions for new active transport infrastructure, which is given careful consideration and absorbed into annual PAMP and Bike Plan reviews wherever possible.

- **Annual Community Strategic Plan Engagement**, where Council consults with the community in the ongoing development of the Community Strategic Plan. This community feedback again always includes suggestions for new active transport infrastructure, which is given careful consideration and absorbed into annual PAMP and Bike Plan reviews wherever possible.

- **Satisfaction Surveys**, whereby independent consultants provide an evaluation of the community's opinion of Council's customer services, communication, community engagement and broader priorities, with the objective of:

  - Measuring and tracking the performance of Council in delivering services and facilities.
  - Uncovering Council's areas of improvement and priorities for the near future.
  - Understanding community perceptions regarding Council's customer services, communications, and community engagement.
  - Understanding community perceptions regarding liveability and personal wellbeing.

Importantly, one of the key metrics determined in the Satisfaction Surveys is the community's perceptions of how Council is supporting "***active and healthy communities***", which includes detailed responses in regard to how often people are walking each day, and how they might be encouraged to walk more often.

More information in regard to the Satisfaction Surveys is provided in **Section 6.1**.

- **Australian Livibity Census**, whereby Council commissioned Placescore to undertak a metrics assessment to help measure the delivery of certain aspects of the Community Strategic Plan (see **Section 4.1.2)**, and assist with data-driven decision making, and evidence based planning and policy development based on the needs and priorities of the community.

SUSTAINABLE, LIVEABLE ENVIRONMENTS

Place Score Metric	Priority level	Score /10
Elements of natural environment (natural features, views, vegetation, topography, water, wildlife etc.)	Nurture	8.3
Walking/jogging/bike paths that connect housing to communal amenity (shops, parks etc.)	Prioritise	5.7
Access and safety of walking, cycling and/or public transport (signage, paths, lighting etc.)	Prioritise	5.6
Protection of the natural environment	Manage	6.3
Landscaping and natural elements (street trees, planting, water features etc.)	Manage	6.7
Evidence of recent public investment (roads, parks, schools etc.)	Maintain	4.3
Sustainable urban design (water sensitive design, transport-oriented design, sustainable building design, density etc.)	Maintain	5.1
Sustainable behaviours in the community (water management, solar panels, recycling etc.)	Maintain	6.4
Range of housing prices and tenures (low to high $, buy or rent etc.)	Maintain	5.1
Quality of buildings (design and construction of homes, shops, schools etc.)	Maintain	6.8
Range of housing types and sizes (houses, terraces, flats; number of bedrooms etc.)	Maintain	6.9
Physical comfort (including noise, smells, temperature etc.)	Monitor	7.6

With specific references to the objectives of creating ***"Sustainable, Living Environments"***, the Australina Livibity Census highlights the need for more investment in walking and bicycle paths, and connecting them to the wider network and neighbourhoods. Indeed, it specifically identifies the need to "***prioritise***" access to walking and bicycle paths as these are highly valued by the community.

Council of course acknowledges the importance of providing as much active transport infrastructure across Shoalhaven as possible, and of elevating this component of the broader livibility score metrics to as great a degree as possible.

- **Flourishing Communities**, whereby Council (through the Bushfire Community Recovery and Resilience Fund) undertook surveys with affected communities to develop an understanding of the strengths and opportunities of affected communities, and to provide an evidence base for community use for advocacy, funding applications, and for developing their own initiatives.

  Surveys were conducted with both younger residents (under 25) and older residents (over 25) so as identify any differences in the core priorities of these two community groups, but when considering specific foundations such as "***Healthy & Active Communities***" and "***Transport Connections to Access our Community's Opportunities***", both groups were unanimous in highlighting the need for more active (and public) transport infrastructure to improve the health of the community, and the opportunities for the community arising from efficient and equitable connectivity between our towns and villages.

- **Customer Liaison**, whereby customers (residents, property and business owners, and visitors) regularly provide Council with feedback and requests for broader infrastructure improvements; each year, this feedback includes numerous requests for new active transport infrastructure.

- **Annual feedback from the 24 recognised CCBs** that represent the residents/rate paying members of local communities.

- The **preliminary consultation process** undertaken in April and May 2023 with all CCBs and Chambers' of Commerce, whereby all stakeholders were sent the latest **PAMP Maps** and **Bike Plan Maps**, and the current [at that time] **Scoring Criteria** to rank future project, for review prior to the process being rolled out more publicly. In addition, the PAMP Maps, Bike Plan Maps and Scoring Criteria were also sent to 18 Council staff; 15 TfNSW staff; and other local active transport interest groups seeking their feedback.

  Since that time, all feedback has been absorbed into the PAMP Maps and Bike Plan Maps wherever possible, and of course fully considered in the development of the Strategy.

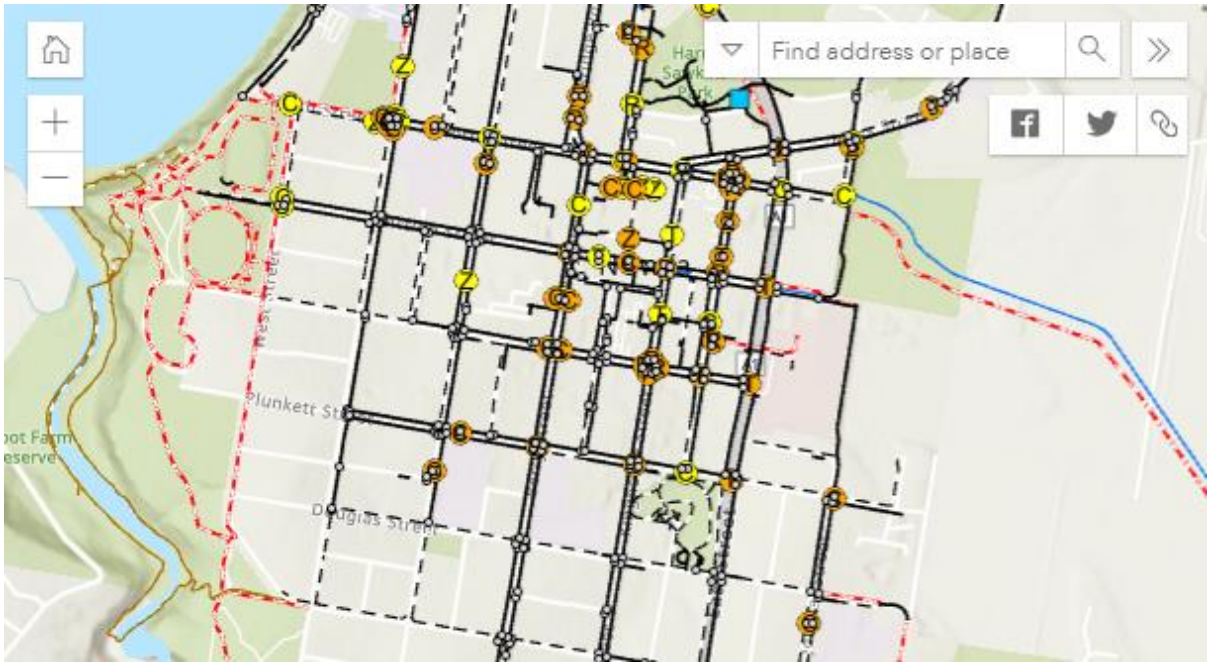
  It is noted that the feedback from this consultation process generally agreed that the current Scoring Criteria (revised between 2010 and 2023) are too detailed and complicated, and as such more simplified Scoring Criteria are required that can be adapted for the assessment of all active transport projects. All this feedback has been taken on board as part of the development of the new and updated strategies; a more detailed discussion of the Scoring Criteria is provided in **Section 10**.

- Other Council departments also continuously engage with the community, and the community often takes the opportunity to provide feedback to staff on a range of different issues, not just in regard to targeted projects or the like. Requests for new paths and crossing are common subject of that feedback, and indeed normally feature as one of the top requests for broader infrastructure improvements across Shoalhaven.

- On 16 June 2021, the **PAMP Interactive Mapping Tool** was made live to the community through Council's **PAMP web page**, which has continuously been updated since that time.

One of the key benefits of the PAMP Interactive Mapping Tool – which includes interactive mapping of all existing and proposed active transport infrastructure across Shoalhaven - is that our future plans have effectively been out for consultation 24/7!

While there is much more to be done to continue to refine the maps, the PAMP Interactive Mapping Tool nonetheless allows the community access to our plans at any time for review, and the ability to provide us with immediate feedback.



Notwithstanding the significant community engagement that has occurred to date specifically related to the Strategy, additional consultation undertaken by Council in regard to other planning strategies has also been considered where relevant, including:

- Disability Plan (https://www.shoalhaven.nsw.gov.au/For-Residents/Community-Support/People-with-a-Disability).
- Community Wellbeing Strategy (https://www.shoalhaven.nsw.gov.au/Projects-Engagement/Major-Projects-Works/Shoalhaven-Community-Wellbeing).
- As discussed, the Satisfaction Surveys (https://www.shoalhaven.nsw.gov.au/Council/Future-Planning/Reports/Community-Survey).

Clearly, to date - and as part of the development of the Strategy (and PAMP and Bike Plan update) - Council has maximised the potential for all members of the community to express their views on active transport, which is again essential to the success of the Strategy for everyone across Shoalhaven.

2.3 Draft Strategy Exhibition

2.3.1 Overview

Pursuant to the 15 August 2024 Council resolution, on 26 August 2024 the Draft Strategy documents were placed on exhibition on Council's "Get Involved" webpage. To maximise public awareness of the exhibition, immediately following posting of the exhibition, a Media Release was sent to 105 key communications contacts, as well as key stakeholders including TfNSW; Bicycle NSW; the Shoalhaven Bicycle Users Group (SBUG); all CCBs; and local health authorities amongst others.

In addition, given recent consultation between Council and local landholders/residents in regard to a potential bicycle track proposal in Falls Road, Falls Creek, all 6 property owners/residents at the western end of Falls Road, and all 6 property owners/residents in Hillside Ridge, were also specifically contacted to make them aware of the exhibition, and invite their feedback, as originally assured by Council.

The Draft Strategy was available to the public and other stakeholders for review and comment for 5 weeks between Monday 26 August 2024 and Sunday 29 September 2024.

A detailed report on the outcomes of the exhibition is provided as **Appendix I** (**Exhibition Outcomes Report**), while sections below provide a summary of the response to the Draft Strategy and how issues raised by respondents have been considered by Council and arc traffic + transport, and how these issues have been addressed in the final Strategy.

2.3.2 Exhibition Views and Responses

During the exhibition period, there were over 1,700 visits to the Get Involved webpage, with approximately 55% of visitors downloading one or more of the Draft Strategy documents. A total of 97 responses were provided through the Get Involved webpage, and an additional 5 responses from the public and stakeholders were received by email during and immediately after the exhibition period (102 total responses).

2.3.3 Exhibition Survey Questions

The Get Involved webpage provided a short survey to determine the level of support for the Draft Strategy's principles; key projects; and overall support for a greater focus on active transport in Shoalhaven. The survey requested that the visitor indicate whether they "***support***", "***support – but with some changes***", or "***No***" (i.e. did not support) the following:

- The newly adopted Active Transport Scoring Criteria;
- The ranking of paths projects based on the Active Transport Scoring Criteria;
- The ranking of crossings projects based on the formula Pedestrian x Vehicle (**P x V**) whereby the ranking specifically considers pedestrian and traffic volumes at project locations;
- The ranking of shared user path bridges (**SUP bridges**) based on P x V;
- The ranking of paths for investigation projects based on the Active Transport Scoring Criteria; and

- The Draft Strategy overall.

The overwhelming majority of those who responded live in Shoalhaven (88%), with a small number of responses also received from those who work (3%), visit (3%) or have property (6%) in Shoalhaven.

A summary of the responses to each of the survey questions is provided in **Table 2**.

Table 2: Summary of Responses to Draft Strategy Survey

Do You Support…	Yes	Yes but with some changes	No
Active Transport Scoring Criteria	48%	26%	26%
Ranking of Crossings	48%	20%	32%
Ranking of Paths	40%	24%	36%
Ranking of SUR Bridges	61%	10%	29%
Ranking of Paths for Investigation	51%	20%	30%
The Draft Strategy	34%	41%	25%

With reference to **Table 2**, the responses from the surveys were very positive, with the majority providing a positive response to each question. Considering that only 6% (i.e. 102 out of 1,700) of those who viewed the Get Involved webpage made a submission (i.e. 94% of those that viewed the Draft Strategy didn't make a submission); that some 70% of submissions supported the Draft Strategy (including those who suggested some changes); and that most of the requested changes that can be accommodated have already now been addressed in the final Strategy, the effective support for the Draft Strategy of 70% of submissions is very pleasing.

2.3.4 Level of Support

Unqualified Support

A relatively high percentage of respondents supported most components of the Draft Strategy without change; typical written responses from these respondents include:

Need to have as many places for people to walk and cycle around as possible. Need to get people active and healthy. Less reliance on private cars.

> *Keep it up! More, more, more! I would honestly ride to work if it was safe. 8 minute drive. Imagine one more car off the road multiplied by everyone else in the same boat*.

Bikes and bikes are the way of the future, the more paths the better.

> *Prioritise commuter safety and access, encouraging more local workers to ride and reduce all day car parking in our towns/villages*.

Qualified Support

Many respondents who chose "Support - but with some changes" in response to the survey questions were simply unhappy with the prioritisation of projects in the ranking spreadsheets, and more specifically unhappy with the prioritisation of paths projects of specific interest to them.

Some of the other common themes of these written responses include:

The priority list is upside down. Places with highest population densities should be creating more pathways to get to other areas or places of nature. i.e. Berry to SHH. Bomaderry to SHH via Bolong. Council should see these investments as assets for tourism, not just serving local communities.

> *The criteria should reflect the importance of substituting active transport for car use. Paths and crossings need to support cycling to shops, services and work, by making it safe and straightforward - otherwise we're accidently making active recreation easier, but not active transport, which is good for health but has very little environmental impact.*

Since we have very poor public transport across the Shoalhaven, making cycling (including e-bikes) a viable transport option is a vital environmental initiative.

> *Link the villages! This should be a catch phrase. Create aspirational pathways connecting the Shoalhaven villages to each other and villages to beaches, rivers, parks where possible*

There needs to be shared paths to and from town, towns, and a bike path in town, along with undercover storage areas for bicycles.

No Support

The majority of respondents who answered "No" to the survey questions did not support the provision of funds to active transport infrastructure or strategies at the expense of funding other infrastructure, and specific roads in Shoalhaven. Typical written responses from these respondents include:

We don't have basic infrastructure like kerb and guttering yet the Shoalhaven is scoping active transport strategies

> *Council need to fix the existing infrastructure, especially roads*

Councils main focus should be on improving the condition of existing roads not new bike and pedestrian paths

> *An overreaction and quite unnecessary*

Notwithstanding, it is also important to note that over 50% of respondents to answered "No" to the survey questions were nonetheless in favour of active transport initiative. In most instances the "No" response was again based on the project of importance to the respondent not being highly ranked, or – in the instance of some Falls Creek respondents for example – the potential for paths to be located near to (or indeed across) private land.

2.3.5 Most Discussed Projects

Key projects where respondents stated that active transport infrastructure should be given a higher (or in some cases lower) priority generally align with the number of respondents per suburb; these projects include (in alphabetical order):

- **Badagarang:** Moss Vale Road between Main Road and Princes Highway (SUP).
- **Berry:** Safer connections to Nowra; Beach Road (Berry to Seven Mile Beach SUP).
- **Callala Bay/Callala Beach Villages:** Expansion of the SUP network.
- **Cambewarra Village:** Main Road link to Moss Vale Road and Bomaderry (SUP).
- **Conjola Park and Lake Conjola:** Lake Conjola Entrance Road from Princes Highway to Conjola Park, from Conjola Park to Lake Conjola, and through the village of Lake Conjola to the beach (SUP).
- **Falls Creek:** Very negative responses received to the concept of providing any public bicycle access along Falls Road, Falls Creek.
- **Nowra/Bomaderry urban area:** Expansion of the SUP network.
- **Sanctuary Point:** Complete the missing link between Paradise Beach Road and Loralyn Avenue via Walmer Avenue or Macleans Point Road (SUP).
- **Vincentia (to Hyams Beach):** Expansion of the SUP network.

It should be noted that in addition to Get Involved survey responses, there were many other projects also strongly supported by the community (or verbally communicated but not represented in the survey responses) primarily where people were already satisfied that their projects of interest were already ranked highly in the Strategy.

2.3.6 Key Stakeholder Submissions

TfNSW

A submission was received from TfNSW's Get NSW Active team (**GNA Team**) which overall provided strong support for the Draft Strategy, but highlighted TfNSW's position that all paths should be constructed in accordance with the most up-to-date guidelines, i.e. with widths significantly greater than currently provided for both footpaths and SUPs. In responding to the GNS Team, it is important to note that TfNSW itself has constructed many paths with widths lower than the GNA guidelines such, including most recently the SUPs as part of the Nowra Bridge upgrade; these paths have widths of 1.8m and 2.0m in most instances, whereas the current GNA guidance requires 4.0m wide SUPs.

As discussed throughout the Strategy, Council – like TfNSW – will always consider the specific constraints relating to the provision of a new path, and adopt a common sense approach whereby the provision of any formal off-road paths, even if narrower than the GNA guidance – is better than providing no path at all.

A submission was also received from TfNSW's Milton Ulladulla Bypass Team (**MU Bypass Team**), which highlighted the fact that the PAMP Maps indicate a SUP along the length of the MU Bypass, whereas TfNSW has not committed to an adjacent corridor to provide a SUP.

In ongoing discussions, Council will continue to advocate for an off-road path as part of the MU Bypass, even if in the short term this is simply providing an adjacent corridor that may – for example – provide a gravel track before being further upgraded in the future. The response to the MU Bypass Team has also identified TfNSW's own "Providing for Walking and Cycling in Transport Projects Policy", which requires that:

> *Every transport project funded by Transport for NSW must include provision for walking and cycling within the core scope of the project.*
>
> *In order to deliver the best outcomes for our customers in line with Future Transport 2056, the walking and cycling components of a project must be incorporated from the outset and followed through to delivery and maintenance.*

Bicycle NSW

A detailed submission was received from Bicycle NSW; while Bicycle NSW fully supports the underlying strategy to increase active trips, their submission also raised a number of issues for further consideration as part of the finalisation of the Strategy. These issues include greater advocacy for State Government funding; maximising path widths; reducing speed limits in local roads; and removing parking from town and village centres to provide more pedestrian and cycle infrastructure.

These issues have all been considered in the Strategy, but it is noted that removing parking from town and village centres will require more detailed consideration of the potential impacts of local businesses and the cost of relocating parking; and again Council's objective or providing more off-road paths even if constructed to a narrower width than current design guidelines.

Illawarra Shoalhaven Local Health District

A detailed submission was received from the Illawarra Shoalhaven Local Health District (**ISLHD**). While the ISLHD fully supports the underlying strategy to increase active trips, particularly noting the significant health benefits from greater exercise (and lower vehicle emissions), the ISLHD submission raises a number of issues for further consideration as part of the finalisation of the Strategy. These include focusing on changing travel modes for short trips (up to 1km); increasing densities in centres in line with the principles of the 15 Minute Neighbourhood; prioritising pedestrians at signalised crossings; and reducing speed limits in local roads.

Most of these strategies are included in the Strategy, but it is noted initiatives such reducing vehicle speeds in local roads (also raised by Bicycle NSW), or increasing densities in centres, will require a "***whole of government***" approach rather than the actions of Council alone to achieve.

Community Consultative Bodies

While formal submissions were received from only a small number of CCBs, many have separately advocated active transport projects which have been considered in ranking projects.

These submissions strongly support the objectives of the Strategy, but more broadly raise concern in regard to the ranking of some (specific to each CCB area), and moreover their opinion that some projects should be allocated a high priority than is current the case.

A further review of all of the projects specifically raised by the CCBs has been undertaken as part of the finalisation of the Strategy so as to properly consider projects that have been specifically identified by the CCBs in the ranking of all projects. Council will continue to work closely with all CCBs as part of their commitment to ensure that the Strategy goes forward as a live document where projects can be revised/prioritised as new information (or funding) becomes available.

Shoalhaven Bicycle Users Group

A submission was received from the Shoalhaven Bicycle Users Group (**SBUG**) that strongly supports the Draft Strategy in its current form. The only concern raised by SBUG relates to the means by which funding for bicycle projects will be made available so as to ensure safer, connected active transport corridors across Shoalhaven.

As discussed, Council will continue to advocate for more funding for active transport projects from both the NSW and Federal Government, and press for active transport to remain a key consideration in all TfNSW (and other) major road infrastructure projects.

2.3.7 Amendments to the Strategy

Further to a comprehensive review of all submissions, a number of amendments have been made in the final Strategy. These include:

Heavy Vehicle Volumes

A number of respondents identified an issue with the use of P x V for the assessment of crossings and SUP bridges, and specifically that the percentage of heavy vehicles in the traffic volume should be considered rather than total average daily traffic (**ADT**) volumes. This is considered to be a valid criticism of the Active Transport Scoring Criteria, particularly given the number of roads with a large percentage of heavy vehicles, and/or roads where heavy vehicle volumes have increased over time.

As such, the Active Transport Scoring Criteria has been modified to provide additional consideration of the percentage of heavy vehicles in the ADT volume, and the score for relevant projects in the ranking spreadsheets has been appropriately revised (see **Section 10.3**).

PAMP Maps

A number of respondents identified that some path and crossing projects were (at the time of the exhibition) not shown or not shown correctly on the Interactive PAMP Maps (**PAMP Maps**), or - for example - a path is shown as a footpath rather than a SUP.

During and subsequent to the exhibition period, Council has addressed as many of these mapping issues as possible; however there is much more work to be done! As discussed in the Strategy, Council will continue to regularly update the PAMP Maps (and future Interactive **Bike Maps**) to ensure that the community is provided with the most up-to-date information possible.

Active Transport Scoring Criteria - Community Advocacy

The new Active Transport Scoring Criteria (detailed in **Section 10.3**) awards additional points to projects that have been specifically identified by CCBs (or other key stakeholders) as having "***community support***". However, in the Paths and Paths for Investigation ranking spreadsheet, arc traffic + transport was not aware of this advocacy for some projects, and as such these additional points had not been allocated.

The Paths and Paths for Investigation rankings have now been updated to include the additional points for these projects, and Council encourages CCBs and other key stakeholders to continue to advocate for local projects so that Council can appropriately prioritise the most in demand community projects.

Structure of the Strategy

One of the points made in the submissions from ISLHD and Bicycles NSW was that the new Strategy was too long, and that the "***Actions***" were not succinct and easy to find. Given the constraints of the project, at this point in time the Strategy's "***Principles***" have simply been extracted and provided as a separate Appendix, with some context provided around those Actions. This summary is provided as **Appendix A** of the Strategy.

The way individual elements of the Strategy were provided to the community via the Get Involved webpage (which received great feedback from the community) will also be replicated via an updated Active Transport Strategy webpage; this will be constructed as soon as possible once the dust settles on the new Strategy. This includes the addition of the new Appendices, being the Active Transport Strategy Action Priorities Report (**Appendix A**); and the Exhibition Outcomes Report (**Appendix I**).

Again for ease, each of the separate Strategy appendices will again be made available for viewing/download from the Active Transport Strategy webpage.

Falls Road, Falls Creek, Bike Track

As discussed previously, a number of exhibition responses related to a proposed bicycle track along Falls Road, Falls Creek. This matter was raised as Item 4 in the Ordinary Meeting of Council held on 15 August 2024 (MIN24.451), which resolved *That Council:*

4. *Report back on a temporary bicycle access along the gated Falls Public Rd alignment due to the safety issues associated with the Jervis Bay Road intersection works and that this temporary legal access be subject to review in any future investigations for permanent access and any environmental impacts.*

Pursuant to Item 4 of the Resolution, a separate report to the new Council on the Falls Road bicycle track proposal is currently being prepared (date still to be determined). It is intended that once the Falls Road matter has been considered by the new Council, any subsequent resolution of Council could also be addressed as a final amendment to the Strategy, subject to the Council meeting outcome.

2.3.8 Summary

The exhibition responses indicate wide support for the Strategy from both the community and key stakeholders. All submissions have been carefully considered, and as discussed amendments have been made to the final Strategy to account for these responses to as great an extent as possible.

Again, the more detailed Exhibition Outcomes Report is provided in **Appendix I**.

3 Key Characteristics of Shoalhaven

3.1 The Study Area

The **Study Area** encompasses the entire Shoalhaven Local Government Area (**LGA**), including towns such as Nowra, Berry and Milton; tourist centres such as Ulladulla, Jervis Bay, Sussex Inlet and Huskisson; and smaller villages and hamlets such as Tomerong and Wandandian.

The Study Area encompasses an area of some 4,570 square kilometres, which itself highlights the challenges in providing active transport infrastructure for everyone!

Trying to fairly balance the needs of all 49 towns and villages is a major challenge for Council, but the Strategy has kept a focus on ensuring that the needs of all of residents and visitors have been identified and are fairly and equitably considered.

Primary growth areas in Shoalhaven remain in the broader environs of major centres such as Nowra, Bomaderry and Ulladulla, but growth in areas somewhat removed from these centres is also occurring, with key examples being Cambewarra, Badagarang, Vincentia, St Georges Basin, Sussex Inlet and Milton.

Shoalhaven is generally characterised by low density residential development with centralised retail and commercial centres; industrial precincts located outside of the urban (residential) areas; and a thriving tourist and lifestyle economy scattered very broadly right along the Shoalhaven coastline.

In general the provision of active transport infrastructure outside of our key towns and villages has been somewhat slow to meet community expectations for a number of reasons, including:

- The rapid growth of some areas means that Council is not able to provide active transport infrastructure at the same rate as development progresses.
- Many new residents to Shoalhaven have migrated from larger metropolitan cities such as Sydney and Wollongong where high quality active transport infrastructure is a given, and as such expectations of active transport infrastructure of a similar standard are high.
- It is simply not economically viable in some instances to provide comprehensive active transport infrastructure.
- Again the tyranny of distance, whereby the provision of active transport connectivity between some towns and villages is simply impractical and/or not economically viable.

The Strategy specifically responds to these issues by targeting means by which we can ensure fairness and equity in the allocation of scarce resources across Shoalhaven while maximising "***bang for buck***", and encouraging the greatest possible shift to active trips with the funds available.

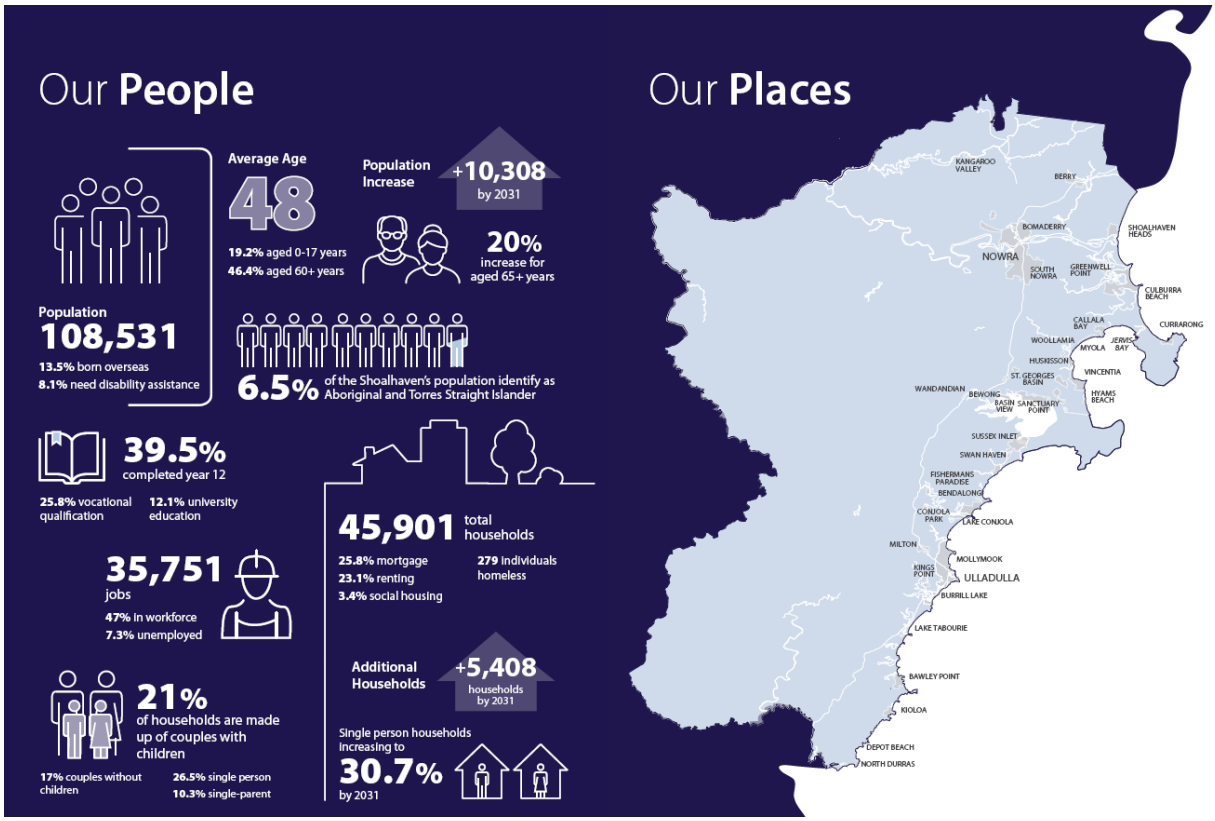

Let's
Get
Active
Shoalhaven!
Note that the icons shown do not represent actual project locations; don't read too much into it, it's diagrammatic only! Rest assured though, we want to reinforce the "Get Active" message right across Shoalhaven!

3.2 Shoalhaven Demographics

3.2.1 Snapshot

A snapshot of the key demographics of Shoalhaven is provided in **Figure 1**, and discussed further in sections below.

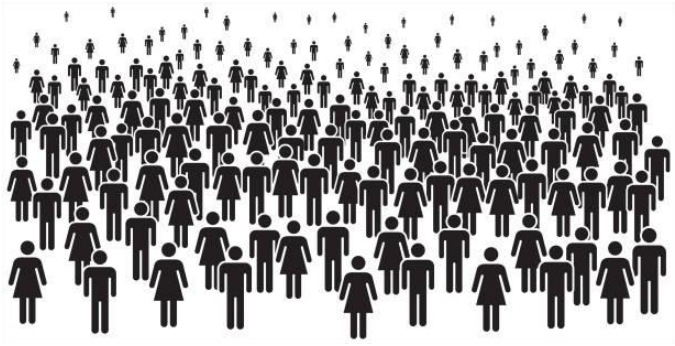
Figure 1: A Snapshot of Shoalhaven



Source: Community Plan 2032

3.2.2 Population Growth

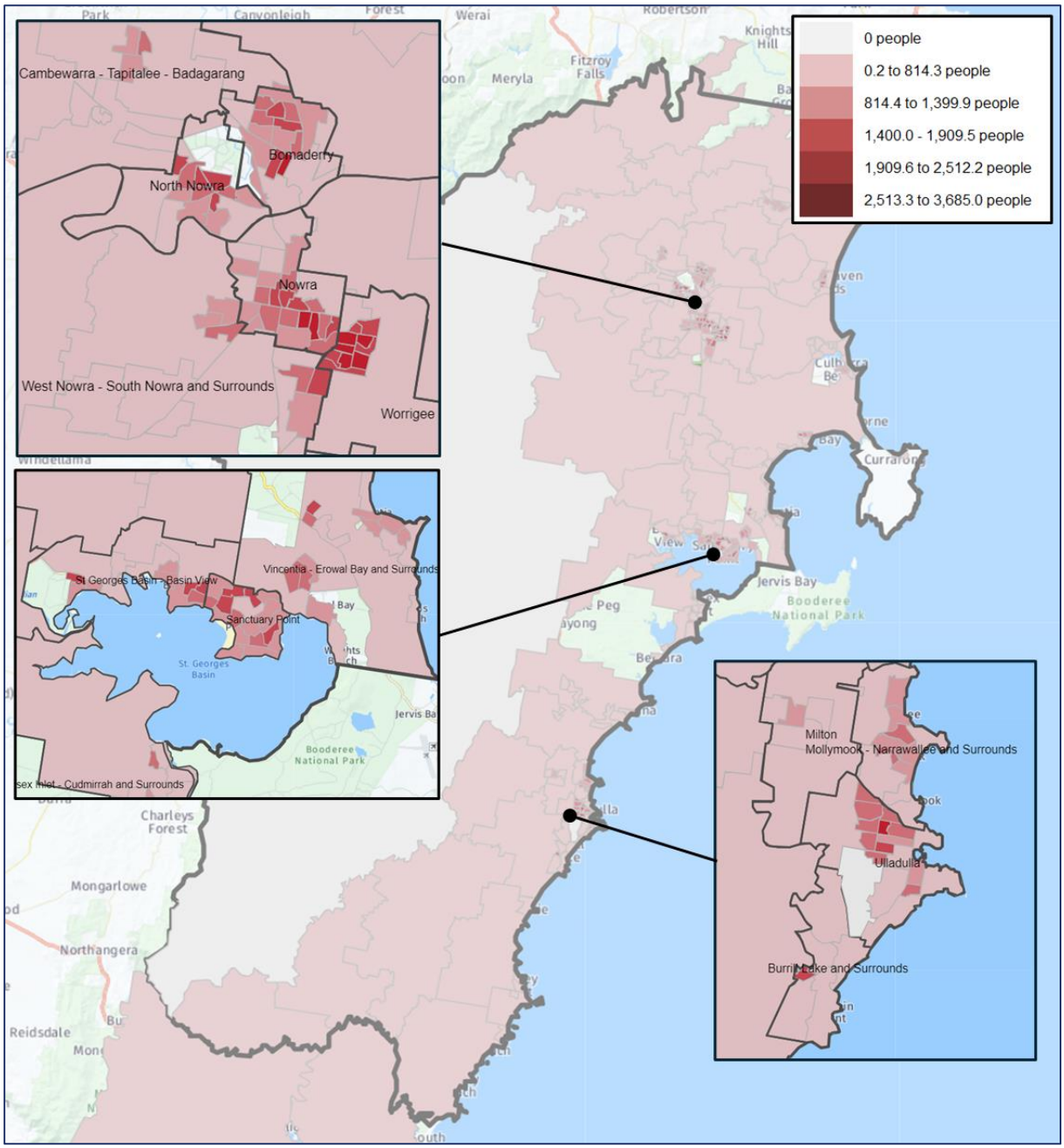
Shoalhaven has experienced relatively significant growth over the past two decades, with the population increasing from approximately 90,000 in 2006 to 98,000 in 2016, and just under 110,000 in 2023. This represents a linear growth rate of over 1% per year, and there is every indication that this level of growth will continue – and potentially increase – in decades to come.



3.2.3 Population Density

Population density (people per square kilometre) across Shoalhaven is shown in **Figure 2**, and clearly identifies our key urban areas, as well as how much of Shoalhaven has no significant residential population.

Figure 2: Population Density 2021



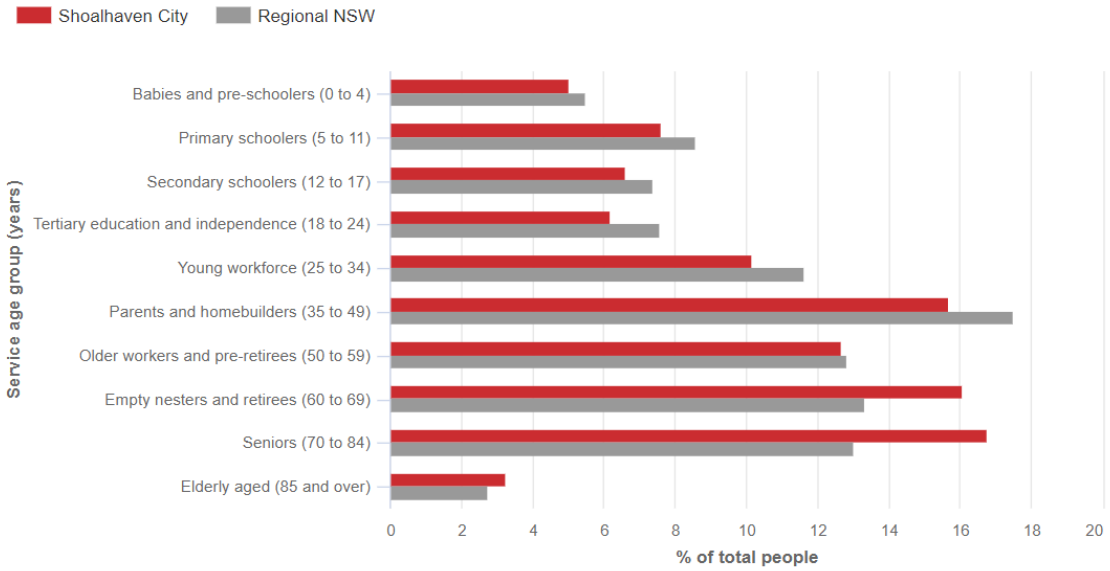
Source: id.community

3.2.4 Age Groups

When considering the prioritisation and type of active transport infrastructure required by the community, it is not only important to look at basic active trip demand, but also different types of pedestrians and bicycle riders, with a key focus on our younger demographic (for example school students) and elderly residents and those with mobility impairments.

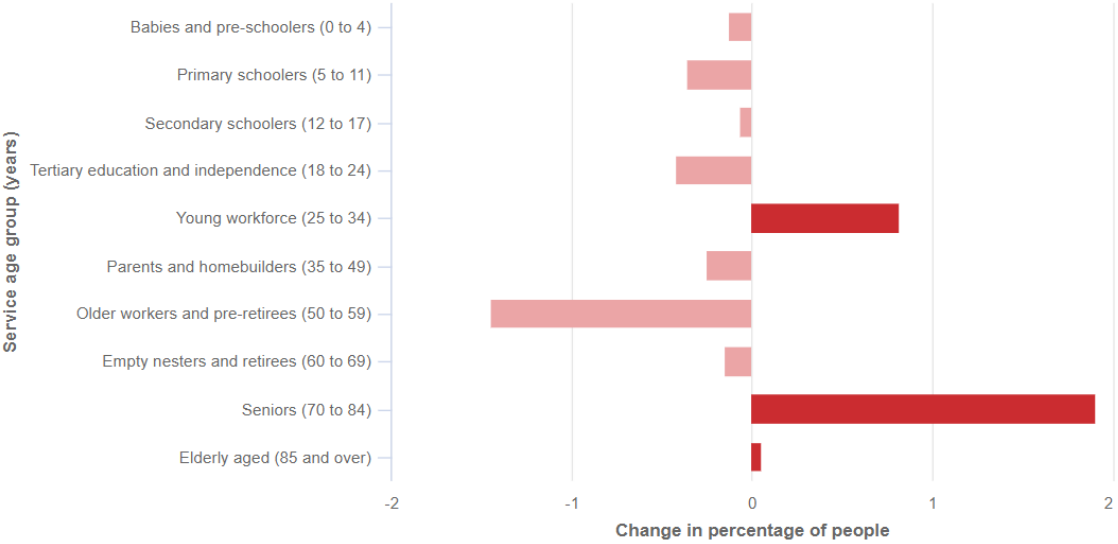
The 2021 age structure in Shoalhaven, and the change in age structure between 2016 and 2021, are shown in the figures below.

Figure 3: Age Structure 2021



Source: .id Community

Figure 4: Change in Age Structure 2016 - 2021



Source: .id Community

With reference to **Figure 3**, when compared to NSW Regional averages, Shoalhaven has a higher number of elderly residents (60+ years); an almost identical proportion of those aged 50 – 59 years; and lower numbers of those aged 0 - 49 years. Importantly, **Figure 4** reinforces these differences, with the highest percentage of growth between 2016 and 2021 being elderly residents (70+ years), and the majority of younger residents in all age groups (other than 25 – 34 year olds) being reduced.

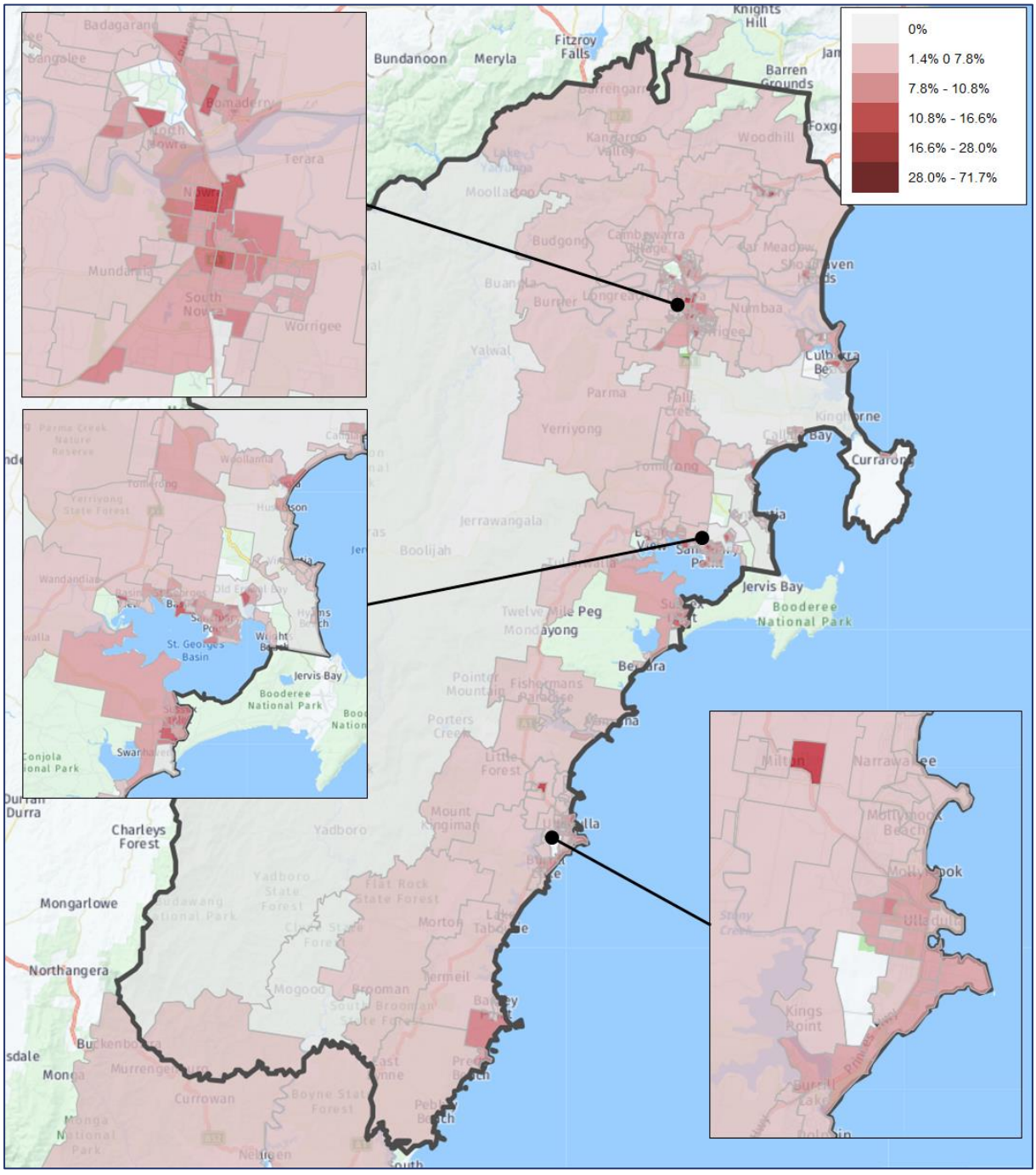
While there was growth in all age groups (other than 50 – 59 year olds), and in turn the need for strategies for all age groups, the data indicates the need for special consideration of active transport facilities that meets the needs of an aging population.

3.2.5 Elderly Residents and Residents with a Disability

While there are numerous forms of disability – some of which relate to a persons' ability to utilise active transport – the 2021 Census data provides a broader definition of those who "***need assistance due to a disability***"; importantly, the location of these members of our community matches almost exactly the location of those aged 60 and above. Improvements to active transport accessibility in these locations can benefit both seniors and those with a disability.

These locations are shown in **Figure 5**.

Figure 5: Residents Aged Over 60/Disability Assistance Needed



Source: .id Community

3.2.6 Employment Industries

A summary of the 2021 employment industries across Shoalhaven, as well as a comparison with 2016 employment industries, is provided in **Table 3**.

Table 3: 2021 and 2016 Employment Industries

Shoalhaven City - Employed persons (Usual residence)	2021			2016			Change
Industry sector	Number	%	Regional NSW %	Number	%	Regional NSW %	2016 to 2021
Agriculture, Forestry and Fishing	850	2.0	5.1	761	2.1	5.7	+89
Mining	199	0.5	2.4	162	0.4	2.4	+37
Manufacturing	1,977	4.7	5.6	1,885	5.2	6.0	+92
Electricity, Gas, Water and Waste Services	430	1.0	1.2	388	1.1	1.3	+42
Construction	5,039	11.9	9.4	3,959	10.9	8.7	+1,080
Wholesale trade	597	1.4	2.0	497	1.4	2.0	+100
Retail Trade	4,519	10.7	9.4	4,279	11.8	10.3	+240
Accommodation and Food Services	4,016	9.5	7.5	3,495	9.6	7.9	+521
Transport, Postal and Warehousing	1,282	3.0	3.7	1,226	3.4	4.0	+56
Information Media and Telecommunications	263	0.6	0.8	273	0.8	0.9	-10
Financial and Insurance Services	618	1.5	1.9	516	1.4	2.0	+102
Rental, Hiring and Real Estate Services	642	1.5	1.3	588	1.6	1.4	+54
Professional, Scientific and Technical Services	2,047	4.8	4.9	1,611	4.4	4.5	+436
Administrative and Support Services	1,645	3.9	3.2	1,508	4.2	3.3	+137
Public Administration and Safety	4,148	9.8	7.2	3,683	10.1	7.2	+465
Education and Training	3,498	8.3	9.2	2,846	7.8	9.0	+652
Health Care and Social Assistance	6,777	16.0	16.3	5,356	14.7	14.4	+1,421
Arts and Recreation Services	533	1.3	1.2	510	1.4	1.2	+23
Other Services	1,618	3.8	3.8	1,373	3.8	3.9	+245
Inadequately described or not stated	1,607	3.8	3.9	1,420	3.9	3.8	+187
Total employed persons aged 15+	42,305	100.0	100.0	36,336	100.0	100.0	+5,969

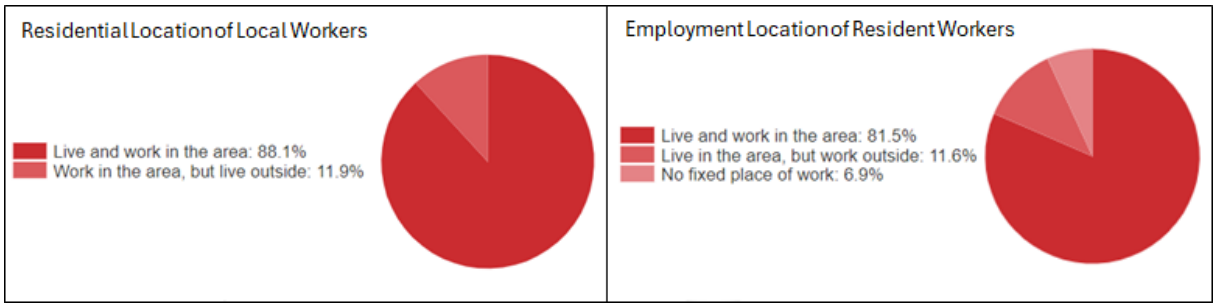
Source: .id Community

With reference to **Table 3**, the Shoalhaven workforce grew relatively significantly in the period 2016 to 2021, with just under 6,000 additional jobs. Key employment growth sectors including construction (reflecting the high amount of development – and particularly residential development – across Shoalhaven) and health care and social assistance (reflecting to some degree the increase in older residents).

3.2.7 Place of Work

The overwhelming majority of people working in Shoalhaven also live in the Shoalhaven (88.1%), which is not surprising given the distance between Shoalhaven and other employment centres, as shown in **Figure 6**.

Figure 6: Employment Locations



Source: .id Community

This highlights the likelihood of there being a high proportion of short distance trips, i.e. trips that could potentially be made as active trips if appropriate active transport infrastructure is available!

3.2.8 Car Ownership

The overwhelming majority of residents in Shoalhaven own at least one motor vehicle (95.8%), and indeed this number has increased from 2016, as shown in **Table 4**.

Table 4: Car Ownership

Shoalhaven City - Households (Enumerated)	2021			2016			Change
Number of cars	Number	%	Regional NSW %	Number	%	Regional NSW %	2016 to 2021
a No motor vehicles	1,930	4.2	5.3	1,922	4.7	5.8	+8
1 motor vehicle	16,816	36.6	33.8	15,179	37.1	33.4	+1,637
a 2 motor vehicles	16,323	35.6	35.2	13,747	33.6	34.0	+2,576
3 or more motor vehicles	8,144	17.7	19.5	6,243	15.3	17.2	+1,901
Not stated	2,688	5.9	6.3	3,846	9.4	9.5	-1,158
Total households	45,901	100.0	100.0	40,937	100.0	100.0	+4,964

Source: id.community

Notwithstanding therefore the fact that most residents live and work in the Shoalhaven, the lack of quality public transport services (see **Section 3.4**) and the relative remoteness of some key attractors (such as shopping centres and business/light industrial areas) requires a higher use of vehicles.

3.2.9 What are the Demographics Telling Us?

In a region where over 4% of households have no access to a car and many struggle to afford one, "***transport poverty***" is a serious issue. The median household weekly income is $1,250, much less than the NSW average of $1,829. 23% of households have a weekly income below $650, more than the NSW average of 16%, and inequality is likely to widen further with rising housing and transport costs.

If education facilities, workplaces and community facilities can be accessed safely via an active trip, families can be released from the financial burden of owning multiple cars.

In addition, Shoalhaven has a much older population than the NSW average; 28% of residents are over 65, compared with the NSW average of 18%. As people age, they become less likely to drive, and as such it is essential to provide alternative ways to get around so they can remain healthy, active and connected to community and services.

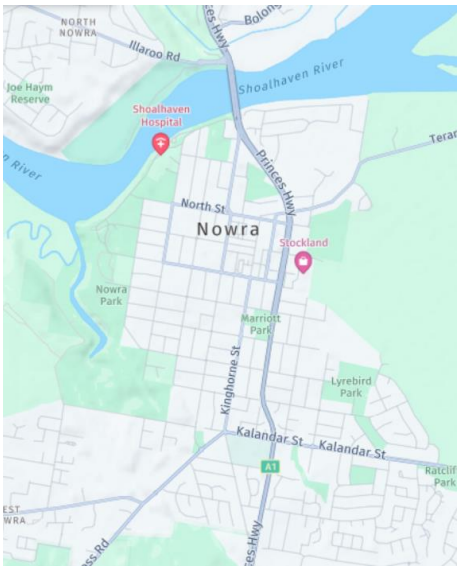
The Strategy responds to these challenges and aims to provide more paths and more crossings in more locations, not only supporting our most vulnerable population, but allowing and encouraging more of our residents and visitors to Get Active; connect safely; and move around sustainably.

3.3 Road Network

The road hierarchy in Shoalhaven (and indeed in LGAs everywhere) can generally be described using three types of road, including:

- **Arterial Roads:** Arterial roads have traffic volumes greater than 10,000 vehicles per day (**vpd**) with a principle function of moving vehicular traffic.

  The primary arterial road in Shoalhaven is of course Princes Highway, which in some locations also forms the main activity road in centres including Ulladulla, Milton and South Nowra. This is turn increases the potential for conflicts between pedestrians/bicycle riders and vehicles, regardless of the active transport infrastructure available for safe movement along and across Princes Highway.



- **Collector Roads:** Collector roads have traffic volumes up to 10,000vpd (through most have less than 5,000vph) and in most instances provide off-road paths and formal crossings. Collector roads generally provide the most direct access through and between local suburbs.

- **Local Roads:** Local roads have traffic volumes up to 2,000vpd, and generally provide footpaths on one or both sides of the road; however, in many of the older suburbs in Shoalhaven no footpaths are provided, meaning pedestrians and bicycle riders will use the verge (generally grass) or the road carriageway for active trips.

  In most instances this can be done safely given that local roads have low traffic volumes and low vehicle speeds. However, this does not mean that off-road paths are not still important - particularly for those with mobility difficulties who are otherwise also forced to travel along informal verges or within the carriageway.

It is important to note that the Movement & Place framework provides a more nuanced hierarchy of roads that better defines the way in which each can provide a Movement and/or Place function.

The Strategy accordingly considers the hierarchy of roads within the Movement & Place framework context, which includes **Main Roads**, **Main Streets**, **Local Streets** and **Civic Places**. A more detailed review of our roads in the context of Movement & Place is provided in **Section 5.5**.

In this regard, the "***Road User Space Allocation Policy***" (**RUSA Policy**) first published by TfNSW in early 2021, has recently been updated with a much stronger mandate to find a better balance between movement and place. The RUSA Policy means that TfNSW must adhere to these principles ahead of any guidance that seeks to protect or maintain private vehicle level of service.

The RUSA Policy provides local governments with a powerful lever to prioritise road space for active transport; however, the right balance must be found at the local level, and Councils take many factors into consideration when determining user space allocation. Finding that right balance has been inherently considered in the Strategy in the context of Movement & Place and moreover the common sense approach to allocating active transport funds that benefit the most road users.

Finally, it is important to note that it is not the role of the Strategy to present a new road hierarchy for Shoalhaven, but only to put the principles of Movement & Place into their proper context, and to ensure that - going forward - further improvements to our active transport networks pay due consideration to those principles as we strive to achieve more connected and accessible communities.

Moreover, by considering our roads in the context of both a standard hierarchy and a Movement & Place hierarchy, we are better able to identify the function and characteristics (such as traffic volumes) of all roads when objectively ranking active transport projects, particularly from a risk mitigating perspective.

3.4 Public Transport

3.4.1 Existing Public Transport Services

Existing public transport services across Shoalhaven are relatively poor, largely again as a function of the distance between our towns and villages.

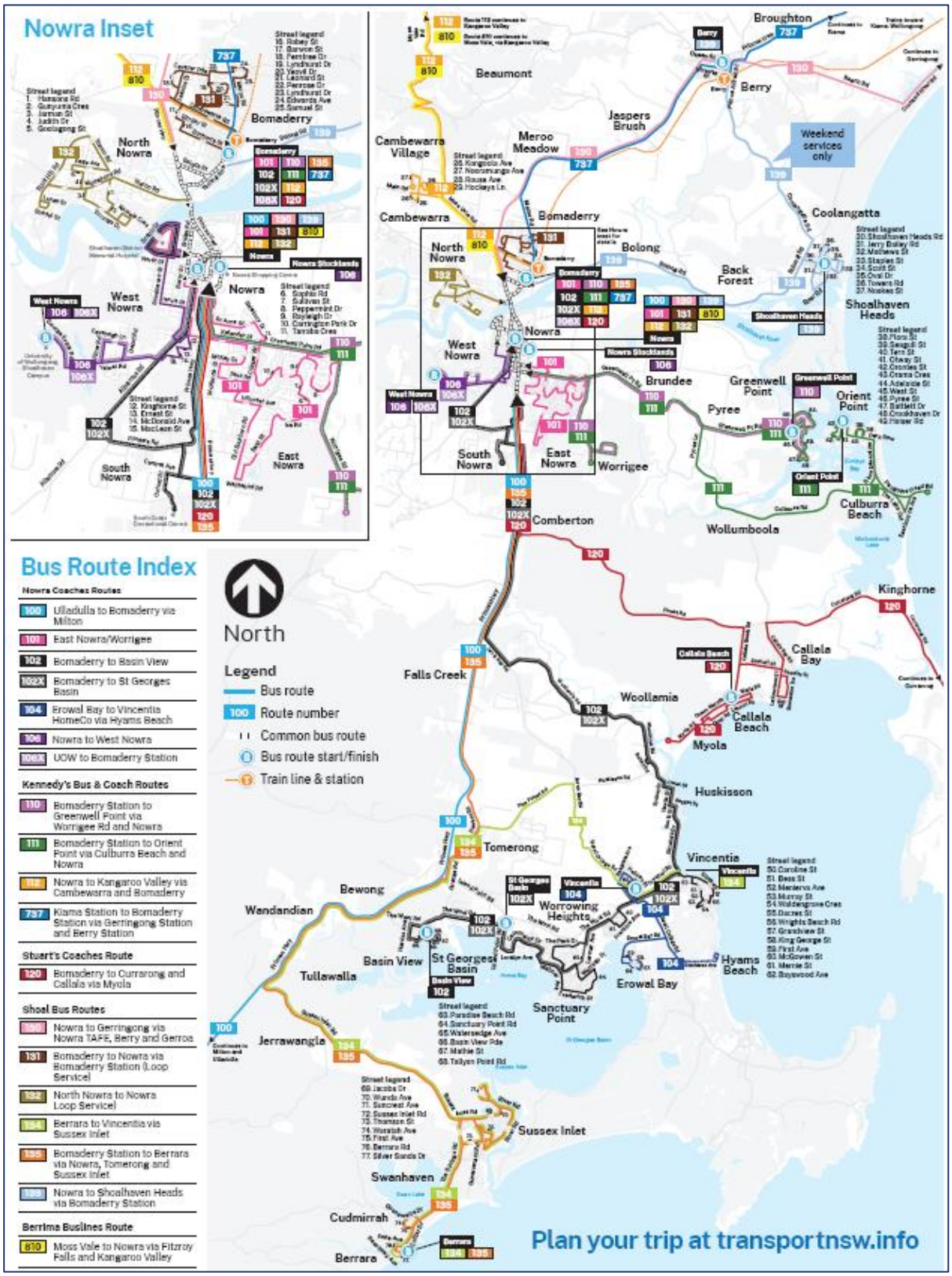
South Coast Line trains operate between Bomaderry and Kiama, and then from Kiama to Bondi Junction. Services run every 1 – 2 hours each day, but the travel time between Bomaderry and Kiama is over an hour by rail compared to 35 minutes by vehicle; and the travel time between Bomaderry and Sydney is some 3 hours and 20 minutes by rail compared to 2 hours and 15 minutes by vehicle. There are similar disparities between rail and vehicle trips between Nowra and Wollongong.

As such, the use of rail for commuter [or general daily] trips is very limited.

There are numerous bus routes available within Nowra and Bomaderry, but services outside of these areas are infrequent and – quite simply – again have a travel time that is significantly longer than a vehicle trip.

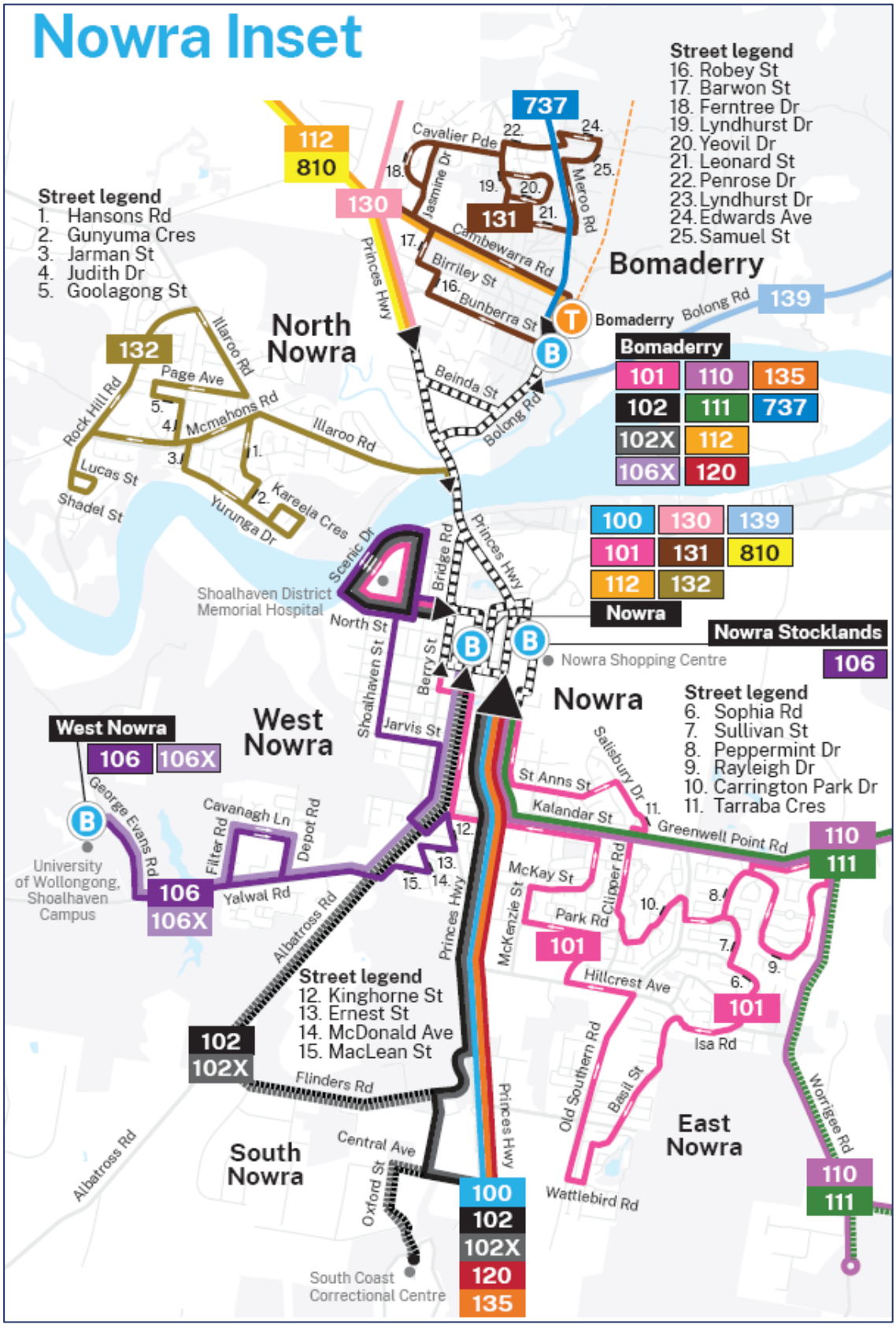
Existing bus services across Shoalhaven are shown in the figures below.

Figure 7: Northern and Central Shoalhaven Bus Services



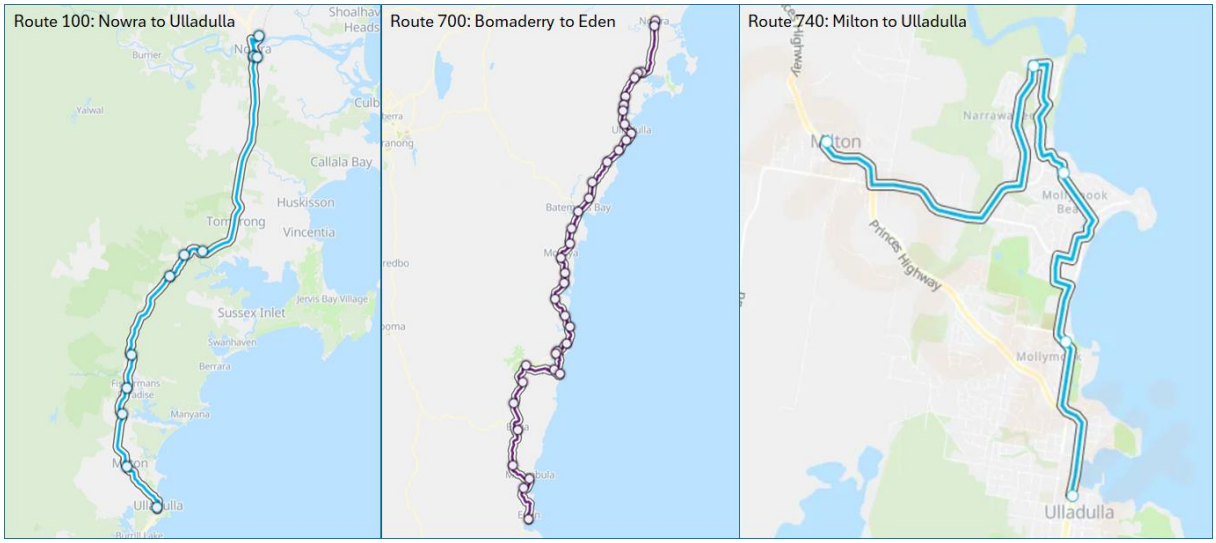
Source: TfNSW

Figure 8: Nowra and Bomaderry Bus Services



Source: TfNSW

Figure 9: Southern Shoalhaven Bus Services



Source: moveit

Bus routes within Nowra and Bomaderry have expanded in recent years, and generally provide good local connectivity; however, residents in many locations such as Ulladulla, Milton and growing suburbs around Georges Basin and Jervis Bay have very limited services, often operating only every 2 hours, with even fewer (if any) services on weekends. Even where bus services are available, a trip from Nowra to Ulladulla for example would be 1 hour by vehicle, but over 2 hours by bus; while a trip from Nowra to Georges Basin is around 20 minutes by vehicle, but over 1 hour by bus.

The use of buses for both work and everyday trips is therefore limited, which in some instances also means that the provision of footpaths linking to bus stops are not always prioritised other than when these bus stops are also servicing (for example) school buses or higher demand retail and community destinations.

3.4.2 Future Bus Services

Shoalhaven was selected as a participant in the 16 Regional Cities Services Improvement Program (**16 Cities Program**), where the NSW Government committed to improving bus services across regional NSW; the 16 Cities Program delivered bus service improvements designed to better meet customer travel needs; ensure equitable access to public transport; and provide for integrated, multi-modal end-to-end journeys.

After undertaking some initial improvements to bus services in 2021, in August 2022 over 250 new services were introduced to the Greater Nowra region, providing faster and more direct bus trips; better connections to Bomaderry Station; new weekend services; and better accessibility to work, educational and health facilities.

Further to the completion of the initial 16 Cities Program, the NSW Government is now in the early planning phase of its **Integrated Service Plan** project which - in a nutshell - will see even further improvements to public transport across regional NSW, including Shoalhaven.

Council will continue to work with the NSW Government and TfNSW to ensure that both active and public transport projects continue to be coordinated at both a State and Council level; that there is an integration with all forms of planning; and that we work in collaboration to achieve sustainable outcomes that tackle congestion, improve connectivity and accessibility and encourage travel modes that will provide a more sustainable transport future.

3.5 Parking

Given the high use of vehicles for all trip purposes, it is often the case that off-street parking can be at a premium, and in turn on-street parking demand can extend out of centres and into adjacent residential areas, which has negative amenity impacts. Moreover, unless the use of vehicles is reduced over time, there will be increasing demands for off-street parking, and/or greater encroachment into adjacent residential areas.

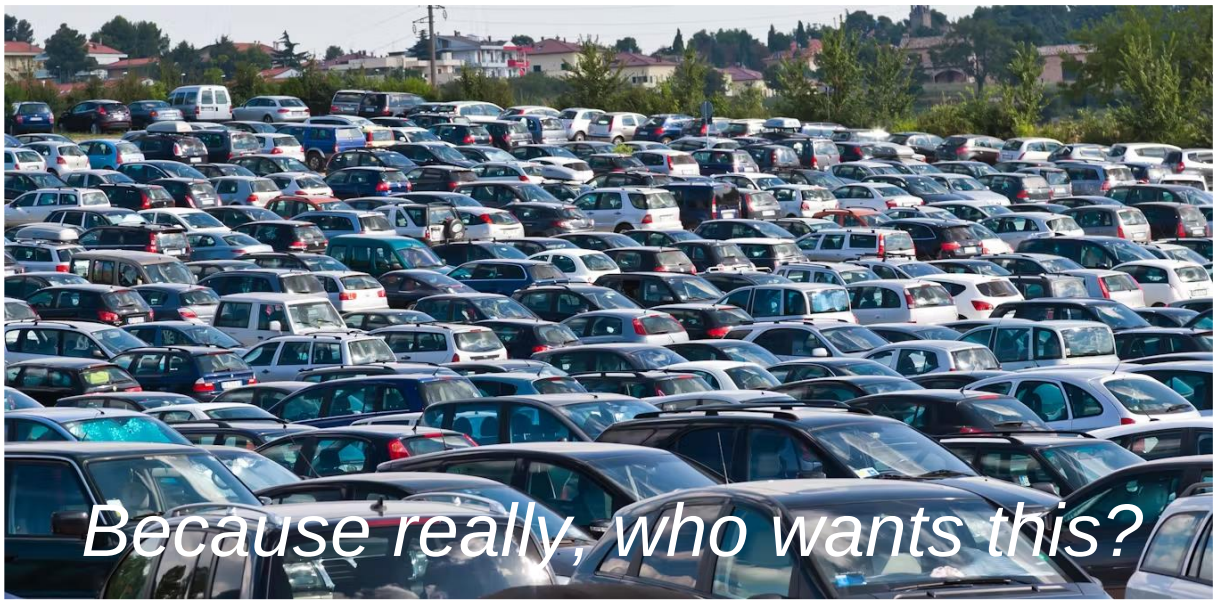
As importantly, higher on-street parking demand reduces our ability to provide more active transport infrastructure within existing road reserves (see also **Section 9.6.3**).

To address this issue, Chapter G21 of the Shoalhaven DCP (**DCP Chapter G21**) has been progressively updated to ensure that sustainable outcomes are achieved by adhering to the principles of "***Active and Public Transport Planning***", and incorporating these principles more broadly throughout the Shoalhaven DCP as part of an "***Integrated Transport Planning***" approach.

As such, to more provide sustainable parking rates, the underlying objectives of DCP Chapter G21 include:

- Ensuring that adequate off-street parking is provided in conjunction with development across Shoalhaven, including where necessary any overflow parking, to reduce parking demand extending into residential areas, while at the same time discouraging an oversupply of parking (particularly in mixed-use centres) that can sometimes encourage greater vehicle use.
- Discouraging the use of on-street parking in new developments.
- Ensuring that car parks are visually attractive; functional; operate efficiently; safe; and meet the needs of users.
- Ensuring that all vehicles enter and leave a site in a forward direction, and that the manoeuvring of vehicles does not take place within the road reserve, but rather within a subject site.
- Actively encouraging developments that contribute to vitality and liveability within our towns and villages.
- Addressing the principles of ecological and environmental sustainable development.

- Ensuring that the traffic and road safety implications of development are adequately assessed in accordance with current guidelines and standards.



As part of all transport assessments for new development, Council requires parking analysis to ensure that Shoalhaven's town and village centres meet their minimum parking requirements (pursuant to DCP Chapter G21) in a sustainable manner, as well as ensuring integration with other complementary strategies including the PAMP and Bike Plan. This specifically includes (for example) requirements for bicycle parking and end-of-journey facilities for some types of development.

Some of this more detailed parking demand analysis has been undertaken by Council (for example in Nowra and Huskisson) to determine how a greater turnover of parking might be achieved rather than simply providing more parking; this analysis will be extended to other towns and villages, and be ongoing, to ensure an integrated approach in all forms of planning.

Notwithstanding, and again in the context of Integrated Transport Planning, the DCP Chapter G21 parking rates to some extent reflect the parking required in larger metropolitan centres that have a much greater use of public (and active) transport; this means that parking rates are set at the absolute minimum levels because they assume a future shift to other sustainable transport modes. While there can therefore be times (in the short term) where this can result in a marginal undersupply of parking, this approach is more sustainable and consistent with industry best practice to encourage a greater shift to alternative travel modes over time.

Shoalhaven of course is also subject to significant seasonal fluctuation in traffic and parking demands such as during summer tourist peaks. These demands are "***over and above***" typical base level parking demands, and are not captured in the DCP Chapter G21 parking rates. Whether to provide additional parking in towns and villages subject to seasonal impacts is a challenging matter for Council, because Council's **Contributions Plans** don't capture any of the additional seasonal demand by traditional means.

This means that there is no demonstrated nexus between seasonal demand for individual developments, nor consistency of parking rates to some extent across Shoalhaven, due to these demand fluctuations and moreover of course the sky-rocketing cost of providing more parking!

It is generally a Council's responsibility to determine whether to require/fund parking that is over and above typical base demand levels, and how to do this in a way that is also consistent with a longer term incremental shift to alternative travel modes. For coastal Councils like Shoalhaven, this is an even greater challenge, and it will remain a significant challenge going forward.

GTM Part 11 states that in areas subject to seasonal fluctuation, it is simply not economically viable to expect that Councils cater for the highest annual demand; to the contrary, industry best practice (as reflected in GTM Part 11) suggests that targeting the 85th percentile demand level is appropriate, i.e. to supply parking at a level that won't be exceeded for more than 15% of the year.

Council's own studies undertaken to date (in Nowra and Huskisson) confirm the position that there is no current need to change the DCP Chapter G21 parking rates, which already factor in a shift to alternative transport modes.

The takeaway?

While seasonal impacts will continue to be challenging to manage for Council, the current DCP Chapter G21 rates (set at the minimum level) already reflect sensible and sustainable parking planning, in that the minimum rates already reflect a future shift to active and public transport, and also satisfy the recommended minimum GTM Part 11 targets for locations with seasonal demand.

Accordingly, it is Council's view that the approach to parking rates in DCP Chapter G21 does not require any amendment to base level parking rates, in that the rates are already set at levels that support a longer-term shift to alternative modes that the Strategy is designed to promote.

The core objectives of ensuring higher parking turnover and pedestrian friendly town and village centres, with longer term parking around the periphery of these centres, underpins Council's adopted parking approach, which is consistent with industry guidelines and standards, and is reinforced in our active transport initiatives.

4 Strategic Framework

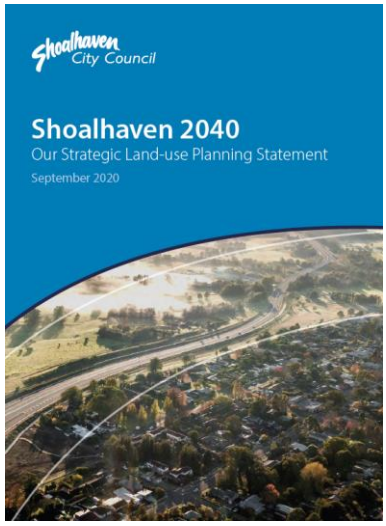
A multi-level framework of policies, standards and guidelines are available to inform the Strategy, as detailed in sections below.

4.1 Shoalhaven Planning

While the Strategy is designed to guide the future of active transport in Shoalhaven, it also responds to the broader suite of Shoalhaven planning policies that describe the aspirations of Council and the community, and as such the development of the Strategy has specifically referenced our current planning policies as detailed further below.

4.1.1 Shoalhaven Local Strategic Planning Statement 2040

LSPS 2040 outlines Council's program of land-use planning to best realise the community's vision for the next 20 years, and how that vision can be realised.



LSPS 2040 specifically focuses on the issues that the community has identified as being the most important to them, including new homes and housing choice; transport infrastructure; communal places; local employment opportunities; protecting and adapting to the environment; and celebrating our deep rooted culture and heritage.

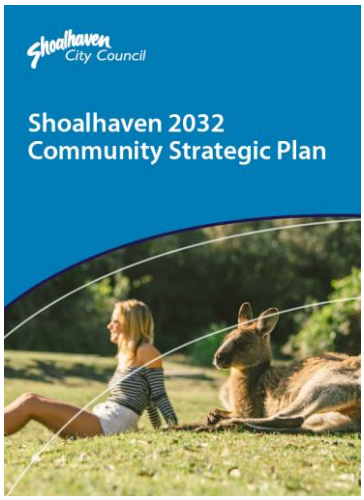
The planning framework provided in LSPS 2040 – along with Community Strategic Plan and the Shoalhaven DPOP - allows Council to plan, coordinate and implement the community's vision for the next 20 years.

As noted, a key objective of LSPS 2040 is the delivery of new transport infrastructure, including active transport infrastructure, with Planning Priority 2 stating:

The changing way communities exercise, socialise and spend time outdoors tells us we need to better integrate urban areas with the landscape to allow people to be physically active where they live and work, reduce car use, and encourage community interactions. This can be achieved with open space, walkways and cycleways.

It is noted that LSPS 2040 provided the recommendation for the preparation of the Strategy, as well as the PAMP Update and Bike Plan Update.

4.1.2 Shoalhaven Community Strategic Plan 2032



The Community Strategic Plan was developed further to a comprehensive engagement program with the community and stakeholders seeking to determine key priorities for Shoalhaven through 2032, based in essence on the following simple questions:

What do you love about Shoalhaven City?

What would you like to see in Shoalhaven City by 2032?

What would you like to see less of in Shoalhaven City by 2032?

What are the challenges facing Shoalhaven City in the next 5-10 years?

With regard to transport, the Community Strategic Plan correctly identifies the challenges we face in light of the distance between our towns and villages, as well as our limited public transport services. However, it does recognise the need to facilitate the ongoing provision of active transport infrastructure, and moreover the need to continually improve the way we roll out that active transport infrastructure in an equitable and transparent was across Shoalhaven.

4.1.3 Shoalhaven Disability Inclusion Action Plan

The Disability Plan provides a 4 year framework (through 2026) by which Council will continue to improve access, services, activities, employment and information for people living with a disability, as well as their families and carers.

Council is committed to improving opportunities for people of all ages with a disability to access the full range of services and activities available.

In some instances, this can only be achieved by ensuring "***access equality***", which in turn means the provision of active transport infrastructure specifically designed for those with mobility impairments. This commitment includes new active transport infrastructure as well as retrofitting of existing active transport infrastructure, and specifically focuses on:

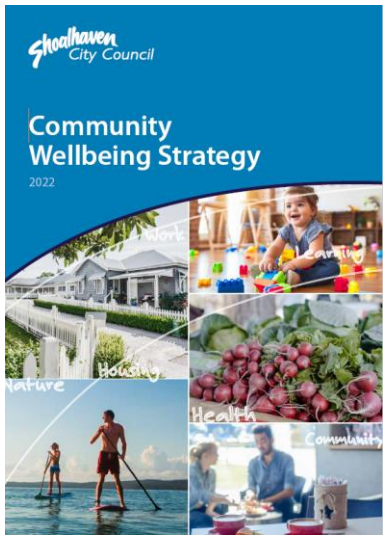
- Identifying projects that will address access improvements (as part of the Paths & Crossings Review).
- A commitment to annual workshops with the Inclusion & Access Advisory Group (**IAAG**) and key stakeholders.
- Using kerb ramp budgets to continuously deliver priority kerb ramp projects, particularly in towns and villages.
- Working with TfNSW to improve the accessibility of all transport modes across Shoalhaven.

As discussed it is Council's position that in some instances it is better to provide an off-road path that doesn't meet current standards than it is to provide no path at all. However, this is no way means that we have not considered the needs of those with mobility impairments; on the contrary…

it is precisely these users – for example those in wheelchairs – that will specifically benefit from a formal off-road path even if it is (for example) slightly narrower than current standards suggest.

This may mean that two wheelchairs are not able to pass each other at every point along a path, but a compromise that means occasionally waiting on a driveway or the like to allow passing still provides in our view a far superior outcome to no path at all (see also **Section 7**).

4.1.4 Shoalhaven Community Wellbeing Strategy



The Wellbeing Strategy is a framework to guide Council in making business-planning decisions to improve community wellbeing.

*"**Wellbeing is the ability to thrive**"*, an objective that should be available equally to everyone in Shoalhaven. Community wellbeing is a shared responsibility that requires all community stakeholders to work collaboratively to achieve shared goals and aspirations for wellbeing, particularly in accordance with Foundations 4.2, 5.0, 5.1, 6.0, 6.2, 6.3 and 7 of the Wellbeing Strategy.

The Wellbeing Strategy identifies a number of foundations upon which to create wellbeing, with one of the highest ranked by the community being transport connectivity. Indeed, when asked for a big idea to improve wellbeing, "***increased active transport***" was the second highest response!

"We need to improve active transport connections to the beautiful destinations in our LGA, since having a kid recently I've noticed a lot of the natural areas, open spaces or recreation facilities I want to go to aren't accessible in a pram". (Wellbeing Strategy survey participant).

4.1.5 Shoalhaven Destination Management Plan

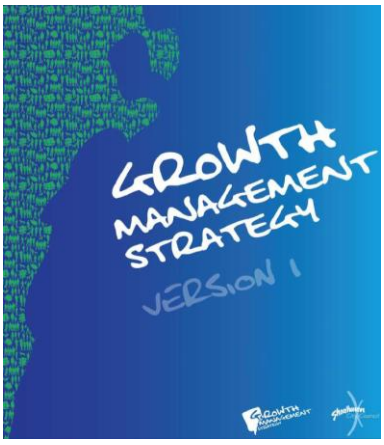
The Destination Plan is designed to prioritise key focus areas and actions to ensure that the tourist industry continues to thrive across Shoalhaven, already one of the most highly visited tourist regions in NSW, with visitors bringing in just under $1 billion and employing over 5,000 people each year!

Of specific reference to the Strategy, the Destination Plan recognises the need for efficient travel to and within Shoalhaven, and particularly within towns and villages; and new infrastructure to activate parts of Shoalhaven ready with additional possibilities.

In this regard, the Destination Plan identifies the need for:

- New and improved walking trails that highlight our natural resources.
- Identifying the missing gaps in our transport networks that hinder access to recreational and tourist facilities.
- Creating walkable and legible precincts.

4.1.6 Shoalhaven Growth Management Strategy



The Growth Strategy is designed to guide the future growth of Shoalhaven to accommodate its growing population, while maintaining and protecting our social, economic and environmental values.

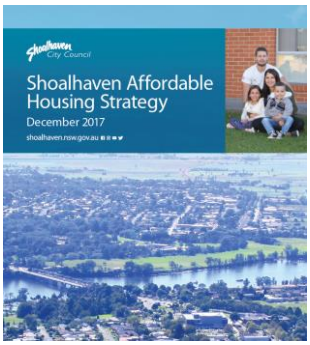
This will be achieved by establishing a clear policy framework for land use planning, to then be implemented through revisions and adjustments to the Shoalhaven LEP and Shoalhaven DCP.

The outcomes and actions identified within the Strategy are based on the social justice principles of ***equity, access and connectedness; participation; and equal rights for all***.

With specific regard to the Strategy, the Growth Strategy acknowledges that there is limited active transport infrastructure in Shoalhaven, but also that improvements continue to be made both within and between towns and villages.

Equally, and in the context of a "**15 Minute Neighbourhood**", the Growth Strategy identifies the need to provide more day-to-day regional and local services within our existing towns and villages respectively, i.e. to locate these everyday destinations within a short walk or cycle distance (see also **Section 5.4**).

4.1.7 Shoalhaven Affordable Housing Strategy



The availability of affordable housing across Shoalhaven is essential so that the flow-on opportunities that come from simply having a place to call home can be realised.

Although Shoalhaven has historically been an affordable area, a range of factors have now made it one of the least affordable areas for both low income purchasers and renters. More worryingly, it now has the highest level of housing stress in the Illawarra-Shoalhaven Region.

There are significant opportunities for Council to support the creation and maintenance of affordable housing through core planning legislation and policies, and we have an implicit role in encouraging affordable housing through land use zoning; planning controls; the timing of land release; the location of services and facilities; and the levying of rates and development contributions.

With specific reference to the Strategy, a core consideration in locating affordable housing is access to everyday services, as it is often the case for some that the cost of owning and operating a vehicle can be prohibitive. As such, one of the key principles of the Affordable Housing Strategy is to ensure that affordable housing is appropriately located in close proximity and easy access to our key towns, in turn providing access to daily services and easy commutes to work for a low income and aging population via an [inexpensive] active transport trip.

4.2 NSW Government

4.2.1 NSW Active Transport Strategy

The NSW ATS provides a framework by which to guide planning, investment and priority actions for active transport across NSW. With specific reference to the Strategy, it focuses on the following:

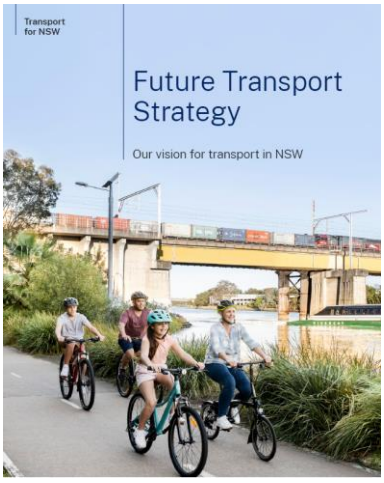
- Continuous and connected bicycle networks.
- Providing active transport networks for users of all abilities.
- 15 Minute Neighbourhoods.
- Improving safety and comfort of active travel.
- Supporting multi-modal journeys by integrating active and public transport.
- Promoting behavioural change to how active transport is perceived.
- Supporting emerging active transport modes such as e-bikes and e-scooters.
- Enhancing visitor and tourism experiences.

The NSW ATS also provides a de facto set of priorities that have been specifically considered in developing the Strategy; these include:

- Enabling 15 Minute Neighbourhoods.
- Delivering connected and continuous bicycle networks.
- Providing safer and more accessible precincts and main streets.
- Promoting walking and riding, and specifically encouraging travel behaviour changes.

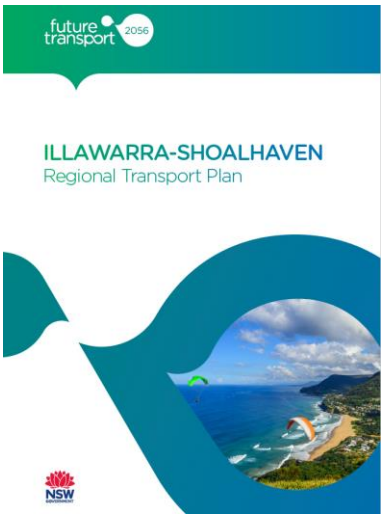
4.2.2 NSW Future Transport Strategy

The NSW FTS provides a long-term plan for transport in NSW, focusing on strategic directions by which to achieve world-leading mobility for all. With specific reference to the Strategy, the NSW FTS again focuses on 15 Minute Neighbourhoods, which are underpinned by:



- Improving amenity in towns and villages where possible by moving car parking away from main streets, i.e. adopting Movement & Place principles that make main streets places where people want to be rather than vehicle dominated environments.
- Ensuring that there are footpaths on both sides of all roads within 400m of a local centre or main street, and all roads within 800m of a strategic centre.
- Where possible, limiting the volume and speed of vehicles in roads that can be activated to provide a place function.
- Providing/upgrading safe bicycle routes that establish or complete local bicycle networks.
- Providing low-speed traffic environments to make walking and bicycle riding safer.

4.2.3 Illawarra Shoalhaven Regional Transport Plan



The IS Transport Plan was developed in conjunction with NSW Future Transport 2056 (now superseded by NSW FTS), and provides the strategic framework for how TfNSW proposes to proactively respond to anticipated changes in land use, population and travel demand across the Illawarra-Shoalhaven region.

As with the NSW FTS, the IS Transport Plan recognises the need to make walking and bicycle riding an attractive alternative to vehicle trips regardless of age, ability and income, and sets targets for an increase in the use of public transport trips (supported by pedestrian connectivity) from 6% to 12% by 2041; **and an increasing in walking and bicycle riding trips from 4% to 8% by 2041**.

The IS Transport Plan also details a number of key priority projects for Shoalhaven; active transport related projects being delivered, planned or for future investigation in Shoalhaven are summarised in **Table 5**.

Table 5: Illawarra-Shoalhaven Regional Transport Plan Priority Projects

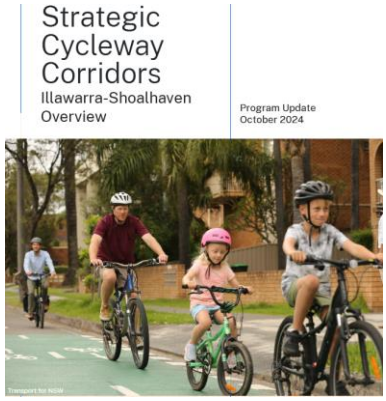
Project	Status	Active Transport Benefits
Regional Services Improvement Program	Delivered	Walkable Towns
Nowra Bridge Project	Delivered	New Links
Transport Connected Bus Program Nowra - Bomaderry	In Planning	PT Accessibility
Princes Highway & Moss Vale Road Intersection Upgrade	For Investigation	Active Transport Safety
30 minute Public Transport Catchments Milton-Ulladulla	For Investigation	Walkability
Bus HeadStart Program Nowra - Bomaderry	For Investigation	PT Accessibility
Improved bus services between Ulladulla and Nowra	For Investigation	PT Accessibility
Nowra Safety and Reliability Improvements	For Investigation	Walkability and Safety
Place Based Transport Plan for Nowra City Centre	For Investigation	Movement & Place

Source: IS Transport Plan

While many of the projcts identified in **Table 5** have been further progressed or captured in other bodies of work, an updated IS Transport Plan will be developed and placed on exhibition in 2025 by TfNSW, and will be called the Illawarra-Shoalhaven "Strategic Regional Integrated Transport Plan". All nine Regions in NSW will have these new plans, which will have the same framework, although tailored locally to outline each Region's individual transport priorities.

4.2.4 Shoalhaven Illawarra Strategic Cycleway Corridors Overview

The focus of the strategic cycleway network for Illawarra-Shoalhaven is to provide safe cycleways for people of all ages and abilities. It will provide better connections between existing key centres, schools, and points of interest, along with emerging centres that will serve an important function in the future.

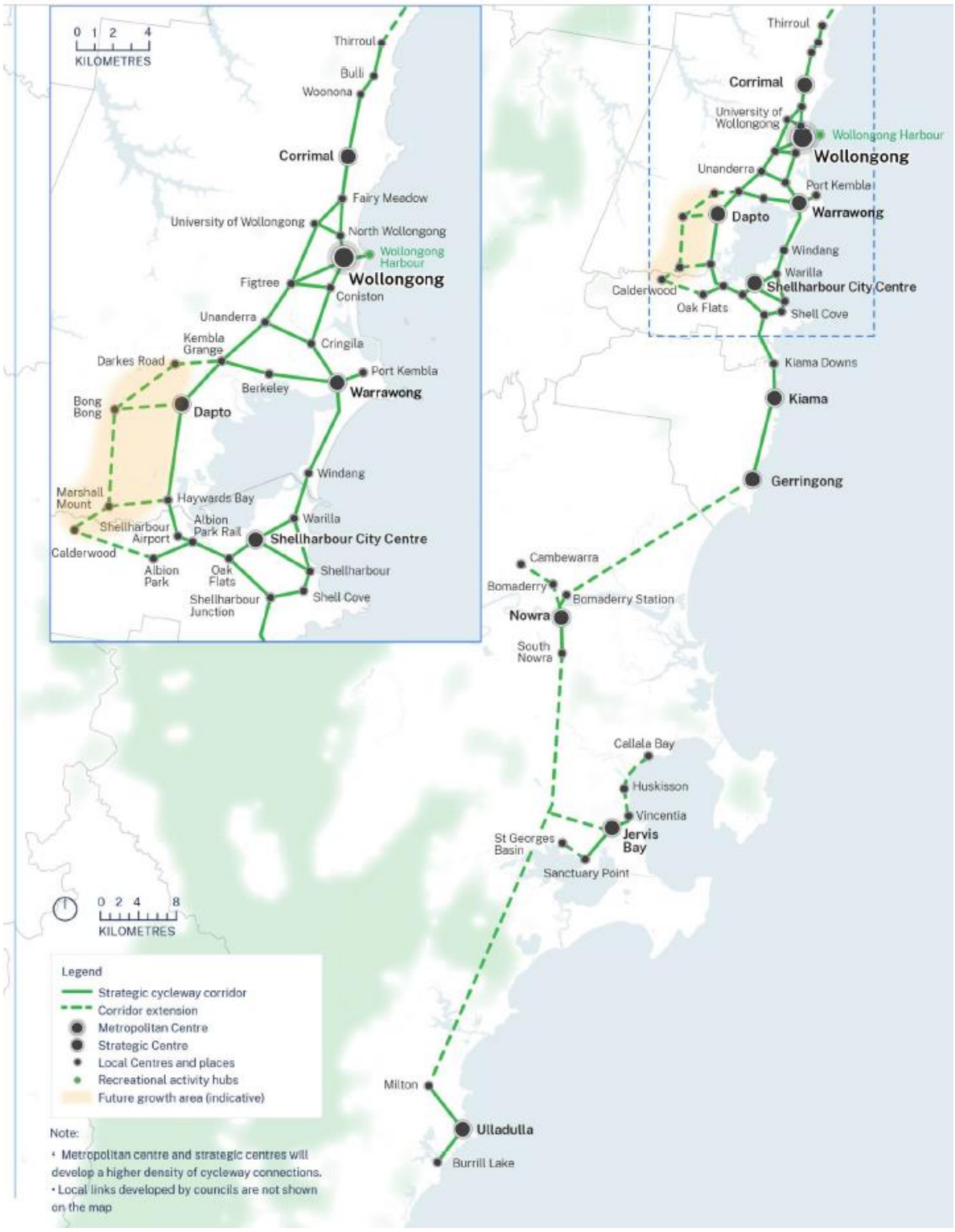


To improve the network and enable more people to ride, the Program will:

- *Consider leveraging existing and proposed active transport connections in Illawarra-Shoalhaven.*
- *Work with government agencies and planning processes to coordinate infrastructure commitments.*
- *Create cycleways that are well integrated with our public transport hubs, with secure bike parking facilities to enable seamless multimodal journeys.*

- *Apply the design guidance in Transport for NSW's Cycleway Design Toolbox*.

The key pieces of cycleway infrastructure identified in the IS Cycleway Corridor Strategy at this time are shown below.



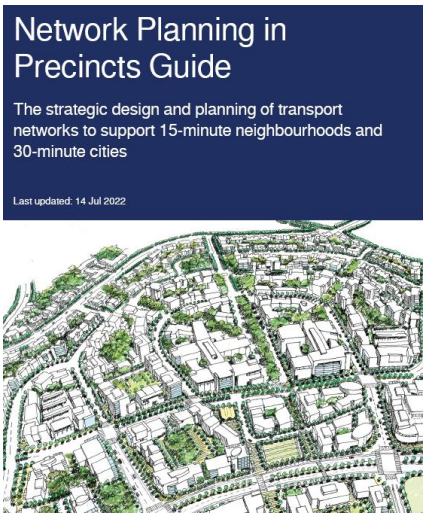
Source: IS Cycleway Corridor Strategy

Importantly, a number of key pieces of cycleway infrastructure that Council has previously discussed with TfNSW (and are shown in the PAMP Interactive Mapping Tool) are not included in the IS Cycleway Corridor Strategy at this time; these include:

- An extension of a cycleway south of Burrill Lake.
- An extension of a cycleway south of Vincentia to Hyams Beach.
- The route from "Jervis Bay to the Highway" shown as a future extension of the network, but the alignment of this route is not detailed.

Noting that the IS Cycleway Corridor Strategy is at this time provided only as an "Overview" document, Council will continue to consult with TfNSW to ensure that these (and other) key pieces of cycleway infrastructure are appropriately considered as the IS Cycleway Corridor Strategy evolves.

4.2.5 Network Planning in Precincts Guide



The Precincts Guide provides best practice principles, tools, examples and case studies of a transport network that facilitates the efficient movement of people and goods while supporting the creation of the 15 Minute Neighbourhoods and the **30 Minute City**, as well as desired place, safety, public health and wellbeing, environmental and economic outcomes.

With specific reference to the Strategy, the Precincts Guide focuses on the following:

- Movement & Place functions.
- Achieving best outcomes as set out in strategies and plans.
- Appropriately considering the limited amount of space available in some roads and verges.
- Prioritising the safety of the most vulnerable users.
- Recognising that while some locations may be car-dependent today…

there is no reason why we cannot move towards maximising the potential for active trips in the long term.

4.2.6 NSW Connecting with Country Framework

Consideration of Country allows a different way of thinking about how we fit within the built and natural environments, and how we shape and are shaped by those environments. After all, many of what are now our main thoroughfares in Shoalhaven were established when local Aboriginal people showed colonists the best route through the landscape. These travel routes had been used by Aboriginal people for thousands of years.

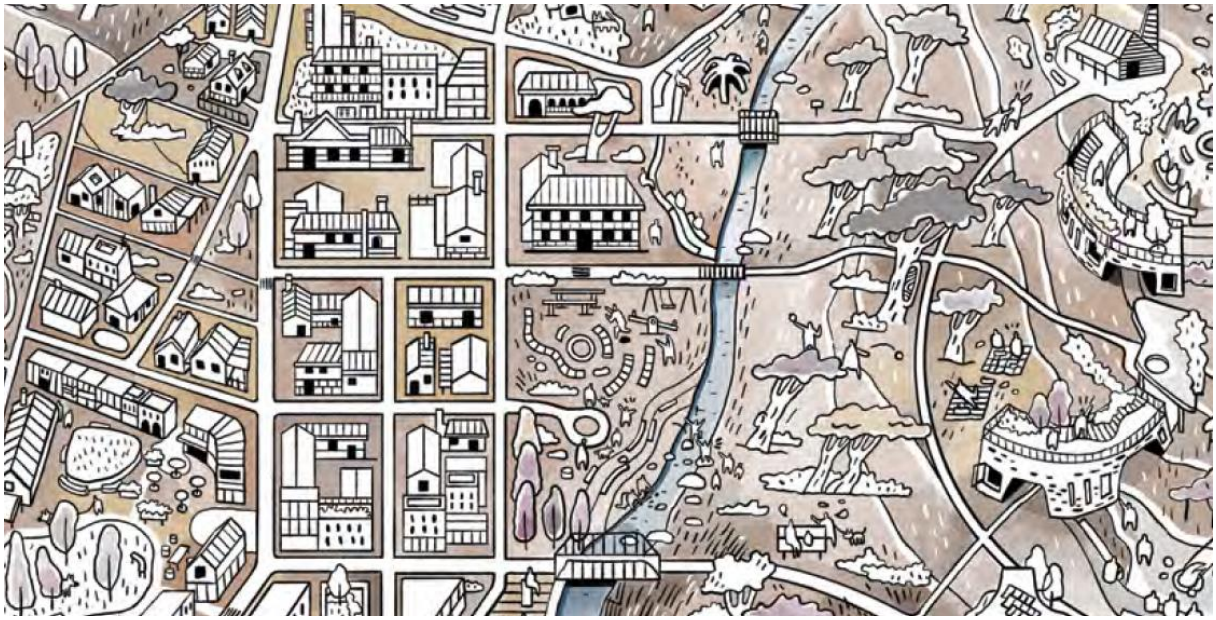
With specific reference to the Strategy, Connecting with Country focuses on:

- Reducing the prioritisation of people and their needs where the outcome is that the landscape and nature are reduced to second-order priorities.
- Design and planning processes that consider systems that include people, animals, resources and plants equally – similar to an indigenous world view – so as to make a significant contribution to a more sustainable future.

Connecting with Country also stresses the importance of "***in-between spaces***" - an important aspect of indigenous culture and spirituality – in the context of active transport.

The identification and importance of "***spaces as places***" is therefore by no means a new concept, but has been appropriately elevated as one of the fundamental objectives of Movement & Place as bland, unsafe or simply insignificant in-between spaces may in many instances reduce the use of active trips (via these in-between spaces).

Properly recognising these in-between spaces, and imbuing them with significance and value, is therefore an essential part of the Strategy, as can be seen locally at Rex Worrell Shorebird Park, River Road and Shoalhaven Heads where an SUP terminates in a wheelchair pad with a view of Cullunghutti Mountain, with an interpretive sign explaining its significance to Local Aboriginal people.



4.2.7 Local Planning Directions

Section 5.1 of the Minister for Planning's Local Planning Directions stresses the important of "***Integrating Land Use and Transport***" for all types of development so as to achieve the fundamental planning objectives of:

- *Improving access to housing, jobs and services by walking, cycling and public transport, and*
- *Increasing the choice of available transport and reducing dependence on cars, and*
- *Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and*
- *Supporting the efficient and viable operation of public transport services, and*
- *Providing for the efficient movement of freight.*

The Strategy is of course very much aimed at identifying the active transport infrastructure that will be required to achieve the required quantum shift away from vehicle trips that underpins the integrated approach of the Local Planning Directions, and moreover an intent to apply these objectives to both existing and new development areas.

5 Movement & Place

5.1 Overview

As discussed, a significant consideration in planning all active transport infrastructure is the way in which that infrastructure aligns with the objectives of Movement & Place.

Movement & Place is a multi-disciplinary, place-based approach to the planning, design, delivery and operation of transport networks that recognises and looks to optimise networks of places for people formed by roads and streets, and the spaces they adjoin and impact.

5.2 What is Movement and what is Place?

Movement is how people get about to access their jobs, education and services, as well as the movement of goods required for our towns and villages to function.

Places are the spaces where we get together, relax, celebrate, work and participate in civic life.

In the past, we've considered roads as just a way to get vehicles from A to B; Movement & Place recognises that roads are not just about moving people and goods – they are also places for people to live, work and spend time. Movement & Place is about getting the right mix of transport in the right locations to create places we can all enjoy, such as the wonderful mural in Egans Lane…

By broadening our thinking about our roads and streets beyond their functional role in supporting movement, places can better deliver social, environmental and economic improvements for the entire community. Likewise, by broadening our thinking about movement to include both mobility and access, we can promote the right mode for each trip purpose, and plan places that serve local areas and minimise the need to travel long distances.

The underlying objective of Movement & Place is therefore to provide roads and streets that:

- Contribute to the network of public space within a location, where people can live healthy, productive lives; meet each other; interact; and go about their daily activities.
- Are enhanced by transport, and have the appropriate space allocation to move people and goods safely and efficiently, and connect places together.

A place-based approach to planning also involves taking a collaborative, spatial, long-term approach to develop contextual responses that better meet the needs of local communities and their environments. Place-based planning aims to build and support thriving communities through collaboration, partnering, shared design, shared stewardship, and shared accountability.

With specific reference to the Strategy, place-based planning focuses on:

- Creating well designed places that make people want to interact with them.
- Aligning Movement & Place in the design of roads and streets to provide all of those that use these spaces better, safer and healthier travel options.
- Aligning integrated and efficient movement of people and goods with amenity and quality of places.

5.3 Place Analysis

In developing active transport strategies, as well as fulfilling the objectives of Movement & Place and moving towards 15 Minute Neighbourhoods, it is important to identify places, i.e. the spaces which people inhabit for everyday tasks. As the Strategy evolves over time therefore, it is important that the community and key stakeholders consider the fundamental type of place they want to inhabit, and how advocacy for active transport projects can also address these places, such as the 10km/h Shared Zone in Junction Street east of Kinghorne Street…

So ask yourself…

➢ **Where do we to live?**

While residential development is spread out across Shoalhaven, it is actually located across a very small area, including Nowra and environs, and towns and villages along the east coast (including Jervis Bay and St Georges Basin).

To accommodate future growth, current Council strategies focus on new residential areas in close proximity to established towns, and particularly in close proximity to Nowra, with major residential development occurring in Badagarang and Mundamia/Nowra Hill.

In time, it is anticipated that additional medium and even high-density dwellings could be provided in close proximity to town centres; this is starting to happen already, and is likely to intensify to meet Federal and State Government housing targets. Active transport infrastructure needs to be a focus of these proposals to influence active transport participation up front, linking to schools, shops, services, recreational areas and public transport.

Consideration also needs to be given to the different requirements of active transport networks in proximity to housing for the elderly or mobility impaired, and as discussed it is fundamentally important that affordable housing is provided in locations with access to good active (and public) transport networks and everyday services.

At the end of the day, most people want to live somewhere where they have easy access to work, services, retail and recreational facilities, including parks and open spaces. As such, increasing densities around our larger towns without impacting open space provisions, is paramount, as is providing more housing choice for new and existing residents. In addition, it will be just as important to start providing more of our everyday destinations within our villages so that they are again within easy reach for residents.

- **Where do we work?**

Key employment locations are generally limited to Bomaderry (heavier industries), Nowra and South Nowra (light industry), but there are also significant employment opportunities in all towns and villages, particularly when considering the full array of employment types. It is also the case that there will be increases in key employment areas including health and retail which - while focused on existing health and retail precincts - can also be provided (in smaller format) in towns and villages.

While the opportunities to encourage more active trips in some of these locations is good, a broader "***whole of transport***" approach will be required when considering new employment areas such as the Aviation & Technology Park and expansion in South Nowra, with a specific focus on providing better public and active transport opportunities for those working in these areas.

- **Where do we play?**

Excellent parks, recreational, sports and other entertainment hubs are located right across Shoalhaven, such that the majority of everyday play requirements can be met in close proximity to where people live.

The provision of recreational walking and bicycle paths is an integral part of Open Space planning, and is managed in conjunction with the PAMP and the Bike Plan. Walking paths, SUPs, pump tracks (BMX riding) and Learn to Ride Tracks are featured within Shoalhaven's open spaces, and connecting these locations within the broader PAMP and Bike Plan networks is essential in creating an integral active transport network.

As an example, Boongaree Park is located two blocks from the main street of Berry, but is linked by a SUP along the northern side of North Street all the way to the western end of Queen Street, and a formal footpath also links Boongaree Park with Queen Street in the middle of the Berry town centre. These are strong and direct connections, and the Strategy envisages even more active transport improvements over time across Shoalhaven to provide similar connectivity to the places where we play.

From an active transport perspective, providing direct and safe connections to these locations is vital to enforce their high level of accessibility, and of course it is important to continually identify more places to play across Shoalhaven, to be provided with similar high quality active transport connectivity.

- **Where do we learn?**

Pre-school, schools and higher education facilities are located across Shoalhaven, and generally provide good quality active transport connectivity in surrounding roads, with active transport infrastructure having been prioritised as part of past active transport strategies and general best-practice school planning.

Of course active transport provisions for education facilities need to be continually monitored given the potential for larger catchment areas (particularly for high schools and higher education) as our urban areas expand. Moreover, the safety of students – and particularly younger students - is paramount, and as such our prirotisation of active transport projects will continue to elevate those projects providing greater safety around our schools and other places of education.

Connectivity between schools and local homes will offer ease of opportunity for parents/ carers to teach children road crossing and walking and bicycle riding skills as part of daily active travel. Improving active transport to schools can reduce driving and parking congestion near schools, which reduces traffic crash risks.

Incorporating daily travel into a visit to a local playground or park is a great way to reduce the intensity and road safety risk within school environments. Schools themselves can encourage families to plan play dates at playgrounds after school, as a way to get to know each other, and allowing students to let off a bit of steam at the playground before travelling home makes the afternoon more relaxed!

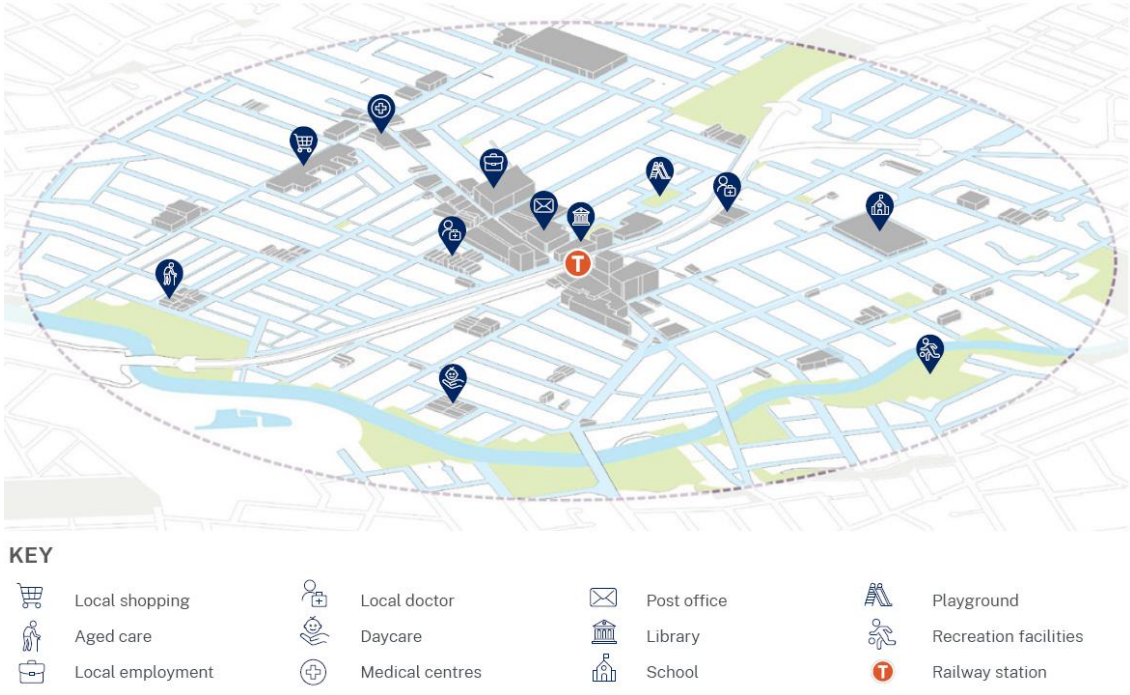
- **Where do we go for our daily services?**

The Nowra Town Centre, Nowra Centre Plaza and smaller shopping centres in towns and villages will continue to provide for the majority of the population's everyday services. Improvements to existing active transport links will continue to be addressed according to priority, but given that local centres are often located near Council's Open Spaces, it is sometimes possible to "tick" a number of active transport boxes with grant applications for such locations, including shopping, personal business, commerce etc.

