



## Shoalhaven Active Transport Strategy

including Pedestrian Accessibility & Mobility Plan Update and Bike Plan Update

for

Shoalhaven City Council

## Appendix F: Shared User Path Bridge Projects Review

## Shared User Path Bridge Review Outcomes

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

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

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

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



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

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

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

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

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

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

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

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

Priority	Town	Road	Town	SUP Location	Date	Warrants/PV Values	Highest Peak Hour Volumes		Side of Road
						PV Value	Pedestrians/Cyclists	Vehicles	
High	Ulladulla	Princes Highway	Ulladulla	Bridge over Millards Creek	Sat 29/08/20	95,520	60	1,592	Demands East v west side variable however generally observations indicate 80% demands on the east side (existing footbridge too narrow)- design already prepared for a standalone SUP bridge east side
Hight	Kangaroo Valley	Moss Vale Rd	Kangaroo Valley	Culvert West of Town centre	Sat 13/01/24	25,542	54	473	This is the number of those peds/cyclists crossing at the Western Ramp, the majority would not need to if the SUP was extended across the culvert on the northern side of Moss Vale Road (current missing link in the SUP network)

Priority	Town	Road	Town	Crossing Location	Warrants/PV Values	Highest Peak Hour Volumes		Proposed SUP bridge side
					PV Value	Pedestrians/Cyclists	Vehicles	
Medium	South Nowra (N.B. * combine with broader PV surveys along this section of Hillcrest Avenue - refer previous tab*)	Hillcrest Ave	South Nowra	Brown Creek Bridge (between John Purcell Way and Princes Hwy - south side)	19,782	18	1,099	A separate SUP bridge and associated SUP will be required in the short-medium term along the south side of Hillcrest Avenue, between John Purcell Way (proposed intersection upgrade) and the Highway. In the longer term a SUP will also be required along the northern side of Hillcrest Avenue to compliment the broader SUP networks along Hillcrest, the future HYSA and Yalwal Road - see separate project below (the northern side SUP is proposed to be provided "as part of" the longer term replacement of the Hillcrest Ave traffic bridge over Browns Creek, a consideration at this stage will also be the proposed pedestrian refuge to be provided to facilitate safe access between the northern side SUP and the soccer fields access - all to be considered as part of a combined suite of works, in conjunction with the future road bridge replacement project).
Medium	South Nowra	Flinders Rd	South Nowra	Bridge west of Rotary Park	2,592	4	648	South side. 100% demands captured on South side
Medium	Bomaderry	Meroo Rd	Bomaderry	Culvert between Halstead Pl and Emerald Dr	1,608	4	402	East v west side demands variable, but generally observations consistently indicate some 70-100% of demands on the west side (same side as Emerald Drive estate catchment)

Priority	Town	Road	Town	Crossing Location	Warrants/PV Values	Highest Peak Hour Volumes		Proposed SUP bridge side
					PV Value	Pedestrians/Cyclists	Vehicles	
Low	Nowra-Terara	Terara Road	Nowra-Terara	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	1,096	2	548	North side - to improve the pedestrian linkage for Terara Village between Terara, Nowra HS, Nowra CBD and Nowra Centre Plaza (existing footpath over bridge on north side - with no adjoining connectivity)
Low	Kangaroo Valley	Moss Vale Rd	Kangaroo Valley	Bridge over Nugents Creek	908	2	454	North side. Note 44 of the 46 recorded cyclists were cyclists from Scotts College north side AM (random and not a regular occurrence), otherwise other background demands are very minimal (only 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
Low	Erowal Bay	Erowal Bay Rd	Erowal Bay	Bridge over creek before town	724	4	181	East Side v West side demands variable over time - 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, or northern-most side of the road
Low	Bundewallah	Kangaroo Valley Rd	Bundewallah	Culvert east of Bundewallah Rd	119	1	119	East Side v West side demands variable over time - however noting that the proposed FP network linking back to Berry is all proposed on the eastern side. Demands have been observed to have dropped significantly since the closure of the Bundewallah winery in Bundewallah Road. Will continue to monitor.
Low	Nowra	Princes Highway	Nowra	Jane Street - proposed cantilevered SUP bridge on the northern side of the existing Jane Street road bridge, pursuant to Nowra CBD Strategy. Note the pedestrian crossing activity on Nowra Lane (30m either side of Smith Lane) also being monitored, as a pedestrian crossing improvement will also be required as part of any future SUP bridge delivery to improve the pedestrian linkage between Nowra CBD and Stockland Nowra. (Note the P-Max demand is the total demand crossing between Junction Street lights and Worrige Street lights inclusive- which is broken down within the PV cell, for further information).	N/A	82	N/A	North side - to improve the pedestrian linkage between Nowra CBD and Stockland Nowra - pursuant to Nowra CBD Strategy