Providing more of these everyday services within new (and to the extent possible existing) suburbs will encourage greater use of active and public transport in line with the principles of the 15 Minute Neighbourhood.

5.4 The 15 Minute Neighbourhood

Recognising the differences in travel times between [private] vehicles and buses, much of the planning for future transport networks – and more environmentally friendly transport networks – focuses on developing active transport infrastructure around and within existing centres rather than an expansion of active and public transport to longer routes servicing satellite developments.



As an adjunct to Movement & Place, the 15 Minute Neighbourhood objectives are to provide a higher proportion of the population with access to key services within a 15 minute active trip; an extension of the concept also provides for a 30 Minute City whereby regional centres are accessible within a 30 minute bus or train ride.

As such, larger residential developments will be encouraged to provide internal villages or town squares where a variety of everyday services are available and are accessible by a purpose built active transport network; this does not necessarily mean a full-line supermarket or the like, but smaller supermarkets, cafes and restaurants, as well as medical centres, child care and other smaller commercial or community service providers. This also helps create smaller but still significant civic places for the local community.

While the 15 Minute Neighbourhood therefore specifically improves the potential use of active transport for short distance trips, there will also need to be a focus on providing pedestrian facilities that ensure accessibility to bus stops for services to larger centres per the 30 Minute City.

While the concept of 15 minute and 30 minute catchments are incorporated into the Strategy, given the scale and separation of the Shoalhaven's many towns and villages we have also addressed the potential for longer active trip opportunities so as to close the gap wherever practical for currently isolated communities.

Table 6: Actions to Enable 15 Minute Neighbourhoods

	Actions to Enable 15 Minute Neighbourhoods	Timing	
1	Integrate safe and separate, first and last mile walking and cycling connections and trip facilities into plans and projects to promote active transport for all travel purposes for people of all ages and abilities.	●	○
2	Partner with councils, Local Aboriginal Land Councils and other NSW Government agencies to support 15 minute neighbourhoods.	●	○
3	Ensure 15 minute walking, cycling and micromobility networks are planned or under development within the catchment prior to new train stations, major bus stops and other transport hubs opening; and from the start of new developments, enabling people to establish active transport behaviours from the outset when they move into a new home.	●	○
4	Investigate options to support council-led walking, cycling and place making initiatives, to make it easier to activate local streets and centres.	●	○
5	Establish Neighbourhood Deals to invest in making our streets and public places safer, greener and more liveable.	●	○
6	Partner with the Department of Education and key stakeholders to improve safe walking, cycling and public transport access to schools.	●	○
7	Improve priority for walking trips in centres, towns and villages, such as reallocating road space to widen footpaths and providing more frequent and longer duration pedestrian crossing phases at traffic signals.	●	○
8	Engage with Department of Planning and Environment to ensure active transport infrastructure planning is included as part of precincts.	○	●
9	Prepare a guidance framework for increasing public transport patronage and access equity by helping improve public transport interchange layouts.	○	●

● Immediate actions (completed or initiated within 5 years) ● Progress Planning

Over time, as alternative active transport modes (such as e-bikes and e-scooters) become more prevalent, longer route options will be available to more people, so while it remains important to maintain an inner focus on vibrant communities with everyday services, workplaces and open space within a 15 minute active trip, it is important not to lose focus on longer term opportunities to connect more towns and villages in the future.

The Strategy very much fosters these initiatives, and seeks to ensure that all transport projects are designed with an eye to a more accessible, connected and sustainable future.

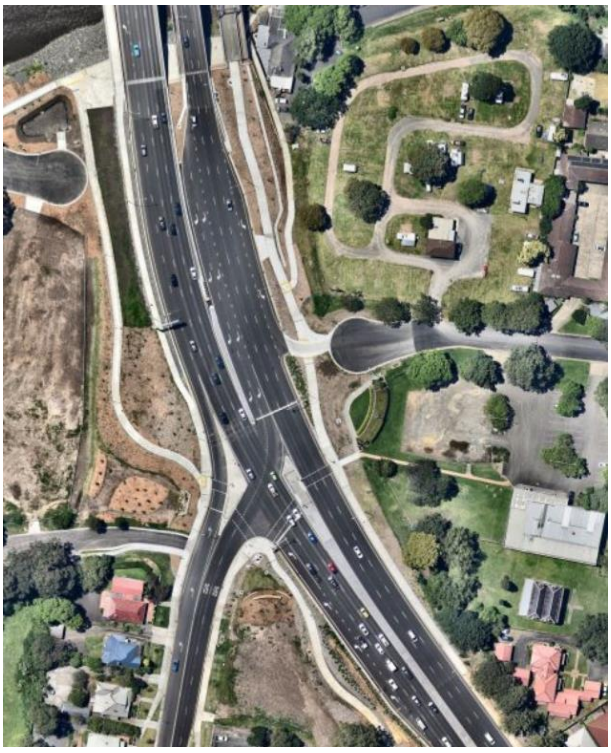
5.5 Road Network

As discussed in **Section 3.3**, it is important to consider the hierarchy of roads within the Movement & Place framework, which provides 4 primary types of road, being:

- **Main Roads**.
- **Main Streets.**
- **Local Street**.
- **Civic Places.**

Within these broader road categories, Movement & Place then provides for a more nuanced approach to the function of roads, and the identification of the specific role of each in providing Movement and/or Place, noting of course that appropriate active transport links can specifically enhance the sense of space and place!

By adopting the Movement & Place framework, there are few roads in Shoalhaven that can be completely consigned to the primary Main Road typology, i.e. roads where there is little potential to create any sense of place.



This include sections of Princes Highway outside of towns and village (where it often also functions as the Main Street), as well as sections of key roads providing access to coast villages such as Beach Road; Gerroa Road; Bolong Road; Moss Vale Road north of Cambewarra; Greenwell Point Road; Culburra Road; Coonemia Road; Currarong Road; Forest Road; Jervis Bay Road; Naval College Road; The Wool Road; Sussex Inlet Road; Bendalong Road; Lake Conjola Entrance Road; Bawley Point Road; and Murramarang Road.

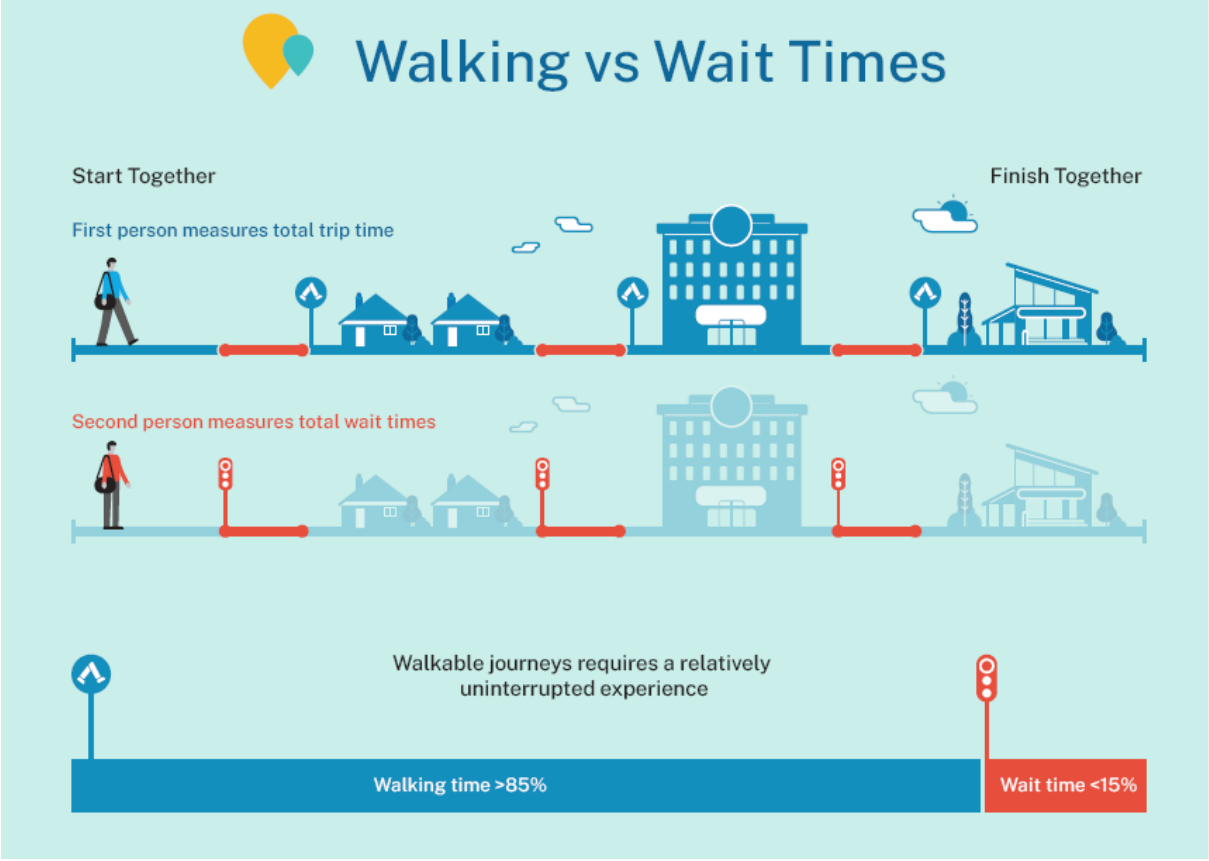
As such, almost all roads across Shoalhaven can be considered as having a potential role within the Movement & Place framework, and moreover being capable of fulfilling an active transport function.

This is not to downplay constraints in some of these roads, whether it be traffic volumes or speeds (potentially affecting crossings and the kerbside environment) or spatial constraints (narrow verges or the like), but if properly adopting the Movement & Place framework, active transport can be prioritised to at least some degree over vehicular traffic almost everywhere.

For example:

- The inclusion of a longer pedestrian phase at a signalised intersection (where warranted) would under most conditions add no more than a few seconds to average vehicle delays at the intersection, but more significantly reduce the time a pedestrian/ bicycle riders is waiting to cross, and of course the safety of crossing.
- Drivers can be prompted to drive more slowly by, for example, introducing additional crossing points; using kerb extensions and parking lane lines to visually narrow the road; and widening footpaths. Lower speed High Pedestrian Activity Areas can also be considered, as in most instance even slowing vehicles further for a short section of high street would have no measurable impact on motorists.

Overall, while all projects need to consider the operation of the road network, and the suitability of proposed facilities based on factors such as vehicle volumes and speeds, there should be few impediments to the creation of vibrant, active transport orientated environments even along higher order roads that prioritise movement.



6 Active Transport in Shoalhaven

6.1 Setting The Scene

6.1.1 Are We Currently Walking & Riding?

It is important to acknowledge that walking and bicycle riding already plays a huge role in people's lives every day across Shoalhaven, whatever the specific purpose of the active trip.

An excellent overview of our current active transport habits – and specifically walking – is provided in Satisfaction Survey 2023, where residents were asked specific questions in regard to why, where and for how long they walked in an average week, as well as how satisfied they are with the active transport infrastructure available to them. These types of surveys are typically undertaken by Council every few years as a useful yard stick, and to obtain invaluable community feedback.

Based on the Satisfaction Survey 2023 results, 88% of residents walked for recreation, exercise or transport at least once in the week prior to the survey, and 47% of residents stated that they had walked more than five times during the week prior to the survey.

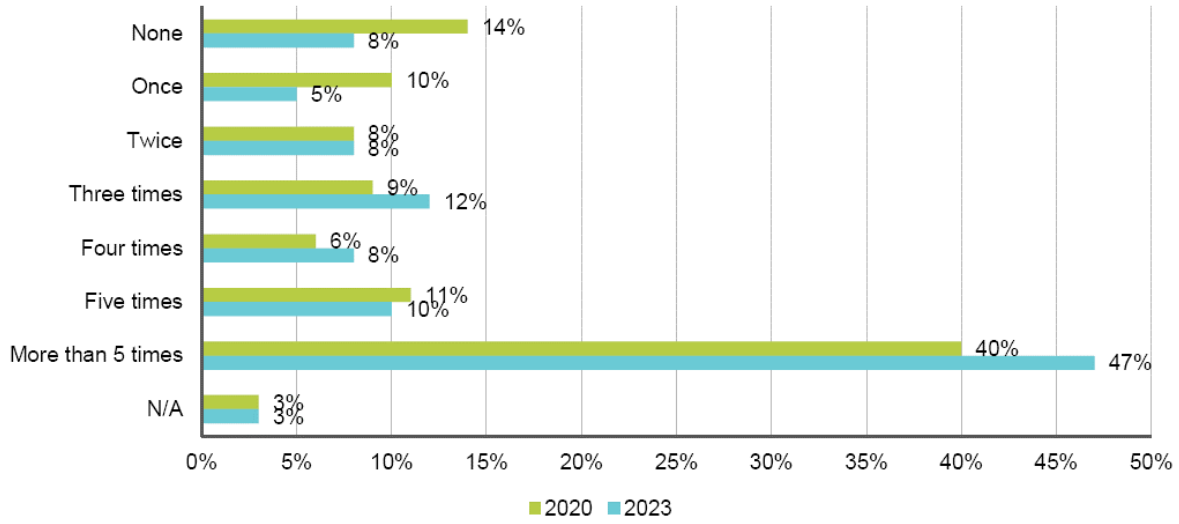
These percentages represented increases of 5% and 7% respectively from the responses provided in Satisfaction Survey 2020.

A summary of some of the key findings of Satisfaction Survey 2023 are provided in sections below.

6.1.2 Frequency of Walk Trips

The frequency of resident walk trips, and a comparison between the number of walk trips reported in 2023 and 2020, is provided in **Figure 10**.

Figure 10: Frequency of Walk Trips



Source: 2023 Satisfaction Survey

As discussed, the overall number of residents walking each week, and the number of residents walking on multiple occasions, increased in 2023, perhaps most notably in the number of residents walking more than 5 times per week, and the reduction in the number of residents not walking at all.

Notwithstanding, there was a decline in walk trips for some sub-groups, as shown in **Table 7**.

Table 7: Frequency of Walk Trips Sub-Groups

	Total	Gender		Age			Property Ownership	
		Male	Female	18–49	50–64	65+	Owns property	Does not own
None	8%	9%	7%	6%	6%	11%	6%	12%
Once	5%	6%	3%	0% ↓	5%	9% ↑	5%	4%
Twice	8%	11%	5%	9%	4%	10%	9%	5%
Three times	12%	11%	13%	10%	13%	13%	11%	14%
Four times	8%	9%	7%	7%	8%	9%	8%	7%
Five times	10%	9%	12%	15%	9%	7%	10%	10%
More than 5 times	47%	44%	50%	54%	54%	34% ↓	47%	47%
N/A	3%	2%	4%	1%	2%	6%	3%	1%

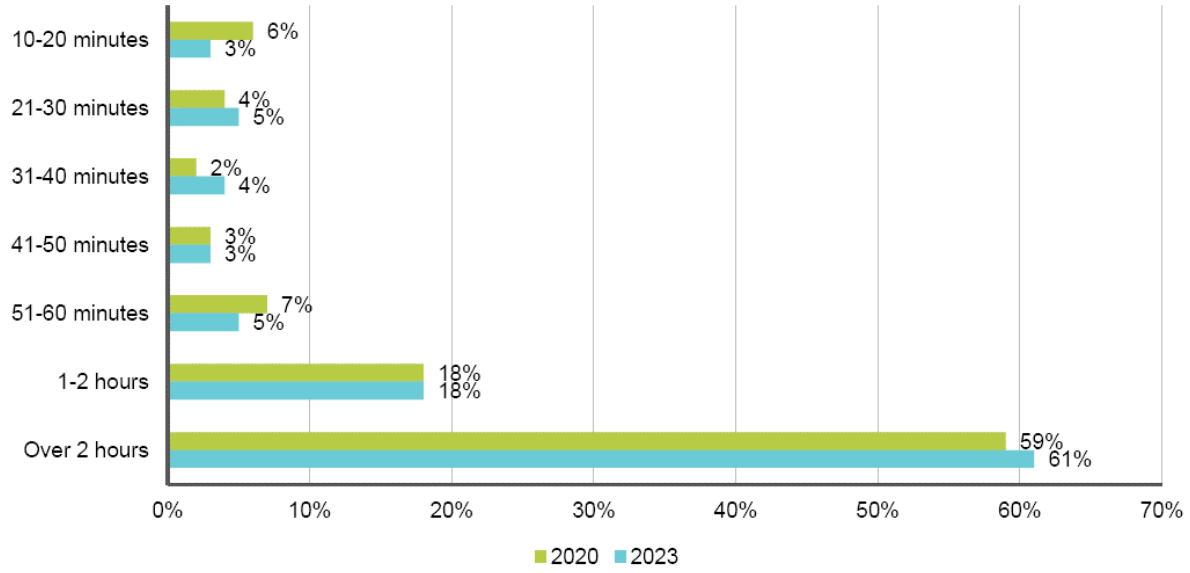
Source: 2023 Satisfaction Survey

As shown in **Table 7**, while there was a small increase in those over 65 years walking at least once a week, there was a significant fall in the number of those over 65 years walking more frequently (more than 5 times per week).

6.1.3 Duration of Walk Trips

Residents who walked for recreation, exercise or as a means of getting from A to B at least once during the week were also asked to indicate the total time spent walking in the past week; a summary of the duration of walk trips is provided in **Figure 11**.

Figure 11: Duration of Walk Trips



Source: 2023 Satisfaction Survey

With reference to **Figure 11**, overall there was little change in the duration of walk trips between 2023 and 2020, nor were there any significant changes in the duration of walk trips for different sub-groups.

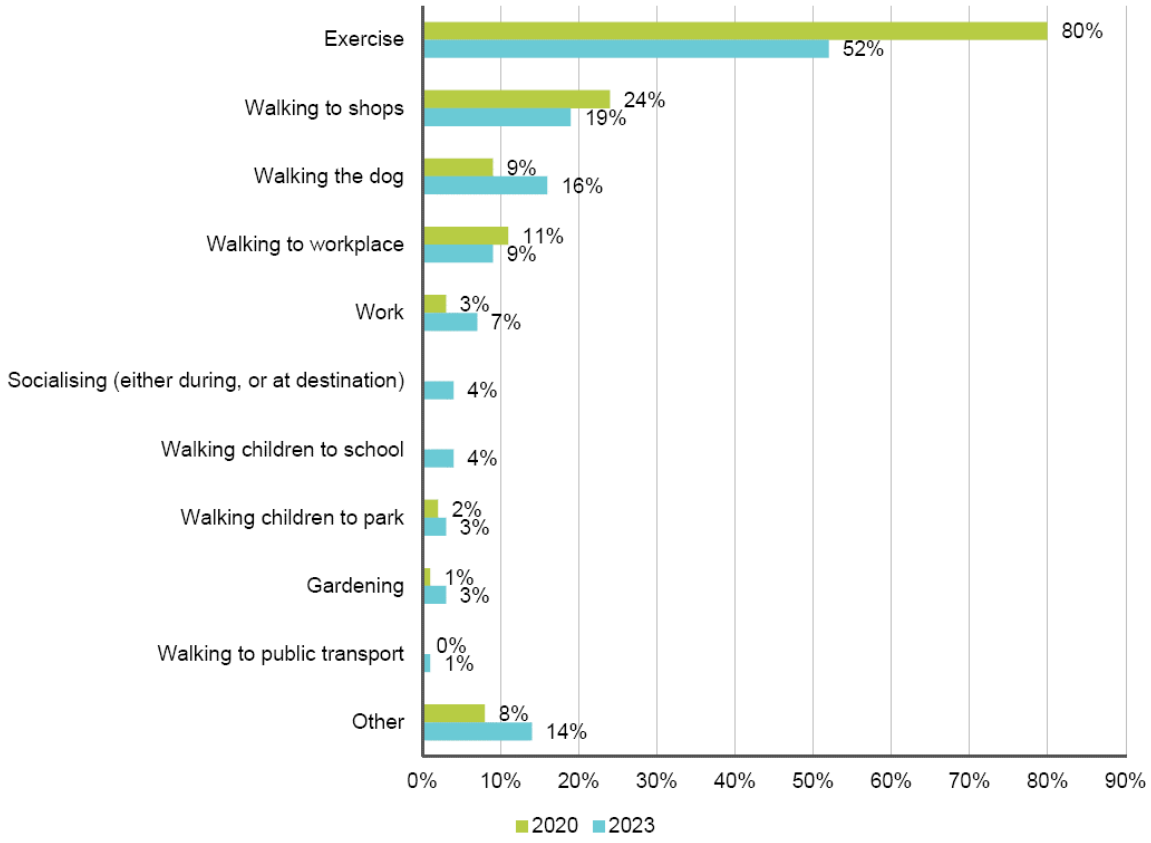
6.1.4 Purpose of Walk Trip

With regard to the purpose for walking, the most common response was walking for exercise (52%), followed by walking to the shops (19%) and walking to work (9%). Importantly, while more residents were walking, there was a decrease in all of these walk trip purposes, with walking for exercise significant lower than the 80% of residents walking for exercise in 2020.

Happily though, more people were walking the dog (up from 9% to 16%) - looks like Rover is also more satisfied!

A detailed breakdown of walk trip purposes is provided in **Figure 12**.

Figure 12: Purpose of Walk Trip



Source: 2023 Satisfaction Survey

It is worth giving some potential context to these responses.

Satisfaction Survey 2020 was undertaken in the immediate aftermath of COVID lockdowns ending and the easing of other restrictions, but it is likely that many people's habits from during the worst of the COVID period were unchanged.

For example, walking was one of the few means of getting out of the house (literally!), as well as being an exercise alternative given the cancellation of sporting fixtures and gym closures etc. Anecdotally, it is also the case that fewer residents would have been using public transport, and in turn may have instead chosen a walk trip to the shops or work.

There were also some changes in walk purpose in sub-groups, as summarised in **Table 8.**

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Table 8: Purpose of Walk Trip Sub-Groups

	Total	Gender		Age			Property Ownership	
		Male	Female	18–49	50–64	65+	Owns property	Does not own
Exercise	52%	51%	53%	50%	56%	51%	54%	44%
Walking to shops	19%	13%	24%	18%	17%	21%	19%	19%
Walking the dog	16%	15%	17%	22%	15%	10%	15%	20%
Walking to workplace	9%	8%	9%	17% ↑	7%	0% ↓	8%	12%
Work	7%	9%	6%	7%	13%	4%	6%	11%
Socialising - either as destination or during the walk	4%	5%	4%	5%	3%	5%	4%	6%
Walking children to school	4%	1%	6%	7% ↑	2%	1%	4%	2%
Walking children to park	3%	0% ↓	6% ↑	6%	2%	0%	4%	1%
Gardening	3%	3%	2%	1%	2%	5%	3%	1%
Walking to public transport	1%	0%	1%	2%	1%	0%	1%	1%
Other (please specify)	14%	16%	13%	12%	14%	17%	16%	10%
None of the above	0%	0%	0%	0%	0%	0%	0%	0%

Source: 2023 Satisfaction Survey

With reference to **Table 8**, one of largest changes was the number of people walking to work within the 18 – 49 age group; however, there is not enough information available to indicate whether this was a result of more people working within a reasonable walking distance of their home, or whether other factors were at play.

6.1.5 Summary

It is certainly encouraging that more people are walking every day, and walking for longer each day. However, the Satisfaction Survey 2023 data also indicates that more work needs to be done in some target areas, including:

- Encouraging more walk trips for exercise.
- Encouraging more of our elderly residents to start walking more often, which of course also highlights the need to ensure that active transport infrastructure is designed to provide for pedestrians of all ages and abilities.
- Planning to provide more homes within walking distance of town and village centres which provide work opportunities and everyday services.

6.2 Journey to Work Travel Modes

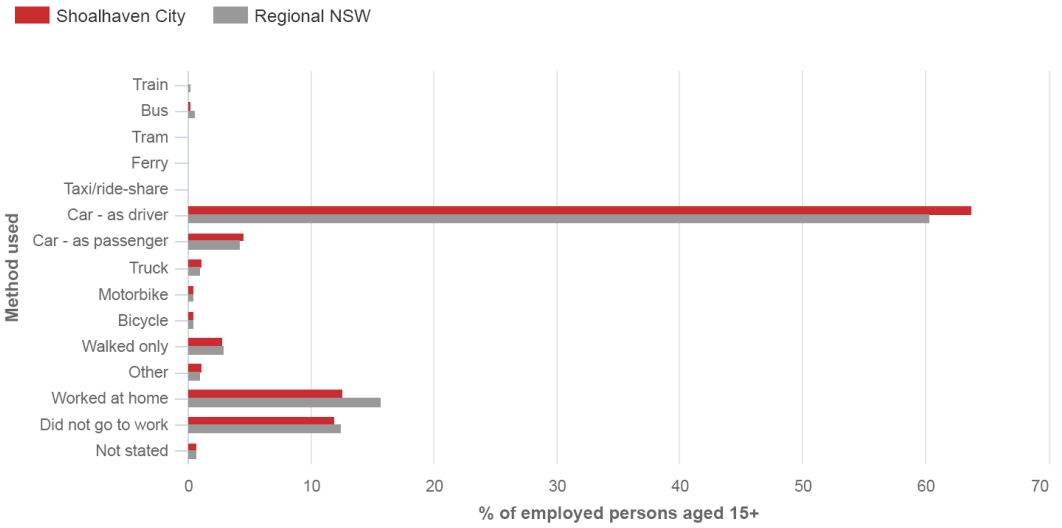
6.2.1 Journey To Work

Journey to Work (**JTW**) data from the 2021 Household Travel Survey (**HTS 2021**) generally provides a good indication of broader travel modes.

With reference to the HTS 2021 data, 80% of JTW trips in Shoalhaven were made by vehicle, either as driver or passenger, with the next highest mode being walk trips (3%); 15% of employees worked from home (i.e. did not make a JTW trip).

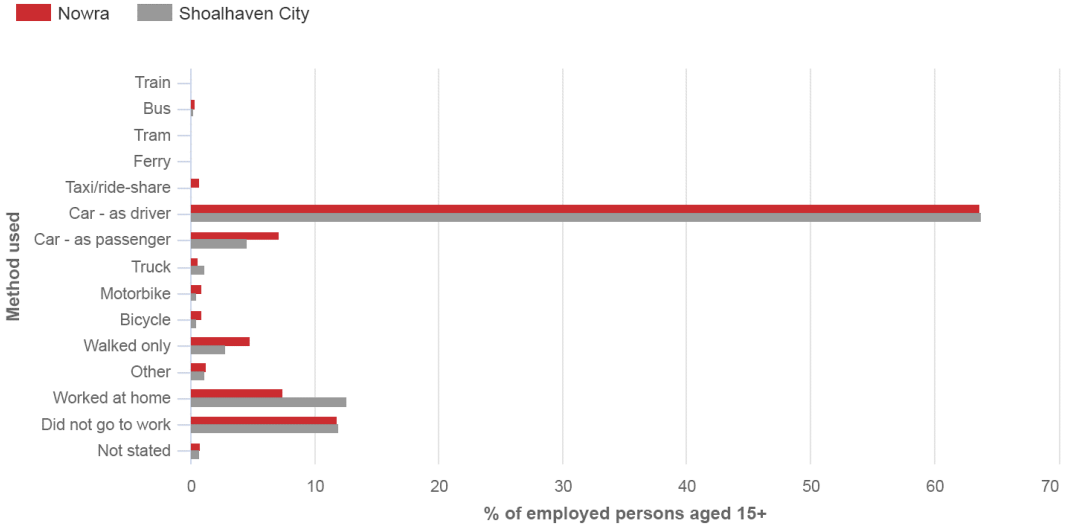
A summary of JTW travel modes across different parts of Shoalhaven are provided in the figures below.

Figure 13: Shoalhaven Journey to Work Travel Mode 2021



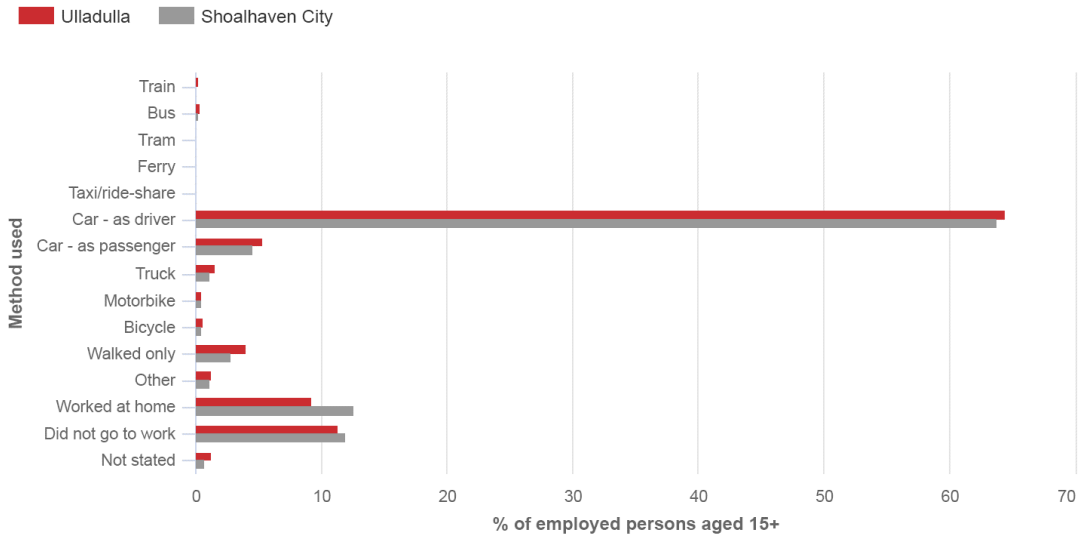
Source: HTS 2021

Figure 14: Nowra Journey to Work Travel Mode 2021



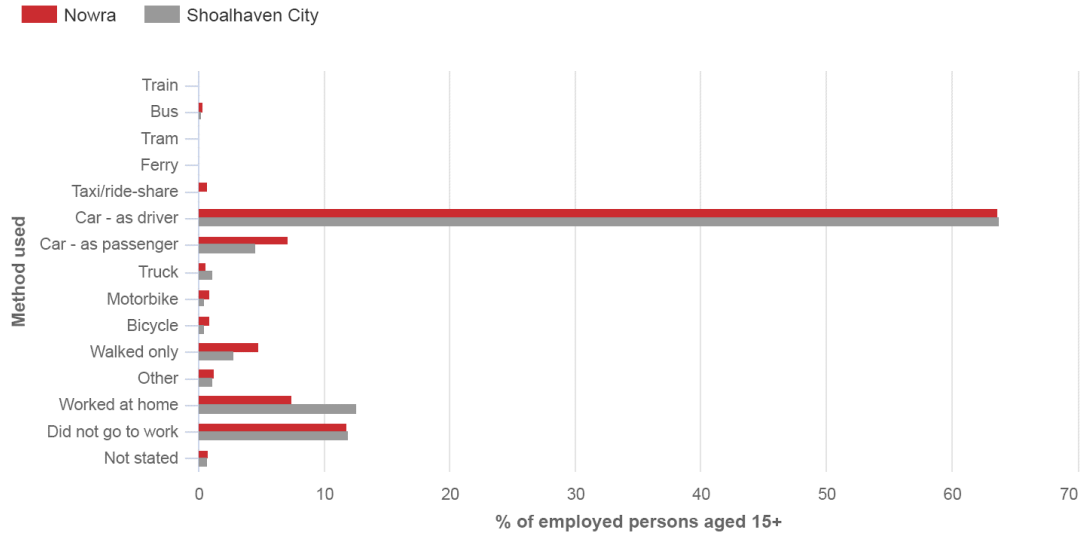
Source: HTS 2021

Figure 15: Ulladulla Journey to Work Travel Mode 2021



Source: HTS 2021

Figure 16: Milton Journey to Work Travel Mode 2021



Source: HTS 2021

Notwithstanding the relatively low use of active trips for the JTW across Shoalhaven, what is encouraging about the HTS 2021 data is the obvious correlation between a higher number of active transport (and particularly walk) trips, and those towns and villages where there are work opportunities within relatively easy reach of a walk or cycle trip.

We can of course do better, not only in these urban areas but across our villages as well, again guided by the principles of the 15 Minute Neighbourhood; integrated planning; and the targeted active transport improvements identified in the PAMP Update and Bike Plan Update.

6.3 General Trips

6.3.1 Overview

As discussed in **Section 6.1**, it is important to recognise that work related trips represent approximately 35% of all daily trips, i.e. the majority of trips are not work related, but rather for everyday purposes such as shopping, education and recreation.

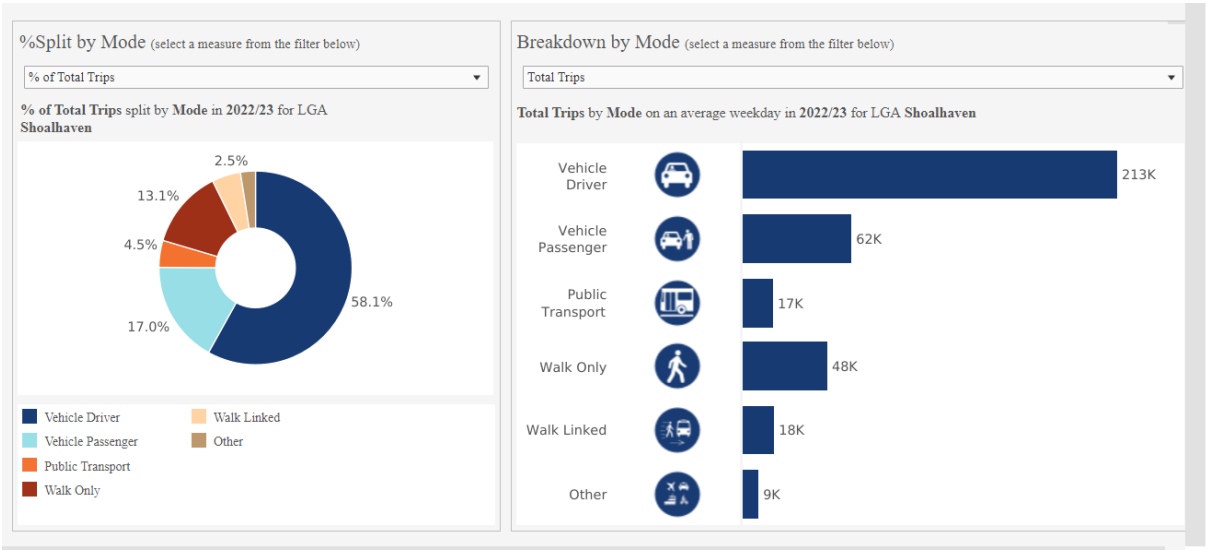
Our residents and visitors current generate some 370,000 trips on an average weekday, or just over 3 trips per person. That's a lot of trips…

Sections below provide details of our general daily trips, including trip purposes, travel modes and trip distances based on more recently released HTS data for 2022/2023. It is noted that bicycle riding is not identified as a travel mode in and of itself in this data, but given that it is included in the "***other***" category (that includes boats and planes!) it is reasonable to assume that a reasonable proportion of these "other" trips would be cycle trips.

6.3.2 Travel Modes

The overwhelming majority of all trips made in Shoalhaven each day are vehicle trips; a breakdown of travel modes for all trip purposes is provided in **Figure 17**.

Figure 17: Travel Modes All Trips 2022/2023



Source: HTS 2022/2023

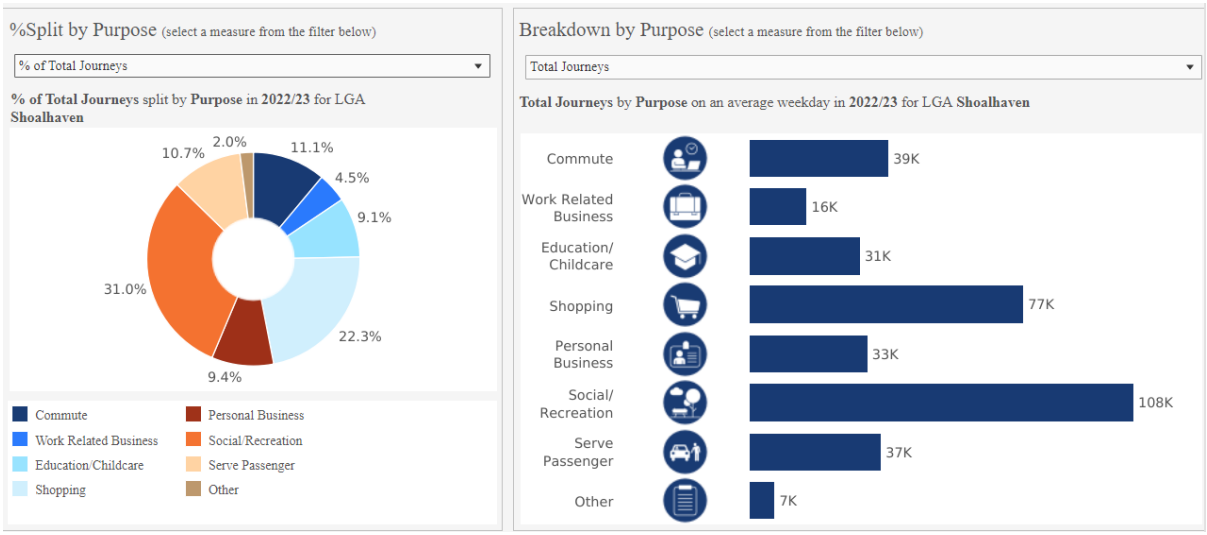
With reference to **Figure 17**, approximately 75% of all daily trips are vehicle trips, with "walk only" trips comprising 13.1% of all trips. While there is therefore a very significant discrepancy between vehicle and active trips, remember…

That's around 55,000 active trips every day!

6.3.3 Trip Purpose

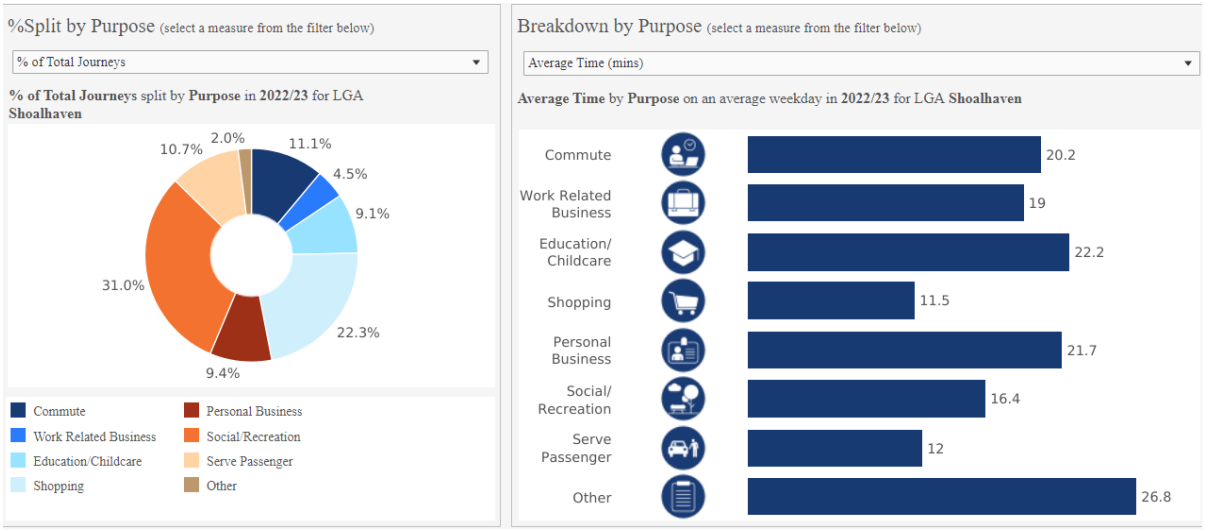
Summaries of trip purposes, average travel times and average travel distances for each trip purpose are provided in the tables below.

Figure 18: Total Trips by Trip Purpose



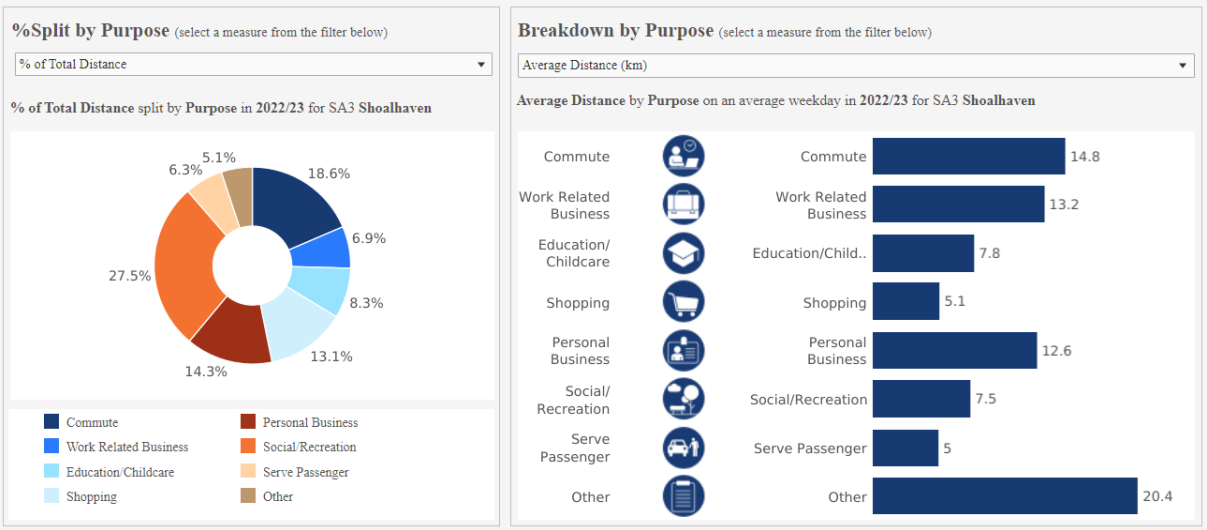
Source: HTS 2022/2023

Figure 19: Trip Purpose and Travel Time



Source: HTS 2022/2023

Figure 20: Trip Purpose and Travel Distance



Source: HTS

With particular reference to **Figure 20**, educational, shopping and social/recreational trips - which together represent just under 50% of all trips - all have an average distance of less than 8.0km; by the law of average, this suggests that a significant percentage of those trips would be within a 20 minute active trip distance, noting again a general rule of thumb that a pedestrian can walk approximately 1.5km in 20 minutes, and a bicycle rider can ride 10km in 20 – 25 minutes.

Even if we change travel habits so that an additional 10% of these educational, shopping and social/recreational trips were active trips, we're talking about an additional 20,000+ active trips per day!

As an indication of how such changes are possible, it is interesting to note the criteria for public transport eligibility for school students in NSW.

As part of the School Student Transport Scheme (**SSTS**), TfNSW provides eligible students free travel passes for the use of school and public buses and trains for the trip to and from school. The eligibility criteria differ for students of different ages, and includes the following categories:

- ***Students from Kindergarten-Year 2 are eligible if:***
  - *They are a resident of NSW, or an overseas student eligible for free government education.*
  - *Aged 4 years 6 months, or older.*
  - *No minimum walking distance criteria applies to these students.*
- ***Primary school students from Years 3-6 are eligible if:***
  - *The straight line distance from their home address to school is more than 1.6 km.*
  - *The walking distance from home to school is 2.3 km or further.*

- ***Secondary school students from Years 7-12 are eligible if:***
  - *The straight line distance from their home address to school is more than 2 km, or*
  - *The walking distance from home to school is 2.9 km or further.*

What these criteria suggest is that TfNSW considers a walk distance of up to 2.3km acceptable for primary school students, and a walk distance of up to 2.9km acceptable for secondary school students. The TfNSW approach therefore suggests that a majority of people would also be able to walk or cycle these distances, bringing key destinations into reach via an active trip.

Whilst the SSTS approach reflects more of a desired transport outcome for school students, parents and carers of school students recognise that there are often obstacles that prevent younger students from "***safely***" walking to school from within the SSTS defined catchments.

Accordingly, the Strategy aims to address as many of these obstacles as possible, specifically through targeted improvements identified in PAMP Update and Bike Plan Update around schools, designed to fill missing links and address safety and connectivity so as to improve active transport accessibility for more of our students and broader communities over time.

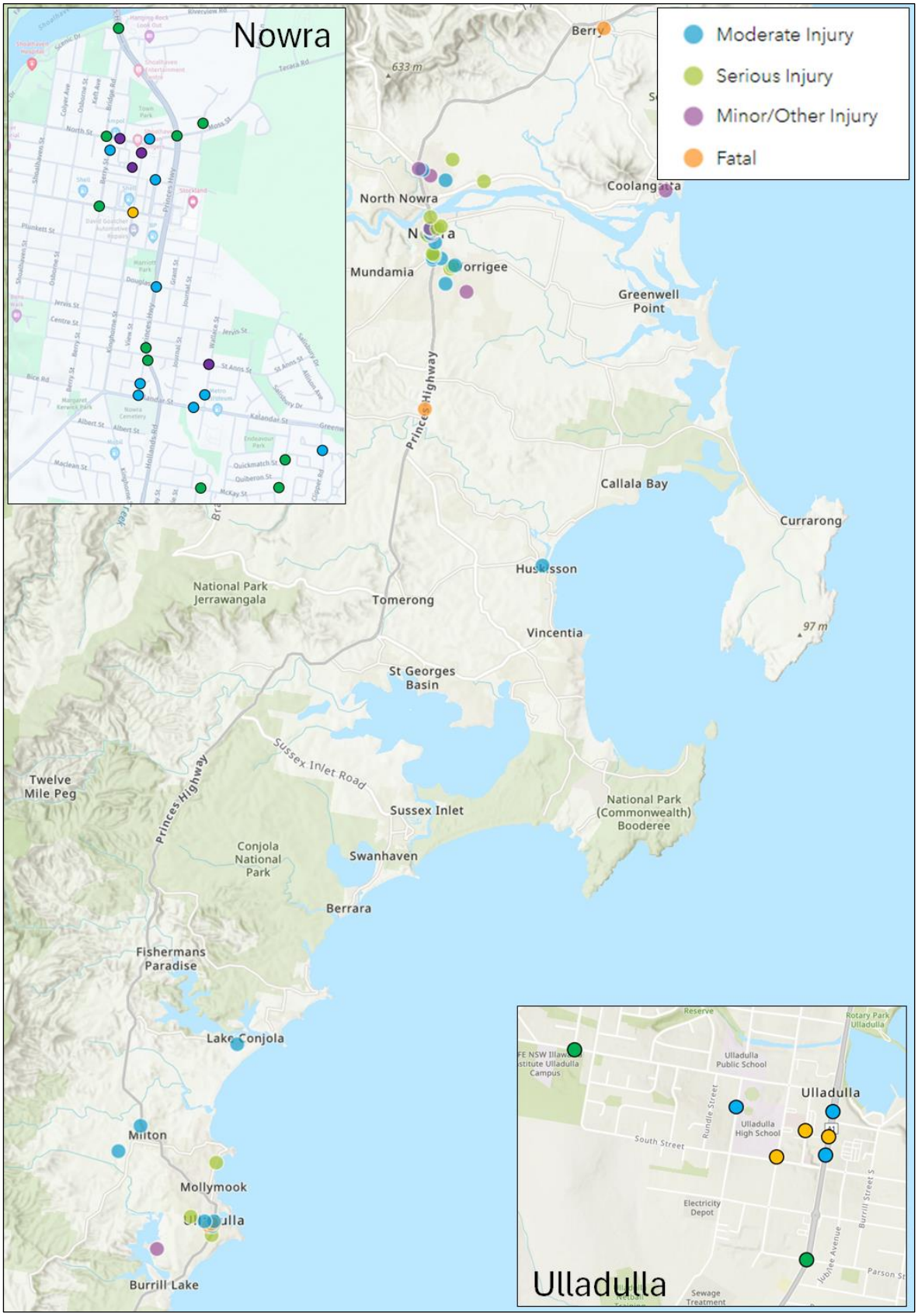
6.4 Walking and Bicycle Riding Safety

It is of course of paramount importance to maximise the safety of pedestrians and bicycle riders at all times; after all, while pedestrian and bicycle rider crashes make up only a small proportion of crashes in Shoalhaven, they have a disproportionate impact given the potential for more serious injuries.

A review of TfNSW crash data for the period 2018 – 2023 inclusive indicates that, as expected, pedestrian and cycle crashes are primarily clustered in towns and villages, with Nowra and Ulladulla reporting the overwhelming majority of pedestrian and cycle crashes in Shoalhaven.

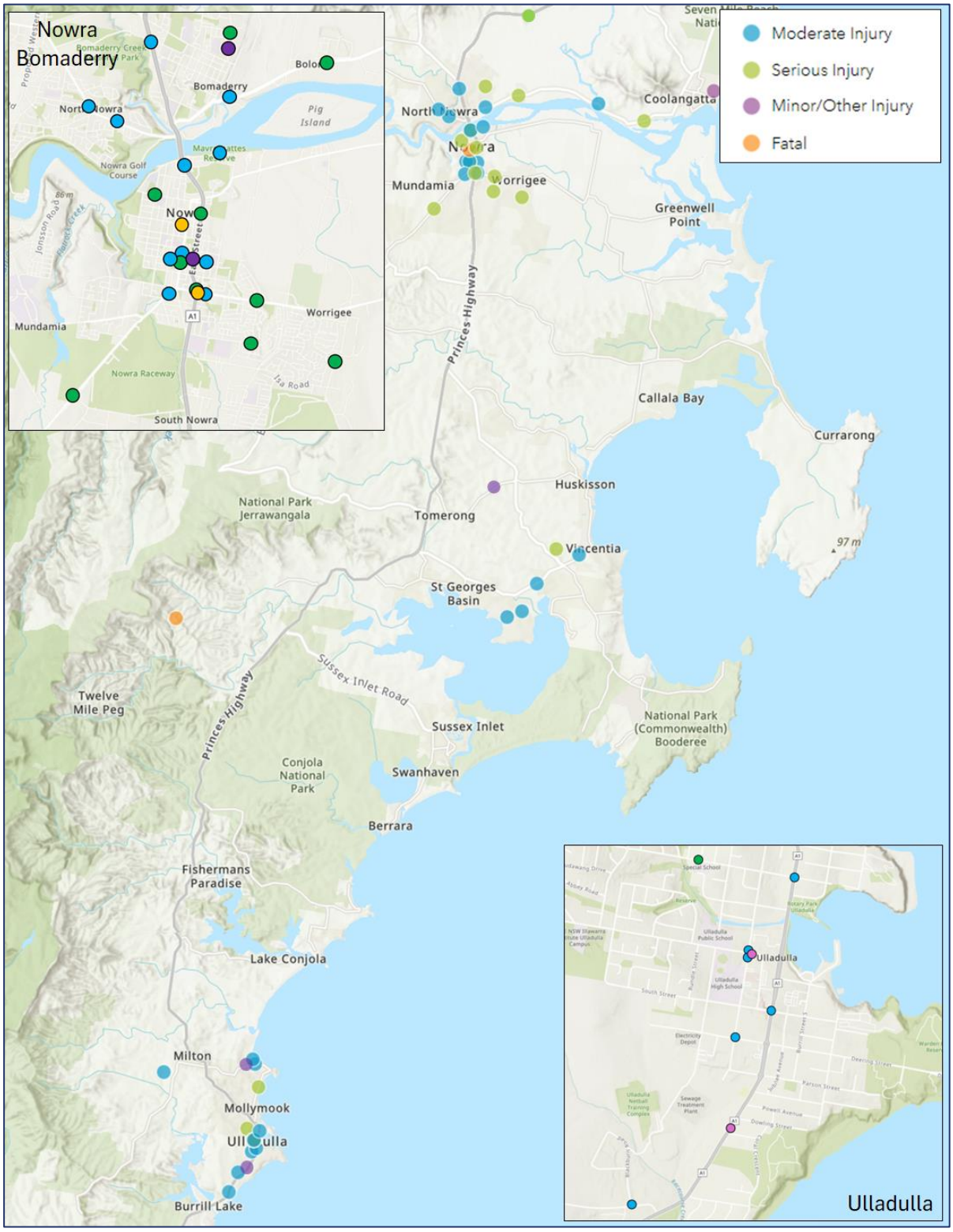
Figure 21 and **Figure 22** show the location of pedestrian and bicycle rider crashes across Shoalhaven respectively for the period 2018 – 2023.

Figure 21: Pedestrian Crashes 2018 - 2023



Source: TfNSW

Figure 22: Bicycle Rider Crashes 2018 - 2023



Source: TfNSW

A summary of the number and type of both pedestrian and bicycle rider crashes is provided in the tables below.

Table 9: Pedestrian Crashes 2018 - 2023

Crash Severity	2018	2019	2020	2021	2022	2023	Total
Fatal	2		1	1	1	3	**8**
Serious Injury	9	3	5	2	3	1	**23**
Moderate Injury	3	3	5	4	3	3	**21**
Minor/Other Injury	3	2		2	1	5	**13**
Total	**17**	**8**	**11**	**9**	**8**	**12**	**65**

Source: TfNSW

Table 10: Bicycle Rider Crashes 2018 - 2023

Crash Severity	2018	2019	2020	2021	2022	2023	Total
Fatal	1		1			2	**4**
Serious Injury	3	7	7	4	2	1	**24**
Moderate Injury	2	11	3	8	4	2	**30**
Minor/Other Injury		1			1	5	**7**
Total	**6**	**19**	**11**	**12**	**7**	**10**	**65**

Source: TfNSW

Some of the key issues arising from a review of the crash data include:

- While there are significantly more pedestrian trips each day than cycle trips, the total number of crashes for both types of active trip are identical. This points to the relative dangers of bicycle riding in Shoalhaven, and moreover the lack of safe and connected off-road bicycle or SUPs. It also supports the contention that bicycle riders (and pedestrians to a lesser extent) are often not viewed as having the same right to use the road as vehicles by some motorists.
- A high percentage of all crashes involving both pedestrian and bicycle riders resulted in a serious injury as opposed to a moderate or minor injury. This suggests that vehicle speeds, or moreover the combination of vehicle speed and pedestrian/ bicycle rider behaviour, results in more significant crash types.

- There were a number of fatalities reported between 2018 and 2023; while we have reviewed as much information as possible in regard to these crashes, there were no underlying factors specifically related to the provision (or not) of appropriate pedestrian/cycle infrastructure that appeared to have contributed to these crashes.

It is an unfortunate fact that the overwhelming majority of crashes are simply the result of human error; however, this does not mean that the location and type of crash cannot provide valuable information for consideration in the Strategy, nor – for example – the identification and prioritisation of new active transport infrastructure such as was specifically considered in the Paths & Crossings Review.

The review of the crash data, and ongoing monitoring of traffic and pedestrian interactions across Shoalhaven, will in large part still be based on a simple formula of **P (pedestrian volume) x V (vehicle volume)**, which essentially provides the simplest matrix for determining locations with the highest theoretical potential for conflicts. This ensures that we can identify priority project locations based simply on the mix of vehicular and active trip volumes, which assists in the initial determination of where safety interventions may most likely be merited.

The **P x V** formula is discussed further in **Section 10**.

6.5 Existing Active Transport Networks

Notwithstanding the fact that there are missing links in our active transport networks, Council has worked tirelessly to provide high quality active transport infrastructure in parts of the Shoalhaven where demand is greatest.

Necessarily therefore, the ongoing review of our active transport infrastructure focuses on active transport improvements within towns and villages, but also outside towns and centres where active transport connectivity is viable.

With limited resources, the provision of any new or upgraded active transport infrastructure can be a difficult balance; however, while the short-medium term focus might be on missing links and 15 minute and 30 minute catchments, it is vitally important to keep one eye open to the longer term objectives of enhancing connections and accessibility for longer strategic trips as well.

At the very least, this will require strong advocacy to ensure that all major transport projects provide for active transport and active transport connectivity to the local road network, and in turn options and opportunities that cater for longer term network connections along and between strategic corridors, and to, through and from our local centres and key destinations.

As noted previously, a key part of Council's early planning for the PAMP Update and Bike Plan Update was the development and launch of the PAMP Interactive Mapping Tool for the whole of Shoalhaven. The PAMP Interactive Mapping Tool also facilitates open and ongoing consultation with the community by making proposed projects very easy to visualise, enabling the community to provide ongoing feedback, as well as allowing Council to keep our active transport strategies as up to date as possible.

Check out the PAMP Interactive Mapping Tool at:

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

Pedestrian Access and Mobility Plan

Overview
PAMP strategies and score criteria
Bike Plan
Bike Spot 2023
Round the Bay
Interactive map
Proposed review of the PAMP/Bike Plan
National cycling participation survey

Interactive map

An interactive map is now available showing where existing and proposed paths, crossings, and bicycle facilities currently are (and are proposed to be) located, making it easier for residents and visitors to visualise the plan.

While more PAMP maps covering a greater area of the Shoalhaven are provided in **Appendix C**, the figures below are just an example of existing and proposed active transport facilities in some of our key towns and villages, showing the existing levels of connectivity, and how we propose to improve connectivity and accessibility for all active transport users in the future.

So don't be alarmed if you don't see a specific location of interest below, rest assured that the above link to the PAMP Interactive Mapping Tool will provide you with more details of all locations of interest in Shoalhaven!

Figure 23: Active Transport Berry

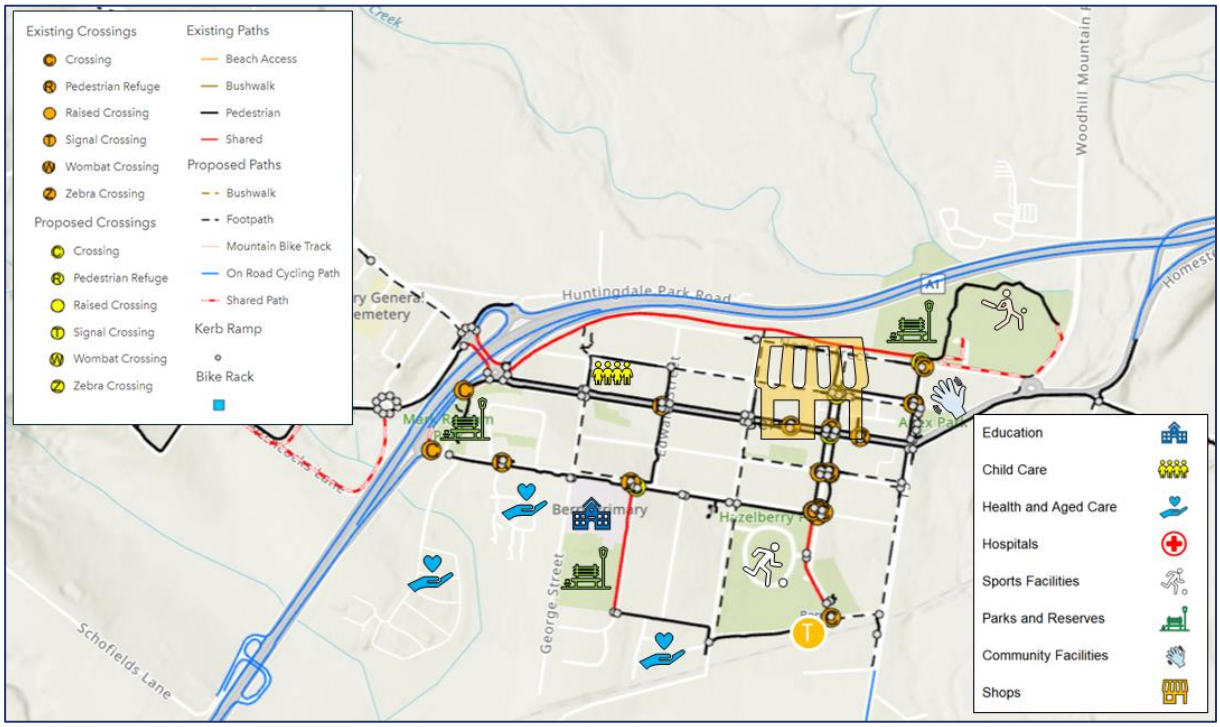


Figure 24: Active Transport Bomaderry and North Nowra

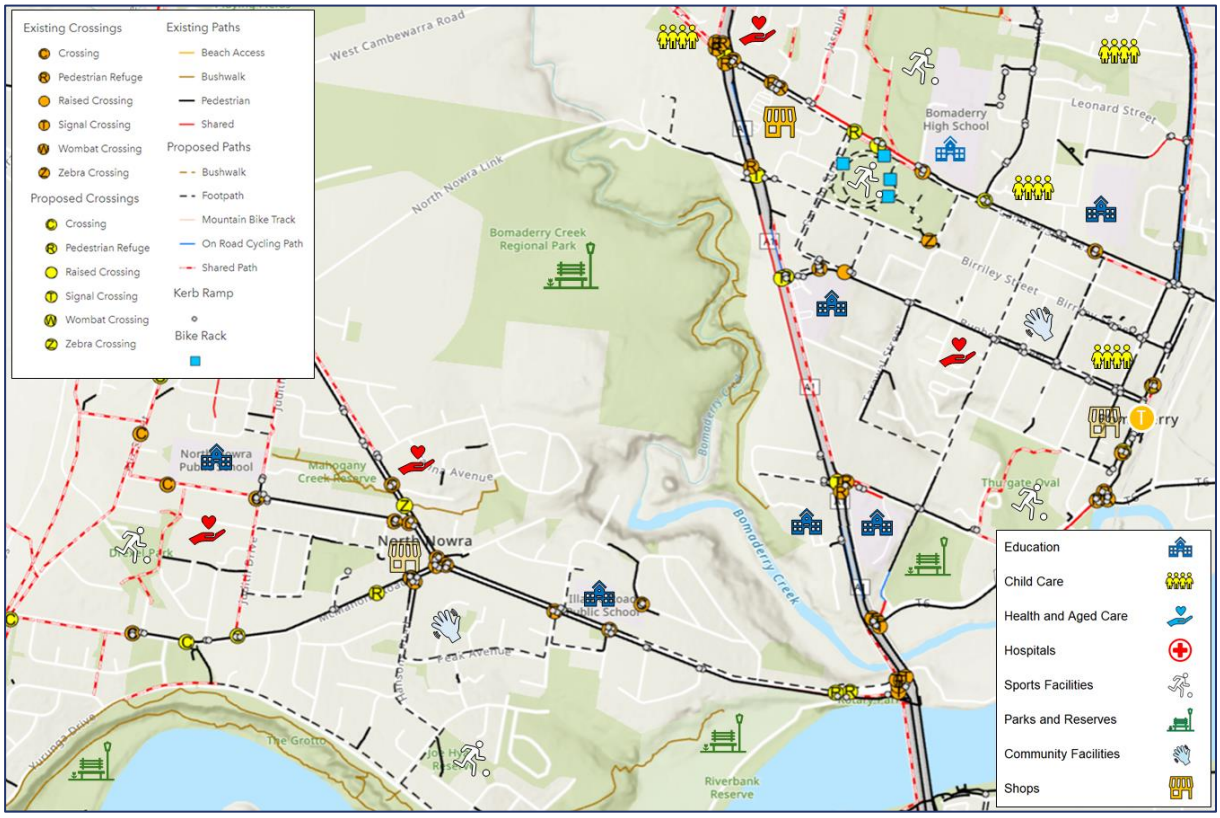


Figure 25: Active Transport Nowra

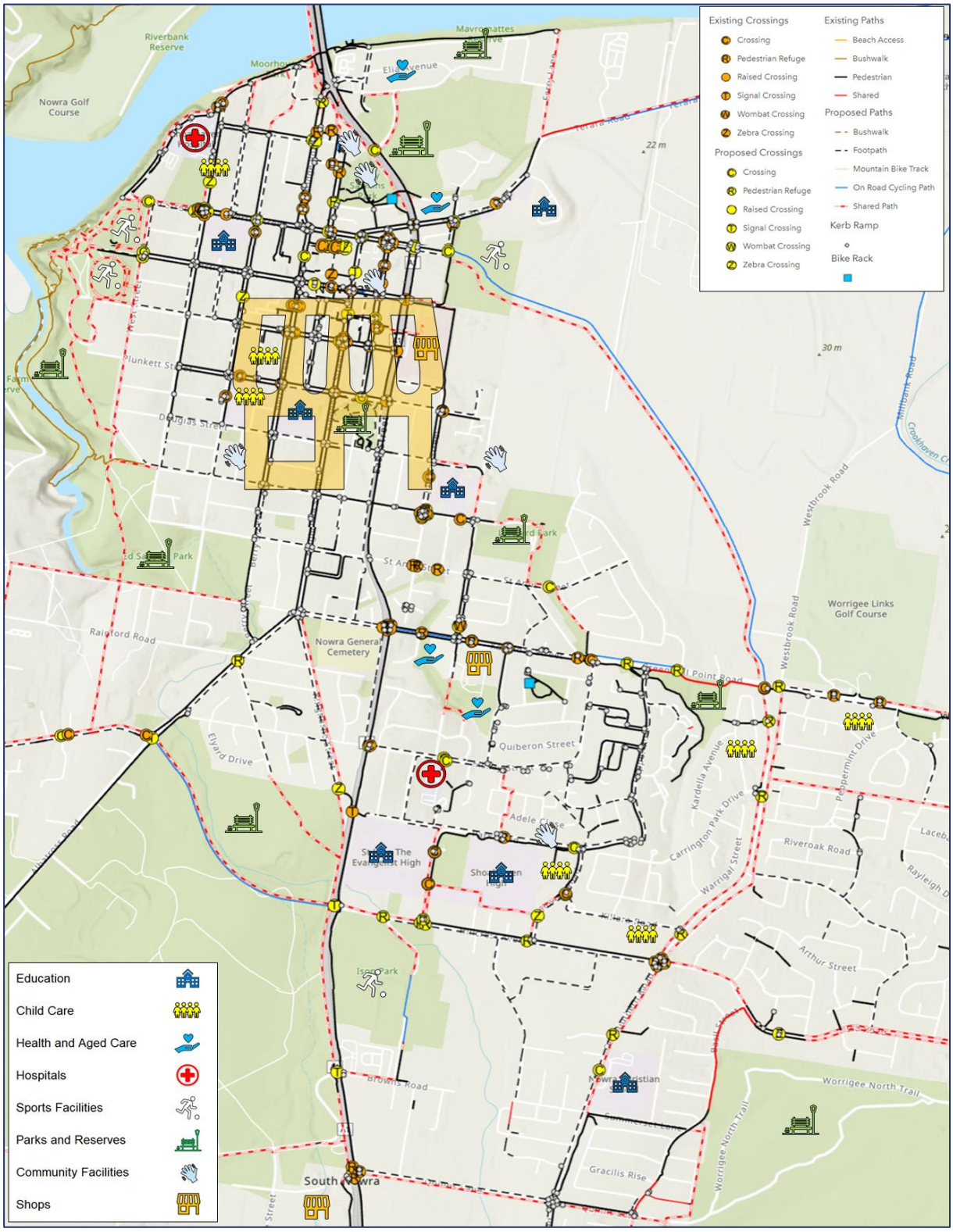


Figure 26: Active Transport Milton

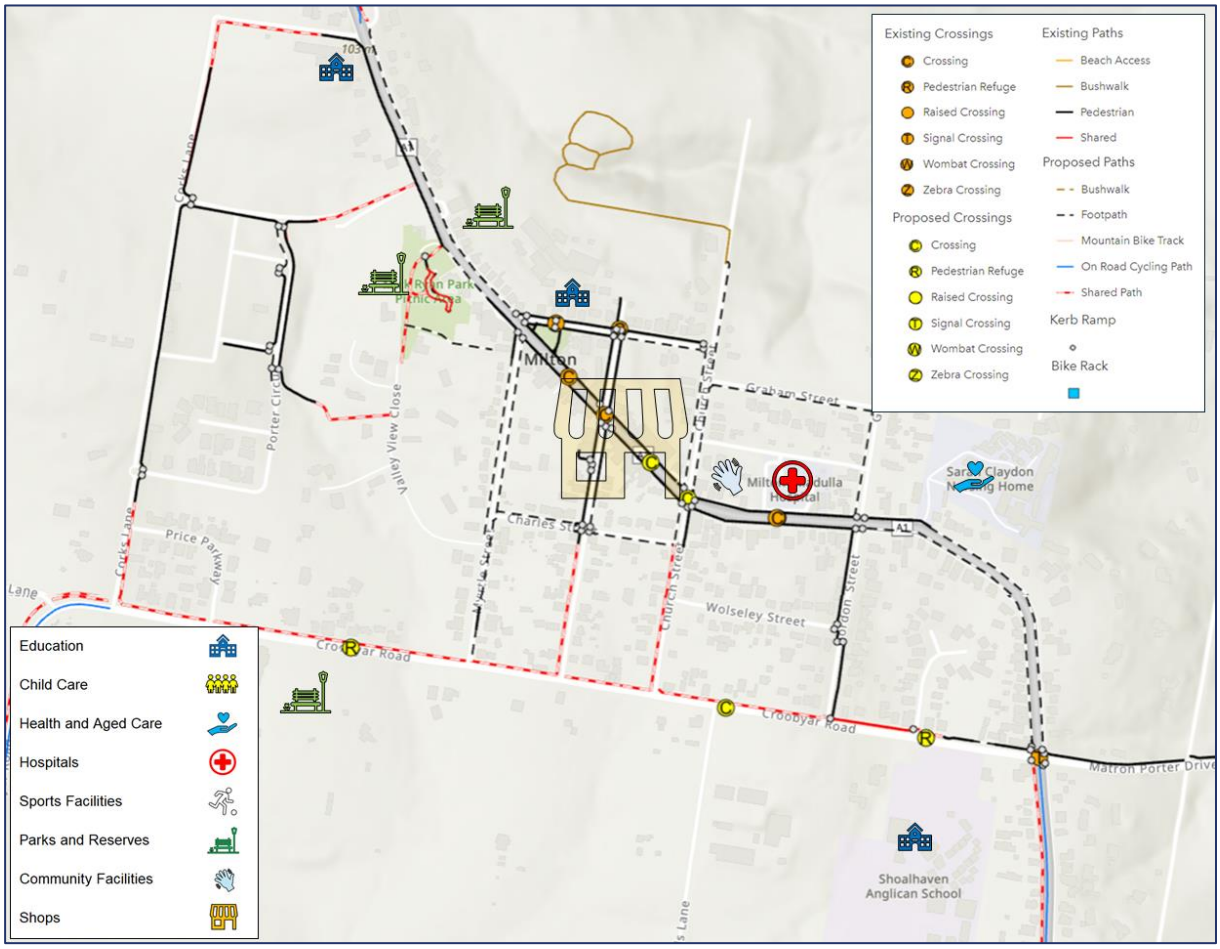


Figure 27: Active Transport Ulladulla

6.6 NSW Government Grants

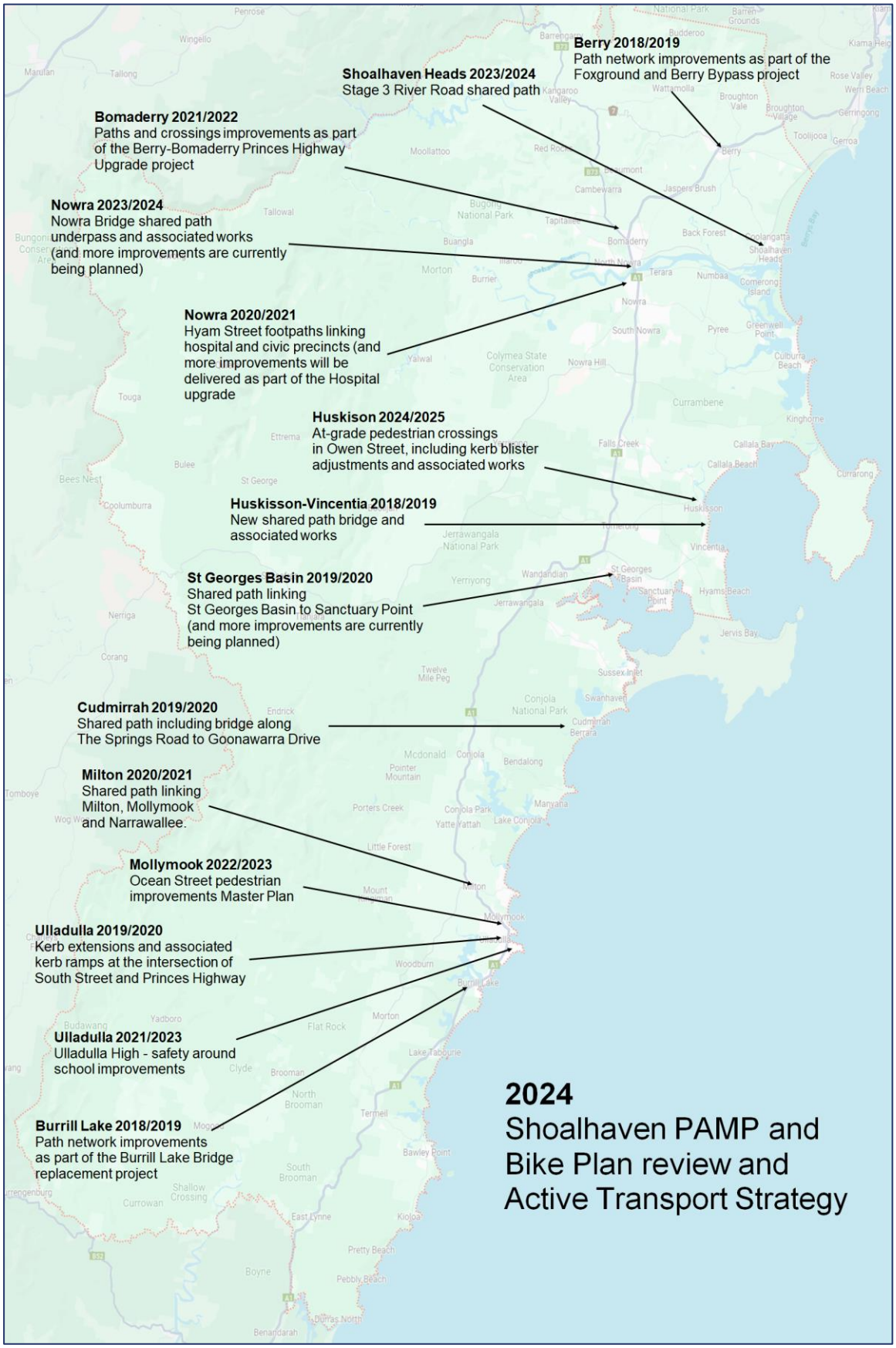
Notwithstanding the need to continue to expand our active transport networks, Council is very proud of our achievements in providing a high level of active transport accessibility within our key population centres based on our limited resources.

Council has a very enviable record of advocating for funding from the NSW Government for active transport projects across Shoalhaven; over the past 5 years, the NSW Government has contributed tens of millions of dollars for projects providing new and/or upgraded pedestrian paths, bicycle paths and SUPs further to our advocacy on behalf of the community.

We have also been able to upgrade road infrastructure lost during the recent devastating fires to now include active transport provisions through the Bushfire Local Economic Recovery Fund, such as the Lake Conjola Entrance Road Shared User Path Bridge (**SUP bridge**) shown below.

Some of the projects funded by the NSW Government in recent years are shown in **Figure 28**, noting that the NSW Government also provided significant funding for the preparation of this Strategy and the PAMP Update and Bike Plan Update, which has been greatly appreciated by Council and the entire community.

Figure 28: Recent NSW Government Funded Active Transport Projects



The projects shown in **Figure 28** are just a snippet of what has been achieved – frankly, there are too many projects to mention them all(!), and the collaboration between Council, the NSW Government and TfNSW will continue to deliver as many active transport improvements across Shoalhaven as possible through NSW Government and/or Council led projects.

To add to the great news, in June 2024 Council was awarded $5m in grant funding to allow delivery of 5 more critical SUP projects in the Shoalhaven over the next few years, including (from north to south):

- Old Southern Road (Worrigee).
- Sheaffe Street (Callala Bay).
- Round the Bay Improvements (Myola).
- Matron Porter Drive (Mollymook-Narrawallee).
- Murramarang Road (completing the link to Kioloa).

So yes, there is more to come…

NSW Government strategies aim to double active transport utilisation in as short a time period as possible, and PAMP Update and Bike Plan Update - under the broader umbrella of the Strategy - aim to facilitate this by prioritising projects that will increase connectivity and accessibility as broadly as possible throughout our many towns and villages, while continuing to monitor objective parameters including (for example) the number of pedestrian crossings and the proportion of active transport paths to roads across Shoalhaven.

Notwithstanding the NSW ATS and the new Strategy, the simple fact of the matter remains that meeting strategy targets will take a collaborative approach from all levels of Government, including an absolute quantum leap in annual grant funding, if Council is ever to put a real dent in the backlog of active transport projects, and achieve in turn a quantum leap in active transport trips.

7 A Common Sense Approach to Active Transport

7.1 Overview

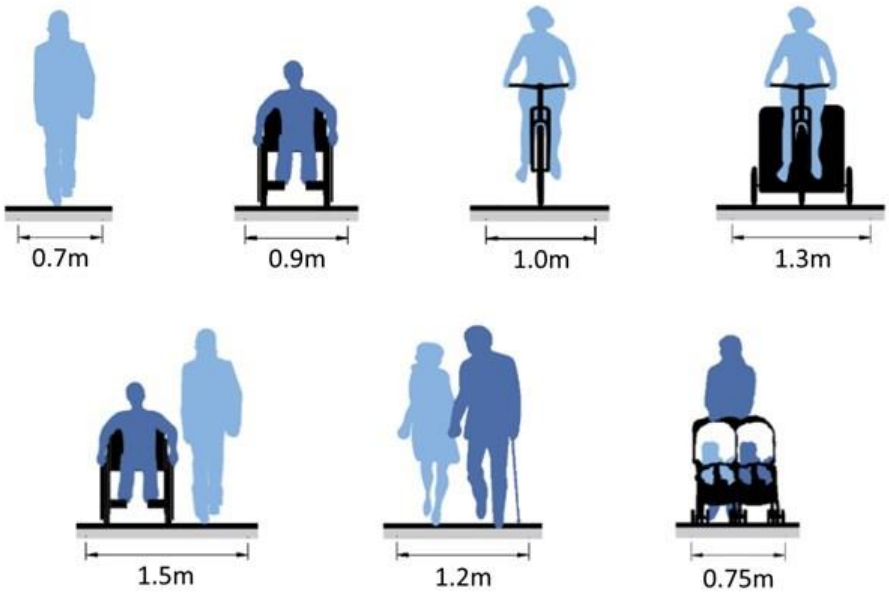
Issues raised during the earlier stages of the Strategy consultation process, particularly by special user groups, highlight the inadequacy of many active transport standards and guidelines, and moreover the inconsistent (and to some unacceptable) way in which some active transport infrastructure has been provided across Shoalhaven over time. Design issues such as the location, grade and width of paths; obstructions both on paths and/or immediately adjoining paths; and maintenance issues such as over-hanging vegetation, or vegetation debris on the path network; can all affect user safety and experience, and lead to a level of dissatisfaction such that some people may simply stop making active trips.

An integral part of the Strategy therefore – and moreover our planning for future active transport projects - is to not just focus on broader strategic outcomes, but also keep an eye on design and maintenance to optimise user experience, and ultimately generate more active trips through good connectivity, design and experiences while also considering a common sense approach.

7.2 A Constrained Reality

From the outset though, it must be acknowledged that we (like many regional Councils) are faced with significant constraints in providing active transport infrastructure (again, not just very tight budgets, but also real physical challenges) that can at times prevent current active transport design standards from being achieved.

There is of course also the issue of the economic pressures of continually designing to higher standards even though it is demonstrably the case that what might be considered below standard existing paths (for example) remain inherently fit for purpose.



In developing the Strategy therefore, and more particularly the PAMP Update, Bike Plan Update and the prioritisation of projects in the Paths & Crossing Review, Council has taken a view that when it comes to addressing the potential conflicts between pedestrians/ bicycle riders and vehicular traffic - particularly for the young and the vulnerable – it is in many instances far safer to provide an off-road path physically separated from the roadway that may fall short of current standards, than it is to provide no path at all.

Council acknowledges that it can at times be difficult to have these conversations with the community, but we have, and will continue to take, a common sense approach to ensure that the provision of active transport infrastructure is as fair and equitable as possible across Shoalhaven, even if that means certain minimum design parameters may not be met in all respects.

In some instances therefore, while it may not be possible to provide off-road paths that strictly meet the most up-to-date design standards, **it is Council's position that in many locations it is almost always better to provide a slightly below standard off-road path than to provide no off-road path at all!**

Again, our preference is for an overriding objective of providing communities with safer off-road paths wherever possible - albeit with marginal design compromises in some cases - to achieve separation of pedestrian/ bicycle rider and vehicular traffic.

7.3 "Below Standard" Infrastructure

7.3.1 Extended Design Domain

Importantly, the occasional need to provide active transport infrastructure that may be technically below standard - but yet provides objectively superior safety outcomes - is acknowledged in Austroads, with Section 2.3 of GRD Part 2 discussing the general design of road infrastructure in the context of the "***Extended Design Domain***", whereby values (for example path widths) narrower than a practical lower limit can be considered in certain circumstances, particularly when ***"they can be justified and defended on engineering grounds and operating experience****"*.

The use of lower values can more specifically be considered when the design assessment:

"Demonstrates that adoption of lower values is in the overall community interest with respect to investment strategies, road safety strategies, and other strategies that relate to roads and road networks".

A common sense, yet evidence based, approach is also identified in the GRS Part 1, which states that:

"Where there is no proven solution to a particular problem, there may be a case for going beyond evidence-based treatments. Where this occurs, the treatments should be developed with reference to basic principles and careful consideration of accumulated experience with the most similar types of treatment that are available."

7.3.2 Active Transport Infrastructure Warrants

While traditional "warrants" have typically been used to date in regard to the provision of some active transport infrastructure – for example (and primarily) pedestrian crossings, where the P x V volume thresholds have been used either as a warrant for installation or, more recently, as a means of prioritising a large number of potential projects – there are no hard and fast rules in regard to the provision of basic pedestrian or bicycle paths.

Moreover – and as clearly stated in GRD Part 6 – "***there may be other issues, constraints and practices that will have a bearing on the decision-making process***" regardless.

Most Council DCPs provide guidance in regard to where footpaths and SUPs are required; however this is overwhelmingly guidance for new developments, and it is certainly not economical or practical to expect that the same guidance can be applied universally and retrospectively across an LGA.

As opposed to warrants, and in response to the enormous backlog of active transport projects across Shoalhaven, the ranking of paths and crossings projects instead uses objective criteria to provide guidance to Council on Shoalhaven wide priorities. The new adopted "**Active Transport Scoring Criteria**" is discussed in detail in **Section 10**, including historic ranking criteria and the challenges posed by retaining this old criteria; and the amendments incorporated into the new criteria for consideration as part of the development of the Strategy and the PAMP Update and Bike Plan Update.

Again, our goal is to always make evidence based, common sense decisions in allocating funds to active transport projects based on all available information, with a further objective of achieving equitable outcomes in the provision of active transport opportunities across all of Shoalhaven.

7.4 A Common Sense Approach

Most standards relating to active transport infrastructure build in a number of contingencies that common sense suggests are not always required.

One example is the width of a footpath…

Current footpath standards – quite reasonably – consider the width required for two pedestrians to either walk side-by-side or pass each other; while an optimal design would allow this to occur at any point along the footpath, a narrower, off-road footpath in our view still provides a superior outcome if the only downside is the pedestrians needing to walk in single file, or for one of the pedestrians to take a couple of steps on the grass verge when passing each other.

Similarly, in most local roads with narrower footpaths there are numerous driveways which would provide the width for two wheelchairs to pass each other, even if one wheelchair user needs to wait a few seconds for the other wheelchair user to pass.

A common sense approach to planning new active transport infrastructure learns from the past to inform the future; critically though, reference to the past in this instance – or more specifically active transport infrastructure that has been constructed in accordance with past standards, and utilised by the community for decades – teaches us that minor departures from current design standards have not impeded the use what might now be considered below standard paths.

It is also the case that it is simply not viable for Council (or any Council) to constantly upgrade our active transport infrastructure in response to new standards and guidelines.

Let's look again at footpath widths...

When footpaths started to be constructed in new residential areas in Shoalhaven, a width of 0.9m (or indeed down to 0.6m) was often considered as being appropriate, and there are still many examples of these narrow footpaths across Shoalhaven.

Conversely, current standards recommend a minimum footpath width of 1.2m, and a preferred width of 1.5m; this does not quite multiply costs by 50% - 60% over an original 0.9m path, but it certainly adds up!

Examples of some of our narrower paths are shown below.

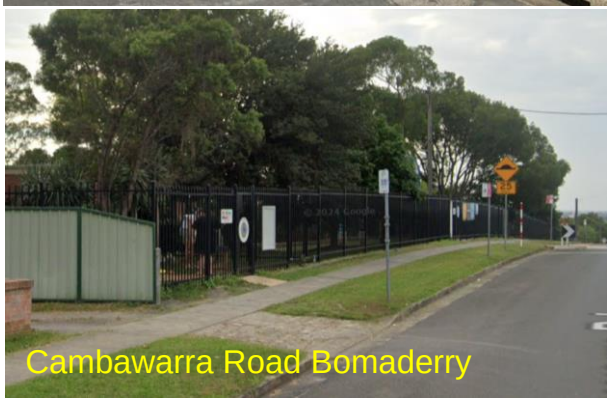

Kalandar Street Nowra


Kalandar Street Nowra

Princes Highway Milton


Park Street Nowra


Green Street Ulladulla


Cambawarra Road Bomaderry

All of the footpaths shown above are technically below standard based on current guidelines, yet it would be difficult to suggest that they are not fit for purpose based on relatively moderate pedestrian volumes, and moreover little evidence of narrower paths inherently increasing the potential for pedestrian/ bicycle rider and vehicle conflicts, particularly when considering the alternative (i.e. no off-road path).

Simply, some paths may be narrower than current standards suggest, but would anyone suggest we would be better off without them?

7.5 So Are the Narrow Paths Fit For Purpose?

As discussed, when footpaths started to be constructed in Shoalhaven, widths as narrow as 0.6m were often acceptable, but residents were happy that they at least had a safer off-road alternative (who wouldn't be!). Similarly, our first cycleways were typically constructed to the standard of the day (1.8m), which then increased to 2.0m through the 1990's to the current minimum of 2.5m, and indeed preferred width of 4.0m!

This of course means that we have miles and miles (sorry, kilometres and kilometres) of paths already constructed to historic standards; however, observations by Council staff, and more importantly community feedback over many, many years, suggests that there have been very few complaints about narrow path widths.

Of course there are exceptions, such as very busy locations like the "Round the Bay" SUP network, or the Mitchell Parade corridor from Mollymook to Narrawallee; these are both holiday locations where there is a significant increase in use during summer months, and as such there have been some complaints that path widths are not satisfactory simply because of the growing popularity of these paths since they were constructed.

In 99% of cases though, the community has accepted existing path widths, with probably no knowledge that they may not compliant with today's higher standards. With that said, consistency of design wherever possible is important, or else we have situations where (for example) extremely wide paths are provided in very quiet residential areas, while much busier locations retain narrower paths.

Again, Council will move forward with a common sense approach to avoid any paths being "***over designed***", and to ensure that our scarce resources are stretched as far as possible to provide the greatest length of path networks possible with our available funding.

Don't misinterpret this as a "go and build narrow paths everywhere" approach; that's not the message.

The take away is the validity of a common sense approach, and moreover that it's ok to use experience to judge that a marginally narrower path in most cases will be a much superior outcome than no path at all. Or in other words, don't use a theoretical standard as justification for not providing a path in an area that blind freddy could tell you would be 100% safer if an off-road path were available.

We hope that makes [common] sense!

7.6 Safe System approach

TfNSW has adopted a **Safe System** approach to achieve the ultimate goal of zero deaths and serious injuries on NSW roads, which is underpinned by the following principles:

- People sometimes make mistakes, but simple mistakes shouldn't cost anyone their life.
- Roads, roadsides and vehicles need to be designed to minimise crashes or reduce the severity of crashes.
- Road safety is a shared responsibility; everyone needs to make safe decisions on and around our roads to prioritise safety.
- Safe roads are designed and built to be more forgiving and account for human error; if a motorist, pedestrian or bicycle riders makes a mistake, safer road design can significantly reduce the chance that it will result in a death or serious injury.

To achieve these objectives – which are of course also central to active transport and the Strategy - the Safe System is based on:

- Upgrading roads and improving road design.
- Installing new road signs, surfaces, markings and key safety treatments.
- Removing roadside hazards.
- Reviewing and updating road safety standards.
- Investigating new and innovative road safety engineering treatments.

Notwithstanding, it is critical to acknowledge that there are impediments to adopting the Safe System approach in regional centres, simply as a function of additional costs for new infrastructure, and the cost of retrofitting existing infrastructure. Importantly, this is recognised in the Safe System approach, whereby – like our favourite P x V – the relative potential for serious crashes can be quantified to some degree when making decisions about update interventions and the like.

In this regard, Council refers to the "***Safe System Matrix***", which is used to assess possible crash types (generally those identified as the predominant contributors to fatal and serious crash outcomes) against the ***exposure*** to that crash risk, the ***likelihood*** of it occurring, and the ***severity*** of a crash should it occur. The basic structure of the Safe System framework is shown in Table 4.2 of Austroads SSAF, which is reproduced below.

Table 11: Safe System Assessment Framework

	Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist
Exposure	AADT; length of road segment	AADT; length of road segment	AADT for each approach; intersection size	AADT; length of road segment	AADT; pedestrian numbers; crossing width; length of road segment	AADT; cyclist numbers; pedestrians	AADT; motorcycle numbers; length of road segment
Likelihood	Speed; geometry; shoulders; barriers; hazard offset; guidance and delineation	Geometry; separation; guidance and delineation; speed	Type of control; speed; design, visibility; conflict points	Speed; sight distance; number of lanes; surface friction	Design of facilities; separation; number of conflicting directions; speed	Design of facilities; separation; speed	Design of facilities; separation; speed
Severity	Speed; roadside features and design (e.g. flexible barriers)	Speed	Impact angles; speed	Speed	Speed	Speed	Speed

Source: Austroads SSAF

With reference to **Table 11**:

- **Road user exposure** refers to which road users, in what numbers and for how long, are using the road, and are thus exposed to a potential crash. The measures of exposure include Average Annual Daily Traffic (**AADT**) volumes; side-road traffic volumes; the number of motorcycles, bicycle riders and pedestrians crossing or walking along the road; the length of the road; and length of time to cross the road.
- **Crash likelihood** considers the groups of factors affecting the probability of a crash occurring. They can be elements which moderate the opportunity for conflict (e.g. the number of conflict points, offsets to roadside hazards, separation between opposing traffic), as well as elements of road user behaviour and/or road environment. Typically, these are the elements which moderate road user error rates, such as the level of intersection control, speed, sight distance and geometric alignment.
- **Crash severity** considers the groups of factors affecting the probability of severe injury outcomes should a crash occur. Typically, these factors are associated with the amount of kinetic energy and its transfer in the crash, e.g. impact speeds and angles, and the severity of any roadside hazards.

The Safe System Matrix is shown in Table 4.3 of Austroads SSAF, which is reproduced below.

Table 12: Safe System Matrix

	Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	/4	/4	/4	/4	/4	/4	/4	
Likelihood	/4	/4	/4	/4	/4	/4	/4	
Severity	/4	/4	/4	/4	/4	/4	/4	
Product	/64	/64	/64	/64	/64	/64	/64	/448

Source: Austroads SSAF

With reference to **Table 12**, a score of zero indicates that the system is fully aligned with the Safe System vision for that component of a given crash type, but the higher the score, the further the project is from a Safe System condition. To assist in identifying an appropriate score for each component of the Safe System Matrix, Table 4.4 of Austroads SSAF provides advice generally applicable to all projects, and is reproduced below.

Table 13: Safe System Matrix Scoring System

Road user exposure	Crash likelihood	Crash severity
0 = there is no exposure to a certain crash type. This might mean there is no side flow or intersecting roads, no cyclists, no pedestrians, or motorcyclists).	0 = there is only minimal chance that a given crash type can occur for an individual road user given the infrastructure in place. Only extreme behaviour or substantial vehicle failure could lead to a crash. This may mean, for example, that two traffic streams do not cross at grade, or that pedestrians do not cross the road.	0 = should a crash occur, there is only minimal chance that it will result in a fatality or serious injury to the relevant road user involved. This might mean that kinetic energies transferred during the crash are low enough not to cause a fatal or serious injury (FSI), or that excessive kinetic energies are effectively redirected/dissipated before being transferred to the road user. Users may refer to Safe System-critical impact speeds for different crash types, while considering impact angles, and types of roadside hazards/barriers present.
1 = volumes of vehicles that may be involved in a particular crash type are particularly low, and therefore exposure is low. For run-of-road, head-on, intersection and 'other' crash types, AADT is < 1 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are < 10 units per day.	1 = it is highly unlikely that a given crash type will occur.	1 = should a crash occur, it is highly unlikely that it will result in a fatality or serious injury to any road user involved. Kinetic energies must be fairly low during a crash, or the majority is effectively dissipated before reaching the road user.
2 = volumes of vehicles that may be involved in a particular crash type are moderate, and therefore exposure is moderate. For run-of-road, head-on, intersection and 'other' crash types, AADT is between 1 000 and 5 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are 10–50 units per day.	2 = it is unlikely that a given crash type will occur.	2 = should a crash occur, it is unlikely that it will result in a fatality or serious injury to any road user involved. Kinetic energies are moderate, and the majority of the time they are effectively dissipated before reaching the road user.
3 = volumes of vehicles that may be involved in a particular crash type are high, and therefore exposure is high. For run-of-road, head-on, intersection and 'other' crash types, AADT is between 5 000 and 10 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are 50–100 units per day.	3 = it is likely that a given crash type will occur.	3 = should a crash occur, it is likely that it will result in a fatality or serious injury to any road user involved. Kinetic energies are moderate, but are not effectively dissipated and therefore may or may not result in an FSI.
4 = volumes of vehicles that may be involved in a particular crash type are very high, or the road is very long, and therefore exposure is very high. For run-of-road, head-on, intersection and 'other' crash types, AADT is > 10 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are > 100 units per day.	4 = the likelihood of individual road user errors leading to a crash is high given the infrastructure in place (e.g. high approach speed to a sharp curve, priority movement control, filtering right turn across several opposing lanes, high speed).	4 = should a crash occur, it is highly likely that it will result in a fatality or serious injury to any road user involved. Kinetic energies are high enough to cause an FSI crash, and it is unlikely that the forces will be dissipated before reaching the road user.

Source: Austroads SSAF

With reference to **Table 13**, P x V again appears, as *exposure* is directly related to the number and type of road users. However, in the context of the overwhelming majority of roads and intersections in Shoalhaven, traffic volumes rarely exceed thresholds exceeding those indicating a high score (3 or 4), i.e. a real risk of a serious crash, and indeed the majority of roads and intersections would rarely have volumes that warrant a score of more than 2.

As such, under the Safe System Matrix, the risk of a severe crash is low for almost all roads across from Shoalhaven, as multiplying low exposure, likelihood and severity factors will in almost all instances result in a total score that is only a fraction of the total score possible, i.e. the worst potential for a serious crash that would almost certainly require remediation.

The application of the Safe System Matrix supports a contention that most of our roads do not have any inherent safety risks; even where there is a mix of roads users, those environments are appropriately designed to – for example – ensure reduced vehicle speeds and safe crossing points, and moreover allow interaction between road users in environments where traffic volumes remain moderate.

Of course, regardless of the width of an off-road path, if pedestrians and bicycle riders are provided with an off-road option, the potential for conflicts will always be significantly reduced, which at the end of the day must be the simple objective of the Safe System approach!

As such, while the Safe System approach is certainly a consideration for Council in all road related projects, a common sense approach is needed to avoid paths from being over designed - or worse, potentially omitted - on the basis that some arbitrary design parameters can't be achieved in all respects. In most instances, this is simply not required given inherently low crash and/or crash severity risks, and where the greatest bang for buck is achieved already through the physical separation of pedestrians/bicycle riders from vehicle traffic, even if every theoretical design parameter can't be ticked.

A common sense approach to these decisions is the only way to ensure we can extend active transport benefits more broadly throughout Shoalhaven to the greatest number of our residents and visitors.

7.7 Active Local Streets

Whilst not expressly reflected in the current suite of PAMP Maps, the active transport strategy recognises that it is not possible or feasible to build active transport infrastructure in every street, in every community, but requires a broader suite of active transport measures to achieve State Government and local active transport objectives.

Quiet streets, and more broadly lower speed limits, are important considerations in the mix of strategies as we endeavour to make it safer to walk and ride in more streets in more locations.

As such, Council will continue to carefully monitor State Government initiatives that provide the opportunity for safer streets for all, particularly further to consideration of lower speed limits in load streets (30km/h); reducing through traffic in local streets; and reclaiming the bitumen from what is currently seen as the domain of vehicles only.

7.8 A Quick Note About Grants

While Councils can exercise a common sense approach at their own discretion when it comes to allocating scarce resources and local funding, it is acknowledged that Councils are often ham-strung when it comes to applying for grants for new active transport projects. This is due to the stringent criteria and guidelines around grant funding that often force Councils to fully comply with current guidelines or standards (if they want/need the grant funding), regardless of how over-designed the outcomes may be in many local circumstances.

As an example, TfNSW has recently constructed extensive new SUPs as part of the Nowra Bridge Upgrade – and they are certainly appreciated! However, TfNSW grant guidelines require (for example) that all new SUPs provide a width of 4.0m, even though some of the recently constructed SUPs (by TfNSW) have widths of down to 1.8m.

This disparity affects all Councils – but particularly regional Councils - that rely on grants to fund the lions' share of their active transport infrastructure.

In response, it is recommended that Council collaborate with other regional Councils across NSW to establish a collective lobbying approach with the intent of incorporating more of a common sense approach throughout our design guidelines (such as Austroads) as they further evolve.

As discussed, there are many clauses within current guidelines and standards that can be relied upon when exercising discretion around design parameters; however, in our view these provisions could and should be more expressly conveyed through the guidelines than they are at present given that the provision of any type of off-road path has enormous benefits when compared to there being no path at all.

A final example for consideration is the historic Hampden Bridge in Kangaroo Valley, a classic example of an existing squeeze point in the provision of pedestrian and bicycle riding infrastructure. The Hampden Bridge was built by convicts between 1895 to 1898, and while 2024 standards have changed a little since then (!) this is a great example of a common sense approach to active transport with very broad benefits to all.

Every project should strive to achieve the highest possible standards, but constraints across the network are aplenty, and the more we can separate pedestrians and bicycle riders from traffic, the better off we'll all be, and the closer we'll be to our over-arching active transport objectives.

Because at the end of the day, better the bridge with a narrow path than a bridge with no path at all!

8 Pedestrian Access & Mobility Plan Update

8.1 Overview

Walking is an essential part of the broader transport network, and certainly the most social, accessible and sustainable mode of travel. While many studies of the transport environment focus on commuter travel modes, walk trips service every type of trip purpose across the day, particularly in local urban areas, as well as for fitness and recreation. Most individual trips - whatever the primary mode used – begin/end with a walk trip, and in turn pedestrians are the largest single user of the broader transport network.

A PAMP is an area based study to develop a plan for pedestrian facilities that are practical and cater for the needs of different users, and moreover to guide the provision of future pedestrian facilities across Shoalhaven.

PAMPs previously developed by Council focused on larger towns and villages within Shoalhaven; this is of course not unreasonable given that the majority of pedestrian trips in Shoalhaven are to/from/within our key towns and villages. However, Council is committed to ensuring that the strategies and recommendations provided in this PAMP Update considers pedestrian demands in smaller suburbs and villages as well.

Along with promoting walking as a viable travel option, the information and strategies provided in the PAMP Update are designed to make walk trips – simply – safer and easier for everyone in the community, including those with mobility impairments. This requires not only an assessment of pedestrian demand locations and the pedestrian facilities available (or moreover not available), but also of key factors assisting or hindering achieving our walkability objectives.

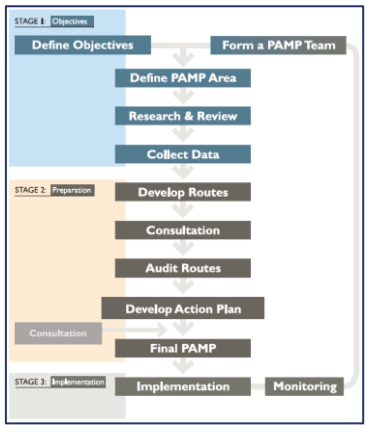
Finally, it is important to note that the PAMP Update is designed to fit seamlessly within the broader Strategy, along with the Bike Plan Update, to provide a comprehensive way forward in increasing all active trips.

8.2 PAMP Key Objective

The underlying objective of the PAMP Update is to encourage a greater use of walk trips by residents, workers and visitors across Shoalhaven, and to provide for mobility equity by catering for all types of pedestrian. Not only do walk trips provide significant health and well-being benefits, they also fundamentally reduce the demand for vehicle trips.

8.3 Developing the PAMP Update

In determining the scope of work and assessment tasks required to prepare the PAMP Update, our first resource has been the PAMP Guide developed by RTA in 2002.



While the PAMP Guide remains very relevant to pedestrian planning, particularly at the local government level, the PAMP Update now references the most up-to-date pedestrian planning guidelines and tools available. Notwithstanding, the PAMP Update has still been developed with reference to our existing active transport strategies, including PAMP 2002, PAMP 2005 and Bike Plan 2013.

As discussed, while the principles and strategies provided in PAMP 2005 and Bike Plan 2013 remain current and relevant to the broader discussion of active transport planning, the need for the PAMP Update is based on:

- Creating a framework that is consistent with the latest Council and NSW Government guidelines and strategies, including the new Active Transport Strategy.
- Considering pedestrian projects in the context of the new Active Transport Scoring Criteria, and in turn undertaking a detailed review of all paths and crossings projects, including the removal of completed projects, and the consolidation of remaining paths and crossings projects into a single Active Transport projects list.

And just in case you didn't know, people using wheelchairs and other mobility devise are also classed as pedestrians, and are front and centre in our designs to ensure our networks are accessible and inclusive.

8.4 Footpaths

When it comes to pedestrian infrastructure, the humble footpath continues to rule supreme!

Historically, footpaths were reserved for use by pedestrians, people in wheelchairs, mobility scooters and personal mobility devices such a walking frame. Footpaths are a vital part of the transport network either for trips undertaken entirely by walking, or as the first or last link in a trip that utilises other modes of transport.

The width of footpaths also needs to recognise the two zones within the broader footpath space, being the through route used for travel, and the area at times occupied by obstacles, for example signposts, poles, bins or tables and chairs for outdoor cafes.

Footpaths should be hard surfaced (concrete), noting that while tiles, pavers or the like are aesthetically preferable in some locations, they require expensive ongoing maintenance to ensure that there are no trip hazards. It is also important that the edges of footpaths, for example adjacent to a grassed verge, do not have a drop-off that may cause a pedestrian to slip or trip, or cause a wheelchair to overturn.

The design of footpaths also needs to consider the NSW Road Rules, which have changed over time to allow more younger people to ride their bicycles on footpaths; younger people up to and including the age of 16 years are now permitted to ride on footpaths, exponentially increasing the number of people riding on the footpath given that it is this user group that already generates a high percentage of all bicycle trips.

This means that the design of footpaths needs to consider the same design outcomes as bicycle paths (or SUPs), particularly in relation to hazards both on or immediately adjacent to footpaths, and sight distances along and adjoining the footpath. This issue is discussed further in the Bike Plan Update (**Section 9**).

A primary reference for the design of footpaths is the Walking Space Guide, which sets standards to ensure to as great an extent possible that a "***comfortable***" amount of "***walking space***" is provided to further encourage people to walk. The required amount of space is largely determined by the number of people that will use the footpath, but also considers the specific environment where the footpath is located; other users of or activity within the footpath; and getting around constraints and obstacles, particularly in existing footpaths.

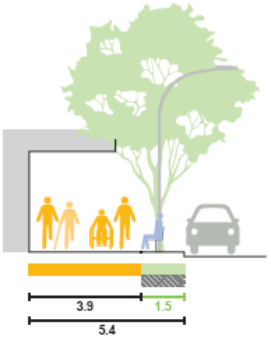
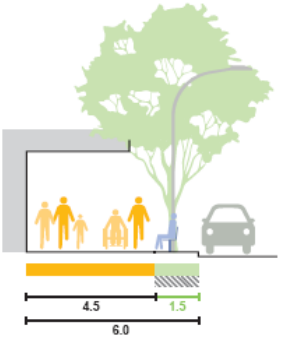
The Walking Space Guide provides a summary of the different types of footpath that can be seen across Shoalhaven, from footpaths in minor roads through to wider footpaths in our towns and villages that provide not only for movement, but also spaces for interaction and activity such as outdoor seating.

Importantly, the pedestrian surveys that inform the Walking Space Guide were all undertaken in the Sydney CBD, an environment that is perhaps as far removed from the majority of our footpaths as possible! In the Sydney CBD, not only are there simply more pedestrians demanding space, but more hustle and bustle as people run because they are late for a meeting; weave in and out of the pedestrian flow; or enter and depart shops and businesses at regular (and irregular) intervals.

As importantly, while it is of course acknowledged that many new standards have come about as a result of superior safety outcomes, in many instances the move towards wider paths reflects a desire to improve the "***comfort of movement***" rather than the safety or efficiency of movement. This is specifically acknowledged in the Walking Space Guide, which states that the background research and studies that informed it:

"…quantified people's tolerance of different crowding levels, the passing distances people left between each other and when passing street furniture and the space people left to the building line. This was then used to determine the recommended standards in this document".

Footpath types as identified in the Walking Space Guide are shown below.

Footpath Type 1	Type 2	Type 3	Type 4	Type 5
Typical description: Local footpath – Low activity	Local footpath – Medium activity	Main street footpath – Medium activity / Local footpath – High activity	Main street footpath – High activity	Main street footpath – Very high activity
Short walk interaction: Unlikely to pass someone	Likely to pass someone	Virtually certain to pass someone	Virtually certain to meet multiple groups of people	Busy
Peak hour maximum use: Very few people per hour	7 or more people per hour	70 or more people per hour	400 or more people per hour	More than 2,000 people per hour
MINIMUM TARGET Walking Space: 2.0m	**2.3m + 0.6m** Passing Zone	**3.2m** (**3.0m** not adjacent to active shopfronts)	**3.9m (3.7m)**	**less than or equal to 9.5 People Per Metre / Minute**
Intervention Trigger (less than): 1.3m*	1.6m + 0.6m Passing Zone	2.3m (2.2m)	2.9m (2.7m)	greater than 18.0 People Per Metre / Minute
				
Low activity local footpaths are appropriate where people walking are unlikely to pass people coming the other way. These footpaths support 2 friends walking together and passing if they walk in single file.	Medium activity local footpaths are appropriate where people walking are more than likely to pass people coming the other way. These footpaths support 2 people passing abreast or 2 friends walking together passing another person using the Passing Zone.	Medium activity main street footpaths are appropriate where people walking are virtually certain to pass people coming the other way. These footpaths support 2 friends walking together and passing another person without having to walk in single file.	High activity main street footpaths are appropriate where people walking are virtually certain to meet multiple groups of people coming the other way. These footpaths support 2 friends passing 2 friends coming the other way without either group having to walk in single file.	Very high activity main street footpaths are appropriate where it is very busy most of the time. These footpaths provide enough space for large numbers of people to walk comfortably.

Kerbside Traffic Buffer

The required Walking Space excludes obstructions and the Kerbside Traffic Buffer which is measured from the face of the kerb.

Kerbside traffic speed limit (km/hr)	Kerbside Traffic Buffer (m)
0-15 or cycle lane or parking	0m
20	0.2m
25	0.45m
30	0.7m
35	0.95m
40	1.2m
45	1.4m
50	1.65m
55	1.9m
> 55	2.15m

* for equal access:

< 1.8m, insufficient space for two wheelchairs to pass

< 1.5m, insufficient space for a wheelchair to turn, if the length exceeds 6m. Action must be taken

< 1.2m, insufficient space for a wheelchair to navigate safely. Action must be taken.

More broadly, the research behind the Walking Space Guide identified 6 distinct *spatial thresholds for observable discomfort behaviours*; these include:

- **Body shift:** Where a pedestrian shifts the orientation of their body (usually by turning the shoulders) to minimise encroachment on another pedestrian's personal space
- **Overtaking in the furniture zone:** Where a pedestrian overtakes a slower moving pedestrian by changing their line of travel into alignment with street furniture and then back again once they have overtaken
- **Overtaking by stepping off the footpath:** Where a pedestrian overtakes a slower moving pedestrian by stepping off the footpath onto the carriageway
- **Weaving:** Where a pedestrian weaves through the available walking area to avoid another pedestrian
- **Stopping:** Where a pedestrian stops to make way for another pedestrian coming in the other direction
- **Changing behaviour in anticipation:** Where a pedestrian adjusts their speed and/or direction to avoid passing another pedestrian at a constrained point.

We in the Shoalhaven are of course too civilised to undertake any of these behaviours (most of the time!), but these discomfort behaviours are unlikely to rank highly in the community's prioritisation of wider paths in and of themselves.

The Walking Space Guide also acknowledges the situation we currently find ourselves in in Shoalhaven, i.e. where it is not always possible to retrofit footpaths or construct new footpaths to the latest standards, stating:

"It is common when new standards are introduced that old infrastructure does not measure up. In most cases it is not possible to improve everything at once. In this situation it is advisable to create a program of works to move progressively toward good infrastructure standards and to prioritise works that will address acute problems and cause the greatest improvements for the largest numbers of people".

In providing new active transport infrastructure, Council will always seek to maximise the combination of safety, comfort, efficiency and general accessibility for all users, particularly in busier parts of our towns and villages, and in proximity to schools and aged care facilities.

Table 5.1 of GRD Part 6A also provides recommendations in regard to footpath widths, and is reproduced below.

Table 14: Guide to Road Design Part 6A Pedestrian Path Widths

Situation	Suggested minimum width (m)	Comments
General low volume	1.2(1)	• General minimum is 1.2 m for most roads and streets. • Clear width required for one wheelchair. • Not adequate for commercial or shopping environments.
High pedestrian volumes	2.4 (or higher based on volume)	• Generally commercial and shopping areas.
For wheelchairs to pass	1.8	• Refer also to AS 1428.1:2009.
For people with other disabilities	1.0	

Source: GRD Part 6A

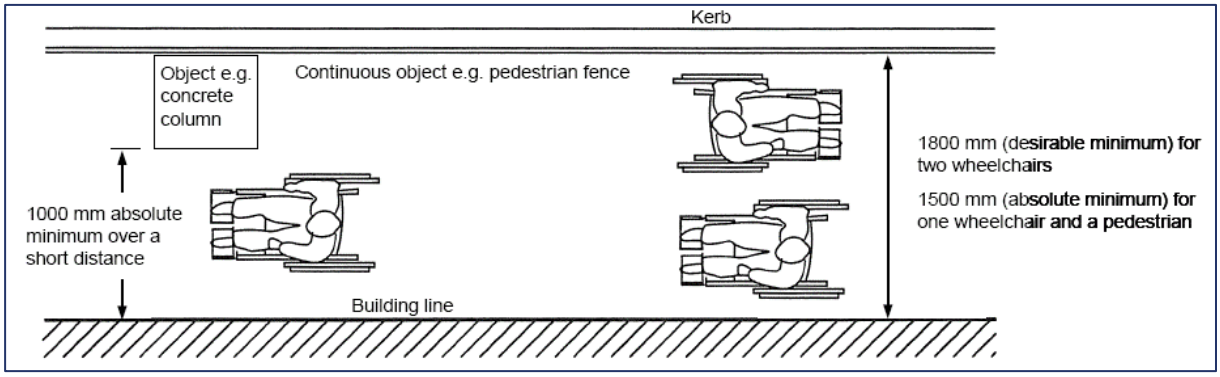
Importantly, the note to Table 5.1 of GRD Part 6A states:

"In constrained locations an absolute minimum of 1.0 m should be provided. In these situations, path users should be able to detect other path users with sufficient time to respond and take appropriate actions".

This is again an important consideration in the context of a common sense approach, as the majority of narrower paths in the Shoalhaven are along local roads, i.e. there is almost always clear visibility to other pedestrians or users of the path such that sufficient time to "*respond and take appropriate action"* – or to use the previous example, stop on a wider driveway to let the other user pass – would almost always be available.

Importantly, Figure 5.1 of GRD Part 6A also recognises that a minimum footpath width of 1.0m (over "*short distances*") is able to accommodate a wheelchair; Figure 5.1 is reproduced below.

Figure 29: Guide to Road Design Part 6A: Minimum Pedestrian Path Widths



Source: GRD Part 6A

While the length of a "*short distance*" is not defined, it is again the case that most narrow paths have driveway crossings and the like at regular intervals, such that the distance between passing locations for someone in a wheelchair would again almost always be only a short distance away.

Finally, it is also important to acknowledge that the minimum width of 1.0m for a pedestrian path identified in GRD Part 6A corresponds with the minimum path width as identified by the Australian Human Rights Commission (**AHR Commission**) in interpreting the requirements of the Disability Discrimination Act 1992 (**DDA**).

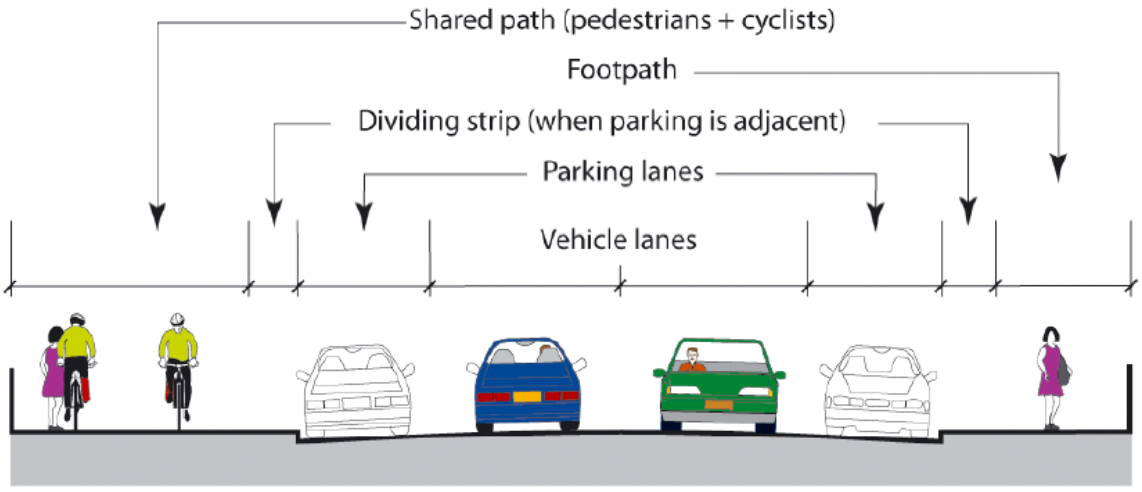
In this regard, the AHR Commission notes that a footpath would come under the definition of "premises" in Section 23 of the DDA, and in turn:

"…an owner [or indeed anyone constructing a path] *can be confident that if they provide a path of travel with a minimum width of 1000mm and passing spaces at regular intervals they will be fulfilling the minimum requirements for compliance with the DDA"*.

As we have stressed previously, our intention is not to specifically provide minimum path widths, but to acknowledge that the provision of formal, yet potentially narrower, off-road footpaths for those in wheelchairs or with limited mobility provides a significantly superior option to no footpath at all…or in other words, the common sense approach!

8.5 Shared User Paths

SUPs allow both pedestrians and bicycle riders to share the same path space, and are most appropriate where demand exists for both a pedestrian path and a bicycle path, but where there is a low number of pedestrians or bicycle riders, and the use is not expected to be sufficiently great enough such that separate pedestrian and bicycle paths are needed.



SUPs can be used for a variety of purposes including recreation, local access and providing feeder links between high capacity paths. In addition, SUPs that use existing pedestrian paths may be satisfactory where they provide:

- A convenient and safe option for inexperienced bicycle riders, recreational cyclists and young bicycle riders.
- A safer option for bicycle riders at squeeze points such as narrow, heavily trafficked sections of road.

Recommended SUP widths are shown in Table 5.3 of GRD Part 6A, which is reproduced below.

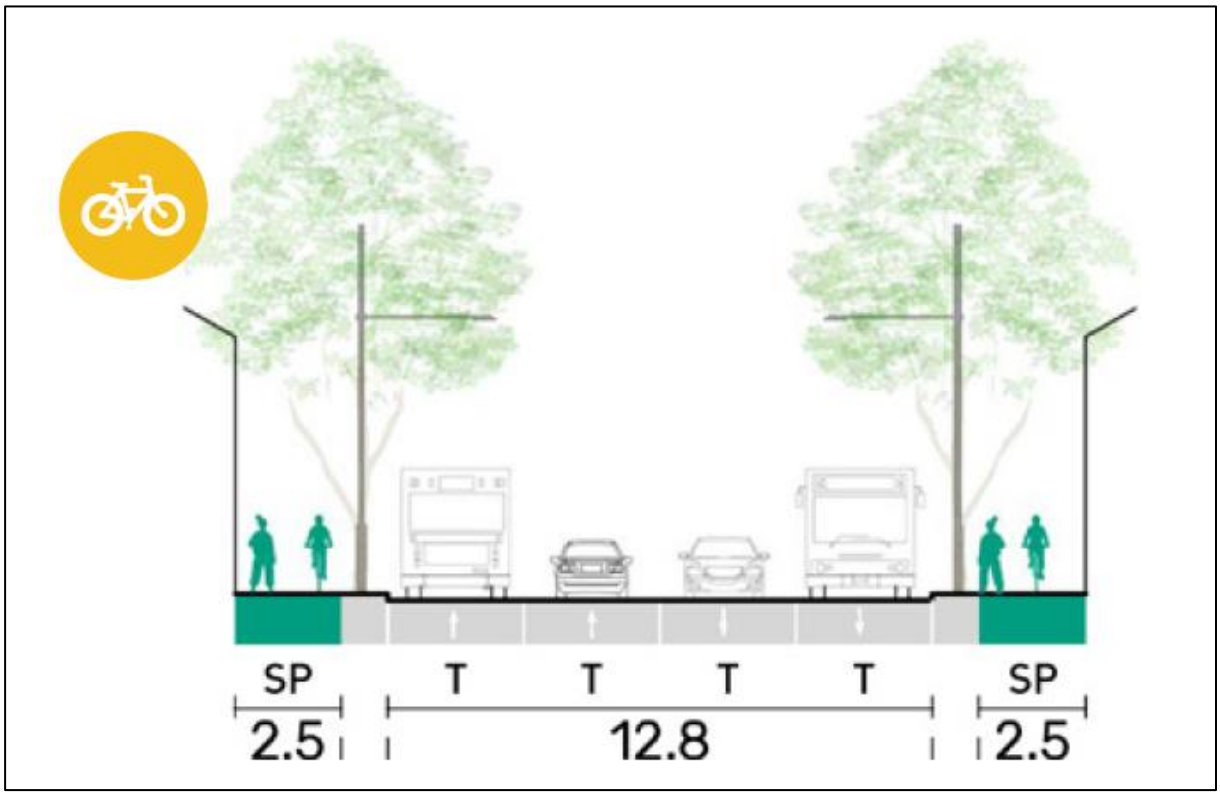
Table 15: Guide to Road Design Part 6A Shared User Path Widths

	Suggested path width (m)		
	Local access path	**Regional path[3]**	**Recreational path**
Desirable minimum width	2.5	3.0	3.5
Minimum width – typical maximum	2.0[1] – 3.0[2]	2.5[1] – 4.0[2]	3.0[1] – 4.0[2]

Source: GRD Part 6A

These design guidelines are similar to those identified in Figure 3.61 of the Cycleway Toolbox under constrained conditions, which is reproduced below.

Figure 30: Shared User Paths (Constrained Conditions)



Source: Cycleway Toolbox

Given that most (existing and proposed) paths across Shoalhaven have relatively moderate volumes of pedestrian and bicycle riders, it is Council's opinion that the provision of SUPs – even designed to the minimum width – are likely to provide the best opportunity to meet the requirements of all active trips in the most efficient and cost-effective manner.

It is noted that Bicycle NSW have supported Council's approach ***of taking a flexible approach to path widths***, stating:

The focus must be on delivering more paths and safe crossings. A narrow path, at the bottom end of the Austroads range, can be a sensible compromise to meet active transport goals with constrained road reserves and budget. It is also important to maintain tree canopy, as shade is more important for walking and cycling comfort than path width."

We agree entirely!

8.6 Crossings

8.6.1 Overview

Providing more safer crossings, in more locations, is a fundamental objective of the Strategy so as enhance connectivity and accessibility and allow more people to walk and cycle where they need to, safely.

In addition to identifying mid-block desire lines and progressively resolving known mid-block conflict points, pedestrian and bicycle rider safety considerations should also be front and centre at all intersections.

Increasing the number of pedestrian crossings across Shoalhaven will greatly support more people - and particularly the vulnerable (children, the elderly and the less mobile) - to walk safely and efficiently to more locations such as schools shops and local services.

NSW Health also support the Strategy's actions to expand and improve signalised pedestrian crossing opportunities where other treatments are unsuitable, including identifying locations where more frequent and longer duration pedestrian crossing phases will significantly improve safety and accessibility for the more vulnerable; and where more scrambled crossing opportunities can be provided to minimise multiple crossing movements for pedestrians.

A discussion of the different type of crossings used across our active transport networks is provided in sections below.

8.6.2 Signalised Crossings

It is current TfNSW policy that all traffic signals in urban areas, and moreover wherever there is a pedestrian crossing demand, provide formal signalised pedestrian crossings on all approaches.

The provision of signalised intersections or signalised crossings (in NSW) is the responsibility of TfNSW (the function of being responsible for signals has not been delegated to Councils) even though a Council may initiate a project on its own road network.

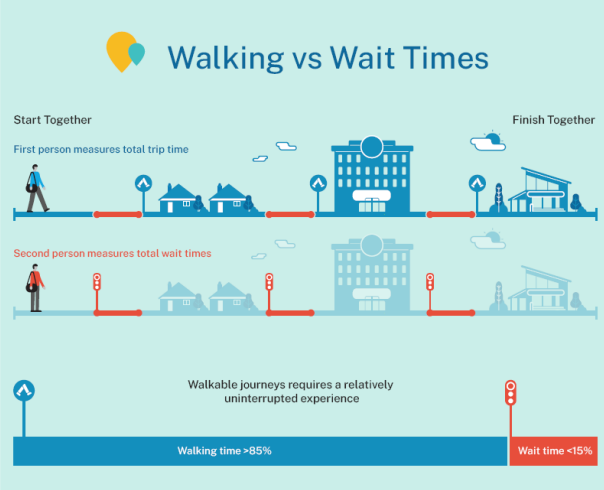
With the current backlog of signals projects across NSW though, it is typically the initial position of TfNSW to encourage Councils to exhaust all other potential crossing options in the first instance before signals are ultimately considered.

Locally initiated signals projects also need traffic studies and "*justification reports*" to be prepared in the first instance, before TfNSW can even consider a locally led project. This adds time and upfront costs, and often means that other lower order crossing treatments may need to be considered in the first instance anyway, even if signals are seen to be the appropriate medium or longer term treatment.

As discussed, signalised pedestrian crossings should always be incorporated into signalised intersections in order to facilitate safe pedestrian crossing, noting that signalised intersections are inherently located where there are different traffic movements and high traffic volumes, i.e. locations where there is a higher potential for pedestrian/vehicle conflicts.

Signal phasing should be designed in accordance with both traffic and pedestrian demand at each intersection, and wherever possible pedestrian phases should allow more than enough time for the pedestrian to safely cross the entire width of the road, and wherever possible reduce the time period between pedestrian crossing phases.

Noting also our aging population and the need to provide for those with mobility impairments, the design of signalised intersections (both existing and proposed) needs to specifically account for the crossing time required for different user groups; this should be incorporated into modelling (SIDRA for example) of signalised intersections. After all, an additional average delay to vehicles of a couple of seconds is nothing when compared to the superior safety outcomes that longer pedestrian phases provide.

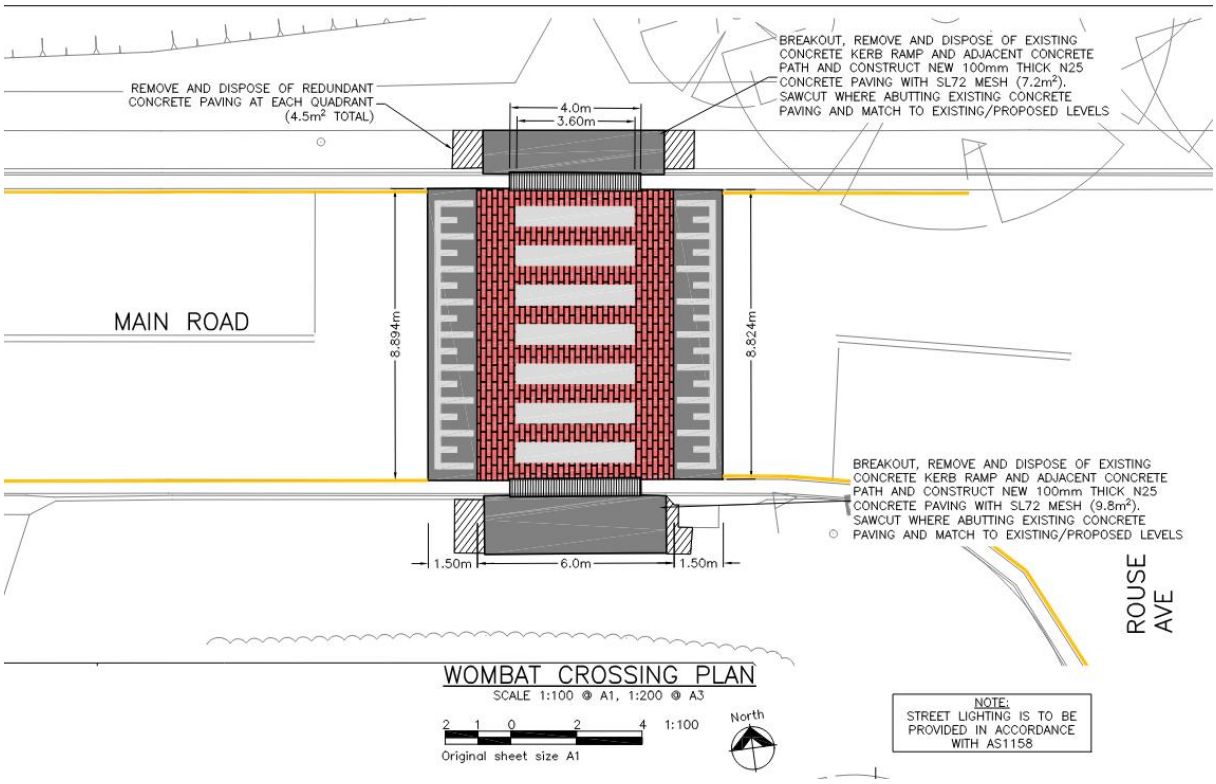


8.6.3 Pedestrian Crossings

"**Pedestrian crossings**" are one of a suite of treatments that can be used on the road network; used appropriately, they can improve safety, amenity, priority and legibility for pedestrians, as well as assist in achieveing the principles of Movement & Place for an area or length of road.

As discused previously, TfNSW utilises a number of calculations based on traffic and pedestrian volumes to determine if a pedestrian crossing is specifically “warranted” at specific location on roads operated by TfNSW; however, this warrant system is not mandatory for use on non-arterial roads operated by local Councils, i.e. the overwhelming majority of roads in Shoalhaven.

Traffic regulations require motorists to give way to pedestrians at zebra and wombat crossings, which in turn gives pedestrians greater control of their movements. However, the installation of pedestrian crossings may not necessarily improve safety at all locations, and indeed they are often unsuitable where pedestrian-vehicle volumes (and therefore conflicts) are very minor, as both pedestrians and motorists can tend to become less cautious.



As opposed to at-grade “**zebra crossings**”, wherever practicable “**wombat crossings**” – where the zebra crossing is both raised and marked – are preferable, as this helps reinforce the pedestrian priority and actively requires that motorists slow down. A raised treatment also offers superior approach sight distance for vehicles approaching a crossing, and often improves accessibility for the less mobile.

That said, a raised treatment has other implications (cost and drainage impacts for example), and accordingly there will always be some locations where an initial "at grade" zebra crossing might need to be provided to bring forward more immediate safety and accessibility benefits of a crossing, before a raised treatment might be justified in the longer term.

As discussed, while TfNSW warrants and design requirements for crossings will be referenced in planning for new or updated pedestrian crossings, many road authorities – and particularly Councils - have recently stepped away from the application of traditional warrants, following the common sense approach. One particular difficulty is trying to justify why, for example, a crossing could be built once 30 pedestrians cross a road, but couldn't be justified if there was only 29 pedestrians.

When it comes to vulnerable users, many would argue that every pedestrian is just as important; however the traditional warrants were more a means of economic justification, and at times showing little logic behind the quantum of warrant parameters.

Notwithstanding, with limited funding, the simple application of P x V makes more sense in the first instance to ensure Council is prioritising the locations with the greatest risk.

This means that when assessing the need for a formal pedestrian crossing, Council has the discretion to consider not only a simple formula of P x V, i.e. the relative volumes of pedestrians and vehicles at a given location, but also broader considerations such as proximity to schools, bus stops or other pedestrian attractors where demand may only peak for short periods each day, or be relatively low but constant over the course of the day.

The use of P x V as a specific volume threshold warrant has always been controversial, with most communities struggling to understand how locations just under threshold warrants are not prioritised, but as soon as a warrant is reached, a location all of a sudden becomes a priority; for that reason, warrants have always been treated with a level of discretion.

Notwithstanding, P x V has always been a very useful and reliable means for Councils to prioritise large numbers of crossing projects over many decades, and as such the use of P x V continues to be supported, and has accordingly been formally absorbed into the way that we prioritise our crossing projects.

8.6.4 Children's Crossings

Traditional at-grade children's crossings are usually provided near primary schools; operate during standard School Zone periods (8:00am – 9:30am, and 2:30pm – 4:00pm); and are most suited to local or lightly trafficked roads.

With reference to TfNSW guidelines, children's crossings should not be installed in roads where the 85th percentile speed exceeds 65kph; where there is insufficient visibility of the crossing, or of pedestrians using the crossing, for approaching drivers; or where traffic volumes are high.

Children's crossings and other crossings near schools which have a TfNSW Crossing Supervisor have an incidental benefit for others in the community such as elderly people or those with additional needs, who will often time their daily walks to gain the assistance of the crossing supervisor.

Children's crossings require the cooperation of the local school administration to install and remove the crossing flags for school zone times.

With specific reference to the large number of schools across Shoalhaven, Council initially set out to ensure that every single school had at least a basic children's crossing; since that goal was achieved, Council has continued a rolling program of improvements to existing crossings, including tweaking signage and line marking where required to improve safety and operational outcomes.

Council also continues to carefully examine crossings that would provide additional safety benefits by being raised or incorporate additional protections to achieve a higher level of safety, in particular where traffic volumes and speeds are higher compared to other crossings.

This program will continue as part of the broader PAMP Update initiatives, and the benefits of upgrading children's crossings to zebra or wombat crossings have been absorbed into the way that we prioritise our crossing projects.

8.6.5 Refuges

Refuges are generally used where it is difficult for a pedestrian to cross the road in one stage - or where gaps in the traffic flow so as to cross in one stage are limited - but the warrants for a higher order treatment (formal pedestrian crossing) are not met. Refuges are particularly suited to locations where pedestrian movements are spread over a length of road, where it can be impractical to physically funnel pedestrians to a single (or at least fewer) higher order crossing locations.

The design of refuges has evolved in recent years to specifically cater for all user groups, including bicycle riders, wheelchair users and those using mobility aids, as has the provision of barriers within the refuge to provide an additional level of safety. In turn, the design widths for refuges (i.e. the central standing area) have - like SUP widths - increased over time, which has again led to a number of different refuge widths across Shoalhaven.

When first introduced in Shoalhaven, refuges were designed to a minimum width of 1.2m, but refuge design guidelines have gradually increased this width, firstly to 1.5m and then to the current standard of 2.0m, which generally allows for a bicycle to be aligned across the central standing area fully clear of vehicle movements.

As with SUPs though, actual examples of below standard refuges – which are still fit for purpose – across Shoalhaven means that is appropriate for Council to consider compromises in the design of new refuges to address local constraints, particularly where there are only moderate pedestrian (and traffic) volumes when compared to other refuge locations.

Again, Council has taken the view that it is far safer to provide a crossing treatment that may not fully meet current design standards rather than providing no crossing at all, and as such we will continue to take a common sense approach to optimise safety and accessibility for the most amount of users.

8.6.6 Kerb Extensions

Kerb extensions provide for a widening of the footpath on both sides of a road to reduce pedestrian crossing distance, and are most often provided in town and village centres roads with kerbside parking, with the extension generally extending to the width of the parking lane.

The key advantages of kerb extensions include:

- A shorter crossing distance for pedestrians.
- Improved visibility between pedestrians and vehicles.
- A reduction in vehicle speeds, particularly on curvilinear alignments.
- A relatively low cost treatment.
- Better delineating parking spaces/lanes.
- Minimal effects on the movement of emergency vehicles (and indeed all vehicles) than other crossing treatments.

Kerb extensions also provide the opportunity for landscaping or seating, i.e. they also provide Place outcomes.

8.6.7 Pram Ramps

Pram ramps provide a smooth change in level between the footpath and the road surface, and allow pedestrians to move on and off the road with minimum impediment. Pram ramps are particularly essential in areas where people in wheelchairs, those with mobility impairments and those using strollers need to be catered for.

It is also important that pram ramps are aligned with the direction of travel to guide people directly across the road, and not out into the middle of an intersection; and that they incorporate Tactile Ground Surface Indicators (**TGSI**) to assist the visually impaired.

Pram ramps are also a type of treatment where standard designs often need to be revised/retrofitted to reflect actual local constraints and local road levels, including variable kerb heights, embankments, poles, drains and other utilities.

As with all our active transport projects, a standard design is always the starting point, but regardless our objective is to achieve the highest possible level of convenience and accessibility for our most vulnerable users, in turn maximising the potential for our residents and visitors to get out and get active!

It should be noted that the PAMP Interactive Mapping Tool doesn't currently show the location of every existing and proposed kerb ramp in Shoalhaven, as this would be a massive task to achieve. Notwithstanding, it still remains an objective to progressively upgrade pram ramps across Shoalhaven, and to that extent Council has, and will continue to, allocate whatever resources it can to achieve these ongoing improvements annually, including seeking to optimise any available grant funding.

These are relatively small investments, but they can make a world of difference to our most vulnerable pedestrians!

8.6.8 Pedestrian Fencing

Pedestrian fencing is sometimes installed along the kerb or in the median of some of our busier roads to reduce the potential for people to cross at certain locations, or to direct people to formal crossing facilities, in most instance simply to improve safety. Pedestrian fencing can in some instances increase journey time – for example for some trips along Princes Highway near Nowra Plaza – but only because of the need to achieve greater safety outcomes.

Occasionally, pedestrian fencing may also be required to protect pedestrians from adjacent traffic, but such cases are usually assessed on merit, and based on-site specific circumstances.

8.7 Ancillary Pedestrian Infrastructure

8.7.1 Lighting

All available research and feedback from the community indicates that safety is a key consideration in the choice of whether or not to walk/cycle rather than drive. One simple way of increasing safety is the provision of proper lighting along all active transport paths, which improves not only the feeling of personal safety, but tangibly increase the visibility of pedestrians/bicycle riders to motorists. These objectives are particularly important for elderly people and people with impaired vision who may be more vulnerable to trip hazards or feel insecure or uncomfortable in poorly lit environments.

Importantly, there will be a proportion of people that might consider – say – walking to work in the morning, but are then concerned about walking home in darkness; the provision of good lighting along our active transport paths therefore also increases the use of active trips at all times of the day and night.

Locations associated with pedestrian paths that may require a relatively high-level of lighting are at-grade road crossings (because of the potential for conflict with vehicles); and underpasses, that are often perceived to be unsafe in terms of personal security.

When locating lighting, care will be taken to minimise the impacts on adjoining residential properties (light-spill overnight), noting that such considerations can often influence the location of crossings and other active transport infrastructure.

Regardless, the provision of high quality lighting will be an integral consideration of all new active transport projects.

8.7.2 Rest Places

To encourage active trips by all user groups, it is important to consider rest places that allow walk and cycle trips to be staged in accordance with the ability of the pedestrian or bicycle rider. This generally means the provision of benches along higher demand routes (particularly those linking to and through town and village centres), supported by shade or shelter structures wherever possible.

The Australian Government is also currently investigating means of including the provision of rest places and "***resting points***" in the National Disability Standards for Accessible Public Transport 2002, with recommended provisions including:

- The design and configuration of resting point design.
- Ensuring the resting point accommodates those with mobility aids.
- Guidance on the placement of the resting point, in regard to both the spacing of resting points along pedestrian routes, and the spatial location of the resting point adjacent to the path.
- Ensuring that where there are multiple resting points, that they are placed on alternate sides of the path.

Importantly, these rest places themselves can become Places in the context of Movement & Place, and in turn not only a brief place to stop, but a place to be, even if only for a minute or two.

In the context of longer active transport routes, and in particular longer bicycle routes, consideration must also be given to ensure that the route improvements also consider rest areas; amenity; the availability of drinking water (go the bubbler!); and even yummier refreshments! This might simply mean that longer bicycle corridor design objectives ensure that routes are considered "through" towns, and not around them; this provides the convenience that longer active travel users need, whilst providing economic benefits to our towns and villages along the way!

The role of rest places in providing for our bicycle riders is examined further in **Section 9.10**.

8.7.3 Shade and Shelter

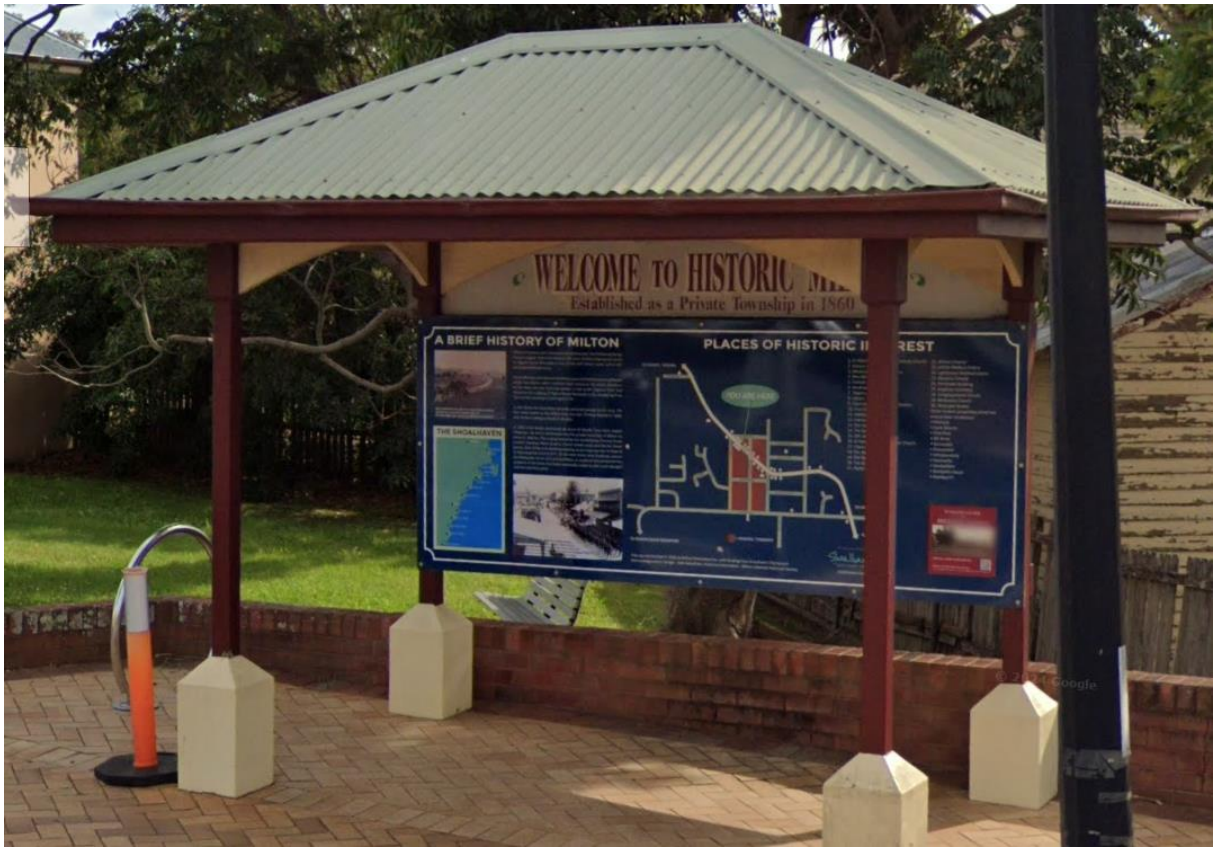
Our changing weather patterns are delivering hotter temperatures, as well as periods of heavy rain, both of which reduce the potential for active trips. As such, it is important to ensure that all pedestrian paths provide as much shade as possible through the planting of trees (or locating paths through existing canopied areas), as well as places for people to temporarily shelter from the elements, which will ideally be provided in numerous places along key paths.

8.7.4 Wayfinding

The provision of clear and legible signage is often overlooked, but is important to encourage and enhance the experience for more pedestrians and bicycle riders because – simply – its helps direct them along legible, efficient and in most instances the safest routes. Good "***wayfinding***" signage not only includes street names, but also signs directing pedestrians and bicycle riders to key destinations and places of interest, and are as vital for paths providing everyday access through towns and villages as they are for higher profile recreational routes.

In areas such as town and village centres, shopping centres and recreational facilities where many visitors will have undertaken at least the last part of their journey as a walk trip, or are navigating the area by foot, there is a particular need for pedestrian signage so as to:

- Help people orientate themselves and easily find their way to their destinations.
- Give people confidence to stray from the main tourist routes and explore more of the area.
- Help people to move easily between transport modes.
- More broadly, encourage walk trips.



Key principles of providing good wayfinding applicable to all active transport modes are summarised in Tabel 5.1 of GTM Part 10, which is reproduced below.

Table 16: Wayfinding Principles

Principles	Guidelines
1. Focus on the users: users need signage that is coherent and reliable 2. Reduce clutter: have fewer but better positioned signs in the streets 3. Disclose information progressively: the user should be given enough information to achieve the next stage of their journey, but not so much detail that they become confused 4. Create connectivity: by linking one location to the next through signing, visitors can move freely and confidently from one place to another and from one transport mode to another 5. Be consistent: signage should carry consistent, predictable and reliable information 6. Use resources efficiently: work with other agencies to deliver and maintain improved signage.	1. Design signs to aid users, not promote providers 2. Keep it simple 3. Provide users with a hierarchy of destinations 4. Sign via key access routes 5. Help visitors explore 6. Only sign within a walking distance 7. Continue signing to destination 8. Don't sign the obvious 9. Don't sign to destinations behind the reader 10. Sign to closer destinations ahead of those further away 11. Sign to high priority destinations ahead of low priority destinations 12. Sign to suburbs and precincts where this is more concise 13. Avoid signing to destinations within another signed destination 14. Avoid signing diagonally across a road grid 15. Sign across intersections where needed 16. Direct visitors via safe/preferred routes.

Source: GTM Part 10

Directional and wayfinding signs are critical elements of any transport system to help people find their way around the network and make full use of pedestrian infrastructure. Signs can:

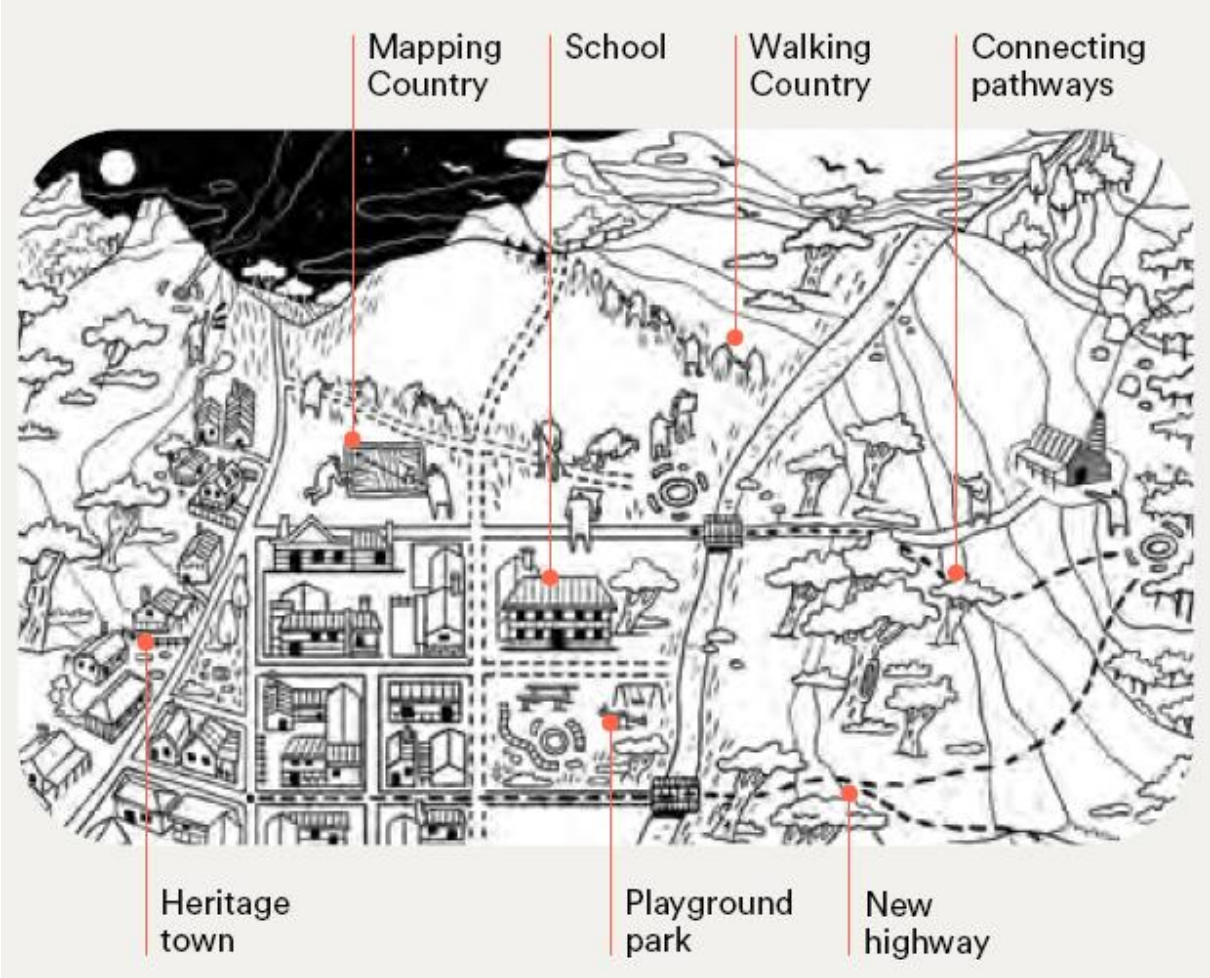
- Indicate the legal status of a facility (bike lane signs, SUP signs),
- Regulate safe use (Stop, Give Way and parking signs)
- Warn of potential hazards (steep descent, slippery when wet, road ahead signs)
- Of course, guide pedestrians to their destinations.

An effective system of directional signage can facilitate and legitimise the many and various trips which pedestrians make every day.

Wayfinding solutions aim to provide the right information at the right time (or location), enabling people to easily build a mental map of an area, making the local environment legible and more easily navigated, and in turn increasing the user experience and pleasure.

As discussed, it is essential that we encourage more active trips to help reduce pollution and climate change, while at the same time improving our health. In addition, a pedestrian (or bicycle rider) is more likely to be a local consumer than someone driving by, which has direct benefits to the local economy, particularly for local shop owners.

Simply assisting people with clear directions is therefore an excellent way of encouraging more active trips.



8.8 Additional Resources

8.8.1 Pedestrians First: Tools for a Walkable City

Pedestrians First provides an assessment tool based on a range of metrics that allows for a better understanding of the features that promote in different urban environments.

Pedestrians First can be applied to all types of city, and moreover the different environments within each city, which it classifies as Citywide, Neighbourhood and Street Level environments, each of which has a different core function, target audience and purpose, and in turn different expectations in regard to active transport infrastructure.

Some of the key principles of Pedestrians First – which closely align with Movement & Place principles - include:

- **Footpaths:** The most basic feature of urban walkability is complete, continuous, and safe footpath networks that provide clear protection from vehicles and are accessible to all people, including those with disabilities.

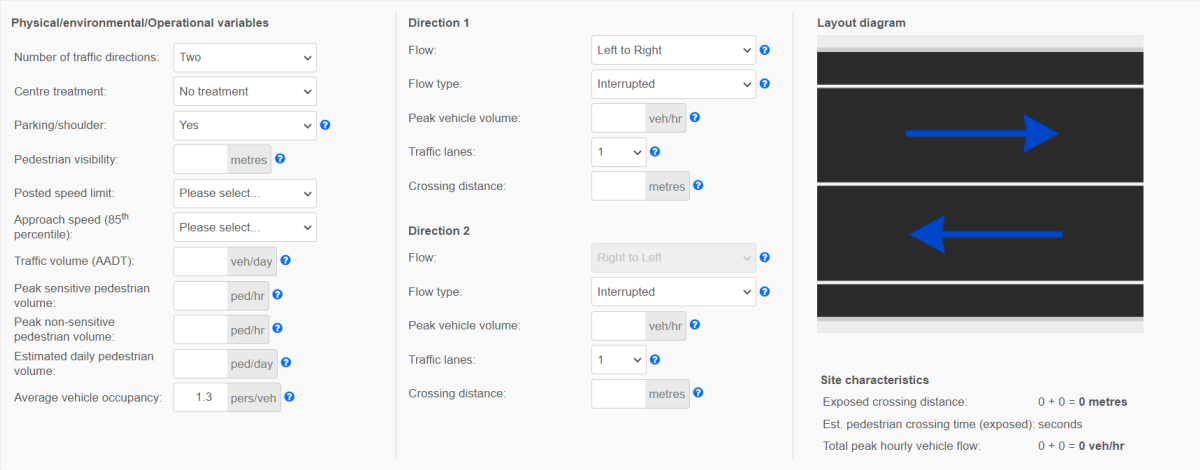
- **Crossings:** Crossing are necessary for safely connecting the footpath network across vehicle traffic and are a critical part of making walkable areas accessible to all people, including those with disabilities.
- **Visually Active Frontages:** Visually active frontages promote safety from crime in walkable areas through informal observation and surveillance by people inside buildings. This is often described as "***eyes on the street***".
- **Permeable Frontages:** Footpaths that are lined with continuous ground-floor activity and services have fewer zones of inactivity, thereby creating a more attractive walking environment.
- **Shade and Shelter:** Shade and shelter help to make the walkable environment more comfortable and more accessible by protecting pedestrians from heat, rain, and other elements.
- **Small Blocks:** Small blocks reduce trip distances, making walking more convenient for trips.

COMPONENT	DESCRIPTION	TARGET POPULATION	PURPOSE	TYPE OF INTERVENTION
CITYWIDE WALKABILITY COMPARISION	Database of high-level, easy-to-measure qualities of a metropolitan area that facilitate walkability.	• Decision-makers • Advocates • Planners and policymakers	• Facilitate comparisons • Foster understanding • Track progress • Disseminate data	• Urban planning • Zoning • Growth control policies • Subdivision planning
NEIGHBORHOOD WALKABILITY ASSESSMENT	Analysis and data collection tool for accurate and detailed measurement of neighborhood-level walkability.	• Technical practitioners • Technical advocates • Local advocates	• Foster understanding • Facilitate consistent measurement • Facilitate tracking • Facilitate comparisons	• Urban planning • Zoning • Building regulations • Street design
STREET-LEVEL WALKABILITY DESIGN CHECKLIST	Checklist of the detailed design solutions that facilitate walkability at the block level.	• Technical practitioners • Technical advocates • Local advocates	• Foster understanding • Give guidance for implementation and evaluation	• Street design • Urban design

8.8.2 Australasian Pedestrian Crossing Facility Selection Tool

The Crossing Selection Tool is an online resource that allows for the assessment of the viability of different types of crossing facilities according to the physical and operational parameters of a site and its safety performance.

The Crossing Tool requires inputs relating to a specific existing or proposed crossing locations, such as pedestrian and traffic volumes, vehicle speeds, crossing distance and crash history. It then evaluates different crossing types based on pedestrian and vehicle delays, pedestrian level of service, and – based on default economic parameters developed for different jurisdictions – a BCR to assist Council in its determination of and what type of crossing is viable.



The Crossing Tool can assess raised crossing, kerb extensions, median refuges, zebra crossings, signals and grade separated crossings, or combinations of these different type of crossing.

As discussed in regard to signalised crossings, at the end of the day there are a number of additional considerations when assessing the need for a formal pedestrian crossing, but the Crossing Tool is a valuable resource for Council in the initial investigation of all crossing projects.

8.8.3 Healthy Streets

Healthy Streets provides a checklist that can be used to assess how a street performs again a specific set of indicators, and in turn whether the road meets the requirements of people or if interventions are required; it is intended to identify deficiencies in existing roads, as well as assist in the design of new roads.

Healthy Streets also provides strategies by which to make roads safer and more accessible for all active trips, which are important for consideration in evaluating project objectives and outcomes.

Is there a step free crossing facility on every arm of every intersection?		
		Score
3	For streets with more than 200 motor vehicles in the peak hour there is a step free, light-controlled or zebra crossing facility on every arm of every intersection. For streets with fewer than 200 motor vehicles in the peak hour there is a step free crossing facility on every arm of every intersection.	
2	Each arm of every intersection can be crossed, step-free in either 1 or 2 stages.	
1	There is a light-controlled or zebra crossing facility which is 2 or more stages or there is a non-light-controlled crossing facility that is not on the walking desire-line (diversion of 10 degrees from desire line)	
0	There is any arm of any intersection that is missing a step free at-grade crossing facility or there is a roundabout (with or without step-free crossing facilities).	

Source: Healthy Streets

8.8.4 Walkability Index

"***Walkability***" measures the ease of walking in an area. Neighbourhoods with shops and services to walk to; small blocks and good street connectivity; and higher population densities tend to be more walkable, and in turn discourage driving and increase walking, bicycle riding and active transport use. The Walkability Index considers the proximity of access to daily living destinations; dwelling densities; and street connectivity.

Council is currently considering the preparation of specific Walkability Index studies (prepared by the Australian Urban Observatory); notwithstanding, these same principles have been inherently incorporated into the proposed new Active Transport Scoring Criteria (see **Section 10**).

8.8.5 Community Walking Campaigns

Community campaigns can play a key role in encouraging more people to walk every day, and educate them of the benefits and safety aspects of walking.

Council already undertakes a number of local campaigns designed to increase walk trips and improve the safety of all pedestrians, but to maximise the potential of these campaigns it is essential that there is close coordination between such initiatives and the physical roll-out of new pedestrian infrastructure, i.e. it is essential that the community is aware of the work that is being done; the opportunity for walk trips that these new projects bring; and moreover the spark to imagine an most walking friendly environment in the future.

Examples of community campaigns include:

- **Road Safety Awareness:** These campaigns - which can often include representatives of NSW Police and TfNSW - are generally directed at the most vulnerable pedestrians, and particularly children and school students, and include practical assistance and advice for negotiating different situations, such as where to cross a busy road. These campaigns can provide both written material and in school visits; see what's available at https://www.transport.nsw.gov.au/roadsafety/resources

- **Safe Routes to School:** The Safe Routes to School Program aims to make walking safer and easier, and encourage parents and students to choose active transport for the daily trip to and from school.

  The benefits of walking to/from school include increased physical activity, better concentration in class, and improved well-being through a degree of independence. This is particularly important at a time when the health of many of our children is below appropriate norms, one of the specific causalities of more and more sedentary activities (screen time) rather than physical activities.

  Of course, encouraging more walking in general for the trip to and from school also assists in reducing car congestion and parking around our schools, further enhancing their general amenity and safety.

  Campaigns can be run in conjunction with school staff as a school project, with students and parents identifying any constraints/obstacles to walking and in turns means of overcoming those obstacles.

Further guidance is available from the NSW Government's Good for Kids website at https://www.goodforkids.nsw.gov.au/primary-schools/physical-activity/active-travel/.

8.8.6 Council Campaigns

As discussed, Council is committed to promoting the PAMP Update to the entire community, and will actively do so in numerous ways, including:

- Promoting the PAMP web page and PAMP Interactive Mapping Tool as often as possible.
- Linking the PAMP Update with broader strategies, policy, social and health initiatives.
- Encouraging events that promote walking (for e.g. Walk to Work Day) and the like.

Learn more about Council's active transport promotions via the PAMP webpage.

8.8.7 Driver Awareness and Education

As discussed previously, there can be a lack understanding of pedestrian rights and needs by many drivers, particularly in locations where the broader roadway is shared, or at informal crossing locations, that can inhibit pedestrian movement and provide a disincentive to walking.

Motorists need to be better educated and made aware of pedestrians (and bicycle riders), especially when turning into a side road; when driving across the footpath to access a driveway; at zebra crossings; and in areas where there are large numbers of pedestrians (particularly children or elderly people). These rules can be reemphasised using both local and Stage Government campaigns, as well as ongoing improvements in our vehicles licencing programs.

Read more about it at https://www.nsw.gov.au/driving-boating-and-transport/roads-safety-and-rules/bicycle-safety-and-rules.

8.8.8 Enforcement

Illegal manoeuvres and parking by motorists can cause significant problems – including of course injuries - for pedestrians; these actions often include parking on the pavement, double parking, or not using the indicators at roundabouts and speeding, and all too often occur around our school and in town and village centres.

Council officers have the power to enforce many safe (and legal) driving and parking practices, but also works with NSW Police where significant safety issues are identified.

8.8.9 Additional Information

More information on a number of NSW Government policies relating to the broader use of our roads and active transport paths is available from the TfNSW website; check out:

https://www.transport.nsw.gov.au/roadsafety/road-users/drivers/sharing-road

https://transportnsw.info/travel-info/ways-to-get-around/walking-bike-riding

9 Bike Plan Update

9.1 Overview

Bicycle riding is an essential part of the broader transport network, and certainly one of the most social, accessible and sustainable mode of travel. Bicycle trips can service almost all trip purpose across the day, particularly in local urban areas, and of course are terrific for both fitness and recreation!

Along with promoting bicycle riding as a viable travel option, the Bike Plan Update is designed to make bicycle riding – simply – safer and easier for everyone in the community, and for bicycle riders of all abilities. This requires not only an assessment of bicycle rider demand locations and the bicycle facilities available (or moreover not available), but also of key factors assisting or hindering achieving our bicycle trip objectives.

The Bike Plan Update also recognises existing "***popular routes***" and "***connector routes***" and proposed extensions of these routes, not just for the cycling enthusiasts, but for the broader community, to highlight any immediate safety improvements or proposed improvements. Moreover therefore, the Bike Plan Update is more than just a means of identifying new bicycle routes, but also identifies existing bicycle infrastructure that requires upgrades or the like to service new and/or increased bicycle rider demands.

It is again important to note that the Bike Plan Update is designed to fit seamlessly within the broader Strategy, along with the PAMP Update, to provide a comprehensive way forward in increasing all active trips.

9.2 Bike Plan Update Objectives

The underlying objective of the Bike Plan Update is to encourage a greater use of bicycle trips by residents, workers and visitors across Shoalhaven for bicycle riders of all ages and abilities, and to provide for mobility equity by catering for all types of bicycle rider. Not only does bicycle riding provide significant health and well-being benefits, but it also fundamentally reduces the demand for vehicle trips.

9.3 Developing the Bike Plan

In determining the scope of works and assessment tasks required to prepare the Bike Plan Update, our first resource has been the Bike Plan Guide developed by RMS in 2012.

While the Bike Plan Guide remains very relevant to bicycle planning, particularly at the local government level, the Bike Plan Update also references the most up-to-date bicycle planning guidelines and tools available.

Similarly, the Bike Plan Update has been developed with reference to Bike Plan 2013; while the principles and strategies provided in Bike Plan 2013 remain current and relevant to the broader discussion of bicycle planning, the need for revisions (implemented in this Bike Plan Update) are based on:

Phase	Step
A: Preliminaries	1. Budget, staff and timing 2. Set up a management team 3. Review your existing planning and delivery documents 4. Review the land use planning context 5. Set your objectives 6. Prepare a project brief 7. Determine your bike plan's structure 8. Work with your communications team
B: Preparing the bike plan	1. Collect data to understand cycling in your area 2. Assess existing routes and infrastructure 3. Identify proposed routes 4. Map a network of routes 5. Plan and design for cyclists' requirements 6. Set priorities for the network 7. Estimate the costs and benefits of your bicycle program 8. Promote cycling in your area 9. Promote road awareness and safety 10. Encourage employer programs 11. Identify funding streams 12. Establish an implementation plan 13. Review bike plan development
C: Finalising the bike plan	1. Publicly exhibit your draft bike plan 2. Finalise your bike plan 3. Launch your bike plan

- Creating a framework that is consistent with the latest Council and NSW Government guidelines and strategies, including the new Active Transport Strategy.
- Considering bicycle projects in the context of the new Active Transport Scoring Criteria, and in turn undertaking a detailed review of all bicycle projects, including the removal of completed projects, and the consolidation of remaining projects into a single Active Transport projects list.

With reference to **Section 10**, the new Active Transport Scoring Criteria is based in large part on the former Bike Plan 2018 Scoring Criteria, just expanded a little to morph it into an Active Transport Scoring Criteria that can be applied to all Active Transport projects. Having separate criteria never worked when there was essentially one bucket of "active transport" grant funding up for grabs; however, and with reference to **Section 10**, it is noted that the former project priority outcomes that referenced the Bike Plan 2018 Scoring Criteria haven't changed to any significant degree, and indeed many of those higher priority projects have been completed, and more bicycle projects added as they are identified.

9.4 Bicycle Facilities for Specific Locations

9.4.1 Overview

While the Bike Plan Update provides guidance for the provision of bicycle facilities across the Shoalhaven for bicycle riders of all abilities, it is important to consider some the locations where the provision and/or design of bicycle facilities is particularly important, as discussed in sections below.

9.4.2 Parks and Reserves

With high levels of Place intensity and low levels of Movement function, parks and reserves provide people with attractive and pleasant environments for bicycle riding entirely separated from vehicle traffic, and in turn attracting bicycle riders of all ages and abilities. Notwithstanding, increased levels of bicycle riding can impact on the environment, and as such must be managed in line with relevant legislation to ensure the area is safe and enjoyable for all.

For bicycle facilities in parks and reserves, special consideration will be given to:

- Conflicts between bicycle riders and pedestrians.
- The provision of gentle gradients and smooth surfaces.
- Providing clear sight lines through the elimination of blind or sharp corners.
- Incorporating bicycle parking, rest places and other ancillary infrastructure (such as seats and bubblers).

In 2021, as part of the NSW Government's Covid response - and in recognition of more and more people needing to get out and about and “Active” - National Parks and Wildlife Service updated its Policy and associated strategies relating to bicycle riding in National Parks, stating:

“The Cycling policy has been updated in parallel to the cycling strategy. It acknowledges that cycling, including mountain biking, is a popular and healthy recreational activity that can raise awareness, appreciation and understanding of the natural environment.

It also recognises that cycling can impact park values and other park users and must be managed consistently with relevant legislation and the objectives for which a park is reserved.”

This is of course not dissimilar to how Council needs to manage our own parks and reserves.

9.4.3 School zones

As discussed in the PAMP Update, under the NSW Roads Act younger people up to an including 16 years of age, as well as accompanying adults if required, are permitted to ride on the footpath, which heightens the importance of providing an environment that is both bicycle and pedestrian friendly. Footpaths in the immediate vicinity of schools often have an intense Movement function during drop-off and pick-up peaks, which needs to be taken into consideration when planning and designing all paths in proximity to schools.

When the NSW Government increased the age of those able to ride on footpaths, it was also seen as a COVID response, and again a realistic and common sense approach to getting more younger people out and active safely using off-road paths, which of course has led to a significant increase in younger people and accompanying adults riding on our footpath network. However there hasn’t been a commensurate increase in funding to construct more footpaths and/or make existing footpath networks safer (through widening etc).

This has of course increased the pressure on Councils across NSW – and particularly regional NSW - to provide new, readily identifiable active transport infrastructure even though the bang for buck projects can often provide the greatest benefits to the most bicycle riders (and pedestrians) in the short term,

For bicycle facilities in and around schools therefore, special consideration will be given to:

- Behavioural awareness and bicycle safety education programmes as part of any infrastructure changes.
- Widening footpaths as far as possible to accommodate congestion during school drop-off and pick-up peaks.
- Maximising sight distance on approaches to crossings.
- Clearly designating unsignalised crossing points to provide priority to all active transport users.

- To as great an extent as possible, linking SUPs or bicycle paths to the existing bicycle network to enable safe and connected journeys.
- Providing bicycle parking facilities that are appropriately sized for both younger and older students.

9.4.4 Main streets

With high Place intensity and a Movement function, bicycle facilities along Main Streets need to be carefully designed to provide the safest and most appropriate outcome for all users, including bicycle riders, pedestrians and motorists. For bicycle facilities in and around main streets, special consideration will be given to:

- Potential conflicts between bicycle riders and pedestrians, particularly in areas with large amounts of active frontage.
- The placement of service/delivery vehicle parking/loading areas outside of the active area of the street.
- Bicycle parking opportunities at numerous locations along the street.
- The incorporation of amenity improvements through planting of street trees and/or garden beds etc, and the provision of outdoor seating and dining areas.
- The provision of special bicycle parking zones for certain businesses with short-term bicycle parking needs, such as food delivery and courier businesses.
- Communication and signage to alert bicycle riders and motorists to new (and potentially unfamiliar) bicycle infrastructure, especially when providing new bicycle facilities.

9.4.5 Industrial zones

With generally limited Place intensity and a higher volume of heavy vehicles, industrial areas do not provide ideal environments for bicycle facilities. The quality of the road surface may also be poor due to intense use by heavy vehicles, and the limitations of heavy vehicle design creates known blind spots which may result in bicycle riders not being seen by a heavy vehicle driver.

Notwithstanding, there is the opportunity to provide high-quality bicycle facilities within industrial zones, particularly when industrial zones are redeveloped/rezoned into residential or commercial areas or – as is the case in Shoalhaven - the distance between urban areas and industrial areas in South Nowra and Nowra Hill is eminently cyclable!

For bicycle facilities in industrial areas, special consideration will be given to:

- Separating bicycle facilities from vehicle traffic to reduce the potential for conflicts with heavy vehicles.
- Prioritising cycle access across industrial side streets and driveways.
- Providing open sight lines and high levels of visibility between bicycle riders and motorists, particularly at wide industrial driveways.
- Maximising social safety and security, particularly at night due to lack of active uses and insufficient lighting in many industrial area.

9.4.6 Recreational Routes

Shoalhaven is fortunate to have dozens of higher order roads with relatively moderate traffic volumes that in turn make them appropriate for use by more experienced bicycle riders, particularly for recreational cycling (with recreational bicycle rider numbers increasing year by year) especially higher priority "popular routes" and "connector routes" emphasised in the Bike Plan Update, as well as our broader regional road network including, but not limited to, our extensive coastal village access road network.

With reference to **Section 9.9.3** below, Council has specifically targeted improvements in these roads since the release of Bike Plan 2013 so as to provide wider, sealed shoulders and appropriate warning signage, and in the future special consideration will be given to:

- Incorporating shoulder widening and sealing in all road upgrade and maintenance projects.
- Providing advance warning signage and road pavement marking along all key recreational routes.
- Investigating specific roads or sections of road where a higher order bicycle facility might be provided based on bicycle rider and traffic volumes.
- Providing high quality wayfinding signage across the recreational bicycle network.

Shoalhaven also contains destinations for locals and tourists to enjoy the many lovely parks, open spaces, beaches and river foreshores. Walking and bicycle riding infrastructure is an integral part of enjoying these open spaces, and linking the recreational with “local travel” infrastructure is therefore very important.

Recreational paths can sometimes double as active transport links which may not necessarily follow the road network, but offer walkers and riders an attractive diversion, away from traffic and within a beautiful setting - the perfect blend of “active” and “transport"!

9.5 Footpaths and Shared User Paths

A detailed discussion of the design and use of footpaths and SUPs for bicycle riders is provided in the PAMP Update (**Section 8.4** and **Section 8.5** respectively).

It is again noted that - given the relatively moderate user demand of both bicycle riders and pedestrians across Shoalhaven - the provision of SUPs wherever possible is one of Council’s key objectives so as to provide equally for all active transport users.

9.6 Off-Road Bicycle Path Design Considerations

9.6.1 Cycleway Toolbox

The Cycleway Toolbox provides guidance on how to design roads for bicycle e trips and micromobility. This includes a range of best practice designs suitable for both on and off-road environments which can then be tailored to a specific environment.

The Cycleway Toolbox identifies 6 key principles that need to be met when designing bicycle paths, including:

- Safety.
- Connectivity.
- Directness.
- Attractiveness.
- Comfort.
- Adaptability.

These principles assist in effectively integrating bicycle facilities into urban and suburban environments in a balanced manner that appropriately considers the range of requirements/demands in our roads, including different road users and their different capabilities, as well as Movement & Place outcomes.

Notwithstanding, the Cycleway Toolbox also recognises that there are numerous other issues to consider when planning bicycle paths, including local context; the availability of useable space; the presence of driveways and side streets; on-street parking; the level of pedestrian activity; and the anticipated demand for the bicycle path. These issues are examined further in sections below.

9.6.2 Facility Types

The Cycleway Toolbox identifies two levels of "***facility types***", including:

- "***Priority Routes***" are those serving a regional function and/or catering for higher levels of bicycle riding demand. Due to their higher order function, and to support bicycle rider safety, off-road bicycle paths are identified as the "***required***" facility type along priority routes.
- "***Local Routes***" are those that provide "***first-mile***" and "***last-mile***" connections to local destinations and networks of priority routes, and cater for lower levels of bicycle rider demand. Bicycle paths and "***quietways***" are the preferred facility types on local routes, but SUPs may also be suitable ("***but not preferred***") where pedestrian and bicycle rider activity, as well as cross-cycleway movements, are low.

These facility types are not that dissimilar to our priority "popular routes" and "connector routes" as emphasised in the Bike Plan Update, and can be extended to our broader regional road network, again including, but not limited to, our extensive coastal village access road network.

The preferred bicycle facilities for different types of street referencing the Movement & Place typology (**Section 5.5**) are shown in Figure 2.2a and Figure 2.2b of the Cycleway Toobox for priority and local roads respectively, and are reproduced below.

Figure 31: Priority Routes Selection Tool

Street typology (Movement and Place)	Civic space	Local street	Main street	Main road
Motor vehicle speed	≤10 km/h	≤30 km/h	≤50 km/h	>50 km/h
Motor vehicles / day	n/a	≤2,000	>2,000	n/a
Bicycle path (One and two-way)		●	●	●
Quietway		●		
Shared path (Low pedestrian activity and low cross-cycleway movement)				
Shared path (High pedestrian activity or high cross-cycleway movement)				
Shared zone	○			

● Required for priority routes ○ Suitable, but not preferred for priority routes

Source: Cycleway Toolbox

Figure 32: Local Routes Selection Tool

Street typology (Movement and Place)	Civic space	Local street	Main street	Main road
Motor vehicle speed	≤10 km/h	≤30 km/h	≤50 km/h	>50 km/h
Motor vehicles / day	n/a	≤2,000	>2,000	n/a
Bicycle path (One and two-way)		●	●	●
Quietway		●		
Shared path (Low pedestrian activity and low cross-cycleway movement)		○	○	○
Shared path (High pedestrian activity or high cross-cycleway movement)				
Shared zone	○			

● Required for priority routes ○ Suitable, but not preferred for priority routes

Source: Cycleway Toolbox

9.6.3 Gaining Space

Importantly, the Cycleway Toolbox not only considers new bicycle paths, but also how existing roads can be retrofitted or otherwise changed to allow for the provision of stand-alone bicycle paths; the means by which this can be achieved are detailed in Figure 2.1 of the Cycleway Toolbox, which is reproduced below.

Figure 33: Strategies and Design Implications for Bicycle Facilities

Strategy	Approach	Design implications
Assess and prioritise movement and place functions for all modes	Prioritise people walking and cycling	• Reduce number of traffic or parking lanes • Introduce one-way flows for motorised traffic • Reduce traffic lane widths
	Adjust road space allocation	• Allocate more road space to pedestrians and people cycling, to align with strategic priorities
Reduce traffic flow	Filtered permeability	• Close off streets to through traffic, while maintaining connectivity for people walking and cycling
	Introduce one-way flows for motorised traffic	• Allow contraflow cycling
Reduce traffic speed	Traffic calming devices	• Flat-top speed humps with gentle ramp gradients • Speedometer
	Road diet - intersections	• Reduce intersection size • Reduce crossing distance at intersections • Protected intersections • Provide lead time for people cycling and walking
	Road diet - roads	• Reduce road width (physically, or with linage) • Install kerb blisters / kerb extensions
Improve crossings for people walking and cycling	Prioritise pedestrian and cycling movements over motorised traffic	• Raised top pedestrian and cycling crossings at unsignalised crossing points • Provide lead time and / or automated signals for people cycling and walking at signalised crossing points
	Remove slip lanes	• Reduce traffic speed and offer additional space to store waiting pedestrians (increasing safety)
Reduce speed limit to 30 km/h or below	Adjust environment and infrastructure to provide visual cues on appropriate speeds	• Introduce traffic calming measures • Install kerb buildouts

Source: Cycleway Toolbox

Similar means by which to achieve space for bicycle facilities are summarised in Table 3.3. of the Bicycle Guide, which is reproduced below.

Table 17: Common Methods for Gaining Bicycle Operating Space

No	Method	Application	Comments
1	Removal or remarking traffic and/or parking lanes	Resizing road lanes to provide either visually separated bicycle lanes or kerbside lanes wide enough for sharing	Positioning of linemarking in relation to existing conditions (road joints, drainage, parking restrictions, sightlines etc)
2	Upgrading service roads	Marking service roads to include visually separated bicycle operating space	Special attention to parking, driveway access and entry/ exit points to maintain bicycle facility continuity
3	Bicycle lanes on one side of road only	On uphill roads with limited width a bicycle lane is provided on the uphill side only	Bicycle riders need separated operating space when climbing but can easily share road space on downhills
4	Sealing shoulders	On rural roads and unkerbed urban roads	Bicycle shoulder lanes can also be fitted to kerbed urban roads with parking provision
5	Converting footpaths to shared paths	For off-road bicycle/pedestrian route within the road corridor	Suitable for off-road one-way pairs or two-way shared path on one side only
6	Indenting car parking	Where footpath space is available	Preserves parking and permits straight through kerbside bicycle lanes at intersections.
7	Car parking on one side of road only	By removing a parking lane from one side of road only to create bicycle operating space	Reduces parking. Can be used in conjunction with angle parking schemes in adjoining side streets to preserve existing parking space availability.
8	Road-widening at median	Where median space is available	Move other lanes in to median to create bicycle operating space at kerb
9	Road-widening at the kerb	To add bicycle operating space in the form of increased width of the kerbside lane or by adding a bicycle lane.	Best used where number of driveways and side streets is at a minimum to reduce overall costs.
10	Creating an off-road bicycle path	Two-way on one side only or one-way pairs	Recommended option where traffic speeds and volumes are high

Source: Bicycle Guide

Importantly therefore, it must be acknowledged that when providing new or upgraded bicycle facilities, it is likely that some other part of the broader road reserve will need to be compromised, for example kerbside parking on one side of the road may need to be removed. This certainly isn't the end of the world (!), particularly as we look to relocate parking outside the core of our towns and villages, providing not only space for bicycle facilities, but also space for Place!

Again, these decisions can't be taken lightly, and need to also be made within the context of Council's accompanying parking strategies, so that parking isn't compromised unreasonably. On-street parking currently provides a significant percentage of total parking capacity in our towns and villages, such that we still need to meet minimum – sustainable – parking provisions. The provision and design of bike racks and other bicycle parking infrastructure is further addressed in Austroads; Australian Standards; and Council's own DCP Chapter G21.

Let's face it, it's going to take a long time to slowly transition to a more sustainable active transport future, but as active trips increase, and more opportunities for the consolidation of car parks on the periphery of towns and villages become available, there is no reason why we can't aim big!

At the end of the day, there are significant constraints and challenges faced by Council's when trying to retrofit separated bicycle lanes into historic road reserves and traffic infrastructure. In most cases, treatments may not comply with current standards "in all respects", but - subject to carefully management of parking supply/demand - some carefully designed and managed compromises (the common sense approach) could deliver very significant active transport benefits and the enhanced safety and accessibility that comes with a separation from traffic.

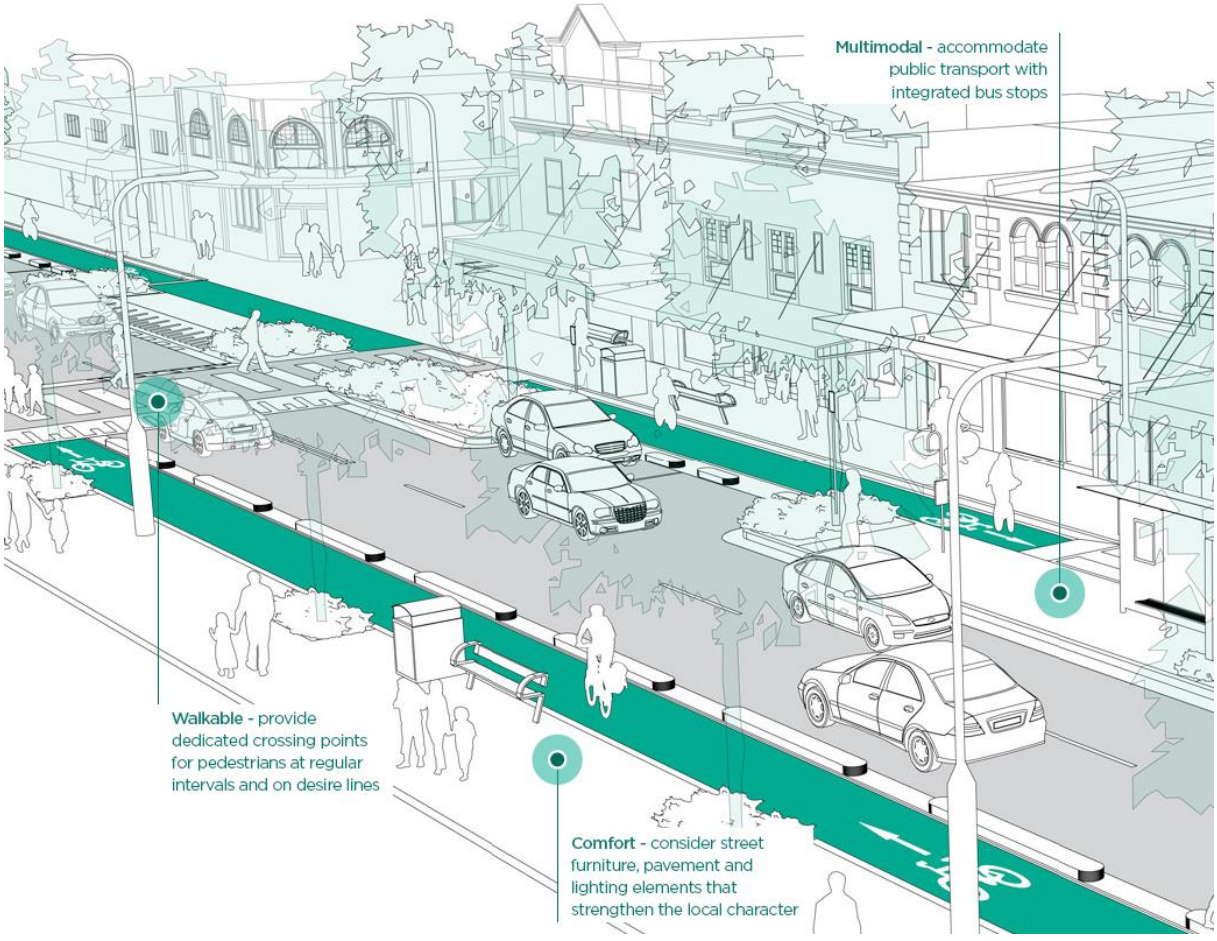
Again, when balancing the pros and cons, in most cases such solutions are far better than having no active transport route at all.

9.7 Off-Road Bicycle Paths

9.7.1 One-Way Bicycle Paths

The recommended design of priority routes in the Cycleway Toolbox is a one-way bicycle path on both sides of the road, physically separated from vehicular and pedestrian traffic, and for the exclusive use of bicycle riders and [potentially] other micromobility devices.

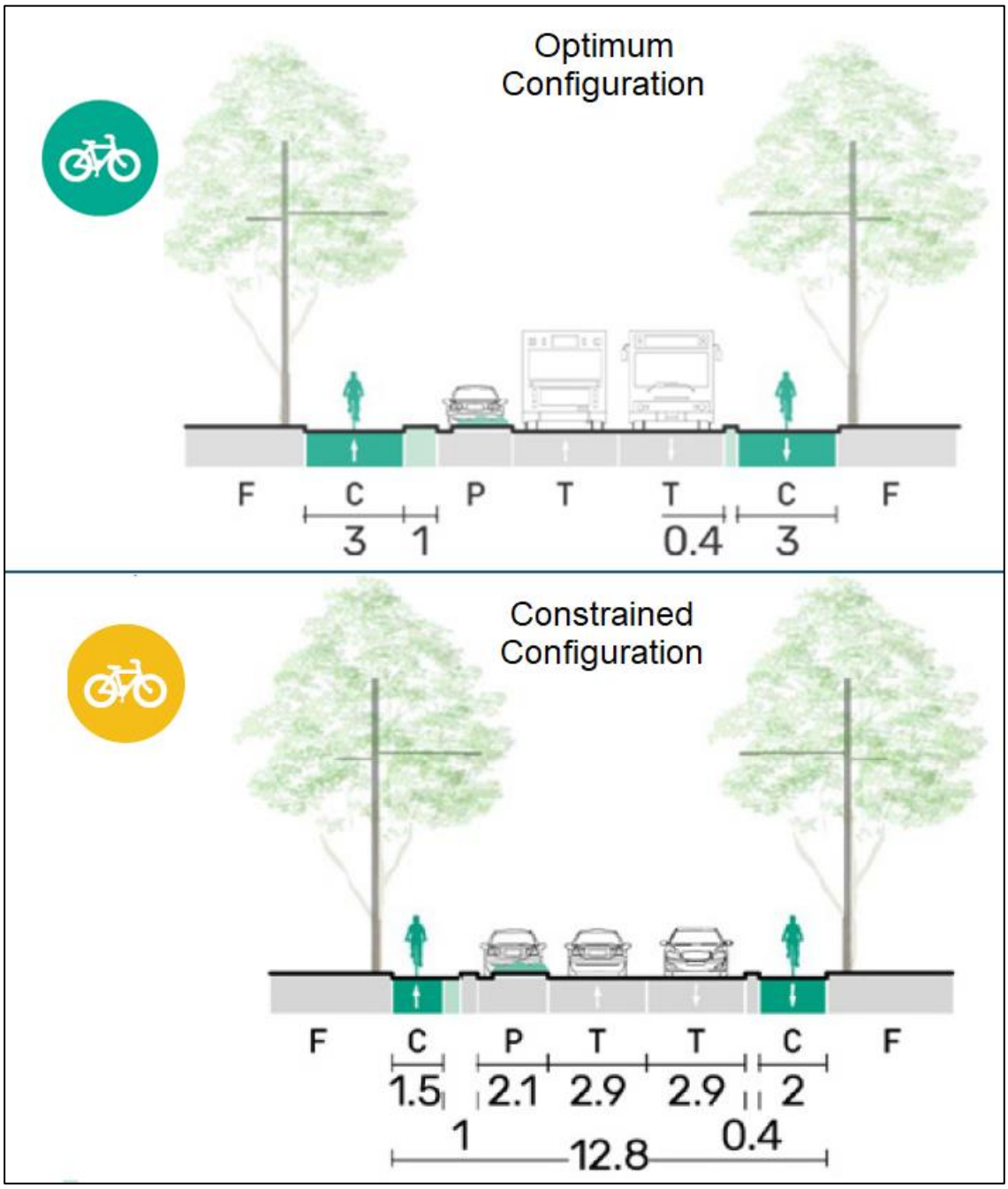
One-way bicycle paths minimise conflict and the risk of injury for all road users, as well as maximising the ease, safety and legibility of bicycle riding.



Introducing one-way bicycle paths into an existing street requires a reconfiguration of "***spatial operations***"; as much as possible, designs aim to fit bicycle paths within existing kerb alignments and minimise impacts on footpaths and other essential services (stormwater, lighting, electrical etc).

The optimum and constrained road profiles that provide one-way bicycle paths are shown in **Figure 34**.

Figure 34: Optimum and Constrained One-Way Bicycle Path Road Profiles

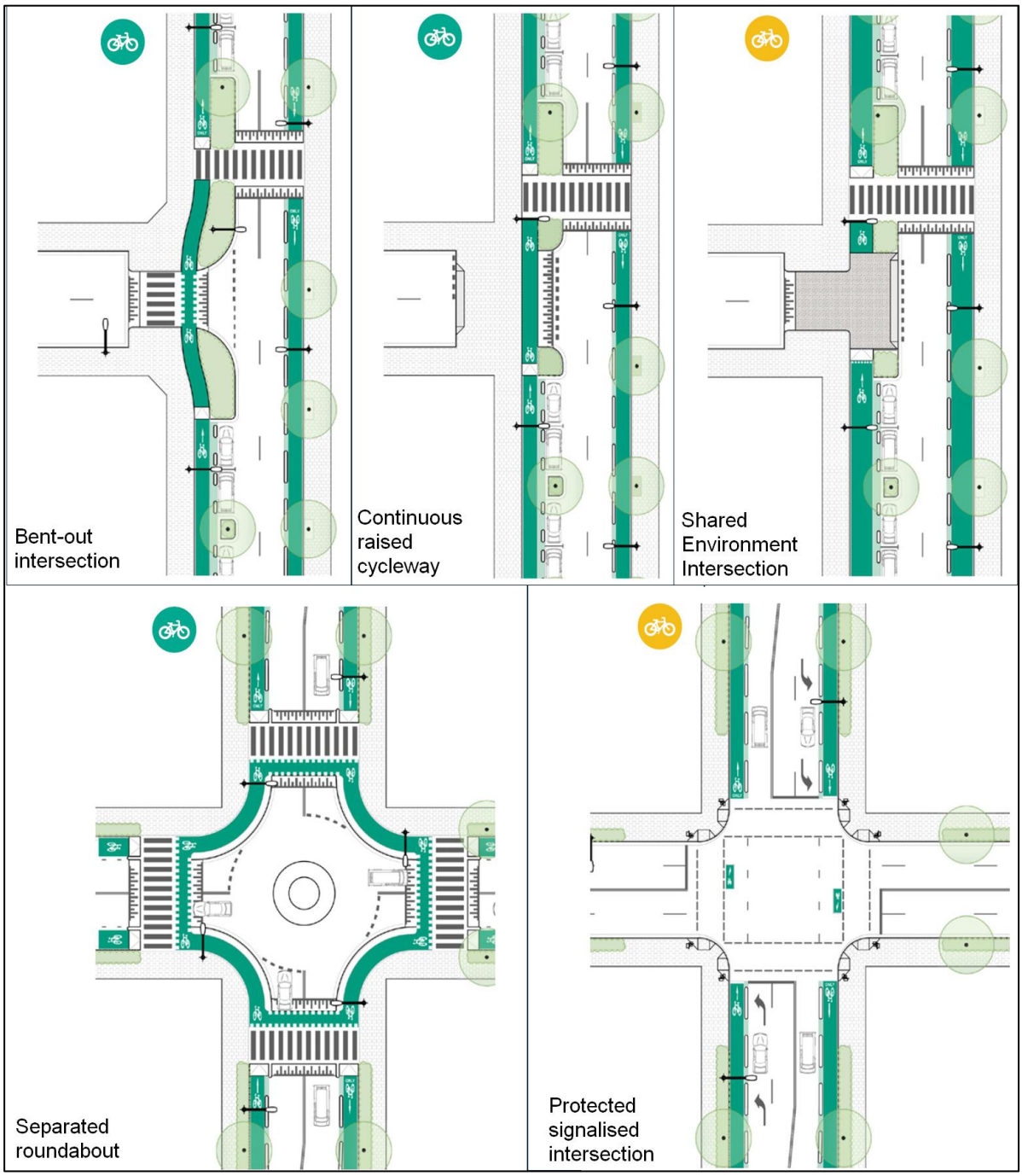


Source: Cycleway Toolbox

For both the optimum and constrained configurations, the provision of one-way bicycle paths on both sides of the road would most likely (in this type/width of road) require the removal of kerbside parking on at least one side of the road.

For intersections, the Cycleway Toolbox focuses primarily on gaining maximum separation between bicycle riders, pedestrians and vehicles; intersection designs that are matched to one-way bicycle paths are shown in **Figure 35**.

Figure 35: One-Way Bicycle Path Intersection Treatments



Source: Cycleway Toolbox

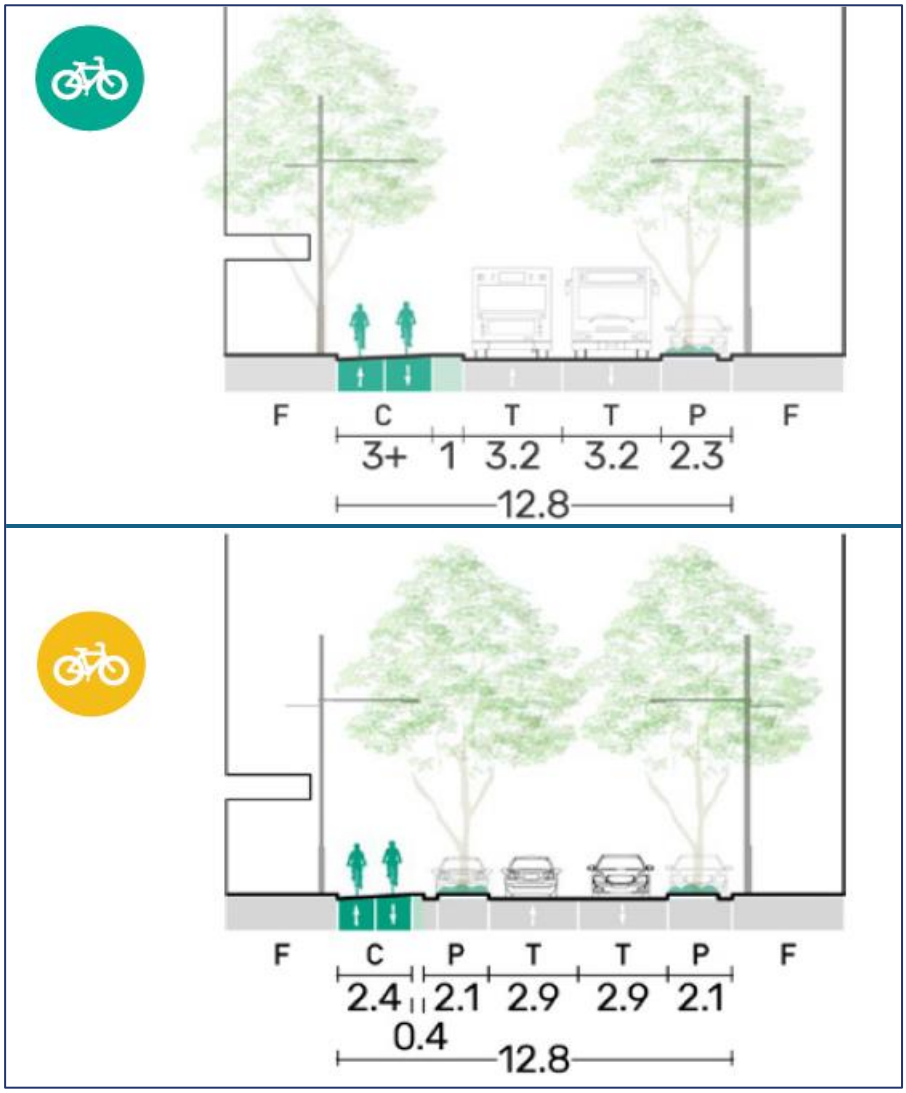
As with the introduction of bicycle paths in existing roads, providing dedicated crossing infrastructure for bicycle riders at intersections will generally require a reduction in approach lanes at the intersection, and in turn there needs to be a careful balance between providing appropriate conditions for all road users, generally focusing on a capacity analysis to support any changes, and moreover to identify any potential adverse traffic impacts that may need to be mitigated.

9.7.2 Two-Way Bicycle Paths

A two-way bicycle path on one side of the road can be considered if it is not possible to provide two one-way bicycle paths on either side of the road, for example if conditions on one side of the road are highly advantageous, such as along a highway or railway lines where there are [generally] no conflicts.

The optimum and constrained road profiles that provide two-way bicycle paths are shown in **Figure 36**.

Figure 36: Optimum and Constrained Two-Way Bicycle Path Road Profiles

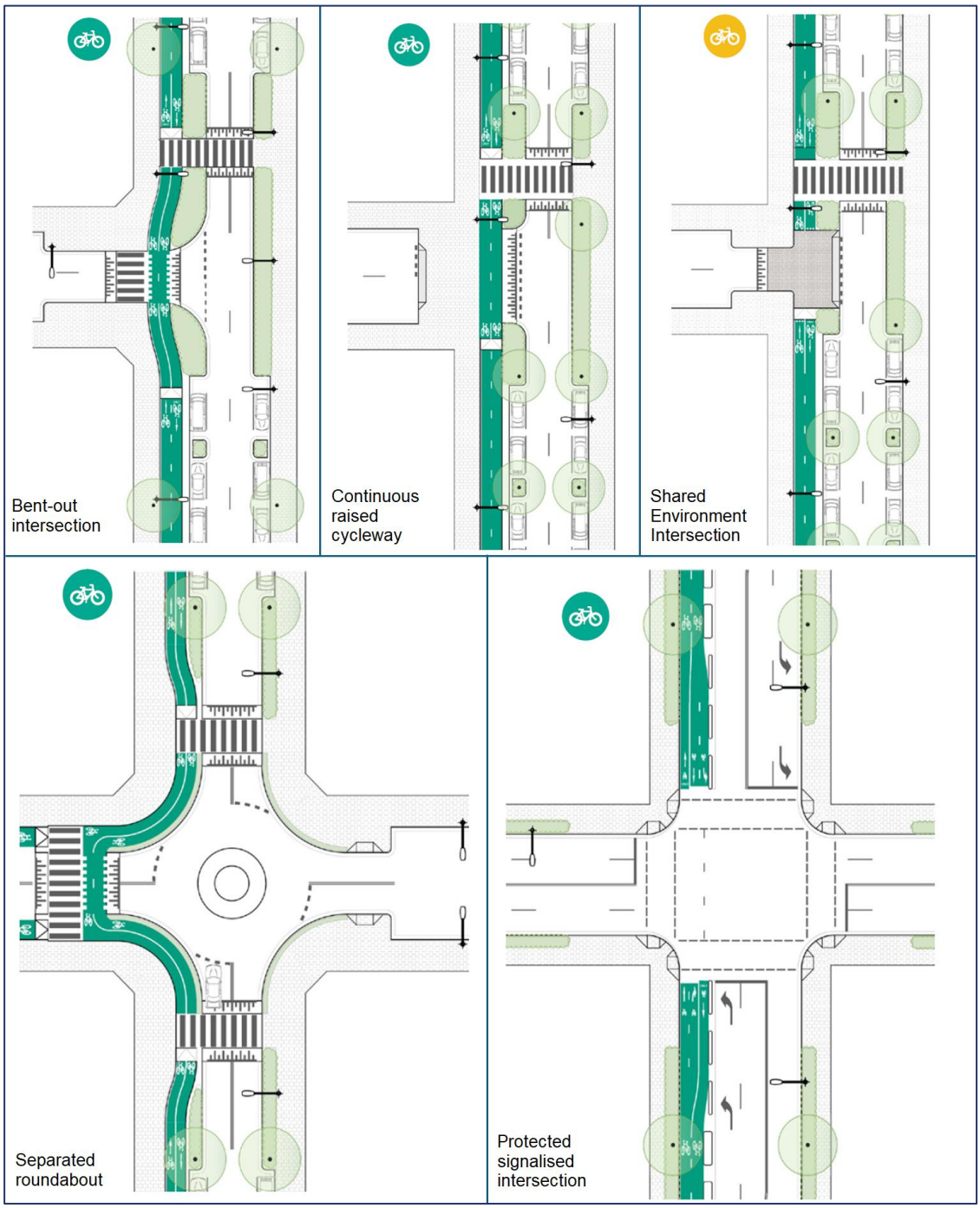


Source: Cycleway Toolbox

For both the optimum and constrained configurations, the provision of a two-way bicycle path on one side of the road would again most likely (in this type/width of road) require the removal of kerbside parking on at least one side of the road.

For intersections, the Cycleway Toolbox again focuses primarily on gaining maximum separation between bicycle riders, pedestrians and vehicles; intersection designs that are matched to two-way bicycle paths are shown in **Figure 37**.

Figure 37: Two-Way Bicycle Path Intersection Treatments

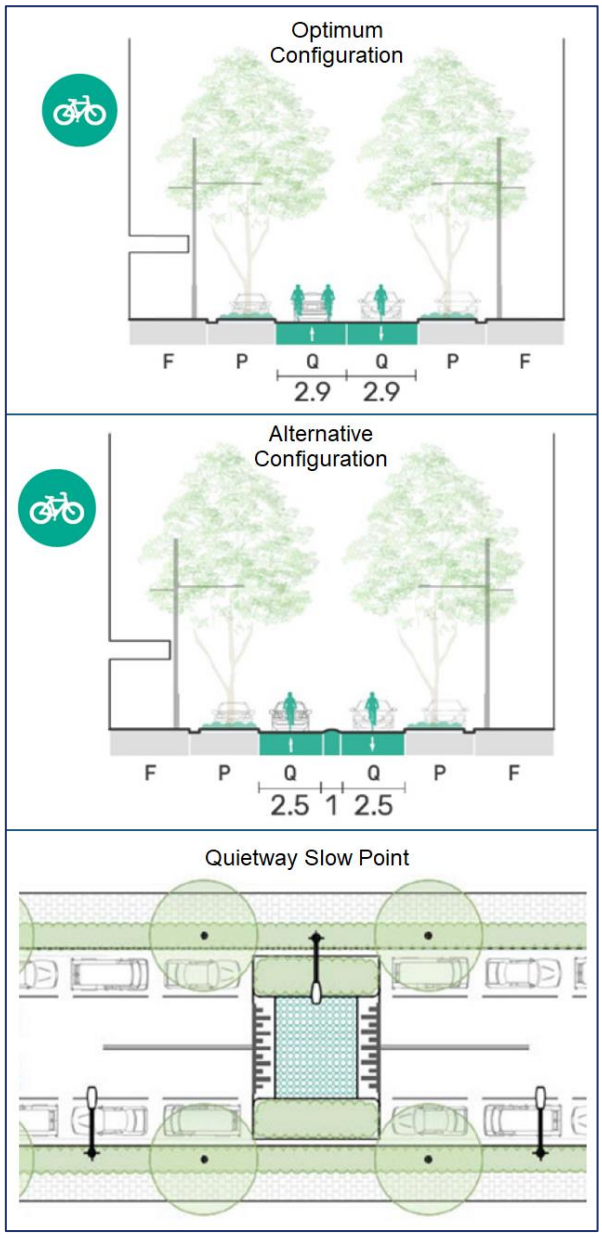


Source: Cycleway Toolbox

Again, providing dedicated crossing infrastructure for bicycle riders at intersections will generally also require a reduction in approach lanes at the intersection, and in turn there needs to be a careful balance between providing appropriate conditions for all road users.

9.7.3 Quietways

A "***quietway***" is a high-quality treatment where bicycle riders travel in a mixed traffic environment with vehicle traffic, and are generally positioned in the centre of the traffic lane. The key design philosophy of a quietway is the safe integration of bicycle riders as equal road users to vehicles, and moreover where "***the vehicle is the guest in the roadway***".



Quietways can be applied to quiet local roads and lanes with low volume and speed vehicle demands, and must always be delivered in conjunction with a reduction in speed limits. Quietways also need to be designed to provide visual cues to all road users that dictate the appropriate speed and behaviours for the environment, and moreover alert all road users that they are now within a new, non-vehicle priority environment. Key design elements in this regard include:

- Differing pavement textures and colours designed to increase awareness and adjust behaviour of all road users.
- Inclusion of a median strip, where appropriate, making it difficult for vehicles to overtake.
- Narrow traffic lanes designed to reduce speed and discourage overtaking.

Approaches to developing quietways in different jurisdictions are also discussed in the Bicycles NSW article "***Making Local Streets Safe for Bikes***".

In 2016, Bicycle User Group BIKEast prepared a case report for “Safe-street Neighbourhoods”- a report that was subsequently endorsed by Bicycle NSW – which outlines ideas to slow traffic on residential streets so as to provide a safe and convenient network of bicycle routes that complement and connect the priority separated network along key corridors.

This is essentially an urban design-based approach to tame the behaviour of motorists, and make local streets safe for everyone to share and enjoy. Some of the specific design initiatives from “Safe-Street Neighbourhoods” include:

- The introduction of 30km/h speed limits for residential streets and local high streets.
- Implementing initiatives to reduce traffic volumes in local roads, such as street narrowing or closing off some streets (while retaining permeability for people walking or bicycle riding).
- Primarily serving residential needs while maintaining essential vehicular access.
- Repurposing land currently dominated by bitumen, for example through landscaping.

Calming traffic, lowering speeds and putting people first is also fully supported by the “***Better Streets for New South Wales***” campaign, launched in November 2022. Better Streets is a coalition of planners, advocates, community groups, pedestrian and bicycle groups that are working collaboratively to support local and state governments roll back 70 years of car-centric planning.

The Better Streets approach is inherent in the Strategy, again in the context of Movement and Place and shared space. Council takes many factors into consideration when planning and optimising road networks to cater for all users, however all levels of Government are realising that – increasingly - active and public transport need to play a far more significant role, and be prioritised “up front” in new development areas to encourage sustainable transport habits and avoid the challenge of “retro fitting” solutions later, when bad travel habits are already established.

9.8 On-Road Bicycle Lanes

9.8.1 On-Road Exclusive Bicycle Lanes

An exclusive bicycle lane is a lane created using pavement markings and signs; if space is not available for a protected or off-road bicycle lane, an exclusive bicycle lane is often the preferred treatment.

Vehicles are generally prohibited from travelling in exclusive bicycle lanes except to access property or to turn at intersections; similarly, parking in exclusive bicycle lanes is generally prohibited.

The width adopted for exclusive bicycle lanes will vary depending on the number of bicycle riders; the speed of traffic; the volume of large vehicles; and the ability to make space available given the needs of other road user groups, physical constraints and budgetary constraints. Exclusive bicycle lanes should be provided on both sides of the road where possible so that use is in the same direction as traffic flows.

The recommended minimum widths for exclusive bicycle lanes in urban roads for different speed environments are shown in Table 4.18 of GRD Part 3 (reproduced below), noting that in urban roads with a posted speed greater than 80 km/h, it is recommended that bicycle riders are provided with facilities that comply with Safe System principles, namely physically separated bicycle lanes or paths that are protected by safety barriers; and grade separations or controlled crossings at interchanges.

Table 18: Exclusive Bicycle Lane Widths in Urban Areas

Speed limit[1] (km/h)	Lane width [2] (m)		
	60	80	100[3]
Desirable minimum	1.5	2.0	2.5
Acceptable range	1.2–2.5	1.8–2.7	2.0–3.0

Source: GRD Part 3

9.8.2 On-Road Bicycle Lane Design Considerations

While on-road bicycle lanes on even moderately trafficked roads are not the preferred option for many bicycle riders, they can provide a level of separation from vehicular traffic that means they are still suitable for use by many bicycle riders, particularly commuters and recreational riders.

On-road bicycle lanes include:

- On-road separated bicycle lanes – median or similar separation.
- On-road exclusive bicycle lane.
- On-road peak period exclusive bicycle lane.
- On-road bicycle /car parking lane
- Wide kerbside lane.
- Narrow kerbside lane.

Separation between bicycle riders and vehicles is one of the most important considerations in designing any bicycle facility, but is particularly important for on-road bicycle lanes, as higher degrees of separation can improve both perceived and actual safety.

Separation can be achieved using visual aids such as linemarking, signs, painted separator strips and delineators (e.g. bicycle lanes or shoulders); or physically by providing raised islands or bicycle facilities behind the kerb (e.g. protected bicycle lanes or bicycle paths).

In local streets it is usually not necessary to provide specific signage or road marking for bicycle riders, as lower vehicle speeds and volumes allow bicycle riders to safely share the road with other users.

Unless you've been living under a rock, you've probably realised that there has been a slow and progressive world-wide push for lower and lower [road] speed limits, as the world transforms to a more sustainable active transport future, making it safer for bicycle riders and pedestrians to traverse, cross and travel along our roads.

One of the many upsides to this movement - in conjunction with lower speed limits - is that design clearances for bicycle riders will also be justifiably narrower, making it easier for Councils to justify and more safely accommodate bicycle treatments within some of the more constrained road reserves, which is a real and valid problem for most regional Councils.

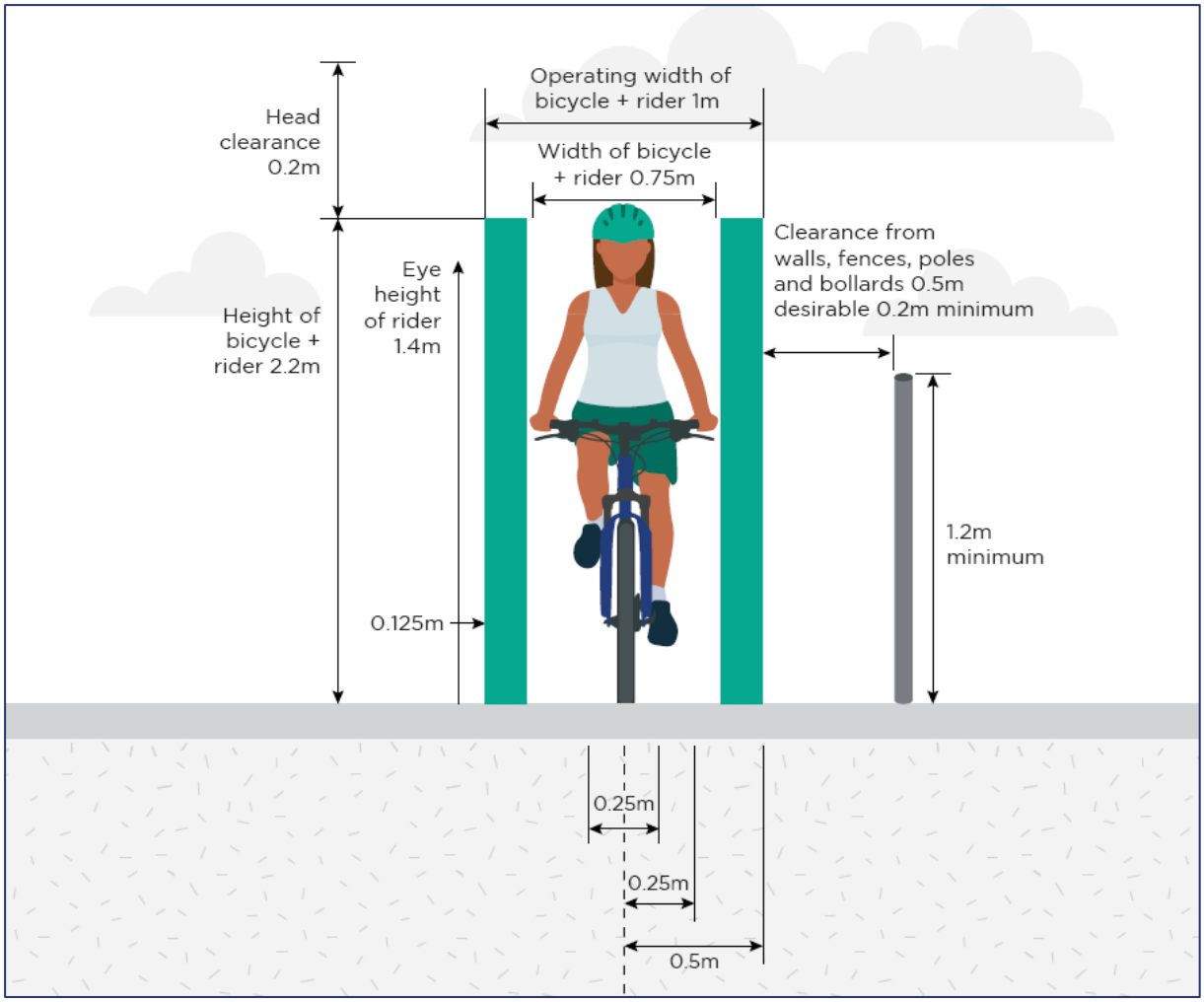
Finally, it is noted that the NSW speed limit guidelines have recently received a much-needed update. The Strategy generally supports ongoing TfNSW reviews into potential lower speed limits broadly across the road network, subject to the Movement & Place context, and contextually in different parts of the road network. The safety benefits of lower speed limits are unquestioned, and the broad aim is to make more roads safer in more locations to support the sustainable objective of optimising the potential for more active trips to replace vehicle trips.

9.8.3 On-Road Bicycle Lane Widths

When considering on-road bicycle lanes, it is important firstly to examine the design envelope of a bicycle rider, as it is essential that provisions are made not only for the full width of the bicycle rider, but also additional clearance from vehicles, be they parked or travelling past the bicycle rider.

The standard design envelope of a bicycle rider is shown in Figure A.2 of the Cycleway Toolbox, and is reproduced below.

Figure 38: Bicycle Rider Design Envelope



Source: Cycleway Toolbox

With reference to **Figure 38**, while the width of the bicycle rider (and their bicycle) is 0.75m, additional width is required for the general movement (sway) of a bicycle rider when pedalling, and then additional clearance from both vertical and horizontal obstructions.

In addition to this design width, due to the side wind force exerted on bicycle riders from vehicles, it is preferable to design on-road bicycle lanes with additional clearance between the bicycle rider envelope and passing vehicles.

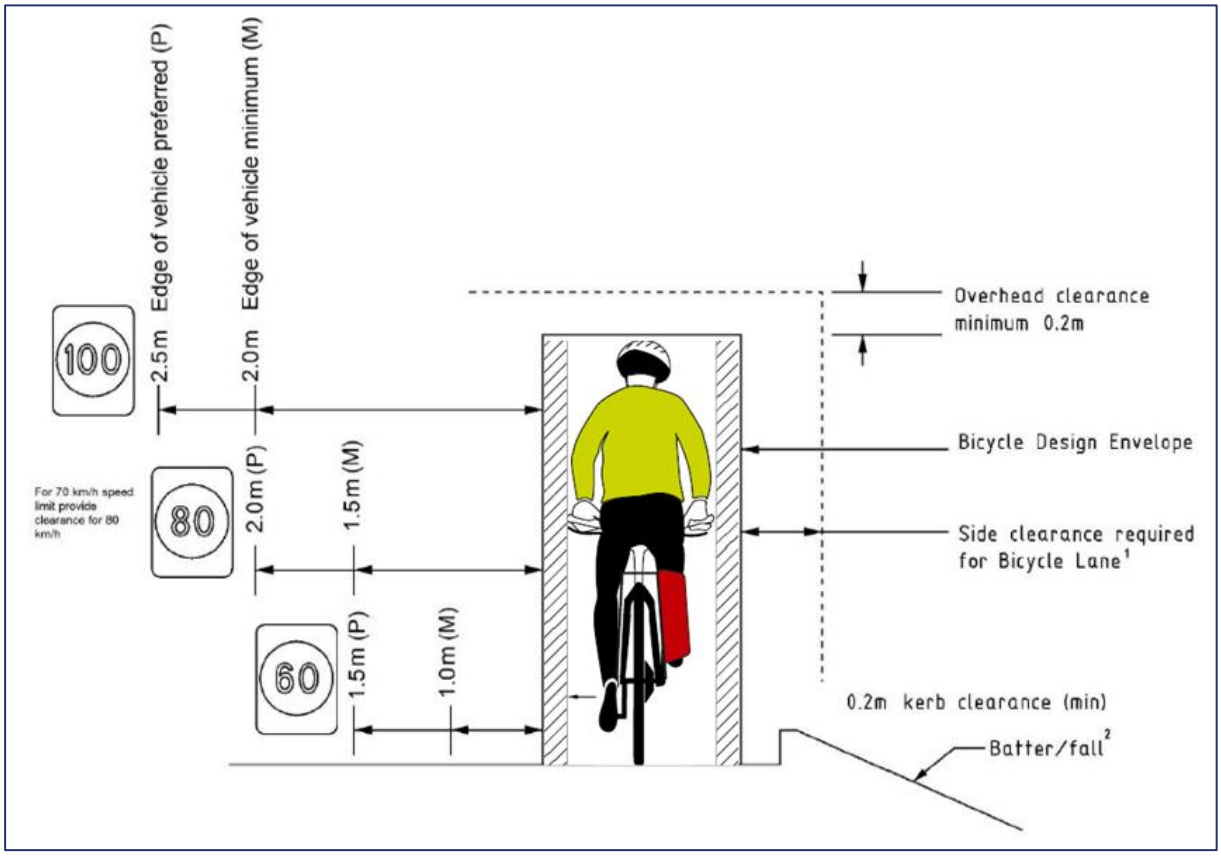
The clearance widths recommended for different speed environments are summarised in Table 4.17 of GRD Part 3, and illustrated in Figure 4.28 of GRD Part 3, both of which are reproduced below.

Table 19: Clearance to Bicycle Rider Envelope from Adjacent Truck

Speed limit (km/h)	60	70	80	100	110
Minimum clearance (m)	1.0	1.5	1.5	2.0	2.0+
Preferred clearance (m)	1.5	2.0	2.0	2.5	2.5

Source: GRD Part 3

Figure 39: Road Clearances from Bicycle Rider Envelope



Source: GRD Part 3

Importantly though, Section 4.8.4 of GRD Part 3 also states:

"Similar minimum clearances to cars should be provided so that cyclists do not feel unduly threatened by general motor traffic. However, ***the inability to achieve these clearances should not preclude the provision of a facility having a lesser clearance unless a suitable alternative route or means of accommodating cyclists exists within the road reserve****".*

Again therefore, a common sense approach suggests that lower widths can be provided for on-road bicycle lanes where necessary, notwithstanding of course full consideration of all factors to ensure that bicycle lanes are as safe as possible.

9.9 Other On-Road Bicycle Options

9.9.1 Separated Bicycle Lanes

The provision of a separated bicycle lane aims to improve the safety for bicycle riders by providing (physical) separation from vehicles while maintaining directness of travel and priority at intersections. Importantly, separated bicycle lanes are different to the bicycle paths as detailed in **Section 9.7** as they are provided within the carriageway (in the kerbside lane) as opposed to being entirely removed from the road.

Bicycle lanes with some form of physical separation provide bicycle riders greater comfort and safety, and have been shown to promote increased patronage on bicycle routes where they have been constructed, and are a more than appropriate treatment for consideration when an off-road bicycle path cannot be achieved within the existing road reserve.

9.9.2 Kerbside Lanes

Wide kerbside lanes may be appropriate for bicycle riders on higher order roads where sufficient space is not available to accommodate an exclusive or separated bicycle lane, and where parking is either minimal or prohibited during peak periods.

A wide kerbside lane is a normal traffic lane on the left side of the carriageway of sufficient width to allow bicycle riders travelling beside the main traffic flow, and permits vehicles to overtake bicycle riders without having to change lanes (in most instances).

This sharing of lanes is generally suitable for experienced bicycle riders in speed environments up to 70km/h; in such circumstances, the recommended width of these kerbside lanes is shown in Table 4.21 of GRD Part 3, which is reproduced below.

Table 20: Wide Kerbside Lane Width

Speed limit (km/h)[1]	Lane width[2,3] (m)	
	60	80[4]
Desirable	4.2	4.5
Acceptable range	3.7–4.5	4.3–5.0

Source: GRD Part 3

With reference to **Table 20**, it is noted that the use of wide kerbside lanes by bicycle riders can be appropriate in speed environments of up to 80km/h, but only if there is a low demand for kerbside parking. Lower widths may be easier to justify in lower traffic volume environments where there is no centreline marking of roads, and traffic is able to drive around bicycle riders more easily and safely.

Importantly, GRD Part 3 does not recommend that the different areas within the kerbside lane for bicycle riders, parking and vehicles are specifically differentiated, i.e. marked; this is different to more formal bicycle lanes.

9.9.3 Sealed Shoulders

Noting the large number of higher order rural roads across Shoalhaven that are used for [primarily] recreational cycling year round, it is important to look at the humble road shoulder.