Priority	Town	Road	Town	Crossing Location	Warrants/PV Values	Highest Peak Hour Volumes		Proposed SUP bridge side
					PV Value	Pedestrians/Cyclists	Vehicles	
Low	East Nowra	Wallace St	East Nowra	Through reserve south of East Nowra shops	N/A	5	N/A	Side irrelevant (ped/cyclists access through creek/Reserve - no traffic through reserve) - survey reflects the max peak ped/cyclist volume - no veh (therefore no P x V analysis) - continue to monitor
Low	Nowra	Princes Highway	Nowra	Zone to the south of the Bridge Road/Pleasant Way intersection - 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, and to strengthen the Active Transport connections east-west in this precinct. Pursuant to the Nowra CBD Strategy - to improve the pedestrian linkage east-west between the SEC-civic precinct and the Nowra Riverfront precinct-east.	N/A	4	N/A	Side irrelevant (grade separated SUP bridge over the Highway to strengthen east-west active transport connectivity and accessibility)

Further to the above **High**, **Medium** and **Low** ranked SUP Bridge projects, there are many other SUP bridge projects identified, some of which are also reflected on the ATS maps, however because of current lower levels of PV demand, relatively, or because a SUP Bridge project might otherwise only be triggered by a path project (and accordingly shouldn't be ranked in isolation, but instead prioritised with the delivery of the associated path upgrade), notwithstanding below is a list of these "other" SUP Bridge projects as they have been identified to date (those where there is currently no available PV data for ranking). The list is not prioritised, and as such is provided in alphabetical order by suburb name to avoid any confusion.

Town	Road	Town	SUP Location	Side of Road
Berry	Tannery Road	Berry	Broughton Creek - Currently no provision for cyclists across existing Bridge	North side (same as narrow footpath on the existing road bridge)
Berry	Woodhill Mountain Road	Berry	Bundewallah Creek - Currently no provision for cyclists across existing Bridge	West side (same as narrow footpath on the existing road bridge)
Bolong	Bolong Road	Bolong	Broughton Creek - Currently no provision for cyclists across existing Bridge	West side (same as narrow footpath on the existing road bridge)
Callala Bay	Regan Close - to Derwent Street	Callala Bay	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.	N/A
Callala Beach	Callala Beach Road	Callala Beach	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.	East Side
Cambewarra	Main Road - to the west of Cambewarra Village	Cambewarra	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	South Side
Cambewarra	Main Road - to the west of Cambewarra Village	Cambewarra	Browns Creek Tributary - Currently cyclists are provided with a community built timber off road footbridge, which was constructed as part of the original gravel off road bike track - however a separate off road SUP/bridge will need to be provided in future	South Side
Culburra	Addison Road	Culburra	Addison Road-Addison Road link (across "The Strand") - Currently an existing worn gravel track - missing link for pedestrians-cyclists-existing demand noted	N/A