Section 4.8.9 of GRD Part 3 specifically states that on roads without kerbs where there needs to be provisions for bicycle riders, "***a smooth sealed shoulder is the preferred treatment***".

Although warrants do not exist specifically for the provision of sealed shoulders for bicycle riders, it is evident across Shoalhaven that there are many rural roads where the sealing of shoulders is justified specifically to make roads safer for cycling.

The provision of wide sealed shoulders has been a top priority for Council since the release of Bike Plan 2013!

Our ongoing upgrades and maintenance works on dozens of key rural loads specifically includes the widening and sealing of road shoulders to provide maximum clearance between bicycle riders and vehicles, as well as new signposting warning motorists of the presence of bicycle riders.

While not an exhaustive list, some examples in this regard include

- Jervis Bay Road.
- Forest Road.
- Island Point Road.
- Sussex Inlet Road.
- Bendalong Road.
- Gerroa Road.
- Bolong Road.
- Greenwell Point Road.
- Pyree Lane.
- Culburra Road.

While the width required for sealed shoulders for bicycle riders are generally the same as those required for exclusive bicycle lanes (per **Table 18**) it is again our preference to provide any addition widening of the sealed shoulder wherever possible – either as part of upgrades, maintenance or indeed targeted projects - to improve the comfort and safety of bicycle riders.

Council is already in the process of identifying locations where additional warning signage can be provided along our key recreation routes. Council also considers including bicycle pavement symbols in shoulder widening treatments, but pursuant to Australian Standards this should only be undertaken to raise awareness in locations where the presence of bicycle riders might not otherwise be readily known or obvious; where sight distances are poor; and/or where the widths of shoulders is less than standard, but the location is not known to be used regularly by bicycle riders.

These treatments are also a supplement to warning signage, and the same criteria and eligibility of warning signage should be applied when considering the application of pavement symbols on road shoulders.

9.10 Ancillary Bicycle Infrastructure

9.10.1 Bicycle Parking

bicycle parking is integral to any bicycle network and to wider transport systems incorporating public transport. The provision and availability of bicycle parking at the beginning and end of every journey has a significant influence on bicycle use, and indeed the sight of parked bicycles provides evidence of demand and patterns of use, and can form part of a monitoring regime to measure growth and demand in bicycle riding.

In the same way that a bus route would not operate without bus stops or a road network without car parking, bicycle parking must be provided across the bicycle network for it to be practical and useable. Indeed, investment in new bicycle routes and bicycle facilities may not reach its full potential if bicycle parking is not considered as being an integral part of any bicycle project.

Figure 4.1 of the Cycleway Toolbox provides a summary of how the provision of bicycle parking aligns with broader bicycle riding principles, and is reproduced below.

Figure 40: Alignment of Bicycle Parking Provision with Bicycle Riding Principles

Principle	Description
Accessibility	• Provide accessible and convenient connectivity to cycleway facility/route • Have a convenient kerb ramp near the provided bicycle parking facility for road to footpath transitions • Minimum 5% of parking allocated for forms of micromobility other than conventional bicycles • Provide spare capacity to account for growth in demand and turnover • Each destination should provide more than one type of bike parking facility to cater for different user needs and preferences in terms of security, convenience and ease of use
Location	• Maximum distance of 50m or 1-minute walk to users' ultimate destination, and within sightlines of destination entrance where appropriate • Located at all station entrances accessed by road and cycleway to minimise need to travel through or around the destination to access bike parking • Signage towards location of bicycle parking
Security	• Be placed in view of passers-by or overlooked by the public (passive surveillance) • Covered by existing or additional CCTV cameras where practical (active surveillance) • Be well lit by new or existing lighting
Integration	• Does not obstruct or hinder pedestrian access, loading zones and parking • Be attractive and designed to blend in with the surrounding environment, providing shelter for bicycles and riders where possible • Bicycle stands which can be combined with matching street furniture reinforces the positive image of the bicycle parking facility
Operations and Maintenance	• Introduce regular tidying up, cleaning and maintenance routines • Ensure any damaged stands, wayfinding/signage, structures, electronic access, etc are repaired immediately

Source: Cycleway Toolbox

Public bicycle parking facilities offer different levels of security and convenience, and should be chosen to meet the needs and preferences of target user groups at different locations. Typical bicycle parking facilities include:

- **Bicycle hubs**, a large-scale solution suitable for long-term parking at public transport hubs or town centres.
- **Bicycle lockers**, suitable for long-term parking that includes overnight storage.
- **Bicycle sheds**, suitable for day parking for members of the public and public transport users
- **Bicycle racks**, suitable for short-term parking.

Regardless of the type of bicycle parking facilities, they should always be designed and located so as to meet the principles outlined in

Figure 40, and particularly passive and active surveillance; security; and convenient connectivity to the bicycle network.

Key locations for public bicycle parking facilities in Shoalhaven will obviously align with locations where there are a higher number of bicycle riders, and moreover locations that bicycle riders are visiting, including town centres; main streets; and community and recreational facilities.

You might have noticed that there's a lot more to be done to the mapping of existing and proposed bicycle racks across Shoalhaven; however, the accuracy of bicycle rack location in the PAMP Interactive Mapping Tool, and the proposed new Bike Plan Interactive Mapping Tool, is getting better and better over time, and we will continue to identify existing and proposed bicycle rack locations in these Mapping Tools.

The provision and design of bicycle racks is further addressed in Austroads, Australian Standards, and Council's own DCP Chapter G21.

9.10.2 Holding Rails

A holding rail is a U-shaped rail that is placed in close proximity to the edge of a path on the approach to an intersection, or within a refuge, with the purpose of providing a support for bicycle riders while waiting for an appropriate time to cross the road.

Holding rails are not required in locations where there is little potential for a bicycle riders to have to stop, for example at the intersections of paths with other paths, or the intersection of a path with a local road.

Holding rails are to be placed within easy reach of bicycle riders of all ages and size to ensure that they:

- Enable bicycle riders to stop without having to dismount or move their feet off the pedals (which can require some bicycle riders to unclip or disengage from pedal retention devices such as toe clips).
- Encourage bicycle riders to stop when appropriate, for example on the approach to a busy intersection.
- Assist bicycle riders as they move off, reducing the time spent travelling through an intersection and aiding balance, thus improving safety.
- Provide a useful warning of the existence of an intersection.

Further to the above, holding rails can also be a game changer for our most vulnerable pedestrians at road crossings, but that's where the challenge usually lies for Councils - to provide these facilities where they can be used practically as holding supports for those that need them the most, without being a hazard to passing (generally more experienced) bicycle riders that don't need them (one step forward, two wheel revolutions back!).

For this reason, most Councils typically place holding rails within 300mm of the edge of a path/pram ramp to satisfy their basic (bicycle rider) purpose, whilst meeting the minimum offset requirements of GRD Part 6A. Even the simplest of things like holding rails can pose a challenge for Councils, but they are vitally important to provide the safety and convenience to get more people out and active safely.

9.10.3 Movement & Place

The same principles of Movement & Place as discussed previously in regard to all modes of active transport infrastructure apply equally to bicycle riders; this means appropriate consideration of rest places; shade and shelter; general amenities; and again the bubbler(!) as part of all bicycle projects.

We don't want to harp on about it, but remember for those longer cycling routes - such as the proposed spine network along Princes Highway - the easiest way to provide convenience and amenity for those using longer routes to divert the regional spine road network through our existing towns and villages wherever possible, not around them.

This provides the convenience that longer distance bicycle riders need while also providing economic benefits to our towns and villages along the way!

9.10.4 Wayfinding

Similarly, the same principles of Wayfinding as discussed previously in regard to all modes of active transport apply equally to bicycle riders, underpinned of course by the simple fact that if signage provides bicycle riders the information they need in regards to where to go, they are more likely to cycle.

With more specific regard to bicycle riders, as Council develops our bicycle networks into region-wide networks, signage become an essential element in facilitating trips across the whole LGA, sub-region, town or village. Bicycle network signage can also inform bicycle riders of routes which are more direct or less heavily trafficked, and the ease (or difficulty) of a bicycle route so as to ensure that bicycle riders of all abilities are fully informed.

Bicycle network signage can also help raise community and visitor awareness of the numerous route possibilities for bicycle riding other than single routes or the general street system, and can be used to compliment tourism-promotion of suitable routes.

9.10.5 The Little Extras

Finally, it doesn't take much to provide complementary provisions like bicycle toolkits or tyre pumps to further support our bicycle networks, and moreover to provide a strong visual cue that bicycle facilities are an essential part of our broader transport network.

On-street bicycle toolkits and pumps can be provided across the bicycle network to increase convenience for bicycle riders, but moreover to provide an additional layer of security that – say – should they get a flat tyre, help might not be too far away.

We encourage all bicycle riding enthusiasts to discuss further how these little extras might be rolled out at key locations across our bicycle network over time!

In the meantime, Council will continue to work hard to expand our bicycle networks, but these "little extras" would be terrific, even though they might be more suitably rolled out once we have been able to provide more continuous and bicycle connected routes across Shoalhaven.

Here's an example of a local Council being proactive to provide its community with bicycle repair kits, distributed through its local libraries; now that's thinking outside the square!

https://www.wyndham.vic.gov.au/services/libraries/youth/bike-kits

9.11 Additional Resources

9.11.1 Helmet Safety

Helmets are not just a good idea, they are a legal requirement for all bicycle riders of all ages, and more importantly save lives and prevent injuries.

Using the right helmet is considered the single most effective way to prevent head and brain injuries if you should somehow tumble off your bicycle – after all, international research shows that wearing a helmet:

- Reduces serious head injuries by 60%.
- Reduces traumatic brain injury by 53%.
- Reduces the number of bicycle riders killed or seriously injured by 34%.

So don't ever think that helmets somehow aren't cool – wearing a helmet when riding shows just how clever you really are!

Learn more about helmet safety at https://www.transport.nsw.gov.au/roadsafety/bicycle-riders/road-rules-for-bicycle-riders#Helmets_and_equipment_

9.11.2 Community Campaigns

Community campaigns can play a key role in encouraging more people to ride a bicycle and educating them of the benefits and safety aspects of bicycle riding.

Council already undertakes a number of local campaigns designed to increase bicycle trips and improve the safety of all bicycle riders, but to maximise the potential of these campaigns it is essential that there is close coordination between such initiatives and the physical roll-out of new bicycle facilities.

Examples of community campaigns include:

- **Road Safety Awareness:** These campaigns - which can often include representatives of NSW Police and TfNSW - are generally directed at the most vulnerable bicycle riders, and particularly children, and include practical assistance and advice for negotiating different situations, such as where to cross a busy road. These campaigns can provide both written material as well as in school visits; see what's available at https://www.transport.nsw.gov.au/roadsafety/resources

- **Safe Routes to School:** As discussed in the PAMP Update (**Section 8.8**) the Safe Routes to School Program aims to make bicycle riding and walking safer and easier, and encourage parents and students to choose active transport for the daily trip to and from school.

  The benefits of bicycle riding to/from school include increased physical activity, better concentration in class, and improved well-being through a degree of independence; this is particularly important at a time when the health of many of our children is below appropriate norms, one of the specific causalities for more and more sedentary activities (screen time) rather than physical activities.

  Further guidance is available from the NSW Government's Good for Kids website at https://www.goodforkids.nsw.gov.au/primary-schools/physical-activity/active-travel/.

9.11.3 Council Campaigns

As discussed, Council is committed to promoting the Bike Plan Update to the entire community, and will actively do so in numerous ways, including:

- Promoting the PAMP Interactive Mapping Tool in the first instance, but in time also developing and promoting the Bike Plan Interaction Mapping Tool.
- Linking the Bike Plan Update with broader social and health initiatives.
- Providing contacts for local bicycle groups and other active transport advocates.
- Encouraging events such as Ride to Work Day and the like.

Learn more about Council's active transport promotions via the PAMP webpage at https://www.shoalhaven.com/cycling-and-mountain-biking

9.11.4 Driver Awareness and Education

As discussed previously, there can be a lack understanding of bicycle riders rights and needs by many motorists, particularly in locations where the broader roadway is shared, or at informal crossing locations, that can inhibit bicycle riding moreover provide a disincentive to bicycle trips.

Motorists need to be better educated and made aware of bicycle riders, particularly on-road bicycle riders, who again have the same rights to the use road as vehicles do. These rules can be reemphasised using both local and Stage Government campaigns, as well as ongoing improvements in our vehicles licencing programs.

Read more about it at https://www.nsw.gov.au/driving-boating-and-transport/roads-safety-and-rules/bicycle-safety-and-rules

9.11.5 Enforcement

Illegal manoeuvres and parking by drivers can cause significant problems – including of course injuries - for bicycle riders; these actions often include not providing enough clearance to bicycle riders when passing; not using indicators at roundabouts; and speeding.

Council officers have the power to enforce many safe (and legal) driving and parking practices, but also works with NSW Police where significant safety issues are identified.

9.12 E-Bikes and E-Scooters

9.12.1 E-Bikes

E-bikes are growing in popularity and becoming more and more visible on our roads, with data indicating that we are approaching a time when almost 50% of the distances covered by all bicycle trips are by e-bikes.

Source: Bicycle Network

E-bikes are powered by rechargeable batteries, and provide assistance while pedalling which can make hills and indeed all cycle trips much easier; moreover, average travel distances on e-bikes are higher than those using standard bicycles, and as such more longer distance trips become viable by e-bike.

At present, there are two different types of e-bike:

- **Electrically power-assisted bikes:** Electrically power-assisted bikes have a maximum continued rated power of up to 500 watts, but this output must be progressively reduced as the bike's speed increases beyond 6km/h, and cut off when the bike reaches a speed of 25km/h.

- **Power-assisted pedal bikes**: These bikes have one or more motors attached with a combined maximum power output of up to 200 watts, but these bikes cannot be propelled by the motor alone, i.e. the bicycle rider must primarily propel the bike. These bikes also have a maximum speed limit of 25km/h.

E-bikes are able to use footpaths and off-road parks in the same manner as standard bicycle, i.e. those over the age of 16 years are not permitted to ride an e-bike on footpaths unless they are accompanying/supervising a minor (under the age of 16 years), and need to also comply with NSW Road Rules in regards to speed limits, typically being a maximum of 10kph on footpaths and SUPs (amongst other e-bike specific rules).

9.12.2 E-Scooters

E-scooters and other motorised wheeled devices such as e-skateboards, e-hovercrafts, e-mono-wheels and e-segways are currently illegal to use on NSW roads and paths unless part of an authorised trial, and subject to the strict conditions of that trial.

State Governments around Australia have been trialling the use of e-scooters over the past 10 years to gauge the opportunities and constraints to making their use legal, and TfNSW is currently undertaking trials within a number of local Council areas across NSW to determine:

- Whether e-scooters can facilitate a variety of trips for different user types.
- Whether e-scooters can be easily integrated into existing bicycle paths and and/or be connected through existing infrastructure including bicycle paths/lanes, SUPs, and local roads.
- Any specific safety issues related to the use of e-scooters as opposed to standard bicycles, scooters etc.

It is noted that at the time of TfNSW announcing e-scooter trails in 2022, Council's priority was still responding to the 2019/2020 bush fires and the numerous registered floods that followed, and as such we were not in a position to actively take part in the trials.

However, Council has been following the development of the numerous trials being undertaken in urban and regional centres, and we await the outcome of these trials and any subsequent official endorsements or otherwise of the use of e-scooters.

Notwithstanding therefore the relatively slow progress in the regulation of e-scooters usage in NSW (and Australia), it is impossible to ignore how the use of e-scooters (and e-bikes) has taken off around the world, and as such the Bike Plan Update (and PAMP Update and Active Transport Strategy) have built in contingencies providing for the development of legislation and guidelines for the use of e-scooters as part of our broader active transport mix.

At the time of finalising this report, TfNSW had just released some improvements to the process by which Councils can seek approvals to run e-scooter trials in NSW. The intention of the improvements to this process - learning from the initial trials - is to streamline the process and make it easier for Councils to participate in e-scooter trials.

However, while information sessions were undertaken with TfNSW in July 2024, it is unfortunately still the case that Council is not in a position to participate in new trials at this time, as there are very few locations within Shoalhaven that meet TfNSW eligibility criteria for implementing a trial of e-scooters, and/or in locations that might be economically viable. Again though, we are still eagerly following broader e-scooter developments, and learning from other trials being undertaken across NSW, as it remains our opinion that e-scooters will be an important part of our future active transport mix.

9.13 Mountain Bikes

Before we go, a quick shout out to our mountain bike riders!

In recent years, mountain bike riding has seen a phenomenal increase in popularity across Australia (and around the world); data from the Australian Sports Commission indicates that almost half a million people are now participating in the sport of mountain bike riding, double the number riding in 2018.

Of course, participating in mountain bike riding also provides riders of all ages and abilities the additional confidence of riding a bicycle, which in turn means more riders feeling confident in riding for other daily trips.

While the Bike Plan Update does not specifically include mountain bicycle projects at this time - other than adding known mountain bike tracks to the PAMP Interactive Mapping Tool (and future Bike Plan Interactive Mapping Tool) when we know about them and have their details - Council is investigating potential mountain bike trails and facilities across Shoalhaven, as well as the best way to assist existing mountain bike clubs who do such a fantastic job operating and maintaining existing trails.

The South Coast United Mountain Bikers Club, or **SCUM**, does an outstanding job of maintaining the Condoo, Superbowl and Butterfly mountain bike tracks in the Currambene State Forest just south of Nowra. These cross-country trails feature a super fun singletrack which offers a mix of speed, flow, and technical challenges, and with trail options from 3km to 11km kilometres, riders can find the right fit for their skill and adventure level.

Get involved with SCUM at https://www.scum.asn.au/

The passionate crew from Milton Ulladulla Mountain Bikers club, or **MUD**, also maintains a 6km family friendly trail network in the Woodburn State Forest just south of Ulladulla – a real labour of love given the devastation caused to the then only newly built track by the Black Summer bushfires.

Learn more about MUD at https://www.facebook.com/miltonulladullamountainbikersandpark/

10 Paths & Crossings Review

10.1 Background

As discussed, to guide the ongoing development and delivery of active transport infrastructure, Council developed the comprehensive PAMP Interactive Mapping Tool, which identifies all existing and proposed active transport projects and routes across Shoalhaven. The aim of providing the PAMP Interactive Mapping Tool, is to make this information as user friendly as possible, and effectively place the information on exhibition 24/7 so as to keep the conversation going, and allow effective and efficient community feedback on an ongoing basis.

Between 2017 and 2021, Council undertook a major review of the PAMP Maps and Bike Plan Maps so as to weed out as many errors as possible, and to update the PAMP Interactive Mapping Tool to reflect the outcomes of numerous investigations over time. The review also took into consideration the numerous developments and Master Plans prepared across Shoalhaven to ensure planned and built active transport networks were absorbed into the maps.

Community feedback since the original development of PAMP 2002 was similarly taken into consideration before the PAMP Interactive Mapping Tool was created and made live in June 2021. Further community consultation (as discussed in **Section 2**) and active transport network improvements have been steadily incorporated into the PAMP Interactive Mapping Tool between 2021 to 2024, and this work will continue, as again the PAMP and Bike Plan are considered live operational documents, to be kept updated and as current as possible by Council staff.

Nonetheless, the critical first stage of preparing the Strategy (as well as the PAMP and Bike Plan) was to undertake an assessment of all proposed active transport projects across Shoalhaven, and provide a ranking for each based on a set of revised Scoring Criteria that provides an empirical rating for each project to assist Council in their prioritisation of future projects.

The process by which the Scoring Criteria were reviewed is detailed further in sections below.

10.2 Previous Scoring Criteria

10.2.1 PAMP 2002 Scoring Criteria

The **PAMP 2002 Scoring Criteria** identified 5 primary factors for prioritising pedestrian projects, which included the following:

1. Use by the elderly (3 = high use, 1 = low use);
2. Number of all pedestrians (3 = high volumes, 1 = low volume);
3. Adjacent traffic volumes (3 = high volumes, 1 = low volumes);
4. General safety (3 = safety risk e.g. cannot walk on grass path or blind corner, 1 = low risk, e.g. adequate off-road pedestrian facilities);

5. Special factors (3 = proximity to schools, community facilities etc, 1 = low proximity to pedestrian generating development, 0 = irrelevant).

The formula applying to these factors was then given different weightings in calculating a final score; the formula was:

Score = 2*(Elderly) + 4*(Combined Use) + 3*(Traffic Density) + 5*(Safety Issues) + 1*(Special Factors)

Further to the application of this formula, it was evident that that some projects which were seen as important for providing for children or increasing the connectivity for the entire paths network did not score as highly as those which were seen to moderately help some of the other factors (such as road safety). As such, 2 additional factors were considered, being:

6. Use by the Young (3 = high volume of younger pedestrians, 1 = low volume of younger pedestrians).
7. Network Connectivity (3 = significant improvement in network connectivity, 1 = little improvement in network connectivity).

In turn, the revised formula to be considered PAMP 2022 was:

Score = 2*(Elderly) + 4*(Combined Use) + 3*(Traffic Density) + 5*(Safety Issues) + 1*(Special Factors) + 2*(Young) + 3*(Connectivity)

Ultimately, Council determined not to include the additional factors (use by the young, and network connectivity) in the PAMP 2002 Scoring Criteria, but did include what might be considered a more subjective – or at least broader - set of factors to which a priority of High, Medium and Low were allocated (with High allocated more points, and Low fewer points). These factors included.

- Increasing pedestrian network connectivity.
- Proximity to major pedestrian attractor or generator.
- Use by special group in the community such as children (e.g. near schools) or senior citizens.

10.2.2 PAMP 2005 Scoring Criteria

As part of the development of PAMP 2005, amendments were made to the PAMP 2002 Scoring Criteria designed to better distinguish projects that had similar (or the same) score; to provide a fairer distribution of projects across the Shoalhaven; and providing greater justification for projects returning higher relative scores.

The **PAMP 2005 Scoring Criteria** are summarised in **Table 21**.

Table 21: PAMP 2005 Scoring Criteria

Type of Facility (choose a,b or c, then consider additional points for d)	**Scores**
a. Missing Link	4
b. Extension of, or link to, existing facility	2
c. New facility	1
d. Additional Points for shared facility	2
Landuse (indicator of demand/ vulnerable users - add points together)	**Scores**
Schools	4
Major CBD	4
Aged Self-care	4
Other education facility	3
Local commercial/retail area	3
Neighbourhood shopping centre	2
Recreation facility	2
Community facility	1
Corner store	1
Caravan Park	1
Bus Stop	1
Commuter Route	1
Tourist Route	1
Safety	
Traffic Speed (85th %ile if known, otherwise speed limit)	**Scores**
a. 80-99 km/hr	3
b. 50-79 km/hr	2
c. <50 km/hr	1
b. no traffic	0
Traffic Volume	**Scores**
a. 12,000 vpd and above	4
b. 8,000 - 11,999 vpd	3
c. 3,000 - 7,999 vpd	2
b. up to 2,999 vpd	1
Safety - Conflict with Vehicles (what most users do; one only)	**Scores**
a. Always shares road space with traffic	4
b. Sometimes shares road space with traffic	2
c. Always use road shoulder adjacent traffic	1
d. Never mix with traffic	0
Accident History (pedestrian and cyclist accidents only)	**Scores**
a. 2 or more accidents	4
b. 1 accident	1
Population	**Scores**
a. Major Urban Centre - Nowra/Bomaderry	5
b. Secondary Area (Sanctuary Point, Ulladulla, Mollymook, Mollymook Beach)	4
c. Town (more than 2,000 persons; Vincentia, Culburra/Orient Point, Sussex Inlet, Shoalhaven Heads)	3
d. Village (1,000-2,000 persons; Basin View, St Georges Basin, Callala Bay, Berry, Cambewarra, Greenwell Point, Burrill Lake,	2
Milton, Narrawallee, Huskisson, West Nowra, Worrigee)	
e. Small Village (less than 1,000 persons; Old Erowal Bay, Erowal Bay, Cudmirrah, Berrara, Callala Beach, etc)	1

In reviewing project scores based on the PAMP 2005 Scoring Criteria, it was determined that we were identifying more acceptable Shoalhaven-wide outcomes based in part on the [high] number of projects included in the PAMP at the time. Following the adoption of PAMP 2005 though, the number of projects being requested by the community continued to increase, and more and more concerns were raised in regard to smaller towns and villages not being prioritised to same level as larger populated centres).

As such, additional factors were considered by Council staff when assessing projects after the release of PAMP 2005, including:

- Ensuring projects were less likely to have the same score (notwithstanding some future proofing, acknowledging the significant increase in projects added to the program over time).

- Moving away from criteria based on population concentration to criteria that recognised accessibility, connectedness, and walkability regardless of location, in a way that ensured that projects being favoured by the PAMP 2005 Scoring Criteria were also reflecting the broader needs of all towns and villages in an equitable manner.
- Ensuring the criteria were fit for purpose going forward so as to cater for the considerable growth anticipated across Shoalhaven.

Importantly, these additional considerations were not formally included in any PAMP 2005 Scoring Criteria, nor were all projects rerated, which meant that Council staff were required to consider both an empirical score as well as more subjective factors.

10.2.3 PAMP 2010 Scoring Criteria

Further to the identification of the additional factors that required some level of subjective input from Council staff, new Scoring Criteria were finalised in 2010 (**PAMP 2010 Scoring Criteria**) that were then adopted for the assessment of pedestrian projects until 2023.

The PAMP 2010 Scoring Criteria were intentionally more detailed than the PAMP 2002 and PAMP 2005 Scoring Criteria to focus on connectedness, equity, inclusion and accessibility, and as such not overly influenced by [pedestrian and traffic] volumes and location. Until the process of updating the PAMP Scoring Criteria commenced in later 2023, the PAMP 2010 Scoring Criteria had been considered fit for purpose, as they catered for the considerable growth anticipated in Shoalhaven, and ensures an equitable spread of projects across Shoalhaven.

Whilst funding limitations remains the key constraint to Council being able to significantly expand our active transport networks to suit everyone's needs (which is why Scoring Criteria need to be in place) the PAMP 2010 Scoring Criteria still provide acceptable outcomes based on the number and spread of projects across Shoalhaven included in the PAMP.

The PAMP 2010 Scoring Criteria are summarised in **Table 22**.

Table 22: PAMP 2010 Scoring Criteria

Type of Facility (choose a,b or c, then consider additional points adjustment for d-g)	Scores
a1. Missing Link, relatively short, has high demand, relatively inexpensive (can be funded by Council)	80
a2. Missing Link, relatively short, has less demand, relatively inexpensive (can be funded by Council)	60
a3. Missing Link, medium length, no existing (but latent demand), expensive (requires 50/50 grant funding application)	40
a4. Missing Link, long length, no existing (but latent demand), expensive (requires 100% grant funding application)	20
b1. Extension of, or link to existing facility, high demand	60
b2. Extension of, or link to existing facility, lower demand	30
c1. New facility (no adjoining network)	10
c2. New facility (connects a remote and/or disconnected location to an existing network)	80
d. Additional Points for shared facility	20
e. Additional Points to address an accessibility priority, DIA need, or missing link to Public Transport node	80
f. Additional Points to address a Bike Plan priority	Add Bike Plan Score (out of 10)
g. Deduct Points for widening proposal (where a path exists), in fairness, to compare with locations where there is no path	-50

Landuse (indicator of demand/ vulnerable users - add points together)	Scores	Scores	Scores	Scores	Scores
* Measured from centre pt of each project stage to point of access from public rd	0-500m	500-1000m	1000-1500m	1500-2000m	>2000m
	a	b	c	d	e
Schools	80	40	20	10	0
Major CBD, Civic and entertainment precints	80	40	20	10	0
Retirement, Seniors Living, Aged Self-care, hospitals, medical centres, etc	80	40	20	10	0
Other education facility	60	30	15	7.5	0
Local commercial/retail area	60	30	15	7.5	0
Neighbourhood shopping centre	40	20	10	5	0
Recreation facility	40	20	10	5	0
Community facility eg. Pre-school, long day care, church, library, can include Clubs & other locations used as evac centres, etc	20	10	5	2.5	0
Corner store	20	10	5	2.5	0
Caravan Park	20	10	5	2.5	0
Bus zones, Bus shelters, train stations, other multi-modal facilities, etc	20	10	5	2.5	0

Safety-Traffic Speed (85th %ile if known, otherwise speed limit)	Scores
a1. enter actual value of speed in km/hr x .50 - K&G present	(km/hr x 0.5)
a2. enter actual value of speed in km/hr x 2 - no K&G present	(km/hr x 2)
b. no traffic	0

Safety- Traffic Volume (Average Daily Traffic Volume) - road adjoining proposal/or proposal diverts users away from the road	Scores
a1. enter actual value of Average Daily Traffic / 100 / # lanes in road (left side of road only) - K&G present	(vpd) / 100 / lane factor
a2. enter actual value of Average Daily Traffic / 100 / # lanes in road (left side of road only) - no K&G present	(vpd) / 50 / lane factor
b. no traffic	0

Safety - Conflict with Vehicles (what most users do, one only)	Scores
a. Always shares road space with traffic	80
b. Sometimes shares road space with traffic	40
c. Always use road shoulder adjacent traffic	30
d. Never mix with traffic	0

Accident History (pedestrian and cyclist accidents only)	Scores
a. enter actual number of accidents x 50	No. accidents x 50
b. no accidents	0

Users (add points together)	Scores
Commuter route	20
Tourist route	20

ESD (Would the project encourage more people to walk or cycle for either recreation or commuter use? Add points together))	Scores
a. Yes > overcomes safety concerns	40
b. Yes > Is significant improvement to local accessibility	30
c. Yes > Is scenic or desirable route	20
d. No > Not likely, or only to minor degree	0

Walk Score.Com (measure of walkability based on proximity to nearby services and facilities)	Scores
a. enter actual value from Walk Score.Com website x 1	Value x 1
How Walk Score Works Walk Score is a number between 0 and 100 that measures the walkability of any address based on the proximity to a range of commonly used community facilities, as determined by Walk Score.Com Walk Score.Com 90–100 (Walker's Paradise — Daily errands do not require a car) 70–89 (Very Walkable — Most errands can be accomplished on foot) 50–69 (Somewhat Walkable — Some amenities within walking distance) 25–49 (Car-Dependent — A few amenities within walking distance) 0–24 (Car-Dependent — Almost all errands require a car)	

Adopted Community Project	Scores
Proposed path has community support with a Community Group organised to manage and construct the path & Council agrees to allocate funds to the project	500-1000 (depending on proportion of Community funding allocated)

10.2.4 Bike Plan 2013 Scoring Criteria

As with the PAMP, the Bike Plan also needed to be managed as a living document going forward as completed bicycle paths were added, and to consider and rank new bicycle projects.

The **Bike 2013 Plan Scoring Criteria** also needed to be expanded as the number of projects increased, and additional amendments were also addressed as part of subsequent reviews as – in a similar manner to earlier PAMP Scoring Criteria – the limited criteria meant that numerous projects were returning the same score, again making it difficult to appropriately prioritise bicycle projects without additional [at times subjective] considerations.

10.2.5 Bike Plan 2018 Scoring Criteria

In 2018, a working group was established to review the Bike Plan 2013 Scoring Criteria, and specifically the limitations of the earlier criteria that resulted in many projects returning the same score.

2 changes resulted from the 2018 review. Firstly, scoring for each factor was made more flexible so that values weren't fixed and absolute, but rather provided as a range (generally between 0 and 2). Secondly, the PAMP 2010 Scoring Criteria was further integrated as a means of differentiating projects that initially had the same Bike Plan score. Completed projects were also removed, and new projects added, which also increased the number of priority projects identified in Bike Plan 2013 from 28 projects to 40 priority projects.

The **Bike Plan 2018 Scoring Criteria** still reflects the Bike Plan's unique scoring requirements, but recognises and encompasses principles of the PAMP to aid in the prioritising of projects, and as such has again been considered as fit for purpose until now as it still caters for anticipated growth while providing an equitable spread of projects across Shoalhaven.

Like the PAMP projects, funding limitations again remain the key constraint to Council being able to significantly expand the bicycle network to suit everyone's immediate needs, but the Bike Plan 2018 Scoring Criteria have provided acceptable outcomes based on the number and spread of projects included in the Bike Plan (and PAMP).

A summary of the Bike Plan 2018 Scoring Criteria is provide in **Table 23**.

Table 23: 2018 – 2023 Bike Plan Scoring Criteria

Ranking criteria	Scores
Does it provide a significant improvement to cyclist safety (minimse conflict with vehicles) (vehicle speed =?< 80km/h = 2)	2
Is it used daily by individual cyclists or regular cyclist groups (regular cyclist group = 2)	2
It is regularly used for a planned cycling event? (i.e. cyclling organisation and/or approved by Council, RMS etc).	1
Does it complete or extend an existing cycleway network component. (either on-road or off-road)?	1
Does it connect to at least one of the following destinations? Education facility Key transport node Shopping centre Recreational facility Communtiy facility	1
Does it have the potential to be promoted as a scenic / tourist ride?	1
It is relatively easy of cheap to provide? (i.e. less than $20,000)	1
Likely to be funded or part provided by another agency or group (i.e. TfNSW, Communtiy Group, etc)?	1
Is there an alternative or safer route available for cyclists?	-1
Total score possible	**10**

10.3 Updating the Scoring Criteria

10.3.1 Overview

As discussed in sections above, both the PAMP 2010 and Bike Plan 2018 Scoring Criteria are considered fit for purpose; however, this does not mean that they encompass as many key factors for consideration in ranking active transport projects as perhaps there should be.

Conversely though, the need for a review of the Scoring Criteria reflected the concerns of a number of CCBs and stakeholders that there were too many factors for consideration, and that the Scoring Criteria have evolved over time in a manner which makes them too complicated and confusing for the community to understand; too complicated and time consuming for Council staff to maintain; and too expensive to allow all projects to be scored or re-scored as part of updates of the PAMP and Bike Plan.

Notwithstanding, based on the feedback from the CCBs and other stakeholders, there was general consensus that the Bike Plan 2018 Scoring Criteria covered all key issues, as well as being relatively easy to use and understand. As such, the Bike Plan 2018 Scoring Criteria were largely adopted as the starting point for the review of the Soring Criteria.

In addition though, it was also agreed that a single "active transport" criteria needed to be adopted as the use of different criteria for the PAMP and for the Bike Plan is just too clumsy, and more to the point impractical, considering there is typically one bucket of active transport grant funding up for grabs; having separate lists with separate scores was therefore simply confusing and unworkable. As such, a single set of active transport criteria has been developed as part of the Strategy, based on the 2018 Bike Plan criteria, but also expanded to address broader PAMP, connectivity, inclusion, accessibility and Movement & Place principles as well.

Finally, it is noted that "*Walk Score.com*" outcomes also used to feature in previous PAMP criteria; however these have been omitted from the latest criteria to avoid duplication of the same principles and simplify the new criteria.

10.3.2 Preliminary Scoring Criteria

Further to the above, the first task in developing the broader suite of active transport strategies was to review the past and present Scoring Criteria and - further to additional consultation with Council - provide any recommendations for revisions to the Scoring Criteria. Moreover, the Scoring Criteria Review sought to determine whether a single set of **Active Transport Scoring Criteria** could be adopted to assess all active transport projects.

To commence this process, Council prepared what is essentially a hybrid of the PAMP 2010 and Bike Plan 2018 Scoring Criteria for more detailed review to ensure that all key elements of good active transport planning, and prioritisation of active transport projects, are captured to as great an extent as possible in the Scoring Criteria.

The **Preliminary Scoring Criteria** identified by Council are summarised in **Table 24**.

Table 24: Preliminary Scoring Criteria

Ranking criteria	Scores	*From Bike Plan*	*From PAMP*
Addresses a current missing link/or constraint in an existing network (only 1 point if a reasonable alternative exists)	3		*Yes - modified*
Does it complete or extend an existing network	1	*Yes - modified*	*Yes - modified*
Is it Consistent with the DIAP (removing obvious barrier and representing a significant improvement to local accessibility)	2		*Yes - modified*
Is the location in a growth area or experiencing rapid increase in demand (from residential, commercial, or tourism growth)	2		*Yes - modified*
Is the location is in a town/village but currently no other form of active transport linkage exists, or existing facilities are inadequate	2		
Location is within an established populated town/village area (2) or is more isolated/further out (1)	0-2		
Deduct Points in a low speed residential environment and/or where a suitable off road alternative already exists	-5		
Deduct Points for a widening proposal (widening of existing paths should be undertaken when path due for replacement)	-5		*Yes - modified*
Traffic Risk (range of 1 - for local road, 2 lower volume collector, 3 higher volume collector, - to 4 for higher volume main road)	1 - 4		*Yes - modified*
Does it provide a significant improvement to safety (minimise or removes conflict with vehicles) Range 0 -3		*Yes*	*Yes - modified*
Yes - high speed environment (>=60kph)	3	*Yes - modified*	
Yes - low speed environment (<60kph)	1	*Yes - modified*	
Evidence of regular use by pedestrians & cyclists (including use by walking & cyclist groups, or for planned events) - some locations are obvious- from observations, local knowledge, or anticipated due to adjoining generator - refer also to events calendars, strava heat maps, and other indicators of current demand where available (range 0 - 2)	0 -2	*Yes - modified*	
Does it connect to at least one of the following destinations? (*Add/sum all relevant points) -			
Commercial/Retail (including local & neighbourhood shops)/shopping centre/CBD or civic/entertainment centre pre	1	*Yes*	*Yes*
Retirement, Seniors Living, Aged Care, hospitals, medical precincts	1		*Yes*
Education facilities - of any type	1	*Yes*	*Yes*
Community facilities (includes pre-school, day care, churches, library's, clubs, evac centres, etc)	1	*Yes*	*Yes*
Recreational facilities	1	*Yes*	*Yes*
Caravan Parks or other local generators of demand	1		*Yes*
Transport Nodes (bus zones and shelters, train stations, taxi ranks, other multi-modal facilities)	1	*Yes*	*Yes*
Does it have the potential to be used or promoted as a scenic / or tourist activity ?	1	*Yes - modified*	*Yes - modified*
Sub-Total (maximum score possible)	**30**		

** Following the ranking of projects based on the adopted criteria, where a community group subsequently provides a guide to Council of their own local community priorities, a manual adjustment can be made to the scoring of individual projects, as long as the adjusted project score does not then exceed the maximum individual project score for that local communitys projects*

Further to the review of the Preliminary Scoring Criteria, the following issues were identified for additional consideration:

- **Missing Links Criteria:** While this is considered an important criteria worthy of a high ranking, there may be some ambiguity in the definition of "*missing link"*, and specifically what the distance of the missing link may be.

This had previously been broken down into a number of sub-categories based on distance, demand and cost, so to wrap all of these considerations into a single criteria may not reflect projects with the potential for "*bang for buck*" or "***easy win***" outcomes, particularly when considering smaller, cheaper projects that still provide real value for the local community.

Without overcomplicating this criteria, it was recommended that smaller projects (less than 50m of new path for example) be awarded 3 points, larger projects (more than 50m of new path) 2 points, and projects where alternative options exists (but where the project would still fill a gap) 1 point.

- **Safety:** The general classification of projects with adjacent road speeds of above or below 60km/h was supported; however, it was recommended that additional points be allocated to locations where there have been a pedestrian or bicycle rider crash. The reason for this is two-fold; firstly, a crash suggests that there may be some issue with the active transport infrastructure at the location (as opposed to simple human error), but secondly – and perhaps more importantly – the community would expect a specific response to locations where there has been a crash. With reference to the discussion of crashes in **Section 6.4**, it was recommended that at least 1 point be awarded for a minor crash location, and 2 or even 3 points for a serious or fatal crash location.
- **Regular Use:** There may be some subjectivity in regard to what would be "***regular***" use of paths or crossing facilities; noting that earlier criteria already award points for usability and frequency of movements in urban areas, to gain additional points here the location would need to be isolated but still have regular use.

  It was therefore recommended that 2 points were awarded for locations with 50+ movements per day, and 1 point for locations with less than 50 movements per day.
- **Special Use Provisions:** Noting that all of the Preliminary Scoring Criteria award 1 point to – essentially – every project providing access to local attractors, it was recommended that an additional point (i.e. a total of 2 points) be awarded to projects specifically providing access for educational facilities; community facilities; and senior/retirement facilities, as these are the land uses most likely to generate active trips, as well as often being generated by the vulnerable pedestrians and bicycle riders.

  It was noted that there would likely be few of these locations, as most of these facilities would already be provided with some level of active transport infrastructure, even if further improvements are required or being requested by the community.

10.3.3 Draft Active Transport Scoring Criteria

Further to consideration of the recommendations made in regard to the Preliminary Scoring Criteria, Council agreed to adopt these recommendations in the Active Transport Scoring Criteria detailed in the Draft Strategy, which were applied to all active transport projects. The Active Transport Scoring Criteria identified in the Draft Strategy are summarised in **Table 25**.

Table 25: Active Transport Scoring Criteria (as Exhibited in the Draft Strategy)

Criteria #	Paths Projects	Score
1	Addresses a current missing link/or constraint in an existing network:	
	Less than 50m	3
	More than 50m	2
	Where alternative path exists	1
2	Does it complete or extend an existing network	1
3	Is it Consistent with the DIAP (removing obvious barrier and representing a significant improvement to local accessibility)	2
4	Is the location in a growth area or experiencing rapid increase in demand (from residential, commercial, or tourism growth)	2
5	Is the location is in a town/village but currently no other form of active transport linkage exists, or existing facilities are inadequate	2
6	Location is within an established populated town/village area (2) or is more isolated/further out (1)	2
7	Deduct Points in a low speed residential environment and/or where a suitable off road alternative already exists	-5
8	Deduct Points for a widening proposal (widening of existing paths should be undertaken when path due for replacement)	-5
9	Traffic Risk (range of 1 - for local road, 2 lower volume collector, 3 higher volume collector, - to 4 for higher volume main road)	4
10	Does it provide a significant improvement to safety (minimise or removes conflict with vehicles)	
	Yes - high speed environment (>=60kph)	3
	Yes - low speed environment (<60kph)	1
	Fatal or serious pedestrian accident	3
	Minor pedestrian accident	1
	Run-off-road adjacent pedestrian demand	1
	Run off-road no adjacent pedestrian demand	0
11	Evidence of regular use by pedestrians & cyclists (including use by walking & cyclist groups, or for planned events) - some locations are obvious- from observations, local knowledge, or anticipated due to adjoining generator - refer also to events calendars, strava heat maps, and other indicators of current demand where available:	
	50+ ped/cycle movements per day	2
	Less than 50 ped/cycle movements per day	1
12	Does it connect to at least one of the following destinations? (*Add/sum all relevant points)	
	Commercial/Retail (including local & neighbourhood shops)/shopping centre/CBD or civic/entertainment centre precincts	1
	Retirement, Seniors Living, Aged Care, hospitals, medical precincts	2
	Education facilities - of any type for discussion	2
	Community facilities (includes pre-school, day care, churches, library's, clubs, evac centres, etc) for discussion	2
	Recreational facilities for discussions	1
	Caravan Parks or other local generators of demand	1
	Transport Nodes (bus zones and shelters, train stations, taxi ranks, other multi-modal facilities)	1
13	Does it have the potential to be used or promoted as a scenic / or tourist activity ?	1
14	Has the project been specifically identified as a priority by the Community?	5
	Sub-Total (maximum score possible)	**40**

10.3.4 Draft Strategy Exhibition Responses

As discussed in **Section 2.3**, the Draft Strategy went on public exhibition in August and September 2024, and all responses from both the public and key stakeholders were carefully assessed and – where relevant - now incorporated into the Strategy.

As discussed in the Exhibition Outcomes Report (**Appendix I**), a number of responses related to the consideration of heavy vehicle traffic volumes in both the scoring criteria for paths projects, and in the P x V formula for crossings and SUP bridge projects. This is an entirely valid point as (for example) awarding points to a local road (1 point per **Table 24** above) that has a high percentage of heavy vehicles may misrepresent the potential safety implications for pedestrians and bicycle riders.

As such, the scoring criteria has been revised, and specifically the "***Traffic Risk***" criteria, so as to reflect any roads with a high percentage of heavy vehicle trips. Further to these revisions, the Traffic Risk criteria has been expanded such that 4 points can now be awarded to both higher volume main roads; and to any road with an unusually higher percentage of heavy vehicles, or where heavy vehicle traffic (including through traffic) impacts residential areas or local road safety generally.

Some discretion has been applied to ensure that short term impacts (for example associated with construction traffic from new developments) aren't unfairly prioritised over locations that require permanent solutions. As many of these locations has been identified as possible, with assistance from Council, and in response to community feedback, to apply the new heavy vehicle criteria in the revised rankings.

Responses from the exhibition also raised the issue of heavy vehicle volumes in the P x V formula, i.e. whether the percentage of heavy vehicles in the traffic volume (V) was accounted for. While the criteria could be expanded to be more detailed, the P x V calculation is currently the simplest and most practical way to prioritise hundreds of potential future pedestrian crossing improvements across the city. So while not directly used in the initial criteria/ranking of crossings, the percentage of heavy vehicles is captured when surveys are undertaken, and is one of numerous factors that Council considers before allocating resources towards upgrades.

While there were no further changes to the scoring criteria based on the exhibition responses, it is important to acknowledge that in a number of instances the Ranking Spreadsheets (particularly for paths projects) provided in the exhibited Draft Strategy did not include the points available for projects that had been "***identified as a priority by the community***". These points have now been awarded for all projects identified in the exhibition responses as being of priority to the community.

The final Active Transport Scoring Criteria, including (following the exhibition, and in response to community feedback) the minor tweaks applied to accommodate locations where unusually high percentages of heavy vehicles is impacting local road safety, is provided below in Table **26**. For convenience to those just looking for the criteria, the final Active Transport Scoring Criteria is also listed separately, up front in the Appendices.

Table 26: Active Transport Scoring Criteria (Adopted in the Strategy)

Criteria #	Paths Projects	Score
1	Addresses a current missing link/or constraint in an existing network: Less than 50m More than 50m Where alternative path exists	 3 2 1
2	Does it complete or extend an existing network	1
3	Is it Consistent with the DIAP (removing obvious barrier and representing a significant improvement to local accessibility)	2
4	Is the location in a growth area or experiencing rapid increase in demand (from residential, commercial, or tourism growth)	2
5	Is the location is in a town/village but currently no other form of active transport linkage exists, or existing facilities are inadequate	2
6	Location is within an established populated town/village area (2) or is more isolated/further out (1)	2
7	Deduct Points in a low speed residential environment and/or where a suitable off road alternative already exists	-5
8	Deduct Points for a widening proposal (widening of existing paths should be undertaken when path due for replacement)	-5
9	Traffic Risk (range of 1 - for local road, 2 lower volume collector, 3 higher volume collector, - to 4 for higher volume main road or road with a high volume of heavy vehicles that could impact pedestrians or bicycle riders).	4
10	Does it provide a significant improvement to safety (minimise or removes conflict with vehicles) Yes - high speed environment (>=60kph) Yes - low speed environment (<60kph) Fatal or serious pedestrian accident Minor pedestrian accident Run-off-road adjacent pedestrian demand Run off-road no adjacent pedestrian demand	 3 1 3 1 1 0
11	Evidence of regular use by pedestrians & cyclists (including use by walking & cyclist groups, or for planned events) - some locations are obvious- from observations, local knowledge, or anticipated due to adjoining generator - refer also to events calendars, strava heat maps, and other indicators of current demand where available: 50+ ped/cycle movements per day Less than 50 ped/cycle movements per day	 2 1
12	Does it connect to at least one of the following destinations? (*Add/sum all relevant points) Commercial/Retail (including local & neighbourhood shops)/shopping centre/CBD or civic/entertainment centre precincts Retirement, Seniors Living, Aged Care, hospitals, medical precincts Education facilities - of any type for discussion Community facilities (includes pre-school, day care, churches, library's, clubs, evac centres, etc) for discussion Recreational facilities for discussions Caravan Parks or other local generators of demand Transport Nodes (bus zones and shelters, train stations, taxi ranks, other multi-modal facilities)	 1 2 2 2 1 1 1
13	Does it have the potential to be used or promoted as a scenic / or tourist activity ?	1
14	Has the project been specifically identified as a priority by the Community?	5
	Sub-Total (maximum score possible)	**40**

10.4 Additional Ranking Considerations

10.4.1 Project Timing

With reference to Table **26**, an additional Scoring Criteria that has been individually assessed relates to the whether or not a project can actually be constructed at this time, or moreover at the time that funding might become available.

Many of the identified projects relate to infrastructure in close proximity to or indeed adjoining new residential subdivisions and other similar developments where a project would effectively tie in with the future active transport infrastructure provided as part of those developments.

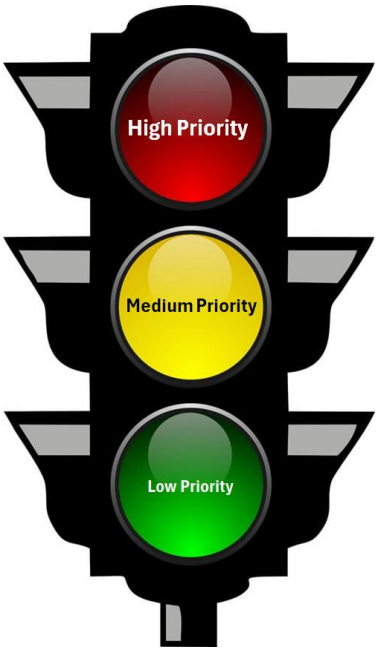
This means that there is little point prioritising these adjacent projects, even though they may be ranked highly further to the application of the Active Transport Scoring Criteria, until these adjacent developments are underway.

As such, while these project have not been negatively scored, they have been demoted until such time as the development that they will tie into has been completed. Again, it is noted that the Bike Plan and PAMP are live documents, and as such when these developments are under way, these projects will be reinstated to their proper ranking.

10.4.2 Active Transport Project Priority Level

So as to further breakdown the ranking of projects for greater clarity for Council and the community (when advocating for projects) an overriding **Priority Level** index was determined which divides all active transport projects into 3 basic levels, being:

- **High Priority**.
- **Medium Priority**.
- **Low Priority**.



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 intent of the "***traffic light***" methodology is to simplify further the reporting of project rankings for Council's consideration of some 700 current path projects identified in the PAMP and Bike Plan.

10.4.3 Community Advocacy

As discussed in **Section 10.3.4**, a key change to the Active Transport Scoring Criteria has been the introduction of the ability for CCBs and other special intersect groups to effectively "play around" with the reported default list of scores within their own communities.

This effectively means that, following the rigorous independent and objectively raw scoring process, if a CCB or key stakeholder is not happy with the "order" of their priorities, they can request for the order of their own town or village priorities to be adjusted up/down, so long as this doesn't elevate their "highest" priority to a score higher than what was the default highest score for their town or village (i.e. so that it doesn't change their highest priority ***relative to other projects across Shoalhaven***).

More plainly, what this effectively means that is if a town or village's highest priority project was scored as being (just as an example) 22 points, then in requesting that a lower priority project be "moved up" to a higher (or highest) priority for that town or village, the highest it can be moved up is to a score of 22 points and the previously highest priority project will have to be moved down the list (i.e. score lower) so that projects in other parts of Shoalhaven are not unduly demoted.

This is simply empowering local communities and CCBs to have more say in the "order" of their own projects, without upsetting their overall ranking across Shoalhaven.

Notwithstanding, Council will still have the discretion of considering a whole range of other factors when it considers and determines its active transport budget each year, and the projects it chooses for delivery on an annual basis.

10.4.4 Crossings and Shared User Path Bridges Priority Level

As discussed in **Section 7.4**, consideration of the basic mix of pedestrian/bicycle rider volumes and traffic volumes (P x V) will always remain a key identifier for Council in determining priorities for active transport infrastructure, more specifically for the ranking of pedestrian crossings and SUP bridges, as a direct and measurable indicator of demand relative to other projects across Shoalhaven.

The application of P x V is most often considered where new road projects or high pedestrian generating developments are proposed, as it provides an initial indication that new or improved active transport infrastructure might be required. Moreover, P x V remains the best means of prioritising crossing projects and SUP bridge projects, again to simplify further the reporting of project rankings for Council's consideration. In this regard then, P x V is akin to an early warning system, even if only to alert Council that a certain location may be added to the current projects list.

Broadly again therefore, High Priority is given for the top 10% - 15% ranked paths projects; Medium Priority for the middle 25% - 35% ranked path projects; and Low Priority for the remaining paths projects.

As discussed, the use of P x V as a specific volume threshold warrant has always been controversial, with most communities struggling to understand how locations just under threshold warrants are not prioritised, but as soon as a warrant is reached – sometimes simply due to an extra 100 vehicles per day, or 10 additional pedestrians in an hour - a location all of a sudden becomes a priority. Again therefore, it is important to reiterate that warrants have always been treated with a level of discretion, and that P x V remains a useful and reliable means for Council to prioritise large numbers of potential projects, and as such have been formally absorbed into the PAMP.

SUP bridges are very significant in the context of the broader Strategy for a number of reasons; they directly move pedestrians and bicycle riders from constrained roadways; they more often than not address critical missing links; and can be game changing in terms of the connections and accessibility that they provide.

Unfortunately though, they are also extremely expensive!

The Strategy identifies more than 40 of SUP bridge projects across Shoalhaven, the cost of which is approximately 30% of the entire backlog of active transport projects! This makes the ranking of these projects very important, and the formula of P x V is supported as the simplest and most effective means of prioritising these important projects.

10.5 Paths for Investigation

Briefly, as part of the Paths & Crossings Review, some path projects have been identified as being "***for investigation.***" These projects (but not all) are quite aspirational, and reflect requests from either the community or Council for longer term priorities for active transport connectivity.

However these projects will not be included in the PAMP Maps until such time as they are firstly found to be feasible (or not); and also due to their potential impact on third party land (either private land or State land holdings) either directly or indirectly.

These projects generally haven't been formally captured in the PAMP in the past; however, these projects have now been separately categorised, and scored/ranked (also using the new Active Transport Scoring Criteria for consistency and fairness in consideration); separate allocations of funding will need to be identified to initially progress investigation into these projects.

It is noted that the NSW Government's "Get Active NSW" program now permits "***projects for investigation***" to be considered; however, it will be a matter for Council to balance these priorities, which will inevitably have to compete within the same funding that could be used for other eligible and construction ready projects.

Following any investigations of these projects, it is anticipated that some of these projects may not be supported for progression, while others may be supported if found feasible.

At that point, these projects will need to be mapped (once an alignment is confirmed with more accuracy), and moved to the broader Paths Ranking spreadsheet for re-scoring and prioritisation against all other active transport projects across Shoalhaven.

These Investigation Projects are detailed in **Appendix G** (**Paths for Investigation**), and some more notes about these projects are also provided in **Appendix H** (**Notes to Scoring Criteria and Project Ranking Spreadsheets**), noting that in some cases significant investigation work (and significant allocations of funds) will be required *in the first instance* to undertake the proper and appropriate assessments of each of these projects, in consultation with affected owners and the broader community.

Again, it is only further to these investigations that these projects can be properly considered; properly mapped; ranked; and then considered for delivery by Council.

Finally, it is noted that these "investigation" projects will also be faced with the same funding challenges facing Council, and the success of any individual project may be at the discretion of the NSW Government as they determine grant priorities amid their own funding constraints.

10.6 Project Ranking

The full list of identified active transport projects across Shoalhaven, and their ranking further to application of the Active Transport Scoring Criteria and/or P x V, is provided in **Appendix D** (**Paths**); **Appendix E** (**Crossings**); **Appendix F** (**SUP Bridges**); and **Appendix G** (**Paths for Investigation**).

Critically though, the **Project Ranking** is designed to provide an empirical assessment of each project based on specific, tangible criteria. As such, while there is certainly merit in considering the higher ranked projects, this should not be seen as prescriptive, as there are many subjective factors that also need to be considered by Council and the community, including:

- Cost of the works.
- *Bang for buck*.
- Community priorities.
- Potential funding sources.
- Timing of new developments.
- Changes in public transport routes/services.
- Changes to the road network.
- State and/or Federal Government Priorities and funding criteria.
- Alignment to other programs, initiatives and projects.

Notwithstanding, the Project Ranking will continue to be the prime reference for the prioritisation of future active transport projects subject to Council's regular review of the Community Plan, and the annual review of the DPOP, and in turn applies its own discretion amid a range of other factors when determining which projects it may or may not support for delivery as part of its annual budgetary deliberations.

10.7 Project Notes

There are a number of relevant notes/caveats identified in regard to the ranking of projects, and more specifically to each of the individual Active Transport Scoring Criteria. These include a discussion of costs/units rates for different types of paths and crossings; the length of active transport paths compared with the length of roads; and some of the individual factors that can relate to specific projects.

Moreover of course, it is important to provide the community with more information in this regard given the extent of the backlog of active transport projects, currently being more than 700 paths projects and 200 crossing projects.

These notes/caveats are detailed in **Appendix H**, and should be read in conjunction with the Project Ranking Spreadsheets in **Appendix D** (**Paths**); **Appendix E** (**Crossings**); **Appendix F** (**SUP Bridges**); and **Appendix G** (**Paths for Investigation**).

11 The Active Transport Strategy

In order to best meet the demands and expectations of the community, and to ensure a robust, inclusive and evolving active transport network that will assist in meeting active travel demands across Shoalhaven, the Strategy includes 3 key Priorities and associated Action items. Further details of each of these Priorities and corresponding Actions are conveniently provided in **Appendix A**.

Priority 1
Connected, safe, inclusive and legible active transport networks

Priority 2
Aligning with local and NSW planning and active transport strategies and guidelines

Priority 3
Encourage and promote active trips as safe and viable modes of transport

12 Key Projects

Finally, further to the outcomes of the Paths & Crossings Review sections below provide details of some of the higher ranked active transport projects, including footpath, SUP and crossings projects; for each, we have provided a short description of the project, and the Active Transport Scoring Criteria factors that saw each rise to the top.

We have also summarised some of the top ranked SUP bridge projects and Paths for Investigation.

As discussed in **Section 10**, there are many other factors that Council needs to consider in prioritising projects, but the results of the Paths & Crossings Review are an important consideration for Council as they clearly identify how projects compare with other projects across Shoalhaven based on an objective application of the Active Transport Scoring Criteria and P x V formula..

12.1 Paths Projects

12.1.1 Overview

While detailed discussion of the new Active Transport Scoring Criteria can be found above in **Section 10** (**Paths & Crossings Review**), it is again noted that the Active Transport Scoring Criteria was originally amended in response to community feedback (prior to the exhibition of the Strategy) to simplify the Active Transport Scoring Criteria and make it fit for purpose as an objective and single use “Active Transport” measure, simplifying both the scoring criteria and the display/categorisation of project rankings (High, Medium and Low priority).

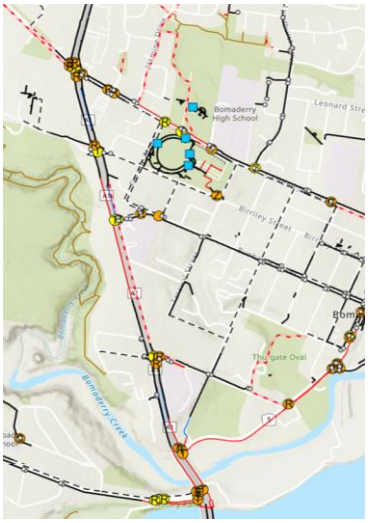
Further to the exhibition of the Draft Strategy, in response to community feedback received during the exhibition a further tweak was made to the Active Transport Scoring Criteria, expanding the “Traffic Risk” (Criteria #9) to address roads with an unusually higher percentage of heavy vehicles, which was an important and necessary change in response to this feedback, and resulted in some ranking adjustments, all which made sense and reflected safety concerns on the ground. A detailed review was also undertaken to ensure that the “Community Advocacy” (Criteria #14) was also being fairly applied to all relevant projects across Shoalhaven, in response to all of the feedback received from community groups and key stakeholders.

While a brief discussion of some of the higher priority path projects is provided in sections below, with nearly 700 path projects in contention it is not possible to write about all priority projects here, noting that some 75 path projects (10% of all path projects) were adjudged to be “High Priority”, and a further 100 projects (25% of all path projects) we adjudged to be “Medium Priority” (combined, addressing the top 25%, or 175 projects, as priorities for Council’s consideration)..

That's not to say other path projects aren't as important to local communities, but simply that Shoalhaven has an extensive road network (some 1,822km of Council roads) and 50 towns/villages competing for active transport funding. That's the challenge, and the reason for such a thorough review of all path projects, so as to ensure that the limited funding available is going to the right areas, and with the backing of community advocacy (captured through extensive and ongoing consultation).

12.1.2 Shared User Path, Princes Highway Corridor Nowra and Bomaderry

The busiest transport corridor in Shoalhaven, Princes Highway through Nowra and Bomaderry sadly is lacking in a continuous active transport corridor along its length. There have been some great projects delivered in part along the way, but there remains some very notable missing links and constraints, which are staged to address funding constraints.



Most of these projects have risen to the top of the rankings due to the high volume of traffic along the corridor; the importance of the corridor to a broad range of users; and the associated missing links and constraints which - when resolved - will facilitate higher utilisation of active transport in Shoalhaven's busiest area.

12.1.3 Shared User Path, "Basin to the Bay"

When Council's first active transport strategy, the "Shoalhaven Cycleway Strategy" was adopted in 1997, the strategy sought to progressively implement twelve key active transport corridors across Shoalhaven. Most of these have since been completed, either all or in part, and any remaining missing links have been captured and reflected in the updated Strategy.

One of these corridors is the "Basin to the Bay" SUP, which when completed will form a continuous SUP from Basin View all the way to Vincentia, connecting into the "Round the Bay" SUP network.

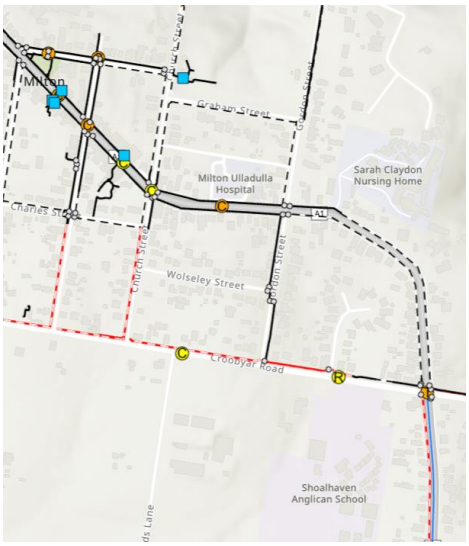
There is only one missing link left to deliver in the "Basin to the Bay" SUP network, being the connection between Kerry Street and Paradise Beach Road, via the southern end of Anson Street, Loralyn Avenue and Macleans Point Road (an alternative option for consideration, compared to the original proposed alignment via Walmer Avenue).

The original strategy specified Walmer Avenue – a designated Regional Road - for the SUP connection; however, subsequent design investigations have led to a District Engineering recommendation to instead include Macleans Point Road which is a shorter route; has less constraints; has less impact on established trees; and is anticipated to be lower cost.

Due to funding limitations, this vital missing link has been broken into multiple stages, and a final decision on whether Macleans Point Road or Walmer Avenue is preferred can be made once funding is available to deliver the project. Notwithstanding, completing this final missing link represents an important milestone in the delivery of the original Shoalhaven Cycleway Strategy network, so no surprise that this project has risen to the top of the rankings due to the importance of the corridor - locally and strategically - and its associated connections.

12.1.4 Princes Highway and Croobyar Road, Milton

While arguably the Milton-Ulladulla Bypass should have been delivered in 2006 after the earlier gazettal of the corridor in the Shoalhaven LEP in the 1990's, it is not surprising that the local community has been seeking more and more off-road path opportunities through Milton and Ulladulla as traffic levels have continued to grow. The path network has progressed to a greater degree through Ulladulla (which is busier), however Milton has some high demand missing links along Princes Highway which have been slowly elevated to a higher priority on the fringes of the town due to the demands from the three schools in Milton; the medical precinct; and the IRT Sarah Claydon retirement village and aged care home.



Similarly, Croobyar Road has also experienced growth from the development of the Corks Lane sub-division, as well as incremental background growth from further west, and at times also experiences spikes in demand due to activities at the showground; or from traffic diversions off Princes Highway down Myrtle Street and along Croobyar Road during seasonal peaks. As with Princes Highway also, there are only a few safe and convenient off-road options along Croobyar Road for pedestrians and bicycle riders, let alone our most vulnerable.

The active transport corridors along both of these important roads need to be improved, and so again it is not surprising these path projects have risen to the top of the rankings due to the high volumes of traffic; the importance of these corridors to a broad range of users; and to specifically address some notable missing links/constraints to allow people to choose active transport as a convenient option in Milton.

12.1.5 Shared User Path, Hillcrest Avenue, South Nowra

Like Kalandar Street in Nowra, Hillcrest Avenue has also experienced significant growth in demand since the early 2000's following the expansion of Worrigee and South Nowra, as well as growth in nearby local high schools in John Purcell Way and Park Road.

However, Hillcrest Avenue is lacking a continuous and safe active transport connection to the west and south (between these schools and Princes Highway, and the nearby South Nowra playing fields and commercial precinct) which is the highest priority; and more broadly a safe and continuous connection that will eventually be required back to Worrigee in the medium long term (also a high priority, but with a relatively lower ranked score).

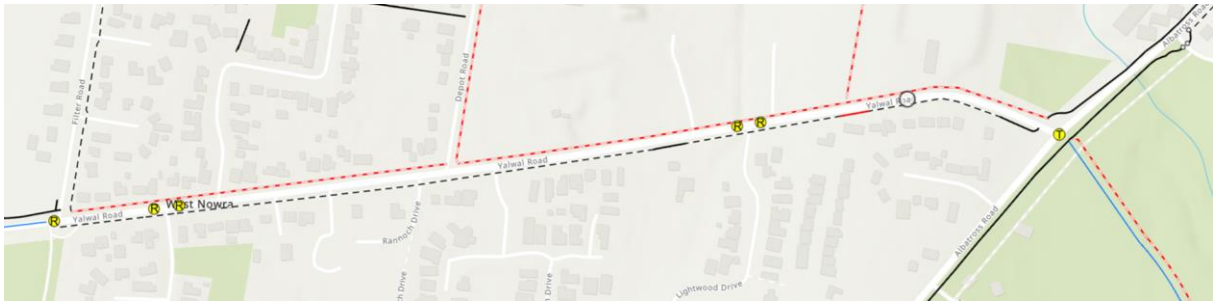
Given the current high volumes of traffic, and lack of safe off-road opportunities for pedestrians and cyclists, this path project has also risen towards the top of the priorities, and will require a holistic solution of SUPs, pedestrian crossings and traffic management at the intersection of Hillcrest Avenue & John Purcell Way.

The elevation of the initial SUP component of this broader project to High Priority will prompt a broader master plan view of all of the improvements necessary between John Purcell Way and Princes Highway, which will need to be staged over time, commencing with intersection safety improvements and a SUP along the southern side of Hillcrest Avenue (requiring a separate SUP bridge) in the first instance; and an additional SUP along the northern side of Hillcrest Avenue in the longer term which could be delivered as part of the future bridge replacement, subject to timing.

12.1.6 Shared User Path, Yalwal Road, West Nowra

This long sought after path project provides for a new SUP on the northern side of Yalwal Road from the existing SUP west of Filter Road to the existing path network in Albatross Road, addressing a vital missing link between West Nowra and the CBD.

This path project was originally elevated in priority since an earlier stage of the path network was completed further to the west as part of the University development, and has now been further elevated following incremental increases in traffic volumes through the area, and more specifically further to consideration of the higher proportion of heavy vehicle traffic impacting West Nowra due to the location of the Waste and Recycling Depot.



That's the new Active Transport Scoring Criteria at work, as this is one of several projects that have benefited from the amendment to "Traffic Risk" (Criteria #9) which provides additional points to projects in locations where local safety has been evidently impacted by higher than usual heavy vehicle traffic volumes.

12.1.7 Shared User Paths, Meroo Road and Cambewarra Road, Bomaderry

These important transport corridors through Bomaderry have also benefited from the amendment to "Traffic Risk" (Criteria #9) given the higher heavy vehicle traffic volumes generated by nearby industries in Meroo Road, Railway Street and along Bolong Road.

Active Transport projects along these corridors have also been elevated in priority due to the growth in general traffic; the location of nearby schools; and the need to provide a safe and continuous active transport connections between Bomaderry Train Station, nearby schools, and the Bomaderry Sports Complex.

12.1.8 Shared User Path Improvements, Shoalhaven River – Nowra Bridges Underpass

The Nowra Riverfront Advisory Taskforce (**NRAT**) was established in November 2020 by the NSW Government, co-chaired by the NSW Department of Planning and Environment, and the Department of Regional NSW. The role of the NRAT is to help ensure that the planning for the Nowra Riverfront is coordinated and aligned with other major projects in the area so as to identify and prioritise strategic development opportunities; and to drive the revitalisation of the Riverfront.

While planning for the Nowra Riverfront is still ongoing, this hasn't stopped key projects from being identified and delivered along the way, with a focus on ensuring that any projects/works are complimentary to longer-term planning. The opening of the new Nowra Bridge included improvements to active transport on the bridge and on both sides of Shoalhaven River, and further improvements are identified (or already under development) to tie into this new active transport infrastructure to further extend active transport benefits along key transport corridors and more broadly along the foreshore.

One such project is the upgrade of the SUP underpass under the Nowra bridges along the southern banks of the Shoalhaven River; funding for the design development of these improvements has been made available, but funding is still required for delivery.

The project will widen the existing path network (currently only suitable for pedestrians, and with a number of known blind spots), i.e. it will provide not only for widening under the bridges, but also extend this widened path both up/and downstream, initially tying back into Scenic Drive (to the west) and Riverview Road (to the east). This will address the current constraints, and transform this part of the active transport network for the benefit of both pedestrians and bicycle riders.

As the dust settles on the broader planning for the Nowra Riverfront, the community can expect even more improvements to be identified and prioritised to further activate the Shoalhaven River precinct, including improved connections back to the existing active transport network.

12.1.9 Shared User Path Projects Temporarily Deferred

A closing note also in regard to some high priority projects that have been temporarily deferred/demoted in the path rankings to a lower priority due to the need for other planning or delivery works to be completed “in the first instance”. Some examples of these deferred projects are provided below to explain the context and reasons for these deferments based on the new Active Transport Scoring Criteria.

- Shared User Path Link, Milton to Ulladulla

  While this project is undeniably a high priority, the current location of the Princes Highway corridor (part of the State Road network), as well as very high costs and significant constraints, has made it difficult for Council to evolve this project. As part of the planning works undertaken for the Milton-Ulladulla Bypass project, the lack of an active transport corridor between the towns has been recognised, and Council remains hopeful that TfNSW might be able to plan and design an active transport corridor, and indeed deliver parts of the project as part of the Milton-Ulladulla Bypass project.

  In the short term though, it is not possible to further progress this project until more information becomes available in regard to the design and delivery commitments associated with the Milton-Ulladulla Bypass.

- Shared User Path, Kings Point Drive, Kings Point

  While the provision of a SUP along Kings Point Drive is again undeniably a high priority (and is assessed as such further to the application of the Active Transport Scoring Criteria), earlier concept design investigations by Council identified extensive property impacts which would need to be resolved in the first instance. However, given the connection between this project and the Milton-Ulladulla Bypass project, Council has forwarded its concept designs to TfNSW, and remains hopeful that TfNSW may deliver all or part of the project as part of the Milton-Ulladulla Bypass project (which crosses Kings Point Drive).

  Again therefore, in the short term it is not possible to further progress this project until more information becomes available in regard to the design and delivery commitments associated with the Milton-Ulladulla Bypass.

- Active Transport Improvements, Cambewarra, Badagarang and Surrounds

  Given the extensive growth planned across Cambewarra, Badagarang and adjacent areas, active transport improvements in the area are also undeniably a priority.

  However, Council isn't responsible for the Moss Vale Road corridor (a Classified Main Road and part of the State Road network), and as such has been advocating for the NSW Government to prioritise the upgrade of Moss Vale Road to cater for the planned growth, including active transport provisions.

  Also at play is the planning work being undertaken by the NSW Government for the Nowra Bypass and broader Nowra-Bomaderry transport improvements project. In the short term, local projects that may eventually connect into these broader State networks cannot be further progressed until more information becomes available in regard to the design and delivery commitments associated with the Moss Vale Road upgrade; the Nowra Bypass; and broader Nowra-Bomaderry transport improvements.

- Active Transport Improvements, Tomerong and Surrounds

  Also a high priority for active transport improvements and local area traffic calming, Tomerong village was originally bypassed in the 1990's but broader background traffic growth has been increasing over time. The village is also susceptible to closures and diversions occurring in the surrounding road network (including Jervis Bay Road, the Princes Highway, The Wool Road and Island Point Road) which can at times redirect high (and often unplanned) volumes of additional traffic through the village.

  While there may be some works Council can undertake to mitigate these impacts, given the significant impact of State projects and diversions on the village, in the short term local planning of any such improvements cannot be progressed until more information becomes available in regard to the design and delivery commitments associated with the Jervis Bay Road to Hawken Road, and Hawken Road to Sussex Inlet Road, projects.

Nonetheless, Council remains hopeful that TfNSW may deliver some improvements for Tomerong as part of the respective Princes Highway upgrade projects.

- Deferred Projects - General

  There are many other State and local examples of projects which cannot be progressed at this time until other planning or delivery works are completed in the first instance. The current High Priority projects are therefore those that are more advanced or ready for funding now given consideration of the many factors associated with active transport projects that tie in with other major road projects.

  Critically though, it is important to again remember that the ranking of projects is a live and ongoing operational exercise by Council staff so as to keep on top of constant changes in the active transport space, and to ensure that as soon as conditions change and become favourable, deferred projects can then be repositioned to their correct place in the rankings table, and as soon as possible to enable them to be considered for funding, relative to other construction ready active transport options.

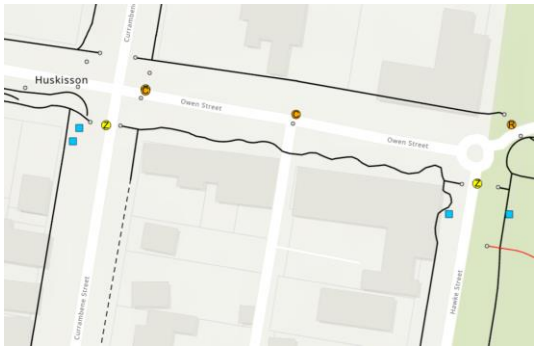
12.2 Crossing Projects

12.2.1 Huskisson Town Centre, Owen Street and Hawke Street

Other than Princes Highway through Ulladulla, Owen Street and Hawke Street in Huskisson report the highest pedestrian crossing demand in Shoalhaven, a reflection of the popularity of Jervis Bay – and of course Huskisson itself - as a tourist destination.

While Council has been awarded grant funding to undertake some initial pedestrian crossing upgrades, the details of this funding are currently being finalised; depending on what can be achieved with this initial grant funding, it is acknowledged that some staged works may be required in the first instance, with the situation then being continually monitored to identify demand changes and further crossing improvements.

The Huskisson Traffic and Parking Strategy adopted by Council includes the upgrade of the mid-block crossing in Owen Street (between Sydney Street and Currambene Street) to a formal pedestrian crossing, and additional formal pedestrian crossings on the southern, eastern and northern legs of the Owen Street & Currambene Street intersection. Finally, a formal pedestrian crossing in Hawke Street to the south of Owen Street has also been identified.



In almost all instances, the crossing projects have been prioritised further to recent surveys and the application of the P x V formula.

Other improvements may be required in the future, including a formal crossing of the western approach to the Owen Street & Hawke Street intersection (outside the pub); and of other approaches at the Owen Street & Sydney Street intersection (as part of the future roundabout proposal).

Importantly, even where specific projects have not been identified, Council recognises the importance of safe active transport within Huskisson, and we will continue to monitor all streets within Huskisson over time.

12.2.2 Princes Highway, Ulladulla and Milton

Several locations along Princes Highway through Milton and Ulladulla have been monitored for some time for potential pedestrian crossing improvements, with individual segments assessed in the P x V rankings, as well as with reference to the varying degree of risk at different locations.

The P x V analysis indicates high [potential] conflict volumes at the Princes Highway & South Street intersection in Ulladulla, which has been listed for proposed traffic signals since the mid 1990's as part of a suite of measures to manage traffic and pedestrian safety pending delivery of the Milton Ulladulla Bypass.

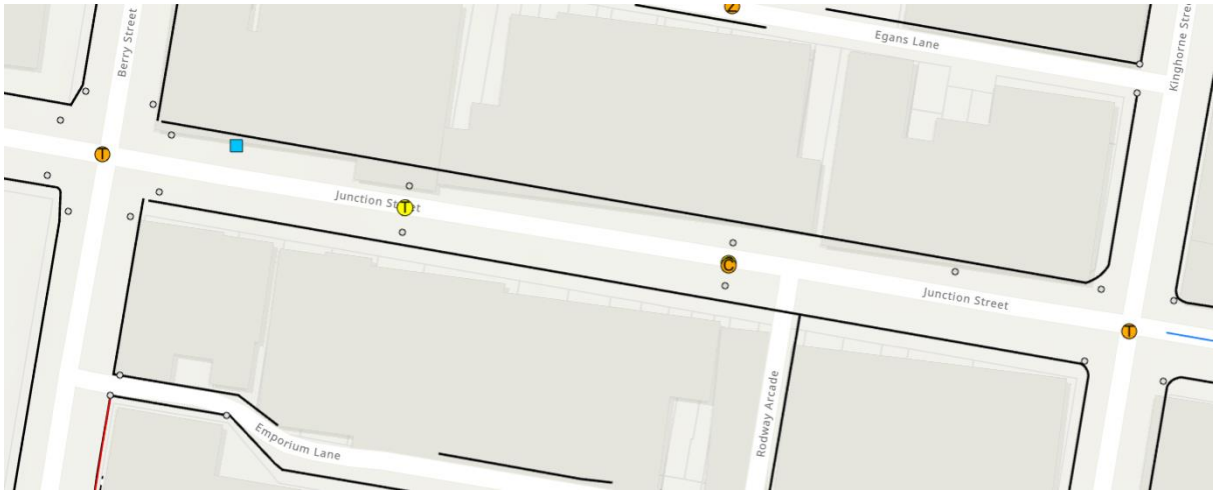
arc traffic + transport understands that the provision of signals has recently been deferred again by the NSW Government and TfNSW, as they investigate other potential solutions as part of the broader Milton Ulladulla Bypass Project.

A location between Church Street and Wason Street (adjacent to the IGA) has recorded the highest P x V in Princes Highway in Milton. Other locations in both Ulladulla and Milton are also being closely monitored for potential pedestrian safety improvements, having been ranked highly in the annual P x V assessment. A range of potential measures are being considered to improve pedestrian safety, with careful assessment to ensure any proposed treatments again to not result in adverse traffic impacts.

The P x V analysis identifies that even ***post-Bypass***, these locations in Milton and Ulladulla may experience some initial traffic volume relief. However, as traffic volumes again continue to grow over time along the current Princes Highway corridor through these towns and villages, it is anticipated that these locations will still continue to feature among Shoalhaven's high crossing priorities, and further surveys will be undertaken post-bypass to evaluate any adjustments required to the P x V analysis.

12.2.3 Junction Street, Nowra

This project provides for the formalisation a pedestrian crossing at the same location as the existing informal crossing point in the main street (kerb build-outs opposite Morrisons Arcade). This project scored highly as a function of P x V, i.e. the significant pedestrian and traffic volumes mid-block in Junction Street, with modelling indicating no adverse traffic impacts.



Council will also consider the other informal mid-block crossing in the same section of Junction Street (opposite the current Chemist Warehouse store), which also ranked highly and is anticipated to be considered for a pedestrian crossing treatment at the same as the Morrisons Arcade crossing upgrade, noting that traffic modelling undertaken by Council indicates no adverse traffic impacts even if both crossings are upgraded.

12.2.4 Queen Street, Berry Town Centre

The main street of Berry has again ranked highly in the P x V analysis, a reflection of the popularity of Berry as a tourist destination and moreover the vitality of Queen Street itself.

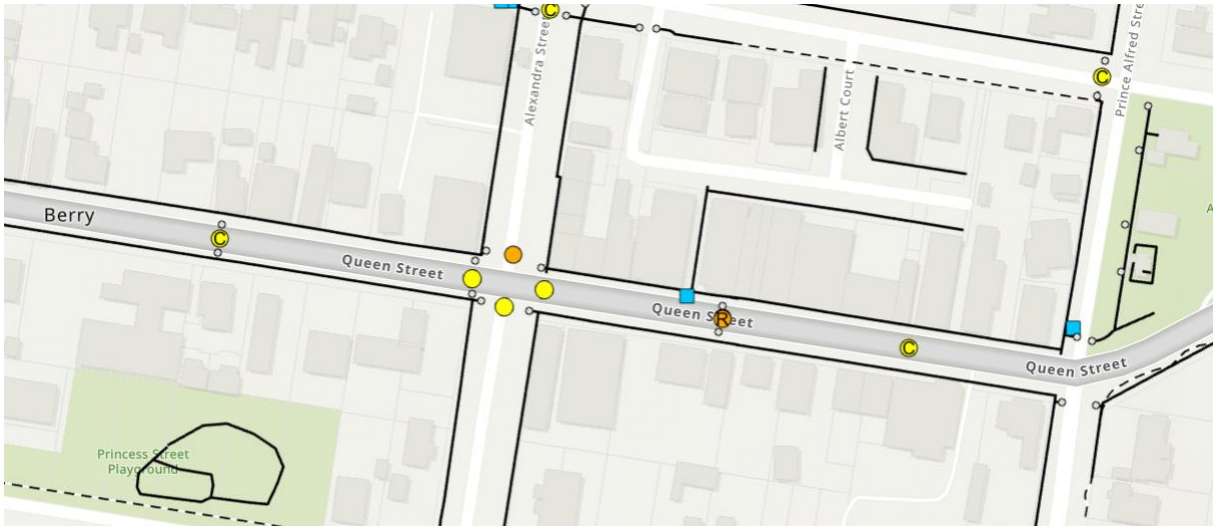
Council has previously been awarded grant funding to undertake some initial pedestrian crossing upgrades in Queen Street, but we are still developing designs that meet with the expectations of the local Berry community.

Prior to the Princes Highway bypass of Berry, formal pedestrian crossings in Queen Street weren't considered appropriate due to the very high likelihood of Princes Highway traffic rat-running through adjacent residential streets. Following the completion of the Princes Highway bypass in 2018, Council has actively sought potential grant funding options that could support pedestrian safety improvements in the Berry Town Centre, and particularly in Queen Street.

To the east of Alexandria Street, the existing Queen Street pedestrian refuge ranks very highly for a potential upgrade to a formal pedestrian crossing, and the community has recently requested that consideration be given to an additional crossing treatment further to the east (outside the Berry Hotel), which will be considered in the next round of P x V surveys and analysis.

To the west of Alexandria Street, P x V analysis also indicates that pedestrian crossing upgrades are worthy of consideration, both mid-block near the "donut van" and in closer proximity to the Queen Street & Alexandria Street intersection.

It should be noted P X V analysis shows that formal pedestrian treatments are required on each approach to the Queen Street & Alexandria Street intersection, and moreover that traffic volumes in and of themselves suggest a need for an intersections upgrade, potentially to a roundabout (with pedestrian treatments on all approaches).



In the short-term though, Council will continue to investigate additional refuge treatments at the intersection of Queen Street & Alexandra Street (such as provided on the northern approach) prior to a longer term roundabout upgrade being considered, and moreover the P x V analysis will continue to be kept up to date to evaluate changing demands and inform any potential crossing improvements.

12.2.5 North Street, Nowra

Probably no surprise to anyone - the existing North Street pedestrian crossing ranks very highly in the annual P x V analysis, having previously met former TfNSW warrants when the location was under management of the former Roads & Traffic Authority when the old Princes Highway actually ran through the Nowra Town Centre!

Given ongoing safety concerns at the location, which are a reflection of how traffic and pedestrian volumes at the have grown over the years, Council continues to monitor this location carefully, particularly as pedestrians now need to cross more than two traffic lanes (depending on the time of the day) which would not be recommended under “current” standards. Given the high P x V results, the most (if not only) suitable upgrade under current standards would be pedestrian signals, potentially tied to the signalisation of the North Street & Graham Street & Egans Lane Car Park intersection.

While – conversely - there has been calls in the past for the crossing to be removed, as a roads authority Council prefers to never endorse a downgrade of a crossing treatment that meets warrants for a formal treatment, particularly where (in this instance) it not only meets traditional warrants but would blows them away if they were technically still applicable as the traditional warrants (!) which supports Council's position of retaining the current crossing until such time as TfNSW agrees to an upgrade to a higher order, signalised treatment..

It remains Council's current position, and is arc traffic + transport's recommendation reflecting a common sense approach, that given the high quantum of P x V at this location there wouldn't be a reasonable justification for a downgrade (or removal) of the crossing, and again as such the suitable upgrade would provide a signalised intersections with signalised crossings on all approaches.

Until such time as a signalised treatment is provided, the existing pedestrian crossing will need to remain, again noting that it provides safe crossing opportunities than having no crossing at all. Moving forward though – and again noting that Councils are not responsible for traffic signal assets in NSW - Council will continue to lobby TfNSW a suitable grant to deliver the signals.

12.2.6 Kinghorne Street, Nowra

Numerous locations across Nowra have been monitored in the annual P x V surveys and analysis. Although the highest ranked locations in/around the Nowra CBD include North Street (the location of the existing pedestrian crossing - no surprise!) a location in the vicinity of Woolworths and Coles has also been identified as a priority project based on high P x V results, which reflects the high demand for pedestrians crossing between Woolworth and Coles. No surprise there…

Importantly, the evidence available at this time indicates that more detailed traffic modelling of this section of Kinghorne Street by Council is unlikely to identify any adverse traffic impacts arising from the provision of a formal pedestrian crossing, and moreover the provision of a formal pedestrian crossing would not only provide a risk management measure, but would provide a significant improvement to safety and accessibility in the busy part of the Nowra Town Centre, particularly for our most vulnerable pedestrians.

12.2.7 Emmett Street, Callala Bay

Emmett Street in the vicinity of the Callala Bay shops has also ranked highly in the annual P x V analysis, a reflection of how busy another one of our coastal villages have also become over the years.

The section of Emmett Street between the Community Centre access and Chisolm Street has been monitored for some time in two distinct crossing demand zones (to the east and west of the shops), with the Paths & Crossings Review in turn identifying the need for 2 pedestrian crossing treatments.

Like other high P x V locations, a pedestrian crossing at even just one of these locations would provide significant accessibility improvements for the community, in particular for our most vulnerable, although where there are distinct separate desire lines such as this, multiple crossing treatments are always recommended to address each desire line.

12.2.8 Cambewarra Road, Bomaderry

This projects provides for an upgrade of the existing Children's Crossing outside Bomaderry Public School. This crossing was previously upgraded from at-grade Children's Crossing to a raised Children's Crossing, but monitoring of pedestrian and traffic volumes (yep, P x V) indicates that warrants are met for a formal raised pedestrian crossing (wombat crossing).

This project also scores highly due to the to link between Bomaderry Station and Bomaderry High School, as well as Council's resolution to strengthen the active transport links between Bomaderry Station and the Bomaderry Regional Sports Complex.

12.3 Shared User Path Bridges

12.3.1 Millards Creek Ulladulla

This project would provide for the upgrade of the existing Millards Creek Bridge in Princes Highway to a SUP bridge, with a SUP to be provided on the eastern side of the bridge (which attracts some 80% of active trips across the bridge).

It is anticipated that funding for this upgrade could be made available as part of the Milton Ulladulla Bypass, though this is yet to be confirmed. This has been a long sought after project for the community, however projects in this order of cost are typically not achievable through normal grant funding streams, so it is hoped that the Milton Ulladulla Bypass project could be the saviour(!) as this particular project is by far the highest ranked SUP bridge project.

12.3.2 Moss Vale Road, Kangaroo Valley

The project has been a long time coming, and is currently ranked second highest of the SUP bridge projects, based on the annual P x V assessment against other SUP bridge projects across Shoalhaven.

The SUP network in Kangaroo Valley has been a successful collaboration between the community and Council, and indeed one of the first of its kind in Shoalhaven; however, there remain a number of [expensive!] missing links for Council to complete at a later date. This includes a notable gap in the existing SUP path on the northern side of Moss Vale Road between (generally) 127 Moss Vale Road and 141 Moss Vale Road, which would also require a SUP bridge over the culvert east of 129 Moss Vale Road).

This project would remove many of the current pedestrian crossing movements on of Moss Vale Road (many of which are pedestrians/bicycle riders who currently have to cross the road twice due to the absence of the proposed SUP bridge) but involves constructing the proposed SUP bridge to cross the existing culvert to allow continuation of the existing path. .

After Millards Creek Ulladulla, this project currently returns a very high P x V result, and the completion of this project would result in much needed safety and connectivity improvements in Moss Vale Road through the Kangaroo Valley Village Centre.

12.4 Paths for Investigation

12.4.1 Overview

The Paths for Investigation projects – many of which are, it is acknowledged, extremely aspirational - are projects that have been requested by the community for future consideration, but can't be added to the PAMP or Bike Plan at this time without requiring some degree of initial investigative work

These projects have been separately ranked (using the new Active Transport Scoring Criteria), and a separate allocation of funds will be required in the first instance to undertake the proper and appropriate assessments of each project in consultation with affected owners and the broader community.

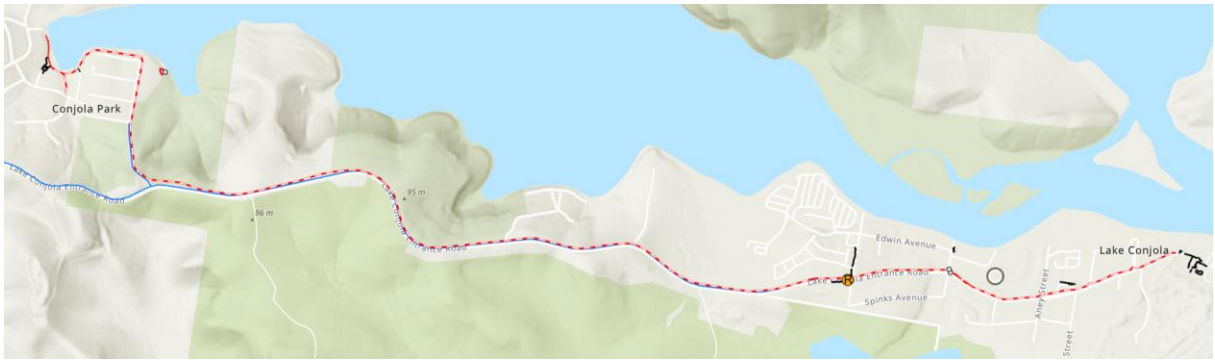
Again, it is only further to investigation that these projects can be properly considered; properly mapped; ranked; and then considered for delivery by Council (if indeed they are deemed feasible following the initial investigations).

12.4.2 Lake Conjola

This project would provide a SUP along Lake Conjola Entrance Road from Havilland Street in Conjola Park to Norman Street in Lake Conjola. It is designed to provide a safe mixed-use path for both pedestrians and bicycle riders, and a safer and more efficient way for local residents and visitors to walk or cycle between Conjola Park and the township of Lake Conjola.

A Concept Design has been prepared by the Conjola Community Recovery Assessment (**CCRA**) using donations to support open space upgrades in Conjola Park following the 2019 - 2020 Black Summer bushfires.

The SUP will provide a width of approximately 2.0m over a length of some 3.4km, and run parallel to Lake Conjola Entrance Road (northern side of the road) between Havilland Street, Conjola Park and Norman Street, Lake Conjola. CCRA also investigated a path along the Lake Conjola foreshore, but this was not considered to be economically viable given a requirement for extensive land acquisitions from both private landholders and the National Parks and Wildlife Services.



Similar to other projects of this nature, and specifically because of the constraints of the existing road reserve, and the likely land acquisition impacts - the project will remain as an investigation project until such time as Council has been able to carefully examine the project (in consultation with the community) including the alignment of the SUP and costings prepared by CCRA. If found to be acceptable and feasible, and once the dust has settled on a design alignment, the project can then be mapped with more certainty, at which point it can be included in the PAMP Interactive Mapping Tool and also moved across into the Paths Projects Ranking Spreadsheet for future funding consideration.

12.4.3 Falls Road, Falls Creek

This investigation project has ranked highly primarily due to it being an alternative route for bicycle riders so that they can avoid traversing the highly trafficked and high-speed Princes Highway and Jervis Bay Roads.

Council is aware of the recent heightened interest in this project within the cycling community due to the increased risks for bicycle riders trying to negotiate the construction site of the Jervis Bay Road flyover project, a project being managed/delivered by the NSW State Government, noting that an off-road bicycle path has not been provided by TfNSW as part of the project.

The Falls Road project has been in the PAMP from the outset (i.e. for more than 20 years), and is a project that has been discussed with local cycling clubs for many years, but it has not gained favour with adjacent landowners, nor have alternative routes identified by Council over a number of years.

Notwithstanding, and a discussed previously in **Section 2.3**, this project was raised as Item 4 in the Ordinary Meeting of Council held on 15 August 2024 (MIN24.451), which resolved *That Council:*

4. *Report back on a temporary bicycle access along the gated Falls Public Rd alignment due to the safety issues associated with the Jervis Bay Road intersection works and that this temporary legal access be subject to review in any future investigations for permanent access and any environmental impacts.*

Pursuant to Item 4 of the Resolution, a separate report to the new Council on the Falls Road bicycle track proposal is currently being prepared (date still to be determined). It is intended that once the Falls Road matter has been considered by the new Council, any subsequent resolution of Council could also be addressed as a final amendment to the Strategy, subject to the Council meeting outcome.

Should Council decide to pursue the project further, funding will need to be allocated to the project in the first instance to allow appropriate initial investigations to be undertaken, as well as further community and landholder consultation to see whether viable alternatives exist, or whether Council may need to examine the provision of an off-road bike track along the originally adopted route.

12.4.4 Gerringong to Bomaderry Rail Trail

Choo choo - now this one has got our attention!

While this project hasn't ranked very highly (at least at this point), so called rail trails have become very significant tourist attractors across Australia over the past 20 years, either using disused railway lines or the immediately adjacent corridor.

Rail trails provide an appropriate gradient for bicycle riding, as railway lines simply can't be provided on steep hills given the operational capabilities of trains; a rail trail between Gerringong and Bomaderry (and then on to Nowra) would not only link to of the South Coast's most populator tourist destinations, but also provide for day-tripping bicycle riders and pedestrians of all abilities.

Council has resolved to more actively investigate this project in conjunction with future upgrade works along the rail line, which in the first instance will require consultation with TfNSW and Sydney Trains, and well as investigations in regard to potential pinch-points; crossing locations; and land ownership. Further to those investigations, a determination would be made in regard to what formal studies would then be required to examine the viability of the project.

It should be noted that this project has only ranked poorly (in accordance with the Active Transport Scoring Criteria) on the basis that it simply isn't ready for consideration at this point in time. More specifically, the significant constraints along the existing rail corridor indicate that a project of this nature could really only be considered as part of a future rail line upgrade, including future rail line duplication, rail sidings, passing loops and the like given current land constraints.

So, while certainly aspirational, we can see it being a winner one day!

12.4.5 Currambene Creek SUP Bridge

There has been recent community and Councillor interest in a proposed SUP bridge of sorts across Currambene Creek (linking Huskisson to Myola), as well as a request to investigate this project by SBUG in their submission on the new ATS, so we thought it was worthy of a mention here!

Historically there has been community interest in a bridge "for traffic" linking communities to the north and south across Currambene Creek (to avoid the longer drive around via the Princes Highway) serving growing coastal communities; improving local accessibility; and also enhancing resilience (resilience to natural disasters and network incidents). However, while a "preferred route" for a road bridge (for traffic) was adopted by Council in the 1990's, the project was never considered a short or medium term priority, and moreover stalled as a result of:

- Insufficient funds to deliver or even advance the investigations into the project;
- The corridor was never secured;
- The adopted corridor was also several kilometres further upstream along Currambene Creek, and in turn too far to the west to ever be considered as a practical addition to the "Round the Bay" SUP network).

Due to the complexities associated with trying to build a SUP bridge to link Huskisson and Myola, including the need to cater for all variations of marine vessel (traversing between the Woollamia boat ramp and Jervis Bay), Council resolved as part of the "Round the Bay" strategy in 2012 that in the first instance it would focus on extending the SUP network around the Bay in each direction, leaving the Currambene Creek crossing as a potential longer term initiative.

As a stop-gap measure though, Council supported the private ferry operations which were established to service the current demands. These ferry operations have proved popular, and Council has since sought grant funding for improvements to the SUP network (supporting the ferry operations on the Myola side of Currambene Creek) including car parking improvements, and connecting the landing/launching area back to the existing SUP network which connects to Callala Beach and onwards to Callala Bay.

This remains the current position of Council, and there is much more to be done in the first instance to continue to develop the Round the Bay network in each direction (on the northern side - through Callala Beach to Callala Bay; and on the southern side - an extension of the SUP network on the southern side of Vincentia, as well as other safety and access improvements through Vincentia).

There are several options for a potential SUP bridge alignment, but none of these options have a reasonable cost, nor provide a short or direct crossing between Huskisson and Myola, again as this is not possible without impacting marine vessels traversing between the Woollamia boat ramp and Jervis Bay. The most likely (least cost) option is to investigate a potential alignment utilising the existing SUP network along Woollamia Road, and then via Edendale Street (the current SUP network terminates on Woollamia Road at Edendale Street).

However, while this may be the least cost option, like all other aspirational "paths for investigation" an allocation of funds would be required in the first instance to investigate this option (or others) more thoroughly, including likely land impacts. This funding has at this time not been prioritised given the complexities and high costs likely to be involved, and given the amount of work still left to be done to further expand the SUP network around Jervis Bay in both directions in the first instance, pursuant to the adopted Round the Bay strategy.

Appendices

Appendix A: Active Transport Strategy Priorities Summary

Appendix B: Active Transport Scoring Criteria

Appendix C: PAMP Maps

Appendix D: Paths Review Outcomes

Appendix E: Crossings Review Outcomes

Appendix F: Shared User Path Bridge Review Outcomes

Appendix G: Paths for Investigation

Appendix H: Notes to Scoring Criteria and Project Ranking Spreadsheets

Appendix I: Exhibition Outcomes Report

All Appendices are also available as separate documents via the Shoalhaven City Council PAMP webpage at:

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

traffic + transport

Shoalhaven Active Transport Strategy

including Pedestrian Accessibility & Mobility Plan Update and Bike Plan Update

for

Shoalhaven City Council

Appendix A: Active Transport Strategy Priorities & Actions

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1 Introduction

1.1 Overview

The Shoalhaven Local Government Area (**Shoalhaven**) is an exceptional place to live, work and play, but our growing population, older demographic, vibrant tourist industry and broader spread of towns and villages over some 4,500 square kilometres make our transport challenges, well, challenging!

As Shoalhaven moves towards a population of more than 120,000 people by 2031, and with no indication of that growth slowing, it is critical that our transport networks continue to provide a high level of accessibility and efficiency.

Increasing the use of **active transport** will play a critical role in reducing vehicle trips and the associated emissions and direct/indirect costs of congestion and infrastructure. **Active trips** also provide enormous benefits to the health and wellbeing of individuals, and to the broader community, together with Public Transport providing sustainable alternative transport modes, and in turn allowing the preservation and creation of more spaces across Shoalhaven that people can simply enjoy.

Over the past 20 years, Council has implemented many elements of the 2002 and 2005 Pedestrian Accessibility & Mobility Plans (**PAMP 2002** and **PAMP 2005**) and 2013 Bike Plan (**Bike Plan 2013**), which have provided significant improvements to active transport and accessibility in many of our towns and villages. Council has also created many new recreational paths providing access for residents and visitors alike to our precious natural attractions.

But there is always more to do, particularly in the context of ongoing growth and demographic changes, to make active transport available to our entire community!

Whilst the broader Active Transport Strategy and its associated appendices is very comprehensive, this Appendix has been prepared as a shorter and more user-friendly outline of the new Strategy and its associated priorities-actions.

1.2 The New Active Transport Strategy

The NSW Government released its new Active Transport Strategy in December 2022 (**NSW ATS**), which draws on the NSW Future Transport Strategy, also released in 2022 (**NSW FTS**). The purpose of the NSW ATS is to double active transport trips in 20 years, following the NSW Government's vision for safe, healthy, sustainable, accessible and integrated journeys in NSW. Given these significant targets, and moreover the significant changes to the underlying means by which these targets can be achieved, it was necessary to development the new Strategy to be consistent with the NSW ATS, and take advantage of current thinking in regard to latest standards and guidelines.

While the PAMP and Bike Plan remain fundamentally important elements within the Strategy, the current PAMP Maps needed to be better integrated, and it was also not helping Council's cause to have separate criteria to rank PAMP v Bike Plan projects (competing for the same funding streams), a single criterion was needed.

Accordingly, development of the overarching Active Transport Strategy has updated and pulled together the PAMP and Bike Plan, and together with a single use 'Active Transport' criteria.

Developing the strategy in line with the NSW Government's latest strategy, policy and guidelines, will also help to maximise grant funding opportunities under the plan, fundamentally important given that a quantum increase in funding from all levels of government will be necessary to deliver the strategy and enable the delivery of as many off road opportunities and as many safer crossings as possible across Shoalhaven.

1.3 Active Transport Strategy Objectives

The Strategy from the outset considers that active transport needs to connect within and across all of our communities and be suitable for people of all ages and abilities.

The primary objective is to get more people out walking and cycling, improving health and environmental outcomes, and more sustainable transport networks for the future.

This can be achieved by creating a safe and connected active transport environment that is attractive to all potential users, with a focus on providing viable alternatives for local trips, whilst still planning for and enabling longer trips between villages and throughout the Shoalhaven over the longer term. This primarily targets walk trips of up to 1.5 km, and cycle trips of up to 10km, i.e. generally for trips of up to 20 minutes between home and work; school; mixed use centres; and community and recreational facilities, however there are exceptions for those communities currently disadvantaged or isolated through lack of connectivity or availability of any safe off-road options.

For the purposes of the Strategy, active transport describes walking, cycling and the use of mobility devices (e.g. wheelchairs, walking aids, scooters) and small wheeled transport (e.g. skateboards, skates) on paths, roads and trails, for the whole or part of a journey.

1.4 Active Transport Benefits

Active transport provides enormous benefits for individuals, including improved health and wellbeing outcomes; increased physical activity; and greater tourism and economic opportunities. Of course, reducing traffic also provides enormous direct and indirect benefits for the whole community!

A summary of all of the benefits (and costs) of a move to active transport is provided in Error! Reference source not found..

Table 1: Active Transport Benefits and Costs

Benefit/Cost Category	Benefit or Cost
Improved Infrastructure	**Benefits from improved walking and cycling conditions.**
User benefits	*Increased user convenience, comfort, safety, accessibility and enjoyment*
Option value	*Benefits of having mobility options available in case they are ever needed*
Equity objectives	*Benefits to economically, socially or physically disadvantaged people*
More Active Transport Activity	**Benefits from increased walking and cycling activity**
Fitness and health	Improved public fitness and health
Reduced Vehicle Travel	**Benefits from reduced motor vehicle ownership and use**
Vehicle cost savings	*Consumer savings from reduced vehicle ownership and use*
Avoided chauffeuring	*Reduced serve passenger responsibilities due to improved travel options*
Congestion reduction	*Reduced traffic congestion from vehicle travel on congested roadways*
Reduced barrier effect	*Improved active travel conditions due to reduced traffic speeds and volumes*
Roadway cost savings	*Reduced roadway construction, maintenance and operating costs*
Parking cost savings	*Reduced parking problems and facility cost savings*
Energy conservation	*Economic and environmental benefits from reduced energy consumption*
Pollution reductions	*Economic and environmental benefits from reduced air, noise and water pollution*
Land Use Impacts	**Benefits from support for strategic land use objectives**
Pavement area	*Can reduce road and parking facility land requirements*
Development patterns	*Helps create more accessible, compact, mixed, infill development (smart growth)*
Economic Development	**Benefits from increased productivity and employment**
Increased productivity	*Increased economic productivity by improving accessibility and reducing costs*
Labor productivity	*Improved access to education and employment, particularly by disadvantaged workers*
Shifts spending	*Shifts spending from vehicles and fuel to goods with more regional economic value*
Support specific industries	*Support specific industries such as retail and tourism*
Costs	**Costs of improving active travel conditions**
Facilities and programs	*Costs of building non-motorised facilities and operating special programs*
Vehicle traffic impacts	*Incremental delays to vehicle traffic or parking*
Equipment	*Incremental costs to users of shoes and bicycles*
Travel time	*Incremental increases in travel time costs due to slower modes*
Accident risk	*Incremental increases in accident risk*

1.5 Active Transport Responsibilities

Council is primarily responsible for the provision and maintenance of active transport infrastructure in local government owned and/or managed roads, road reserves, parks and open space areas; this also extends to planning controls to ensure that new developments also provide high standard active transport infrastructure, and up front to encourage alternative modes from the outset.

The Strategy seeks to turbo-charge the provision of new active transport infrastructure, as the opportunity for active trips to replace vehicle trips has never been better!

Council also shares responsibility with Transport for NSW (**TfNSW**) to provide off-road active transport infrastructure along State Roads, a partnership that in the last ten years has resulted in a significant increase in active transport infrastructure that is provided as a part of all NSW Government led projects.

More of this great collaboration can be expected as further NSW Government led projects are delivered across Shoalhaven into the future!

While Council is 'primarily' responsible for provision and maintenance, the current backlog of active transport projects is very significant; as such, to meet the objectives and targets of Council's and the NSW Government's Active Transport Strategies will require a quantum increase in expenditure from all levels of government, and a commonsense approach that recognises local constraints but still rewards Council trying to extend active transport benefits as far reaching as possible across their communities, and to as high a standard as possible within the prevalent constraints of existing networks.

1.6 The Vision

Ultimately, our vision is that more and more people use active trips every day, even if only for short walk or cycle trips.

At present, 2021 Household Travel Survey data indicates that 1 in 7 trips (not including a shared walk trip, i.e. from a vehicle parking space to a destination) is an active trip.

Our goal is to increase active trips to account for 1 in 5 trips, or 20% of all trips in Shoalhaven, over the next 10 years, which is consistent with NSW Government Active Trip targets, which more aims to double active transport utilisation over the next 20 years.

1.7 Active Transport Strategy Priorities

The new Active Transport Strategy Priorities are provided here as Appendix A; as the main Strategy document and its associated appendices is very comprehensive, this Appendix has been prepared as a shorter and more user-friendly outline of the new Strategy and its associated priorities, and specifically a summary of the Priorities that Council has identified as being central to increasing active trips across Shoalhaven.

While this Appendix A includes a high level overview of active transport considerations and the resulting Priorities for actioning, full details of the development and implementation of the new active transport strategy is provided in the more detailed Strategy documents including the full suite of associated appendices.

2 Current Active Transport Planning

2.1 Existing Active Transport Networks

Notwithstanding the fact that there are missing links in our active transport networks, Council has worked tirelessly to provide high quality active transport infrastructure in parts of the Shoalhaven where demand is greatest.

A key part of Council's active transport planning to date has been the development and launch of the PAMP Interactive Mapping Tool for the whole of Shoalhaven. The PAMP Interactive Mapping Tool also facilitates open and ongoing consultation with the community by making proposed projects very easy to visualise, enabling the community to provide ongoing feedback, as well as allowing Council to keep our active transport strategies as up to date as possible.

Check out the PAMP Interactive Mapping Tool at:

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

While a selection of PAMP maps are provided in Appendix B of the Strategy, they are just an example of existing and proposed active transport facilities in some of our key towns and villages, showing the existing levels of connectivity, and how we propose to improve connectivity and accessibility for all active transport users in the future. The PAMP Interactive Mapping Tool should be your main "go to", as it provides the most comprehensive coverage of Shoalhaven's active transport network, even though we appreciate there's more work to be done to update the maps, noting that they are constantly evolving as projects are delivered, mew projects emerge, anomalies addressed.

2.2 NSW Government Funding

Notwithstanding the need to continue to expand our active transport networks, Council is very proud of its achievements to date in providing a high level of active transport accessibility within our key population centres given our very limited resources.

Council has a very enviable record of advocating for funding from the NSW Government for active transport projects across Shoalhaven; over the past 5 years, the NSW Government has contributed tens of millions of dollars for projects providing new and/or upgraded walk, cycling and SUPs further to our advocacy on behalf of the community.

And despite the significant impacts to our road infrastructure in recent times (heavily impacted following compounding natural disasters) this has also allowed us to look at other opportunities for active transport improvements through the Bushfire Local Economic Recovery Fund, such as the Lake Conjola Entrance Road Shared User Path Bridge (**SUP Bridge**) and the Lake Conjola Entrance Road Shared User Path (**SUP**) design investigations.