Town	Road	Town	SUP Location	Side of Road
Culburra	East Cr - West Cr	Culburra	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	N/A
Lake Tabourie	Oak Avenue - to Portland Way	Lake Tabourie	Lemon Tree Creek - Currently a missing link (or pedestrians - cyclists have the option of the long way around via Princes Highway).	N/A
Lake Tabourie	River Road - to Beach Street	Lake Tabourie	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).	N/A
Manyana	Sunset Strip - to Alaska Street, via Dune Street	Manyana	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	N/A
Nowra - Nowra Hill	Albatross Road	Nowra - Nowra Hill	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	East Side
Nowra - Nowra Hill	Albatross Road	Nowra - Nowra Hill	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	East Side

Town	Road	Town	SUP Location	Side of Road
Nowra - West Nowra	Yalwal Road	Nowra - West Nowra	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	Both Sides
Nowra - West Nowra	Yalwal Road	Nowra - West Nowra	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	Both Sides
Nowra - West Nowra	Bice Road - to Depot Road - SUP corridor	Nowra - West Nowra	Nowra Creek Tributary - Currently gravel track access - provision of a medium sized culvert as part of future SUP network upgrade	N/A
Nowra - West Nowra	Bice Road - to Jervis Street - SUP corridor	Nowra - West Nowra	Nowra Creek - Currently gravel track access - provision of a medium sized SUP bridge as part of future SUP network upgrade	N/A
Nowra - Worrigeer	Worrigeer Road	Nowra - Worrigeer	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	Both Sides
Old Errol Bay	N/A	N/A - Jervis Bay National Park (formerly Council land/part of the former heritage estates)	Crossing of Worroing Waterway in the Jervis Bay National Park (existing gravel track access - proposed SUP and SUP bridge is proposed to follow the alignment of the existing Shoal Water- water main, currently planned for replacement within the next few years-noted in 2023)	N/A

Town	Road	Town	SUP Location	Side of Road
Sanctuary Point	Larmer Avenue	Sanctuary Point	Cockrow Creek - Currently no provision for cyclists across existing Bridge	East side (same as narrow footpath on the existing road bridge)
South Nowra (N.B. * combine with broader PV surveys along this section of Hillcrest Avenue - refer previous tab*)	Hillcrest Ave	South Nowra	Bridge between John Purcell Way and Princes Hwy (north side) - following the initial provision of a SUP bridge on the southern side (higher priority) - the longer term recommendation of an additional SUP bridge on the northern side- is recommended to be incorporated into the longer term bridge replacement (ie - SUP provision on the northern side to be incorporated into the future bridge replacement, when required)	Following delivery of the initial SUP bridge and associated SUP along the southern side of Hillcrest Avenue, in the longer term a SUP will also be required along the northern side of Hillcrest Avenue- to be provided as part of the future road bridge replacement, by way of a wider bridge to accommodate the northern side SUP, with the northern side SUP to be provided as part of the bridge replacement project.
Sussex Inlet	Lagoon Crescent - to Paradise Crescent	Sussex Inlet	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	N/A
Tapitallee	Tapitallee Road	Tapitallee	Tapitallee Creek - Currently no provision for cyclists within the road reserve - a separate off road SUP will need to be provided, including SUP bridges over both Tapitallee Creek and the Tapitallee Creek tributary.	East Side
Tapitallee	Tapitallee Road	Tapitallee	Tapitallee Creek Tributary - Currently no provision for cyclists within the road reserve - a separate off road SUP will need to be provided, including SUP bridges over both Tapitallee Creek and the Tapitallee Creek tributary.	East Side
Tomerong	Hawken Road - to the south of Tomerong Village	Tomerong	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	East Side
Tomerong	Hawken Road - to the south of Tomerong Village	Tomerong	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	East Side

Town	Road	Town	SUP Location	Side of Road
Ulladulla	Did-Dell Street - northern end-link to Ulladulla Sea Pool and Harbour/foreshore	Ulladulla	N/A - steep embankment/topographic constraint, to the north of Did-Dell Street	N/A
Ulladulla	N/A - Millards Creek	Ulladulla	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.	N/A