Notwithstanding, Council acknowledges that the backlog of active transport projects (current over 900 separate projects!) across Shoalhaven is very significant; applying high level unit rates indicates that these projects would cost well in excess of $235M to deliver (following detailed design investigations – the actual delivery costs are likely to be significantly higher !). In short, a quantum increase in funding will be required from all levels of Government to help us deliver the Strategy to meet both Council's and the NSW Government's active transport targets.

2.3 A Common Sense Approach to Active Transport

An integral part of the Strategy – and moreover our planning for future active transport projects - is to not just focus on broader strategic outcomes, but also keep an eye on design and maintenance to optimise user experience, and ultimately generate more active trips through good connectivity, design and experiences while also considering a common sense approach.

It must be acknowledged that we (like many regional Councils) are faced with significant constraints in providing active transport infrastructure (again, not just the very high costs with limited budgets, but real physical constraints) that can at times prevent current active transport design standards being achieved, in all respects. Indeed, we see this often not only in Council projects, but also in TfNSW's own projects.

In developing the Strategy therefore, Council has taken a view that when it comes to addressing conflicts between pedestrians/bicycle riders and vehicular traffic - particularly for the young and the vulnerable - in almost all instances it is far safer to provide some form of off-road opportunity, physically separated from the roadway, even if the design of the path may fall short of the highest of current standards. It is unquestionable that this provides a greater outcome than providing no path at all, and represents in many instances the most viable and practical solution to enable us to continue advancing towards Council's and the NSW Government's active transport targets.

Council acknowledges that it can at times be difficult to have these conversations with the community (and at times with TfNSW!), but we have taken - and will continue to take - a common sense approach to ensure that the provision of active transport infrastructure is as fair and equitable as possible across Shoalhaven, (and, with limited budgets - as far reaching as possible across Shoalhaven).

In some instances therefore, while it may not be possible to provide off-road paths that strictly meet the most up-to-date design standards in all respects, **the Strategy adopts the position that in many locations it is almost always better to provide a slightly below standard off-road path than to provide no off-road opportunity at all!**

TfNSW projects often face the same physical and budgetary constraints, resulting in new active transport infrastructure that does not strictly meet current guidelines in all respects. This is appreciated, and Council simply seeks the same discretion without prejudice to continue to maximise funding for active transport improvements across Shoalhaven.

Again, our preference is for an overriding objective of providing communities with as many safer off-road paths, and as many safer crossings as possible - even if that means some marginal design compromises might be required in some cases - to achieve a safe separation of pedestrian/cyclists from vehicular traffic.

2.4 NSW Government Strategic Cycling Corridors Program

In October 2024, TfNSW released the Illawarra Shoalhaven Strategic Cycleway Corridors Overview, which provides an update in regard to their progress of extending the State wide Strategic Cycleway Corridors program to Illawarra Shoalhaven.

The focus of the Strategic Cycleway Corridors program in Shoalhaven is to provide safe cycleways for people of all ages and abilities., along with better connections between existing key centres, schools and points of interest, along with emerging centres that will serve an important function in the future. To improve these network and enable more people to ride, TfNSW envisages the program will:

- Leverage existing and proposed active transport connections in Illawarra-Shoalhaven.
- Allow government agencies and planning processes to coordinate infrastructure commitments.
- Create cycleways that are well integrated with our public transport hubs, with secure bicycle parking facilities to enable seamless multimodal journeys.
- Apply the design guidance in TfNSW's Cycleway Design Toolbox to all future cycleway projects wherever possible.

A number of key pieces of cycleway infrastructure that Council has previously discussed with TfNSW (and are shown in the PAMP Interactive Mapping Tool) are not included in the Cycleway Corridor Strategy for Shoalhaven at this time; these include:

- An extension of a cycleway south of Burrill Lake.
- An extension of a cycleway south of Vincentia to Hyams Beach.
- A lack of detail as to the alignment of the future cycleway connections between Jervis Bay and Princes highway.

Importantly though, the Illawarra Shoalhaven Cycleway Corridor Strategy is at this time provided only as an "Overview" document. As such, Council will continue to consult with TfNSW to ensure that these (and other) key pieces of cycleway infrastructure are appropriately considered as the Illawarra Shoalhaven Cycleway Corridor Strategy evolves.

See the Overview here: https://www.transport.nsw.gov.au/operations/walking-and-bike-riding/strategic-cycleway-corridors

3 The Active Transport Strategy Priorities

In order to best meet the demands and expectations of the community, and to ensure a robust, inclusive and evolving active transport network that will assist in meeting active travel demands across Shoalhaven, the Strategy includes 3 key Priorities and associated Action items, which are detailed in sections below.

Priority 1
Connected, safe, inclusive and legible active transport networks

Priority 2
Aligning with local and NSW planning and active transport strategies and guidelines

Priority 3
Encourage and promote active trips as safe and viable modes of transport

Priority 1
Connected, safe, inclusive and legible active transport networks

3.1 Priority 1: Connected, Safe, Inclusive and Legible Active Transport Networks

3.1.1 Action 1: Prioritised Program of Active Transport Projects

- ✓ Continue to update and maintain a clear plan of existing and proposed active transport corridors through further revisions to the PAMP Interactive Mapping Tool, and the development of a new Bike Plan Interactive Mapping Tool, to clearly identify and deliver improvements and works, including but not limited to footpaths, bicycle paths and SUPs, as well as ancillary infrastructure such as safer crossings, seating, bicycle racks, shade and wayfinding signage.
- ✓ Continue to review intersections and mid-block locations across Shoalhaven where interaction between traffic and pedestrians/bicycle riders is of concern, and/or where interventions are required to improve safety and efficiency.
- ✓ Continue to identify and deliver active transport infrastructure improvements and works, addressing safety and reduced road crossing delays, and promoting active transport by making it safer and easier.
- ✓ Ensure that our starting point for all new or upgraded active transport infrastructure is building in accordance with the most up-to-date guidelines, while also being cognisant of a common sense approach in order to get the highest number of vulnerable users off the road, and stretch our limited resources as far as we possibly can.
- ✓ Undertake more detailed local area planning for active transport projects in areas where numerous projects have been identified so as to maximise the integration of active transport networks. A separate allocation of funding is required for "***investigation***" projects, necessary to either accept or reject those "***visionary***" or "***controversial***" projects that may be a good idea, but not viable at this time; or may have strategic merit, but (for example) adversely impact private properties. It is important to work through these projects over time to either remove them from consideration, or better define proposed active transport corridors, providing more certainty and enabling these projects to be more accurately identifiable in the PAMP Interactive Mapping Tool and future Bike Plan Interactive Mapping Tool.
- ✓ Ensure that the PAMP Interactive Mapping Tool, and future Bike Plan Interactive Mapping Tool, incorporate popular features such as "Connector Routes" and "Popular Routes" from Bike Plan 2013, and look to modify or expand these routes if/as required in consultation with key stakeholders.

- ✓ Continue to view the Active Transport Ranking Spreadsheets as an evolving operational strategy document, kept as up-to-date as possible by Council staff by removing completed projects (or those proposed to be undertaken by third parties); amending existing active transport projects following more detailed investigations; adding new active transport project concept; and responding appropriately to the community's active transport priorities; all in accordance with the new Active Transport Scoring Criteria.
- ✓ As part of the ongoing strategy review, continue to Identify gaps in the network which offer large benefits for low cost, completing missing links and addressing kerb ramp constraints, to address connectivity and accessibility for all.
- ✓ Consider funding opportunities for adopted pathway networks, where appropriate, through the preparation of the new Contributions Plan project that is currently underway, or as part of future plan updates.

3.1.2 Action 2: Review and Maintain Active Transport Assets

- ✓ Ensure asset management systems incorporate regular maintenance of active transport infrastructure, including regular review of Council's AMPs, ensuring that the balance between infrastructure and maintenance capability is sustainable.
- ✓ Promote and improve processes by which the community can report maintenance issues to Council.
- ✓ When active transport facilities are replaced under renewal programs, ensure they are upgraded to meet current standards wherever possible.
- ✓ Undertake active transport path renewal and maintenance as necessary.
- ✓ Undertake regular reviews of Council's older infrastructure networks, auditing hazards and prioritising safety improvements, utilising Council's new Active Transport Scoring Criteria to manage competing priorities.

Priority 2

Aligning with local and NSW planning and active transport strategies and guidelines

3.2 Priority 2: Aligning Local and NSW Planning Strategies and Guidelines

3.2.1 Action 1: Coordinate Movement & Place Outcomes

- ✓ Identify projects which can achieve pedestrian and bicycle rider benefits as well as enhance the broader area in accordance with Movement & Place objectives.
- ✓ Continue to advocate to ensure that all major transport projects provide for active transport and active transport connectivity to the local road network, providing options that cater for longer term network connections along strategic corridors, and between strategic corridors and our local communities and key destinations. This must include the incremental development of the strategic spine corridor along Princes Highway with each successive Princes Highway upgrade project to achieve the same strategic spine-diverting principles “through” our towns and villages to provide convenience, amenity, and economic benefits along the route.
- ✓ Improve pedestrian and bicycle rider wayfinding, in particular upon completion of individual active transport networks; and in the shorter term identify any warning signage/low cost safety improvements that could be undertaken to make existing routes safer until longer term upgrades can be delivered.
- ✓ Improve the design and provision of rest places and in-between spaces to make active transport more attractive, comfortable and convenient.

3.2.2 Action 2: Work towards 15 Minute Neighbourhoods

- ✓ Identify projects which can achieve pedestrian and bicycle rider benefits as well as enhancements in accordance with 15 Minute Neighbourhood objectives.
- ✓ Ensure pedestrian connectivity to local bus routes is designed to facilitate 15 Minute Neighbourhoods.
- ✓ Investigate locations for end-of-trip facilities in key towns, villages, and significant developments, including secure bicycle parking, showers, change rooms and lockers.
- ✓ Provide and/or facilitate end-of-trip facilities in all towns, villages, and for significant developments, meeting short term user demand and planning for the future.

- ✓ Prioritise the delivery of bicycle parking facilities at key destinations including activity centres; parks and reserves; sporting and community facilities;–schools, town centres, civic spaces, and key foreshore attractions.
- ✓ Investigate the installation of lighting where paths carry a substantial number of pedestrian or bicycle riders during periods of darkness, though at the same time ensuring adjacent residents are not impacted by over designed lighting/light-spill.
- ✓ Continue to provide mid-trip facilities as part of network delivery, including seating; water fountains; shelters; toilets; landscaping; and rest areas.

3.2.3 Action 3: New Developments

- ✓ Ensure that active transport infrastructure requirements are specifically identified in the Shoalhaven DCP and other planning documents for all new developments.
- ✓ Ensure that new residential developments cater adequately for public transport, at each stage, ensuring that bus stops are accessible within 400m of all dwellings, and ensuring that an integrated networks of paths and crossings is provided to safely and conveniently link residents with bus stops.
- ✓ Ensure that the Shoalhaven DCP and Engineering Specifications include the most up-to-date design standards for active transport infrastructure.
- ✓ Ensure that new residential and commercial developments provide high standard internal pedestrian and bicycle networks, including an appropriate hierarchy of pedestrian paths, SUPs and crossing facilities.
- ✓ Ensure that new residential developments provide active transport connectivity to external paths wherever available and practical (minimising the backlog of new missing links across Shoalhaven), and work to address the backlog of missing links in the soonest possible time.
- ✓ Ensure that active transport paths provide access to key internal attractors including bus stops; parks and recreational facilities; and retail/commercial areas and community facilities.
- ✓ Ensure that all new commercial and NSW Government sector developments appropriately consider active and public transport at all design stages, ensuring that bus stops are provided or amended to suit developments, and ensure that paths and crossings provide safe and convenient access to and through the development with appropriate connectivity to existing transport networks.

3.2.4 Action 4: Work with Governments to Align Objectives and Maximise Funding

- ✓ Continue to monitor state and regional planning strategies as they evolve, and collaborate to ensure all levels of Government are in alignment, to continue to deliver as many active transport improvements as possible.
- ✓ Continue to actively lobby for increased funding for active and public transport projects in Shoalhaven, and ensure that lobbying is effectively targeted at all levels of Government.

- ✓ Continue to work with State Government towards the goal of hitting the Active Transport Targets, with a joint focus on flexible, practical and affordable local solutions to get more people off the road in more locations, and provide more safer crossings.
- ✓ Continue to chip away at the staged delivery of an expanded active transport network over time to achieve enhanced accessibility and connectivity for all of our communities, notwithstanding the primary focus being a reduction in shorter trips by private vehicles.
- ✓ As Governments refine their strategies and policies in relation to EV charging and e-mobility options, advocate for Governments to consider networks of EV charging for active transport e-mobility, and increasing the number of EV charging points for e-bikes and e-scooters (including secure and covered storage options) as another effective way of supporting, expanding, and encouraging more people to engage in active and sustainable transport options.
- ✓ Work with the NSW Government to refine their new “Strategic Cycling Corridors” Program within the Shoalhaven (released in October 2024), to address key missing links, and continue to advocate for more funding including annual funding streams from all levels of Government (to continue to deliver active transport improvements across the Shoalhaven, and to a level sufficient to meet Strategy targets).

Priority 3

Encourage and promote active trips as safe and viable modes of transport

3.3 Priority 3: Encourage and Promote Active Transport

3.3.1 Action 1: Promote and encourage active transport

- ✓ Prepare and implement a social media strategy to promote and inform the community of the benefits of walking and bicycle riding, and start community conversations on relevant issues.
- ✓ Continue to update and expand the PAMP Interactive Mapping Tool, and work towards providing a separate Bike Plan Interactive Mapping Tool, providing user friendly tools for the community to review existing and proposed active transport projects and networks.
- ✓ Utilise local Visitor Information Centres and Tourism Organisations to promote recreational and every day active transport experiences.
- ✓ Develop “Active Transport Guides” for walking and bicycle riding routes and places of interest, promoting Active Transport and supporting Tourism/Economic benefits.
- ✓ Continue to promote the "Share the Track" campaign, in collaboration with adjoining Councils, to encourage and promote safety; to highlight the message that off-road SUP infrastructure is there for all to share; and promote appropriate behaviour to ensure that everyone (residents and visitors alike) can all get out there and safely enjoy the benefits of active transport.
- ✓ Promote the health, lifestyle and economic benefits of walking and bicycle riding, particularly targeting school students, commuters and residents living in close proximity to town and village centres.
- ✓ Promote completed infrastructure to ensure the community is aware of the new active transport opportunities.
- ✓ Undertake targeted promotion of new facilities to the surrounding and broader community via mechanisms such as maps, newsletters, community events, media releases, annual updates to "Shoalhaven Advocacy Projects", and associated social media strategies, to keep community and political conversations going on all forms of active transport and the need for more.
- ✓ Participate and promote statewide and national events that promote walking and bicycle riding, for example Bike Week festivities, National Ride2Work Day, Share the Road campaigns, Heart Foundation Walking program.

- ✓ Continue to work with other agencies to deliver and promote recreation and tourist based active transport events, destinations and opportunities in the region.
- ✓ Investigate providing a bicycle fleet (including e-bikes and e-scooters) for Council staff to ride to meetings and site visits.
- ✓ Trial “Pop Up” active transport infrastructure, and tie-in with community events to gather feedback and promotion.

3.3.2 Action 2: Educate

- ✓ Continue to include road and pedestrian safety programs in all schools.
- ✓ Continue to work with walking and cycling groups to encourage new participants via community education forums and special walking and cycling events.
- ✓ Ensure all campaigns, messaging and education material considers vulnerable and under-represented user groups including children, women, seniors, and those less mobile.

3.3.3 Action 3: Integrate

- ✓ Incorporate active transport infrastructure into all transport projects.
- ✓ Continue to deliver active transport infrastructure as part of all road/intersection upgrades projects.
- ✓ Ensure active transport planning and infrastructure is considered in all Council and NSW Government projects in Shoalhaven.
- ✓ Partner with the NSW Government to deliver regional planning outcomes which support and encourage an increased take-up of active transport trips for all trip purposes.
- ✓ View all grant funding opportunities through an Active Transport Lens, to optimise funding opportunities for Active Transport, even if in conjunction with other projects.

3.3.4 Action 4: Best Practice

- ✓ Review Council standards for active transport infrastructure to ensure they represent the most up-to-date standards, while remaining cognisant of the common sense approach, and our key objective of getting more people active and providing as many of our most vulnerable users as possible with off-road path options and safer crossings.
- ✓ Ensure that the PAMP and Bike Plan remain up to date to reflect the latest thinking, and current guidelines and strategies, so as to maximise the shift in travel modes towards increased active [and public] transport.

3.3.5 Action 5: Monitor

- ✓ Where possible, collect and/or review active transport (and public transport) network and participation data for benchmarking and to optimise grant funding outcomes for priority projects.

- ✓ Where possible, continue to collect and review pedestrian and bicycle rider volume data, P x V data, and relevant traffic and speed data, to ensure that proposed active transport projects target locations where safety improvements are unquestioned; provide the greatest bang for buck; reflect the highest crossing priorities across Shoalhaven; and provide Council with sufficient data to justify and optimise grant funding.
- ✓ Aim to undertake a review of the Active Transport Strategy, PAMP and Bike Plan at least every 5 years, ensuring the strategies remain up-to-date and reflect the latest thinking, guidelines and strategies so as to maximise the shift in travel modes towards increased active trips.
- ✓ Provide the community with an opportunity to review projects and selection criteria as part of each review process.
- ✓ Continue to update and evolve the PAMP Interactive Mapping Tool and future Bike Plan Interactive Planning Tool to ensure proposed projects remain up-to-date; reflect community priorities wherever practical; align with the latest Council and TfNSW objectives and project developments; and reflect the outcome of current investigations.

Shoalhaven Active Transport Strategy

including Pedestrian Accessibility & Mobility Plan Update and Bike Plan Update

for

Shoalhaven City Council

Appendix B: Active Transport Scoring Criteria

2025 Active Transport Scoring Criteria

Criteria #	Paths Projects (including Path Projects for Investigation)	Score
1	Addresses a current missing link/or constraint in an existing network:	
	Less than 50m	3
	More than 50m	2
	Where alternative path exists	1
2	Does it complete or extend an existing network	1
3	Is it Consistent with the DIAP (removing obvious barrier and representing a significant improvement to local accessibility)	2
4	Is the location in a growth area or experiencing rapid increase in demand (from residential, commercial, or tourism growth)	2
5	Is the location is in a town/village but currently no other form of active transport linkage exists, or existing facilities are inadequate	2
6	Location is within an established populated town/village area (2) or is more isolated/further out (1)	2
7	Deduct Points in a low speed residential environment and/or where a suitable off road alternative already exists	-5
8	Deduct Points for a widening proposal (widening of existing paths should be undertaken when path due for replacement)	-5
9	Traffic Risk (range of 1 - for local road, 2 lower volume collector, 3 higher volume collector, - to 4 for higher volume main road or road with a high volume of heavy vehicles that could impact pedestrians or bicycle riders).	4
10	Does it provide a significant improvement to safety (minimise or removes conflict with vehicles)	
	Yes - high speed environment (>=60kph)	3
	Yes - low speed environment (<60kph)	1
	Fatal or serious pedestrian accident	3
	Minor pedestrian accident	1
	Run-off-road adjacent pedestrian demand	1
	Run off-road no adjacent pedestrian demand	0
11	Evidence of regular use by pedestrians & cyclists (including use by walking & cyclist groups, or for planned events) - some locations are obvious- from observations, local knowledge, or anticipated due to adjoining generator - refer also to events calendars, strava heat maps, and other indicators of current demand where available:	
	50+ ped/cycle movements per day	2
	Less than 50 ped/cycle movements per day	1
12	Does it connect to at least one of the following destinations? (*Add/sum all relevant points)	
	Commercial/Retail (including local & neighbourhood shops)/shopping centre/CBD or civic/entertainment centre precincts	1
	Retirement, Seniors Living, Aged Care, hospitals, medical precincts	2
	Education facilities - of any type for discussion	2
	Community facilities (includes pre-school, day care, churches, library's, clubs, evac centres, etc) for discussion	2
	Recreational facilities for discussions	1
	Caravan Parks or other local generators of demand	1
	Transport Nodes (bus zones and shelters, train stations, taxi ranks, other multi-modal facilities)	1
13	Does it have the potential to be used or promoted as a scenic / or tourist activity ?	1
14	Has the project been specifically identified as a priority by the Community?	5
	Sub-Total (maximum score possible)	**40**

Path Projects and Path Projects for Investigation

While many of the individual Active Transport Scoring Criteria (**ATSC**) are relatively self-explanatory, sections below provide additional information in regard some of the ATSC that were revised during the preparation of the Shoalhaven Active Transport Strategy (the **Strategy**), as well as other specific considerations, in Council's determination of the prioritisation of Path Projects and Path Projects for Investigation.

Heavy Vehicle Considerations (Criteria #9)

In response to community feedback during the 26 August – 29 September 2024 exhibition of the Draft Strategy, the "**Traffic Risk**" criteria (Criteria #9) has been expanded such that 4 points can now be awarded to both higher volume main roads and to any road with an unusually high percentage of heavy vehicles, or where heavy vehicle traffic (including through traffic) impacts residential areas or local road safety generally.

Some discretion has been applied to ensure that short term impacts (such as additional heavy vehicles generated during the construction of a new development) aren't unfairly prioritised over locations that require permanent solutions.

As many of these locations has been identified as possible, with assistance from Council, and in response to community feedback, to apply the new heavy vehicle criteria in the revised ranking of Path Projects.

Community Advocacy (Criteria #14)

With reference to the ATSC, another key change has been the introduction of the ability of Community Consultative Bodies (**CCB**s) and other special intersect groups to effectively "play around" with the reported default list of scores within their own communities.

This effectively means that, following the rigorous independent and objectively raw scoring process, if a CCB is not happy with the "order" of their priorities, they can request that the order of their own town or village priority path projects be adjusted up or down, so long as this doesn't elevate their "highest" priority to a score higher than what was the default highest score for their town or village (i.e. so that it doesn't change their highest priority ***relative to other projects across Shoalhaven***).

More plainly, what this effectively means that is if a town or village's highest priority project was scored as being (just as an example) 22 points, then in requesting that a lower priority project be "moved up" to a higher (or highest) priority for that town or village, the highest it can be moved up is to a score of 22 points and the previously highest priority project will have to be moved down the list (i.e. scored lower) so that path projects in other parts of Shoalhaven are not unduly demoted.

This is simply empowering local communities and CCBs to have more say in the "order" of their own path projects, without upsetting their overall ranking across Shoalhaven.

Notwithstanding, Council will still have the discretion of considering a whole range of other factors when it determines its active transport budget each year, and the path projects it chooses for delivery on an annual basis.

Project Timing

While not specifically identified in the ATSC, an additional criteria that has been individually assessed (by Council) relates to the whether or not a path project can actually be constructed at this time, or moreover at the time that funding might become available.

Many of the identified path projects relate to infrastructure in close proximity to (or indeed adjoining) new residential subdivisions and other similar developments, where a path project would effectively tie in with the future active transport infrastructure provided as part of those developments.

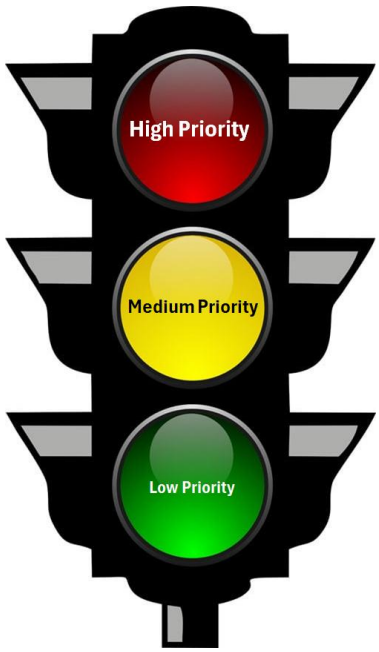
This means that there is little point prioritising these adjacent path projects, even though they may be ranked highly further to the application of the ATSC, until these adjacent developments are underway.

As such, while these path project have not been negatively scored, they have been demoted in the ranking until such time as the development that they will tie into has been completed. Again, it is noted that the PAMP and Bike Plan are live, evolving documents, and as such when these developments are under way, these path projects will be reinstated to their proper ranking.

Path Projects Priority Level

So as to further breakdown the ranking of path projects for greater clarity for Council and the community (when advocating for projects), an overriding **Priority Level** index was determined which divides all active transport projects into 3 basic levels, being:

- **High Priority**.
- **Medium Priority**.
- **Low Priority**.



Generally, **High Priority** projects represent the top 15% of scores; **Medium Priority** projects represent the next 25% of scores; and **Low Priority** projects represent the lowest 60% of scores.

The intent of this "***traffic light***" methodology is to further simplify the reporting of project rankings for Council's consideration of some 700 current path projects identified in the PAMP and Bike Plan.

Paths for Investigation

Briefly, as part of the **Paths & Crossings Review** undertaken during the development of the Strategy some path projects have been identified as being "***for investigation***." These path projects (but not all) are generally quite aspirational, and reflect requests from either the community or Council for longer term priorities for active transport connectivity.

However these projects will not be included in the Interactive PAMP Maps until such time as they are firstly found to be feasible (or not); and also whether or not they can be constructed without unduly impacting third party land (either private land or State land holdings) either directly or indirectly.

These projects generally haven't been formally captured in the PAMP in the past; however, these projects have now been separately categorised, and scored/ranked (also using the new ATSC for consistency and fairness in consideration). A separate allocations of funding will need to be identified to initially progress investigation into these path projects.

It is noted that the NSW Government's "Get Active NSW" program now permits "***projects for investigation***" to be considered; however, it will be a matter for Council to balance these priorities, which will inevitably have to compete within the same funding that could be used for other eligible and construction ready path projects.

Following any investigations of these projects, it is anticipated that some of these projects may not be supported for progression, while others may be supported if found feasible. At that point, these projects will need to be mapped (once an alignment is confirmed with more accuracy), and moved to the broader Path Projects Ranking Spreadsheet for re-scoring and prioritisation against all other path projects across Shoalhaven.

These Paths for Investigation are detailed in **Appendix G** (**Paths for Investigation**) of the Strategy, and some more notes about these projects are also provided in **Appendix I** (**Notes to Scoring Criteria and Project Ranking Spreadsheets**) of the Strategy, noting that in some cases significant investigation work (and as such a significant allocations of funds) will be required *in the first instance* to undertake the proper and appropriate assessments of each of these projects, in consultation with potentially affected land holders and the broader community. Again, it is only further to these investigations that these projects can be properly considered; properly mapped; ranked; and then considered for delivery by Council.

Finally, it is noted that these investigation projects will also be faced with the same funding challenges facing Council, and the success of any individual project may be at the discretion of the NSW Government as they determine grant priorities amid their own funding constraints.

Crossing Projects and Shared User Path Bridge Projects

While the application of the ATSC is more specifically relevant to path projects (including path projects for investigation), for crossing projects and shared user path bridge (**SUP bridge**) projects the primary consideration for ranking will remain the basic mix of pedestrian/bicycle rider volumes and vehicular traffic volumes, or **P x V**, as this provides a direct and measurable indicator of demand relative to other projects across Shoalhaven.

The application of P x V is most often considered where new road projects or high pedestrian generating developments are proposed, as it provides an initial indication of whether new or improved active transport infrastructure might be required. Moreover, P x V remains the best means of prioritising crossing projects and SUP Bridge projects, again to simplify further the reporting of project rankings for Council's consideration. In this regard then, P x V is akin to an early warning system, even if only to alert Council that a certain location may be added to the current projects list, or be prioritised higher in the ranking of these projects.

Broadly again therefore, High Priority is given for the top 10% - 15% ranked crossing and SUP bridge projects; Medium Priority for the middle 25% - 30% ranked crossing and SUP bridge projects; and Low Priority for the remaining paths projects.

As discussed, the use of P x V as a specific volume threshold warrant has always been controversial, with many communities struggling to understand how locations just under threshold warrants for crossing projects are not prioritised, but as soon as a warrant is reached – sometimes simply due to an extra 100 vehicles per day, or 10 additional pedestrians in an hour - a location all of a sudden becomes a priority.

Again therefore, it is important to reiterate that crossing warrants have always been treated with a level of discretion, and that P x V remains a useful and reliable means for Council to prioritise large numbers of potential crossing projects, and as such have been formally absorbed into the ranking of crossing projects.

SUP bridge projects are very significant in the context of the broader Strategy for a number of reasons; they directly move pedestrians and cyclists from constrained roadways; they more often than not address critical missing links; and they can be game changing in terms of the connections and accessibility that they provide.

Unfortunately though, they are also extremely expensive!

The Strategy identifies some 40 SUP bridge projects across Shoalhaven, the costs of which represent approximately 30% of all active transport projects. This makes the ranking of these SUP bridge projects very important, and the formula of P x V is supported as the simplest and most effective means of prioritising these important projects.

Active Transport Project Ranking Spreadsheets

The full list of identified active transport projects across Shoalhaven, and their ranking further to application of the ATSC, is provided in **Appendix D** (**Paths**); **Appendix E** (**Crossings**); **Appendix F** (**SUP Bridges**); and **Appendix G** (**Paths for Investigation**).

Critically though, the **Project Ranking** is designed to provide an empirical assessment of each project based on specific, tangible criteria (i.e. either the ATSC or P x V). As such, while there is certainly merit in considering the higher ranked projects, this should not be seen as prescriptive, as there are many subjective factors that also need to be considered by Council and the community, including:

- Cost of the works.
- *Bang for buck*.
- Community priorities.
- Potential funding sources.
- Timing of new developments.
- Changes in public transport routes/services.
- Changes to the road network.
- State and/or Federal Government Priorities and funding criteria.
- Alignment to other programs, initiatives and projects.

Notwithstanding, the Ranking Spreadsheets will continue to be the prime reference for the prioritisation of future active transport projects subject to Council's regular review of the Community Plan, and the annual review of the DPOP, and in turn application of Council's own discretion amid a range of other factors when determining which projects it may or may not support for delivery as part of its annual budgetary deliberations.

Project Notes

There are a number of relevant notes/caveats identified in regard to the ranking of projects, and more specifically to each of the individual Active Transport Scoring Criteria. These include a discussion of costs/units rates for different types of paths and crossings; the length of active transport paths compared with the length of roads; and some of the individual factors that can relate to specific projects.

Moreover of course, it is important to provide the community with more information in this regard given the extent of the backlog of active transport projects, currently being more than 700 path projects and 200 crossing projects.

These notes/caveats are detailed in **Appendix H**, and should be read in conjunction with the Project Ranking Spreadsheets in **Appendix D** (**Paths**); **Appendix E** (**Crossings**); **Appendix F** (**SUP Bridges**); and **Appendix G** (**Paths for Investigation**).

Further Scoring Criteria Information

For those interested in seeing how the Scoring Criteria have changed over the years, there's a full write up in Section 10 of the Strategy report. In a nutshell, and in response to ongoing community feedback since the original Scoring Criteria were determined in PAMP 2002, the Scoring Criteria has been simplified as part of the new Strategy (and PAMP and Bike Plan updates) and to make them more applicable for the assessment of all active transport projects.

Finally, one of the objectives of refining the Scoring Criteria over time has been to reduce the number of projects that might attain the same ranking. However, with over 700 active transport projects current on the books, projects attaining the same score is simply inevitable! Notwithstanding, in response to community feedback the ATSC remains robust yet simplified, and can be relied on by Council as an objective prime refence for the initial prioritisation of path projects, prior to Council considering a broader suite of other factors before determining its annual delivery program.

traffic + transport

Shoalhaven Active Transport Strategy

including Pedestrian Accessibility & Mobility Plan Update and Bike Plan Update

for

Shoalhaven City Council

Appendix C: PAMP Maps

PAMP Maps

The PAMP Maps (which currently include the Bike Plan Maps) are best viewed via the Interactive PAMP Mapping Tool, which includes all existing and proposed active transport projects across Shoalhaven. The Interactive PAMP Mapping Tool can be found here:

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

Given the size of the PAMP Map files, the PAMP Interactive Mapping Tool should be used as the primary mapping reference for those wishing to review and comment on existing and proposed pedestrian and bike projects.

Note that not all "proposed" projects have been scored/ranked; because of the size of the challenge of providing active transport projects across Shoalhaven at this time, only those projects that are likely to be initiated and delivered by Council, and those projects that can feasibly be delivered in the future, have been scored/ranked. Projects that are anticipated to be delivered by TfNSW have not been ranked, nor have projects that are anticipated or assumed to be conditioned and/or delivered as part of new or future developments.

Again, the ranking of projects (**Appendix C: Paths Projects**; **Appendix D: Crossing Projects**; **Appendix E: Shared User Path Bridge Projects**; and **Appendix F: Paths for Investigation Projects**) are for projects competing for Council or grant funding that are ready (or in contention) when financing becomes available. Projects that may have to be delivered by Council, but aren't ready yet (for example, those needing new development or other network connectivity to happen first) have either not been ranked, or specifically [manually] demoted to a lower priority until such time that they could realistically be in contention for delivery.

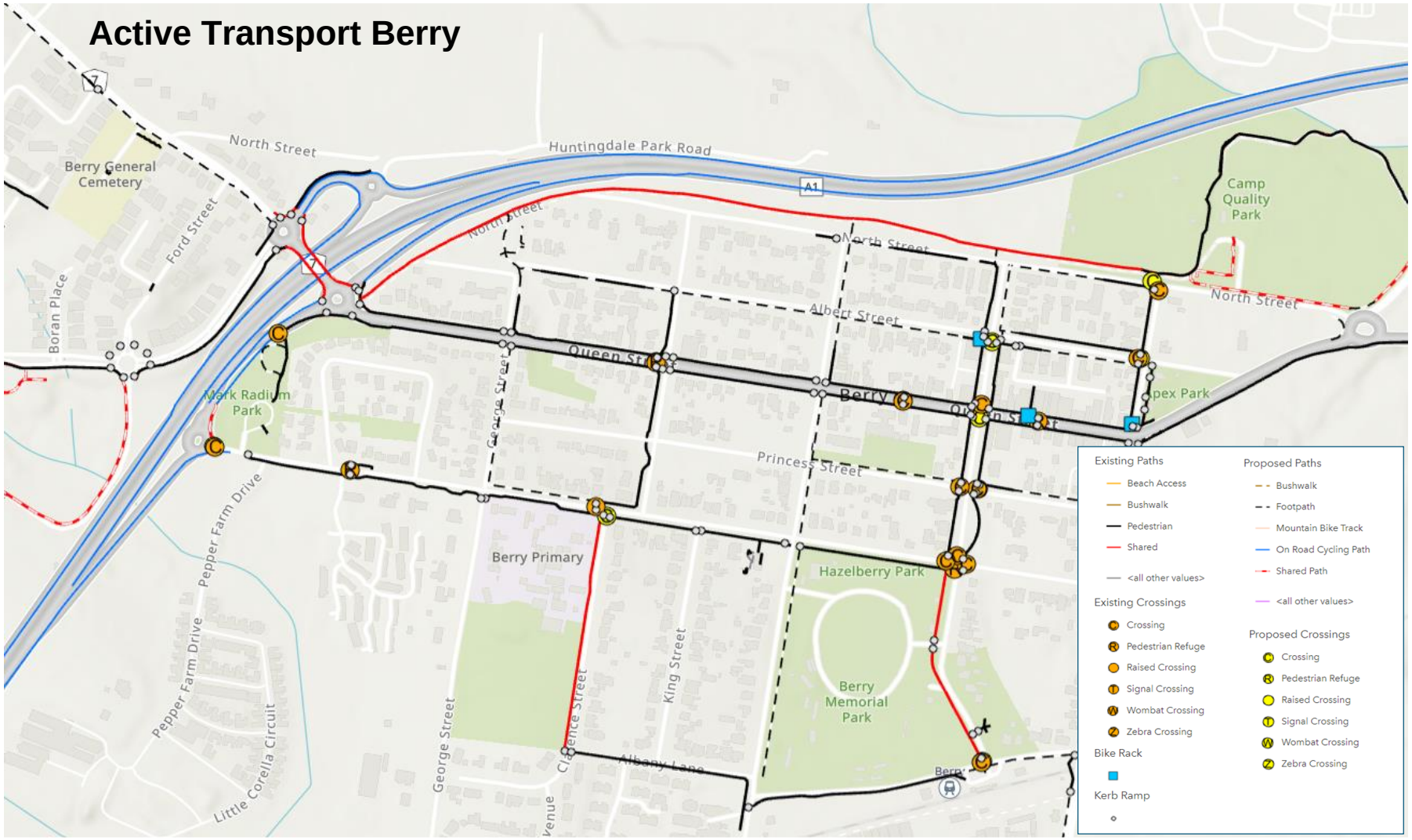
Even with these omissions and caveats, there are still well over 700 projects for specific consideration that have been identified in the Strategy, and with limited funding the delivery of new projects across Shoalhaven is demographically (and topographically) challenging. Notwithstanding, we welcome – and indeed actively seek – the views of our entire community to ensure that active transport receives the recognition and prioritisation that it deserves.

A selection of PAMP Maps covering some of our busiest towns and villages is provided below. This is intended to provide a broader example of existing and proposed active transport infrastructure; demonstrate the inroads we have made already in improving existing levels of connectivity; and how we propose to improve on this connectivity and accessibility for all active transport users in the future.

Again, don't be alarmed if you don't see a specific location of interest below; rest assured that the link to the PAMP Interactive Mapping Tool will provide you with more details of all locations of interest in Shoalhaven!

Finally, to ensure seamless integration as part of the Strategy, it is noted that currently all pedestrian and bicycle projects are included in the single PAMP Interactive Mapping Tool. One of the recommendations of the Strategy is for Council to create a separate "***Bike Plan Interactive Mapping Tool***" which - for all intents and purposes - will include much of the same information as provided in the PAMP Interactive Mapping Tool, just without footpaths. This will provide a simpler means of identifying existing and proposed bicycle infrastructure as a separate layer to pedestrian infrastructure for anyone interested in that information alone.

There is some further work required before the Bike Plan Interactive Mapping Tool can be made live; however, as the mapping data continues to evolve and improve, our objective is to provide the separate Bike Plan Interactive Mapping Tool as soon as possible.


Active Transport Berry
North Street
Huntingdale Park Road
Berry General Cemetery
Ford Street
Boran Place
A1
Camp Quality Park
Albert Street
Queen Street
George Street
Berry
Princess Street
Mark Radium Park
Pepper Farm Drive
Berry Primary
Hazelberry Park
King Street
Clarence Street
Albany Lane
Berry Memorial Park
Little Corella Circuit
Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing


Existing Paths
Beach Access
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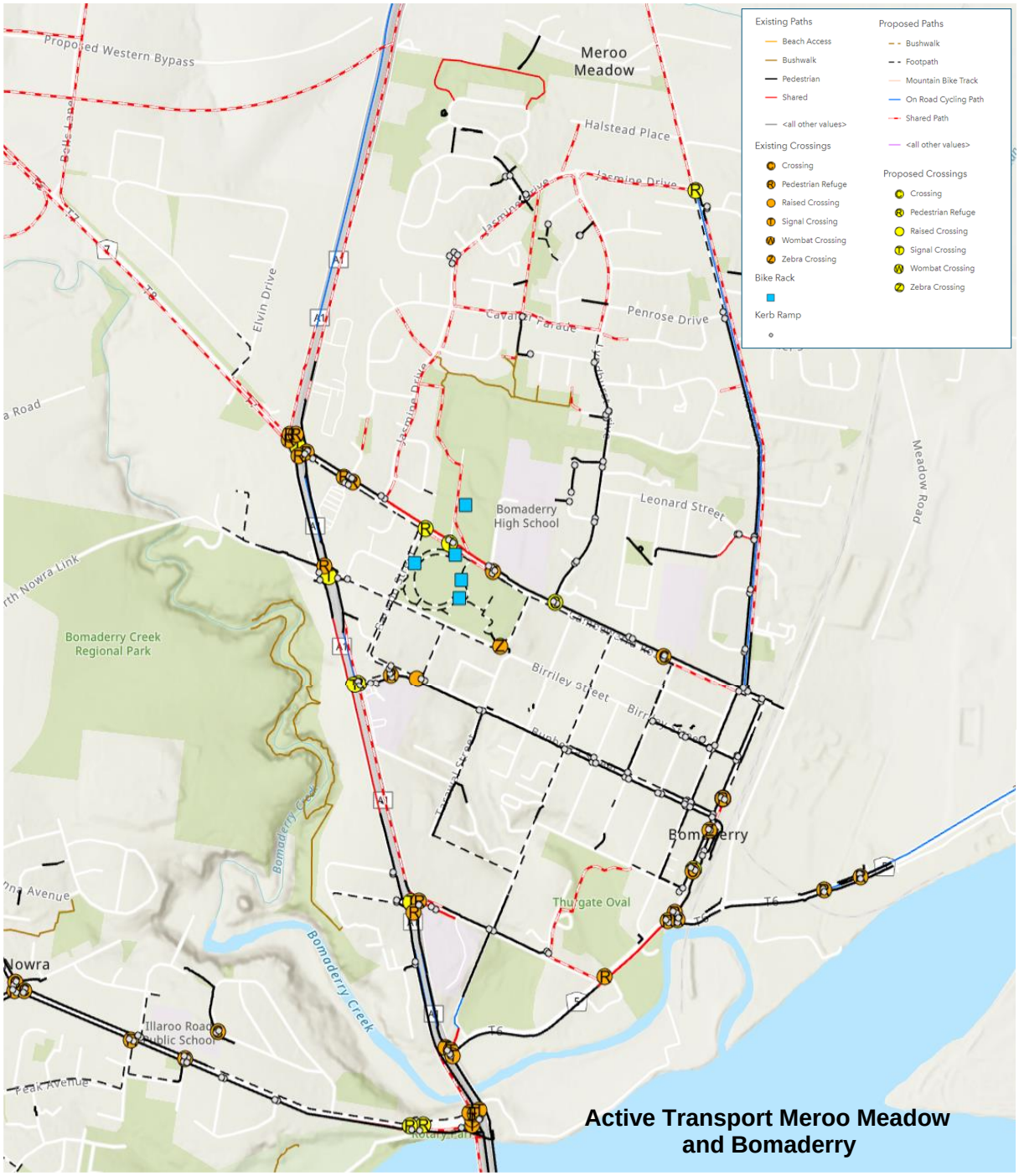
Shoalhaven Heads Public Scho
Curt Park
CH Gumley Reserve
Active Transport Shoalhaven Heads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Proposed Paths
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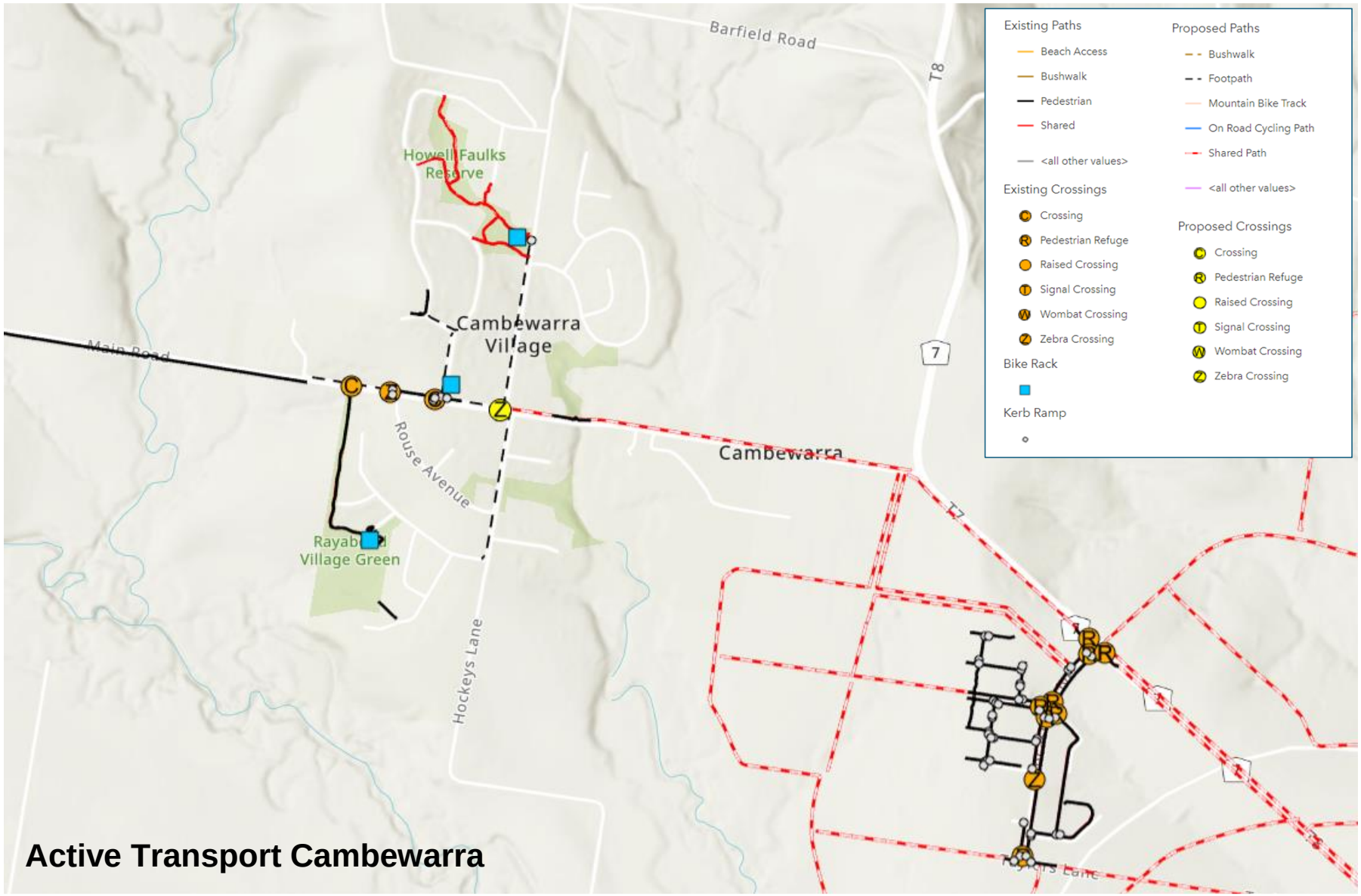
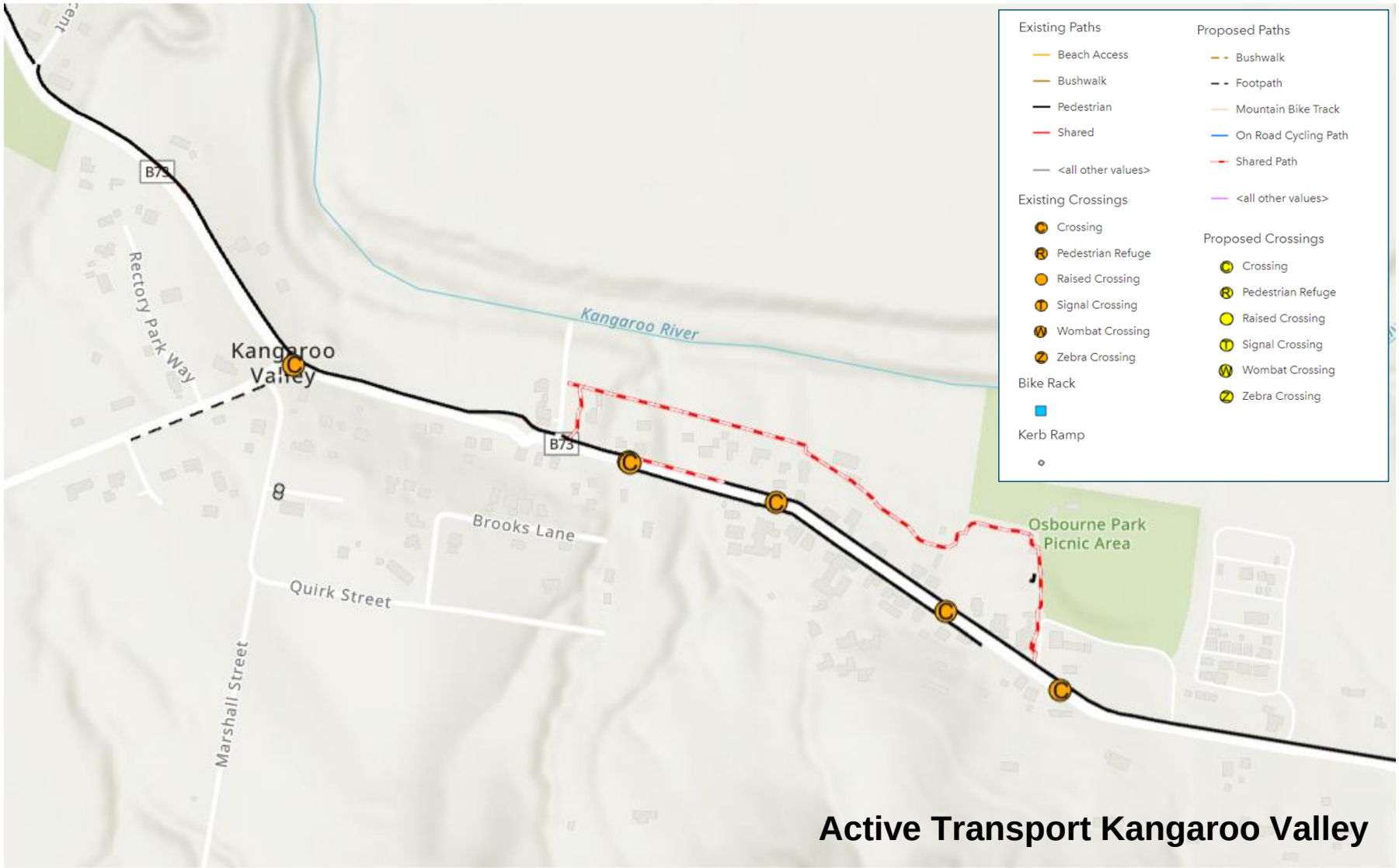
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Proposed Western Bypass
Meroo Meadow
Halstead Place
Jasmine Drive
Penrose Drive
Elvin Drive
Leonard Street
Meadow Road
Bomaderry High School
Bomaderry Creek Regional Park
Birriley Street
Thurgate Oval
Nowra
Illaroo Road Public School
Bomaderry Creek
Active Transport Meroo Meadow and Bomaderry

Active Transport North Nowra



Active Transport Cambewarra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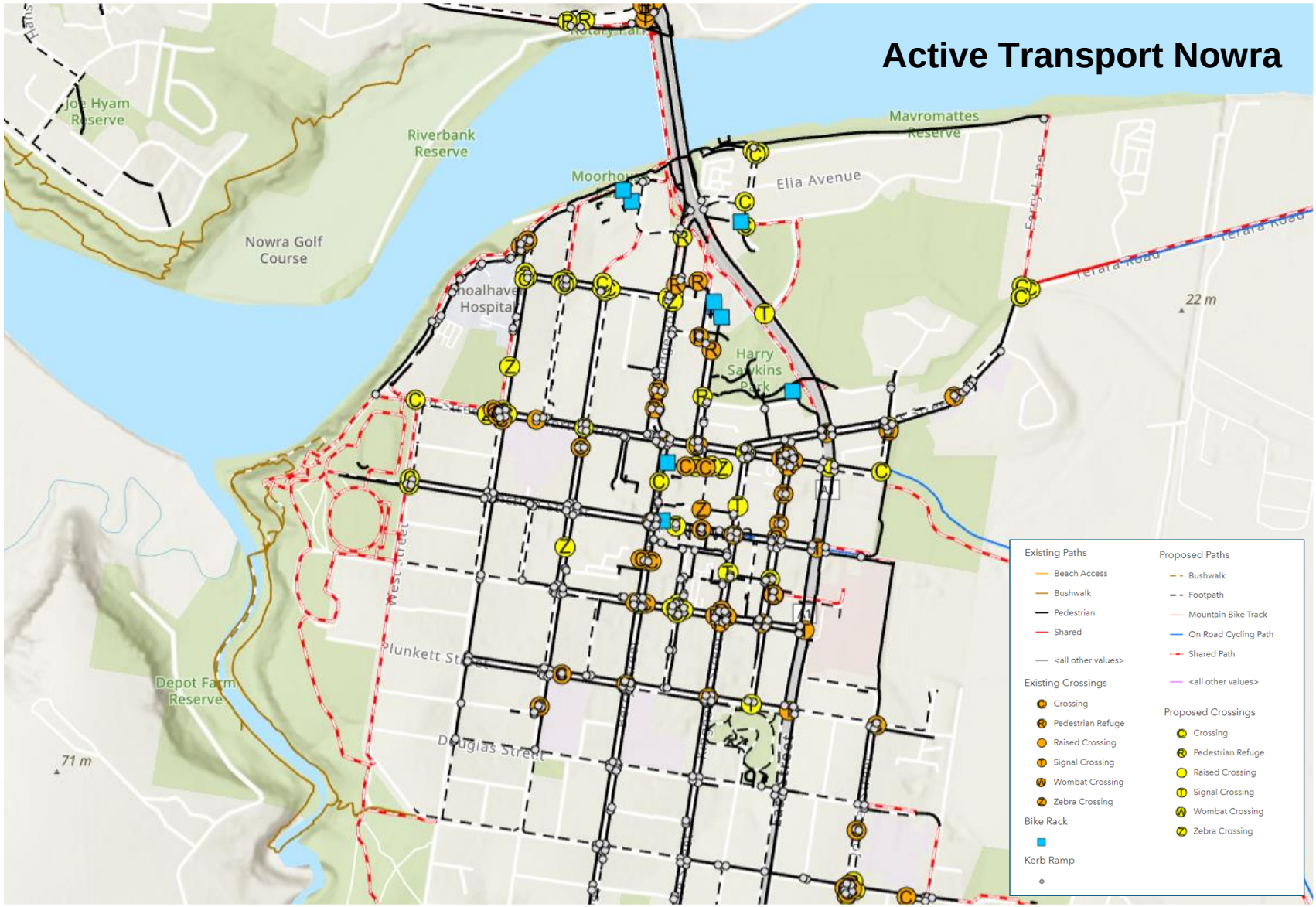
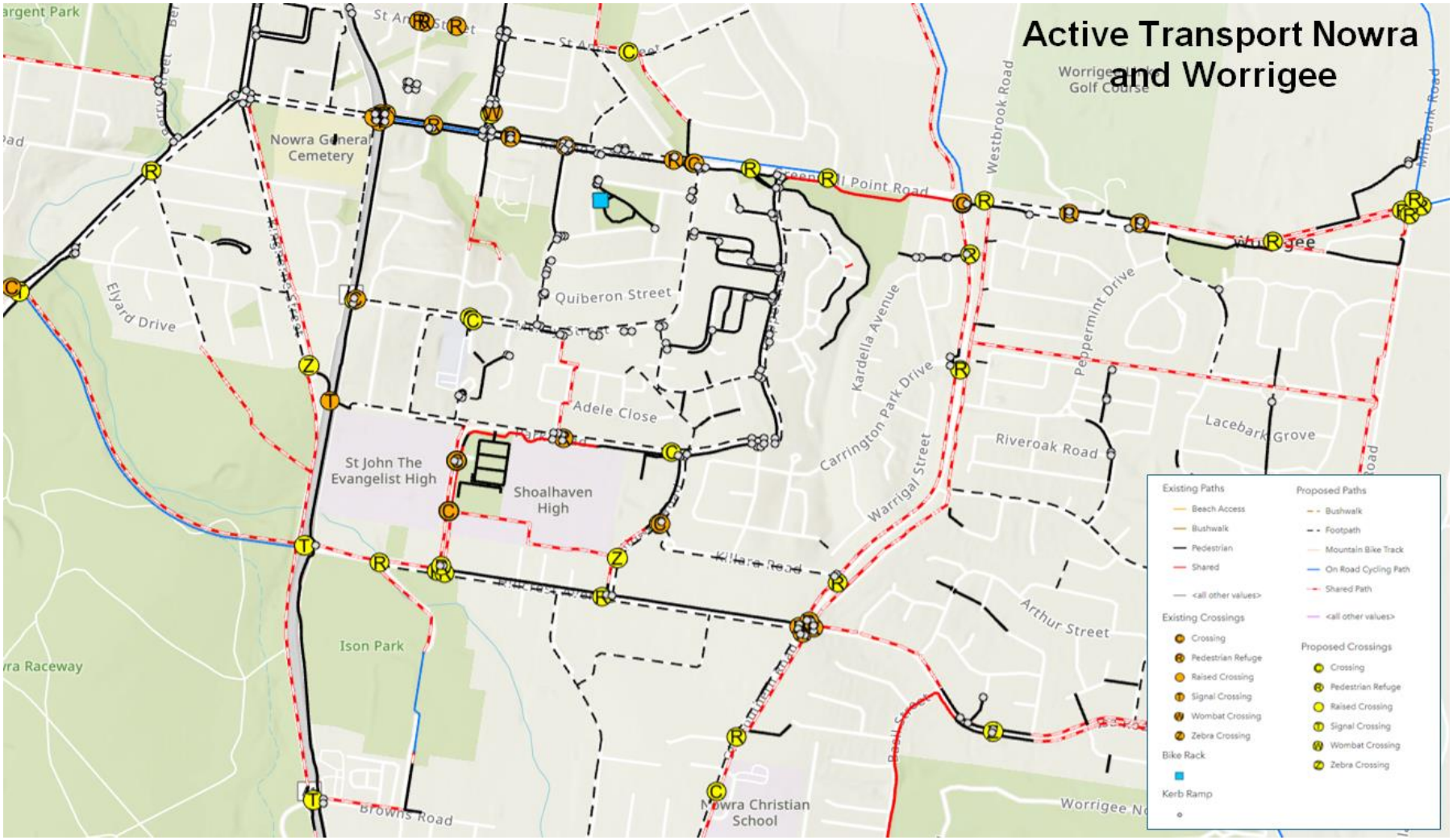
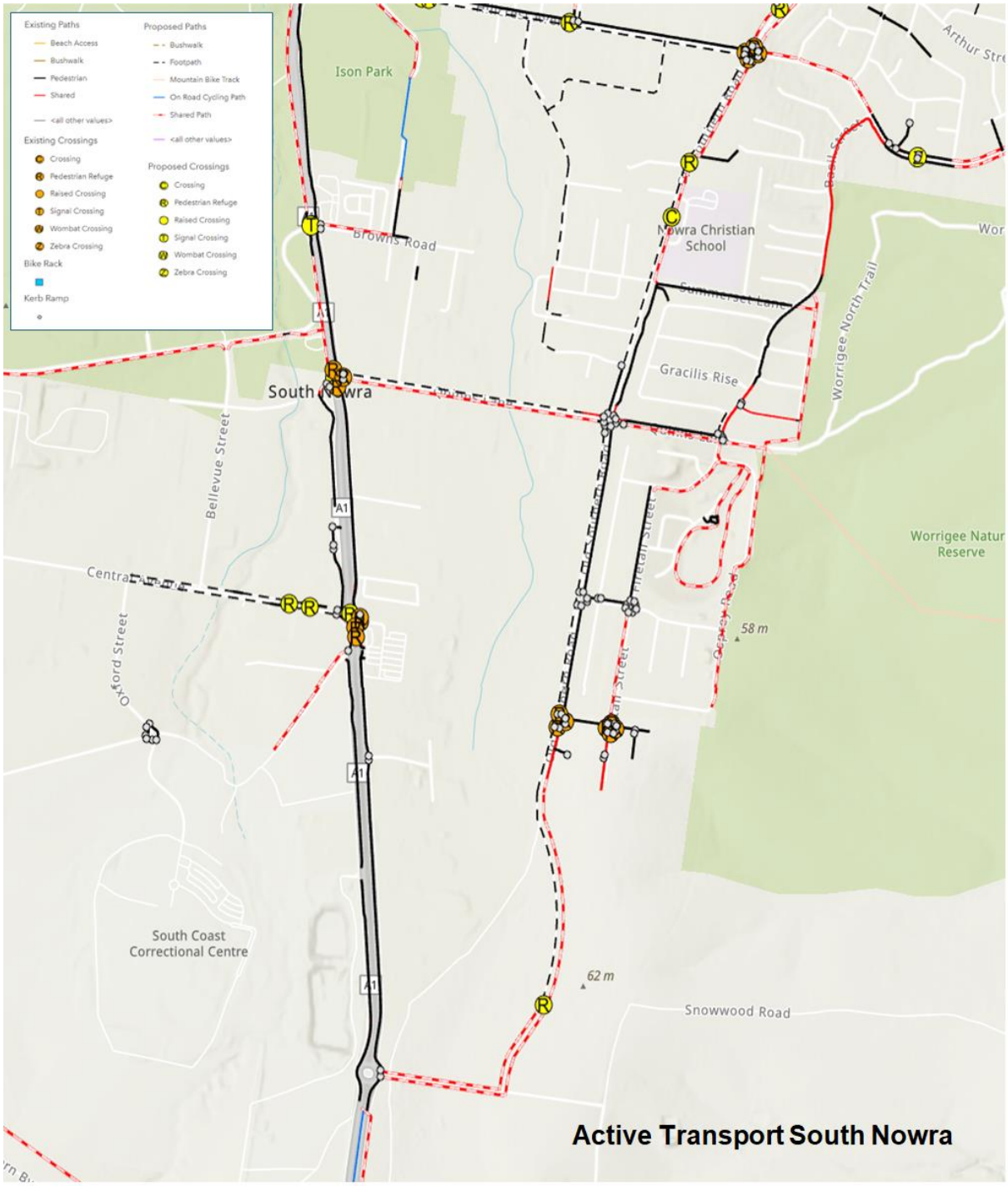
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
B73
Rectory Park Way
Kangaroo Valley
Kangaroo River
Brooks Lane
Quirk Street
Marshall Street
Osbourne Park Picnic Area
Active Transport Kangaroo Valley

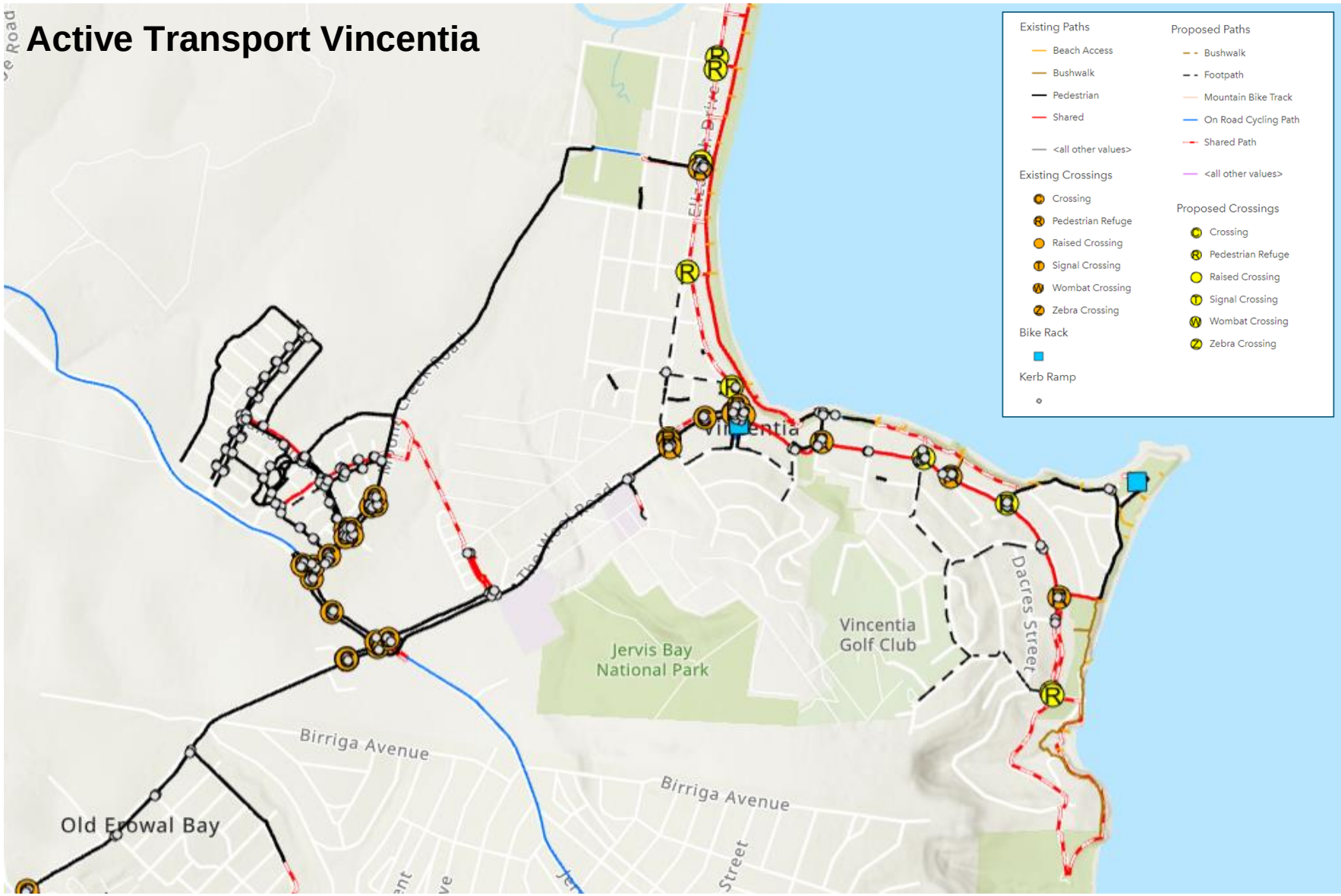

Active Transport Nowra
Riverbank Reserve
Nowra Golf Course
Mavromattes Reserve
Elia Avenue
Terara Road
22 m
Harry Sawkins Park
West Street
Plunkett St
Depot Farm Reserve
Douglas Street
71 m
Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing

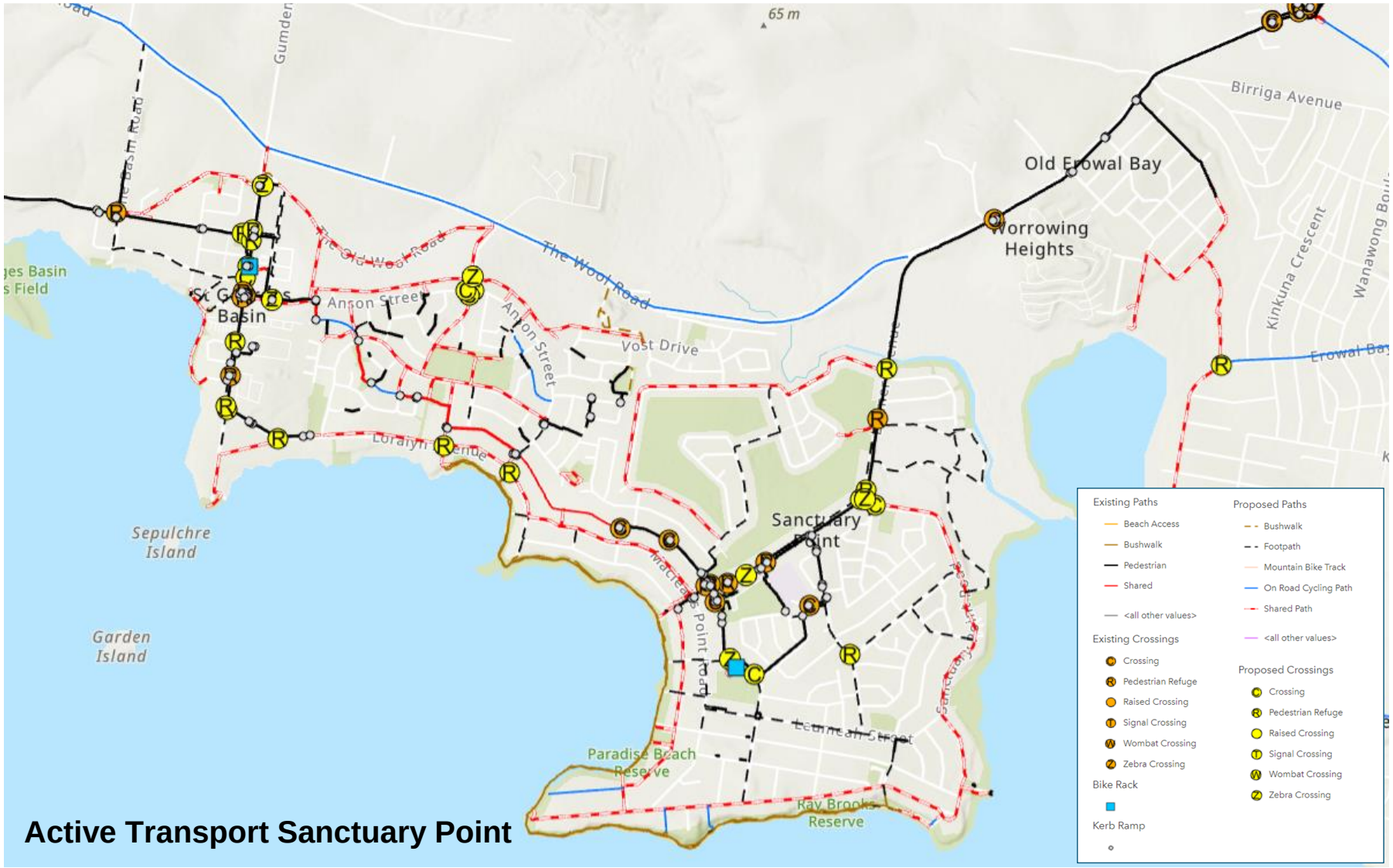

Active Transport Nowra and Worrigee
Nowra General Cemetery
Quiberon Street
Elyard Drive
Adele Close
St John The Evangelist High
Shoalhaven High
Ison Park
Browns Road
Nowra Christian School
Westbrook Road
Kardella Avenue
Carrington Park Drive
Warrigal Street
Peppermint Drive
Riveroak Road
Lacebark Grove
Arthur Street
Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing


Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Ison Park
Browns Road
Nowra Christian School
Gracilis Rise
Worrigee North Trail
Bellevue Street
Worrigee Natur Reserve
58 m
Oxford Street
South Coast Correctional Centre
62 m
Snowwood Road
Active Transport South Nowra

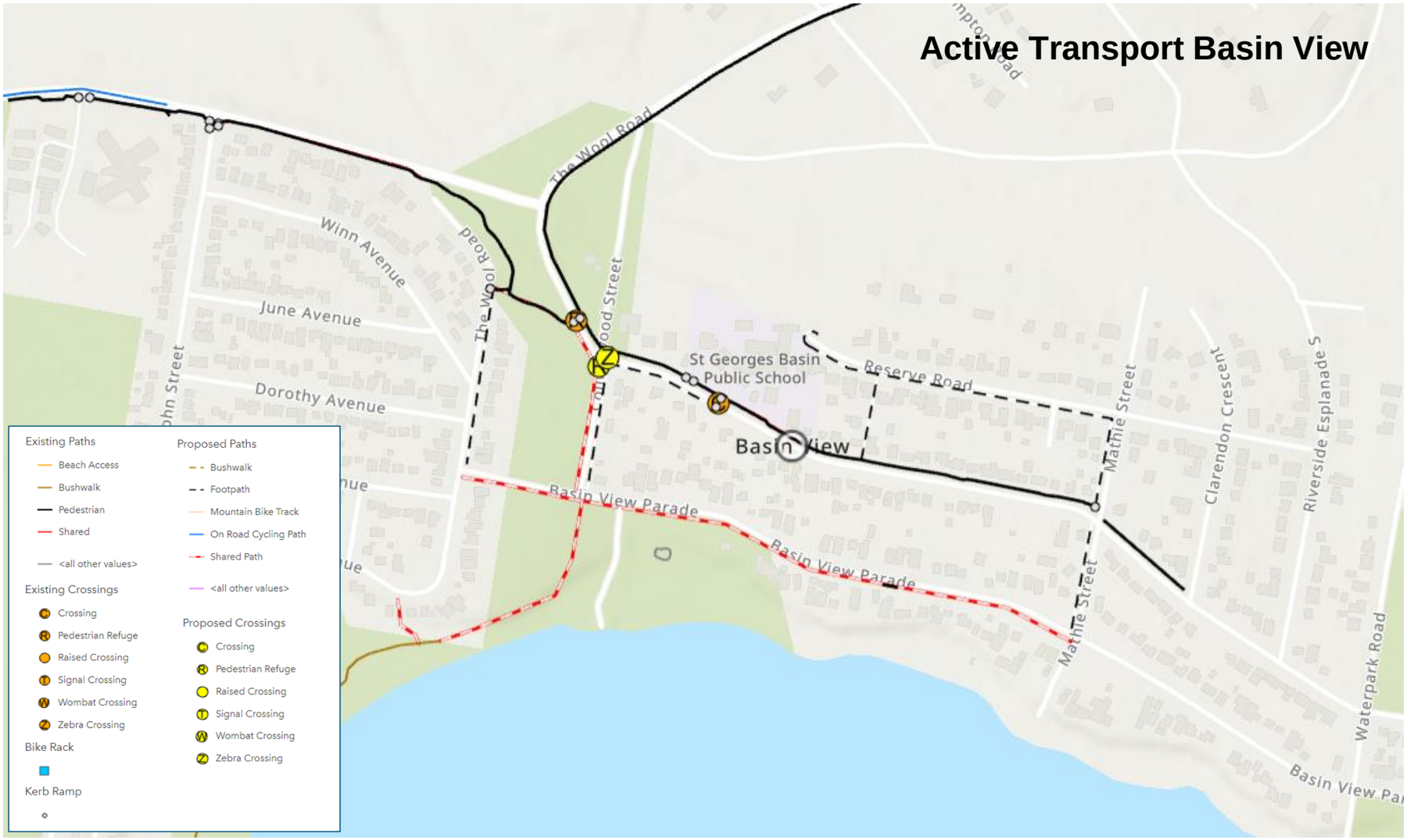

Active Transport Orient Point and Greenwell Point
Adelaide Street
West Street
19 m
Adelaide Street Reserve
Greenwell Point
South Street
Hasser Road Reserve
Greens Road
Bartlett Drive
Robert Lonesborough Reserve
Orient Avenue
19 m
Orient Point
Tern Street
22 m
Crookhaven Park
Osterley Avenue
Orient Point Road
Addison Road
Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing

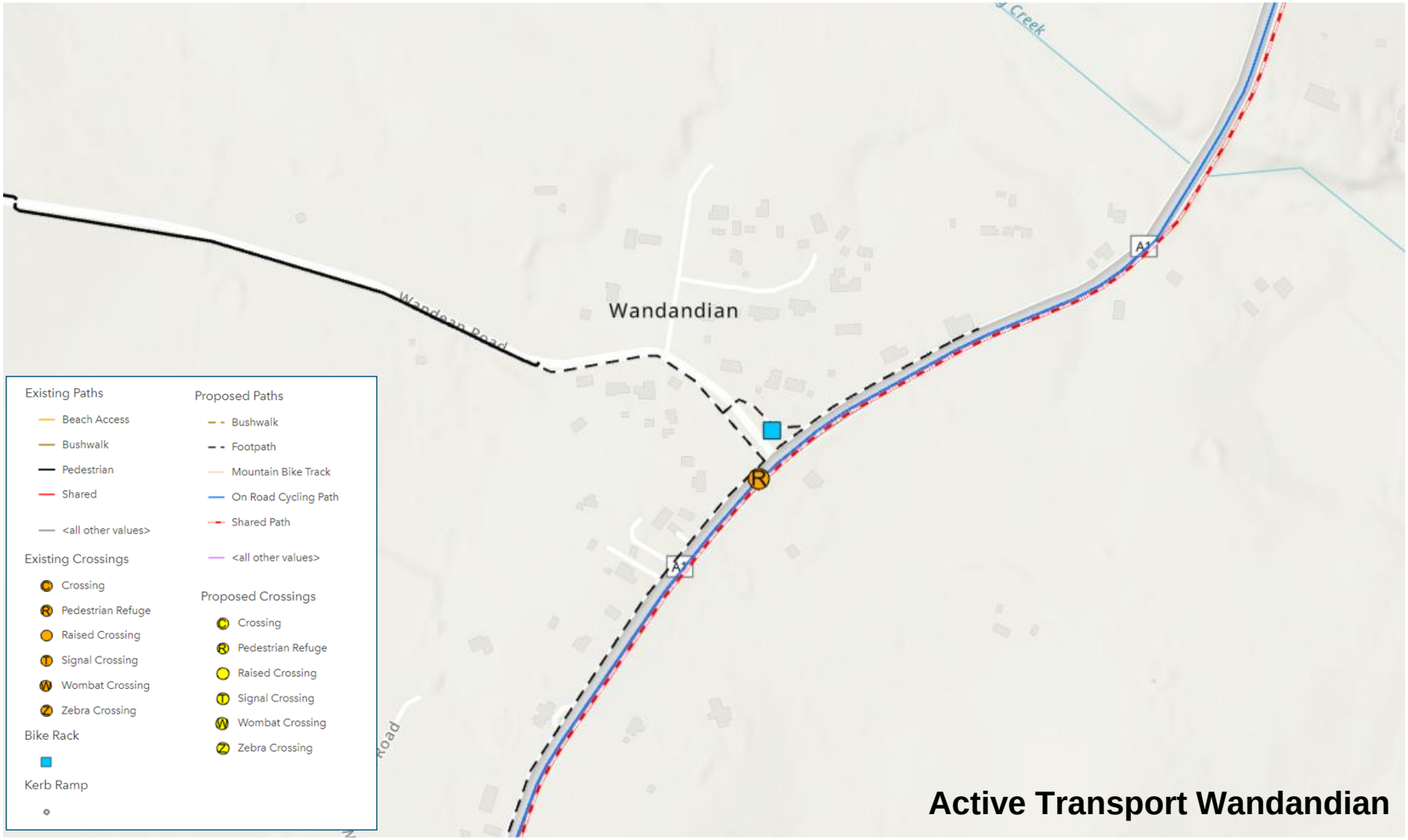

Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Callala Bay
Callala Beach
Murray Street
Cook Street
Queen Mary Street
26 m
31 m
Active Transport Callala Bay

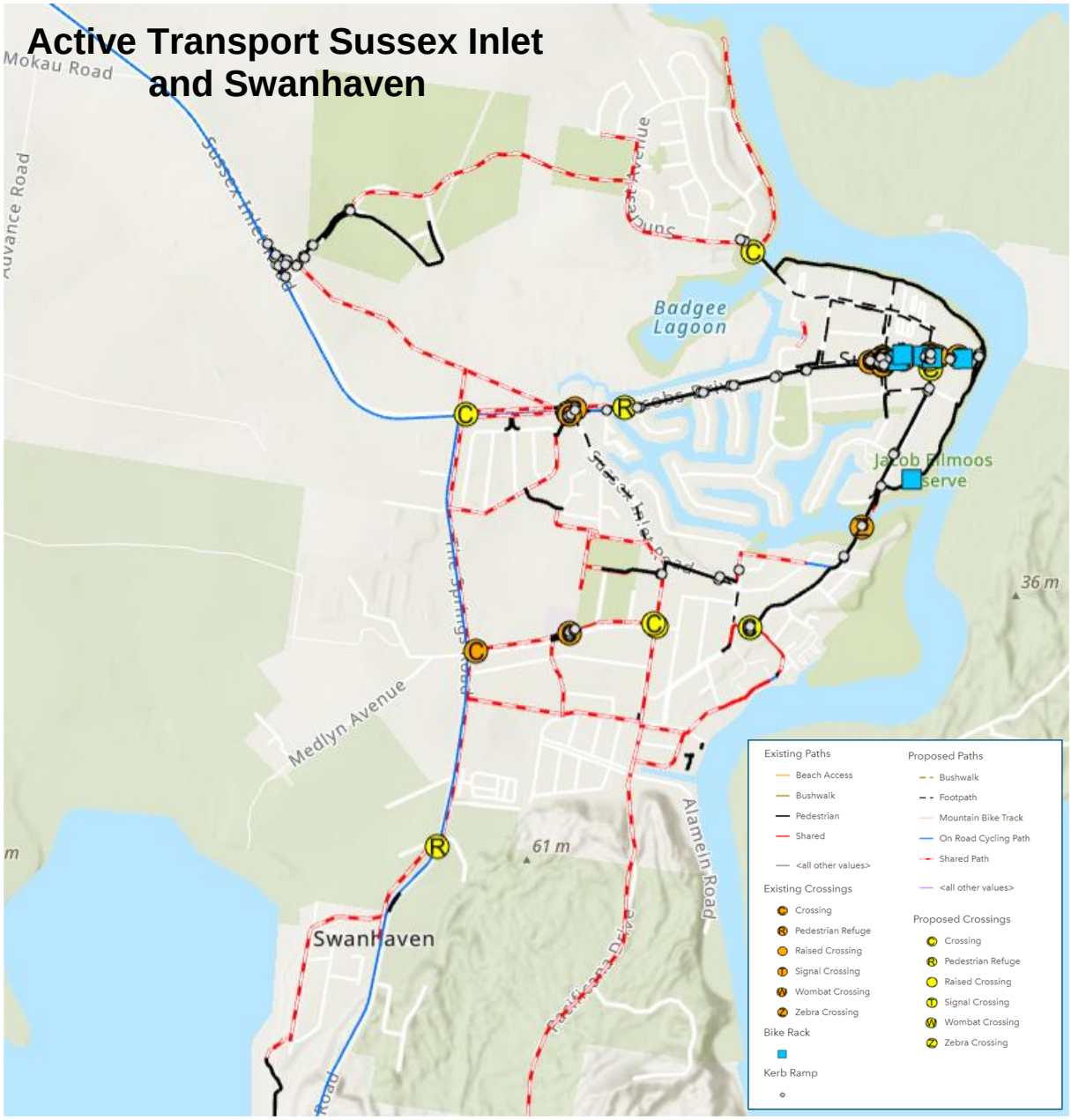

Active Transport Vincentia
Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Jervis Bay National Park
Vincentia Golf Club
Dacres Street
Birriga Avenue
Birriga Avenue
Old Erowal Bay

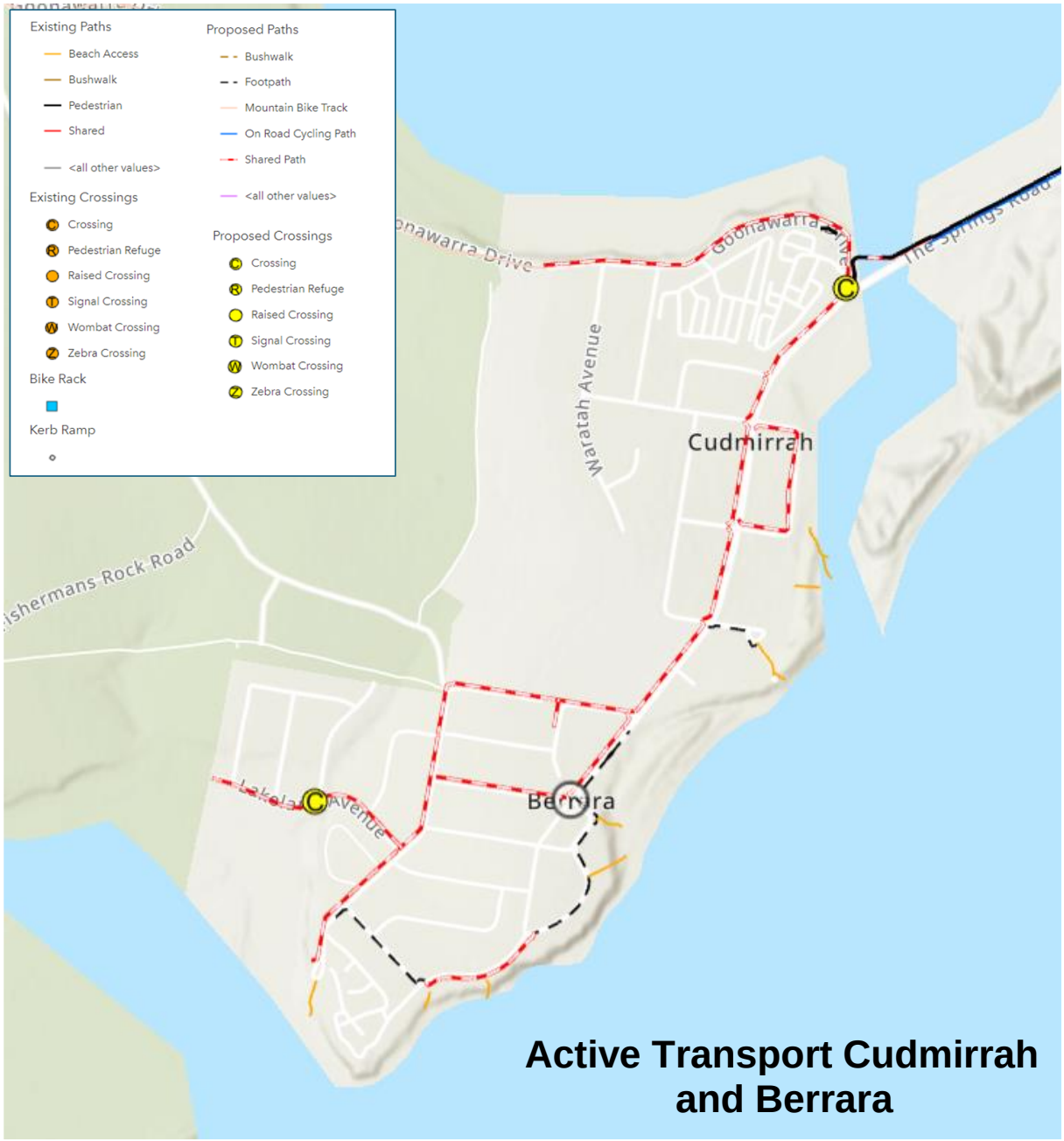

Active Transport Sanctuary Point
65 m
Birriga Avenue
Old Erowal Bay
Worrowing Heights
Kinkuna Crescent
Wanawong Boul
The Wool Road
The Old Wool Road
Anson Street
Vost Drive
Sanctuary Point
Sepulchre Island
Garden Island
Paradise Beach Reserve
Ray Brooks Reserve
Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing

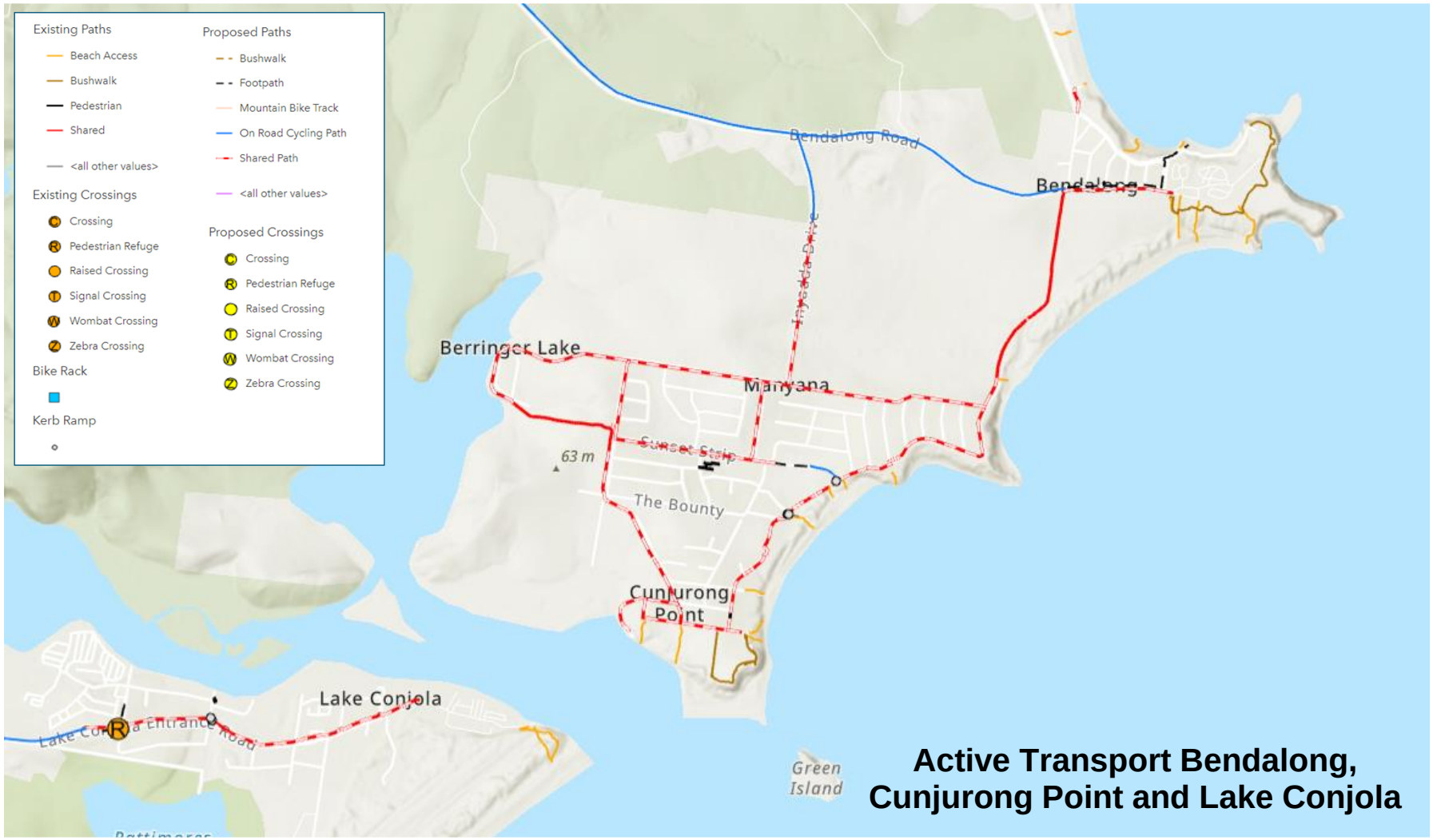
Active Transport Basin View




Wandandian
A1
Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Active Transport Wandandian

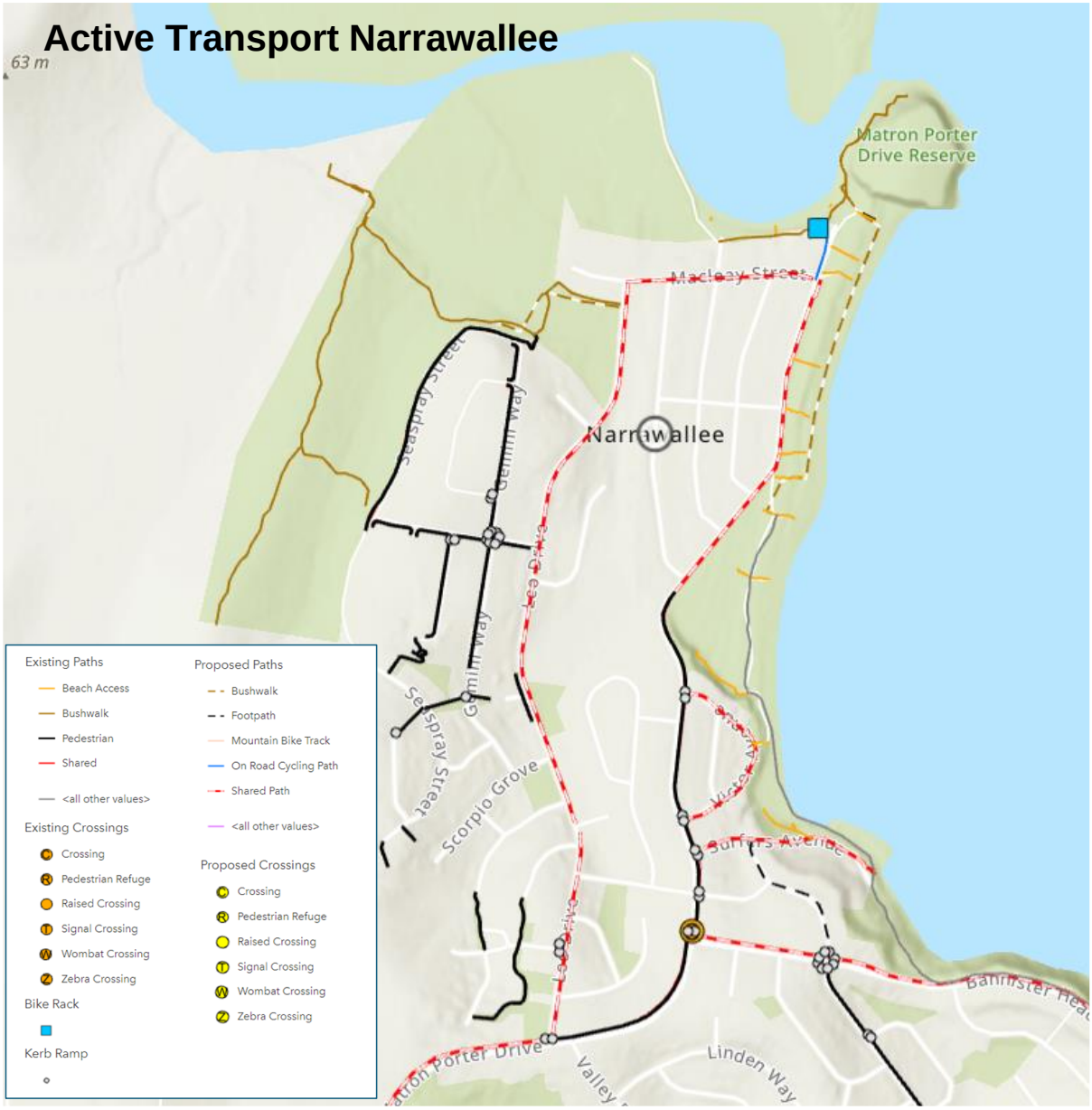

Active Transport Sussex Inlet and Swanhaven
Mokau Road
Badgee Lagoon
Jacob Halmoos Reserve
36 m
Medlyn Avenue
61 m
Alamein Road
Swanhaven
Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing

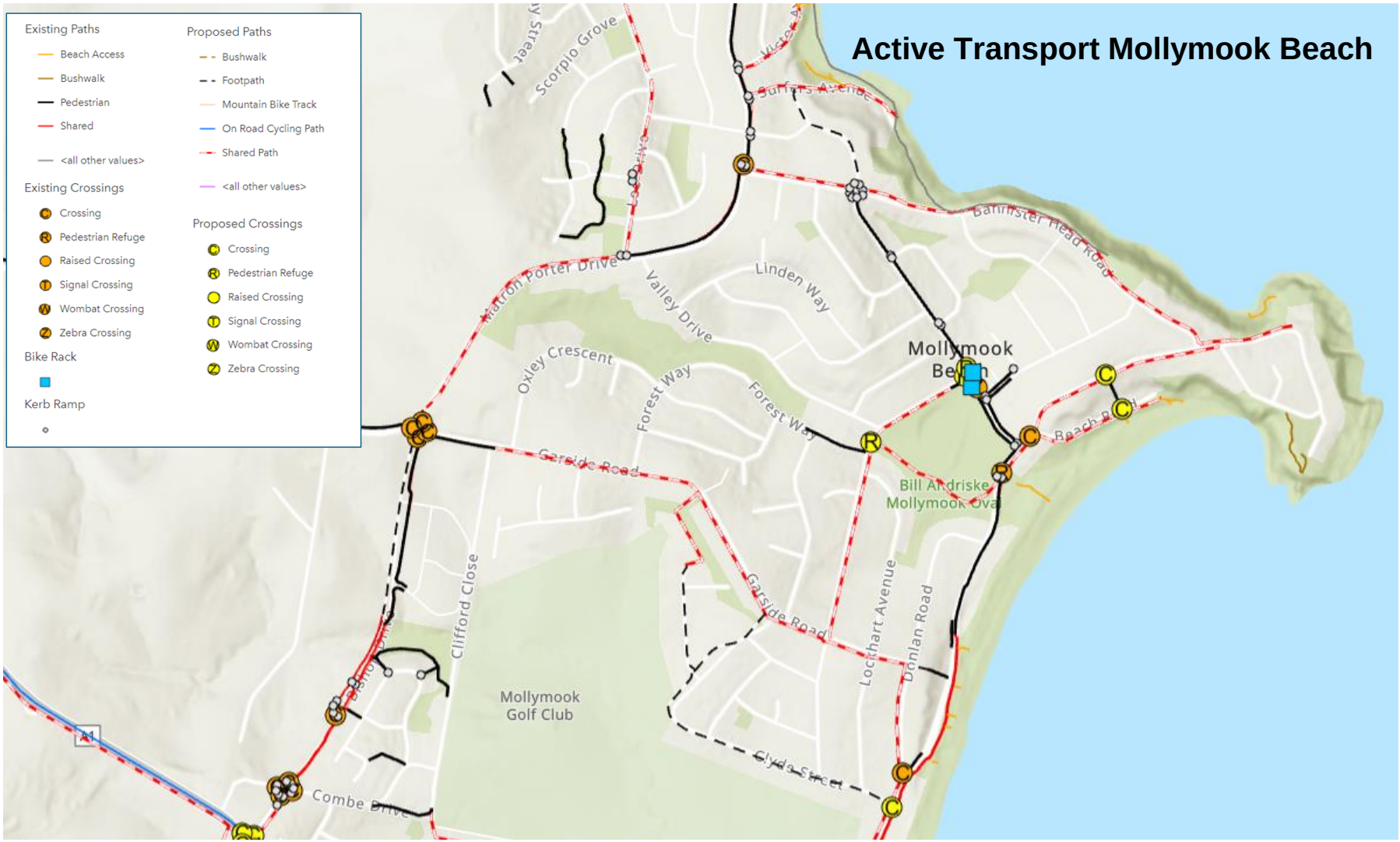

Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Waratah Avenue
Cudmirrah
Berrara
Active Transport Cudmirrah and Berrara

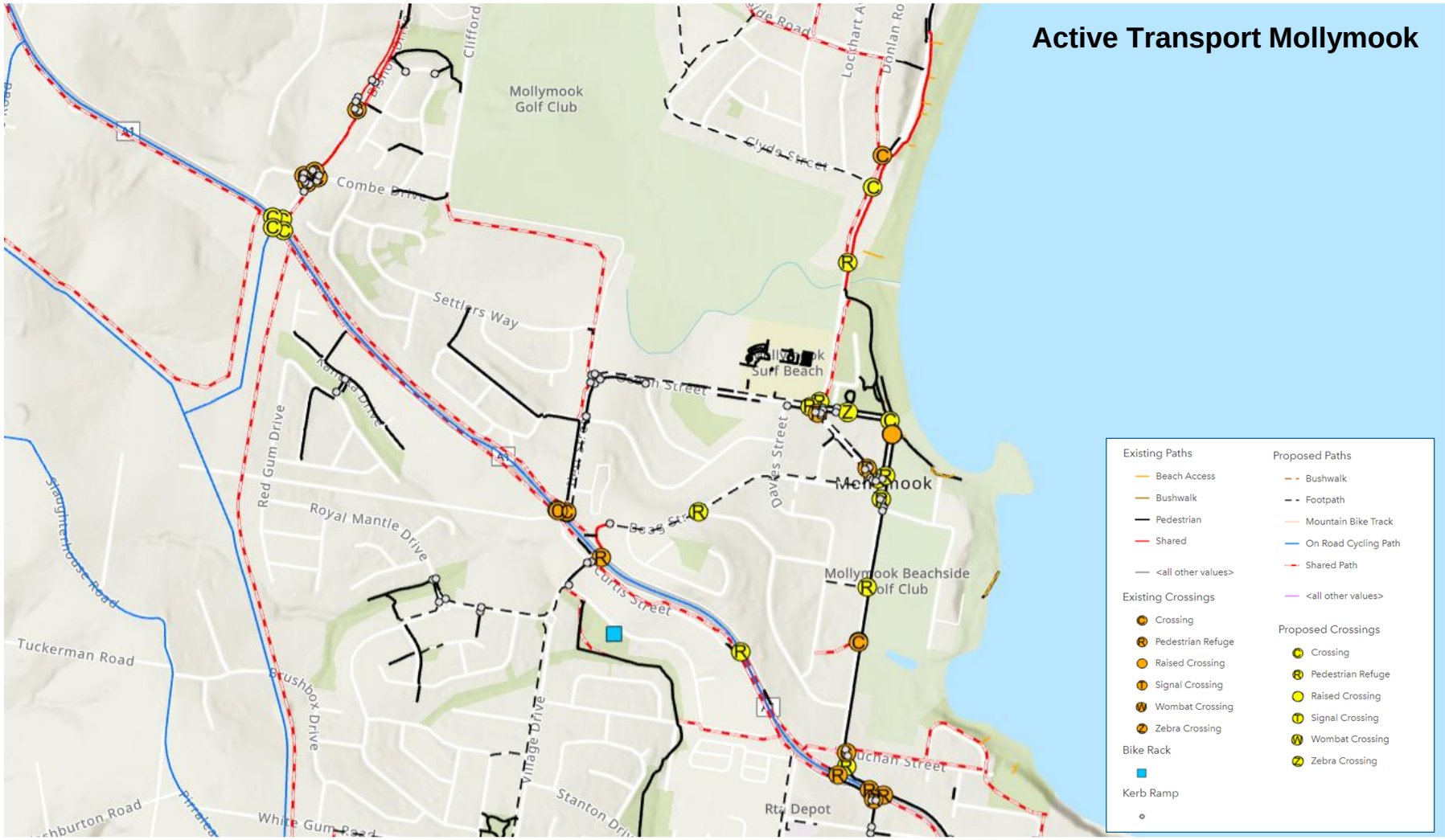

Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bendalong Road
Berringer Lake
Manyana
63 m
Sunset Strip
The Bounty
Cunjurong Point
Lake Conjola
Green Island
Active Transport Bendalong, Cunjurong Point and Lake Conjola

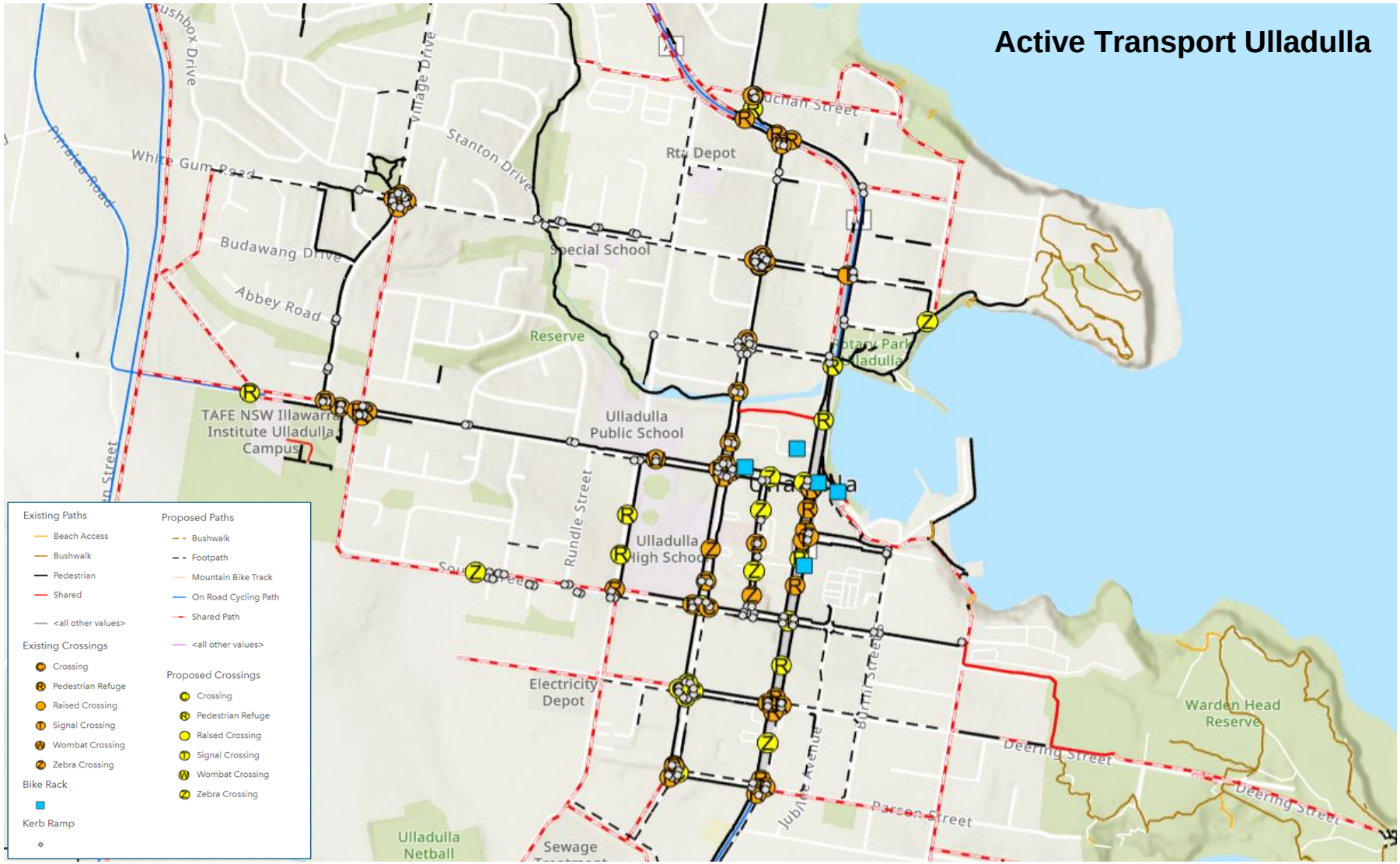

Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Milton
Graham Street
Milton Ulladulla Hospital
Sarah Claydon Nursing Home
Wolseley Street
Croobyar Road
Matron Porter Drive
Shoalhaven Anglican School
Price Parkway
Corks Lane
Porter Circuit
Valley View Close
Church Street
Wason Street
Gordon Street
A1
Active Transport Milton

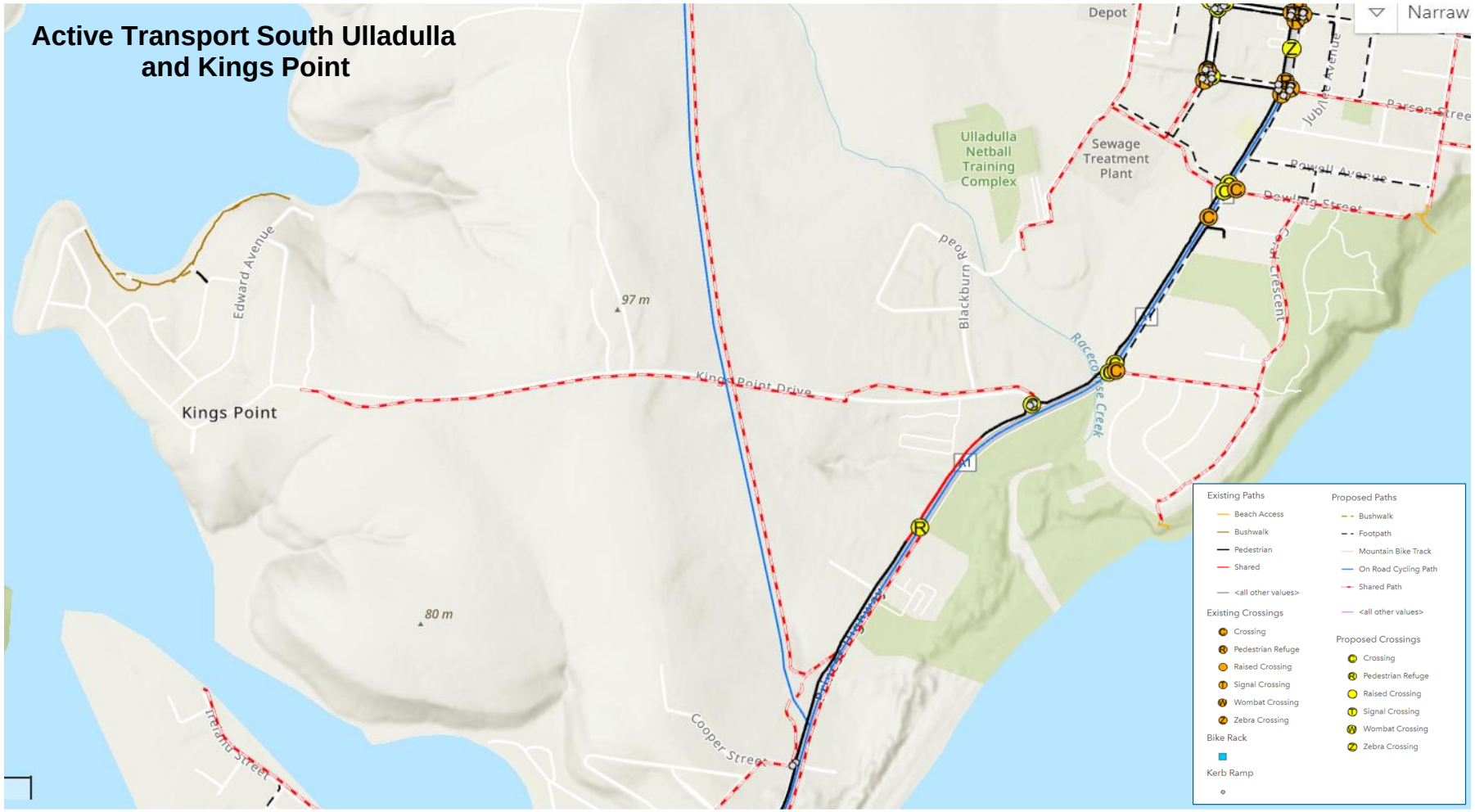
Active Transport Narrawallee

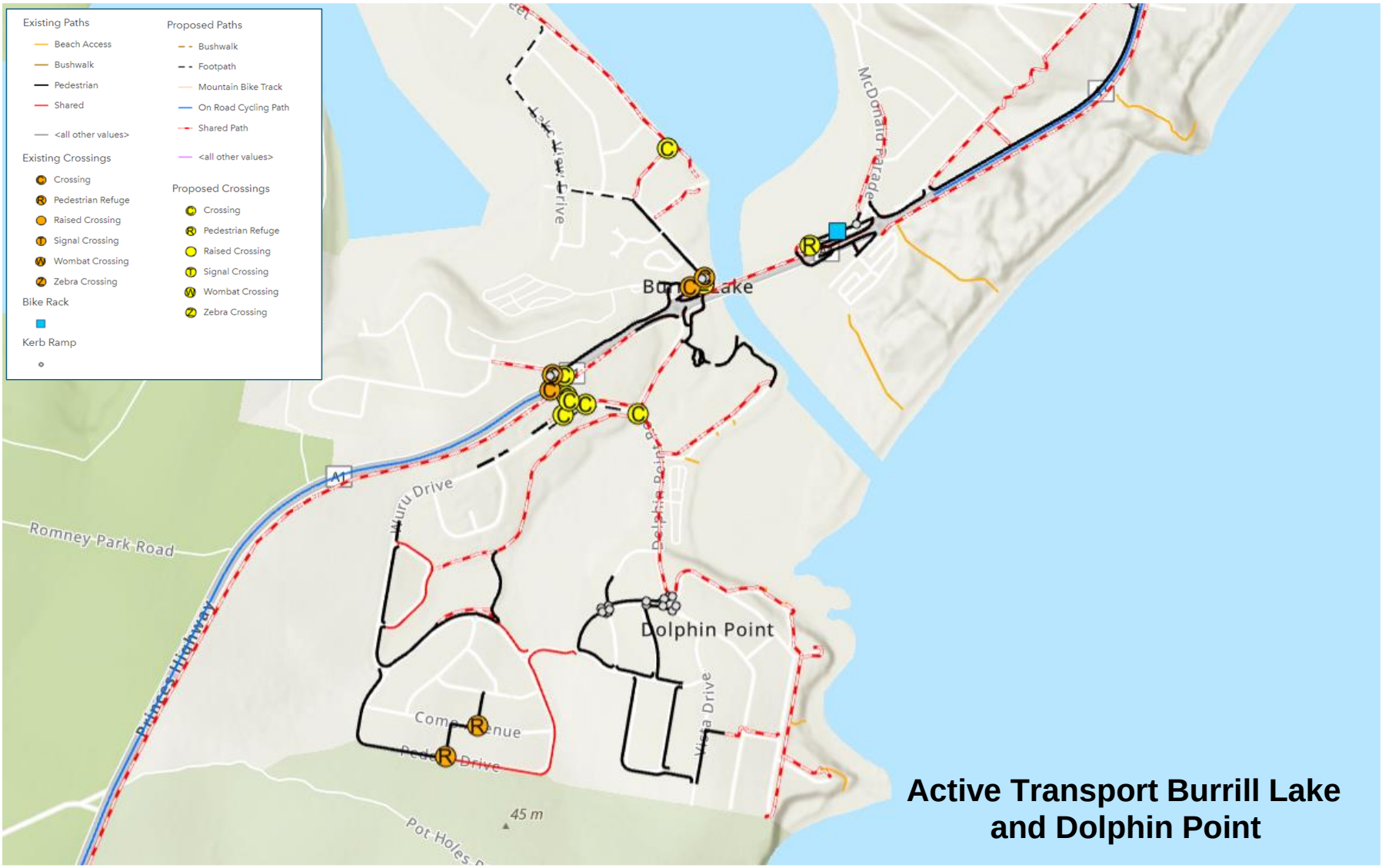



Active Transport Mollymook Beach
Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Scorpio Grove
Surfers Avenue
Bannister Head Road
Matron Porter Drive
Valley Drive
Linden Way
Oxley Crescent
Forest Way
Forest Way
Mollymook Beach
Garside Road
Bill Andriske Mollymook Oval
Clifford Close
Garside Road
Lockhart Avenue
Donlan Road
Mollymook Golf Club
Clyde Street
Combe Drive
A1


Active Transport Mollymook
Mollymook Golf Club
Clyde Street
Combe Drive
Settlers Way
Surf Beach
Beach Street
Red Gum Drive
Royal Mantle Drive
Daves Street
Mollymook
Mollymook Beachside Golf Club
Curtis Street
Tuckerman Road
Bushbox Drive
Village Drive
Stanton Drive
Buchan Street
Rfs Depot
White Gum Road
Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing


Active Transport Ulladulla
Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bushbox Drive
Village Drive
Stanton Drive
White Gum Road
Budawang Drive
Abbey Road
Rta Depot
Special School
Reserve
TAFE NSW Illawarra Institute Ulladulla Campus
Ulladulla Public School
Rundle Street
Ulladulla High School
Electricity Depot
Warden Head Reserve
Deering Street
Parson Street
Ulladulla Netball
Sewage


Active Transport South Ulladulla and Kings Point
Depot
Narraw
Ulladulla Netball Training Complex
Sewage Treatment Plant
Jubilee Avenue
Parson Stree
Powell Avenue
Dowling Street
Edward Avenue
97 m
Blackburn Road
Kings Point Drive
Kings Point
Racecourse Creek
Beach Crescent
80 m
Cooper Street
Ireland Street
Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing


Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
McDonald Parade
Burrill Lake
Wuru Drive
Dolphin Point Road
Romney Park Road
Princes Highway
Dolphin Point
Vista Drive
45 m
A1
Active Transport Burrill Lake and Dolphin Point


Active Transport Lake Tabourie
Lake Tabourie
Princes Highway
Oak Avenue
Beach Street
A1
Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing


Existing Paths
Beach Access
Bushwalk
Pedestrian
Shared
<all other values>
Existing Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bike Rack
Kerb Ramp
Proposed Paths
Bushwalk
Footpath
Mountain Bike Track
On Road Cycling Path
Shared Path
<all other values>
Proposed Crossings
Crossing
Pedestrian Refuge
Raised Crossing
Signal Crossing
Wombat Crossing
Zebra Crossing
Bawley Point Road
Willinga Road
Willinga Lake
Forster Drive
Forster Drive
61 m
Bawley Point
Brush Island Nature Reserve
227 m
Moores Road
Belowla Island
Kioloa Village Firetrail
Kioloa
Active Transport Bawley Point and Kioloa

Shoalhaven Active Transport Strategy

including Pedestrian Accessibility & Mobility Plan Update and Bike Plan Update

for

Shoalhaven City Council

Appendix D: Path Projects Review

Paths Review

The tables below provide a summary of the outcomes of the Paths Review undertaken as part of the Strategy; projects are ranked in the tables from those with the highest score (**High Priority**) to lowest score (**Low Priority**) using the new Active Transport Scoring Criteria (**ATSC**). 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 path 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 online Path Projects Ranking Spreadsheet provides further details (than the tables below) in regard to the scores attributed to all projects in accordance with the new ATSC developed as part of the Strategy. The Path Projects 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 in accordance with the ATSC.
- Revising project scores further to more information becoming available in regard to the specific ATSC.

It is important that the PAMP Maps and Path Projects 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 Path Projects 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.

Historically, several consultants and numerous staff have all managed the Path Projects Ranking Spreadsheet at various times as it has evolved over many years, which in itself can create some inconsistencies in the way scoring criteria are applied.

To ensure fairness and equity right across Shoalhaven, the development of the Strategy has included a completely independent re-prioritisation of path projects across Shoalhaven by arc traffic + transport, based objectively on the new ATSC alone. As such, the outcomes of the Paths Review as shown in the Path Projects Ranking Spreadsheet below are based solely on raw project scores against the ATSC.

Notwithstanding, and as indicated in the review of the ATSC (Section 10 of the Strategy), community groups have the opportunity to amend the ranking of projects within their own jurisdictions. This is essentially guiding Council in regard to the ranking of their own local priorities only (that is - if they aren't happy with the particular order of projects that have fallen out of the initial independent raw scoring using the new ATSC). The simplest way to explain this: if a particular local community had 2 projects in their local area that scored (for example) 13 and 19, but the local community believes that the project that scored 13 should be their highest local priority, then these scores are effectively just swapped around, so that the position of those projects isn't changed city wide, just the order of delivery in that particular local community.

In this way, these adjustments don't affect overall city wide priorities, just local priorities. This is a separate process to those projects that have been awarded additional points for "community advocacy" where have been specifically identified as a community priority either historically, or as part of the recent community feedback. Given that the project rankings are live operational documents, this advocacy feedback can be provided by the community at any time, and adjustments are undertaken under the new ATSC accordingly.

Finally, it is noted that adjustments were made to the project rankings in response to the recent community feedback to specifically reflect current community priorities. More details of the feedback received during the Exhibition period is provided in Appendix H: Exhibition Outcomes Report.

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
High	Princes Hwy	Nowra	directly adjacent #8 Campbell Place	to the existing Campbells Place path network - addressing this short missing link between the Highway (connects to the Highway underpass and Campbells Place via the Campbells Place path network)	SUP	Eastern	80	2.0	$0.00	33
High	Princes Hwy	Bomaderry	reserve- adjacent to 6 Chebec Cl (to the south of Narang Road/West Birriley Street) - ie the missing link in the SUP network to the west of the Bomaderry Ambulance Station (requiring land acquisition from NSW Health)	traverse Highway frontage of Bomaderry Ambulance Station- to West Bunberra St	SUP	Eastern	240	2.0	$100,373.52	33
High	Princes Hwy	Bomaderry	468 Princes Highway Bomaderry (northern end of the Nowra Bridge Project)	TAFE bus stop on the Highway (to the south of Mattes Way) - addressing this short missing link in the SUP network following completion of the Nowra Bridge project	SUP	Eastern	80	2.0	$33,457.84	33
High	Princes Hwy	Bomaderry	West Bunberra St	TAFE bus stop on the Highway (to the south of Mattes Way)	SUP	Eastern	950	2.0	$397,311.85	32
High	Anson Street - Loralyn Avenue	Sanctuary Point	Kerry Street	Macleans Point Road	SUP	Eastern - Northern	400	2	$0.00	32
High	Princes Hwy	Milton	Sarah ClaytonRetirement Village	Matron Porter Dv / Croobyar Rd	FP	East	417	1.2	$104,639.39	32
High	Croobyar Rd	Milton	Drury Ln	14 Croobyar Rd (east boundary)	SUP	Northern	167	1.5	$52,382.43	31
High	Croobyar Rd	Milton	6 Croobyar Rd	8 Croobyar Rd	FP	Northern	25	1.5	$7,841.68	31
High	Hillcrest Ave	South Nowra	Princes Highway	John Purcell Way	SUP	South	333	2.5	$174,085.32	30
High	Yalwal Rd	West Nowra	immediately west of Filter Rd (location of proposed pedestrian refuge)	west of Albatross Road (link to existing path network)	FP	South	1185	1.2	$297,356.55	30
High	Croobyar Rd	Milton	Myrtle St	Gordon St	SUP	Northern	540	1.5	$169,380.32	30
High	Meroo St	Bomaderry	Bunberra St (train station access)	the existing Pedestrian Refuge crossing to the north of Bunberra Street (missing link)	SUP	eastern	70	2.0	$29,275.61	30
High	Macleans Point Road, and associated path connections - Final link in the Basin to the Bay SUP	Sanctuary Point	Loralyn Ave	Paradise Beach Rd	SUP	Northern	1205	2	$503,958.72	30
High	Paradise Beach Rd connections (Final link in the Basin to the Bay SUP)	Sanctuary Point	Walmer Avenue	Kerry Street	SUP	Northern-Western	160	2.0	$66,915.68	30
High	link to Foreshore Reserve (Nick Bunt Reserve) from Paradise Beach Road/Walmer Avenue - deliver with final links in Basin to the Bay SUP	Sanctuary Point	Walmer Avenue	Foreshore Reserve/link from Walmer Avenue direct to the Basin Walk (from the intersection Walmer Avenue/Paradise Beach Road)	SUP	Northern	80	2.0	$33,457.84	30

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
High	Shoalhaven River- south bank (SUP underpass)	Nowra	Scenic Dr, east end (then "SUP underpass" - passing underneath the Nowra Bridges -)	Riverview Road (transform foreshore FP to foreshore SUP)	SUP	east	375	3.5	$274,458.84	29
High	Croobyar Rd	Milton	Corks Ln	Myrtle St	SUP	Northern	540	1.5	$169,380.32	29
High	Cambewarra Rd	Bomaderry	Primary school - children's crossing (to the west of Karowa Street)	Coomea Street	SUP	Southern	230	2.0	$96,191.29	29
High	Link from Callala Beach to Callala Bay via Callala Beach Road-Emmett Street	Callala Bay-Callala Beach	Queen Mary Street - via Callala Beach Bowling Club (Club Callala), crosses the road just north of Roskell Road, then continues up the east side of Callala Beach Road, and along the southern side of Emmett Street, Callala Bay, to #22 Emmett Street (ties into existing path network)	to #22 Emmett Street (ties into existing path network)	SUP	east - south	2400	2	$1,003,735.20	29
High	Thomson St	Sussex Inlet	The Springs Rd	Government Rd	SUP	Northern	580	2	$242,569.34	29
High	Farrant Ave	Culburra Beach	Eastbourne Ave	End (surf club)	FP	Southern	192	1.5	$60,224.11	29
High	The Springs Rd	Sussex Inlet	Thomson St	Quattro Parks 187 The Springs Rd (Snappy Gums Seniors Lifestyle Village)	SUP	East	800	2.0	$334,578.40	29
High	The Springs Rd power easement west side	Sussex Inlet	Quattro Parks 187 The Springs Rd (The Snappy Gums Seniors Lifestyle Village)	165m north of Hoffman Dr	SUP	West	360	2.0	$150,560.28	29
High	The Springs Rd	Sussex Inlet	165m north of Hoffman Dr	Hoffman Drive	SUP	West	162	2.0	$67,752.13	29
High	West St	Nowra	North St	Junction St	SUP	Western	205	2	$85,735.72	29
High	Burrill Lake - Lake Tabourie SUP	Burrill Lake	Princes Highway - Burrill Lake	Princes Highway - Lake Tabourie	SUP	east	5300	2	$2,216,581.90	28
High	West St	Nowra	North St	Junction St	FP	Eastern	205	1.2	$51,441.43	28
High	Lake Conjola Entrance Rd	Lake Conjola	Western boundary of Bowling Club - align to existing street light (approx. 150m to the west of Norman St)	Milham St	SUP	North	600	2.0	$250,933.80	28
High	Lake Conjola Entrance Rd	Lake Conjola	Milham St	entrance to Holiday Haven-Lake Conjola	SUP	North	950	2.0	$397,311.85	28
High	Moss Vale Road	Bomaderry	Elvin Drive	Princes Highway	SUP	north	180	2.5	$94,100.18	27
High	Holiday Haven Lake Tabourie	Lake Tabourie	Princes Hwy	Holiday Haven Lake Tabourie	SUP	eastern	1543	2.5	$806,647.61	27
High	Mitchell Pde	Mollymook	Beach Road	extend to the north of Bannister Head Rd - up to the intersection of Mitchell Parade/Mitchell Parade - ie generally opposite #173 Mitchell Pde	SUP	East	550	2.0	$230,022.65	27
High	Carroll Ave	Mollymook	Tallwood Ave	Forest Way	SUP	East	273	2.0	$114,174.88	27
High	Elizabeth Drive	Vincentia	The Wool Road, extending east, link to bus stops	#230 Elizabeth Drive	SUP	North-East	95	2.0	$39,731.19	27

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
High	Mitchell Pde	Mollymook	Bannister Head Road - extend past #173 Mitchell Pde (location of crossing point from the east side SUP) and continue east along the northern side of Mitchell Parade to Bannisters	Bannisters	SUP	North	240	2.0	$100,373.52	27
High	Princes Hwy	Ulladulla	Deering St	Parson St	FP	East	200	1.2	$50,186.76	27
High	Kalandar St	Nowra	Kinghorne St	Princes Hwy	FP	North	325	1.2	$81,553.49	27
High	Kalandar St	Nowra	Kinghorne St	Princes Hwy	FP	Southern	350	1.2	$87,826.83	27
High	Kingsford Smith Cr	Sanctuary Point	Idlewild Ave	Warrego Dr	FP	Western	300	1.2	$75,280.14	27
High	Sussex Rd - William Mulligan Reserve	Sussex Inlet	northern end of William Mulligan Reserve	around the eastern fringe of William Mulligan Reserve, crossing in front of the shops, then extending along the southern side of the internal access road, to link to existing foreshore SUP network	SUP	Southern	95	2	$54,731.19	27
High	North St	Berry	132 North Street	136 North Street (ie missing link section to the west of Alexandra Street)	FP	south	20	1.2	$5,018.68	26
High	North St	Berry	North Street footpath network	North Street SUP network	FP	Southern	30	1.8	$11,292.02	26
High	Warrego Dr	Sanctuary Point	Kingsford Smith Cr	Leumeah St	FP	Western	400	1.2	$100,373.52	26
High	Main Rd	Cambewarra	driveway #73 Main Road (ie east of Tennis Courts/ east of Goorama Drive)	Tannery Road	FP	Northern	103	1.2	$25,846.18	25
High	Main Rd	Cambewarra	Tannery Road	Good Dog Creek	SUP	Northern	160	2.0	$66,915.68	25
High	Elvin Drive and start of Tartarian Cres. (to #3)	Bomaderry	Moss Vale Road	#3 Tartarian Cres. (via first section of Elvin Drive)	FP	west side of Elvin Drive - south side of Tartarian - to access #3 Tartarian (Disability Services Aust.)	170	1.2	$42,658.75	25
High	Kings Point Dr	Kings Point-Ulladulla	Oakley Pl	Princes Highway, Ulladulla	SUP	South- then north (crossing vicinity- Lot 5 DP 256334 (western boundary))	2100	2.5	$1,097,835.38	25
High	Princes Hwy	Milton	Stony Hill Lane	north of Thomas St	FP	Eastern	487	1.2	$122,204.76	25
High	Princes Hwy	Milton	Mick Ryan Reserve/Park access	Existing FP opposite Thomas St (at Solomon's garage)	FP	Western	112	1.2	$48,104.59	25
High	Princes Hwy	Milton	Gordon St	Croobyar Rd	FP	West	475	1.2	$119,193.56	25
High	Kangaroo Valley Rd	Berry	Huntingdale Park Road	Ford St	FP	South	90	1.2	$22,584.04	25

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
High	Kangaroo Valley Rd	Berry	Ford St	The Gables	FP	South	240	1.2	$60,224.11	25
High	Kangaroo Valley Rd	Berry	The Gables	Thomas Close	FP	South	290	1.2	$72,770.80	25
High	Princes Highway (Quinns Lane to Browns Road) - completes the frontage of Rotary Park rest area - and includes the 60m approx. missing link (Jellicoe St to Quinns Lane - connecting to the existing service lane SUP)	South Nowra	Jellicoe Street (current extent of SUP in service road) - extend north to Quinns Lane , then continue along the western side of the Highway up to Browns Road	the bus stop, immediately south of Browns Road (ties into existing SUP on the west side of the Princes Highway)	SUP	Western	400	2	$167,289.20	25
High	North St	Berry	Mens Shed	Alexandra St	FP	south	150	1.2	$37,640.07	25
High	Penguins Head Rd	Culburra Beach	The Lake Circuit	Eastbourne Ave	SUP	Southern	715	2	$299,029.45	24
High	Penguins Head Rd	Culburra Beach	The Lake Circuit	210 Penguins Head Rd	SUP	Northern	1200	2	$501,867.60	24
High	Hawke Street	Huskisson	Keppel St	Bowen Street	FP	Eastern	425	1.5	$133,308.58	24
High	Albert St	Berry	Hn 68 (to the east of Alexandra Street)	Prince Alfred St	FP	Southern	150	1.5	$47,050.09	24
High	Princes Hwy	Ulladulla	Parson St	Dowling St	FP	East	350	1.2	$87,826.83	24
High	Ravenscliffe Rd	Shoalhaven Heads	Golden Hill Ave	Mathews St	SUP	Northern	220	2.0	$92,009.06	24
High	Elizabeth Dr	Vincentia	Tharwa St	Frederick St (nth)	SUP	West	300	2.0	$125,466.90	24
High	Elizabeth Dr - Blenheim Beach access	Vincentia	Jervis Street	Frederick St (nth) - and extending down to Blenheim Beach to link back to the foreshore SUP route	SUP	Eastern	620	2.0	$259,298.26	24
High	Aster Street	Hyams Beach	Cyrus Street	Rose Street	FP	Northern	210	1.2	$52,696.10	24
High	George Street	Berry	Queen Street	Victoria Street	FP	east	200	1.2	$50,186.76	23
High	Smith Lane	Nowra	Kinghorne St	Nowra Lane	SUP	Northern	110	2	$46,004.53	23
High	Hillcrest Ave	South Nowra	John Purcell Way	Old Southern Rd	FP	South	962	1.2	$241,398.32	23
High	Beach Road	Mollymook	3 Beach Rd (eastern boundary)	Beach Road cul-de-sac	SUP	south	295	2	$1,373,375.79	23
High	Mitchell Pde - north of Blackwater Creek	Mollymook	1A Mitchell Parade (Fathoms) - ie to the immediate north of Blackwater Creek (under existing street light - proposed crossing point to be upgraded) - and extending north past Clyde Street, to Donlan Road - south	Donlan Road-south	SUP	West	300	2.0	$125,466.90	23
High	Terara Rd	Terara	Caravan Park (Shoalhaven Caravan Village)	Nobblers Lane	SUP	north	1200	2	$501,867.60	23
High	Elizabeth Dr	Vincentia	Violet Clark Reserve (west of Holden Street)	Holden Street	FP	Northern	50	1.2	$12,546.69	23

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
High	Terara Rd (South Street)	Terara	Nobblers Lane	Bryant Street	FP	north	500	1.2	$125,466.90	23
High	Cunjurong Pt Rd	Manyana-Cunjurong Point	North of Calgary Place	Otaawa Street	SUP	West	450	2.0	$188,200.35	23
High	Jerry Bailey Rd	Shoalhaven Heads	Shoalhaven Heads Rd	River Rd	FP	eastern	1100	1.2	$276,027.18	23
High	Minerva Avenue	Vincentia	Elizabeth Drive	Saumarez Street	FP	East side, then crossing to south side at Bess Street	500	1.2	$125,466.90	23

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Medium	Minerva Avenue	Vincentia	Saumarez Street	Murray Street	FP	West	450	1.2	$112,920.21	23
Medium	Murray Street	Vincentia	Minerva Avenue	Golf Club access	FP	North	300	1.2	$75,280.14	23
Medium	Scerri Dr	Kioloa	31 Scerri Dv	Kiola Beach carpark	SUP	North	175	2.0	$73,189.03	23
Medium	Main Rd	Cambewarra	Faulks Place	to just west of driveway #95 Main Road (west of Cambewarra PS)	FP	Northern	118	1.2	$29,610.19	22
Medium	Ilett St	Mollymook	Princes Hwy	Buckland St	FP	Eastern	265	1.2	$66,497.46	22
Medium	Tallyan Point Rd	Basin View	Mathie St	Clarendon Cres	FP	Northern	122	1.2	$30,613.92	22
Medium	Parson St	Ulladulla	Princes Hwy	Did-Dell St	SUP	South	440	2.0	$184,018.12	22
Medium	Karowa St	Bomaderry	5 Karowa St (to the north of Bunberra Street)	Cambewarra Rd	FP	Western	290	1.2	$72,770.80	22
Medium	North Tarawal Street	Bomaderry	West Birriley Street	Cambewarra Rd	FP	Western	230	1.2	$57,714.77	22
Medium	Penguins Head Rd	Culburra Beach	the eastern side of 210 Penguins Head Rd	east to link to the Headland walking track	FP	North	600	1.2	$150,560.28	22
Medium	East St (Princes Hwy)	Nowra	Plunkett St	Douglas St	FP	Western	200	1.2	$50,186.76	22
Medium	Millbank Road	Terara	Terara Rd (South Street)	Terara PS	FP	Western	200	1.2	$50,186.76	22
Medium	Edgewater Av (east of Pacificana Drive)	Sussex Inlet	Pacificana Drive	Foreshore reserve, and including extending north through the foreshore reserve to link to the foreshore reserve SUP network to the north of Lakehaven Drive (vicinity - southern end of Christine Street)	SUP	South - then through reserve	375	2	$156,833.63	22
Medium	Keppel St	Huskisson	Currambene St	Beach St	SUP	Northern	550	2.0	$230,022.65	22
Medium	Frederick Street (north)	Vincentia	Murray Street	Elizabeth Drive	FP	North	70	2.0	$29,275.61	22
Medium	East St (Princes Hwy)	Nowra	Douglas St	St Anns St	FP	Western	403	1.2	$101,126.32	22
Medium	East St (Princes Hwy)	Nowra	St Anns St	Kalandar Street (cuts west, via the residential section of East Street) - traversing around the eastern side of the existing cul-de-sac, and extending south to connect with the existing footpath on the eastern side of the residential section of East St, connecting to the existing FP at the southern boundary of #126 East Street, and the project also includes extending the existing footpath on the eastern side of the residential section of East St- from the current extent of FP (at the northern boundary of #136 East Street)- and extending south- the additional 50m down to Kalandar Street	FP	Western side of the Highway - but then runs down the eastern side of the residential section of East Street, Nowra	170	1.2	$42,658.75	22
Medium	Meroo Rd	Bomaderry	Cambewarra Road	Jasmine Dv	SUP	Eastern	1600	2.0	$669,156.80	21

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Medium	Plunkett Street	Nowra	Princes Highway	Journal Street	FP	Northern	202	1.2	$50,688.63	**21**
Medium	Cambewarra Rd	Bomaderry	Woolworths delivery driveway (west of Jasmine Drive)	Barwon St	FP	Southern	205	1.2	$51,441.43	**21**
Medium	Garside Rd	Mollymook	From East of Matron Porter Drive - ie from 121 Garside Rd (eastern boundary) - west of Oxley Cr	Clyde Street	SUP	South	900	2.0	$376,400.70	**21**
Medium	Ocean St	Mollymook	Maisie Williams Drive	Mitchell Pde	FP	Northern	500	1.2	$125,466.90	**21**
Medium	Boag/Wallace Sts	Mollymook	Cul-de-sac at western end of Boag Street	Shepherd St	FP	South side of Boag Street- then crossing to the North side of Wallace Street (immediately east of Davies Street)	765	1.2	$191,964.36	**21**
Medium	Princes Hwy	Nowra	Moss St	North St	FP	Western	68	1.2	$17,063.50	**21**
Medium	River Rd	Lake Tabourie	Princes Hwy	Immediate west of child care centre access	SUP	North	75	2.0	$31,366.73	**21**
Medium	River Rd	Lake Tabourie	Immediate west of child care centre access, extending east, and turning right into River Road at the commencement of Centre Street (immediately prior to bridge)	approx #31 River Road (location of existing FP network to tie into)	SUP	South	210	2.0	$87,826.83	**21**
Medium	Centre Street	Lake Tabourie	Bridge (east of River Road) -	Oak Avenue	FP	South	35	2.0	$14,637.81	**21**
Medium	Callala Beach Rd	Callala Beach	Quay Rd	Queen Mary St	SUP	Western	251	2.0	$104,973.97	**21**
Medium	Garside Rd - Donlan Road south	Mollymook	Clyde Street	Donlan Rd - and extend along Donlan Road (south) to Mitchell Parade	SUP	South side of Garside - West side of Donlan Road	650	2.0	$271,844.95	**20**
Medium	Bishop Dr - northern end	Mollymook	approx. 100m to the south of Brookwater Crescent, and extending north up to Matron Porter Drive/Garside Road	Matron Porter Drive/Garside Road	FP	West	450	1.2	$112,920.21	**20**
Medium	Clyde St	Mollymook	Mitchell Pde	Garside Rd	FP	South - West	950	1.2	$238,387.11	**20**
Medium	Buchan St - and Conjola Street Reserve	Mollymook	Golf Ave, extending east	through the Conjola Street Reserve to link to Burrill Street (North)	SUP	North - then crosses Buchan Street to the immediate east of Shipton Crescent- then continues through reserve, through to Burrill Street (North)	640	2.0	$267,662.72	**20**
Medium	Shipton Cr	Mollymook	full loop around Shipton Cr. from Buchan St-	and looping around back to Buchan St	SUP	North	330	2	$138,013.59	**20**
Medium	Deering St	Ulladulla	Princes Hwy	Did-Dell St	FP	Northern	429	1.2	$107,650.60	**20**
Medium	Did-Dell St	Ulladulla	Parson Street	southern end of Did-Dell Street	SUP	Eastern	270	2.0	$112,920.21	**20**

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Medium	Rennies Beach Close	Ulladulla	Did-Dell Street	eastern end of Rennies Beach Close	SUP	Northern	300	2.0	$125,466.90	20
Medium	Powell Ave	Ulladulla	Princes Highway	Did-Dell St	FP	Southern	550	1.2	$138,013.59	20
Medium	Dowling St	Ulladulla	Princes Highway- and extending east-	eastern end of Dowling Street (to driveway #53 Dowling Street)	SUP	Southern	525	2.0	$219,567.08	20
Medium	Shoalhaven St	Nowra	Scenic Dr	Hyam St	FP	Eastern	60	1.2	$15,056.03	20
Medium	Illaroo Rd	North Nowra	Pitt St	West Cambewarra Rd	SUP	Eastern	700	2.0	$292,756.10	20
Medium	Quay Rd	Callala Beach	West end of Quay Rd (1 Quay Rd)	Centre St	SUP	South	830	2.0	$347,125.09	20
Medium	Quay Rd	Callala Beach	Centre St	Callala Beach Rd	SUP	South	605	2.0	$253,024.92	20
Medium	SUP route through reserve at the southern end of Quay Road (alt. link between Myola Rd and Quay Rd)	Callala Beach	Myola Rd	Quay Rd	SUP	through reserve	260	2.0	$108,737.98	20
Medium	Beinda St	Bomaderry	Princes Hwy	61 Beinda St (east end) - opposite TAFE	SUP	Northern	77	2.0	$32,203.17	19
Medium	Mark Radium Park	Berry	Queen Street	Victoria Street	SUP	Western fringe of park	80	2	$33,457.84	19
Medium	Carroll Ave	Mollymook	Forest Way	Garside Rd	SUP	East	445	2.0	$186,109.24	19
Medium	Beinda St	Bomaderry	Bowada St	Bolong Rd, including a short SUP link in Bolong Road to a safe location for a pedestrian refuge (between the service station access points)	SUP	Northern	220	2.0	$92,009.06	19
Medium	Oystercatcher Way - Dolphin Pt Rd - Burrill Lake Lions Park SUP network - stage 1 - Oystercatcher Way - Dolphin Pt Rd	Burrill Lake	Princes Highway, continue along Oyster Catcher Way, and Dolphin Point Road (enroute Dolphin Point)	this stage terminates at the intersection Dolphin Pt Rd/Burrill Lake Lions Park internal access (to the immediate-northern boundary of the Dolphin Point Tourist Park)	SUP	east side - combination of reserve (Burrill Lake Lions Park) and road reserve	400	2	$167,289.20	19
Medium	Dolphin Pt Rd	Burrill Lake	Oystercatcher Way	Seaside Pde	SUP	East	485	2	$202,838.16	19
Medium	Augusta Pl reserve	Mollymook	Garside Rd	Augusta Pl	SUP	through reserve	256	2.0	$107,065.09	19
Medium	Augusta Pl	Mollymook	Western end - cul-de-sac	Clyde St	FP	Eastern	274	1.2	$68,755.86	19
Medium	Ilett St	Mollymook	Buckland St	Maisie Williams Drive	SUP	Western	110	2.0	$46,004.53	19
Medium	Leo Dr - stage 1	Narrawallee	Matron Porter Drive	108 Leo Drive (approx. opposite Amaroo Drive)	SUP	Eastern	1120	2.0	$468,409.76	19
Medium	Victor Avenue	Narrawallee	Matron Porter Drive	full loop - link back to Matron Porter Drive	SUP	Eastern	440	2.0	$184,018.12	19
Medium	Surfers Avenue	Narrawallee	Matron Porter Drive	full length - including link to foreshore walking track	SUP	North	400	2.0	$167,289.20	19
Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Medium	Tallwood Avenue - northern end	Narrawallee	Bannisters Head Road	Surfers Avenue	FP	Eastern	350	1.2	$87,826.83	19
Medium	Bannisters Head Road - stage 1	Narrawallee - Mollymook Beach	Matron Porter Drive	Tallwood Avenue	SUP	Northern	300	2.0	$125,466.90	19
Medium	Bannisters Head Road - stage 2	Narrawallee - Mollymook Beach	Tallwood Avenue	Mitchell Parade, Mollymook Beach	SUP	Northern	1000	2.0	$418,223.00	19
Medium	Ferry Lane	Nowra (between River and North Street - East side of Highway)	end of existing path (opposite Riverview Road, Nowra) - and extend north to complete the SUP link along the eastern side of Ferry Lane -	north end - connect to river SUP network	SUP	Eastern	240	2.0	$100,373.52	19
Medium	MacLean St	Nowra	Kinghorne St	MacLean St	FP	through unformed road reserve, opposite Mckay Street	80	1.2	$20,074.70	19
Medium	Did-Dell Street	Ulladulla	New Street	Deering Street	SUP	Eastern	170	2.0	$71,097.91	19
Medium	Jubilee Avenue	Ulladulla	southern boundary of #68 Deering Street	Parson St	FP	Western	170	1.2	$42,658.75	19
Medium	Pettys Ave - and along Dowling Street- to the boundary of #19/#21 Dowling Street	Ulladulla	Powell Av	to the approx. boundary of #19/#21 Dowling Street	FP	Western side of Pettys Avenue - Northern side of Dowling Street	140	1.2	$35,130.73	19
Medium	Greenwell Point Rd	Greenwell Point	just west of West St (from driveway of #31 Greenwell Point Road), then extending east to connect to existing footpath	Berellen Street	FP	Northern	220	1.2	$55,205.44	19
Medium	Huskisson Road - Tomerong St	Huskisson	Husky Sports Club (including an internal FP link to the Husky Sports Club via Kioloa Street)	the childrens crossing on Tomerong Street	FP	Southern	400	1.5	$125,466.90	19
Medium	Quinns Ln	South Nowra	Princes Hwy	Old Southern Rd	SUP	South	800	2	$334,578.40	19
Medium	Quinns Ln	South Nowra	Princes Hwy	Old Southern Rd	FP	North	800	1.2	$200,747.04	19
Medium	Collier Dr	Cudmirrah & Berrara	Goonawarra Dr	Pope Ave	SUP	Western	1213	2.0	$507,304.50	19
Medium	The Lake Circuit	Culburra Beach	from 31m east of Fairlands Street (from pedestrian refuge)	Penguins Head Rd	SUP	Southern	819	2	$342,524.64	19
Medium	Collier Dr	Cudmirrah & Berrara	just south of Fifth Avenue (immediately south of Pump Station access)	Myrnioing Grove	FP	Eastern	190	1.2	$47,677.42	19
Medium	Colyer Ave	Nowra	Hyam St	North St	FP	Western	350	1.2	$87,826.83	19
Medium	Red Point Road - Boronia St - Manta Ray Rd	Bendalong	Waratah St	Public car park at Boat Harbour Beach - initially stopping at the first entrance to the foreshore reserve	FP	western side of Red Point Road - then northern side of Boronia St and Manta Ray Rd	300	1.5	$94,100.18	19
Medium	Eastern end of Waratah Street - access to Holiday Haven Bendalong	Bendalong	Waratah St SUP (eastern end of SUP network)- extending east to improve pedestrian/cyclist access to Holiday Haven	Holiday Park entrance/reception	SUP	South	105	2.0	$43,913.42	19

Medium	Golden Hill Ave	Shoalhaven Heads	Renown Ave	Davenport Rd	FP	western	323	1.2	$81,051.62	**19**
Medium	Collingwood St	Basin View	Basin View Pde	Tallyan Point Rd-and extending north-west up to link with the pedestrian refuge and broader SUP network	SUP	Western	210	2.0	$87,826.83	**18**
Medium	Johnston St-Murramarang Rd	Bawley Point	Tingira Dr	Swift St	SUP	Eastern	310	2.0	$129,649.13	**18**
Medium	Albany St	Berry	the existing footpath in Albany Street at the southern boundary of #42 Albert Street (to the north of Queen Street)	North Street	FP	Eastern	150	1.2	$37,640.07	**18**
Medium	Princess St	Berry	Prince Alfred St	west - just short distance - for length of the Hungry Monkey café' frontage (first block back from Prince Alfred Street)	FP	south	30	1.2	$7,528.01	**18**
Medium	Bunberra St	Bomaderry	Tallayang Street	30m to the east of Tallayang Street	FP	Northern	30	1.2	$7,528.01	**18**
Medium	Bunberra St	Bomaderry	Brinawarr Street	15m to the east of Brinawarr Street	FP	Northern	15	1.2	$3,764.01	**18**
Medium	Jasmine Dr	Bomaderry	Cambewarra Rd	Mulgen Creek Reserve (to the south of Cocos Palm Dr)	SUP	Eastern	490	2	$204,929.27	**18**
Medium	Lyndhurst Dr	Bomaderry	Jasmine Dr	Cavalier Pde	SUP	Western	482	2.0	$201,583.49	**18**
Medium	Lyndhurst Dr	Bomaderry	Cavalier Pde	Helsinki Pde	FP	Western	90	1.2	$22,584.04	**18**
Medium	Barwon St	Bomaderry	Cambewarra Rd	Bunberra St - including link down along the southern side of Bunberra Street- to the intersection of Bunberra Street / West Bunberra Street	FP	Western	550	1.2	$138,013.59	**18**
Medium	Barwon St	Bomaderry	West Birriley St	Bunberra Street - including link down along the northern side of Bunberra Street- to the existing pedestrian crossing, just to the west of Robey Street	FP	Eastern	350	1.2	$87,826.83	**18**
Medium	Coomea St	Bomaderry	Birriley St	30 Coomea St (to the north of Bunberra Street)	FP	Eastern	125	1.2	$31,366.73	**18**
Medium	Coomea St	Bomaderry	No. 44 (incl)- to the south of Bunberra Street	No 52 (incl)- to the north of Tarawara Street	FP	Eastern	100	1.2	$25,093.38	**18**
Medium	Prince Edward Avenue	Culburra Beach	Glenholme Way, and extending south, to link to the existing pedestrian refuge (to the south of Eastwood Avenue)	to the existing pedestrian refuge (to the south of Eastwood Avenue)	SUP	East	210	2	$87,826.83	**18**
Medium	Greenwell Point Rd	Greenwell Point	west of West St (from the driveway of #26 Greenwell Point Road), extending east	the existing raised pedestrian crossing to the west of Jervis St	FP	Southern	450	1.2	$112,920.21	**18**
Medium	Greenwell Point Rd	Greenwell Point	Opposite the pub, approx #98 Greenwell Point Road	Fish & Chip shop (eastern bend in Greenwell Point Road)	FP	Southern	150	1.2	$37,640.07	**18**
Medium	Foreshore at boat ramp	Greenwell Point	Greenwell Point Road east end (opposite Wilkins St)	existing SUP network	SUP	East	28	2.5	$14,637.81	**18**

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Medium	Myrtle St	Milton	Princes Hwy	Croobyar Rd	FP	East	450	1.2	$112,920.21	18
Medium	Myrtle St - Mick Ryan Reserve	Milton	Myrtle Street	Mick Ryan Reserve	FP	N/A - through private Lot / reserve	140	1.2	$35,130.73	18
Medium	Leo Dr - stage 2 (includes MacLeay Street to complete the link back to Matron Porter Drive)	Narrawallee	108 Leo Drive (approx. opposite Amaroo Drive)	MacLeay Street - and extend along MacLeay Street to complete the link back to Matron Porter Drive	SUP	Eastern - Southern	1000	2.0	$418,223.00	18
Medium	Matron Porter Dr	Narrawallee	Bangalow St	Macleay St - and including extend the final 200m as "On Road" to complete the link to Narrawallee Inlet	SUP	Eastern	705	2.0	$462,247.22	18
Medium	Rock Hill Road	North Nowra	McMahons Road	Yurunga Drive	SUP	eastern	700	2.0	$292,756.10	18
Medium	Yurunga Drive	North Nowra	western boundary of 154 Yurunga Dv (to the west of Arnheim Place), extending east	the driveway of #52 Yurunga Drive (access to The Grotto Reserve)	FP	northern	1200	1.2	$301,120.56	18
Medium	Yurunga Drive- western end	North Nowra	Rock Hill Road	Murrell Place	FP	southern	150	1.2	$37,640.07	18
Medium	Lyrebird Drive	Nowra (between River and North Street - East side of Highway)	Hawthorn Avenue - link to existing FP - and extend east to Shearwater Way	Shearwater Way - to link to existing SUP built by TfNSW as part of the construction of Shearwater Way	SUP	Southern	120	2.0	$50,186.76	18
Medium	Moss St	Nowra	Brereton St	Opp Wondalga Cres	FP	Northern	415	1.2	$104,137.53	18
Medium	Worrigee St	Nowra	the eastern boundary of #66 Osborne Street (ie frontage of #52 Worrigee St) - and extending east to Burr Avenue	Burr Av	FP	South	65	1.2	$16,310.70	18
Medium	Douglas St	Nowra	Shoalhaven St	Berry St	FP	Northern	400	1.2	$100,373.52	18
Medium	River Rd	Sussex Inlet	Badgee Bridge (commence from SUP network to the south of the bridge), and extending south -	the driveway of #212 River Road (note FP crosses to the southern side of River Road at existing street light immediately to the west of #212 River Road)	FP	Northern	750	1.2	$188,200.35	18
Medium	Did-Dell Street	Ulladulla	Deering Street	Parson St	SUP	Eastern	200	2.0	$83,644.60	18
Medium	The Wool Rd	Vincentia	Beach St	Link to existing SUP network to the east (to the existing crossing point approx. 130m to the west of Elizabeth Drive)	SUP	North	200	2.0	$83,644.60	18
Medium	Excellent St	Vincentia	St George Ave	Ada Street	FP	Northern	430	1.2	$107,901.53	18
Medium	Ada St	Vincentia	Elizabeth Dr	Colloden Av	FP	Western	250	1.2	$62,733.45	18
Medium	Frank Lewis Way	Woollamia	Woollamia Rd	Coulon St (Woollamia Boat Ramp)	SUP	eastern	600	2.0	$250,933.80	18
Medium	Collingwood St	Basin View	Basin View Pde	Tallyan Point Rd	FP	Eastern	150	1.2	$37,640.07	18
Medium	Penguins Head Rd	Culburra Beach	Eastwood Avenue	The Lake Circuit	SUP	West	760	2.0	$317,849.48	18

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Medium	Nowra St	Huskisson	Currambene St	Foreshore SUP	SUP	northern	565	2.0	$236,296.00	18
Medium	Jervis St	Huskisson	Duncan St	Foreshore SUP	FP	Northern	225	1.5	$70,575.13	18
Medium	Burrill St	Huskisson	Keppel St	Jervis St	FP	Eastern	190	1.5	$59,596.78	18
Medium	Central Av	South Nowra	Princes Highway	Oxford Street	FP	Northern	520	1.2	$130,485.58	18
Medium	Lackersteen Street - very southern end- complete link to foreshore SUP route (Silkwood Walk)	Callala Bay	the south of Bay Street	the Silkwood Walk	SUP	through reserve	70	2.0	$29,275.61	18
Medium	Goorama Dv	Cambewarra	Main Rd	Kalinga St	FP	west	165	1.2	$41,404.08	18
Medium	Green St	Ulladulla	Rundle Street	Camden Street	FP	Southern	120	1.2	$30,112.06	18
Medium	Waratah St (extension of Bendalong Road)	Bendalong	Maple St	Red Point Road	FP	Northern	450	1.5	$141,150.26	18
Medium	Greenway Rd	Callala Beach	Callala Beach Rd	Lennox Rd	SUP	South	655	2.0	$273,936.07	18
Medium	Lennox Rd - Griffin Street	Callala Beach	Greenway Rd	the east of Watts Rd (to approx location of Benton Sands Estate entrance sign/street light, where safe crossing point is to be provided)	SUP	South - then crosses to the north at eastern end of project	325	2.0	$135,922.48	18
Medium	Crown Reserve (existing bush track) linking The Springs Rd direct to Lakehaven Drive	Sussex Inlet	The Springs Road - immediately north and ajacent to #125 The Springs Rd	Lakehaven Dv	SUP	through Crown reserve/existing bush track	410	2.5	$214,339.29	18
Medium	Dolphin Pt Rd (between Wuru Drive and Oystercatcher Way)	Burrill Lake	the eastern end of Wuru Dirve	the Dolphin Point Road SUP (small missing link/disjoint between the two paths, to the east of Wuru Drive)	FP	south	15	1.2	$3,764.01	17
Medium	Carroll Ave - Mitchell Parade SUP - through reserve to the north of Lockhart Avenue and Donlan Road (north) - ie to the south of Bill Andriske Oval, Mollymook Beach	Mollymook	Carroll Ave	Mitchell Pde	SUP	through reserve	375	2.0	$156,833.63	17
Medium	Illaroo Rd	North Nowra	95 Illaroo Road (east of Crest Avenue)	Princes Highway	FP	northern	950	1.2	$238,387.11	17
Medium	Illaroo Rd	North Nowra	Halcot Ave	Pitt St	SUP	Eastern	600	2.0	$250,933.80	17
Medium	Basin View Foreshore Reserve	Basin View	Basin View Pde, linking down through the reserve, to link with existing foreshore track - then back viw the foreshore reserve to link up to Elanora Parade	Elanora Pde	SUP	through reserve	400	2.0	$167,289.20	17
Medium	North St	Berry	Albany St	No. 122 (inclusive)	FP	Southern	50	1.2	$12,546.69	17
Medium	Princess St	Berry	Lot 1012 DP 872963 (to the east of Alexandra Street)	Prince Alfred St	FP	north	155	1.2	$38,894.74	17

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Medium	Victoria St	Berry	George Street	west of Clarence Street (tie into existing FP network at children's crossing)	FP	north	140	1.2	$35,130.73	17
Medium	Farrelly Pl Reserve	Bomaderry	Farrelly Pl	Melaleuca Pl	SUP	through reserve	98	2.0	$40,985.85	17
Medium	Jasmine Dr	Bomaderry	Mulgen Creek Reserve (to the south of Cocos Palm Dr)	Lyndhurst Dr	SUP	Eastern	714	2.0	$298,611.22	17
Medium	Jasmine Dv	Bomaderry	Lyndhurst Dv	Meroo Rd	SUP	Southern	380	2.0	$158,924.74	17
Medium	Jasmine Dr pathway	Bomaderry	Jasmine Dr	Halstead Pl	SUP	through reserve	154	2.0	$64,406.34	17
Medium	Cavalier Pde	Bomaderry	Lyndhurst Dr	Jasmine Dv	SUP	northern	504	2.0	$210,784.39	17
Medium	Cavalier Pde reserve	Bomaderry	Formby Cl	prop SUP	FP	through reserve	112	1.2	$28,104.59	17
Medium	Brinawarr St	Bomaderry	Bunberra St	Cambewarra Rd	FP	Western	376	1.2	$94,351.11	17
Medium	Brinawarr St	Bomaderry	Maleen St	54 Brinawarr St (tie to existing FP to the north of Bolong Road)	FP	Eastern	100	1.2	$25,093.38	17
Medium	Tarawal St	Bomaderry	Exising FP @ 42 Tarawal St	Existing FP to the south of Ringbalin Cr (ie the rear FP network that connects to Nita Place and Nundah Close)	FP	eastern	135	1.2	$33,876.06	17
Medium	Robey St	Bomaderry	West Birriley Street	Bunberra St childrens crossing (just west of Robey St)	FP	Western	202	1.2	$50,688.63	17
Medium	West Birriley Street	Bomaderry	Barwon Street	Existing pedestrian crossing - east end of West Birrilley Street	FP	South	350	1.2	$87,826.83	17
Medium	West Birriley Street	Bomaderry	Princes Hwy	Barwon St	FP	South	200	1.2	$50,186.76	17
Medium	Lighthouse Rd	Currarong	Currarong Rd	Point Perpendicular Lighthouse	SUP	East	9450	2.0	$3,952,207.35	17
Medium	Church St	Greenwell Point	Foreshore	Greenwell Point Rd	SUP	East	635	2.0	$265,571.61	17
Medium	Thomas St	Milton	Wason St	Church St	FP	South	125	1.2	$31,366.73	17
Medium	Walsh Crescent	North Nowra	Outside No. 42 Walsh cres.	frontage of 42 Walsh Cr.	FP	southern	15	1.2	$3,764.01	17
Medium	Graham St	Nowra	Bridge Rd, extending east - to Council access - link to existing path networks	Corner	FP	Northern	75	1.2	$18,820.04	17
Medium	McKay St	Nowra	to the east of the Nowra Private Hospital - from the driveway of #1 Weeroona Place - and extending east -	to the west of Moresby Street (tie into the existing path network, at driveway #82 McKay Street)	FP	Southern	160	1.2	$40,149.41	17
Medium	John Purcell Way	Nowra	Southern boundary of Nowra Netball courts- and extending south to Hillcrest Avenue	Hillcrest Ave	SUP	Eastern	152	2.0	$63,569.90	17
Medium	River Rd	Sussex Inlet	Wunda Ave, and extending east along River Road for full length - to complete the connection back to Jacobs Drive	#183 River Road (just north of Jacobs Drive) - tie into existing FP network	FP	Southern - western	500	1.2	$125,466.90	17

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Medium	Pitman Ave	Ulladulla	Princes Hwy	South Pacific Cres	SUP	Northern	410	2.0	$171,471.43	17
Medium	South Pacific Cr- Coral Crescent (this project only completes the southern end of Coral Crescent- from Pitman Avenue- and stopping initially at the northern boundary 2 Augenaut Ave)	Ulladulla	adjacent the northern boundary of 2 Augenaut Ave - and extending south-	the bend at the southern end of South Pacific Crescent (proposed crossing point- between #46-#53 -at vicinity - existing PP-street light outside #53 South Pacific Crescent - to link to Beach access through reserve- to the immediate south of #53 South Pacific Crescent)	SUP	Western	630	2.0	$263,480.49	17
Medium	St George Ave	Vincentia	The Wool Rd	Excellent St	FP	Eastern	90	1.2	$22,584.04	17
Medium	Currarong Rd	Currarong	Lighthouse Rd	Walton Way	SUP	North	1000	2.0	$418,223.00	17
Medium	Park St	Huskisson	Tomerong St	Owen St, including a FP link back to the existing FP on Owen Street, adjacent to the Husky Pictures	FP	Eastern	400	1.5	$125,466.90	17
Medium	Tapitallee Rd	Cambewarra	Main Rd	Illaroo Road	SUP	east	1000	2.0	$418,223.00	17
Medium	Black Swan Way	Culburra Beach	Fairlands St	Greenbank Grove	FP	East	130	1.2	$32,621.39	17
Medium	River Rd	Shoalhaven Heads	Mathews St	McIntosh Street road reserve	FP	Northern	270	1.2	$67,752.13	17
Medium	River Rd	Shoalhaven Heads	Mathews St	McIntosh Street road reserve	SUP	Southern	270	2.0	$112,920.21	17
Medium	Fairlands St	Culburra Beach	The Lake Circuit/Prince Edward Avenue	Cross Street	FP	North (east)	230	1.2	$57,714.77	17
Medium	Carlton Cr	Culburra Beach	The Lake Circuit (west end) - and extending for the full length of Carlton Cr.	The Lake Circuit (east end)	FP	Southern	770	1.2	$193,219.03	17
Medium	Elizabeth Dv	Vincentia	Frederick St (nth)	Frederick St (sth)	SUP	Eastern	713	2.0	$298,193.00	17
Medium	Black Swan Way	Culburra Beach	Fairlands St	Carlton Cr	FP	West	110	1.2	$27,602.72	17

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Meroo Rd	Bomaderry	Penrose Dv	Jasmine Dv	FP	Western	395	1.2	$99,118.85	16
Low	Station Road	Berry	Prince Alfred St	west - along Station Road, to connect into existing FP network on the west side of Berry train station	FP	south	220	1.2	$55,205.44	16
Low	Tallyan Point Rd	Basin View	Children's crossing, extending west to	Collingwood Street	FP	Southern	150	1.2	$37,640.07	16
Low	Johnston St	Bawley Point	Swift St	Willinga Lake (to Willinga Point - Reserve - car park)	SUP	Eastern	200	2.0	$83,644.60	16
Low	Shearwater Crescent	Bawley Point	Intersection of Shearwater Cres.\Bawley Point Road	Intersection of Shearwater Cres.\Johnston Street/Murramarang Rd	FP	Northern	230	1.2	$57,714.77	16
Low	Albert St	Berry	24 Albert St (to the west of Edward Street)	Albany St	FP	south	260	1.2	$65,242.79	16
Low	Albert St	Berry	Albany St	eastern boundary of #56 Albert Street (to the west of Alexandra Street)	FP	south	170	1.5	$53,323.43	16
Low	Princess St	Berry	Albany St	Alexandra St	FP	north	213	1.5	$66,811.12	16
Low	Turley Ave	Bomaderry	Princes hwy	end of Turley Avenue (to Lynburn Avenue)	FP	southern	215	1.2	$53,950.77	16
Low	Bunberra St	Bomaderry	Karowa St	Dalwah St (15m to the east of Dalwah Street)	FP	Northern	125	1.2	$31,366.73	16
Low	Lyndhurst Dr Reserve	Bomaderry	Brodie Close	David Place (shops)	SUP	through reserve	162	2.0	$67,752.13	16
Low	Brinawarr St	Bomaderry	Bunberra St	existing path at south end of Brinawarr(cliff) to north of Tarawara St	FP	Western	193	1.2	$48,430.22	16
Low	Brinawarr St	Bomaderry	Tarawara St	Maleen St	FP	Western	125	1.2	$31,366.73	16
Low	Tarawara St	Bomaderry	Dalwah Street	Coomea Street	FP	north	100	1.2	$25,093.38	16
Low	Wallaroy Drive	Burrill Lake	Princes Highway	Wyoming Avenue	FP	south	160	1.2	$40,149.41	16
Low	Bonito Ave (SUP link from Vista Drive to Seaside Pde, across Highview Dr)	Burrill Lake	the rear boundary of 33-35 Highview Dv (commence at existing SUP path), crosses Highview Dr, and continues along Bonito Ave to Seaside Pde	Seaside Pde	SUP	North	140	2.0	$58,551.22	16
Low	Ocean Street- Allerton Avenue- Haven Street SUP loop	Culburra Beach	The Lake Circuit, extending north along Ocean Street- then east along Allerton Ave, then south along Haven Street- back to The Lake Circuit	The Lake Circuit	SUP	east side of Ocean Street- south side of Allerton Avenue- and west side of Haven Street	370	2	$154,742.51	16
Low	Haiser Rd	Greenwell Point	South St	18 Haiser Rd	SUP	East	132	2.0	$55,205.44	16
Low	Watt St	Huskisson	Childrens crossing	Sydney St	FP	South	45	1.2	$11,292.02	16
Low	Merry Beach Road	Kioloa	northern boundary of #33 Forest Road	intersection Murramarang Road / Merry Street	SUP	East	50	2.0	$20,911.15	16

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Gordon St	Milton	Graham St	Princes Hwy	FP	West	160	1.2	$40,149.41	16
Low	Extend path between Porter Cct and Valley View Close	Milton	Lot 12 DP 1145061	Valley View Cl	SUP	N/A	93	2.0	$38,894.74	16
Low	Myrtle St	Milton	Princes Hwy	Valley View Close	FP	Western	270	1.2	$67,752.13	16
Low	Wason St	Milton	Charles St	frontage of first Lot north of Charles Street	FP	East	30	1.2	$7,528.01	16
Low	Church St	Milton	Thomas Street	Princes Hwy	FP	Western	220	1.2	$55,205.44	16
Low	Church St	Milton	Graham Street	Princes Hwy	FP	Eastern	170	1.2	$42,658.75	16
Low	Sharman Park access- Elwin Court	North Nowra	McMahons Road	for the full length of Elwin Court - links to an existing FP ramp/bush track, at the northern end of Elwin Court.	FP	east	140	1.2	$35,130.73	16
Low	Crawford Dr	North Nowra	Judith Dr	Lumsden Rd	FP	south / east	380	1.2	$95,354.84	16
Low	Drexel Park SUP network (links to Goologong Street, Garlin Close, Geary Place, Coniston Close)	North Nowra	Page Ave	McMahons Road	SUP	network - all through existing reserve and road reserve	500	2.0	$209,111.50	16
Low	Peak Ave - Yurunga Drive	North Nowra	Hansons Rd	Yurunga Dv- including a short FP link up the western side of Yurunga Drive to Tindall Place (and provide pram ramps-to facilitate the crossing of Yurunga Drive)	FP	Northern	550	1.2	$138,013.59	16
Low	Yurunga Dv/ Crest Ave	North Nowra	include full Church of Christ frontage in Yurunga Drive (from first driveway), extend south and then east along Crest Avenue -	3 Crest Ave	FP	Northern and western	222	1.2	$55,707.30	16
Low	Brereton St	Nowra	Moss St	North St	FP	Western	70	1.2	$17,565.37	16
Low	Douglas St	Nowra	Berry St	East St	FP	Northern	400	1.2	$100,373.52	16
Low	Orient Avenue to Orsova Parade (direct- via existing easement-reserve)	Orient Point	Orient Avenue, from between # 20-22 Orient Avenue, then extending north (through the existing easement-reserve), to	Orsova Parade (via existing easement-reserve)- connecting back to Orsova Parade between #19-21 Orsova Parade	SUP	through reserve	335	2.0	$140,104.71	16
Low	Woolstencraft St	Shoalhaven Heads	Shoalhaven Heads Rd	Jerry Bailey Oval SUP link	SUP	eastern	75	2	$31,366.73	16
Low	Bolong Rd	Shoalhaven Heads	Shoalhaven Heads Rd (commence project within Shoalhaven Heads Road at the current end of existing path - commencing at bus shelter approx. 50m west of vehicle access to holiday park) then extending approx. 106m to the west to Bolong Road, then continuing south along Bolong Road to the Coolangatta Estate winery/golf course)	Alexander Berry Rd (or Edward Wollstonecraft Lane via Coolangatta Estate vineyard) - options, subject to consultation	SUP	west	1406	2	$588,021.54	16
Low	Government Rd	Sussex Inlet	from the existing SUP network (to the north of 2 Government Rd), and extending south -	Lakehaven Dv	SUP	East	650	2	$271,844.95	16
Low	3 x Links between Elizabeth Drive and the foreshoe SUP - northern end (Berry to Illfracombe)	Vincentia	Elizabeth Dr	foreshore SUP	SUP	South	250	2.0	$104,555.75	16

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Old Southern Rd	Worrigee (between Old Southern Road and Worrigee Road-and between Greenwell Point Road- south to Hillcrest Avenue-Isa Road)	Hillcrest Av	Greenwell Point Road	SUP	West	1300	2.0	$543,689.90	16
Low	Old Southern Rd	Worrigee (between Old Southern Road and Worrigee Road-and between Greenwell Point Road- south to Hillcrest Avenue-Isa Road)	Hillcrest Av	Greenwell Point Road	SUP	East	1300	2.0	$543,689.90	16
Low	Mintbush Cr - Correa Ct (north / south path link through reserve)	Worrigee (between Old Southern Road and Worrigee Road-and between Greenwell Point Road- south to Hillcrest Avenue-Isa Road)	Mintbush Cr	Correa Ct	FP	N/A - through reserve	40	1.2	$10,037.35	16
Low	Hillcrest Ave	South Nowra	Princes Hwy	John Purcell Way	SUP	Northern	333	2	$139,268.26	16
Low	Princes Hwy	Ulladulla	47 Princes Hwy (to the immediate east of St Vincents St)	Church Street	SUP	Western	700	2.0	$292,756.10	16
Low	Central Av	South Nowra	Princes Highway	Oxford Street	FP	Southern	460	1.2	$115,429.55	16
Low	Cambewarra Rd	Bomaderry	Barwon St	Existing FP at signalised pedestrian crossing outside basketball stadium (ie complete the missing link in the path network along the frontage of the Bomaderry Sports Precinct)	SUP	Southern	260	2.0	$108,737.98	15
Low	Cambewarra Rd	Bomaderry	Basketball stadium main access (to the west of North Tarawal Street)	Primary school - children's crossing (to the west of Karowa Street)	FP	Southern	530	1.2	$132,994.91	15
Low	Callala Bay Road	Callala Bay	Sydney Avenue	northern fringe of the residential area - to the location of proposed east-west SUP route crossing- to the north of #31 Callala Bay Road	SUP	west	400	2	$167,289.20	15
Low	Alexandra Street	Berry	Albert St	North St	FP	east	90	1.5	$28,230.05	15
Low	Crookhaven boat ramp Rd	Orient Point - Crookhaven Heads	Prince Edward Ave	boat ramp	SUP	North	300	2.0	$125,466.90	15
Low	Prince Edward Ave	Orient Point - Crookhaven Heads	From the end of the existing SUP (at Holiday Haven TP Culburra Beach), extending north	to the northern extent of Prince Edward Avenue	SUP	East	730	2.0	$305,302.79	15
Low	Victoria St	Berry	Alexandra St	Victoria St	FP	south	12	2.0	$5,018.68	15
Low	Shoalhaven (Bomaderry) Sporting Complex & Mulgen Creek Reserve	Bomaderry	Jasmine Dr	Cambewarra Rd	SUP	through sports complex and Mulgen Creek reserve	660	2.0	$276,027.18	15
Low	Fuchsia Cres pathway	Bomaderry	Fuchsia Cres	Sporting Complex	FP	through reserve	40	1.2	$10,037.35	15
Low	Mulgen Creek Reserve	Bomaderry	Jasmine Dr	Ferntree Dr	SUP	through reserve	180	2.0	$75,280.14	15

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Bindon Cl pathway	Bomaderry	Lyndhurst Dr	Bindon Cl	SUP	through reserve	78	2.0	$32,621.39	15
Low	Cavalier Pde reserve	Bomaderry	Cavalier Pde	Jasmine Dr	SUP	through reserve	389	2.0	$162,688.75	15
Low	Yeovil Dve pathway	Bomaderry	Yeovil Dve	Meroo Rd	SUP	through reserve	70	2.0	$29,275.61	15
Low	Tarawal St - Brinawarr Street	Bomaderry	link from the rear FP network (that connects to Nita Place and Nundah Close), east to Brinawarr Street (to the south of Nundah Close and Maleen Street)	Brinawarr Street	FP	through reserve	300	1.2	$75,280.14	15
Low	Lackersteen Street	Callala Bay	Sheaffe Street	Sydney Avenue	SUP	west	550	2	$230,022.65	15
Low	Haiser Rd	Greenwell Point	18 Haiser Rd	Bowling Club at the southern end of Haiser Road	FP	East	550	1.2	$138,013.59	15
Low	Greens Rd	Greenwell Point	Greenwell Point Rd	just to the south of Spies Ave. (link to bus shelter just south of Spies Ave.)	FP	East	1300	1.2	$326,213.94	15
Low	Bowen St	Huskisson	Sydney St, east within the road reserve to Hawke Street, and then diverts into the White Sands Park for the remaining link parrallel and to the immediate north of the Bowen Street road reserve, joining to the white sands SUP network approx. opposite Duncan Street	the white sands SUP network approx. opposite Duncan Street	SUP	Northern	500	2.0	$209,111.50	15
Low	Merry Beach Road	Kioloa	southern boundary of #33 Forest Road	intersection Pretty Beach Road/Merry Beach Road	FP	West	45	1.2	$11,292.02	15
Low	Charles Street	Milton	Myrtle Street	Wason Street	FP	North	140	1.2	$35,130.73	15
Low	Charles Street	Milton	Wason Street	Church Street	FP	South	140	1.2	$35,130.73	15
Low	Wason St	Milton	Croobyar Rd	Charles St	FP	Western	190	1.2	$47,677.42	15
Low	Church St	Milton	Croobyar Rd	Charles St	SUP	Western	213	2.0	$89,081.50	15
Low	Church St	Milton	Graham Street	northern extent of Graham Street	FP	Eastern	180	1.2	$45,168.08	15
Low	Lumsden rd	North Nowra	Judith Dr	Hood Close	FP	south side	340	1.2	$85,317.49	15
Low	Gunyuma Crescent	North Nowra	Northern boundary of Joe Hyam Reserve (just to the north of Hansons Road)	Yurunga Drive	FP	Southern	240	1.2	$60,224.11	15
Low	Jervis St	Nowra	Wallace St, west to link with existing school children's crossing	School crossing	FP	Southern	56	1.2	$14,052.29	15
Low	McKay St	Nowra	Queenborough St	Kalandar Street	FP	Northern/western	800	1.2	$200,747.04	15
Low	Kameruka Cr	Nowra	Clipper Rd	extend the proposed FP beyond Ascalon Close-south, to Bateman Close	FP	Northern	170	1.2	$42,658.75	15

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Vendetta St	Nowra	Clipper Road	McKay Street (including links to drainage reserve, off the bend to the west of #17 Vendetta Street)	FP	Southern (west to the drainage reserve)-then to the north of the drainage reserve - Western side, up to McKay Street	447	1.2	$112,167.41	15
Low	Vendetta St reserve	Nowra	Bendigo Circuit	Park Rd / including 2 x FP links to Vendetta St / and link Kembla Close	FP	N/A - through reserve	371	1.2	$93,096.44	15
Low	McKenzie Street	Nowra	McKay Street	Park Rd	FP	Eastern	280	1.2	$70,261.46	15
Low	McKinnon Street	Nowra	From existing FP (to the immediate north of the Nowra Private Hospital access)- extending south to Park Road	Park Rd	FP	Western	65	1.2	$16,310.70	15
Low	Park Rd	Nowra	From the Western end of Park Road (link to existing FP) - extending east	Moresby St	FP	Northern	550	1.2	$138,013.59	15
Low	John Purcell Way	Nowra	Hillcrest Ave	links to the Park Road FP- to the immediate west of the intersection Park Road/John Purcell Way	SUP	Western	430	2	$179,835.89	15
Low	Greville Av	Sanctuary Point	far western end of Greville Avenue (including link to The Basin walking track)	far eastern end (256 Greville Av - west of Lot 2 DP 719698) - ie link to existing SUP network and to foreshore Basin walking track	SUP	Southern	2300	2.0	$961,912.90	15
Low	McIntosh St	Shoalhaven Heads	Shoalhaven Heads Rd	turns east at Staples St, and continues for the length of McIntosh Street, tie into existing FP ath the surf club park	FP	Southern	350	1.2	$87,826.83	15
Low	Crescent Street	Ulladulla	Princes Highway	Burrill Street (North) SUP network	FP	Southern	210	1.2	$52,696.10	15
Low	Elizabeth Dr	Vincentia	Ilfracombe Ave	Berry Street	SUP	Eastern	850	2.0	$355,489.55	15
Low	Elizabeth Dr	Vincentia	Berry Street	Church St	SUP	Eastern	1100	2.0	$460,045.30	15
Low	Beach St - full length	Vincentia	Emmeline Place	Elizabeth Drive	FP	west	570	1.2	$143,032.27	15
Low	Argyle St	Vincentia	Beach St	Elizabeth Dv and down to Church Street	FP	south - west	330	1.2	$82,808.15	15
Low	The Wool Road/Naval College Road roundabout - south leg	Vincentia	The Wool Road	Naval College Road	SUP	east + west	280	2.0	$117,102.44	15
Low	Woollamia Rd	Woollamia	Edendale St, extending the SUP further to the west-	20m to the west of Willowford Rd (terminate this stage at existing bus stop approx. 20m to the west of Willowford Road)	SUP	eastern	800	2.0	$334,578.40	15
Low	Greenwell Point Rd	Worrigee	existing FP network outside Worrigee Sports Club - and extend to the east, to connect with existing path network (built between #11 and #13 Tee Close)	Greenwell Point Road (tie into existing path (built between #11 and #13 Tee Close)	SUP	North	600	2.0	$250,933.80	15

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Golden Grove-Greenwell Point Rd	Worrigee	Litoria Parade	links to proposed extention of path network along Worrigee Road (and importantly links to proposed pedestrian crossing on bend)	SUP	South	175	2.0	$73,189.03	15
Low	Worrigee Rd	Worrigee	Greenwell Point Road	Isa Rd	SUP	West	1500	2.0	$627,334.50	15
Low	Rayleigh Dr	Worrigee	Greenwell Pt Rd	The Garden Walk	FP	Eastern	420	1.2	$105,392.20	15
Low	The Garden Walk	Worrigee	Old Southern Rd	Worrigee Rd	SUP	N/A - through reserve	1140	2.0	$476,774.22	15
Low	Sullivan St	Worrigee	Extend existing FP opposite Almondbark Rd- extend further to the south to Sophia Road	Sophia Rd	FP	West	130	1.2	$32,621.39	15
Low	Sophia Rd	Worrigee	from the north side of Juniper Pl (at #79 Sophia Road)- extend existing FP to the south, to Isa Road	Isa Rd	FP	Eastern	350	1.2	$87,826.83	15
Low	Sophia Rd	Worrigee	from the boundary #63/65 Sophia Road (existing FP)- and extend existing FP west to tie into Old Southern Road	Old Southern Rd	FP	Northern	700	1.2	$175,653.66	15
Low	Isa Rd	Worrigee	Golden Ash Close	Sophia Rd	SUP	Northern	645	2.0	$269,753.84	15
Low	Tannery Rd	Cambewarra	Main Rd	Howell Faulks Reserve-Park	FP	West	400	1.2	$100,373.52	15
Low	Browns Rd	South Nowra	Princes Hwy	Mumbulla St	SUP	North	210	2	$87,826.83	15
Low	Warrego Dr	Sanctuary Point	Kingsford Smith Cres	Sanctuary Point Road	FP	Northern	700	1.2	$175,653.66	15
Low	Maria Ave	Burrill Lake	Balmoral Rd	northern end of Maria Ave (access to foreshore)	SUP	East	140	2	$58,551.22	14
Low	Boorawine Tce (northern end)-and foreshore route to Sheaffe Street	Callala Bay	Emmett St	Callala bay foreshore reserve (including the additional foreshore SUP route to the end of Sheaffe Street)	SUP	west side of Boorawine Terrace, then through reserve between 4/6 Boorawine Tce, then via foreshore reserve	370	2.0	$154,742.51	14
Low	Albatross Rd	South Nowra	Current extent of SUP on Albatross Road (where ties in to the northern end of the northern Service Rd to the north of the Flinders Road/Albatross Road roundabouts)	Cabbage Tree Lane	SUP	Eastern	3200	2	$1,338,313.60	14
Low	Flinders Rd - eastern end	South Nowra	Bridge over Nowra Ck	Princes Hwy, direct via the former Flinders Road road reserve	SUP	Southern	100	2	$41,822.30	14
Low	Unformed road reserve	Bawley Point	Intersection of Shearwater Cres\Unformed Road Reserve	Intersection of Johnston Street\Unformed Road Reserve	FP	Northern	80	1.2	$20,074.70	14
Low	North Crescent	Culburra Beach	The Lake Circuit, extending north	to the existing beach access (to the east of #183 Marina Lane)	SUP	East	180	2	$75,280.14	14

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Low	South St	Greenwell Point	Greens Rd	Jervis St	SUP	Southern	310	2.0	$129,649.13	14
Low	Dent St	Huskisson	Tomerong St	full length - to northern end, links around northern end of the cul-de-sac to the Lady Denman path network	FP	Eastern	210	1.2	$52,696.10	14
Low	Sydney St	Huskisson	Owen St	Bowen St	SUP	Eastern	170	2.0	$71,097.91	14
Low	Currambene St	Huskisson	Morton St	Bowen St	FP	Western	97	1.5	$30,425.72	14
Low	Currambene St	Huskisson	Owen St	Bowen St	FP	Eastern	176	1.5	$55,205.44	14
Low	Bowen St	Huskisson	Currambene St	Duncan Street	FP	South	240	1.5	$75,280.14	14
Low	Merry Beach Road	Kioloa	southern boundary of #33 Forest Road	intersection Pretty Beach Road/Merry Beach Road	SUP	East	55	2.0	$23,002.27	14
Low	Curvers Drive and Berringer Rd	Manyana	Inyadda Dr	southern end of Berringa Cr	SUP	southern	1800	2.0	$752,801.40	14
Low	Cunjurong Pt Rd	Manyana	Curvers Drive (Berringer Road)	Sunset Strip	SUP	East	350	2.0	$146,378.05	14
Low	Sunset Strip	Manyana	The Bulwark (intersection of The Bullwark / Sunset Strip) at the south end, and then extending north- all the way to join up to the existing SUP (beach car park)- tie into the coastal SUP that links Manyana to Bendalong	Join at north end to existing SUP that runs between Manyana And Bendalong	SUP	southern	1200	2.0	$501,867.60	14
Low	Mick Ryan Reserve/Park	Milton	Mick Ryan Park - carpark	Valley View Close cul-de-sac	SUP	N/A	140	2.0	$58,551.22	14
Low	Graham St	Milton	Church St	Gordon St	FP	South	250	1.2	$62,733.45	14
Low	Church St	Milton	Charles St	Princes Hwy	FP	Western	55	1.2	$13,801.36	14
Low	Judith Dr	North Nowra	Hn 95 (to the north of Gumnut Way), extending north, to the northern end of Judith Drive, then through reserve to Illaroo Road	Illaroo Road	SUP	Western	324	2.0	$135,504.25	14
Low	Judith Dr	North Nowra	McMahons Rd	Page Ave	SUP	Western	456	2.0	$190,709.69	14
Low	Hansons Rd	North Nowra	Dr Campbell's Surgery / North end of 3 Hansons Rd	Gunyuma Avenue	FP	Western	500	1.2	$125,466.90	14
Low	Hansons Rd	North Nowra	Amabassador Avenue	Peak Avenue	FP	Eastern	120	1.2	$30,112.06	14
Low	Gordon Cook Apex Park - SUP links to the surrounding road network	North Nowra	from Karana Drive, with links also from the park through to Chittick Avenue and also through to Coconut Drive (and along Cocount Drive to Palm Close)	Cocunut Dr	SUP	through existing reserves	800	2.0	$334,578.40	14
Low	Osborne St	Nowra	Hyam St	North St	FP	Eastern	350	1.2	$87,826.83	14
Low	Albatross Rd	Nowra	MacLean St	Kinghorne St	FP	Southern-Eastern	540	1.2	$135,504.25	14

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Low	McKay St	Nowra	Princes Hwy	Queenborough St	FP	Northern	482	1.2	$120,950.09	14
Low	Clipper Rd	Nowra	Greenwell Point Rd	Park Road (extend marginally further to the west- to #26 Patonga Street- to link to existing FP)	FP	Eastern	755	1.2	$189,455.02	14
Low	Moresby St	Nowra	McKay St	Park Rd	SUP	Eastern	317	2	$132,576.69	14
Low	McKay St	Nowra	Nowra Private Hospital boundary - west to McKenzie Street	McKenzie Street	FP	Southern	90	1.2	$22,584.04	14
Low	Park Rd	Nowra	driveway of #22 Park Road, and extending east to John Purcell Way	John Purcell Way	FP	Southern	170	1.2	$42,658.75	14
Low	Orsova Parade - Orama Crescent	Orient Point	Park Row, extending north, and around the bend into Orama Cres, tieing into the existing footpath network to the west of Ophir Street	Orama Cres. (tie into existing footpath network)	SUP	East side of Orsova Pde - then north side of Orama Cres.	500	2.0	$209,111.50	14
Low	Otway St	Orient Point	Orama Cres	Otranto Av	FP	East	480	1.2	$120,448.22	14
Low	Scott St	Shoalhaven Heads	Explorer Blvd	Staples St	FP	North	910	1.2	$228,349.76	14
Low	Staples St	Shoalhaven Heads	Scott St	tie into exising FP approx. 60m north of McIntosh Street	SUP	eastern	314	2	$131,322.02	14
Low	St Georges Road	St Georges Basin	The Basin Rd	Island Pt Rd	FP	south	700	1.2	$175,653.66	14
Low	Island Point Rd	St Georges Basin	Loralyn Avenue	south, to end of Island Point Road (wharf/reserve)	SUP	Eastern	240	2.0	$100,373.52	14
Low	Claylands Drive - Cammaray Drive	St Georges Basin - Sanctuary Point	Durnford Place	The Wool Lane	SUP	Northern	550	2.0	$230,022.65	14
Low	North St	Ulladulla	Village Dr	St Vincents St	FP	Southern	950	1.2	$238,387.11	14
Low	Deering St	Ulladulla	Did-Dell St- and extend east to connect into existing SUP network	Ulladulla Lighthouse Oval Sports Complex (connect to existing SUP network, to the east of #105 Deering Street)	SUP	Northern	260	2.0	$108,737.98	14
Low	2 x Links between Elizabeth Drive and the foreshoe SUP - southern end (Berry to Church)	Vincentia	Elizabeth Dr	foreshore SUP	SUP	South	160	2.0	$66,915.68	14
Low	Greenwell Point Rd	Worrigee	Westbrook Road	existing FP network outside Worrigee Sports Club (to the east of #117 Greenwell Point Road)	FP	North	220	1.2	$55,205.44	14
Low	Tallon Way	Worrigee	Lilac Close	Copper Leaf Place	FP	North	260	1.2	$65,242.79	14
Low	McTernan Pl - Guinea Flower Cres - through reserve	Worrigee	Guinea Flower Cres	McTernan Pl	FP	N/A - through reserve	80	1.2	$20,074.70	14
Low	Isa Rd	Worrigee	82 Isa Rd	Jewel St	SUP	South	550	2.0	$230,022.65	14

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Low	Hockeys Lane	Cambewarra	Main Rd	The Concourse	FP	West	350	1.2	$87,826.83	14
Low	Seaside Pde - full length north side	Burrill Lake	Dolphin Pt Rd/ Seaside Pde intersection	southern end of Seaside Pde- connects to Dolphin Point walking track	SUP	North-East	1200	2.0	$501,867.60	13
Low	McMahons Rd	North Nowra	existing crossing point on McMahons Road (vicinity #110 - #112 McMahons Road)	Rock Hill Road	SUP	southern	400	2.0	$167,289.20	13
Low	Boorawine Tce (the section immediately to the north of Watt Street)	Callala Bay	Boorawine Tce	Full frontage of reserve (42 Boorawine Tce.) and then link to foreshore SUP network - to Boat ramp via southern side of reserve- 42 Boorawine Tcs (Lot 1 DP 512874)	SUP	South	90	2.0	$37,640.07	13
Low	Emmett St	Callala Bay	Australia Avenue	Boorawine Tce	SUP	North	550	2	$230,022.65	14
Low	The Lake Circuit	Culburra Beach	Silvermere Street (but includes the connection from the intersection The Lake Circuit/Silvermere- up to the Penguins Head Road SUP)- and extends south from Silvermere Street, to the southern end of The Lake Circuit-	Eastbourne Avenue / East Crescent	SUP	Southern (west)	950	2	$397,311.85	13
Low	West Cres.	Culburra Beach	Bowling Club southern boundary approx.	Cross Street	FP	South (west)	260	1.2	$65,242.79	13
Low	The Basin Rd	St Georges Basin	North end of 35 The Basin Rd	Island Pt Rd	FP	west	750	1.2	$188,200.35	12
Low	Sutton St	Vincentia	Southern boundaries of #7/#10 Sutton Street	Greenfields Beach picnic area	SUP	through reserve	213	2.0	$177,601.50	13
Low	West Bunberra Street	Bomaderry	Princes Highway	to the intersection of Bunberra Street / West Bunberra Street	FP	Eastern	130	1.2	$32,621.39	13
Low	Regan Close- and Derwent Street (SUP link to Sealark Road)	Callala Bay	Emmett Street	Sealark Road	SUP	west side of Regan Place - east side of Derwent Street	450	2	$188,200.35	13
Low	Canal Street East	Culburra Beach	northern boundary of #1 Weston Street, extending north past #2 Brighton Parade, to Brighton Parade	Brighton Parade	FP	east	50	1.2	$12,546.69	13
Low	Weston St	Culburra Beach	Canal St East	Fairlands St	FP	North	180	1.2	$45,168.08	13
Low	East Cr	Culburra Beach	Eastbourne Ave	Broadview Av	SUP	Southern	160	2	$66,915.68	13
Low	Vidler Rd	Falls Creek	Falls Creek Public School	Falls Creek Public School	FP	Western	102	1.2	$25,595.25	13
Low	Haiser Rd Foreshore Res	Greenwell Point	18 Haiser Rd	Leonore Ave	SUP	through reserve	435	2.0	$181,927.01	13
Low	Fraser Ave	Greenwell Point	Greens Rd	Haiser Ave	FP	Southern	142	1.2	$35,632.60	13
Low	Owen Street	Huskisson	Termeil Street	Sydney Street	FP	South	210	1.2	$52,696.10	13
Low	Douglas St	Nowra	East St	Journal St	FP	Northern	205	1.2	$51,441.43	13
Low	Douglas St	Nowra	Journal St	Jervis Street (via Wallace St)	SUP	Northern side of Douglas St, western side of Wallace St	396	2.0	$165,616.31	13

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Douglas St	Nowra	Journal St	Wallace St	FP	South	108	1.2	$27,100.85	13
Low	Journal St	Nowra	Douglas St	Jervis St	FP	Western	200	1.2	$50,186.76	13
Low	Jervis St	Nowra	Bainbrigge Street (between 20-22 Bainbrigge Street - existing PP) - extending east, to Kinghorne Street	Kinghorne St	FP	Northern	750	1.2	$188,200.35	13
Low	Park Rd	Nowra	Moresby St	Clipper Rd	FP	Northern	600	1.2	$150,560.28	13
Low	Edmund St	Sanctuary Point	the end of the existing FP to the south of Leumeah Street (approx. boundary of #78 Edmund Street / #123 Frederick Street), and extending south,	Greville Ave., and includes an additional 70m approx. of FP through the reserve, opposite the southern end of Edmund Street (ie - between #216 and #218 Greville Avenue) to extend the proposed Edmund Street FP - to link to the top of the existing stairs/ to access The Basin Walk- walking track)	FP	Eastern	245	1.2	$61,478.78	13
Low	Woolstencraft St	Shoalhaven Heads	Jerry Bailey Oval SUP link	Scott St	FP	eastern	400	1.2	$100,373.52	13
Low	Shoalhaven Heads Rd	Shoalhaven Heads	Explorer Bvd	Mathews St	SUP	Northern	300	2.0	$125,466.90	13
Low	Mathews Street	Shoalhaven Heads	McIntosh Street	River Road	FP	eastern	90	1.2	$22,584.04	13
Low	Old Southern Rd	South Nowra	Hillcrest Av	Evergreen Pl	FP	West	900	1.2	$225,840.42	13
Low	Cammaray Drive	St Georges Basin - Sanctuary Point	Wonga Place	north to the Claylands Drive/ Cammaray Drive intersection	SUP	Western	130	2.0	$54,368.99	13
Low	Hewitt Avenue - The Wool Lane	St Georges Basin - Sanctuary Point	Cammaray Dv	north, full length of Hewitt Avenue, and to the north of ANSON - to tie into existing SUP network, access from The Wool Lane, to the immediate north of #100 Anson Street	SUP	east	600	2.0	$250,933.80	13
Low	Nielson Lane	Sussex Inlet	River Road, extending north	link up to existing foreshore SUP network	FP	Eastern	140	0.9	$26,348.05	13
Low	Nielson Road	Sussex Inlet	Jacobs Dr	River Road	FP	East + West	365	1.2	$91,590.84	13
Low	Nielson Road	Sussex Inlet	south of existing FP (to the south of Jacobs Dr)	Ellmoos Av	FP	West	134	1.2	$33,625.13	13
Low	Peacehaven Way - The Spring Road	Sussex Inlet	Commence from the existing FP running between Sussex Inlet Rd and Peacehaven Way - ie just to the south of #21 Peacehaven Way, and extend south-and west around Peacehaven Way to The Springs Road, then down The Springs Road to Thomson Street	via Peacehaven Way and The Springs Road to Thomson Street	SUP	south	1300	2.0	$543,689.90	13
Low	Crown Reserve - foreshore SUP network (between Lakehaven Drive and Christine Street)	Sussex Inlet	Lakehaven Dr (east of Edgewater Ave)	links to existing SUP network to the east of Christine St	SUP	through foreshore reserve	185	2.5	$96,714.07	13
Low	Village Dr	Ulladulla	Golden Wattle Drive	North Street	FP	Western	700	1.2	$175,653.66	13

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Low	Burrill Street (North) - southern end	Ulladulla	southern boundary of #100 North Street- and extend south towards Crescent Street (link to proposed future pedestrian crossing)	Crescent Street (proposed future pedestrian crossing)	FP	Western	45	1.2	$11,292.02	13
Low	Nurrawallee St	Ulladulla	Princes Hwy	Burrill Street (North)	SUP	Northern	240	2.0	$100,373.52	13
Low	Burrill Street (South)	Ulladulla	Wason St	South Street	FP	Western	220	1.2	$55,205.44	13
Low	South Street	Ulladulla	Camden Street- and extending east-	western boundary of #68 South Street (just west of Boree Street)	FP	Southern	300	1.2	$75,280.14	13
Low	St Vincent St	Ulladulla	South St	Parson St	FP	Eastern	320	1.2	$80,298.82	13
Low	Tingira Drive	Bawley Point	Murramarang Road	this stage terminates on the northern side of Tingira Dr, approx. opposite boundary of #34/#36 Tingira Drive	SUP	South - then switches to northern side, to the west of Kwong Avenue, to facilitate access to foreshore reserve, and facilitate the continuation of a foreshore SUP network from this point	450	2.0	$188,200.35	13
Low	Tingira Drive	Bawley Point	this stage commences on the northern side of Tingira Dr, approx. opposite boundary of #34/#36 Tingira Drive, before continuing around the eastern side of Tingira Drive, then further extending around the southern side of Tingira Drive, before cutting through existing reserve to Binnowee Place, and running around the southern side of Binnowee Place to connect back to the Murramarang Road SUP network	Murramarang Road- via Binnowee Place reserve- and Binnowee Place	SUP	East - South	830	2.0	$347,125.09	13
Low	Naval Parade- Stage 2	Erowal Bay	the Lions Park driveway access, to the immediate east of the intersection of Naval Parade/ with the Erowal Bay boat ramp access road	Grandview Street	SUP	North	750	2.0	$313,667.25	13
Low	Grandview Street - Stage 3	Erowal Bay	Naval Parade	The Erowal Bay Tennis Courts, via Naval Parade and Grandview Street	SUP	East - South	370	2.0	$154,742.51	13
Low	Sunset Strip	Manyana	Cunjurong Pt Rd	The Bulwark (intersection of The Bullwark / Sunset Strip), noting that the final section of this route (the existing cul-de-sac to the west of the intersection of The Bullwark / Sunset Strip) is a proposed on road section due to the very low traffic volumes in this section	SUP	southern	1050	2.0	$439,134.15	13
Low	Church Street	Tomerong	Hawken Road	link to existing SUP-eastern end Hawken Road	SUP	Southern	110	2.0	$46,004.53	13
Low	Meroo St	Bomaderry	the existing Pedestrian Refuge crossing to the north of Bunberra Street, north	Cambewarra Rd	FP	eastern	287	1.2	$72,018.00	12
Low	Prince Alfred Street - Wharf Road	Berry	South of Railway Line	Old Creamery Road	FP	west	85	1.2	$21,329.37	12

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Mitchell Pde - southern end (Ocean Street, north to Blackwater Creek)	Mollymook	Ocean Street, and extending north	tie into existing SUP network to the immediate south of Blackwater Creek (SUP diverts into the reserve at the far northern end)	SUP	Eastern	300	2.0	$125,466.90	12
Low	Pitt St	North Nowra	McMahons Rd	Page Avenue	SUP	east	600	2.0	$250,933.80	12
Low	Eastbourne Ave	Culburra Beach	Full length- from The Lake Circuit/East Crescent intersection - and extending past Duke Street to the intersection of Penguins Head Road	Penguins Head Road	SUP	Eastern side for the majority of the length (The Lake Circuit to Duke Street), but at the far north end (between Duke Street and Penguins Head Road) the SUP is on the northern side	700	2	$292,756.10	12
Low	River Rd	Shoalhaven Heads	Renown Ave	Mathews St	FP	Northern	170	1.5	$53,323.43	12
Low	Pathway linking Tallyan Point Road up to Reserve Road	Basin View	Between 30 & 32 Reserve Rd	Between 29 and 31 Tallyan Point Rd	FP	through reserve	110	2.0	$46,004.53	12
Low	Albany St	Berry	Station Road	Queen Street	FP	Eastern	600	1.5	$188,200.35	12
Low	North St	Berry	Camp Quality Park (Boongaree) access, opposite Prince Alfred Street	Queen St/Woodhill Mountain Road/North Street Roundabout	SUP	Northen	250	2	$104,555.75	12
Low	Narang Road	Bomaderry	current extent of FP works in Narang Road (vicinity of Ten Pin Bowling), and extending west	links to both Bomaderry Creek Walking track head, and Bomaderry Tennis Club	FP	combination of road reserve and crown reserve	350	1.5	$109,783.54	12
Low	Duke St	Culburra Beach	Penguins Head Rd	Eastbourne Ave	SUP	Eastern	132	2.0	$55,205.44	12
Low	east-west SUP link direct from Silvermere Street to Fairlands Street - via reserves-drainage easements (crosses Greenbank Grove, West Crescent, East Crescent)	Culburra Beach	Fairlands Street (between #97 & 99 Fairlands Street)	Silvemere Street (between #9 & 11 Silvemere Street - adjacent intersection Silvemere Street/Broadview Avenue)	SUP	through existing road/drainage reservations	500	2	$209,111.50	12
Low	Currambene St	Huskisson	Bowen St	Keppel St	SUP	Eastern	388	2.0	$162,270.52	12
Low	North St	Nowra	West Street	Shoalhaven St	FP	Southern	220	1.2	$55,205.44	12
Low	McDonald Ave	Nowra	Albatross Rd	the southern end of MacLean St- to ultimately link to proposed SUP to extend through the power easement- through to the Princes Highway	FP	Northern	500	1.2	$125,466.90	12
Low	Paradise Beach Rd - Larmer Avenue	Sanctuary Point	Complete all missing FP links to the east of #41 Paradise Beach Road, and extend FP network out to the Bay & Basin Cricket Club access	Bay & Basin Cricket Club access	FP	Northern	830	1.2	$208,275.05	12
Low	Macleans Point Road - and short link to existing FP on the northern side of Leumeah Street	Sanctuary Point	Clifton Street	Frederick Street (and short link to existing FP on the northern side of Leumeah Street)	FP	Eastern - Northern	400	1.2	$100,373.52	12
Low	Towers Rd	Shoalhaven Heads	Gerroa Rd/Scott Street	the eastern side of 32 Towers Rd (link to reserve)	FP	southern	430	1.2	$107,901.53	12

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Scott St	Shoalhaven Heads	Towers Rd	Explorer Blvd	FP	Eastern- Northern	780	1.2	$195,728.36	12
Low	McIntosh St	Shoalhaven Heads	Shoalhaven Heads Rd	continues parrallel along McIntosh Street initially (past the pool) but then deviates to link to existing SUP network within Jerry Bailey Oval	SUP	north	155	2.0	$64,824.57	12
Low	Davenport Rd	Shoalhaven Heads	Jerry Bailey Rd	Golden Hill Ave	FP	north	182	1.2	$45,669.95	12
Low	Mathews Street	Shoalhaven Heads	Shoalhaven Heads Rd	River Road	SUP	western	600	2	$250,933.80	12
Low	Lakehaven Drive (east of Government Road/Pacificana Drive)	Sussex Inlet	Government Road/Pacificana Drive	Foreshore SUP network, east of Edgewater Ave	SUP	South	230	2.0	$96,191.29	12
Low	Lakehaven Drive (west of Government Road/Pacificana Drive)	Sussex Inlet	49 Lakehaven Dr (edge of Crown Reserve - links to existing bush track)	Government Road/Pacificana Drive	SUP	Northern	340	2.0	$142,195.82	12
Low	Tulip Oak Dr	Ulladulla	Existing path through reserve opposite the southern end of Golden Wattle Drive	Village Dr (via Tulip Oak Drive and the far western end of North Street)	FP	East and North	150	1.2	$37,640.07	12
Low	Warden St	Ulladulla	North St	Green St	SUP	Western	570	2.0	$238,387.11	12
Low	Warden St	Ulladulla	Green St	South St	SUP	Western	370	2.0	$154,742.51	12
Low	North St	Ulladulla	#78A North St (eastern boundary of KFC)	#96 North St (eastern boundary/boundary with #100 North Street)	FP	Southern	100	1.2	$25,093.38	12
Low	St Vincent St	Ulladulla	Church Street- extend south- across Geoffrey Street- to tie into the Millards Creek SUP network	tie into the Millards Creek SUP network	FP	Western	90	1.2	$22,584.04	12
Low	Deering Street	Ulladulla	Western end of Deering Street	St Vincent Street	SUP	Southern-Northern (starts Southern side from the western end of Deering Street, to Camden Street - then switches to the Northern side at Camden Street - and continues along the Northern side to St Vincent Street)	550	2.0	$230,022.65	12
Low	Deering Street	Ulladulla	mid-block- frontage of #54-#56 Deering Street	frontage of #54-#56 Deering Street	FP	Southern	25	1.2	$6,273.35	12
Low	Parson Street	Ulladulla	St Vincent Street	frontage of #146 St Vincent Street (first block- western end)	FP	Northern	45	1.2	$11,292.02	12
Low	Jubilee Avenue	Ulladulla	South Street	Deering Street	FP	Western	200	1.2	$50,186.76	12
Low	First Ave, Koolyn Dr, Second Ave loop	Cudmirrah & Berrara	Collier Dr	Collier Dr	SUP	Inside Loop (south side of First Ave, west side of Koolyn Dr, north side of Second Ave loop) - to avoid impact on foreshore parking	400	2.0	$167,289.20	12

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Third Ave	Cudmirrah & Berrara	Collier Dr	end of Third Avenue	FP	south side, including around cul-de-sac head to reserve	120	1.2	$30,112.06	12
Low	Naval Parade- Stage 1	Erowal Bay	Kallaroo Road	the Lions Park driveway access, to the immediate east of the intersection of Naval Parade/ with the Erowal Bay boat ramp access road	SUP	East - East	680	2.0	$284,391.64	12
Low	Centre Sr	Lake Tabourie	Oak Avenue, then extending to the east along Centre Street	at the east end of Centre Street - link to Bridge Street and Dermal St	FP	Southern	250	1.2	$62,733.45	12
Low	The Companionway	Manyana	Curvers Drive	Sunset Strip	SUP	West	350	2.0	$146,378.05	12
Low	Burrill Street (South)	Ulladulla	South Street	Deering Street	FP	Western	200	1.2	$50,186.76	12
Low	Ravenscliffe Rd	Shoalhaven Heads	Jerry Bailey Rd	Golden Hill Ave	FP	Northern	300	1.2	$75,280.14	12
Low	McDonald Parade	Burrill Lake	Old Princes Hwy/McDonald Ave intersection, extending north (path to the immediate west of the existing car park, then running through the reserve/park - as close as possible to the road reserve boundary, but avoiding impacts on trees, then crossing McDonald Parade to the immediate south of 68 McDonald Parade (path crosses to the eastern side of McDonald Parade, to the immediate north of the intersection with Queanbeyan Avenue), and path continues north along McDonald Parade (just inside the park boundary- to avoid any impact on summer parking), returning to the road reserve at the southern boundary of 27 McDonald Parade (path terminates at this point)	McDonald Parade - to the immediate south of 27 McDonald Parade, where path terminates at this point	SUP	West - then crossing to east, immediately north of the intersection McDonald Parade/Queanbeyan Ave.	340	2	$142,195.82	11
Low	Prince Alfred Street	Berry	Princess Street	Station Road	FP	west	300	1.2	$75,280.14	11
Low	Balmoral Road	Burrill Lake	Rackham Crescent	Lakeview Dr	FP	South	180	1.2	$45,168.08	11
Low	Burrill Street (South)	Ulladulla	Deering Street	Parson St	FP	Western	200	1.2	$50,186.76	11
Low	Ireland St	Burrill Lake	Casuarina Cl	Moore St	SUP	North - through reserve	350	2	$146,378.05	11
Low	Rackham Cr	Burrill Lake	Moore St	Balmoral Rd	SUP	North side through reserve - then West side of Rackham Cr linking back up to Balmoral Road	550	2	$230,022.65	11
Low	East end of Currarong Rd - into Fishery Rd - and back along the Currarong Parkway	Currarong	end of current pathway Currarong Rd (east boundary of Bowling Club), extending east to Fishery Road, along Fishery Road to Currarong Parkway, then back along Currarong Parkway to Walton Way	Walton Way	FP	North and west	500	1.2	$200,466.90	12
Low	Mt Scanzi Rd	Kangaroo Valley	Moss Vale Rd	Rendga Cl	FP	South	220	1.2	$55,205.44	11

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Basin View Pde	Basin View	Elanora Pde	Mathie St	SUP	Southern	750	2.0	$313,667.25	11
Low	Lurnea Avenue-Malibu Drive SUP network- Stage 2	Bawley Point	the intersection of Malibu Drive/Rosemary Ave. and extends south to the intersection of Malibu Drive/Sunseeker Drive	the intersection of Malibu Drive/Sunseeker Drive	SUP	West side of Malibu (to avoid parking impacts over summer)	800	2.0	$334,578.40	11
Low	Fairlands St	Culburra Beach	Woollumboola Lane	The Lake Circuit	FP	South (east)	400	1.2	$100,373.52	11
Low	Cross Street	Culburra Beach	Carlton Crescent	West Cres.	FP	South (east)	300	1.2	$75,280.14	11
Low	Beach Street	Lake Tabourie	Dernal Street, extending east to the Lake Tabourie Beach Car Park	Lake Tabourie Beach Car Park	SUP	Southern	400	2.0	$167,289.20	11
Low	Morton Parade	Nowra	Journal Street (connext to existing FP path network)- and extending west to connect with Stockland and the Princes Highway (connect path networks)	Princes Highway	FP	Northern	220	1.2	$55,205.44	11
Low	St Anns St	Nowra	Wallace St	Salisbury Dv	FP	Southern	604	1.2	$156,564.02	11
Low	Salisbury Drive	Nowra	St Anns St (at the proposed pedestrian crossing to the west side of #153 St Anns Street) - and extending down Salisbury Drive-	links to the existing SUP path to the immediate west of #14 Salisbury Drive	SUP	south side of St Anns Street - Western side of Salisbury Drive	260	2	$108,737.98	11
Low	St Anns St	Nowra	Berry St- and extending east-	to connect to the existing FP between Kinghorne St and View Street (approx. opposite #66 St Anns Street - ie across the St Anns Street frontage 196 Kinghorne St)	FP	Northern	270	1.2	$67,752.13	11
Low	Old Erowal Bay - Erowal Bay SUP link - stage 2	Old Erowal Bay - Erowal Bay	Erowal Bay Rd	Kallaroo Road (Erowal Bay) - to terminate the strategic SUP link (Old Erowal Bay to Erowal Bay) safely within the existing 50kph speed zoned/residential area of Erowal Bay	SUP	southern-eastern	350	2.0	$146,378.05	11
Low	Wool Lane Sporting Complex (Sanctuary Point Park)	Sanctuary Point	the southern side of 4 Hewitt Ave, and extending east, includes all proposed SUP links through Sanctuary Point Park, including tie-ins to the existing Ball Close FP, the existing Anabel Place FP, and the proposed SUP link to Cammaray Drive	tie ins to the existing Ball Close FP, Anabel Place FP, and SUP link to Cammaray Drive	SUP	all SUP links through sports complex/reserve	545	2.0	$227,931.54	11
Low	Loralyn Av	Sanctuary Point	Macleans Point Road	south, continue past Walmer Avenue to Reserve/foreshore access	FP	Eastern	200	1.2	$50,186.76	11
Low	Links Ave - Waratah Crescent - Gymea Avenue - Fairway Drive	Sanctuary Point	end of existing FP (Links Avenue - north from Kerry Street)	The Park Dr (via Waratah Crescent - Gymea Avenue - Fairway Drive)	FP	north-east side of Links Ave - east side of Waratah Crescent - south side of Gymea Avenue - east side of Fairway Drive	1200	1.2	$301,120.56	11
Low	Clifton St	Sanctuary Point	4 Clifton St	Idlewild Av	FP	Northern	170	1.2	$42,658.75	11
Low	Oval Drive	Shoalhaven Heads	Towers Rd	Scott St	FP	East	500	1.2	$125,466.90	11

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Vic Zealand Reserve (complete the SUP link between Shoalhaven Heads Road and Scott Street) from the end of Mathews St to opposite Bass Road (through sporting complex)	Shoalhaven Heads	Shoalhaven Heads Rd, near Mathews Street, extending north in a direct link to Scott Street opposite Bass Road (to the east side of sporting complex amenities, but aligned to avoid impact on car park - around tennis court perimeter)	Scott St, opposite Bass Road	SUP	through reserve	186	2.0	$77,789.48	11
Low	Celia Parade	Shoalhaven Heads	Renown Ave	River Road	FP	eastern	130	1.2	$102,581.39	11
Low	Somerset Av	South Nowra	Denbigh Place - complete the missing link through to Evergreen Place	Evergreen Place	FP	NA - through drainage reserve	45	1.2	$11,292.02	11
Low	Collett Place	St Georges Basin	Island Point Road	foreshore reserve	FP	southern	180	1.2	$45,168.08	11
Low	Island Point Rd	St Georges Basin	Collett Place	north to existing SUP network (to the north of St Georges Road)- near approx. southern boundary of #28 Bruce Street	SUP	west	130	2.0	$54,368.99	11
Low	Loralyn Ave	St Georges Basin - Sanctuary Point	Meriton St	Anson Street	SUP	North	1200	2.0	$501,867.60	11
Low	Jacobs Dr	Sussex Inlet	Wunda Ave	Link to existing FP network to the west of Nielson Rd	FP	Northern	210	1.2	$52,696.10	11
Low	Avocet Street	Sussex Inlet	Sussex Inlet Road	extending west along the full length of Avocet Street, then further west to the south of properties (addressed to Seaberry Street), linking to the existing SUP network, to facilitate connection to the Peacehaven SUP network	SUP	southern	500	2.0	$209,111.50	11
Low	Cater Crescent - Corang Avenue - to Lyons Road	Sussex Inlet	Cater Crescent	Lyons Road SUP network	SUP	Western-Northern	315	2.0	$189,520.25	11
Low	Pacificana Drive	Sussex Inlet	Lakehaven Drive	southern boundary of #20 Pacificana Drive (southern fringe of residentia larea)	SUP	East	315	2.0	$131,740.25	11
Low	White Gum Road	Ulladulla	West boundary of #42 White Gum Road	Byangee Street (connects to existing path networks at the northern end of Byangee Street)	FP	Southern	280	1.2	$70,261.46	11
Low	Village Dr	Ulladulla	Across the frontage of #16 Village Dr - and to the driveway of #18 Village Drive	the driveway of #18 Village Drive	FP	East	25	1.2	$6,273.35	11
Low	Timbs St	Ulladulla	Village Dr	Millards Creek SUP network (opposite #6 Timbs Street)	SUP	Southern	70	2.0	$29,275.61	11
Low	Millards Creek - Millard Street	Ulladulla	Millards Creek (SUP network) - western end of Millard Street- and extending east along Millard Street, via the Intersection of Timbs Street/Millard Street - and extending further east along the southern side of Millard Street-	Princes Highway	SUP	Southern	290	2.0	$121,284.67	11
Low	North St	Ulladulla	69 North St (eastern boundary)	Princes Hwy	FP	Northern	110	1.2	$27,602.72	11
Low	North St	Ulladulla	68 North St (eastern boundary)	Princes Hwy	FP	Southern	105	1.2	$26,348.05	11
Low	Camden Street (south of Geoffrey Street)	Ulladulla	southern boundary of #69 Camden Street- extend south	connect to the Millards Creek SUP network	SUP	Southern	25	2.0	$10,455.58	11

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	South Street	Ulladulla	#84 South Street (east of the Highway) - and extending east-	Burrill Street (South)	FP	Southern	160	1.2	$40,149.41	11
Low	Camden Street	Ulladulla	Deering Street	Ulladulla Sports Complex	SUP	Eastern	700	2.0	$292,756.10	11
Low	Lurnea Avenue-Malibu Drive SUP network- Stage 1	Bawley Point	the intersection of Murramarang Road/Lurnea Avenue- extends east along the northern side of Lurnea Avenue, includes the section of Malibu Drive (from Rosemary Ave. to Harrington Crescent - west side), and includes the section of Harrington Cres. (south side) between Malibu Drive and the Harrington Cres. cul-de-sac	the cul-de-sac at end of Harrington Crescent (in the north), and in the south- to the intersection of Malibu Drive/Rosemary Avenue	SUP	North Side of Lurnea, west side of malibu, south side of Harrington	950	2.0	$397,311.85	11
Low	Lurnea Avenue-Malibu Drive SUP network- Stage 3	Bawley Point	the intersection of Malibu Drive/Sunseeker Drive, and extending west back to Murramarang Road	Murramarang Road	SUP	North Side of Malibu Drive	600	2.0	$250,933.80	11
Low	Myrniong Grove	Cudmirrah & Berrara	Collier Dr /Pope Ave intersection	east of Wirreecoo Road (approx southern boundary of #28 Myrniong Gr)	FP	eastern	350	1.2	$87,826.83	11
Low	Walton Way	Currarong	north of Currarong Road (existing path)	Anchor Street	FP	Western	450	1.2	$112,920.21	11
Low	Pitt St	North Nowra	Illaroo Road	Page Avenue	SUP	east	920	2.0	$384,765.16	10
Low	Lakeview Drive	Burrill Lake	Balmoral Road	Moore Street (access to Barker Reserve)	FP	South (west)	350	1.2	$87,826.83	10
Low	McMahons Rd Reserve - reserve links through to Devlin Avenue and Hoskin Street	North Nowra	McMahons Road (between #120 and #124)	Hoskin Street (between #37 and #39)	SUP	through reserve between Hoskins Street and McMahons Road	200	2.0	$83,644.60	10
Low	Prince Edward Avenue	Culburra Beach	Fairlands Street, extending east along Prince Edward Avenue, crossing Prince Edward Acenue (at it's intersection with The Lake Circuit), then continuing along the east side of Prince Edward Avenue - up until the crossing point (approx. between 147 Prince Edward Avenue and 1A The Lake Circuit - existing pram ramp, and connection to existing SUP)	the crossing point (approx. between 147 Prince Edward Avenue and 1A The Lake Circuit - existing pram ramp, and connection to existing SUP)	SUP	North- then East side	160	2	$66,915.68	10
Low	Dermal Street and South Street	Lake Tabourie	Bridge Road, extending north to the foreshore	foreshore	SUP	Eastern	180	2.0	$75,280.14	10
Low	Reserve Rd	Basin View	School Entrance (next to 22 Reserve Rd)	Mathie St	FP	Southern	390	1.2	$97,864.18	10
Low	Mathie St	Basin View	Basin View Pde	Reserve Road	FP	West	270	1.2	$67,752.13	10
Low	Canal Street East	Culburra Beach	Redbank Lane	Brighton Parade	SUP	west	180	2	$75,280.14	10
Low	Alaska St - Sunset Strip	Cunjurong Pt - Manyana foreshore link	Ottawa St	The Bulwark (intersection of The Bullwark / Sunset Strip)	SUP	East side of Alaska, then through reserve, and east side of The Bullwark	960	2.0	$401,494.08	10
Low	St Anns St	Nowra	Kinghorne St	East Street	FP	Southern	160	1.2	$40,149.41	10
Low	Cammaray Drive	Sanctuary Point - St Georges Basin	The Wool Lane	Anson Street	SUP	Northern	700	2	$292,756.10	10

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Lawson Way	Sanctuary Point	Cammaray Dv	Kerry St	FP	West	190	1.2	$47,677.42	10
Low	The Park Dr - east	Sanctuary Point	Fairway Drive (west)	Larmer Ave	SUP	Northern	700	2.0	$292,756.10	10
Low	The Park Dr - west	Sanctuary Point	Waratah Cr	Fairway Drive (west)	SUP	Western-Northern	1700	2.0	$710,979.10	10
Low	Clifton St	Sanctuary Point	Leumeah Street	Greville Av	FP	Western	450	1.2	$112,920.21	10
Low	Sanctuary Pt Rd - John Williams Reserve SUP link (link from Sanctuary Pt Rd SUP network to the foreshore reserve / Boat Ramp)	Sanctuary Point	from the Sanctuary Point Road SUP network, extending east, beside the access to the John Williams Reserve (ie to the north of #250 Sanctuary Point Road)	John Williams Reserve/ foreshore reserve	SUP	through reserve	80	2.0	$33,457.84	10
Low	Gerroa Rd	Shoalhaven Heads	the Crown Reserve access track (access to the NP-and through to the Shoal Water exfiltration ponds) - approx. 90m to the north of #20 Gerroa Road	Towers Rd	FP	East	275	1.2	$69,006.80	10
Low	Scott Street to Pepper Reserve - via existing reserves (from between #93-95 Scott Street - to - between #4-6 Rygate Place), includes a FP along the eastern side of Meehan Avenue - and also includes a 35m FP link along the southern side of Rygate Place to link to Pepper Reserve	Shoalhaven Heads	Rygate Place	Scott St	FP	North to South	400	1.2	$100,373.52	10
Low	Staples St	Shoalhaven Heads	Scott St	Golf Club	FP	eastern	41	1.2	$10,288.29	10
Low	Hay Ave	Shoalhaven Heads	Jerry Bailey Rd	western end (Hay Avenue boat ramps)	SUP	northern	516	2	$215,803.07	10
Low	Old Southern Rd	South Nowra	Quinns Ln	Casa Cct.	FP	West	865	1.2	$217,057.74	10
Low	Old Southern Rd	South Nowra	Hillcrest Avenue, south, including Nowra Christian School frontage, and down to Browns Road	Browns Rd	SUP	Eastern	650	2	$271,844.95	10
Low	Firetail St	South Nowra	Wattlebird Rd	South of Osprey Dv (link to existing SUP network to the north of Casa Circuit.)	SUP	West	300	2	$125,466.90	10
Low	Crown Reserve/Road Reserve SUP network to the east of Alata Crescent and Osprey Road properties	South Nowra	From the eastern end of the Quinns Lane road reserve - and extends through the Crown reserve both to the north (to the east of the Alata Crescent properties, rejoining Basil Street) - and to the south (to the east of Osprey Road)	to Basil Street in the north - and linking back to Osprey Road at its southern extent	SUP	NA - through reserve	1400	2	$585,512.20	10
Low	Grahams Road	St Georges Basin	St Georges Road	Blackett Reserve	FP	east	180	1.2	$45,168.08	10
Low	Foreshore Public Reserve (link between Collett Place and Rauch Close)	St Georges Basin	Collett Place	Rauch Close	SUP	through reserve	345	2.0	$144,286.94	10
Low	The Wool Rd	St Georges Basin	The Basin Road - then via The Wool Road -	to Yuroka Cr (for tie into the existing track - Blue Wren Retreat)- for access through to Island Point Road	SUP		725	2.0	$303,211.68	10

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Island Point Rd	St Georges Basin	Meriton St	Loralyn Avenue	FP	Eastern	220	1.2	$55,205.44	10
Low	Tasman Road	St Georges Basin	Island Point Road	Crowea Rd (Village Access Rd)	FP	North + South	150	1.5	$47,050.09	10
Low	Loralyn Ave	St Georges Basin	Island Point Rd	Meriton St	SUP	Southern	300	2.0	$125,466.90	10
Low	The Wool Lane	St Georges Basin - Sanctuary Point	Cammaray Dv	The Basin Walking track/foreshore	SUP	Western	350	2.0	$146,378.05	10
Low	Foreshore Reserve - Badgee - Fairview Crescent	Sussex Inlet - Badgee	River Road (north of Badgee bridge)	full length - northern extent of foreshore reserve (opposite #42/#44 River Road), the distance estimate also includes a 200m length to connect the path back to River Road in the north (through reserve, between properties #42/#44 River Road)	SUP	through reserve, to the east of Fairview Cr.	1200	2.0	$501,867.60	10
Low	Suncrest Avenue - River Road	Sussex Inlet - Badgee	Suncrest Avenue - to the south of #33 Suncrest Avenue (new road access - tie in to new development path), and extend south -	River Road - terminate at the proposed pedestrian refuge crossing (to be provided as part of the project to facilitate safe pedestrian-cyclist access across River Road at the southern end of the Suncrest Avenue SUP)	SUP	west - south - west	930	2.0	$388,947.39	10
Low	Wunda Avenue	Sussex Inlet	Jacobs Dr	River Road	FP	East	280	1.2	$70,261.46	10
Low	Crown Reserve (existing bush track) linking Thomson St direct to Lakehaven Dr (existing bush track to the west of Ainsdale St)	Sussex Inlet	Thomson St (western end of existing path, to the west of existing childrens crossing)	Lakehaven St (to the west of 49 Lakehaven Dr)	SUP	through reserve/existing track	340	2.0	$142,195.82	10
Low	Lake Dr (and extending to the south to include the link to Dyball Reserve - link to foreshore SUP)	Swanhaven	Hoffman Dr	Dyball Reserve - link to foreshore SUP	SUP	west side of Lake Drive/subject to design - through reserve to the immediate west of Lake Drive	650	2	$271,844.95	10
Low	Camden Street	Ulladulla	Princes Highway	North Street	FP	Western	400	1.2	$100,373.52	10
Low	Burrill Street (North) - full length- East side	Ulladulla	Conjola St/Buchan Street intersection (from Conjola Street Reserve)- and extend south	Crescent St	SUP	Eastern	410	2.0	$171,471.43	10
Low	Church Street (St Vincent - Camden Street)	Ulladulla	Camden Street	St Vincent Street	FP	Southern	210	1.2	$52,696.10	10
Low	Deering Street	Ulladulla	Camden Street	St Vincent Street	FP	Southern	200	1.2	$50,186.76	10
Low	Depot Road	West Nowra	Yalwal Road	Bice Road	SUP	East	800	2.0	$334,578.40	10
Low	Goonawarra Dr	Cudmirrah & Berrara	The Springs Road/ Collier Drive	to the western extent of Goonawarra Dr (to the west of #62 Goonawarra Dr)	SUP	Northern side of Goonawarra Drive/subject to design - through reserve to the north side of Goonawarra Drive	750	2.0	$313,667.25	10

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Beachway Avenue	Cudmirrah & Berrara	Silversands Drive (access to Berrara Cove Reserve)	Berrara Road	FP	southern	280	1.2	$70,261.46	10
Low	Pope Avenue	Cudmirrah & Berrara	Collier Dr	Berrara Road	SUP	northern	270	2.0	$112,920.21	10
Low	Berrara Road	Cudmirrah & Berrara	Fifth Avenue	southern end of Berrara Road - Berrara Creek/Lagoon	SUP	western	750	2.0	$313,667.25	10
Low	Frontage of Hazel Rowbotham Reserve - Anglers Parade (between #30 and #42 Anglers Parade)	Fishermans Paradise	from driveway of #30 Anglers Parade	to driveway of #42 Anglers Parade	FP	eastern	80	1.2	$20,074.70	10
Low	Kalandar St	Nowra	just west of Warramunga St	east of Seccombe St (links to service road)	FP	Northern	280	1.2	$70,261.46	10
Low	Through reserve	Currarong	Currarong Parkway	direct to Merimbula St	FP	through reserve	110	1.2	$27,602.72	9
Low	Prentice Avenue	Old Erowal Bay	Page Street	McGibbon Parade	FP	North and South	460	1.2	$115,429.55	9
Low	Pacificana Drive	Sussex Inlet	southern boundary of #20 Pacificana Drive (southern fringe of residentia larea)	Sussex Inlet Surf Club	SUP	East	1635	2.0	$683,794.61	9
Low	Foreshore link - from Anglers Parade / Alma Avenue	Fishermans Paradise	from intersection of Anglers Parade / Alma Avenue	Foreshore walking track	FP	through reserve	75	1.2	$18,820.04	9
Low	Foreshore link - from Anglers Parade / Cornfield Parade	Fishermans Paradise	from intersection of Anglers Parade / Cornfield Parade	Foreshore walking track	FP	through reserve	85	1.2	$21,329.37	9
Low	Fishermans Paradise Road	Fishermans Paradise	Cornfield Parade	Anglers Parade	OR	on road/shared zone			$147,100.00	9
Low	Myola Rd	Myola	Catherine Street, and extending back to the east (north)	east to the bend (connect back to existing SUP network to the east of the Tourist Park)	SUP	south / east	350	2.0	$146,378.05	9
Low	Catherine Street-to the north of Myola Road (including part of the Harmony Haven Fire Trail) - north to the Boat Ramp	Myola	Myola Road	north to Boat Ramp	SUP	west	550	2.0	$230,022.65	9
Low	West St	Nowra	Junction St	Bainbrigge Crescent - link to existing tracks (power lines)	SUP	Western	750	2	$313,667.25	9
Low	Worrigee Street	Nowra	West Street	Anderson Lane	FP	Northern	350	1.2	$87,826.83	9
Low	Osborne St	Nowra	Worrigee St	Plunkett St	FP	Western	200	1.2	$50,186.76	9
Low	Seccombe St	Nowra	St Anns St	Warramunga St	FP	Western	156	1.2	$39,145.67	9
Low	Warramunga St	Nowra	Seccombe St	Kalandar St	FP	Western-Northern	165	1.2	$41,404.08	9
Low	Shoalhaven St	Nowra	Douglas	Jervis	FP	Eastern	400	1.2	$100,373.52	9
Low	Osborne St	Nowra	Douglas	Jervis	FP	Eastern	400	1.2	$100,373.52	9
Low	Queenborough St	Nowra	Stuart St	McKay St	FP	West	250	1.2	$62,733.45	9

Low	MacGibbon Pde - McGowen St - Page Street (to Prentice Avenue)	Old Erowal Bay	88 Macgibbon Pde	Page Street (inc. link back to Prentice Avenue)	SUP	Eastern-southern-western	730	2.0	$305,302.79	9
Low	Prentice Avenue (SUP link down Prentice Avenue - to Prentice Avenue Foreshore Reserve)	Old Erowal Bay	Page Street	Prentice Avenue Foreshore Reserve	SUP	Eastern	475	2.0	$198,655.93	9
Low	Old Erowal Bay - Erowal Bay SUP link - stage 1	Old Erowal Bay - Erowal Bay	McGowen St (between nos 30 & 32 McGowen St)	Erowal Bay Rd	SUP	through NP	600	2.0	$250,933.80	9
Low	Reserve- link from Hogbin Crescent to the existing FP network through public reserve to the east of Hogbin Cr. (from between #32A and #38 Hogbin Cr.)	Sanctuary Point	Hogbin Cr.	extending east- to link to existing FP network within public reserve	FP	through reserve	50	1.2	$12,546.69	9
Low	Leumeah St	Sanctuary Point	Macleans Point Road	Edmund St (link to existing FP)	FP	Southern	1000	1.2	$250,933.80	9
Low	Bass Road	Shoalhaven Heads	Scott Street	link to the reserve at the north end of Bass Road	FP	East	230	1.2	$57,714.77	9
Low	Renown Ave	Shoalhaven Heads	Jerry Bailey Rd	River Rd	FP	Southern	435	1.2	$109,156.20	9
Low	Renown Avenue to Curtis Park (direct link via existing reserve)	Shoalhaven Heads	Renown Ave (via existing reserve between 84 Jerry Bailey Road and 10 Renown Avenue), via reserve, direct to Curtis Park	Curtis Park	FP	through reserve	100	1.2	$25,093.38	9
Low	Wagin St	Shoalhaven Heads	Woolstencraft st	Staples St	FP	Southern	187	1.5	$58,655.78	9
Low	Staples St	Shoalhaven Heads	McIntosh Street	Wagin Street	FP	western	145	1.5	$45,481.75	9
Low	Somerset Av	South Nowra	19 Somerset Av (southern boundary of #21 Somerset Ave)- and extend south - complete the missing link through to the southern side of Browns Road	to the southern side of Browns Road (northern boundary of #17 Elian Cr)	FP	West	210	1.2	$52,696.10	9
Low	The Basin Rd	St Georges Basin	The Wool Road	St Georges Road	FP	west	170	1.2	$42,658.75	9
Low	Public reserves to the north and south of Durnford Place - path links through the reserves to Moroney Avenue, Anson Street, Carver Court, and within the Durnford Place road reserve to/from Claylands Drive	St Georges Basin - Sanctuary Point	Moroney Ave.	Durnford Place, and through to Anson Street, Carver Court, and to/from Claylands Drive	SUP-and FP	through reserves, and both sides of Durnford Place	515	2.0	$215,384.85	9
Low	Ellmoos Avenue	Sussex Inlet	Nielson Road	River Road	FP	Northern	180	1.2	$45,168.08	9
Low	Sussex Inlet Rd	Sussex Inlet	Avocet Street	Government Road	SUP	southern	120	2.0	$50,186.76	9

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Iverison Rd - Sussex Inlet Road	Sussex Inlet	Sussex Road (tie into existing path network), and extending north to Ray Street, where the path crosses the southern leg of the Iverison Road/Ray Street intersection, then the FP continues around the western-southern side of Sussex Inlet Road to tie in to the existing SUP network on the southern side, as well as providing a crossing for pedestrians/cyclists to the immediate west leg of the Sussex Inlet Road/Cater Crescent intersection	ties into existing SUP network in Sussex Inlet Road	FP	Eastern-then crosses to Western (south side of Ray Street)	230	1.2	$57,714.77	9
Low	Golden Wattle Drive	Ulladulla	Existing Path between #35 and #37 Golden Wattle Ave (opposite Scarlett Gum St)- and extending east past Royal Mantle Drive- and down to Village Drive	Village Drive	FP	Northern	490	1.2	$122,957.56	9
Low	Church Street (St Vincent - Princes Highway)	Ulladulla	frontage of #69 Church St- and extend east to connect to existing FP network outside #81 Princes Highway, Ulladulla	connect to existing FP network outside #81 Princes Highway, Ulladulla	FP	Northern	65	1.2	$16,310.70	9
Low	South Street	Ulladulla	Warden St	Wandella Close	SUP	South	400	2.0	$167,289.20	9
Low	South Street	Ulladulla	Opposite No. #12 South Street (from location of proposed future pedestrian crossing)- and extending to the east to tie into existing SUP network-	Vigilant Street	SUP	North	50	2.0	$20,911.15	9
Low	Camden Street	Ulladulla	South Street	Deering Street	SUP	Eastern	210	2.0	$87,826.83	9
Low	Blenheim Beach Reserve to Greenfields Beach Reserve - foreshore SUP route	Vincentia	Blenheim Beach Reserve access (where joins foreshore SUP network)	Greenfields Beach picnic area (inc. link to foreshore track through NP - access to Hyams Beach)	SUP	through reserve	900	2.0	$376,400.70	9
Low	Berrara Cove Reserve	Cudmirrah & Berrara	southern end of Myrniong Grove (approx southern boundary of #28 Myrniong Gr)	Beachway Avenue	SUP	through reserve	280	2.5	$146,378.05	9
Low	Ottawa St	Cunjurong Pt	York St	carpark east of Alaska St (access to foreshore)	SUP	Northern	485	2.0	$202,838.16	9
Low	York Street and access road to Cunjurong Pt Boat Ramp	Cunjurong Pt	Cunjurong Pt Rd	Cunjurong Pt Boat Ramp (also includes the section of York Street to the north of Ottawa Street (between Ottawa Street and York Street))	SUP	South side of York Road (west from Cunjurong Point Road - East side of the access road to Cunjurong Point boat ramp, and west side of the section of York Street to the north of Ottawa Street)	550	2.0	$230,022.65	9
Low	Moore Street	Burrill Lake	Lakeview Dr	Rackham Crescent	FP	West	170	1.2	$42,658.75	9
Low	Oystercatcher Way - Dolphin Pt Rd - Burrill Lake Lions Park SUP network - stage 2 - internal Burrill Lake Lions Park SUP network	Burrill Lake	this stage commences at the intersection Dolphin Pt Rd/Burrill Lake Lions Park internal access (to the immediate-northern boundary of the Dolphin Point Tourist Park)- and continues anti-clockwise around the internal- circuitous route around Burrill Lake Lions Park	back to Oystercatcher Way- Princes Highway	SUP	primarily through reserve (Burrill Lake Lions Park)	800	2	$334,578.40	8

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Kinghorne St	Nowra	Kalandar St	#245 Kinghorne Street (190m approx. to the south of MacLean St)	FP	West	750	1.2	$188,200.35	8
Low	Kinghorne St	Nowra	Kalandar St	southern end of Kinghorne Street (for access to Princes Hwy)- east side of Kinghorne St	SUP	Eastern	750	2	$313,667.25	8
Low	Burr Av	Nowra	from the northern boundary of #1 Burr Ave (north end - car park) - extending south for the full length of Burr Avenue	Plunkett St	FP	West	157	1.2	$39,396.61	8
Low	Berry St	Nowra	Jervis St	St Anns St	FP	East	180	1.2	$45,168.08	8
Low	Purdle Crescent-Schregel Place	Nowra	3 Purdle Crescent	3 Schregel Place	FP	Northern	130	1.2	$32,621.39	8
Low	Reserve- link from Anson St to the northern SUP network (from between #78A and #82 Anson Street)	Sanctuary Point	Anson Street	northern SUP network (to the immediate north of properties- northern side of Anson Street- east of The Wool Lane)	SUP	through reserve	70	2	$29,275.61	8
Low	Anson St	Sanctuary Point	Cammaray Dv	Kerry Street	FP	Eastern	200	1.2	$50,186.76	8
Low	Reserve- SUP link - northern SUP link- through reserve to the north of Wullun Close and Yallara Crescent	Sanctuary Point	north of Wullun Close	Vost Drive (rejoins Vost Drive through the reserve, between #51 Vost Drive and Carmen Drive)	SUP	through reserve	500	2	$209,111.50	8
Low	Walmer Ave - Milson Street, and associated path connections	Sanctuary Point	Paradise Beach Rd	Milson St (includes Milson Street SUP)	SUP	Western	1900	2.0	$794,623.70	7
Low	Heron	Sanctuary Point	Warrego Dr	Paradise Beach Rd	FP	Southern	350	1.2	$87,826.83	8
Low	Cessna Avenue - Sanctuary Point Road FP link	Sanctuary Point	Mustang Drive, extending north up to Sanctuary Point Road, then connecting back along Sanctuary Point Road (tie back into the existing path network on Paradise Beach Road)	Paradise Beach Rd	FP	Western - Southern	140	1.2	$35,130.73	8
Low	Oval Drive to Bass Road - via existing reserves (from between #26-28 Oval Drive - to - between #19-21 Bass Road)	Shoalhaven Heads	Rygate Place	Scott St	FP	North to South	165	1.2	$41,404.08	8
Low	Blackett Reserve - Collett Place (Foreshore Public Reserve)	St Georges Basin	Grahams Road	Collett Place	SUP	through reserve	230	2.0	$96,191.29	8
Low	Island Point Rd	St Georges Basin	Lachlan Cr (sth)	Lachlan Cr (nth)	FP	west	90	1.2	$22,584.04	8
Low	Island Point Rd	St Georges Basin	Meriton St	Rauch Cl	FP	west	127	1.2	$31,868.59	8
Low	Sussex Inlet Rd	Sussex Inlet	Murre Street	Avocet Street	FP	southern	350	1.2	$87,826.83	8
Low	Connolly St	Tomerong	Pine Forest Road	link to existing SUP opposite #20 Connolly Street	FP	Western	230	1.2	$57,714.77	8

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Through Reserve - between #8 and #12 Scarlett Gum Street (links to Flame Tree Court)	Ulladulla	Scarlett Gum Street	Flame Tree Court	FP	N/A-through reserve	80	1.2	$20,074.70	8
Low	North St	Ulladulla	Kalang Ave	Camden Street	FP	Northern	100	1.2	$25,093.38	8
Low	Lakelands Avenue	Cudmirrah & Berrara	Berrara Road	Western extent of Lakelands Avenue (link to Berrara Creek walking track)	SUP	Northern to Waterhaven Avenue, then Southern to Berrara Creek walking track	450	2.0	$188,200.35	8
Low	Quinns Ln	South Nowra	Old Southern Rd	to the far eastern extent of road reserve - to the east of Fantail St / Basil Street	SUP	South	430	2	$179,835.89	7
Low	Elanora Pde	Basin View	2 Elanora Pde (north end at existing path)	Basin View Pde	SUP	East	212	2.0	$88,663.28	7
Low	Fifth Ave	Cudmirrah & Berrara	Collier Dr	Berrara Road	SUP	northern	340	2.0	$142,195.82	7
Low	Lake Conjola Boat Ramp access road	Fishermans Paradise	from Anglers Parade (between #92 and #94 Anglers Parade)	Lake Conjola Boat Ramp / foreshore reserve	OR	through reserve (access road) on road shared zone			$50,240.00	7
Low	Forest Drive	Kioloa	Merry Beach Road/Murramarang Road	existing FP just west of Northwood Drive	FP	North	450	1.2	$112,920.21	7
Low	Sandra Street (Foreshore Reserve)	Lake Conjola - Conjola Park	West end of Sandra Street	Havilland Street	SUP	northern/partial foreshore reserve	200	2.0	$83,644.60	7
Low	Havilland Street	Lake Conjola - Conjola Park	Sandra Street	Stewart Street	SUP	eastern /partial reserve	260	2.0	$108,737.98	7
Low	Shoalhaven St	Nowra	North Street	Worrigee Street	FP	Western	420	1.2	$105,392.20	7
Low	View St	Nowra	Jervis St- and extending south to connect to existing FP at the southern boundary of 13 View Street	southern boundary of 13 View Street	FP	Western	170	1.2	$42,658.75	7
Low	Fairway Drive to Larmer Ave. SUP link (adjoining Sanctuary Point Cricket Oval)	Sanctuary Point	Between nos 38 and 40 Fairway Dv	Larmer Ave via 129 Larmer Av (adjoining the Bay & Basin Cricket Club access)	SUP	through reserve	235	2.0	$98,282.41	7
Low	Pangari Reserve	St Georges Basin	The Wool Rd	Pangari Cr	SUP	through reserve	78	2.0	$32,621.39	7
Low	Island Pt Rd	St Georges Basin	The Wool Rd / Gumden Ln roundabout	188 Island Pt Rd	SUP	East	180	2.0	$75,280.14	7
Low	Hoffman Dr (SUP proposed through the Crown Reserve to the north of the Hoffman Drive properties)	Swanhaven	Lake Dr	The Springs Road	SUP	to the north of the Hoffman Drive properties, through reserve	230	2	$96,191.29	7

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Public reserve between Nulla Place and The Wool Lane - SUP link from the existing SUP network- extending north to Cammaray Drive	St Georges Basin - Sanctuary Point	existing SUP network (between Nulla Place and The Wool Lane)	Cammaray Dv	SUP	through reserve	135	2.0	$56,460.11	6
Low	Bimbimbie Av - Lochaven Dr pathway	Bangalee	Bimbimbie Av	Lochaven Dr	FP	through reserve	160	1.2	$40,149.41	6
Low	Clifton St	Sanctuary Point	Macleans Point Road	Leumeah Street	FP	Southern - Western	540	1.2	$135,504.25	6
Low	Boomer Cr	Kioloa	3 Boomer Cr	11 Boomer Cr	FP	West	200	1.2	$50,186.76	6
Low	Stephens Road	Sanctuary Point	The Park Drive	Vost Drive (wraps around, left into Vost Drive, terminates to the immediate west of Shoreville Place, at the western driveway of #16 Vost Drive)	SUP	western	250	2	$104,555.75	5
Low	Foreshore Reserve (Valley Drive Reserve)/ Yooralla Bay	Lake Conjola - Conjola Park	Windemere Drive (to the west of Wheatley Place)	link from Windemere Drive direct to Foreshore (through the Valley Drive Reserve)/ direct link to the Yooralla Bay foreshore SUP, via Council reserve	SUP	through reserve	120	2.0	$50,186.76	5
Low	Foreshore Reserve (Valley Drive Reserve)/ Yooralla Bay	Lake Conjola - Conjola Park	Children's Playground (Valley Drive Reserve)/ Yooralla Bay	link to Sandra Street (Foreshore Reserve SUP)	SUP	through reserve	320	2.0	$133,831.36	5
Low	Koloona Drive -	Tapitallee	Illaroo Road, via Koloona Drive (west side), then along the full length of Yanderra Road (north side)	Bangalee Road	SUP	west - north	450	2	$188,200.35	5
Low	Ranger Grove pathway	Bangalee	Ranger Grove	Lochaven Dr	FP	through reserve	91	1.2	$22,834.98	5
Low	O'Connell Lane	Nowra	Junction St	Smith Lane	FP	Eastern	100		$57,200.00	4
Low	Moondara Dr reserve	Bangalee	end of Moondara Dr	Warrah Rd	SUP	through reserve	50	2.0	$20,911.15	2
Low	Rebecca Grove pathway	Bangalee	Rebecca Grove	Lincorn Close	FP	through reserve	95	1.2	$23,838.71	2
Low	Main Road	Cambewarra	Good Dog Creek	Moss Vale Road	SUP	Northern	810	2	$338,760.63	-6
Low	Princes Hwy	Ulladulla	Bishop Drive	Village Drive	SUP	Northern	1200	2.0	$501,867.60	-7
Low	Princes Hwy	Ulladulla	Bishop Drive	Village Drive	SUP	Southern	1200	2.0	$501,867.60	-7
Low	Hawken Rd	Tomerong	Tomerong PS (extent of existing FP), extending the FP further south -	southern boundary of #375 Hawken Road	FP	Eastern	230	1.2	$57,714.77	-7
Low	Princes Hwy	Ulladulla	Princes Hwy near Wyuna Pl (from proposed pedestrian refuge crossing on the Princes Highway adjoining #1 Curtis Street - near northern boundary of 8-12 Princes Highway-Motel)	Golf Ave (opposite 33 Princes Hwy - to the immediate west of Golf Avenue)	SUP	Eastern-Northern	450	2.0	$188,200.35	-8

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Princes Hwy	Ulladulla	Princes Hwy near Wyuna Pl (from proposed pedestrian refuge crossing on the Princes Highway adjoining #1 Curtis Street - near northern boundary of 8-12 Princes Highway-Motel)	Golf Ave (outside 33 Princes Hwy - to the immediate west of Golf Avenue)	SUP	Western-Southern	450	2.0	$188,200.35	-8
Low	Hawken Rd	Tomerong	Yerunda Road	Pine Forest Road	FP	Eastern	400	1.2	$100,373.52	-8
Low	Curtis St	Ulladulla	Village Dr	Princes Hwy, to the north of Wyuna Pl (links to proposed pedestrian refuge crossing on the Princes Highway adjoining #1 Curtis Street - near northern boundary of 8-12 Princes Highway-Motel)	SUP	Eastern-Northern	515	2.0	$215,384.85	-8
Low	Woodhill Mountain Road	Berry	Queen St/Woodhill Mountain Road/North Street Roundabout	Camp Quality Park (Boongaree) access (Woodhill Mountain Road car park) - link to existing SUP network	SUP	Northen	150	2	$62,733.45	-10
Low	Moss Vale Road	Bomaderry	Elvin Drive	Princes Highway	SUP	south	300	2.5	$156,833.63	-10
Low	Princes Hwy	Ulladulla	Dowling St	Pitman Av	FP	East	500	1.2	$125,466.90	-10
Low	Currambene Creek Crossing (Huskisson-Woollamia)	Huskisson-Myola via Woollamia	Huskisson (Woollamia- Frank Lewis Way)- extending west, then north, including multiple water crossings -	Catherine Street Myola (connecting back in to the north of Myola Village - rejoining the access road to boat ramp)	SUP	via creek reserve-multiple water crossings	1500	2.5	$17,841.68	-10
Low	Princes Hwy	Milton	Croobyar Rd/Matron Porter Drive	Warden Rd (road reservation) - future roundabout associated with proposed new seniors living development	FP	East	800	1.2	$200,747.04	-11
Low	Princes Hwy	Milton	Croobyar Rd/Matron Porter Drive	Warden Rd (road reservation) - future roundabout associated with proposed new seniors living development	SUP	West	800	2.0	$334,578.40	-11
Low	BTU Rd	Nowra Hill	Albatross Road	Nowra Hill Primary School	SUP	Northern	850	2.0	$355,489.55	-11
Low	Greenwell Point Rd	Worrigee	Worrigee Road- and extending west along Greenwell Point Road, to reconnect with the existing path network to the west of Golden Grove	tie into existing path network to the west of Golden Grove	SUP	South	400	2.0	$167,289.20	-13
Low	Gerringong and Northern Shoalhaven (along rail line)	Kiama (Gerringong Train Station) - Bomaderry (Train Station)	Gerringong	Bomaderry	SUP	alongside rail line	20000	2.5	$10,455,575.00	-14
Low	Lake Conjola to Conjola Park	Lake Conjola	Lake Conjola	Conjola Park	SUP	northern	5600	2.0	$33,420.49	-14
Low	Kangaroo Valley Rd	Berry	Thomas Close	Bundewallah Rd	FP	South	700	1.2	$175,653.66	-15
Low	Lake Conjola - south side of Holiday Haven - alternative road access	Lake Conjola	West side of Holiday Haven Lake Conjola	via a new road corridor to the south of Holiday Haven - to the east side of Holiday Haven Lake Conjola - link to Boat Ramp (a new alternative road link that is not "through" the middle of the tourist park)	SUP	through reserve	570	2.0	$12,383.87	-15
Low	Wandean Road - link existing FP to the Highway	Wandandian	the western side of #33A Wandean Road (link to existing gravel FP), and extending east to the Princes Highway- to link to existing pedestrian refuge to the immediate south of Wandean Road	link to the existing pedestrian refuge on the Princes Highway (to the immediate south of Wandean Road)	FP	southern	350	1.2	$87,826.83	-17

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Sussex Inlet Rd	Sussex Inlet	South/Eastern boundary of (#101 Sussex Inlet Road) - ie from the boundary of #101/#41 Sussex Inlet Road, to the eastern side of Murre Street (to crossing point) - include the frontage of #45 Sussex Inlet Road, the FP then crosses to the southern side of Sussex Inlet Road before continuing further to the south-east	to the eastern side of Murre Street (to crossing point) - in front of #45 Sussex Inlet Road	FP	northern	50	1.2	$12,546.69	-17
Low	Princes Hwy	Milton	Warden Rd (road reservation) - future roundabout associated with proposed new seniors living development	Bishop Drive	SUP	South	1100	2.0	$460,045.30	-17
Low	Corks Ln	Milton	Croobyar Rd	2 Porter Cct	SUP	East	150	2	$62,733.45	-17
Low	Princes Highway	Wandandian - northern	Wandean Road	link to the existing FP that was constructed as part of development of #2650 Princes Highway, Wandandian	FP	western	210	1.2	$52,696.10	-18
Low	Foreshore reserve linking Rackham Cr. And Maria Ave (boat ramp precinct)	Burrill Lake	Rackham Cr.	Maria Avenue Boat Ramp/foreshore reserve	SUP	foreshore reserve	160	2.5	$83,644.60	-16
Low	Princes Highway	Wandandian - southern	the existing pedestrian refuge on the Princes Highway (to the immediate south of Wandean Road), and extending south, to the extent of the main Wandandian Village (fringe of rural zone/Wandandian Village)- southern most street light and commencement of TWRTL treatment	the driveway of 2760D Princes Highway, Wandandian NSW	FP	western	750	1.2	$188,200.35	-19
Low	Main Rd	Cambewarra	Tapitallee Rd	Faulks Pl	SUP	south	1110	2	$464,227.53	-19
Low	Corks Lane	Milton	Myrtle Forest Dr	School's southern boundary	SUP	East	200	2	$83,644.60	-17
Low	Lake Conjola - Fisherman's Paradise	Lake Conjola	Lake Conjola	Fisherman's Paradise	SUP	through reserves/private land holdings	5000	2.0	$30,911.15	-18
Low	Wandean Road - FP link around bus turnaround-bus shelter at the eastern end of Wandean Road	Wandandian	Wandean Road, crossing Wandean Road (from south to north), then looping around the bus turnaround facility/bus shelter, and linking back to the proposed Princes Highway FP	the Princes Highway, Wandandian - linking to the proposed Princes Highway FP	FP	northern	80	1.2	$20,074.70	-21
Low	The Old Wool Road Heritage Track (opposite 188 Island Pt Rd) - link to the northern end of Crowea Rd (Village Access Rd)	St Georges Basin	Island Point Road	to the northern end of Crowea Rd (Village Access Rd)	SUP	N/A-through reserve	95	2.0	$39,731.19	-21
Low	Thurgate Oval	Bomaderry	Beinda Street, traversing north along Bowada Street (east side), then cutting through reserve (Thurgate Oval), and across the northern brook to Tarawara Street (existing footbridge / existing bush track)	Tarawara St	SUP	sports fields reserve	450	2.0	$188,200.35	-21
Low	Seven Mile Beach NP	Shoalhaven Heads - Gerroa	Shoalhaven Heads	Gerroa	SUP	through NP	9400	2.5	$59,141.20	-21

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Nowra - West Nowra	Nowra-West Nowra	West Nowra to Nowra - including mulitple proposed cycleway upgrades between Nowra-West Nowra, including Depot Road (795m approx), Bice Road (985m approx), as well as an additional north-south network (2220m approx) linking Yalwal Road, across Bice Road, and up to Jervis Street, West Street, and Nowra Showground	Nowra, via mulitple proposed cycleway upgrades	SUP	through reserve	4000	2.5	$30,911.15	-21
Low	Sussex Inlet (foreshore route to the south of Chris Creek - from River Road to Sussex Road)	Sussex Inlet	from River Road (to the immediate north of #284 River Rd) - via the foreshore Crown lands -	to Sussex Road (via the southern side of #25 Sussex Rd-caravan park)- reconnecting with the existing foreshore SUP route from the end of Sussex Road	SUP	via foreshore Crown Land	1200	2.5	$16,273.35	-21
Low	Tomerong and surrounds	Tomerong and surrounds	Tomerong	Surrounds (SUP improvements within Tomerong and including external connections to the surrounding networks)	SUP	various - tbc (including requested routes via Pine Forest Road and Huskisson Road to Jervis Bay- and/or an alternative route via Hawken Road to The Wool Road)	14000	2.0	$68,551.22	-22
Low	Illaroo Road	Tapitallee	Gypsy Point Road	Tapitallee Road	SUP	north	1900	2	$794,623.70	-24
Low	Illaroo Road	Bangalee	West Cambewarra Road (west side of FNC-Illaroo Rd/WCR roundabout)	Gypsy Point Road	SUP	north	1600	2	$669,156.80	-24
Low	62-86 River Road (foreshore option - option of SUP to the south side of River Road properties along foreshore)	Shoalhaven Heads	the west side of 62 River Road (link to existing SUP network)	the east side of 86 River Road (link to existing SUP network)	SUP	through foreshore reserve	400	2.5	$12,091.12	-25
Low	Falls Creek - Woollamia	Falls Creek	Falls Creek	Woollamia	SUP	via existing road reserves (options)	4000	2.0	$26,728.92	-25
Low	Sussex Inlet (Alamein Walk - North Cudmirrah Beach via foreshore reserve)	Sussex Inlet	Alamein Road (intersection with Pacificana Drive)	Pacificana Drive (to the north of Sussex Inlet Surf Club) - via Alamein Road (foreshore route via Alamein - and via North Cudmirrah Beach headland, returns to Pacificana Drive via headland lookout/viewing platform access road)	SUP	via Alamein Road and foreshore Crown Land	3500	2.5	$28,297.26	-25
Low	Berry to the Beach	Northern Shoalhaven	Berry	Seven Mile Beach	SUP	NA - would require a separate corridor (separate to the existing Beach Road reserve), through private land holdings	7500	2.5	$49,208.41	-26
Low	Northern fringe of Shoalhaven Heads urban area	Shoalhaven Heads	Gerroa Road	Staples Street	SUP	through reserve	1670	2.0	$16,984.32	-26
Low	Narrawallee west - direct link to the beach	Narrawallee	Leo Drive (from the north side of #58 Leo Drive, then through private land- Lot 300 DP 792411addressed to Ross Avenue - and continues east through that land via the existing track- enroute Matron Porter Drive) -	Matron Porter Drive (rejoins MP Drive via the Council land between #93A and #95A)	FP	through reserve and private land holding	400	2.0	$11,672.89	-31

Priority	Location	Locality	From	To	Path Type	Side of Road	Length	Width	Estimated Total Cost	PAMP Score
Low	Kangaroo Valley (SUP route to the northern side of the town centre)	Kangaroo Valley	Starts and finishes in Moss Vale Road - traversing Broughton Street to the west of the town centre, then traversing through private Lots - Lot 1 DP 455015, Lot 7 DP 11616, Lot 4 DP 11616, before traversing Council land (Lot 1 DP 627807, and Part Lot 1 DP 909749- KV showground) returning back to Moss Vale Road via the showground access	to KV Show Ground- and back to Moss Vale Road via the showground access	SUP	through reserves/private land holdings	815	2.5	$14,260.65	-34

Shoalhaven Active Transport Strategy

including Pedestrian Accessibility & Mobility Plan Update and Bike Plan Update

for

Shoalhaven City Council

Appendix E: Crossing Projects Review

Crossing Projects Review

The tables below provide a summary of the outcomes of the Crossing Projects Review undertaken as part of the Strategy. Crossing 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.

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 crossing 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 Crossing Projects Ranking Spreadsheet will continue to be viewed as 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.

A small number of crossing projects do not have any, or any current, P x V data; in these instances, many have already been funded (but not yet completed); are to be funded or delivered separately (third party); or require further information, but will continue to be monitored.

Due to the limited availability of funding, the sites that are included in the Crossing Projects 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 crossing projects or crossing improvements 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, potentially 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 incorporated in the Crossing Projects Ranking Spreadsheet.

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

It is important that the PAMP Maps and Crossing Projects 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 Crossing Projects 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 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	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
High	Huskisson	Owen St & Currambene St	Multiple pedestrian crossings proposed for the town centre - refer traffic study for background (Owen Steet - mid block between Sydney and Currambene- upgrade existing crossing point to a ped crossing, and provide a ped crossing on the east leg of the Owen/Currambene intersection, and provide a ped crossing on Currambene Street-on the south leg of the Owen/Currambene intersection), all as recommended in the Huskisson traffic/parking study (warrants exceeded at all locations by a considerable margin)	400,000-500,000 (in that order - refer Huskisson traffic & Parking study)									Costs N/A at this time (already has a funding commitment - either by TfNSW or through a successful grant funding submission- maintained in the listings at this stage- as delivery still pending)
High	Ulladulla	Princes Highway	South Street - approved traffic signals - concerns, all legs, due to heavy Princes Highway flows and local road turning movement conflicts which have increased since the intensification of development in the Boree Street precinct	200,000-300,000 (in that order - confirmed - random inspections)									Costs N/A at this time (already has a funding commitment - either by TfNSW or through a successful grant funding submission- maintained in the listings at this stage- as delivery still pending)
High	Huskisson	Hawke Street	south of Owen Street (existing crossing point)	Sat 21/01/23	257,720	572.7%	379	1263.3%	680	136.0%		8160	$200,000
High	Nowra	Junction St	Midblock Opposite Morrisons Arcade	Fri 11/12/20	232,320	516.3%	781	2603.3%	357	71.4%		4284	$15,000
High	Berry	Queen Street	East of Alexandra Street (midblock - at existing refuge) assess for pedestrian crossing	Sat 28/11/20	183,372	407.5%	209	696.7%	544	272.0%		6528	Costs N/A at this time (already has a funding commitment - either by TfNSW or through a successful grant funding submission- maintained in the listings at this stage- as delivery still pending)
High	Milton	Princes Highway	mid block between Church Street and Wason Street (vicinity of IGA)	Sat 21/01/23	158,848	353.0%	136	453.3%	1,168	233.6%		14016	$350,000
High	Nowra	North St	Existing Pedestrian Crossing (between Egans Lane Car Park access - to Graham St)	Fri 9/02/24	153,154	340.3%	146	486.7%	1,049	209.8%		12588	$950,000
High	Nowra	Kinghorne Street	Between Woolies and Coles - the Zone immediately north of Egans Lane (between the pedestrian entrance to Woolworths in the north, and Egans Lane in the south)	Fri 3/03/23	146,601	325.8%	273	910.0%	537	107.4%		6444	$200,000
High	Ulladulla	Princes Highway	mid-block (Deering Street to Parson Street)	Sat 13/01/24	145,544	323.4%	92	306.7%	1,582	316.4%		18984	$525,000
High	Callala Bay	Emmett Street	At IGA/Shops and Soccer field (2 Zones surveyed - ie- east and west side of the IGA access) - note the strategy proposes two separate pedestrian crossing treatments due to both desire lines being recognised (either side of the IGA/shops/soccer fields CP access, and there being no one location that would suitably address both desire lines	Sat 13/01/24	136,851	304.1%	319	1063.3%	429	85.8%		5148	$375,000
High	Bomaderry	Cambewarra Road	existing school Childrens Crossing outside Bomaderry PS (already upgraded to a raised childrens crossing, but continue to monitor- and check warrants for upgrade to pedestrian crossing) - noting also the link between Bomaderry train station and Bomaderry HS - and noting also the Council resolution to strengthen the active transport linkae between bomaderry train station and the Bomaderry Regional sporting complex	Fri 9/02/24	113,940	253.2%	270	900.0%	422	84.4%	Y	5064	$20,000
High	Mollymook	Mitchell Parade	Intersection Mitchell Pde / Ocean Street / Shepherd Street (existing roundabout) - all legs monitored	Sat 13/01/24	112,267	249.5%	131	436.7%	857	171.4%		10284	$800,000
High	Nowra	Berry St	Between Junction and North St (survey between the two laneways into/out of Egans Lane car park) - proposed raised pedestrian crossing between the two access points to Nowra School of Arts car park	Fri 11/12/20	101,380	225.3%	137	456.7%	752	150.4%		9024	$350,000
High	Kangaroo Valley	Moss Vale Rd	at existing school Childrens Crossing in town Centre	Fri 9/02/24	94,640	210.3%	208	693.3%	455	227.5%	Y	5460	$350,000
High	Nowra	Junction St	Midblock Opposite Western Arcade (Chemist Warehouse-through to OhLaLa-GreenOlive)	Fri 3/03/23	91,516	203.4%	274	913.3%	334	66.8%		4008	$15,000

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
High	Nowra	Kinghorne Street	Mid-Block (Smith's Lane to Schofields Lane)	Fri 3/03/23	87,120	193.6%	144	480.0%	605	121.0%		7260	$200,000
High	Ulladulla	Princes Highway	northern boundary of Beachside Village Caravan Park (location approx. 500-700m to the south of Kings Point Rd) - proposed crossing point just to the north of property boundary (on crest-^where can see in both directions)	Sat 20/04/19	85,568	190.2%	56	186.7%	1,528	305.6%		18336	$525,000
High	Ulladulla	Boree St - all 4 x existing raised t	See also representation from Shelley Hancock D21/132282 - all 4 existing raised threshold locations in Boree Street continune to be monitored and reviewed against pedestrian crossing warrants	Sat 21/01/23	78,240	173.9%	163	543.3%	480	96.0%		5760	$350,000
High	Ulladulla	Princes Highway	zone between Millards Creek and Green Street (surveyed in 4 distinct zones in order to review desire lines and establish where to target future pedestrian crossing improvements), the 4 zones being > zone 1 - from Millards Creek-south to where the existing Millards Creek reserve SUP link comes on to the Highway, zone 2 - between the Visitors Centre access and north to where the existing Millards Creek reserve SUP link comes on to the Highway, zone 3 - to the immediate south of the Visitors Centre entrance (south - to the extent of the existing median- ie this zone is effectively the length of the existing median island to the immediate south of the Visditors Centre access), and zone 4 - between Green Street and the existing concrete median to the north of Green Street	Sat 21/01/23	77,946	173.2%	51	170.0%	1,528	305.6%		18336	$525,000
High	Ulladulla	St Vincent St	Ulladulla High School (Existing Refuge 40m north South St)	Fri 21/08/20	73,081	162.4%	115	383.3%	695	347.5%	Y	8340	Costs N/A at this time (already has a funding commitment - either by TfNSW or through a successful grant funding submission- maintained in the listings at this stage- as delivery still pending)
High	Berry	Queen Street	West of Alexandra Street (mid block - at existing blisters) assess for pedestrian crossing	Sat 13/01/24	72,732	161.6%	116	386.7%	627	313.5%		7524	$350,000
High	South Nowra	John Purcell Way	At school Childrens Crossing near St Johns (Combined)	Fri 12/03/21	71,817	159.6%	302	1006.7%	321	64.2%	Y	3852	$200,000

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Medium	Sanctuary Point	Kerry St	South of Paradise Beach Rd at Shops (Combined)	Fri 8/01/21	69,192	153.8%	248	826.7%	283	56.6%		3396	$200,000
Medium	Milton	Princes Highway	mid block between Thomas Street and Wason Street (at the existing pedestrian blisters between the court house and the post office)	Sat 21/01/23	67,283	149.5%	61	203.3%	1,103	220.6%		13236	$350,000
Medium	Nowra	Berry Street	Mid-Block (Worrigee Street to Junction Street) -vicinity of existing crossing blisters in front of the Standish medical centre	Fri 3/03/23	66,725	148.3%	85	283.3%	785	157.0%		9420	$200,000
Medium	South Nowra	Central Ave	Between Harvey Norman and BCF (Zone 3 Highest - East of BCF Entry)	Sat 8/05/21	63,616	141.4%	69	230.0%	994	198.8%		11928	$250,000
Medium	Burrill Lake	Balmoral Road	at café' / shops, just west of Highway - multiple zones assessed (zone 1 - the existing pedestrian crossing point to the south of the car parking bay, zone 2 - those pedestrians crossing in the zone where the car parking bay is, and zone 3 - those pedestrians crossing in the zone to the north of the car parking bay, to within say 30m - ie to, and including, the bend)	Sat 21/01/23	60,705	134.9%	213	710.0%	285	57.0%		3420	$400,000
Medium	Ulladulla	Princes Highway	Mid-Block (between South Street and Deering Street)	Sat 21/01/23	60,329	134.1%	43	143.3%	1,403	280.6%		16836	$525,000
Medium	Nowra	North St	Between Kinghorne St and O'Keeffe Ave (near Hyper Hyper)	Fri 9/02/24	58,800	130.7%	70	233.3%	840	168.0%		10080	$950,000
Medium	Huskisson	Burrill Street	Moona St to Moona Moona Ck Bridge (because of current low levels of development, the analysis has combined all pedestrian crossing movements between Moona Street and the Moona Creek bridge, however, note the two distinct desire lines, and accordingly there are 2 different locations where pedestrian refuges are proposed - to the south of Moona Street, "and" to the south of Murdoch Street)	Sat 25/01/20	56,730	126.1%	61	203.3%	930	186.0%		11160	$350,000
Medium	Ulladulla	Green Street	Mid-Block (between Princes Highway and Boree Street) - three (3) zones were surveyed to understand the different desire lines across this broader zone - including - zone 1 all pedestrians crossing Green Street at the Highway, or within 10m of the Highway, zone 2 - all pedestrians crossing Green Street at the intersection of Boree Street, or within 10m to the east of Boree Street, and zone 3 - all other pedestrians crossing Green Street mid-block between Princes Highway and Boree Street ie between zones 1 & 2	Sat 21/01/23	51,008	113.4%	157	523.3%	325	65.0%		3900	$400,000
Medium	Nowra - East	Kalandar Street	east of Wallace Street (at existing pedestrian refuge - ie - access to East Nowra shops to the immediate east of Wallace Street)	Fri 9/02/24	48,873	108.6%	33	110.0%	1,481	296.2%		17772	$350,000
Medium	Milton	Princes Highway	Medical Centre/precinct (immediately out the front of the hospital - existing pedestrian crossing point-existing blisters)	Fri 9/02/24	45,120	100.3%	32	106.7%	1,410	282.0%		16920	$350,000
Medium	Vincentia	The Wool Rd	Elizabeth Drive / Burton Street mall (existing roundabout) - noting existing pedestrian refuges on Western, northern, and eastern Legs of the existing Roundabout - but note- no current pedestrian treatment on the Southern Leg of the Roundabout (Burton Street mall access)	Sat 21/01/23	42,944	95.4%	61	203.3%	834	166.8%		10008	$800,000
Medium	Bomaderry	Meroo Street	Southern End outside of pub (bomaderry Hotel)/just north of Harry's takeaway (location of existing pedestrian refuge)	Fri 9/02/24	42,840	95.2%	72	240.0%	595	297.5%		7140	$350,000
Medium	Mollymook	Mitchell Pde	North of Blackwater Ck (between Blackwater Creek and Clyde Street, Mollymook)> split into two zones - zone 1 (southern zone - between Blackwater Creek, and approx boundary of #2-#4 Mitchell Parade, Mollymook), and zone 2 (northern zone - between the boundary of #2-#4 Mitchell Parade and up to Clyde Street, Mollymook)	Sat 13/01/24	41,949	93.2%	59	196.7%	711	142.2%		8532	$250,000
Medium	Ulladulla	Green Street	Mid-Block (between St Vincent Street and Boree Street) - three (3) zones were surveyed to understand the different desire lines across this broader zone - including zone 1 - all pedestrians crossing Green Street at St Vincent Street, or within 10m of St Vincent Street, zone 2 - all pedestrians crossing Green Street at the intersection of Boree Street, or within 10m to the west of Boree Street, and zone 3 - all other pedestrians crossing Green Street mid-block between St Vincent Street and Boree Street ie between zones 1 & 2	Sat 21/01/23	40,825	90.7%	71	236.7%	575	115.0%		6900	$400,000
Medium	Mollymook Beach	Tallwood Avenue	Vicinity Carroll Avenue - Multiple - split into multiple zones for purposes of desire line analysis (compare those crossing on all legs of the Tallwood/Carroll Avenue intersection, as well as those crossing at the existing raised pedestrian crossing - mid-block to the east of Carroll Avenue). * Proposed pedestrian crossing improvements on the eastern leg of the proposed roundabout (pedestrian refuge)- in addition- recommended - maintain existing pedestrian crossing.	Sat 13/01/24	39,312	87.4%	108	360.0%	364	72.8%		4368	$325,000
Medium	Greenwell Point	Greenwell Point Road, On bend -	recommended treatment combines zones 1/2 to the immediate east of the fish/chip shop (between the fish n chip shop/and the Pelican Rocks café/restaraunt)	Sat 13/01/24	37,249	82.8%	193	643.3%	193	96.5%		2316	$450,000

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Medium	Mollymook Beach	Mitchell Parade	to the south of Tallwood Avenue (existing pedestrian refuge) - all movements to the south of Tallwood Avenue monitored, including uncontrolled crossings between the refuge and Tallwood Avenue, as well as crossing activity at the existing refuge, monitoring for potential future improvements	Sat 13/01/24	36,642	81.4%	62	206.7%	591	118.2%		7092	$200,000
Medium	Vincentia	Elizabeth Dr	Either Side of Bayswater St (analysis combined- north and south legs) - (note - 1 Pedestrian Crash) - pedestrian crossing demands checked along entire north-south length of Elizabeth Drive, and continue to monitor	Sat 13/01/24	36,231	80.5%	39	130.0%	929	185.8%		11148	$550,000
Medium	Nowra	Osborne Street	At St Michael's school Childrens Crossing (Combined - those crossing at the children's crossing - within 20m of the crossing, or between the crossing and North Street)	Fri 26/03/21	35,717	79.4%	98	326.7%	374	187.0%	Y	4488	$950,000
Medium	Berry	Alexandra Street	South of Queen Street	Sat 21/01/23	35,705	79.3%	185	616.7%	193	38.6%		2316	$175,000
Medium	Nowra	North St	Between Egans Lane Car Park access and Kinghorne St	Fri 9/02/24	35,685	79.3%	45	150.0%	793	396.5%		9516	maintained for ongoing P x V conflict review at this stage so that demands not missed. Costs N/A- as PV movements will divert to adjacent zones as part of future proposed intersection improvements.
Medium	Nowra	Kinghorne/WorrigeeSts	all legs of existing roundabout (Kinghorne/WorrigeeSts) - had earlier applied for a grant to upgrade the roundabout to traffic signals, this was not supported by TfNSW who suggested Council apply for a different treatment- for raised pedestrian crossings on all 4 legs, as an initial treatment (even if traffic signals was a longer term consideration)	Thu 23/07/20	34,375	76.4%	32	106.7%	1,074	214.8%		12888	$1,250,000
Medium	Mollymook	Shepherd Street	to the west of Wallace Street (split those crossing to the immediate west of Wallace Street, from those crossing 25m further to the west- at the existing pedestrian refuge). Those crossing to the east of Wallace Street are separately considered as part of the intersection of Shepherd Street/Golf Avenue - separately reported).	Sat 13/01/24	31,913	70.9%	47	156.7%	679	135.8%		8148	$200,000
Medium	Culburra	Prince Edward Ave	Intersection of Fairlands Street - all legs surveyed separately- for separate PV analysis - with the highest PV leg being reported here for ranking analysis (North Leg - Fairlands Street - zone 1A-Fairlands Street-north of the internal service road)*	Sat 13/01/24	30,481	67.7%	163	543.3%	187	37.4%		2244	$750,000
Medium	Mollymook	Golf Avenue	Intersection Shepherd Street / Golf Avenue - all legs monitored.	Sat 13/01/24	29,832	66.3%	44	146.7%	678	135.6%		8136	$550,000
Medium	Shoalhaven Heads	Shoalhaven Heads Road	Between Matthews Street and Lloyd Street (Community Centre- Village Shops to the west of Bolt Street, and to the east of Bolt Street- the broader shops frontage, down to Lloyd Street)- surveyed in 4 zones, then combined to allow review/consideration as a single project	Sat 21/01/23	27,738	61.6%	92	306.7%	302	60.4%		3624	$600,000
Medium	Kioloa	Murramarang Road	North of O'Hara St (monitor demand for proposed crossing improvements - noting caravan park catchment, marked PV - access to general store, community centre, tennis courts and playground etc), continue to monitor- and check warrants for a potential upgrade to a future raised pedestrian crossing).	Sat 13/01/24	27,600	61.3%	120	400.0%	230	46.0%		2760	$350,000
Medium	Mollymook Beach	Mitchell Parade	to the north of Tallwood Avenue - ie to the immediate south of Beach Road (existing pedestrian refuge) - all movements to the north of Tallwood Avenue monitored-up to Beach Road, including uncontrolled crossings between the refuge and Tallwood Avenue, as well as crossing activity at the existing refuge, monitoring for potential future improvements	Sat 13/01/24	25,740	57.2%	66	220.0%	390	78.0%		4680	$200,000

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Medium	Kangaroo Valley	Moss Vale Rd	At ramps (SUP crossing) west of Culvert near town centre, west side (immediately west of school zone)	Sat 13/01/24	25,542	56.8%	54	180.0%	473	236.5%		5676	maintained for ongoing P x V conflict review at this stage so that demands not missed. Costs N/A- as P x V movements will either divert to adjacent zones as part of the future proposed SUP bridge which is more likely to have the effect of significantly reducing overall PV movements along this length by completing the existing missing link in the SUP network along the northern side of Moss Vale Road.
Medium	Mollymook	Golf Avenue	far northern end - to the immediate south of Ocean Street (existing raised threshold)	Sat 13/01/24	25,420	56.5%	164	546.7%	155	31.0%		1860	$15,000
Medium	Sanctuary Point	Paradise Beach Road (monitorin	Zone 1 - East of Kerry Street (this zone- based on the original survey - included all pedestrian movements between Kerry Street and up to/including the existing pedestrian refuge outside the Golf Club - didn't include pedestrians crossing at the pedestrian refuge, or within 20m of the refuge- which is picked up in the seperate- adjoining survey- zone 2)	Sat 13/01/24	24,489	54.4%	13	43.3%	478	95.6%		5736	$250,000
Medium	Sanctuary Point	Paradise Beach Road (monitorin	Zone 2 - Further east of Kerry Street, Sanctuary Point (vicinity of the existing pedestrian refuge outside the Golf Club - to the west of #12 Paradise Beach Road -inc. those crossing at, or within 20m of refuge)	Sat 13/01/24	24,489	54.4%	11	36.7%	478	95.6%		5736	$250,000
Medium	Sanctuary Point	Paradise Beach Road (monitorin	Zone 3 - vicinity of, and including, the existing pedestrian refuge located to the east of the Sanctuary Point shops, ie to the east of #28 Paradise Beach Road (including those crossing at, or within 20m of refuge - which was originally constructed as a school childrens crossing, before the Sanctuary Point school withdrew its commitment to supervise the crossing)	Sat 13/01/24	24,489	54.4%	15	50.0%	503	100.6%		6036	$300,000
Medium	Sanctuary Point	Paradise Beach Road (monitorin	Zone 4 - Entire shops frontage (between #12-#28 Paradise Beach Road) - includes all peds crossing Paradise Beach road (generally along the whole shops strip/street frontage ie generally between #12 and #28 Paradise Beach Road - everything between the existing 2 pedestrian refuges, but not including those crossing within 20m of the refuges)	Sat 13/01/24	24,489	54.4%	12	40.0%	456	91.2%		5472	$250,000
Medium	Huskisson	Burrill Street	Northern Side of Jervis St (analysis combined - but will need to be split after construction of the initial pedestrian refuge on the northern leg)- to monitor ongoing demands on the southern leg - the costs reflect an additional pedestrian refuge on the southern leg of the intersection, as an additional safety measure to enhance pedestrian safety, subject to demands (after construction of the roundabout - the ongoing surveys will capture both north and south legs still, however the warrants analysis will reflect the ongoing demands on the southern leg)	Mon 25/01/21	24,435	54.3%	27	90.0%	905	181.0%		10860	$175,000
Medium	Vincentia	The Wool Rd	Midblock SUP Crossing near shops (further west of Elizabeth Dr)-Combined	Sat 27/03/21	23,170	51.5%	35	116.7%	834	166.8%		10008	$350,000
Medium	Nowra	Osborne Street	School Crossing (at Nowra Public School) (Combined)	Tue 3/12/19	20,868	46.4%	74	246.7%	282	141.0%	Y	3384	$350,000
Medium	North Nowra	McMahons Road	West of Illaroo Rd (between Illaroo and Hansons- combined zone)	Fri 23/08/19	20,601	45.8%	32	105.0%	654	130.8%		7848	$400,000
Medium	Bomaderry	Cambewarra Road	at Farrelly Place - East Leg (Woolworths, Bomaderry development), continue to monitor- and check warrants for upgrade to pedestrian crossing)	Fri 3/3/2023	20,522	45.6%	31	103.3%	662	132.4%		7944	$350,000
Medium	Mollymook	Ocean Street	east of Mitchell Parade - more specifically> mid block between Golf Avenue and Mitchell Parade (approx location of #66 Ocean Street, at existing raised pedestrian crossing point)	Sat 13/01/24	20,160	44.8%	120	400.0%	168	33.6%		2016	$10,000

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Medium	Vincentia	Elizabeth Dr	Either Side of Minerva (analysis combined - but proposed refuge on the east leg, to align with proposed path network)	Sat 25/01/20	20,128	44.7%	32	106.7%	629	125.8%		7548	Costs N/A at this time (already has a funding commitment - either by TfNSW or through a successful grant funding submission- maintained in the listings at this stage- as delivery still pending)
Medium	Mollymook	Golf Ave	Crest at No 39 Golf Ave (was location of original survey), including pedestrians crossing anywhere in this general vicinity, that surveyors believed could benefit from a pedestrian crossing treatment in this vicinity. Based on advice from surveyors- any subsequent pedestrian survey should be located to the immediate south of Shackleton Street, which should include a survey range both to the north and south of Shackleton Street-and combine the results into a combined PV assessment for that location. The proposed crossing upgrade (a recommended pedestrian refuge to the immediate south of Shackleton Street) should include the associated FP connection linking Clissold Street to Golf Avenue via Shackleton Street.	Sat 13/01/24	19,665	43.7%	23	76.7%	855	171.0%		10260	$125,000
Medium	Sussex Inlet	Jacobs Drive	At Roundabout (River Road) - surveyed all legs of the roundabout for potential future crossing upgrades	Sat 21/01/23	19,197	42.7%	81	270.0%	237	47.4%		2844	$600,000
Medium	Nowra	Plunkett Street	School Crossing (at Nowra Public School) (Combined)	Tue 3/12/19	19,126	42.5%	73	243.3%	262	131.0%	Y	3144	$350,000
Medium	Nowra	Graham Street	Immediately north of McGrath Ave (Combined)	Fri 20/12/19	18,690	41.5%	70	233.3%	267	133.5%		3204	$350,000
Medium	Ulladulla	Camden St	Ulladulla High School (North of South St to School Gate) - continue to monitor - previous proposed solution was 2 x raised threshold treatments (incorporating uncontrolled crossings - which could be later convcerted to pedestrian crossings on a needs basis)	Tue 28/05/19	18,292	40.6%	67	224.2%	272	136.0%	Y	3264	$350,000
Medium	Worrigee	Isa Road	Mid-Block (shopping centre-medical centre precint)-vicinity of existing pedestrian refuge	Fri 3/03/23	18,200	40.4%	40	133.3%	455	91.0%		5460	$425,000
Medium	Shoalhaven Heads	Shoalhaven Heads Rd	zone from #42 shoalhaven heads rd to jerry bailey rd, to assess pedestrian crossing demand under street light between caltex and caravan park access (proposed raised threshold / incorporating pedestrian crossing improvement at #50 Shoalhaven Heads Road)	Sat 23/01/21	17,856	39.7%	48	160.0%	440	88.0%		5280	$200,000
Medium	Mollymook	Mitchell Pde	Between Clyde Street and Donlan Road-south, Mollymook	Sat 13/01/24	17,520	38.9%	24	80.0%	730	146.0%		8760	Project maintained for ongoing P x V conflict review at this stage so that demands not missed. Costs N/A as P x V movements will likely divert to adjacent zones as part of future proposed works.

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Low	Vincentia	The Wool Rd	Refuge west of Beach St	Sat 27/03/21	17,094	38.0%	21	70.0%	834	166.8%		10008	$1,050,000
Low	Basin View	Tallyan Point Road	West of Collingwood Street (between Collingwood Street and the RFS) - vicinity of existing pedestrian refuge	Fri 9/02/24	16,796	37.3%	34	113.3%	494	247.0%		5928	$375,000
Low	Sussex Inlet	Jacobs Drive	At Roundabout (Neilson Road) - surveyed all legs of the roundabout for potential future crossing upgrades	Sat 21/01/23	16,048	35.7%	136	453.3%	118	23.6%		1416	$600,000
Low	Ulladulla	Princes Highway	south of Church Street (zone - Church Street to Millards Creek, Ulladulla)	Sat 21/01/23	15,340	34.1%	10	33.3%	1,534	306.8%		18408	$350,000
Low	Berry	Albert Street	Imediately west of Prince Alfred Street	Sat 21/01/23	15,130	33.6%	85	283.3%	178	35.6%		2136	$200,000
Low	Ulladulla	South St (mid block outside High	Ulladulla High School (excludes refuge west of St Vincent St)	Fri 21/08/20	14,382	32.0%	53	176.7%	306	153.0%	Y	3672	$175,000
Low	Shoalhaven Heads	Woolstencraft St	zones 1 & 2 to assess pedestrian crossing demand between shops and jerry baily eval	Sat 9/01/21	14,364	31.9%	171	570.0%	84	16.8%		1008	$350,000
Low	Shoalhaven Heads	McIntosh St	zone to assess pedestrian crossing demand between northern footpath and park/surf club (at the immediate entrance to the surf club car park)	Sat 2/01/21	14,141	31.4%	79	263.3%	180	36.0%		2160	$200,000
Low	Nowra	Egans Lane	Northern entrance to car park pedestrian conflict - western zone	Thu 13/05/21	13,578	30.2%	80	266.7%	197	39.4%		2364	Costs N/A- solution low cost- and potential to be funded by the annual block grant-traffic facilities
Low	Nowra	Egans Lane	Northern entrance to car park pedestrian conflict - Eastern zone	Thu 13/05/21	13,500	30.0%	150	500.0%	147	29.4%		1764	Costs N/A- solution low cost- and potential to be funded by the annual block grant-traffic facilities
Low	Vincentia	Elizabeth Drive	north and south of Albion Street (the southern leg has the highest PV)	Sat 21/01/23	13,226	29.4%	17	56.7%	778	155.6%		9336	$350,000
Low	Cambewarra	Main Road	Between Rouse Avenue and Goorama Drive (zone - general store), monitor for potential future upgrade which could include a raised crossing treatment, tbd	Fri 9/02/24	13,200	29.3%	48	160.0%	275	55.0%		3300	$350,000
Low	North Nowra	Illaroo Road	Clelland Lodge to McMahons & Page Ave	Fri 9/02/24	12,840	28.5%	20	66.7%	642	128.4%		7704	$350,000
Low	Culburra	Prince Edward Ave	Intersection of Canal Street East/ and West Street - all legs surveyed separately- for separate PV analysis - with the highest PV leg being reported here for ranking analysis (North Leg - Canal Street East)*	Sat 13/01/24	12,840	28.5%	60	200.0%	214	42.8%		2568	$600,000
Low	Vincentia	Elizabeth Drive	north and south of Church Street to be monitored (the northern leg has the marginally higher PV but both legs have similar PV values, PAMP identifies the northern leg to be the preferred leg which would better accommodate a pedestrian refuge)	Sat 21/01/23	12,832	28.5%	16	53.3%	802	160.4%		9624	$175,000
Low	Bomaderry	Meroo Street	existing pedestrian refuge to the north of Bunberra Street (existing pedestrian refuge, but continue to monitor zones at, and surrounding the existing crossing- and check warrants for upgrade to pedestrian crossing, and potential raised pedestrian crossing)	Fri 9/02/24	12,702	28.2%	29	96.7%	438	87.6%		5256	$350,000
Low	Worrigee	Old Southern Road	North leg of Old Southern Road/ Hillcrest Ave/ Isa Road Roundabout	Fri 9/02/24	12,692	28.2%	19	63.3%	668	133.6%		8016	$350,000
Low	Berry	North Street	Imediately west of Prince Alfred Street (access to Boongaree)	Sat 21/01/23	12,540	27.9%	114	380.0%	110	22.0%		1320	$200,000
Low	Mollymook Beach	Ocean Street	to the immediate west of Golf Avenue (existing raised threshold zone around bend) - proposed pedestrian crossing to the north of #1 Golf Avenue - to the immediate east of existing garden bed (at the western end of the existing speed table - to the immediate west of Golf Avenue. around bend) (align crossing between #1 Golf Avenue and the alignment of the existing foreshore SUP on the northern side of Golf Ave at this location)	Sat 13/01/24	12,480	27.7%	80	266.7%	156	31.2%		1872	$15,000

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Low	Nowra	Nowra Lane	Immediately north of Smith's Lane - monitoring crossing demand between the CBD and Stockland via the Smith Lane- Jane Street route (monitoring has also considered any pedestrian activity in the zone directly between Smith Lane and Jane Street)	Fri 3/03/23	12,252	27.2%	17	56.7%	721	144.2%		8652	$350,000
Low	Shoalhaven Heads	McIntosh Street	Immediately north of Shoalhaven Heads Road	Sat 21/01/23	11,990	26.6%	55	183.3%	218	43.6%		2616	$200,000
Low	Sanctuary Point	Idlewild Avenue	At Sanctuary Point Public (existing School childrens crossing)	Fri 9/02/24	11,324	25.2%	76	253.3%	149	74.5%	Y	1788	$200,000
Low	Nowra	Park Road	At Shoalhaven High School east of Moresby St at existing pedestrian Refuge (Combined)	Tue 16/03/21	10,994	24.4%	49	163.3%	320	160.0%	Y	3840	$350,000
Low	Berry	Clarence Steet	Berry Public School	Tue 30/03/21	10,989	24.4%	99	330.0%	111	55.5%	Y	1332	$200,000
Low	Culburra	Prince Edward Ave	Intersection of Greenbank Grove - all legs surveyed separately- for separate PV analysis - with the highest PV leg being reported here for ranking analysis (West Leg - Prince Edward Avenue)*	Sat 13/01/24	10,830	24.1%	19	63.3%	570	114.0%		6840	$450,000
Low	Berry	Queen Street	West of Edward Street	Fri 9/02/24	10,640	23.6%	19	63.3%	560	112.0%		6720	$350,000
Low	Vincentia	Elizabeth Dr	Either Side of Berry St (analysis originally combined, to facilitate the initial delivery of the pedestrian refuge on the southern leg of the intersection - but will need to be split after construction of the initial pedestrian refuge on the southern leg- to monitor ongoing demands on the northern leg). In the longer term, a roundabout is proposed for the intersection, to manage traffic but primarily to address speeding along Elizabeth Drive. The proposed roundabout will accomodate pedestrian crossing safety on all legs, however in the short-medium term - the costs reflect an additional pedestrian refuge on the northern leg of the intersection, as an additional initial safety measure to enhance pedestrian safety, prior to the longer term roundabout.	Sat 13/01/24	10,608	23.6%	13	43.3%	816	163.2%		9792	$275,000
Low	Cambewarra	Main Road	Between Hockeys Lane and Tannery Road (zone - desire line between two village footpath networks), monitor for potential future upgrade which could include a raised crossing treatment, tbd (proposed calming/crossing improvement to the immediate west of Tannery Road)	Fri 9/02/24	10,506	23.3%	34	113.3%	309	61.8%		3708	$350,000
Low	Basin View	Tallyan Point Road	At St Georges Basin Public School (existing school childrens crossing)	Fri 21/05/21	10,374	23.1%	39	130.0%	372	74.4%	Y	4464	$200,000
Low	Nowra	Old Southern Road	south of Killara Road	Fri 3/03/23	10,200	22.7%	15	50.0%	680	136.0%		8160	$175,000
Low	South Nowra	Holloway Road	Near PCYC at access from Killara Rd (school precinct* NB* proposed new school)	Tue 4/02/20	9,895	22.0%	59	197.5%	167	83.5%	Y	2004	$400,000
Low	North Nowra	Page Avenue	West of Illaroo Road (when resurveying - split into multiple zones, to separate those crossing at the pedestrian refuge (between Hood Close and the North Nowra Tavern), compared to those crossing to the immediate west of Illaroo Road)	Fri 23/08/19	8,964	19.9%	36	120.0%	249	49.8%		2988	$300,000
Low	Vincentia	Elizabeth Dr	At intersection with Plantation Pt Rd, Foley St - East Leg Highest in 2021 survey (Elizabeth Drive SUP), but the crossing point on the west leg of the intersection is still a priority to be addressed, and strategically the most important to link the SUP network safely (surveyors report the demand on the east leg was slightly higher, as some pedestrians were observed avoiding the conflicts on the western leg of the intersection, in the absence of any safe crossing treatment, or cutting diagonally across the intersection, taking a short cut to access the SUP path)	Sat 10/04/21	8,932	19.8%	29	96.7%	396	79.2%		4752	$350,000
Low	Nowra	North Street (east of Osborne Street)	At intersection of North St - East Leg Highest (note 2021 survey assessed all legs, with southern and eastern legs recording the highest demand - displayed separately in this listing)	Thu 25/03/21	8,860	19.7%	20	66.7%	443	88.6%		5316	Costs N/A- pedestrian crossing improvements will continue to be monitored- however a solution is recommended to be incorporated into a future intersection improvement, not addressed in isolation at this location.
Low	Greenwell point	Greenwell Point Road, Zone immediately north of Wilkins Street (between Wilkins Street and Wharf/Reserve access)		Sat 21/01/23	8,676	19.3%	36	120.0%	241	48.2%		2892	$350,000

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Low	Nowra	Old Southern Road	south of Carrington Park Road (between Carrington Park Drive and Peppermint Drive)	Fri 3/03/23	8,016	17.8%	12	40.0%	668	133.6%		8016	$175,000
Low	South Nowra	Hillcrest Ave	Princes Highway to Browns Creek Bridge	Fri 6/09/19	8,005	17.8%	10	34.2%	781	156.2%		9372	$350,000
Low	Basin View	Collingwood St	South of Tallyan Point Rd (south leg of intersection)	Fri 9/02/24	7,644	17.0%	42	140.0%	182	91.0%		2184	$200,000
Low	Basin View	Tallyan Point Road	Between Collingwood Street and St Georges Basin Public School (ie - Zone 3 - to the west of school)- this zone monitors for potential crossing improvements in the vicinity of the shops	Fri 9/02/24	7,518	16.7%	21	70.0%	358	179.0%		4296	$350,000
Low	Berry	Princess Street	east of Alexandra Street	Sat 13/01/24	6,750	15.0%	90	300.0%	75	37.5%		900	$200,000
Low	Mollymook	Mitchell Pde	north leg of Donlan Ave (sth) Roundabout	Sat 21/01/23	6,720	14.9%	12	40.0%	560	112.0%		6720	$200,000
Low	North Nowra	McMahons Road	West of Hansons Road (vicinity - existing pedestrian refuge)	Fri 3/3/2023	6,664	14.8%	17	56.7%	392	78.4%		4704	$350,000
Low	Shoalhaven Heads	Staples Street	Immediately north of McIntosh Street	Sat 21/01/23	6,580	14.6%	70	233.3%	94	18.8%		1128	$200,000
Low	Nowra	Osborne Street	zone - between the Osborne Street car park access and Junction Street (ie - zone includes the Osborne House Nursing home and Nowra Bowling Club/Combined zone assessment)	Fri 9/02/24	6,400	14.2%	16	53.3%	400	200.0%		4800	$350,000
Low	South Nowra	Hillcrest Ave	TMC at Intersection with John Purcell Way (results shown reflects the west leg of the intersection, with the zone extending west to Browns Creek bridge)	Fri 6/09/19	6,312	14.0%	6	20.0%	1,052	210.4%		12624	Costs N/A- pedestrian crossing improvements will continue to be monitored- however a solution is recommended to be incorporated into a future intersection improvement, not addressed in isolation at this location.
Low	Berry	Alexandra Street	north of Victoria Street	Sat 13/01/24	5,723	12.7%	59	196.7%	97	48.5%		1164	$350,000
Low	Nowra - East	Kalandar Street	east of Dan Murphy's access (existing pedestrian refuge)	Sat 21/01/23	5,385	12.0%	5	16.7%	1,077	215.4%		12924	maintained for ongoing P x V conflict review at this stage. Costs N/A- as no planned or envisaged upgrades at this stage. Ongoing monitoring in response to community concerns."
Low	Nowra	Intersection North St/Shoalhaven St - North leg highest PV however monitor all legs of the roundabout, for potential pedestrian crossings on all legs		Fri 3/03/23	5,075	11.3%	25	83.3%	203	40.6%		2436	$800,000
Low	Sussex Inlet	Thompson Street	At Sussex Inlet Public School	Mon 29/03/21	5,074	11.3%	47	156.7%	118	59.0%	Y	1416	$350,000
Low	Bawley Point	Murramarang Road	South of Voyager Crescent (crossing point in SUP network), continue to monitor- and check warrants - for potential upgrade to a raised pedestrian crossing)	Sat 13/01/24	5,048	11.2%	26	86.7%	208	41.6%		2496	$350,000
Low	Vincentia	Elizabeth Drive	north and south of Susan Street (southern leg - the zone between Beach Street and Susan Street has the highest PV)	Sat 21/01/23	4,848	10.8%	6	20.0%	808	161.6%		9696	$350,000
Low	Greenwell point	Greenwell Point Road	Pub Zone (betweeen Terrara Street and Reg Wilson Way) - split into 3 zones (generally- in front of the pub, to the east-towards Reg Wilson Way, and to the west towards Terrara Street), the results displayed reflect the zone with the highest number of pedestrian crossings (in front of the pub- central zone)	Sat 21/01/23	4,557	10.1%	21	70.0%	217	43.4%		2604	$350,000

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
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Low	Berry	Victoria Street	west of Alexandra Street	Sat 13/01/24	4,400	9.8%	50	166.7%	88	44.0%		1056	$200,000
Low	Kioloa	Murramarang Road	North of Scerri Drive (existing crossing point in SUP network), continue to monitor- and check warrants for a potential future upgrade to a raised pedestrian crossing)	Sat 13/01/24	4,332	9.6%	38	126.7%	114	22.8%		1368	$350,000
Low	Vincentia	Elizabeth Dr	At intersection with Frederick St - a safety a concern on all legs at this junction with proposed pathway improvements in the area likely to attract higher crossing activity (continue to monitor). Approach speeds a concern. Subject to engineering investigations a roundabout may need to be considered to manage traffic and speeds, and incorporating pedestrian safety improvements on all legs of the junction.	Sat 13/01/24	4,251	9.4%	37	123.3%	115	23.0%		1380	$800,000
Low	Burrill Lake	Dolphin Point Rd	Current End of Shared Path (ie crossing point - immediately to the south/east of the newly named "Oyster Catcher Way")	Sat 13/01/24	4,086	9.1%	18	60.0%	227	45.4%		2724	$200,000
Low	St Georges Basin	Island Point Road, at village shopping centre - split into three (3) zones between St Georges Road and Bruce Street (includes existing crossing po		Sat 21/01/23	4,059	9.0%	11	36.7%	369	73.8%		4428	$400,000
Low	Shoalhaven Heads	Woolstencraft St	Immediately to the north of Shoalhaven Heads Road	Sat 13/01/24	4,047	9.0%	71	236.7%	57	28.5%		684	$375,000
Low	North Nowra	Page Avenue	North Nowra PS West of Goolagong Street (Combined)	Wed 24/03/21	3,774	8.4%	51	170.0%	74	37.0%	Y	888	$200,000
Low	North Nowra	Walsh Crescent	existing school childrens crossing	Fri 9/02/24	3,649	8.1%	89	296.7%	41	8.2%	Y	492	$200,000
Low	Shoalhaven Heads	River Road	east of #86 / #89 River Road - access to McIntosh Street reserve	Sat 13/01/24	3,648	8.1%	38	126.7%	96	48.0%		1152	$450,000
Low	Shoalhaven Heads	River Rd	At Pub (shoalhaven heads hotel) between Renown St and Matthews St (Combined)	Sat 13/01/24	2,800	6.2%	35	116.7%	80	16.0%		960	$200,000
Low	Worrigee	Old Southern Road	South leg of the Old Southern Road/ Hillcrest Ave/ Isa Road Roundabout	Fri 9/02/24	2,688	6.0%	4	13.3%	672	134.4%		8064	$350,000
Low	Nowra	Kalandar Street	between McKay Street and Clipper Road	Fri 3/03/23	2,150	4.8%	2	6.7%	1,075	215.0%		12900	$175,000
Low	Huskisson	Watt Street	Existing School Childrens Crossing, ongoing monitoring to consider priority of future upgrade	Fri 9/02/24	2,035	4.5%	55	183.3%	37	7.4%	Y	444	$200,000
Low	Worrigee	Old Southern Road	vicinity - Nowra Christian School (Old Southern Road, vicinity of Nowra Christian School - at, and either side of school driveways (zone 1, all pedestrians crossing out front of the school - ie between the two school driveways) (zone 2- all pedestrian crossing from the schools northern driveway to the driveway of Chesalon Nursing Home), (zone 3- all pedestrians crossing from the schools southern driveway to Browns Road))	Fri 3/03/23	1,980	4.4%	5	16.7%	396	198.0%	Y	4752	$525,000
Low	Culburra	Eastwood Avenue	Between Prince Edward Avenue and Penguin Head Road (monitor for proposed future pedestrian refuge - intended to provide a safe crossing of Eastwood Avenue to facilitate north-south pedestrian and cyclists movements for those travelling north-south between Penguin Head Road and Prince Edward Avenue)	Sat 13/01/24	1,547	3.4%	17	56.7%	91	45.5%		1092	$350,000
Low	Ulladulla	Kings Point Road	to the immediate west of the Highway	Sat 13/01/24	1,512	3.4%	7	23.3%	216	43.2%		2592	$350,000
Low	Nowra	Old Southern Road	south of Greenwell Point Road	Fri 3/03/23	1,272	2.8%	2	6.7%	636	127.2%		7632	$175,000
Low	Nowra	Intersection North St/West St - West leg main concern (increase in demand as result of hospital expansion - vehicles parked in surrounding street		Fri 3/03/23	1,110	2.5%	6	20.0%	185	37.0%		2220	$200,000
Low	Nowra	Kalandar Street	between Clipper Road and Taraba Crescent	Fri 3/03/23	819	1.8%	1	3.3%	819	163.8%		9828	$175,000
Low	Berry	Station Road	immediately west of Alexandra Street	Sat 13/01/24	714	1.6%	21	70.0%	34	17.0%		408	$200,000
Low	Nowra	Old Southern Road	immediately north of the Junee Link (coming out of Carrington Park, north)	Fri 3/03/23	636	1.4%	1	3.3%	636	127.2%		7632	$175,000
Low	Woollamia	Woollamia Road	Immediately south of Erina Road (access to the Industrial Sub-division- including breweries) - note all legs were surveyed	Sat 21/01/23	586	1.3%	2	6.7%	293	58.6%		3516	$525,000

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Low	Culburra-Orient Poi	Prince Edward Avenue	Informal crossing point between SUP network and the Culburra Tennis Courts/Footy Fields at the northern fringe of Culburra	Sat 13/01/24	258	0.6%	2	6.7%	129	64.5%		1548	$200,000
Low	Woollamia	Woollamia Road	Immediately south of Duranbah Drive (access to the Industrial Sub-division- including breweries) - note all legs were surveyed	Sat 21/01/23	225	0.5%	1	3.3%	225	45.0%		2700	$525,000
Low	Worrigee	Greenwell Point Rd	bend to the east of Ex-Servo's Sports Club	Sat 21/01/23	0	0.0%	0	0.0%	637	127.4%		7644	$525,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No immediate survey	Bawley Point	Murrumurang Road	to the south of Forster Drive	$200,000
No survey - crossing to be provided as part of future path project	Berrara	Lakeland Drive	to the immediate west of Waterhaven Avenue	$200,000
Survey Pending	Berry	Queen Street	Queen Street, vicinity of Berry Hotel. Provide a pedestrian crossing improvement (potential raised pedestrian crossing, subject to PxV review). Analysis to revisit all historic PV demand corridors and separate out this new zone for analysis.	$350,000
No survey - crossing to be provided as part of future path project	Berry	Victoria Street	far western end of Victoria Street, Berry (existing roundabout providing access to the Princes Highway and Queen Street). Provide a pedestrian refuge within the existing splitter island at the roundabout (Victoria Street leg) as part of future path improvements (providing improved cyclist safety through the roundabout by providing a separate SUP around the outside of the Mark Radium Park Pondage)	$75,000
No survey - crossing to be provided as part of future path project	Bomaderry	Meroo Road	Immediately south of Jasmine Drive - Proposed pedestrian refuge crossing, improved crossing safety, the crossing improvements to be provided as part of proposed future path upgrades	$175,000
No survey - crossing to be provided as part of future path project	Bomaderry	West Bunberra Street	Immediately east of the Highway - Initial> Proposed pedestrian refuge crossing, improved crossing safety, the crossing improvements to be provided as part of proposed future path upgrades. Longer term- traffic signals at the Highway/West Bunberra intersection.	$75,000
No survey - crossing to be provided as part of future path project	Bomaderry	Lyndhurst Drive	Immediately north of Cambewarra Road > Proposed pedestrian refuge crossing (or, subjectto site constraints- may need to be constructe as a raised pedestrian crossing), for improved crossing safety, the crossing improvements are proposed to be provided by the Department of Education as part of the proposed upgrades to Bomaderry High School (flagged through the TWG - November, 2023).	no cost to SCC, currently being proposed by Dept.Education as part of the upgrade works to Bomaderry HS
No immediate survey	Bomaderry	Cambewarra Road	Immediately east of Barwon Street, proposed pedestrian refuge, to monitor	$175,000
No immediate survey	Bomaderry	Bolong Road	Immediately east of Beinda Street, proposed pedestrian refuge, to monitor	$175,000
No immediate survey	Burrill Lake/Dolphin Point	Princes Highway	Dolphin Point Road/Wallaroy Road roundabout - north leg	$700,000
No immediate survey	Burrill Lake/Dolphin Point	Dolphin Point Road	Dolphin Point Road/Wallaroy Road/Princes Highway roundabout - east leg (Dolphin Point Road-between roundabouts)	$75,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No immediate survey	Burrill Lake/Dolphin Point	Dolphin Point Road/Wuru Drive	Dolphin Point Road/Wuru Drive roundabout - all legs of roundabout	$225,000
No survey - crossings to be provided as part of future path projects	Callala Bay	Emmett Street	Immediately East of Callala Beach Road	$175,000
No survey - crossings to be provided as part of future path projects	Callala Bay	Callala Bay Road	Northern fringe of Callala Bay urban area	$350,000
No survey - crossings to be provided as part of future path projects	Callala Bay	Lackersteen Street	Immediately north of Emmett Street	$75,000
No survey - crossings to be provided as part of future path projects	Callala Beach	Quay Road	Immediately West of Callala Beach Road	$75,000
No survey - crossings to be provided as part of future path projects	Callala Beach	Callala Beach Road	north of Roskell Road (access to Bowling Club)	$350,000
No survey - crossing to be provided as part of future path project	Cudmirrah	Goonawarra Drive	immediately north of the intersection with Collier Drive/The Springs Road	$175,000
No survey - crossings to be provided as part of future path projects	Culburra	Prince Edward Avenue	Vicinity #147 Prince Edward Avenue (southern end of Prince Edward Avenue- to the north of the Lake Circuit - north of the shops access)	$350,000
No survey - crossings to be provided as part of future path projects	Culburra	The Lake Circuit	West of Penguins Head Road	$350,000
No survey - crossings to be provided as part of future path projects	Culburra	The Lake Circuit	East of Silvermere Street	$350,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No survey - crossings to be provided as part of future path projects	Culburra	Penguins Head Road	West of Haven Street	$350,000
No survey - crossings to be provided as part of future path projects	Culburra	Duke Street	Immediately south of Penguins Head Road	$75,000
No survey - crossings to be provided as part of future path projects	Culburra	Penguins Head Road	West of Eastbourne Avenue	$350,000
No survey - crossings to be provided as part of future path projects	Currarong	Currarong Road	East of Lighthouse Road (west of the Currarong Village entrance)	$175,000
No survey - crossings to be provided as part of future path projects	Erowal Bay	Naval Parade/ Erowal Bay Road	North of village entry	$200,000
No survey - crossing to be provided as part of future path project	Erowal Bay	Naval Parade	to the east of the intersection of Naval Parade/Naval Parade (to the immediate east of the Erowal Bay boat ramp access)- to the west of the Lions Park driveway access.	$200,000
No survey - crossings to be provided as part of future path projects	Greenwell Point	Greenwell Point Road	West of Church Street	$350,000
No survey - crossings to be provided as part of future intersection upgrade	Huskisson	Sydney Street and Owen Street intersection	crossing improvements to all legs of intersection	$800,000
No survey - crossings to be provided as part of future path projects	Huskisson	Tomerong Street	Between Park Street and Dent Street	$175,000
No survey - crossings to be provided as part of future path projects	Huskisson	Hawke Street	Immediately north of Keppell Street	$175,000
No survey - crossing to be provided as part of future path project	Lake Tabourie	Centre Street	to the east of the Princes Highway (vicinity Child Care Centre)	$350,000
No survey - crossing to be provided as part of future path project	Lake Tabourie	River Road	to the south of Lyra Drive (access to reserve/path network)	$200,000
No survey - crossing to be provided as part of future path project	Milton	Croobyar Road	east of Drury Lane (between Drury Lane and the school access - to the immediate west of the school access)	$175,000
No survey - crossing to be provided as part of future path project	Milton	Croobyar Road	immediately east of Wilfords Lane	$175,000
No survey - crossing to be provided as part of future path project	Milton	Croobyar Road	vicinity Milton Showgrounds access	$175,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No survey - crossing to be provided as part of future intersection project	Mollymook	Illett Street	north of the intersection with Princes Highway	$350,000
No survey - crossing to be provided as part of future intersection project	Mollymook	Princes Highway	immediately west of the intersection with Illett Street	$175,000
No survey - crossing to be provided as part of future path project	Mollymook	Seaview Street	immediately east of Boag Street	$75,000
No survey - crossing to be provided as part of future path project, or vice versa (path could be included as part of future crossing upgrade project, whichever comes first)	Mollymook	Golf Avenue	adjacent Clissold Street (north) reserve	$175,000
No survey - crossing to be provided as part of future path project	Mollymook	Golf Avenue	immediately north of Buchan Street	$175,000
No survey - crossing to be provided as part of future path project	Mollymook	Golf Avenue	immediately north of Princes Highway	$175,000
No survey - crossing to be provided as part of future path project	Mollymook	Mitchell Parade	At boundary of #141/#143 Mitchell Parade (align to Beach access)	$75,000
No survey - crossing to be provided as part of future path project	Mollymook	Beach Road	At boundary of #20/#22 Beach Road (align to Beach access)	$200,000
No survey - crossing to be provided as part of future intersection project	Narrawallee	Carroll Avenue	north of the intersection with Forest Way	$350,000
No survey - crossing to be provided as part of future intersection upgrade project, or future path project	North Nowra	Illaroo Road	Immediately to the south of Pitt Street - Proposed pedestrian refuge crossing (optional raised facility), the crossing improvements to be provided as part of a proposed future intersection upgrade project or proposed future path upgrades	$175,000
No survey - crossing to be provided as part of future path project	North Nowra	Illaroo Road	At the intersection with Greys Beach/Fairway Drive (roundabout built by TfNSW)- Proposed pedestrian refuge crossings in both splitter islands on Illaroo Road, the crossing improvements to be provided as part of proposed future path upgrades	$350,000
No survey - crossing to be provided as part of future path project	North Nowra	Pitt Street	Opposite Cane Close - Proposed pedestrian refuge crossing (optional raised facility), the crossing improvements to be provided as part of proposed future path upgrades	$175,000
No survey - crossing to be provided as part of future path project	North Nowra	Rockhill Road	Immediately south of McMahons Road - Proposed pedestrian refuge crossing, the crossing improvements to be provided as part of proposed future path upgrades	$175,000
No survey - crossing to be provided as part of future path project	North Nowra	McMahons Road	(between Coniston Close and Balmaringa Avenue)- Proposed pedestrian refuge crossing, access to reserve - the crossing improvements to be provided as part of proposed future path upgrades	$175,000
No survey - crossing to be provided as part of future path project	North Nowra	Judith Drive	Immediately north of McMahons Road - Proposed pedestrian refuge crossing, improved crossing safety, the crossing improvements to be provided as part of proposed future path upgrades	$75,000
Survey Pending	Nowra	Worrigee Street / Stewart Place / Lawrence Avenue intersection	Proposed crossing improvements to all legs of intersection (*proposed crossing improvements - the crossing improvements to be provided as part of proposed future intersection upgrade (potential triggers - pedestrian crossing warrants - an initial staged treatment may need to be provided on the eastern leg- subject to warrants, review of demands on other legs, and intersection performance) - the proposal is to ultimately incorporate crossing improvements on all legs of a future roundabout controlled intersection - continue to monitor).	$800,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No survey - crossings to be provided as part of future intersection upgrade	Nowra	Hyam Street and Osborne Street intersection	Proposed crossing improvements to all legs of intersection	$800,000
No survey - crossings to be provided as part of future intersection upgrade	Nowra	Hyam Street/ Mandalay Avenue/Colyer Avenue intersection	Proposed crossing improvements to all legs of intersection	$800,000
No survey - crossings to be provided as part of future intersection upgrade	Nowra	Hyam Street/ Shoalhaven Street intersection	Proposed crossing improvements to all legs of intersection	$800,000
No survey - crossings to be provided as part of future intersection upgrade	Nowra	Ferry Lane/ Terara Road / Moss Street intersection	Proposed crossing improvements to all legs of intersection	$800,000
No survey - crossings to be provided as part of future intersection upgrade	Nowra	Wharf Road / Hawthorn Avenue intersection - west leg	Proposed crossing improvements - western leg of the intersection - connecting to riverfront path network	$200,000
No survey - crossings to be provided as part of future intersection upgrade	Nowra	Pleasant Way / Hawthorn Avenue intersection - west leg	Proposed crossing improvements - western leg of the intersection - connecting to riverfront path network	$200,000
No survey - crossings to be provided as part of future intersection upgrade	Nowra	Hawthorn Avenue / Lyrebird Drive intersection - south leg	Proposed crossing improvements - southern leg of the intersection - connecting to riverfront path network and Shearwater Way	$200,000
No survey - State Government to include crossing improvements as part of the redevelopment of the Shoalhaven District Hospital	Nowra	Shoalhaven Street	North of North Street (proposed raised pedestrian crossing in vicinity of the new proposed hospital entrance on Shoalhaven Street) - State Government to include crossing improvements as part of the redevelopment of the Shoalhaven District Hospital.	no cost to SCC, will be provided by NSW Health (as a condition of consent - current hospital upgrade)
No survey - crossing to be provided as part of future intersection upgrade project	Nowra	Hyam Street	Immediately to the west of Bridge Road - Proposed raised pedestrian crossing, the crossing improvements to be provided as part of proposed future intersection upgrade project (multi lane roundabout - consistent with previous grant submission-already nominated)	$350,000
No survey - crossing to be provided as part of future intersection upgrade project	Nowra	Bridge Road	Immediately to the south of Hyam Street - Proposed raised pedestrian crossing, the crossing improvements to be provided as part of proposed future intersection upgrade project (multi lane roundabout - consistent with previous grant submission-already nominated)	$350,000
No survey - crossing to be provided as part of future intersection upgrade project	Nowra	Bridge Road	to the north of Hyam Street (precise location to be determined) - Proposed raised pedestrian refuge crossing, the crossing improvements to be provided as part of proposed future intersection upgrade project (multi lane roundabout - consistent with previous grant submission-already nominated). Note a temporary pedestrian refuge was originally installed in this location as part of the Nowra Bridge project (which provided the temporary gravel car park and pedestrian refuge as a package of mitigation measures due to the impacts of the Nowar Bridge project on Council's northern car park. The facility was subsequently removed upon completion of the Nowra Bridge Project, due to concerns over non-compliance elements of the temporary refuge.	$350,000
No survey - crossing to be provided as part of future intersection SUP project (northern side of Jane Street - linking Nowra CBD to Stockland)	Nowra	Jane Street	Western end of Jane Street bridge, proposed pedestrian crossing, facilitating improved pedestrian access between the Nowra CBD and Stockland	$200,000
No survey - crossing to be provided as part of future SUP project	Nowra	St Anns Street	to the immediate west of #153 St Anns Street, Nowra (existing street light). Proposed raised pedestrian refuge crossing.	$200,000
No survey - crossing to be provided as part of future intersection SUP project (northern side of Jane Street - linking Nowra CBD to Stockland)	Nowra	Weeroona Place	South leg of the intersection with McKay Street, Nowra, proposed raised pedestrian crossing, facilitating improved and accessible pedestrian access between the bus stop adjacent #1 Weeroona Place and the Nowra Private Hospital	$150,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No survey - crossing to be provided as part of future path project	Nowra	John Purcell Way	Proposed raised crossing , the crossing improvements to be provided as part of proposed future path works (noting the proposed path along the southern boundary of adjacent Dept.Education land - extending from Holloway Road in the east, and extending to the west to run along the southern side of the Nowra East netball Courts to John Purcell Way)	$200,000
No survey - crossing to be provided as part of future path project	Nowra	Kinghorne Street	Proposed pedestrian refuge, the crossing improvements to be provided as part of proposed future path works on Kinghorne Street (proposed ped refuge to be provided to the south of driveway #245 Kinghorne Street - at the northern end of the existing tear drop traffic island/ a minor modification is likely to be required at the northern end of the existing tear drop traffic island)	$75,000
No survey - crossings to be provided as part of future school development	Nowra	Holloway Road	northern boundary of school development, appropriate traffic calming and crossing treatments to be provided as part of future school development. Previously identified crossing mid block location in vicinity Killara Road to be reviewed as part of school proposal.	historically included in the PAMP due to existing and proposed path networks in the area - however currently no commitments by SCC (requested that these and other active transport/safety improvements be provided by Dept.Education as part of a suite of measures necessitated by the proposed new school development).
No survey - crossings to be provided as part of future school development	Nowra	Holloway Road	southern boundary of school development, appropriate traffic calming and crossing treatments to be provided as part of future school development. Previously identified crossing mid block location in vicinity Killara Road to be reviewed as part of school proposal.	historically included in the PAMP due to existing and proposed path networks in the area - however currently no commitments by SCC (requested that these and other active transport/safety improvements be provided by Dept.Education as part of a suite of measures necessitated by the proposed new school development).
No immediate survey	Nowra	Albatross Road	North of McDonald Avenue, proposed pedestrian refuge, to monitor	$175,000
No immediate survey	Nowra	Wallace Street	North of Kalandar Street, proposed pedestrian crossing, to monitor	$200,000
No immediate survey	Nowra	McKay Street	West leg of the intersection Weeroona Place/McKay Street, Nowra, under existing street light, proposed raised pedestrian crossing, facilitating improved and accessible pedestrian access to the Nowra Private Hospital	$200,000
No immediate survey	Nowra	Hillcrest Avenue	West leg of the roundabout intersection Hillcrest / Old Southern / Isa Road, Worrigee, potentially triggered by adjoining pedestrian safety upgrades, or as part of future path upgrades in the immediate area	$350,000
No immediate survey	Nowra	Isa Road	East leg of the roundabout intersection Hillcrest / Old Southern / Isa Road, Worrigee, potentially triggered by adjoining pedestrian safety upgrades, or as part of future path upgrades in the immediate area	$350,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No survey - crossings to be provided as part of future path projects	Sanctuary Point	Kingsford Smith Crescent	North of Warrego Drive	$175,000
No survey - crossings to be provided as part of future path projects	Sanctuary Point	Clifton Street	East of Kerry Street	$200,000
No survey - crossings to be provided as part of future path projects	Sanctuary Point	Clifton Street	North of Idlewild Avenue	$200,000
No survey - crossings to be provided as part of future intersection upgrade project	Sanctuary Point	Paradise Beach Road	Immediately west of Sanctuary Point Road	$175,000
No survey - crossings to be provided as part of future intersection upgrade project	Sanctuary Point	Larmer Avenue	Immediately east of Sanctuary Point Road (or, as indicated- option to provide a crossing improvement at the location where the SUP networks converge a short distance to the east of Sanctuary Point Road)	$350,000
No survey - crossings to be provided as part of future intersection upgrade project	Sanctuary Point	Sanctuary Point Road	Immediately south of Paradise Beach Road	$200,000
No survey - crossings to be provided as part of future intersection upgrade project or future path improvements in this area	Sanctuary Point	Sanctuary Point Road	Immediately east of Cessna Avenue	$200,000
No survey - crossings to be provided as part of future intersection upgrade or traffic calming project	Sanctuary Point	Larmer Avenue	Immediately north of The Park Drive	$350,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	Loralyn Avenue	to the east of Anson Street (east of culvert)	$175,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	Loralyn Avenue	to the east of The Wool Lane	$350,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	The Wool Lane	to the north of Anson Street	$200,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	Loralyn Avenue	Immediately east of Meriton Street	$175,000
No survey - crossing to be provided as part of future intersection upgrade project	Sanctuary Point	Island Point Road	Intersection Tasman Road/ and Village Access Road (extension of Crowea Road)	$450,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	Island Point Road	At Blue Wren Reserve (existing crossing blisters/pram ramps)	$350,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	Anson Street	east of Village Access Road (Crowea Road)	$350,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	Island Point Road	immediately north of Meriton Street	$175,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No survey - crossing to be provided as part of future path project	Sanctuary Point	Meriton Street	immediately east of Island Point Road	$175,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	Island Point Road	immediately north of Lachlan Crescent, north	$175,000
No immediate survey	Sanctuary Point	Island Point Road	Immediately north of the intersection of Anson Street and Collett Place - ie - north leg of the existing roundabout)- pedestrian refuge to be provided in future. Not high priority, monitor.	$200,000
No survey - crossing to be provided as part of future path project	Shoalhaven Heads	Bolong Road	Proposed pedestrian refuge to the south of Shoalhaven Heads Road (within existing painted island to the south of right turn bay), no need to monitor, path project will create a demand, and the proposed refuge should be provided as part of the future path project.	$175,000
No survey - crossings to be provided as part of future path projects	South Nowra	Old Southern Road	Southern end, approx 260m to the north of Warra Warra Road	$175,000
No survey - crossing to be provided as part of future path project	St Georges Basin	Island Point Road	immediately south of St Georges Road	$200,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	The River Road	to the south of the intersection The River Road/Suncrest Avenue	$175,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Jacobs Drive	to the west of the intersection Jacobs Drive/Plover Close	$175,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Jacobs Drive	to the immediate east of the intersection Jacobs Drive/Sussex Inlet Road	$175,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Sussex Inlet Road	to the immediate south of the intersection Jacobs Drive/Sussex Inlet Road	$175,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Sussex Inlet Road	to the immediate east of the Springs Road	$200,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Sussex Road	to the immediate west of Lyons Road	$200,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Government Road	immediately north of Thomson Street	$200,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Thomson Street	immediately east of Government Road	$200,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Thomson Street	immediately east of The Springs Road	$200,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No survey - crossing to be provided as part of future path project	Sussex Inlet	The Springs Road	immediately north of the access to "Snappy Gums" Seniors Lifestyle Village	$350,000
No survey - crossing to be provided as part of future path project	Ulladulla	Princes Highway	to the south/east of Curtis Street	$175,000
No survey - crossing to be provided as part of future path project	Ulladulla	St Vincent Street	to the immediate south of North Street	$175,000
No survey - crossing to be provided as part of future path project	Ulladulla	St Vincent Street	to the immediate north of Church Street	$175,000
No survey - crossing to be provided as part of future path project	Ulladulla	Burrill Street (north)	at the intersection with Crescent Street (on bend)	$350,000
No survey - crossing to be provided as part of future path project	Ulladulla	Green Street	to the west of Cashman Road	$175,000
No survey - crossing to be provided by TfNSW	Ulladulla	Princes Highway	to the south of Wason Street	no cost to SCC, proposed to be provided by TfNSW (safety improvement in response to crash history)
No survey - crossing to be provided as part of future path project	Ulladulla	South Street	to the west of Wandella Close (vicinity western boundary of #12/#29 South Street)	$200,000
No survey - crossings to be provided as part of future road safety upgrades- potentially triggered by planning proposal - redevelopment of Bunnings site - traffic v pedestrian demand triggers	Ulladulla	St Vincent Street and Deering Street intersection	Proposed crossing improvements to all legs of intersection	$800,000
No survey - crossings to be provided as part of future road safety upgrades- potentially triggered by planning proposal - redevelopment of Bunnings site - traffic v pedestrian demand triggers	Ulladulla	St Vincent Street and Parson Street intersection	Proposed crossing improvements to all legs of intersection	$600,000
No survey - crossings to be provided as part of future road safety upgrades- potentially triggered by planning proposal - redevelopment of Bunnings site - traffic v pedestrian demand triggers	Ulladulla	St Vincent Street (mid block - between Deering and and Parson Streets)	Proposed crossing improvements mid-block	$75,000
No survey - crossings to be provided as part of future path projects	West Nowra	Yalwal Road	west of George Evans Road - Proposed pedestrian refuge crossing, the crossing improvements to be provided as part of proposed future path upgrades	$175,000
No survey - crossings to be provided as part of future path projects	Worrigee	Greenwell Point Road	West of Westbrook Road	$175,000

traffic + transport

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 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 crosssing at the Western Ramp, the majority would not need to if the SUP was extended across the culver on the nrthern 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 siude - 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	tbc	tbc	tbc	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 Nowar 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. Purusant 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 Tributory - 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	Tributory - 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 foootpath 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, which ever comes ffirst	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 - Tributory 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 Tributory - 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 - Worrigee	Worrigee 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 Worrowing 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	Cockrow 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 tributory.	$1,000,000
No survey - proposed to incorporate SUP as part of future path project	Tapitallee	Tapitallee Road	Tapitallee Creek Tributory - 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 tributory.	$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

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Appendix G: Paths for Investigation Review

Paths for Investigation

The tables below provide a summary of a number of future "***possible***" paths (some of which will require SUP bridges) which have been suggested or requested by either the community or Council, but are currently not mapped and remain separate, only "***for investigation***" at this time. An allocation of funding would be required in the first instance for each project to progress investigations, subject to Council also considering how prioritising these investigations might compare with the broader list of path, crossing and SUP Bridge projects ranked "***for delivery***".

Most (but not all) of these Paths for Investigation projects are quite aspirational, and reflect requests from either the community or Council for longer term priorities for active transport connectivity. However these projects can't be mapped until they are first found to be feasible (or not), which includes consideration of potential direct or indirect impacts on third party land (either private land or State land holdings).

Many of these Paths for Investigation projects haven't been formally captured in the PAMP in the past; however, as part of the Strategy these projects have been separately categorised, and scored/ranked with reference to both the **P x V** formula and the new Active Transport Scoring Criteria (**ATSC**) for consistency and fairness in consideration.

It is noted that the NSW Government's "Get NSW Active" (**GNA**) program now permits "***projects for investigation***" to be considered. However, it will be a matter for Council to balance all active transport priorities, which will inevitably have to compete within the same bucket of funding against other projects eligible and ready for delivery. Following preliminary investigations, some projects may not be supported to progress in the Strategy, while others may be supported if found feasible, to then be considered for delivery. At that point, the projects would need to be mapped (once an alignment is confirmed with more accuracy), and moved to the broader Path Projects Ranking Spreadsheet for re-scoring and prioritisation against all other projects across Shoalhaven.

The Paths for Investigation have also been ranked from those with the highest score (**High Priority**) to lowest score (**Low Priority**) based on the P x V formula and consideration of the Active Transport Scoring Criteria. 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 Paths for Investigation 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

Priority	Location	Suburb/Locality Map	From	To	Path Type	Length	Width	Estimated Base Cost	Estimated Investigations Cost
High	Lake Conjola to Conjola Park	Lake Conjola	Lake Conjola	Conjola Park	SUP	5600	2.0	$4,479,989.29	$54,799.89
High	Falls Creek - Woollamia	Falls Creek	Falls Creek	Woollamia	SUP	4000	2.0	$3,199,992.35	$41,999.92
High	Narrawallee west - direct link to the beach	Narrawallee	Leo Drive (from the north side of #58 Leo Drive, then through private land- Lot 300 DP 792411addressed to Ross Avenue - and continues east through that land via the existing track- enroute Matron Porter Drive) -	Matron Porter Drive (rejoins MP Drive via the Council land between #93A and #95A)	FP	400	2.0	$319,999.23	$13,199.99
High	Kangaroo Valley (SUP route to the northern side of the town centre)	Kangaroo Valley	Broughton Street, traversing through private Lots - Lot 1 DP 455015, Lot 7 DP 11616, Lot 4 DP 11616, before traversing Council land (Lot 1 DP 627807, and Part Lot 1 DP 909749- KV showground) back to Moss Vale Road	to KV Show Ground- and back to Moss Vale Road via the showground access	SUP	815	2.5	$814,998.05	$18,149.98

Priority	Location	Suburb/Locality Map	From	To	Path Type	Length	Width	Estimated Base Cost	Estimated Investigations Cost
Medium	Sussex Inlet (foreshore route to the south of Chris Creek - from River Road to Sussex Road)	Sussex Inlet	from River Road (to the immediate north of #284 River Rd) - via the foreshore Crown lands -	to Sussex Road (via the southern side of #25 Sussex Rd- caravan park)- reconnecting with the existing foreshore SUP route from the end of Sussex Road	SUP	1200	2.5	$1,199,997.13	$21,999.97
Medium	Sussex Inlet (Alamein Walk - North Cudmirrah Beach via foreshore reserve)	Sussex Inlet	Alamein Road (intersection with Pacificana Drive)	Pacificana Drive (to the north of Sussex Inlet Surf Club) - via Alamein Road (foreshore route via Alamein - and via North Cudmirrah Beach headland, returns to Pacificana Drive via headland lookout/viewing platform access road)	SUP	3500	2.5	$3,499,991.63	$44,999.92
Medium	Seven Mile Beach NP	Shoalhaven Heads - Gerroa	Shoalhaven Heads	Gerroa	SUP	9400	2.5	$9,399,977.52	$103,999.78
Medium	Gerringong and Northern Shoalhaven (along rail line)	Kiama (Gerringong Train Station) - Bomaderry (Train Station)	Gerringong	Bomaderry	SUP	20000	2.5	$19,999,952.18	$209,999.52
Medium	Tomerong and surrounds	Tomerong and surrounds	Tomerong	Surrounds (SUP improvements within Tomerong and including external connections to the surrounding networks)	SUP	14000	2.0	$11,199,973.22	$121,999.73

Priority	Location	Suburb/Locality Map	From	To	Path Type	Length	Width	Estimated Base Cost	Estimated Investigations Cost
Low	Currambene Creek (Huskisson-Woollamia)	Huskisson-Woollamia	Huskisson (Woollamia- Frank Lewis Way)- extending west, then north, including multiple water crossings -	Catherine Street Myola (connecting back in to the north of Myola Village - rejoining the access road to boat ramp)	SUP	1500	2.5	$1,499,996.41	$24,999.96
Low	Berry to the Beach	Northern Shoalhaven	Berry	Seven Mile Beach	SUP	7500	2.5	$7,499,982.07	$84,999.82
Low	Burrill Lake - Rackham Crescent - Maria Avenue Boat Ramp	Burrill Lake	Rackham Crescent - then around to the north of #2 Rackham Crescent (via Burrill Lake foreshore) -	Maria Avenue Boat Ramp/foreshore reserve	SUP	150	2.5	$149,999.64	$11,500.00
Low	Northern fringe of Shoalhaven Heads urban area	Shoalhaven Heads	Gerroa Road	Staples Street	SUP	1670	2.0	$1,335,996.81	$23,359.97
Low	62-86 River Road (foreshore option - option of SUP to the south side of River Road properties along foreshore)	Shoalhaven Heads	the west side of 62 River Road (link to existing SUP network)	the east side of 86 River Road (link to existing SUP network)	SUP	400	2.5	$399,999.04	$13,999.99
Low	Lake Conjola - south side of Holiday Haven - alternative road access	Lake Conjola	West side of Holiday Haven Lake Conjola	via a new road corridor to the south of Holiday Haven - to the east side of Holiday Haven Lake Conjola - link to Boat Ramp (a new alternative road link that is not "through" the middle of the tourist park)	SUP	570	2.0	$455,998.91	$14,559.99
Low	Nowra - West Nowra	Nowra-West Nowra	West Nowra to Nowra - including mulitple proposed cycleway upgrades between Nowra-West Nowra, including Depot Road (795m approx), Bice Road (985m approx), as well as an additional north-south network (2220m approx) linking Yalwal Road, across Bice Road, and up to Jervis Street, West Street, and Nowra Showground	Nowra, via mulitple proposed cycleway upgrades	SUP	4000	2.5	$3,999,990.44	$49,999.90
Low	Lake Conjola - Fisherman's Paradise	Lake Conjola	Lake Conjola	Fisherman's Paradise	SUP	5000	2.0	$3,999,990.44	$49,999.90

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Appendix H: Notes to Scoring Criteria and Project Rankings

Notes to Scoring Criteria and Project Ranking Spreadsheets

As project scoring criteria has evolved over time, so too have many of the technical and explanatory notes to past PAMPs and Bike Plans evolved or been refined over time.

As these notes provide useful background information that might assist the community to understand how and why certain projects have been ranked, or why some projects may not have been considered at all, the notes have been consolidated into one convenient location here in **Appendix H**.

The notes have been reviewed as part of the Strategy update, and a brief summary at the end of **Appendix H** also provides an insight into the project scoring outcomes; costs and statistics; and what it all means, very broadly, to the future of active transport in Shoalhaven.

It should be noted that a detailed review of costs for individual projects has not been undertaken at this time, but rather the most current "***unit rates***" (provided by Council's Asset Management team) have been applied to project lengths/widths to provide a high-level, strategic indication of the minimum likely cost of delivering a projects, and to provide some context around just how big and costly the backlog of active transport projects is in Shoalhaven. A review of these costs (and number of projects) of course demonstrates that a significant increase in funding for active transport infrastructure will be required across all levels of Government if we are ever going to achieve a significant change to active transport utilisation.

A more detailed cost estimate on a project by project basis will be required, going forward, and this is only likely to see the cost estimates increase further. The costs provided as part of this review should therefore not be used for budget planning, grant application or project delivery purposes, but as a general guide to the minimum likely costs involved across the broader Active Transport Program.

PAMP 2002 Scoring Criteria

With the PAMP needing to be managed as a living document going forward (as completed projects were continually added, and new project nominations needed to be considered and ranked), the PAMP 2002 Scoring Criteria needed to be expanded so as to allow better differentiation of projects

Amendments to the PAMP 2002 Scoring Criteria were flagged to be addressed as part of the subsequent PAMP 2005 update, with the primary issues for redress including:

- The simplified scoring process using the PAMP 2002 Scoring Criteria was too subjective.
- Limited scoring criteria resulted in numerous projects returning the same score.
- Concerns being raised regarding a perceived unfair distribution of projects across Shoalhaven.

The outcomes of the resulting review of the PAMP 2002 Scoring Criteria as part of the PAMP 2005 update process are discussed in the PAMP 2005 Scoring Criteria notes below.

PAMP 2005 Scoring Criteria

As part of PAMP 2005, amendments were made to the original PAMP 2002 Scoring Criteria to:

- Separate projects that were on the same score.
- Provide a fairer distribution of projects across Shoalhaven.
- Provide greater justification (and transparency) for projects returning relatively higher ranking.

At the time of testing and adoption, the PAMP 2005 Scoring Criteria were generating more acceptable outcomes across Shoalhaven based on the number of projects included in PAMP 2002 at the time. Going forward however, as the number of projects being requested by the community continued to increase, and more concerns were raised by some communities suggesting that their towns and villages weren't being fairly prioritised (compared to larger population centres), further amendments were flagged to try and improve on these outcomes.

Post PAMP 2005, the main focus areas were to expand on the PAMP 2005 Scoring Criteria to ensure that:

- Projects were less likely to return the same score (with some future proofing, and the anticipation that significantly more projects were likely to be added over time).
- Addressed concerns in regard to the distribution of projects by moving away from scoring criteria reflecting population, to scoring criteria that more broadly considered accessibility, connectedness, and walkability.
- Regardless of the location, that the scoring criteria continued to reflect the broader project needs fairly across all towns and villages in Shoalhaven.

Notwithstanding the inclusion of these considerations, rather than undertake a more extensive review of PAMP 2005, Council staff were directed in Councillor briefings to broaden the PAMP 2005 Scoring Criteria considerably, and ensure the criteria were fit for purpose going forward to cater for the considerable growth anticipated across Shoalhaven, as well as addressing current and emerging issues, but always with an underlying consideration of connectedness, equity, inclusion and accessibility.

Several attempts were made to improve on these outcomes as part of the evolution of PAMP 2005 over time, and by 2010 the dust had settled on a more extensive criteria set specifically related to pedestrian projects; those scoring criteria remained in operation until 2023 until the review provided in the Strategy.

PAMP 2010 – 2023 Scoring Criteria

As discussed in regard to the PAMP 2005 Scoring Criteria, the PAMP 2010 – 2023 Scoring Criteria have been applied since 2010 until now, but have now been reviewed as part of the Strategy.

The PAMP 2010 – 2023 Scoring Criteria are considerably more detailed than the original PAMP 2002 and PAMP 2005 Scoring Criteria and, deliberately so, with a focus on connectedness, equity, inclusion and accessibility, so as to not be overly influenced simply by traffic volumes and location. Up until the preparation of the Strategy, the PAMP 2010 – 2023 Scoring Criteria have been considered fit for purpose, as they still cater for the considerable growth anticipated across Shoalhaven, while ensuring to as great an extent possible an equitable spread of projects across Shoalhaven even given our funding limitations which means that the expansion of our active transport networks do not suit the needs of all communities.

When reviewing both the PAMP 2010 – 2023 Scoring Criteria and the now proposed Active Transport Scoring Criteria, it must be remembered that project scores - while an important guide for Council - are not the only factor that Council considers when determining which projects to support in the budget. This includes of course the ability for communities to seek the support of Council for individual projects that are of importance to them as part of the annual budget process.

It is also important to keep in mind that some projects (regardless of their score) may not be able to be supported in a given year due to the likely project costs or funding limitations that year. Grant programs (a significant factor in determining the extent of a delivery program each year) have their own program criteria, which can be highly variable and also subject to change each year.

As part of the preparation for the development of the Strategy (and update of the PAMP and Bike Plan) a pre-consultation process was undertaken in 2023 whereby Council invited feedback from all 24 Community Consultative Bodies; all 8 Chambers of Commerce; as well as local active transport groups (for example the Shoalhaven Bicycle Users Group) and other interested local community members. This included an invitation to provide feedback on the PAMP 2010 - 2023 Scoring Criteria and how that might be improved, going forward into the broader PAMP and Bike Plan updates undertaken as part of the Strategy.

The feedback received has been taken into consideration in preparing the new Active Transport Scoring Criteria; essentially, the community told us that the PAMP 2010 - 2023 Scoring Criteria was far too complex, and that the Bike Plan 2013 Scoring Criteria was far simpler, easier to understand, and more user friendly. Notwithstanding, it was also acknowledged that the Bike Plan 2013 Scoring Criteria would need to be expanded a little to make it more readily applicable to pedestrian projects as well as bike projects, or in short, to make it more suitable as a single set of Active Transport Scoring Criteria.

Bike Plan 2013 Scoring Criteria

Similar to the PAMP, the Bike Plan also needed to be managed as a living document going forward (as completed projects were added, and new project nominations were proposed for consideration and ranking). The Bike Plan 2013 Scoring Criteria also needed to be expanded as the number of projects increased.

Amendments to the Bike Plan 2013 Scoring Criteria were also flagged to be addressed as part of subsequent reviews, whereby – in a similar manner to the earlier PAMP 2002 and PAMP 2005 Scoring Criteria - the main issue with the Bike Plan 2013 Scoring Criteria was that the limited criteria resulted in numerous projects returning the same score. The Bike Plan 2013 Scoring Criteria was subsequently reviewed in 2018 (see below).

Bike Plan 2018 – 2023 Scoring Criteria

The Bike Plan 2018 Scoring Criteria has been applied since 2018 until, but has now also been reviewed as part of the Strategy.

In 2018, a working group was established to review the Bike Plan 2013 Scoring Criteria to address the main issues with the criteria, again being that their application resulted in numerous projects returning the same score. Notwithstanding, only two changes resulted from the 2018 review:

- Firstly, scoring was made more flexible so that values weren't fixed and absolute (0, 1 or 2) but the scores instead now treated as a range (between 0 and 1, or 2).
- More significantly, the PAMP 2010 – 2023 Scoring Criteria were slowly integrated into the Bike Plan 2018 – 2023 Scoring Criteria as a way to differentiate projects that initially had the same Bike Plan score.

At the time, completed projects were removed from the project list, but then new projects added: Bike Plan 2013 identified 28 priority projects, but the Bike Plan 2018 review identified 40 priority projects even further to the removal of completed projects.

The Bike Plan 2018 – 2023 Scoring Criteria still reflects the Bike Plan's unique scoring requirements, while recognising and encompassing the principles of the PAMP 2010 – 2023 Scoring Criteria to aid in the prioritisation of projects. Moreover, between 2018 and 2023. the 2018 – 2023 Bike Plan Scoring Criteria have been considered fit for purpose as they still cater for the considerable growth anticipated across Shoalhaven and – as with the PAMP 2010 – 2023 Scoring Criteria – have resulted in an equitable spread of projects across Shoalhaven.

As discussed in regard to the PAMP 2010 – 2023 Scoring Criteria, funding limitations remains the key constraint to Council being able to significantly expand the active transport network to suit everyone's immediate needs, but it is considered that the Bike Plan 2018 – 2023 Scoring Criteria are still providing acceptable outcomes based on the number and spread of active transport projects currently included in the PAMP and Bike Plan.

When reviewing both the Bike Plan 2018 – 2023 Scoring Criteria and the new Active Transport Scoring Criteria, it must again be remembered that project scores - while an important guide for Council - are not the only factor that Council considers when determining which projects to support in the budget. This includes of course the ability for communities to seek the support of Council for individual projects that are of importance to them as part of the annual budget process.

It is also important to keep in mind that some projects (regardless of their score) may not be able to be supported in a given year due to the likely project costs or funding limitations that year. Grant programs (a significant factor in determining the extent of a delivery program each year) have their own program criteria, which can be highly variable and also subject to change each year.

With reference to the notes above describing how Scoring Criteria have evolved over time, it is important to acknowledge that at every opportunity Council has engaged with the community to ensure that their views are thoroughly considered in the ongoing evolution of how we prioritise our active transport projects.

This consultation will now focus on the new Active Transport Scoring Criteria, and the Strategy and updated PAMP and Bike Plan more broadly, initially through the exhibition of the Draft Strategy, but then continue over time in the same consultative manner that we have always adopted.

Paths Review Ranking Notes

The following notes are provided in regard to the ranking of path projects under the new Active Transport Scoring Criteria; the application of the criteria to path projects; and certain caveats/disclaimers relevant to the assessment of all or specific projects.

- The Path Project Ranking Spreadsheet does NOT include every location where a future proposed path has been identified in the PAMP Maps. The PAMP Maps are intended to show the full proposed path network; however the Path Projects Ranking Spreadsheet is intended to allow ranking of projects competing for Council funding, or Council initiated projects, for grant funding consideration. As such, projects (for example) that TfNSW might deliver, or that may be delivered as part of new developments (or by other third party's) don't need to be ranked for comparison.
- The Path Projects Ranking Spreadsheet does NOT include some projects that are still subject to design investigations (see "Paths for Investigation" notes below) before Council can be confident of a feasible alignment and estimation of cost. Some projects also require the dust to settle first on development approvals before knowing where Council may/or may not have to tie in to a particular path network in future.
- The Path Projects Ranking Spreadsheet generally does NOT include paths where they might be proposed within a public reserve or community park; in such instances, it is more often the case that a Master Plan or the like would be prepared on a needs basis, which may or may not include new paths. Once constructed though, new paths within public reserves and community parks will be absorbed into the PAMP Maps.

  It is noted that as part of the Paths Review, every endeavour has been made to try and capture all Master Plan programs and the like to try and ensure the PAMP Maps are as up to date as possible.
- Similarly, the Path Projects Ranking Spreadsheet may NOT include proposed paths through Council's parks and reserves generally, which would otherwise attract other funding for upgrades. This means that these projects are not competing for "***transport***" funding, particularly where path improvements within parks and reserves are solely to add value to those parks and reserves for recreational purposes, and cannot be demonstrated to have a specific "***transport***" purpose).
- The Path Projects Ranking Spreadsheet may NOT include every location where an existing footpath is proposed to be upgraded to a shared user path; as a general rule, unless upgrades as part of a broader project, the intention in most cases is to undertake widening only when the existing footpath is due for replacement.
- The Path Projects Ranking Spreadsheet may NOT include proposed beach access improvements, primarily where those improvements are largely within foreshore or coastal reserves. The Path Projects Ranking Spreadsheet generally includes paths within road reserves (to connect to foreshore access points to improve accessibility and connectivity), but may not extend to include the beach/foreshore access points themselves (within coastal reserves).

  There may be some exceptions, considered on a case by case basis, considering coastal erosion, environmental factors, and whether or not grant funding for path improvements is able to be extended to individual coastal access points. These considerations are typically captured in Coastal Management Plans (i.e. outside of the Paths Review); however, and in a similar manner to the provision of paths in public reserves and community parks, once constructed, these access points will be absorbed into the PAMP Maps.
- Where paths are considered to be relatively low priority but are being prioritised by local community groups, and are proposed to be largely constructed by the community (even if part funded by Council), those projects

also may not be included in the Path Projects Ranking Spreadsheet, which is intended to rank and compare priority projects across Shoalhaven that specifically require Council/and or grant funding consideration.

- As a general rule of thumb, it is not sustainable, practical, or feasible - or indeed in some cases physically possible - to expect that paths will be provided in every street in Shoalhaven. When considering the significant increase in the number of community requested/proposed paths and the enormity of the current [and ever growing] number of path projects, in many cases it is not justified nor could be anticipated that Council will ever be able to construct paths in low volume, low speed residential streets, particularly those with wide flat unobstructed verges that already exist as an off-road alternative for pedestrians if sharing of the road space is not possible at times.

  Simply, some locations might never be ranked high enough by any reasonable or logical means to ever feature among the highest project priorities, particularly when considering an equitable allocation of projects across all of Shoalhaven.

- As a general rule of thumb, many "***on-road***" sections of path previously proposed have been removed from current path projects list.

  When PAMP 2002 was prepared, [off-road] paths requested in roads by the community that weren't considered feasible or practical were originally allocated an "on-road" classification, essentially meaning that pedestrians and cyclists were able to share the road with vehicular traffic (in circumstances consistent with NSW and Australian Road Rules); or use the available verges that existed in those roads. This was done irrespective of the road, and as such included some roads that were low traffic, low speed residential streets; or other roads where it wasn't feasible or physically possible to construct any formal off-road facilities.

  As road authorities around the world started to construct more and more physical on-road cycling space, the original designation of "on-road" within the PAMP was regularly being broadly misinterpreted, and the obvious step to take as part of Paths Review was to remove many of those original designations unless it was actually feasible and logical to consider a future "on-road" facility. The remaining "on-road" designations in the path projects list are primarily those where shared zones are envisaged as a solution, or where sealed shoulders for safe cycling are envisaged as part of the broader active transport network.

- Notwithstanding the above comment about "on-road" designations, generally the provision of wider sealed shoulders capable of accommodating cyclists is considered separately as part of the roads program; this is appropriate considering that the provision of sealed shoulders is a standard requirement, pursuant to Austroads, for a broad range of reasons, including the provision of an important, separated space between cyclists and vehicles. That said, often funding limitations can unfortunately dictate a reduced footprint for many road upgrade projects, and for this reason the updated Bike Plan in particular has sought to include a selection of specific "on-road" designations primarily for those roads providing important strategic connections to the broader active transport network, or those roads of strategic significance to the cycling community, as originally adopted as part of the Bike Plan 2013.

  Importantly, Council has embarked on a process of providing widening of road shoulders wherever possible as part of ongoing road words, as well as installing more warning signs of cyclists on the road, and specifically marking shoulders with bike stencils.

- One of the most significant missing [path] links in Shoalhaven is a proposed Princes Highway "***active transport corridor***" running close to and parallel with Princes Highway. This corridor is strategically important to not only provide important connections to otherwise isolated coastal and rural communities, but also to incrementally

deliver on a key component of the broader NSW Cycling Strategy which envisages - when ultimately completed - a single, continuous coastal active transport corridor between Sydney and Melbourne.

The staged provision of the Princes Highway active transport corridor envisages that an allocation of space for the corridor will be provided as part of every significant Princes Highway upgrade. The initial "path" in that space may be an off-road gravel/dirt track, but in time would be incrementally upgraded to a formal path, and most likely a shared user path so as to be accessible for both cyclists and pedestrians.

At present, the only space available for cyclists along Princes Highway is a 2.5m – 3.0m sealed shoulder directly adjacent to high speed traffic. The vision now absorbed into updated Bike Plan (and PAMP) envisages a separate off-road space for cyclists and pedestrians, completely separate ("***other side of the barrier***") from traffic. This space can be provided incrementally on a project by project basis until ultimately completed.

Once completed, the Princes Highway active transport corridor will provide a vital "***strategic spine***" for cyclists and pedestrians, from which Council will be able to prioritise the provision of strategic local connections to isolated coastal and rural communities. As well as being a vital active transport link for residents, the Princes Highway active transport corridor is anticipated to have very significant benefits to the local tourist industry, providing cyclists and pedestrians (walkers/hikers) alike the opportunity of a seamless safe connection to other regionally significant cycling and walking tracks.

To protect the confidentiality and strategic options associated with the alignment and scope of future Princes Highway upgrades, the future active transport corridor is currently represented in the PAMP Maps by way of a proposed future link alongside the existing Princes Highway corridor (with the exception of the Milton Ulladulla and Nowra Bypass corridors, which are specifically identified in the Shoalhaven LEP).

On a project by project basis though, opportunities may also be explored to divert the active transport corridor via the local road network (where space permits). This could then cater for local needs (while still satisfying the strategic spine objectives) and provide rest areas, amenities, and refreshment options along the active transport corridor. This approach might also help to minimise the wider footprint of the Princes Highway upgrades in some cases, while again still achieving the objectives of the strategic spine.

- As a general rule of thumb, the path projects list may not reflect every proposed future path, or the exact alignment of every proposed future paths, that may be captured in respective development consent conditions (following merit based development assessments); nor may the PAMP Maps reflect every path warranted (pursuant to Shoalhaven DCP objectives) in currently undeveloped zones. This is to ensure that path alignments in the PAMP Maps aren't misconstrued as being mandatory alignments that could hinder development flexibility.

  Developments must still provide those path networks required to satisfy the Shoalhaven DCP requirements or pursuant to merit based assessments as determined on a case by case basis, and provide reasonable connectivity with existing path networks as required pursuant to DCP Chapter G11 and DCP Chapter G21.

- Further to the comment above, the original PAMPs and Bike Plans were developed to address improved transport connections within existing developed areas; this was similarly to ensure that the path alignments shown in the PAMP Maps through greenfield areas (including Urban Release Areas) weren't misconstrued as being mandatory alignments, that could hinder development flexibility.

This approach however was itself misinterpreted, with some suggesting that because a designated path was not shown in the PAMP Maps, paths (or path networks) weren't required in future development areas, which of course was absolutely not the case.

Accordingly, a number of changes have been made to address this issue and improve the planning of path networks going forward; the requirements of DCP Chapter G11 and DCP Chapter G21 have therefore be further clarified to ensure the provision of path networks in all new development areas. To as great an extent as possible, the PAMP Maps therefore reflect future path networks where Master Plans, site-specific DCPs or the like have been developed/are known, or - in the absence of Master Plans, site-specific DCPs or the like - to at least show strategic connections from future development areas to/from the broader active transport network.

Notwithstanding, due to confidentiality or the preliminary nature of some planning processes, the identification of these paths (even at a high level) has not been possible in all future development areas. Again though, this does not mean that future paths won't need to be provided as part of future developments; all developments must still provide path networks that satisfy the DCP Chapter G11 and DCP Chapter G21 requirements or, pursuant to merit based assessments as determined on a case by case basis, provide reasonable connectivity back to existing path networks.

Finally, it is noted that where the PAMP Maps does show a path network, or sometimes at best only a strategic stub (point of connection), the underlying intention is not to hinder development flexibility, but only show where paths are anticipated to be required. The actual location of paths may be altered where required to accommodate development design changes, but the objective of providing an internal network, with external connectivity to the broader network, must still be addressed.

- Further to the comment above, there are still numerous paths projects that may not be included in the Path Projects Ranking Spreadsheet due to an expectation, or identified potential, that these projects could be provided by adjoining or nearby developments, subject to merit based assessments. It is considered logical that these projects be initially omitted from the ranking analysis until further details of these developments are available, and moreover when it is known for certain exactly which (if any) path components may be left for Council to complete (post development). This may create a timing issue, or lag between completion of a development and timing of when Council may be able to complete a newly created missing link; unfortunately, this is often unavoidable, even though every attempt is made to minimise any such time lags.
- Whilst the PAMP Maps have always reflected projects along the State Road network, not all of those projects were originally identified as potential projects (in past ranking analysis) as Council was often not able to seek grant funding for projects along State Roads. However, these funding mechanisms have changed over time, and as such more (but not all) State Road projects have been included in the Paths Review.

- At present, projects along Princes Highway and Moss Vale Road have only been included in the Paths Review where Council may be required to initiate and/or manage the project delivery. That is, where it is expected that TfNSW will deliver active transport upgrades as part of its delivery of State Road upgrades, those projects have not been captured by default in the Paths Review. As a general rule of thumb, projects within slower speed areas (town centres) are mostly included, whereas the more visionary projects in more rural (higher speed) areas have not been included, and would likely be delivered as part of future State Road upgrades.

This does not mean that the State Road projects have lesser importance, but only that they have not been specific ranked for comparison with other projects that Council needs to consider, which also means that the significant cost of some of these State Road projects doesn't unduly inflate the overall sum/cost of projects that remain outstanding for Council to consider.

- Further to the above comments, as the primary purpose of the Path Projects Ranking Spreadsheet is to guide Council's budgetary decisions, listed Princes Highway projects are typically those that are ONLY in sections of Princes Highway that are/could be transferred to Council following respective Princes Highway upgrade/Bypass proposals, for example along the current Princes Highway alignment through Milton and Ulladulla.

  Due to funding limitations (both State and local) and the sheer number of path projects, surveys of demand along some of these sections of Princes Highway are not typically undertaken, and therefore this type of data is not available to aid comparisons/ranking. As such, other generic ranking parameters have been adopted to guide the selection of these projects in some circumstances.

- Seasonal fluctuations in many towns and villages across Shoalhaven can be considerable; given that new survey data for all periods of the year is not always available, seasonal fluctuations have been considered by use of other criteria/parameters reflected in the Active Transport Scoring Criteria so that increased seasonal demand is considered in project selection.

- While the Active Transport Scoring Criteria (and Path Projects Ranking Spreadsheet) is the starting point for guiding project comparison/project selection across Shoalhaven, Council may consider other factors when determining which projects to support when preparing its annual budget.

- In addition, more detailed costings will evolve following an allocation of funding for detailed design on a project by project basis. Given the significant number of proposed paths across Shoalhaven, at this stage the estimated unit costs are primarily to ensure that some level of allowance is being identified to aid in Council's budgeting decisions and ongoing campaigning efforts to raise the importance of NSW and Federal Governments significantly increasing their allocations of funding to aid Council (and indeed all Councils across NSW) in the expansion of our active transport networks, which as discussed in critical to providing a sustainable transport future.

- Similarly, the distances of new paths identified in the Path Projects Ranking Spreadsheet are also to provide a general guide only; notwithstanding, these distances have been estimated for planning purposes and consistency across all projects using to Google and other sources to determine a general project length (i.e. the length of new path from A to B). No allowance has been made for – for example - driveways or road crossings, noting that this adds a further conservative factor in the cost estimation for many of the projects.

- The cost estimates included in Path Projects Ranking Spreadsheet assume – for the purpose of establishing an indicative total project cost - that all paths will be formal concrete paths. However, material selection will be considered as part of the design process on a project by project basis once funds are ultimately allocated for design investigation. As such, it should not be immediately implied that the paths identified in the Path Projects Ranking Spreadsheet and PAMP Maps will be concrete constructed, even though this is anticipated to be the case for the majority of paths.

  Material selection will be a design consideration for each project based on its merits, and again the design process will also consider a range of other factors that may include (not exhaustive) project need; available

funds; impact on services; impact on trees/vegetation; environmental and/or archaeological factors; aboriginal heritage; and community consultation. These design investigations will necessarily be undertaken ahead of each project construction.

- Footpaths may vary in width across Shoalhaven, dependant on factors such as available road reserves and pedestrian demand (and in turn appropriate width for the number of pedestrians in different environments). Footpaths typically have a minimum width of 1.2m, however often wider paths are provided if additional space permits (for example 1.5m). In town centres, Council has previously resolved that footpaths shall be a minimum of 1.8m, and indeed even wider footpaths are often provided in town centres (and other higher activity areas) where additional space (and funds) permit. As an example, full width paved verges are common in commercial centres where higher demands are prevalent, and this also facilitates alfresco dining and other uses.
- In other areas, narrower footpaths may be provided if (for safety reasons) it is considered that providing a narrow footpath is better than not providing a path at all. Standards identify an absolute minimum of 900mm for a footpath, however there are locations where narrower paths have been built to provide a safe off-road option for pedestrians. For the purposes of estimating net project costs, path widths have been carefully considered, however where insufficient information is available 1.5m has been adopted as the default footpath width (again providing a conservative factor in the estimate of net project costs across Shoalhaven).
- In 2021, TfNSW amended their project selection criteria (NSW Active Transport Program - grant funding) to allow footpaths to be nominated for selection for the first time; prior to 2021, only shared user paths and cycleways were permitted to be nominated for grant funding, in addition to pedestrian crossings. Footpaths may be nominated of variable width. Where not grant funded, the width of a path is at Council's discretion, noting Australian Standards and Austroads guidelines, and of course a common sense approach to achieve a greater length of off-road paths for the greatest number of our residents and visitors!.
- Shared user paths also may vary in width across Shoalhaven dependant on available road reserves and demand, and subject to grant criteria where relevant. Austroads guidelines have changed over time, and have typically been adopted by TfNSW as changes have occurred over time. When Council adopted its first Cycleway Strategy in the 1990's and started constructing more shared user paths in accordance with that strategy, Austroads permitted shared user paths to be constructed at 1.8m (accepted minimum); accordingly, this was the adopted general minimum width parameter for Council (and TfNSW) at the time. As such, many of our shared user paths are 1.8m wide, or in some cases 2.0m wide where additional width was available.
- Since that time though, and in response to a steady increase in the uptake of cycling more broadly, Austroads incrementally increased the minimum width of a shared user path firstly to 2.0m, and then 2.5m as a general minimum width. More recently, Austroads has increased this width even further, indicating that widths of 30m – 4.0m should be provided where additional width is available.
- Consistency of width across the shared user path network is very important, and moreover there is little point in having isolated sections of 3.0 – 4.0m wide shared user paths if more broadly only 2.0m has been constructed or is achievable given road reserve constraints. Other than through public reserves, most Councils would struggle finding locations where 3.0m – 4.0m shared user paths could be provided continuously along a path network.
- Notwithstanding, TfNSW has more recently recommended that shared user paths be constructed with a minimum width of 4.0m; indeed, the provision of this width is a specific criteria in the latest round of Get Active NSW grant considerations, with TfNSW providing advice that if this width can't be achieved, Council's must

only apply for a project as a footpath. This is extremely limiting and has forced most Councils to apply for path projects as footpaths in the latest round of Get Active NSW grant funding, even if a narrower shared user path would be the superior outcome.

In response to the variation in shared user path width parameters over time, Council has adopted a common sense approach whereby most of Council's own funded shared user paths are typically constructed at 2.0m unless additional width (and funding) permits; this is consistent with most of the shared user path network constructed to date. Notwithstanding, where grant criteria dictates that shared user paths have to be wider, then every attempt is made to comply with the criteria to be assured of the grant funds.

The debate around path width is in a constant state of flux; however, Councils generally do whatever possible to maximise the inflow of grant funds to continue to expand their path networks, working within whatever is the available grant program/criteria at the time, to achieve the greatest length of off-road path network – or greatest bang for buck!.

- As a general rule of thumb, longer projects with multiple segments (including multiple road or street components) can have those individual segments ranked separately if required; this reflects the potential for some segments to be delivered as a higher priority, as well as the fact that it may not be necessary, and/or potentially more cost effective, to deliver a project in stages instead as a more expensive single continuous project up front. Based on the criteria, some segments will return higher ranked scores than other segments of the same project, and it is important that the lower ranked segments don't detract from the overall importance of the project, particularly where a practical and affordable staged approach can be identified.
- Note that in many locations there will be construction challenges and challenging road reserve constraints, and in many cases it may not be possible to provide a full width footpath or shared user path. Notwithstanding, the general view taken is that is far safer to have a narrower, off-road path than standards suggest than to have no path at all, which would result in pedestrians and cyclists having no alternative other than to traverse the road in conflict with traffic. This is of course subject to traffic volumes - in low volume, low speed environments, it may be acceptable for pedestrians and cyclists to share the road space, or a project in that environment may be assigned a lower priority compared to other projects.
- The PAMP Maps do not show every location where pram ramps are required to facilitate safe efficient crossings, or assist those that are less mobile. Where proposed future footpaths and shared user path are identified in the PAMP Maps, or where any new paths are proposed, project planners and engineers will ensure that an appropriate investigation be undertaken to identify where pram ramps are required to provide appropriate connectivity, and safe/efficient connections to both existing and future proposed networks. It is always easier and more cost effective to provide pram ramps up front than to have to come back at a later date and retrofit paths to provide pram ramps.
- Accordingly, all known and anticipated desire lines should be determined and sufficient pram ramps proposed as part of standard project planning protocols. As part of this process, Council's Disability Inclusion Access Plan should be at the forefront of thinking about how to appropriately connect all new path works back to existing and proposed networks, considering all current and anticipated users of the network (both the mobile and those that are less mobile).
- Note that the Path Projects Ranking Spreadsheet, along with the PAMP Maps, need to be updated on an annual basis, taking into account new works undertaken; projects to be removed from the separate ranking analysis spreadsheets as works are completed; new works to be reflected via mapping amendments; project

details refined as detailed investigations are undertaken; and project costs are refined as detailed investigations are undertaken.

- Note that where a path project is primarily a shared user path project, but might include some minor footpath connections to tie back into existing path networks that adjoin the project, the entire length of the project has been calculated on the basis of the shared user path unit rate for simplicity in providing initial cost estimates.
- Note that where a path project requires a pedestrian or Shared User Path Bridge (**SUP Bridge**) - and the predominant cost of a project is associated with that bridge infrastructure - the project may not be listed above in Path Projects Ranking Spreadsheet, but is more likely to be listed in the separate SUP Bridge Ranking Spreadsheet. Similarly, where existing path links are required on either side of an existing bridge, and that bridge is due for an upgrade or requires considerable maintenance, it is assumed that any short path links required to improve access to the bridge will be completed as part of the bridge improvement/bridge upgrade works, and as such these path links won't be separately ranked in the Path Projects Ranking Spreadsheet).

Crossings Review Ranking Notes

The following notes are provided in regard to the ranking of crossing projects.

- The Crossings Ranking Spreadsheet is intended to list every location city wide where a proposed future pedestrian crossing needs to be considered for specific funding, or at the very least, continue to be monitored for potential safety improvements, and compared against other prioritised projects across Shoalhaven. There may be other locations across Shoalhaven that have greater P x V values than those identified in the Crossings Ranking Spreadsheet; however, locations that have already been upgraded to pedestrian crossing treatments have been removed from the Crossings Ranking Spreadsheet, as the intention is list outstanding crossing projects only.
- The Crossings Ranking Spreadsheet includes locations where future pedestrian crossing improvement(s) needs to be considered. There may be multiple desire lines to be addressed at each of these locations (for example, multiple legs of an intersection, or a broader length of road where multiple treatments may need to be considered for broader safety improvements. To that end, the Crossings Ranking Spreadsheet is not a list of outstanding crossing locations, more so a list of "sites" where attention needs to be focused on a safety solution for pedestrians/cyclists.
- The Crossings Ranking Spreadsheet does NOT include every pedestrian crossing proposal/or site of concern along Princes Highway, as the primary purpose of the list is to guide Council's budgetary decisions. Those listed on Princes Highway are ONLY on those sections of Princes Highway that are/or could be transferred to Council following respective Princes Highway upgrade/Bypass proposals (for example along the current Princes Highway alignment through Milton and Ulladulla). There may be some other locations included on the State Road network (for example along Moss Vale Road within the Kangaroo Valley township, due to community concerns and/or related proposals being investigated by Council).
- While pedestrian safety when crossing at intersections is vitally important, the Crossings Ranking Spreadsheet may NOT include every leg of an intersection where an improvement may be required. For example, where pedestrian refuge or raised crossings may provide enhanced safety for pedestrian and cyclists when crossing a particular leg of an intersection, these may not necessarily be flagged separately. Only those projects with particularly high demand/conflicts are likely to be included, and the intention is that the Crossings Ranking Spreadsheet be reviewed annually and updated where required to highlight any new locations that may have emerged as a concern. Where any intersection is being considered for an upgrade, pedestrian and cyclist safety must also be considered as part of any potential suite of intersection improvements.
- Where the P x V of a site is much higher than the historic upgrade warrant, it won't be resurveyed (i.e. traffic and pedestrian surveys) unless there is concern that the priority may be affected by recent surveys at other sites, in which case inflationary growth estimates could be applied to the values in lieu of resurveying (in the first instance).
- Due to funding limitations, not every site has had a survey, but the intention is that every site will eventually be surveyed. Surveys that have (or will soon) been undertaken have been prioritised based on local knowledge of those locations with higher volumes; higher risks; a crash history; or specific community concerns relative to other sites.

- A site may not be scored if it is proposed to be delivered as a part of a broader project - the intention of the scoring is to guide prioritising of Council and grant funding. If a project is already a proposed deliverable as path of another project or as a development condition, it does not need to be ranked, but to ensure that the Crossings Ranking Spreadsheet provides a comprehensive list of outstanding crossing improvements, the protocol is for all projects (whether council funded or otherwise) to remain in the list until such time as it is completed/delivered), but generally surveys won't be undertaken at sites that are proposed to be provided as part of other projects.
- Seasonal fluctuation in the Shoalhaven can be considerable. While surveys have been undertaken across a range of dates depending on the site, for those that to seasonal fluctuation, surveys will typically be undertaken on a Saturday in January to capture peak demands. School or town centre surveys are typically undertaken on a Thursday or Friday in school term (due to Fridays typically being the busiest traffic day, however Thursdays can be just as busy in town centres regarding pedestrian demands). Any variations from this approach (to suit inclement weather for example) could be noted as initial data and flagged for resurvey in a following program, as the intention is to ensure consistency over time in terms of the timing of surveys, to allow fair comparison between sites.
- Some discretion may be applied when determining P x V outcomes; this is because often pedestrian crossing patterns change when a pedestrian crossing treatment is provided (as pedestrians have an opportunity to cross at a new facility, whereas prior to that that may have crossed at a different location). This is why surveys often capture a broader location range to determine current and estimated P x V values for comparison on a site by site basis, and depending on the proposed treatment options.
- Traffic volumes and pedestrian crossing demands may increase over time (more at some sites, compared to others). Accordingly, new surveys should be undertaken every few years to keep track on any changes to the above P x V values, particularly where changes in patterns are likely; for example, the opening of Bishop Drive in June 2023 has diverted traffic away from the Golf Avenue/Shepherd-Mitchell Parade corridor, potentially reducing P x V values along that corridor. It is not recommended to apply growth factors to the historic P x V values which may falsely adjust the data and priorities.
- Note that there are many circumstances that may lead to changing P x V values over time. More current surveys may return lower P x V values than previous assessments, but these circumstances are assessed for merit on a site by site basis. However, for the sake of consistency and equity across Shoalhaven, the latest P x V survey values will generally be reflected in the Crossings Ranking Spreadsheet unless there is concrete evidence to maintain former P x V values (i.e. if there is suspected error in more recent surveys, or for some other legitimate reason).
- Whilst P x V is typically the primary indicator of demand/risk and therefore the prioritision of pedestrian crossing projects across Shoalhaven, Council may consider other factors when determining which projects to support when preparing its annual budget.
- It is not intended that the cost estimates in the Crossings Ranking Spreadsheet are highly accurate; that detail will evolve following an allocation of funding for detailed design on a project by project basis. Given the significant number of proposed pedestrian crossings across Shoalhaven, at this stage the purpose of the costs estimates is to ensure that some level of allowance has been provided for the additional costs of pedestrian crossing improvements at these locations, in addition to the estimated cost of expanding the path network.

- It is noted that designations currently reflected in the PAMP maps to represent existing and proposed crossings are an initial designation and may have been inconsistently applied (for example “C” (Crossing Upgrade to be determined) “R” (Raised Crossing) “W” (Wombat) “Z” (Zebra) “R” (also for Pedestrian Refuge) as well as other crossing types. These have initially been designation to capture the location for ongoing monitoring and review; actual crossing types may still be subject to review once funding is allocated and project scope is determined following design review and community consultation, etc. Accordingly, it should be considered that the initial designation of a crossing type does not necessarily imply a final crossing type.
- Notwithstanding, the updating of the PAMP maps to improve the consistency and application of pedestrian crossing types is a work in progress, and those referencing the PAMP maps can expect to see constant improvements to the mapping over time.
- Where future proposed pedestrian crossings are shown in the PAMP Maps, not all of those locations will show path connections back to the existing path network; those connections are of course vital. However, until a detailed design has been undertaken and approved, Council cannot always guarantee that the locations reflected in the PAMP Maps are the exact locations of future crossing improvements, and accordingly the path connections may also need to be amended to suit a future design. As a general rule, it should be assumed that where a future pedestrian crossing improvement is shown, that the associated path connections must also be provided to link the future pedestrian crossing back to the path network on both sides of the proposed treatment.

Shared User Path Bridge Ranking Notes

The following notes are provided in regard to the ranking of Shared User Path Bridge (**SUP Bridge**) projects under the new Active Transport Scoring Criteria; the application of the criteria to SUP Bridge projects; and certain caveats/disclaimers relevant to the assessment of all or specific projects.

- The SUP Bridge Ranking Spreadsheet is intended to list every location city wide where a proposed future SUP Bridge project needs to be considered for specific funding, or at the very least, continue to be monitored for potential accessibility/active transport improvements, and compared against other priority projects across Shoalhaven. The SUP Bridge Ranking Spreadsheet is primarily focused on connectivity of communities via the existing road network; it is not intended to include SUP Bridge projects s that may be requested or considered within public reserves or along foreshore areas primarily for recreational purposes unless identified for a specific transport purpose.
- Notwithstanding, the SUP Bridge Ranking Spreadsheet may not be exhaustive, and was last reviewed as part of the preliminary development of the Strategy (and SUP Bridge Review). Provision for pedestrians and cyclists should be considered as part of design due-diligence to ensure best practice for every nominated transport project (Council and TfNSW)
- Due to funding limitations, not every site has had a survey, but the intention is that every site will eventually be surveyed. Surveys that have (or will soon) been undertaken have been prioritised based on local knowledge of those locations with higher volumes; higher risks; a crash history; or specific community concerns relative to other sites.
- A site may not be scored if it is proposed to be delivered as a part of a broader project - the intention of the scoring is to guide prioritising of Council and grant funding. If a project is already a proposed deliverable as path of another project or as a development condition, it does not need to be ranked, but to ensure that the SUP Bridge Ranking Spreadsheet provides a comprehensive list of outstanding crossing improvements, the protocol is for all projects (whether council funded or otherwise) to remain in the list until such time as it is completed/delivered), but generally surveys won't be undertaken at sites that are proposed to be provided as part of other projects.
- Seasonal fluctuation in the Shoalhaven can be considerable. While surveys have been undertaken across a range of dates depending on the site, for those that to seasonal fluctuation, surveys will typically be undertaken on a Saturday in January to capture peak demands. School or town centre surveys are typically undertaken on a Thursday or Friday in school term (due to Fridays typically being the busiest traffic day, however Thursdays can be just as busy in town centres regarding pedestrian demands). Any variations from this approach (to suit inclement weather for example) could be noted as initial data and flagged for resurvey in a following program, as the intention is to ensure consistency over time in terms of the timing of surveys, to allow fair comparison between sites.
- Some discretion may be applied when determining P x V outcomes; this is because often a SUP Bridge project will change desire lines as pedestrians and cyclists have an opportunity to cross at a new facility, whereas prior to that that may have crossed at a different location. This is why surveys often capture a broader location range to determine current and estimated P x V values for comparison on a site by site basis, and depending on the proposed treatment options.

- Traffic volumes and pedestrian/cyclist demands may increase over time (more at some sites, compared to others). Accordingly, new surveys should be undertaken every few years to keep track on any changes to the above P x V values, particularly where changes in patterns are likely. It is not recommended to apply growth factors to the historic P x V values which may falsely adjust the data and priorities.
- Note that there are many circumstances that may lead to changing P x V values over time. More current surveys may return lower P x V values than previous assessments, but these circumstances are assessed for merit on a site by site basis. However, for the sake of consistency and equity across Shoalhaven, the latest P x V survey values will generally be reflected in the SUP Bridge Ranking Spreadsheet unless there is concrete evidence to maintain former P x V values (i.e. if there is suspected error in more recent surveys, or for some other legitimate reason).
- Whilst P x V is typically the primary indicator of demand/risk and therefore the prioritision of SUP Bridge projects across Shoalhaven, Council may consider other factors when determining which projects to support when preparing its annual budget.
- It is not intended that the costs estimates in the SUP Bridge Ranking Spreadsheet are highly accurate; that detail will evolve following an allocation of funding for detailed design on a project by project basis. Given the number of proposed SUP Bridge projects across Shoalhaven, at this stage the purpose of the costs estimates is to ensure that some level of allowance has been provided for the additional costs of SUP Bridge projects at these locations, in addition to the estimated cost of expanding the path network.

Paths for Investigation Notes

- The Paths for Investigation Ranking Spreadsheet identifies a number of future "***possible***" paths which have been suggested or requested by either the community or Council, but are currently not mapped and remain separate - only "***for investigation***" at this point. An allocation of funding will be required for each project to progress those investigations in the first instance, subject to Council also considering how these projects compare with the broader list of projects ranked "***for delivery***".
- Many of these projects (but not all) are quite aspirational, and reflect requests from either the community or Council for longer term priorities for active transport connectivity. However these projects can't be mapped until they are first found to be feasible (or not), primarily due to their potential direct or indirect impact on third party land (either private land or State land holdings).
- Many of these projects haven't been formally captured in our active transport planning in the past; however as part of new Strategy, these projects have been separately categorised and scored/ranked using the new Active Transport Scoring Criteria for consistency and fairness, and a separate allocation of funds will be needed to initially progress these projects.
- It is noted that the NSW Government's Get Active NSW program now permits "***projects for investigation***" to be considered; however, it will be a matter for Council to balance up these priorities, which will inevitably have to compete within the same bucket of funds as other projects eligible and ready for construction. Following initial investigations, some projects may not be supported to progress in the Strategy, while others may be supported if found feasible; at that point, these projects would be included in the PAMP Maps (once an alignment is confirmed with more accuracy), and moved to the broader Path Projects Ranking Spreadsheet for re-scoring and prioritisation against other projects across Shoalhaven.
- Note that with regards to the length of path parameter for Projects for Investigation, these are relatively crude planning distances for the purposes of estimating an indicative cost of the entire project, and do not reflect (for example) an adjustment for driveways and road crossings. Notwithstanding, the distance measurements provided are sufficient at a planning level based on the unit rates used to extrapolate the cost of these projects.

  Exact distances and more detailed cost estimates will be determined once design/investigation funding is allocated in the first instance.

Path Projects Cost Assumptions

Costing table - Assumptions for 2023/24 FY					Current
Path Rates Adopted - 2022/23 FY - Roads Revaluation - 2022/23					
Gravel Path	$	45.32	/m2		
FRP	$	198.28	/m2		
Timber	$	198.28	/m2		
Birumen	$	87.55	/m2		
Concrete	$	157.82	/m2		
Paved	$	294.58	/m2		
Path Rates Adopted - 2023/24 FY - Roads Revaluation 2022/23 Rates x 6% (Asset Mgmt. Staff advice					
Gravel Path	$	48.04	$	60.05	/m2
FRP	$	210.18	$	262.72	/m2
Timber	$	210.18	$	262.72	/m2
Birumen	$	92.80	$	116.00	/m2
Concrete	$	167.29	$	209.11	/m2
Paved	$	312.25	$	390.32	/m2
Extrapolated - Assumed Path Costs /using Unit Rates - 2023/24 FY (Roads Revaluation 2022/23 Rate					
FP		1.2	$	250.93	/lm
FP		1.5	$	313.67	/lm
FP		1.8	$	376.40	/lm
SUP		2	$	418.22	/lm
SUP		2.5	$	522.78	/lm
Guide for adding additional costs - Assumptions for 2023/24 FY					
where K&G Required	short lengths		$	1,500.00	/lm
where K&G Required	medium lengths		$	1,200.00	/lm
where K&G Required	long lengths		$	900.00	/lm
where pram ramps require	1		$	8,000.00	each
where pram ramps require	2		$	7,000.00	each
where pram ramps require	3		$	6,000.00	each
where pram ramps require	4		$	5,000.00	each
where pram ramps require	5 or more		$	4,000.00	each

The above unit rates were obtained from Council's Asset Management staff based on the 2022/23 roads re-evaluation exercise, and adjusted up to 2023/24. The unit rates have been used to extrapolate the project lengths for every project included in the Path Projects Ranking Spreadsheet so as to provide a high level strategic estimate of the likely minimum cost of delivering the entire current path project backlog. The "***guide for adding additional costs***" was also prepared initially to ensure consistency in determining potential additional project costs, on a case by case basis. However, given the time constraints in preparing the new Strategy and PAMP and Bike Plan updates, this additional cost review hasn't been possible, but will be specifically considered as part of a future review. It is noted that there is the potential for this to result in an upward trend in costs compared to these high level strategic planning estimates.

Crossing Projects Cost Assumptions

Crossing Treatment	Estimated Cost
Raised Zebra - Pedestrian Crossing - Minor	$150,000
Raised Zebra - Pedestrian Crossing - Medium	$200,000
Raised Zebra - Pedestrian Crossing - Major	$350,000
Zebra - At grade pedestrian crossing - minor	$10,000
Zebra - At grade pedestrian crossing - medium	$15,000
Zebra - At grade pedestrian crossing - major	$20,000
Refuge - At grade pedestrian refuge - minor	$75,000
Refuge - At grade pedestrian refuge - medium	$125,000
Refuge - At grade pedestrian refuge - major	$175,000
Signals - Traffic (pedestrian) signals - minor	$300,000
Signals - Traffic (pedestrian) signals - medium	$500,000
Signals - Traffic (pedestrian) signals - major	$950,000

The above generic pedestrian crossing costs were only assumed for the purpose of getting an initial handle on the likely quantum of the pedestrian crossings backlog (the likely, minimum, high level strategic cost estimate) to simplify the strategic cost estimation, and ensure consistency in determining the minimum strategic cost of the backlog.

Similarly, costs were also assumed for different pedestrian crossing types, used to extrapolate every project included in the Crossings Ranking Spreadsheet, again to provide a high level strategic estimate of the likely minimum cost of delivering the entire current pedestrian crossing project backlog.

Shared User Path Bridge Cost Assumptions

Shared User Path Bridge	Estimated Cost
Small sized culvert	$150,000
Medium sized culvert	$300,000
Small SUP bridge	$500,000
Medium SUP bridge	$1,000,000
Large SUP bridge	$2,000,000
X Large SUP bridge	$5,000,000
XX Large SUP bridge	$10,000,000
Allowance to Incorporate the SUP bridge component into future bridge replacement	$500,000

Again, generic costs were only assumed for the purpose of getting an initial handle on the likely quantum of the SUP Bridge project backlog (the likely minimum high level strategic cost estimate) to simplify the strategic cost estimation of the entire SUP Bridge project backlog.

2024 Paths and Crossings Costs – What's it telling us?

Extracts from Council's DPOP for the 2023/24 FY indicate (current statistics) that the current length of the "***Council maintained***" road network is some 1,822km, while the current length of our path networks (footpaths, share paths and cycleways) is some 275km, i.e. only 15% of the total maintained road network currently has paths. As such, it is clear that there is so much more to be done!

The detailed assessments of active transport projects undertaken as part of the new Strategy identifies more than 700 path projects; more than 200 crossing projects; more than 40 SUP Bridge projects; and almost 20 Paths for Investigation. These are just the projects for consideration by Council (i.e. they do not include projects that might be delivered by TfNSW or as part of new development), yet still the total cost of completing these projects would amount to hundreds of millions of dollars!

Breaking down some of the numbers…

- The current strategic cost estimate of the path projects backlog is $104m.
- The current strategic cost estimate of the crossing projects backlog is $66m.
- The current strategic cost estimate of the SUP Bridge projects backlog is $64m.
- The current strategic cost estimate for the Paths for Investigation initial investigations only is $1m.

In summary, the total current strategic cost estimate of the active transport project backlog is $235m.

Again, these are high level minimum cost estimates based on unit and generic rates only. When determining high level strategic minimum cost estimates for application to the backlog of projects, there has been no detailed design costs or other [potential cost] factors taken into consideration, such as projects that might need acquisition or easements; service adjustments; vegetation/tree impacts; drainage/kerb and guttering solutions; sealing works; signs/line-marking; or a myriad of other local factors.

As more detailed investigations are undertaken, the more refined the cost estimates can become; however at the "***strategic planning***" level (represented by the new Strategy and updated PAMP and Bike Plan) the application of standard unit rates at least paints the picture of minimum likely costs

In turn, this of course clearly shows the enormity of the task ahead, and moreover the very significant increase in funding that will be required if we are ever going to put a dent in the ratio of paths/roads across Shoalhaven, and in turn to ever achieve a quantum leap in the proportion of active trips.

In very general terms, the budget for path construction in Shoalhaven (projects delivered by Council) has been "***on average***" approximately $1m per year over the last 10 years, including approximately $100k - $200k in Council funds and $900,000 - $1m in various grant funds (which itself varies year to year). This generally allows construction of approximately 2.5km of new paths each year at current rates.

The NSW Government's “Get Active NSW” program continues to provide funds for active transport infrastructure, but even with our excellent record of obtaining grant funds through what is a competitive process, Council has historically been awarded less than $1m per year, and given recent reductions in the NSW Government’s active transport budget, these grant funds could be further reduced.

The Federal Government's Department of Infrastructure, Transport, Regional Development, Communications and the Arts also continues to fund major roads and public transport projects nationally; however, they provide no regular funding programs for active transport projects (yet!).

That said, by way of a very recent update - on the 31 October 2024, the Federal Government advised of a new $100m National Active Transport Program available across the period 2024/25 – 2028/29. However, the new program requires a Co-Contribution for eligibility, which disadvantages Council’s like Shoalhaven City who have limited financial capacity at the present time following the compounding impacts of natural disasters

Notwithstanding, to facilitate an increase in the paths to roads proportion of just 1% per annum (from the current 15% proportion of length of paths to roads), reference to current unit rates indicates that will would need an increased investment in path construction of more than 7 times the current rate of investment, noting again that actual costs are likely to be even higher when detailed design factors are taken into consideration.

This situation primarily reflects the enormity of Council’s road network; and a significant under-investment in active transport infrastructure. Following the finalisation of the new Strategy (and updated PAMP and Bike Plan), managing community expectations in the current financial climate will continue to be a significant challenge for Council given the extent of the current active transport project backlog, and ongoing community requests for new active transport infrastructure.

Continued advocacy efforts across all levels of Government will be paramount to secure additional funding for active transport projects in Shoalhaven.

traffic + transport

Shoalhaven Active Transport Strategy

including Pedestrian Accessibility & Mobility Plan Update and Bike Plan Update

for

Shoalhaven City Council

Appendix I: Exhibition Outcomes Report

Table of Contents

1 Introduction

1.1 Overview

arc traffic + transport, for Shoalhaven City Council, prepared a Draft Shoalhaven Active Transport Strategy (**Draft Strategy**), incorporating updates to both the Pedestrian Accessibility & Mobility Plan (**PAMP**) and **Bike Plan**, which (following Council's endorsement on 15 August 2024) was placed on exhibition from Monday 26 August to Sunday 29 September 2024 (5 weeks). This report summarises the outcomes of the exhibition and associated responses to submissions.

1.2 Engagement

Pursuant to the 15 August 2024 Council resolution, on 26 August 2024, the Draft Strategy documents were placed on exhibition on Council's "***Get Involved***" webpage. To maximise public awareness of the exhibition, immediately following posting of the exhibition, a Media Release was sent to 105 key communications contacts (those key contacts who usually receive all of Council's media releases), including:

- Media Contacts.
- All current Councillors and Mayor at the time.
- All Senior Council staff contacts (CEO and Directors).
- All 3 local members, including the Federal Member for Gilmore, and State Members for South Coast and Kiama).

In addition, notification of the exhibition was also advised via email (with links to the Get Involved Page) to:

- 28 Council staff (across all directorates).
- 10 TfNSW staff (Project Managers on all local TfNSW projects, Princes Highway Program Director, local TfNSW contacts, and the NSW Active Transport Program Manager).
- Healthy Cities Illawarra.
- Illawarra Shoalhaven Active Transport Task Force (**ISATT**), which includes the coordinator from Healthy Cities Illawarra; neighbouring Illawarra-Shoalhaven Council contacts; Illawarra-Shoalhaven Local Health District contacts; and other interested local community contacts across the Illawarra-Shoalhaven.
- Shoalhaven Bicycle Users Group (**SBUG**).
- The Coordinator of the Mollymook Milton Ulladulla EMTB and e-Bike Group.
- Every one of the 24 Community Consultative Bodies (**CCBs**) in the Shoalhaven.
- Every school in the Shoalhaven.
- All of Council's Youth liaison contacts.

In addition, given recent consultation between Council and local landholders/residents in regard to a potential bike track proposal in Falls Road, Falls Creek, all 6 property owners/residents at the western end of Falls Road, and all 6 property owners/residents in Hillside Ridge, were also specifically contacted to make them aware of the exhibition, and invite their feedback, as originally assured by Council.

The Draft Strategy was available to the public and other stakeholders for review and comment for 5 weeks, with the exhibition period officially ending on 29 September 2024. Only two (2) submissions were received after the official close of exhibition period (from the SBUG and Bicycles NSW), which were also accepted.

1.3 Responses

There were over 1,700 visits to the Get Involved webpage, with approximately 55% of visitors downloading one or more of the Draft Strategy documents. A total of 97 responses were provided through the Get Involved webpage, and an additional 5 responses from the public and stakeholders were received by email during and immediately after the exhibition period (102 total responses).

The Get Involved webpage provided a short survey to determine the level of support for the Draft Strategy's principles; key projects; and overall support for a greater focus on active transport in Shoalhaven. The survey requested that the visitor indicate whether they "***support***", "***support – but with some changes***", or "***No***" (i.e. did not support) the following:

- The newly adopted Active Transport Scoring Criteria (**ATSC**);
- The ranking of paths projects based on the ATSC;
- The ranking of crossings projects based on the formula Pedestrian x Vehicle (**P x V**) whereby the ranking specifically considers pedestrian and traffic volumes at project locations;
- The ranking of shared user path bridges (**SUP bridges**) based on P x V;
- The ranking of paths for investigation projects based on the ATSC; and
- The Draft Strategy overall.

The responses from the Get Involved webpage and email submissions from the public and stakeholders were positive overall, as summarised in **Table 1**.

Table 1: Summary of Responses to Draft ATS Survey

Do You Support…	Yes		Yes – but with some Changes		No	
Scoring Criteria	47	48%	25	26%	25	26%
Ranking of Crossings	47	48%	19	20%	31	32%
Ranking of Paths	39	40%	23	24%	35	36%
Ranking of SUR Bridges	59	61%	10	10%	28	29%
Paths for Investigation	49	51%	19	20%	29	30%
The Strategy	33	34%	40	41%	24	25%

Considering that only 6% (i.e. 102 out of 1,700) of those who viewed the Get Involved webpage made a submission (i.e. 94% of those that viewed the Draft Strategy didn't make a submission); that some 70% of submissions supported the Draft Strategy (including those who suggested some changes); and that most of the requested changes that can be accommodated have already been addressed, the effective support for the Draft Strategy of 70% of submissions is very pleasing.

It is also important to acknowledge from the outset that of the Get Involved webpage responses not supporting the Draft Strategy, over 50% were in favour of active transport initiatives, but just not some parts of the Draft Strategy itself (and more specifically the ranking of projects, primarily if the projects they were individually supporting happened to have a low ranking). When accounting for these responses, the broader "active transport initiatives" detailed in the Draft Strategy were in turn supported by over 85% of respondents.

Additional submissions from key stakeholders were also overwhelmingly positive (and again, most of the requested changes that can be accommodated have already been addressed).

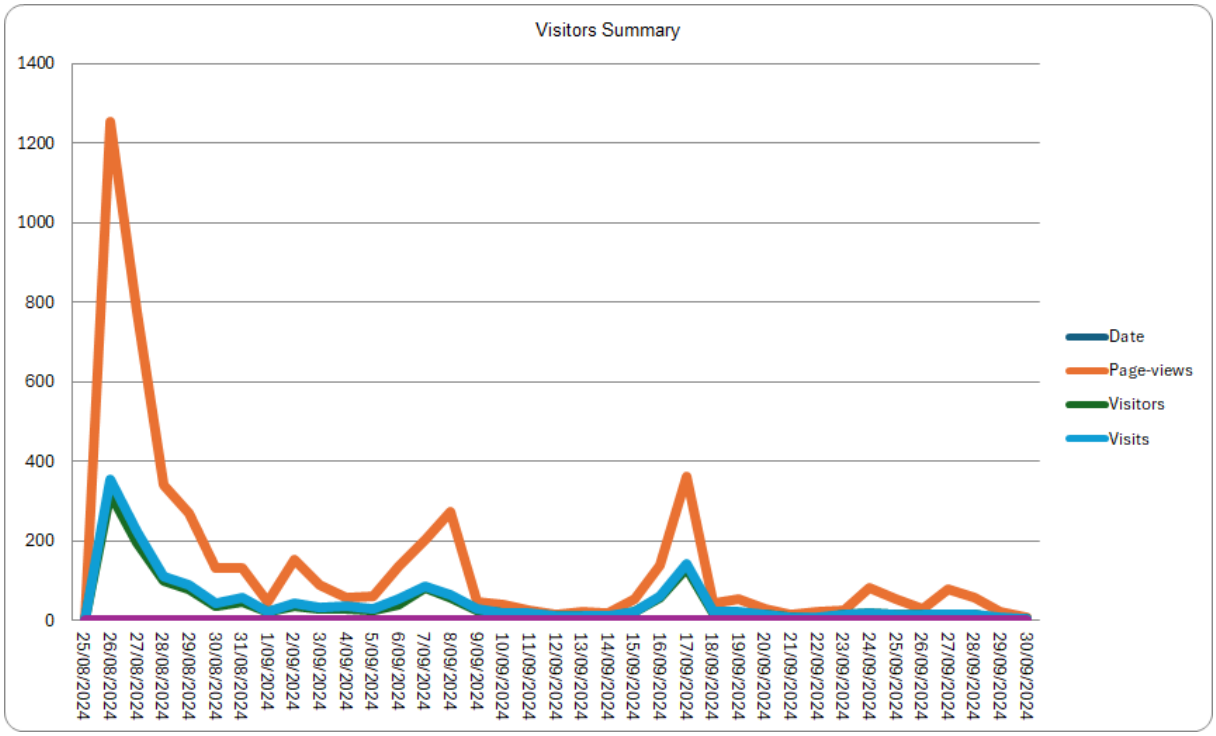
Sections below provide a more detailed summary of all feedback received during and following the exhibition period, and where relevant changes to the Draft Strategy that have been addressed to respond to the feedback, and moreover that will be included in the final Strategy.

2 Get Involved Responses

2.1 Respondents

A total of over 1,700 people visited the Get Involved webpage, with approximately 55% of visitors downloading one or more of the available Draft Strategy documents. A summary of the number of visitors, and the date when they accessed the Draft Strategy documents, is provided in **Figure 1**.

Figure 1: Get Involved Webpage Visits



2.2 Draft Strategy Documents Views/Downloads

As discussed, over 55% of visitors (some 960 visitors) downloaded one or more of the Draft Strategy documents; a summary of the most viewed/downloaded Draft Strategy documents is provided in **Table 2**.

Table 2: Viewed and Downloaded Strategy Documents

Engagement Tool Name	Visitors	Views/Downloads
Appendix A - PAMP Maps	281	311
Draft Shoalhaven Active Transport Strategy	228	275
Appendix B - Project ranking of paths	155	170
Appendix E – projects for investigation	45	50
Appendix D – Project ranking of shared user path bridges	35	38
Active Transport Scoring Criteria	35	35
Appendix C – Project ranking of crossings	33	37
Draft Shoalhaven Active Transport - Consolidated Appendices	32	38
Appendix F - Notes to scoring Criteria & Project Ranking	8	9
faqs	61	65

2.3 Visitor Traffic Source

While there were well over 300 direct contacts to get the word out initially, the news that the Draft Strategy was on exhibition also appeared to be rapidly spread by word of mouth, with the majority of visitors being directed to the Get Involved webpage via social media. There were also a large number of visitors accessing the Get Involved webpage directly via Council's website; via links provided in local media; and further to Google searches.

A summary of the sources via which visitors went to the Get Involved webpage is provided in **Table 3**.

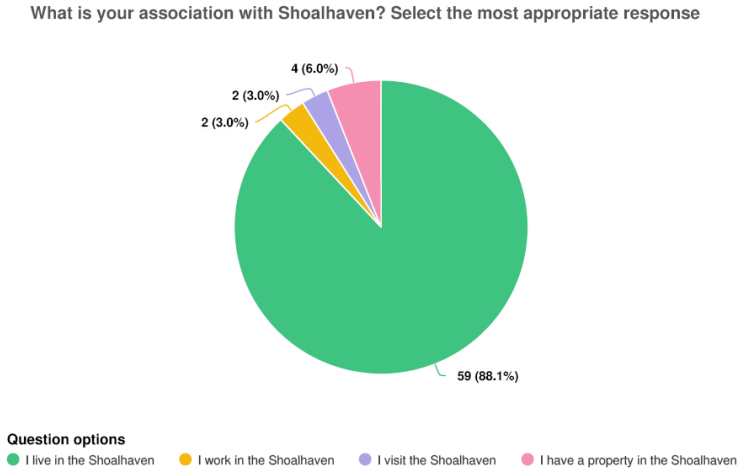
Table 3: Get Involved Webpage Traffic Source

REFERRER URL	Visits
m.facebook.com	367
www.shoalhaven.nsw.gov.au	311
lm.facebook.com	172
l.facebook.com	105
www.google.com	62
www.southcoastregister.com.au	32
www.ulladullatimes.com.au	14
mail.google.com	10
statics.teams.cdn.office.net	8
www.google.com.au	7
android-app	3
www.bing.com	3
linktr.ee	3
scc.livepro.com.au	2
lnkd.in	2

2.4 Association with Shoalhaven

The majority of respondents identified as Shoalhaven residents, while a small number identified as being workers, visitors and property owners; these results are summarised in **Figure 2**. When considering **Figure 2**, it is noted that not all respondents specifically answered this question.

Figure 2: Association with Shoalhaven



2.5 Place of Residence

For respondents that identified as residents, the majority also identified their home suburb; a summary of these responses is provided in **Table 4** (in alphabetical order), noting that this also includes responses from CCBs representing specific suburbs.

Table 4: Respondents Place of Residence

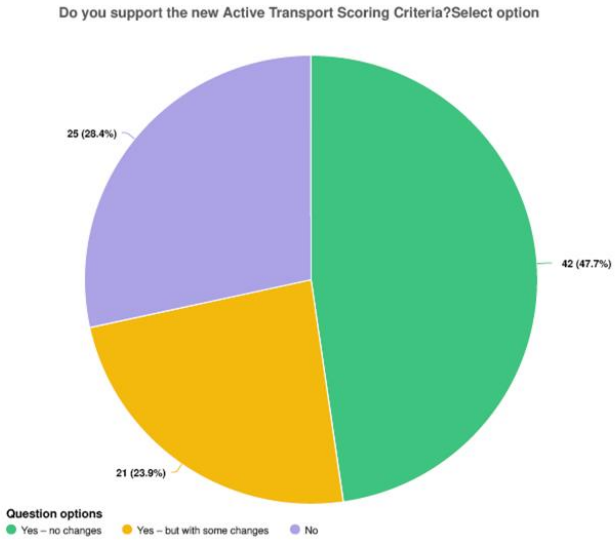
Respondent Suburb/Association	Respondents
Bangalee	2
Berrara	1
Berry	5
Bomaderry	1
Callala Bay	3
Callala Beach Progress Association	1
Cambewarra Rate Payers	1
Cambewarra Village	5
Conjola Park/Lake Conjola	6
Culburra Beach	3
Falls Creek	4
Fishermans Paradise	3
Lake Conjola	8
Milton	1
Mollymook Beach	2
Narrawallee	2
North Nowra	2
Residential (Not stated, different, random locations)	8
Nowra	4
Sanctuary Point	5
Shoalhaven Heads	1
Sussex Inlet	2
Ulladulla	2
Vincentia	3
Visitor (different, random locations)	2
West Nowra	2
Work	2
Worrigee	2
Worrowing Heights	1

2.6 Survey Responses

2.6.1 Question 1: Do you support the new Active Transport Scoring Criteria?

Question 1 of the Get Involved survey asked respondents for their opinion of the new ATSC; a summary of these responses is provided in **Figure 3**.

Figure 3: Do you support the new Active Transport Scoring Criteria?



In relation to the survey responses where “Yes – but with some changes” was selected, most of these respondents didn’t identify where or how they wanted to see the ATSC changed, but were simply concerned that the projects of interest to them were not highly ranked. In regard to most of these identified projects, no adjustments to the ATSC would have resulted in any major shake-up of the project rankings, relative to other projects across Shoalhaven.

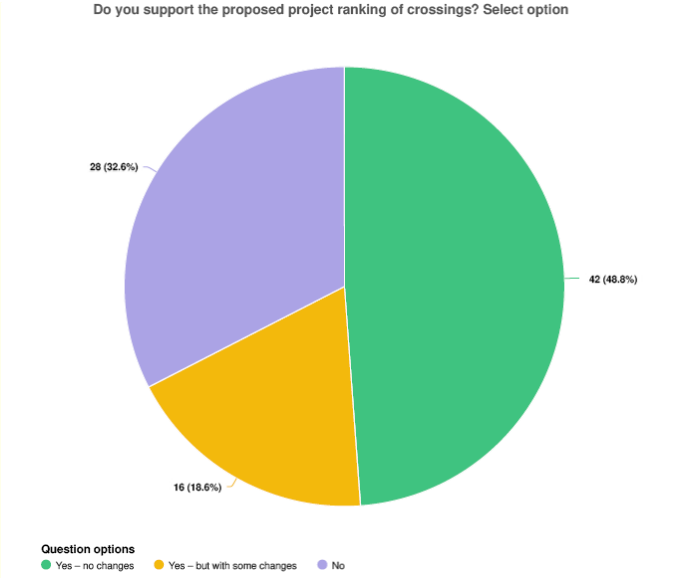
Overall, **the survey responses indicate more than 70% support for the new ATSC**.

With regard to those who responded who “No”, the comments received mostly also disagreed with the ranking of projects, or simply considered that funding for active transport should not be prioritised.

2.6.2 Question 2: Do you support the ranking of Crossing Projects

Question 2 of the Get Involved survey asked respondents for their opinion of the ranking of crossings projects based primarily on the P X V formula; a summary of these responses is provided in **Figure 4**.

Figure 4: Support for the ranking of Crossings Projects



In relation to the survey responses where “Yes – but with some changes” was selected, most of these respondents didn’t identify where or how they wanted to see the P x V criteria changed, but were simply concerned that the projects of interest to them were not highly ranked. In regard to most of these identified projects, no adjustments to the ATSC would have resulted in any major changes to the project rankings, relative to other projects across Shoalhaven.

Some feedback was also received requesting new surveys at some sites (to support a higher ranking); it is noted that resurveying of P x V demands occurs every year at as many sites as possible, and that projects rankings are adjusted accordingly based on the most up-to-date survey data.

Importantly, all of the sites identified by respondents are already shortlisted for resurvey, and as such most of these responses will be specifically addressed further to new surveys.

A small number of responses also identified an issue with the P x V criteria where the composition of the traffic volume is not considered, or more specifically whether the percentage of heavy vehicle traffic (trucks) is not considered. This is an entirely valid concern, particularly in some roads with a high percentage of trucks or – in some instances – where truck traffic has grown over time. As such, the ATSC has been specifically revised to account for the percentage of truck traffic; this is discussed in further detail in **Section 4.3**.

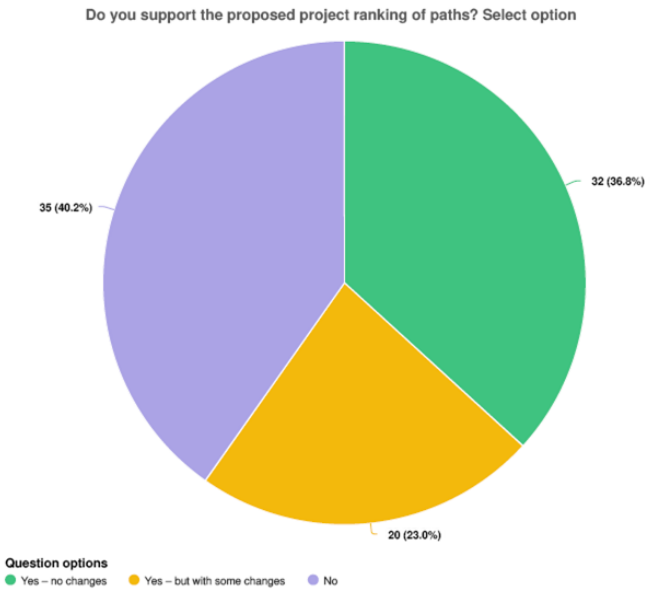
Overall, **the survey responses indicate more than 70% support for the ranking of crossing projects**, though further to identifying projects where traffic volumes include a higher percentage of trucks, it is likely that more than 75% of respondents would support the ranking of crossing projects.

With regard to those who responded who “No”, the comments received mostly also disagreed with the ranking of projects, or simply considered that funding for active transport should not be prioritised.

2.6.3 Question 3: Do you support the ranking of Paths Projects?

Question 3 of the Get Involved survey asked respondents for their opinion of the ranking of paths projects based on the new ATSC; a summary of these responses is provided in **Figure 5**.

Figure 5: Do you support the ranking of Paths Projects



In relation to the survey responses where “Yes – but with some changes” was selected, most of these respondents didn’t identify where or how they wanted to see the ATSC criteria changed, but were simply concerned that the projects of interest to them were not highly ranked. In regard to most of these identified projects, no adjustments to the ATSC would have resulted in any major changes to the project rankings, relative to other projects across Shoalhaven.

Notwithstanding, a number of these responses have been addressed further to consideration of the existing “community support” criteria, whereby additional points are allocated when a projects has been specifically identified as a priority by the local community; this has resulted in many of the Medium Priority projects identified by respondents being elevated to High Priority, or Low Priority projects being elevated to Medium Priority, and in some instances High Priority.

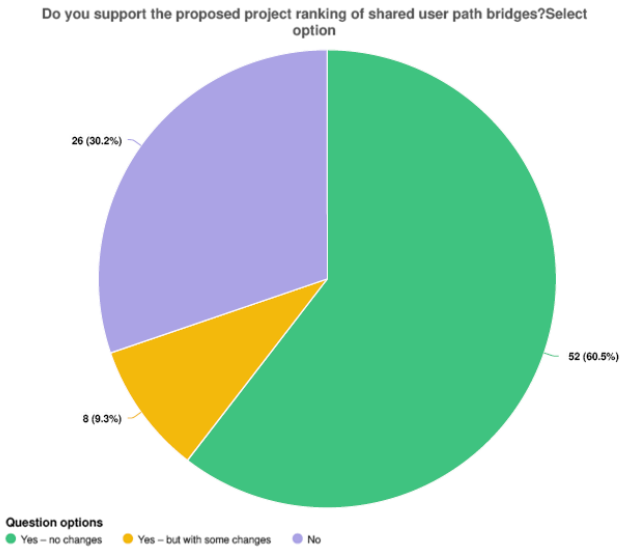
Overall, **the survey responses indicate over 60% support for the proposed ranking of paths**; however, further to the allocation of additional points for projects with community support, it is likely that more than 70% of respondents would support the ranking of paths projects.

Many of those who responded “No” didn’t support the ranking of paths for the same reasons (i.e. paths of interest to them were not ranked highly enough), or considered that any allocation of funds to active transport infrastructure was inappropriate.

2.6.4 Question 4: Do you support the ranking of SUP Bridge Projects?

Question 4 of the Get Involved survey asked respondents for their opinion of the ranking of SUP bridge projects based on the P x V formula; a summary of these responses is provided in **Figure 6**.

Figure 6: Do you support the ranking of SUP Bridge Projects?



In relation to the survey responses where "Yes – but with some changes" was selected, most of these respondents didn't identify where or how they wanted to see the P x V criteria changed, but were simply concerned that the projects of interest to them were not highly ranked.

Some feedback was received requesting new surveys at some sites (to potential support a higher ranking); it is again noted that new surveys to determine P x V occurs every year at as many sites as possible, and that projects rankings are adjusted accordingly based on the most up-to-date survey data. Importantly, many of these sites have already been identified for new surveys.

Overall, **the survey responses indicate over 70% support for the proposed ranking of SUP bridge projects**.

Briefly, it is worth noting the comments of one respondent, who was concerned about the long list of projects at the bottom of the SUP bridges ranking spreadsheet, including SUP bridge projects where there was no data to allow them to be ranked.

SUP bridge projects are typically very expensive, and grant funding in that order of magnitude doesn't come easily, or annually. The last 3 SUP bridge projects that were successfully completed were the Moona Moona Creek bridge (Huskisson-Vincentia), Chris Creek bridge (Sussex Inlet) and Swan Lake Inlet bridge (Cudmirrah); these SUP bridges were delivered over a 6 year period from 2017 to 2022.

Council tries to ensure that the next highest priority SUP bridge projects do have data to support them, and often community feedback, local knowledge and inspections help Council determine which projects have higher demand, relative to others, and warrant progressing to formal surveys.

Many of the SP bridge projects may not need surveys at this time, as they would only be undertaken when (for example) an adjoining path project is completed, but high costs and funding availability may be the issue preventing shorter term delivery.

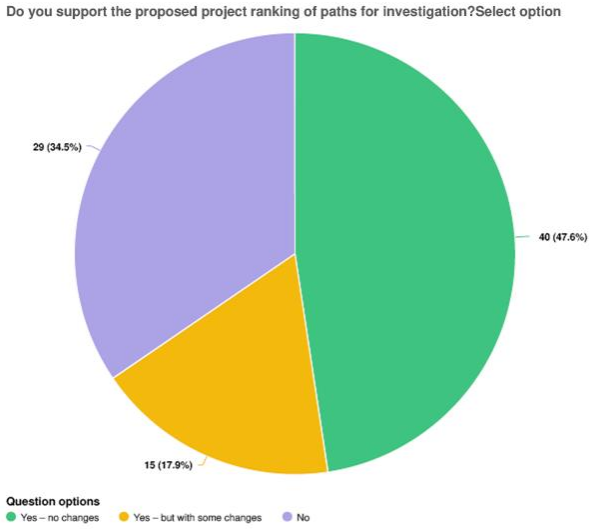
It is also important to note that the list of projects at the bottom of the SUP bridge ranking spreadsheet isn't provided in any particular order, but rather in alphabetical order at this point in time until each is able to be progressed.

Finally, most of those who responded "No" considered that any allocation of funds to active transport infrastructure was inappropriate.

2.6.5 Do you support the ranking of Paths for Investigation Projects?

Question 5 of the Get Involved survey asked respondents for their opinion of the ranking of Paths for Investigation projects based on the P x V formula; a summary of these responses is provided in **Figure 7**.

Figure 7: Do you support the ranking of Paths for Investigation Projects?



In relation to the survey responses where "Yes – but with some changes" was selected, most of these respondents didn't identify where or how they wanted to see the ATSC criteria changed, but were simply concerned that the projects of interest to them were not highly ranked. In regard to most of these identified projects, no adjustments to the ATSC would have resulted in any major changes to the project rankings, relative to other projects across Shoalhaven.

Notwithstanding, a number of these responses have been addressed again further to consideration of the community support criteria.

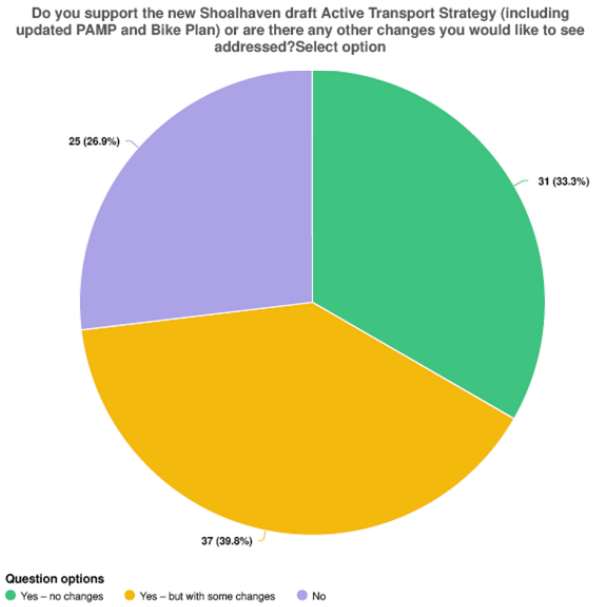
Overall, **the survey responses indicate 65% support for the proposed ranking of the paths for investigation;** however, further to the allocation of additional points for projects with community support, it is likely that more than 70% of respondents would support the ranking of paths projects.

Many of those who responded “No” didn’t support the ranking of the paths for investigation for the same reasons ((i.e. paths of interest to them were not ranked highly enough), or considered that any allocation of funds to active transport infrastructure was inappropriate.

2.6.6 Do you support the Active Transport Strategy?

Question 6 of the Get Involved survey asked respondents for their opinion of the overall Draft Strategy; a summary of the results is provided in **Figure 8**.

Figure 8: Do you support the Active Transport Strategy?



In relation to the survey responses where “Yes – but with some changes” was selected, most of these respondents didn’t identify where or how they wanted to see the Strategy changed, but were simply concerned that the projects of interest to them were not highly ranked.

As discussed, further to the feedback the ranking of some projects has been adjusted further to consideration of the community support points in the ATSC, and/or where there is a higher percentage of trucks in the P v X criteria. However, in the majority of cases adjustments to the ATSC or consideration of truck volumes would not result in any major changes to the project rankings, relative to other projects across Shoalhaven.

Overall, the survey responses indicate 75% support for the Strategy; however, further to the elevation of many projects identified by respondents (again further to considering community support and truck volumes) it is likely that close to 80% of respondents would support the Strategy.

Finally, while many of those who responded “No” simply considered the need to fund other essential infrastructure (and particularly road upgrades) rather than active transport infrastructure, approximately half of these respondents provided comments that inherently supported the Strategy (or at least active transport) but again simply considered that projects of interest to them had not been appropriately considered.

2.7 Review of Written Survey Responses

The Get Involved survey questions allowed the respondent to provide additional information as to why they chose their response. Sections below provide a summary of the most common comments provided in these written survey responses.

2.7.1 Unqualified Support

With reference to the survey responses in **Section 2.6**, a relatively high percentage of respondents supported most components of the Draft Strategy without change; typical written responses from these respondents include:

Need to have as many places for people to walk and cycle around as possible. Need to get people active and healthy. Less reliance on private cars.

> *Keep it up! More, more, more! I would honestly ride to work if it was safe. 8 minute drive. Imagine one more car off the road multiplied by everyone else in the same boat*.

> *Bikes and bikes are the way of the future, the more paths the better.*

We need to reduce the pressure on our roads. Look to the European way - cycling/walking/running benefits everyone, places less pressure on roads and infrastructure and less pressure on the health system. Time for a long term investment into the future.

> *Prioritise commuter safety and access, encouraging more local workers to ride and reduce all day car parking in our towns/villages*.

2.7.2 Support – but with Changes or No

As discussed, many of those choosing "Support - but with some changes" or "No" in response to the Get Involved survey questions were primarily unhappy with the prioritisation of projects, and more often with the prioritisation of paths projects of specific interest to them.

Some of the other common themes of these responses include:

The priority list is upside down. Places with highest population densities should be creating more pathways to get to other areas or places of nature. i.e. Berry to SHH. Bomaderry to SHH via Bolong. Council should see these investments as assets for tourism, not just serving local communities.

> *The criteria should reflect the importance of substituting active transport for car use. Paths and crossings need to support cycling to shops, services and work, by making it safe and straightforward - otherwise we're accidently making active recreation easier, but not active transport, which is good for health but has very little environmental impact.*

Since we have very poor public transport across the Shoalhaven, making cycling (including e-bikes) a viable transport option is a vital environmental initiative.

P x V only works for currently safe streets with some form of refuge alongside (path or nature strip). If the street is so desperately dangerous that few dare risk either walking or riding, (yet many schoolchildren are forced to because there is no alternative) then collected data is skewed beyond use.

Pushing Transport for NSW to integrate a SUP as part of the Milton Ulladulla Bypass project during this planning stage is critical. Integrating a SUP as part of the project construction, rather than retro fitting later would save significant money.

It would be great to see more council workshops or hubs to support cyclists. Via education, access to tyre repair tools or pumps etc. Discounts for cyclists etc

It needs to recognise connecting communities safely as a priority (e.g. Kings point to Ulladulla)

Link the villages! This should be a catch phrase. Create aspirational pathways connecting the Shoalhaven villages to each other and villages to beaches, rivers, parks where possible

There needs to be shared paths to and from town, towns, and a bike path in town, along with undercover storage areas for bicycles.

All of the plan maps are around town centres. Which is great! However, many of the gaps in the active transport, safe route network, with cycle lanes or road shoulders, are the regional roads between town centres.

Project priorities should be higher where people are walking along the edge of the road, in grave danger of being hit by motor vehicles.

The majority of paths are going to south Shoalhaven. It should be the aim to deliver at least one project in each village at a minimum

2.7.3 Negative Responses

The most common issues raised by those who simply do not support the Strategy in any way specifically related to their concern that funding – and specifically Council funding - will be provided for active transport infrastructure when (in their view) that funding should be directed in the first instance to other key infrastructure projects, and specifically fixing our roads after numerous natural disasters have heavily impacted the Shoalhaven.

Some of the other common themes of these responses include:

We don't have basic infrastructure like kerb and guttering yet the Shoalhaven is scoping active transport strategies

Council need to fix the existing infrastructure, especially roads

Councils main focus should be on improving the condition of existing roads not new bike and pedestrian paths

An overreaction and quite unnecessary

A number of negative responses also related to projects with the potential to cross or be in close proximity to private land, with comments such as:

I don't support anything to do with allowing public access past my home, placing my family in possible danger.

> *This would dramatically increase the noise and traffic through our quiet neighbourhood, and expose our quiet neighbourhood to many passers-by who may have ulterior motives*.

Based on a detailed review of all responses, there were 15 respondents in particular (out of the 97 Get Involved Survey respondents, and over 1700 views) who simply did not support any active transport projects or the prioritisation of active transport at this point in time, as the funding in their view would be better spent elsewhere.

2.7.4 Most Discussed Projects

Based on our review of all responses, key projects where respondents stated that active transport infrastructure should be given a higher (or in some cases lower) priority generally align with the number of respondents per suburb as previously summarised in **Table 4**.

These include (**only in alphabetical order):**

- **Badagarang:** Moss Vale Road between Main Road and Princes Highway (SUP).
- **Berry:** Safer connections to Nowra; Beach Road (Berry to Seven Mile Beach SUP).
- **Callala Bay/Callala Beach Villages:** Expansion of the SUP network.
- **Cambewarra Village:** Main Road link to Moss Vale Road and Bomaderry (SUP).
- **Conjola Park and Lake Conjola:** Lake Conjola Entrance Road from Princes Highway to Conjola Park, from Conjola Park to Lake Conjola, and through the village of Lake Conjola to the beach (SUP).
- **Falls Creek:** Very negative responses received to the concept of providing any public bike access along Falls Road, Falls Creek.
- **Nowra/Bomaderry urban area:** Expansion of the SUP network.
- **Sanctuary Point:** Complete the missing link between Paradise Beach Road and Loralyn Avenue via Walmer Avenue or Macleans Point Road (SUP).
- **Vincentia (to Hyams Beach):** Expansion of the SUP network.

It should be noted that in addition to Get Involved survey responses, there were many other projects also strongly supported by the community (or verbally communicated but not represented in the survey responses) primarily where people were already satisfied that their projects of interest were already ranked very highly in the Strategy.

3 Key Stakeholder Submissions

3.1 Overview

As discussed, the Draft Strategy was issued to a high number of key stakeholders for their review and comment; sections below provide a summary of the responses from these key stakeholders.

3.2 Transport for NSW

3.2.1 General Comments

In their submission, TfNSW's Get NSW Active team (**GNA Team**) provides support for the Draft Strategy, stating that:

The Strategy's objectives are supported. These are aligned with Transport's focus areas for active transport (and the GNA program guidelines) – including network connectivity, safety, enabling more short everyday trips by walking and cycling, and catering for users of all ages and abilities.

Similarly, we support the proposed prioritisation framework, which sets an emphasis on improving connectivity to trip attractors and addressing safety issues.

One of the principles underpinning the Draft Strategy is that a path (or other active transport infrastructure) that might not fully meet current standards is better than providing no safety improvements at all for pedestrians and bike riders. TfNSW provides a limited endorsement of this principle, but notes the following considerations to ensure path widths remain fit-for-purpose:

- *Achieving Council's objectives for increasing the share of trips by AT* [Active Transport]
- *Expected future demand (population growth, land use change)*
- *Intended path function*
- *Achieving and maintain a specified level of service (design AT level of service)*
- *Potential increase in conflicting uses on footpaths and shared paths, such as recent increased legalisation of cycling on footpaths; take-up of e-bikes and e-scooters increasing pedestrian exposure to higher speeds on paths.*

However, the TfNSW (GNA team) support was then caveated by the following recommendation:

Align all AT path projects identified as a high priority with the facility selection and path width recommendations in the GNA program guidelines. This will contribute to competitive GNA funding applications for any of these projects.

With regard to the response provided by the GNA Team, it remains the case that Council will adopt a common sense and practical approach when developing plans for new active transport infrastructure based on available funding, and moreover in line with Council's position that a path (or other active transport infrastructure) that might not meet the full GNA guidelines in all respects (but results in the best outcome that can be achieved given the prevalent constraints, on a case by case basis), is better for the community than there being no safety improvements or active transport improvements at all.

Ongoing discussions are occurring with TfNSW representatives in regards to these points of difference, with the aim to maximise the flow of grant funding towards continuous improvements to safety and active transport in the Shoalhaven.

Council has pointed out that TfNSW has constructed many kilometres of SUPs as part of numerous major project upgrades (the Nowra Bridge project being the most recent), none of which would comply with the very wide path width requirements specified in current GNA guidelines. Yet practical local solutions were found that delivered the best possible outcome given the site and budget constraints, and those SUPS have been delivered (and are warmly welcomed!) and continue to serve a key purpose and provide significant active transport benefits for the communities they serve.

Council simply seeks to apply the same approach to deliver the best possible outcomes within the constraints of its own network, and continues to discuss the issue of current GNA guidelines with TfNSW to get the best possible outcome and the greatest amount of available grant funding flowing to Shoalhaven communities. Council is of the opinion that this is the only way by which we can continue to walk and cycle towards Council's (and TfNSW's own) objectives to significantly increase active transport trips over the next 20 years.

3.2.2 Milton Ulladulla Bypass

An additional submission was received from TfNSW's Milton Ulladulla Bypass Team (**MU Bypass Team**), that specifically responds to the future SUP along the proposed alignment of the MU Bypass, which is shown in the PAMP Maps. The response states that:

Whilst the project is still in development and the design has yet to be finalised, there is currently no allowance for a shared path along the new alignment. Provision for on-road cyclists is anticipated to be provided by a paved shoulder.

Where the Milton Ulladulla bypass crosses existing and proposed active transport connections, provision would be made to facilitate these active transport connections.

Council is continuing to discuss the matter with TfNSW, and has pointed out the inconsistency between the current MU Bypass concept (which currently does not cater for an off-road path along the MU Bypass route) – and TfNSW's GNA guidelines and Safe Systems objectives.

Council will continue to advocate for an off-road path as part of the MU Bypass, even if in the short term this is simply providing an adjacent corridor that may – for example – provide a gravel track before being further upgraded in the future.

It is also acknowledged that there are environmental concerns contributing to the desire for a small project footprint, but these investigations by TfNSW are ongoing.

While discussions with TfNSW continue, Council is also investigating potential solutions to maximise the safety and route choices available to bike riders if a direct link along the MUP Bypass is not provided.

In this regard, Council is examining the provision of a continuous SUP route which would divert bike riders "through"" Milton and Ulladulla, noting that much of the active transport network supporting such a proposal has already been planned as part of the Draft Strategy. However unless it is delivered in full as part of the MU Bypass, there is a risk that a SUP project of this scale may not be subsequently deliverable under other available grant funded programs. Accordingly Council is obviously hopeful that the complete SUP in this part of Shoalhaven can be delivered as part of the MU Bypass project.

Finally, arc traffic + transport notes that the TfNSW response (from the MU Bypass Team) appears to be at odds with the commitment from TfNSW to ensure that walking and cycling infrastructure is provided as part of all TfNSW projects. In this regard, TfNSW's Providing for Walking and Cycling in Transport Projects Policy 2021 states:

We recognise that walking and cycling are integral to the greater good of our communities and customers. Active transport delivers significant health, environmental and economic benefits, creates communities that are resilient, and enables our communities to be more equitable, inclusive and liveable for everyone. Walking and cycling are also integral to our transport system to enable access to key destinations including public transport, and to enhance places.

Every transport project funded by Transport for NSW must include provision for walking and cycling within the core scope of the project.

In order to deliver the best outcomes for our customers in line with Future Transport 2056, the walking and cycling components of a project must be incorporated from the outset and followed through to delivery and maintenance.

This is particularly relevant to infrastructure projects, where early consideration and delivery of safe, integrated, reliable, accessible and connected walking and cycling infrastructure will enhance the local environment, help to drive behavioural change and achieve a sustained uptake in mode share of walking and cycling. The project must ensure that, once delivered (and throughout construction), the walking and cycling infrastructure is well maintained and kept operational.

As acknowledged by TfNSW, planning for the MU Bypass is ongoing, and as such Council will continue to strongly advocate for the inclusion of active transport infrastructure as part of the project in accordance with TfNSW's own active transport commitments.

3.3 Illawarra Shoalhaven Local Health District

A detailed submission was received from the Illawarra Shoalhaven Local Health District (**ISLHD**). While the ISLHD fully supports the underlying strategy to increase active trips, particularly noting the significant health benefits from greater exercise (and lower vehicle emissions), the ISLHD submission raises a number of issues for further consideration as part of the finalisation of the Strategy. These issues can generally be summarised as follows:

- Focus on reducing trips of 1 km or less by private vehicles.
- Provide more information about the environmental benefits of active trips

- Focusing on short trips within towns and village.
- Increasing the number of formal crossings
- Additional consideration of vehicle speeds in the Strategy, and moreover the introduction of 30km/h speed limits in local roads.
- Providing more frequent and longer duration pedestrian crossing phases at traffic signals.
- Ensuring 15-minute walking, cycling and micromobility networks are under development from the start of new developments .
- Increasing the number of medium and higher density buildings around public transport hubs and town centres.
- Increase the number of EV charging points for e-bikes and e-scooters, and secure and covered storage and charging points for e-scooters and -bikes.
- Providing more multi-directional (Barnes Dances or Scramble) crossings, reducing the need to press the beg button twice to cross two adjacent roads.

These issues have all been considered in the finalisation of the Strategy (see also **Section 4**).

3.4 Bicycle NSW

A late but detailed submission was also received from Bicycle NSW. While Bicycle NSW fully supports the underlying strategy to increase active trips, their submission also raised a number of issues for further consideration as part of the finalisation of the Strategy. These issues can generally be summarised as follows:

- Increased advocacy for State Government funding in collaboration with Bicycle NSW
- Further definition of the road hierarchy, and moreover means by which walking and cycling can be prioritised over vehicle movements.
- Maximising path widths, though appropriately considering spatial and funding constraints.
- Reducing local road speed limits to 30km/h.
- Regular maintenance of verges on rural roads, and the inclusion of verge widening/formalisation wherever possible when upgrading existing roads.
- Strongly consider removing parking from town and village centres to provide better pedestrian and bike rider outcomes.
- Prioritise pedestrians at traffic lights.
- Cycle tourism.
- Promotion strategies.

The Bicycles NSW submission was accepted and these issues have also been considered in the finalisation of the Strategy (see also **Section 4**).

3.5 Community Consultative Bodies

A detailed submission was received from a number of CCBs, including:

- Callala Beach Progress Association.
- Cambewarra Residents and Ratepayers Association.
- Culburra Beach & Orient Point Community Forum.

Broadly, these submissions strongly supported the objectives of the Strategy, but raised concerned in regard to the ranking of some (specific to each CCB area), and moreover their opinion that some projects should be allocated a high priority than is current the case.

A further review of all of the projects specifically raised by the CCBs has been undertaken as part of the finalisation of the Strategy. As noted previously in regard to the Get Involved survey responses, most of the CCB responses were able to be addressed further to consideration of the "community support" points in the ATSC, although this has not necessarily been possible in every instance.

Council will continue to work closely with all CCBs as part of their commitment to ensure that the Strategy goes forward as a live document where projects can be revised/prioritised as new information (or funding) becomes available.

3.6 Shoalhaven Bicycle User Group

A late and brief submission was also received from SBUG, which was also accepted; it is noted that SBUG were awaiting the final submission from Bicycles NSW prior to finalising their submission.

SBUG fully supports the Draft Strategy, and particularly the strategies by which to support and increase cycling as a mode of transport. Notwithstanding, the only concern raised by SBUG relates to the means by which funding for bike projects will be made available so as to ensure safer, connected active transport corridors across Shoalhaven.

It is agreed that – fundamentally - while the new Strategy provides a very broadly supported vision and framework, the current funding model remains the greatest challenge to delivering the vision of both Council and the NSW Government to significantly increase active transport over the next 20 years.

Significantly more funding is required from the NSW Government, and new annual funding streams will also need to be provided by the Federal Government to really make a difference and allow delivery of the Strategy within an acceptable timeframe.

4 Strategy Amendments

At the Ordinary Meeting of Council 15 August 2024, it was resolved (MIN24.451) *That Council:*

1. *Exhibit the draft documents (Active Transport Strategy 2024 – including PAMP and Bike Plan Updates) and associated Appendices, for a minimum of 30 days and delegate staff to make minor changes to prepare for exhibition as required.*
    a. *If feedback results in no significant changes, finalise the documents and deem adopted; or*
    b. *If significant adverse feedback is received, update the documents and report the outcomes to Council for final adoption - before December 2024.*
2. *Thank Transport for NSW for collaboration and grant funding.*
3. *Consider funding opportunities for adopted pathway networks, where appropriate, through the preparation of the new Contributions Plan project that is currently underway, or as part of a future plan update.*
4. *Report back on a temporary bicycle access along the gated Falls Public Rd alignment due to the safety issues associated with the Jervis Bay Road intersection works and that this temporary legal access be subject to review in any future investigations for permanent access and any environmental impacts.*

Pursuant to Item 1 of the Resolution, a detailed review has been undertaken of all responses/submissions received from the public and key stakeholders; consequently, minor amendments have been throughout the Strategy to address this feedback.

A summary of key revisions to the Strategy prior to its finalisation is provided in sections below.

4.1 PAMP Maps

A number of respondents identified that some path and crossing projects were (at the time of the exhibition) not shown or not shown correctly on the Interactive PAMP Maps (**PAMP Maps**), or - for example - a path is shown as a footpath rather than a SUP.

During and subsequent to the exhibition period, Council has addressed as many of these mapping issues as possible; however there is much more work to be done! As discussed in the Strategy, Council will continue to regularly update the PAMP Maps (and future Interactive **Bike Maps**) to ensure that the community is provided with the most up-to-date information possible.

It is noted that at the time of finalising the Strategy, there were still some ongoing issues with the PAMP Maps: these include:

- The display of “footpaths to be upgraded to SUP”;
- Some SUPs are still shown as footpaths,
- Many completed projects are still shown as “proposed”

- The designation of pedestrian crossings
- The display of pram ramps and bike racks

All of these issues are being addressed is as timely manner as possible, and Council will continue to improve the interactive experience with available resources. Even with some of these revisions still be completed, the PAMP Maps still represent the best way for the community to visualise existing and proposed active transport infrastructure, and Council welcomes (and will continue to address) all feedback where the community identifies any further anomalies in the PAMP Maps.

4.2 Active Transport Scoring Criteria – Community Advocacy

An important aspect of the new ATSC is whether or not there has been community advocacy (including specific advocacy by a CCB) for a particular project, and/or whether a CCB concurs with the particular ranking of a project within the specific communities they represent (effectively allowing a CCB to request a shuffling of their own priorities, but not changing where those projects sit across Shoalhaven, relative to other projects).

Where there has been advocacy, an additional 5 points has also been assigned to the project, which in many instances elevates the projects identified by the CCBs from Low or Medium Priority to Medium or High Priority.

As part of the development of the Strategy, arc traffic + transport was provided with much of this information by Council (from previous community feedback). However with the exhibition came some new representations and reminders of community support for existing proposed projects, and arc traffic + transport has therefore undertaken a broad review of the rankings analysis to make sure all projects with evidence of community support have been fairly ranked. This has resulted in some changes to the project rankings.

As discussed in **Section 3.5**, not all CCB's responded to the exhibition, or indicated prior support for a particular project of their interest. Going forward, subject to their individual priorities, direct community input should be considered by all CCBs and other key stakeholders. While Council takes numerous factors into consideration when determining it allocation of funding, without this specific advocacy Council can at times be unaware that there is high interest in a certain project, and as such it may not be considered for funding.

4.3 Active Transport Scoring Criteria – Heavy Vehicle Volumes

As discussed in **Section 2.7.2**, a number of respondents noted that the evaluation of path projects did not specifically consider the percentage of heavy vehicles, but rather only the general type of road (Criteria 10 of the ATSC). This is an entirely valid observations, as many lower order roads – which would otherwise be considered 'safe' for pedestrians and bike riders – have seen heavy vehicle volumes increase over time. It is of course also the case that many of the roads which are now seen as providing active transport potential already have a high percentage of heavy vehicles.

As such, an additional 4 points will now be provided for roads with a high percentage of heavy vehicle trips under Criteria #9 of the ATSC. A high heavy vehicle volume would generally be considered as being more than 15% of total volumes, but this will also take into account the type of heavy vehicles, and – particularly in regard to local roads – whether the heavy vehicle volume is disproportionate to total volumes, even in total volumes are relative minor.

This new criteria has been applied to numerous paths projects in the updated ranking spreadsheets.

Respondents also identified the potential absence of heavy vehicle considerations in the application of P x V for crossing and SUP bridge projects. When reviewing surveys of possible project sites, Council does already consider the composition of the total traffic volumes, i.e. heavy vehicle volumes, as well as the composition of the total pedestrian volume, i.e. (for example) students, the elderly or mobility impaired etc.

These factors will continue to be specific considered in all future evaluations referencing P x V.

4.4 Ranking Spreadsheets

Amendments have been made to the rankings analysis to reflect all known feedback to the exhibition of the Draft Strategy, including addressing community advocacy as detailed in **Section 4.2**. It is again also critical to state that the project rankings (like the PAMP Maps) are considered live documents, which Council staff will continue to keep as up to date as possible at all times, reflecting new projects as they emerge; removing completed projects; and/or amending rankings in accordance with the ATSC as the characteristics of project locations change over time.

This would include (for example) changing traffic, pedestrian or bike rider volumes; ongoing review of crash data; community advocacy; the completion of adjoining works (which might then lead to the elevation in priority of an adjoining project); and the creation of new missing links, potentially arising from new developments where Council is able to control project timing.

Specific NSW State or Federal Government grants might also become available to address a political need or priority that might also favour a specific project or type of project; there is therefore the potential for a lower ranked (but almost always still High Priority) project to move forward because of the funding being tied to a certain type of project.

Notwithstanding, while the new ATSC and P x V have been broadly supported and will continue to remain the primary reference for ranking of active transport projects, changes to the ranking spreadsheets will continue to be managed by Council staff as an operational function, and kept as up to date as possible, responding to the wide variety of potential input changes over time.

Council will also consider the project rankings as an important input into their annual budget cycle process, notwithstanding an acknowledgement that Council necessarily takes numerous factors into consideration before ultimately determining its budget and the projects it is able to/or not able to fund each year.

4.5 Whole of Government Changes

Many of the submissions from key stakeholders, and indeed from community respondents, raised issues that either fall out of Council's jurisdiction or will require a "***whole of government***" response, i.e. the collective work of Council, the NSW Government and/or the Federal Government, to progress further. These issues include:

- Changes to speed limits on local roads to enable a greater sharing of local roads, making it safer to walk and cycle in local communities, or indeed the greater prioritisation of pedestrian and bike riders over vehicle traffic (see also the discussion of Shared Zones and Quiet Streets in Sections 9 of the Strategy).
- Achieving higher dwelling densities in close proximity to existing major centres and transport hubs to maximise active trips for everyday services in accordance with the principles of the 15 Minute Neighbourhood (see Section 5 of the Strategy).
- Legalising the use of e-scooters and other e-mobility devices, as well as defining where they can be used (i.e. on roads, shared user paths and cycleways only, or permissible on footpaths for minors, under 16, for example) before developing a strategy for implementing new charging locations and other supporting infrastructure (see Section 9 of the Strategy).
- Providing improved priority to pedestrians and bike riders at more signalised crossings, even if it means an additional minor delay to motorists.
- A commitment to a significantly increase in funding for active transport infrastructure by all levels of Government, including funding from the NSW Government and a new annual allocation of funding the Federal Government, will be required if we are to put a significant dent in the delivery of active transport projects across Shoalhaven, and take step us closer towards meeting Council's active transport objectives and indeed the NSW Government's own target of doubling active transport utilisation over the next 20 years.

In addition to the requirement for a significant increase in funding, perhaps the equal most critical barrier that currently needs to be addressed with the NSW State Government is a relaxing of GNA criteria to permit local Council's to apply the same level of discretion as applied by TfNSW on their own major projects. This will allow Council to provide practical local solutions that meet the prevalent road reserve constraints; fit available budgets; and allow projects to be integrated with adjoining networks to complete missing links.

Again, the aim is to provide as comprehensive an off-road path network as possible, and as many safer crossings as possible, to continue enhancing active transport networks within the constraints of local communities, not penalising local communities by applying stringent theoretical criteria that can't be met in most existing built local environments.

As discussed in response to the TfNSW submission (**Section 3.2**), departures from current standards are evident in almost all TfNSW projects (including the recent Nowra Bridge Upgrade, and numerous other major projects across NSW such as WestConnex), yet Councils are not permitted the same flexibility when they apply for grant funding under the GNA program, which is currently the only regular annual program funding for active transport infrastructure.

Ongoing discussions are occurring with TfNSW representatives in regards to these points of difference, with the aim to maximise the flow of grant funding towards continuous improvements to safety and active transport in the Shoalhaven.

Council and arc traffic + transport were also very appreciative of the detailed submissions from ISLHD and Bicycles NSW, and as much of that feedback as possible has also been incorporated and/or addressed throughout the final Strategy. Notwithstanding, it is again important to acknowledge that some of the issues raised could not be fully addressed given current timing and funding constraints, and the significant challenges faced in Shoalhaven due to the geographical spread of its 50 towns and villages).

In particular, the size and geographical spread of Shoalhaven, and the very significant backlog of active transport projects being requested by the community, has meant that replicating some of the more simplified active transport strategies prepared by much smaller local Council's simply hasn't been possible. However, we are confident that the Strategy still provides a robust and contemporary document that is consistent with NSW Government active transport policies and strategy, and moreover provides a framework to ensure projects are delivered fairly across Shoalhaven, and that active transport infrastructure remains on of Council's highest priorities.

Council will continue to work with the NSW State Government and/or the Federal Government, to address the issues and barriers identified in the strategy, and progress as many of the identified active transport improvements as possible for our local communities.

4.6 Additional Strategy Amendments

4.6.1 Strategy Structure

One of the points made in the submissions from ISLHD and Bicycles NSW was that the new Strategy was too long, and that the Strategy's Priorities and Actions were buried within the large report and not succinct and/or easy to find. As such, the key Priorities & Actions have now been extracted from the primary Strategy Report and detailed in a separate **Appendix A**.

The way individual elements of the Strategy were provided to the community via the Get Involved webpage (which received great feedback from the community) will also be replicated via an updated Active Transport Strategy webpage; this will be constructed as soon as possible once the dust settles on the new Strategy, anticipated by the end of December 2024. This includes the addition of the new Appendices, being the Active Transport Strategy Priorities & Actions Report (**Appendix A**); and this Exhibition Outcomes Report (**Appendix I**).

4.6.2 Falls Road, Falls Creek – Bike Track Proposal

As discussed previously, a number of exhibition responses related to the proposed bike track along Falls Road, Falls Creek. This matter was raised as Item 4 in the Ordinary Meeting of Council held on 15 August 2024 (MIN24.451), which resolved *That Council:*

4. *Report back on a temporary bicycle access along the gated Falls Public Rd alignment due to the safety issues associated with the Jervis Bay Road intersection works and that this temporary legal access be subject to review in any future investigations for permanent access and any environmental impacts.*

Pursuant to Item 4 of the Resolution, a separate report to the new Council on the Falls Road bike track proposal is currently being prepared (date still to be determined). It is intended that once the Falls Road matter has been considered by the new Council, any subsequent resolution of Council will also be addressed as a final amendment to the Strategy, subject to the Council meeting outcome.

4.7 Finalisation of the Strategy

Following any final changes to the Strategy that might be required subject to the outcome of the Council report on the Falls Road, Falls Creek Bike Track; and Pursuant to Item 1 of the 15 August 2024 Council Resolution, the Strategy will then be considered "adopted" and made available through the updated Active Transport Strategy webpage.

Going forward, the mapping and ranking spreadsheets will continue to be considered as live operational documents, and kept as up to date as possible by Council staff, to respond to the numerous changes that constantly occur over time such as adding new projects; removing completed projects; addressing mapping errors; and properly applying the ATSC.

Council and arc traffic + transport wish to once again thank all of those who viewed and provided comments on the Draft Strategy. As stated in the Strategy,

It is only through our work together that we will be able to meet the needs of the community, and ensure that active transport plays a greater role in our daily transport needs.