



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 be 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	Warrants / PV Values		Peak Hr Pedestrians		Peak Hr Vehicles		AADT
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant	
High	Huskisson	Owen St & Currumbene St	Multiple pedestrian crossings proposed for the town centre - refer traffic study for background (Owen Steet - mid block between Sydney and Currumbene- upgrade existing crossing point to a ped crossing, and provide a ped crossing on the east leg of the Owen/Currumbene intersection, and provide a ped crossing on Currumbene Street-on the south leg of the Owen/Currumbene 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)						
High	Berry	Queen Street	East of Alexandra Street (midblock - at the existing refuge) assess for pedestrian crossing	Sat 11/01/25	269,730	599.4%	405	1350.0%	666	333.0%	7992
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
High	Nowra	Junction St	Midblock Opposite Morrisons Arcade	Fri 11/12/20	232,320	516.3%	781	2603.3%	357	71.4%	4284
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
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
High	Berry	Queen Street	At boundary of #131/#133 Queen Street (ie - align to public access/walkway) - directly opposite the public walkway/ in front of the Berry Hotel (at existing street light)	Sat 11/01/25	150,696	334.9%	234	780.0%	644	128.8%	7728
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
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
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
High	Bomaderry	Cambewarra Road	outside Bomaderry PS - existing childrens crossing (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%	5064
High	Mollymook	Mitchell Parade	Intersection Mitchell Pde / Ocean Street / Shepherd Street (existing roundabout) - all legs monitored, busiest - north leg	Sat 13/01/24	112,267	249.5%	131	436.7%	857	171.4%	10284

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High	Berry	Queen Street	at the intersection with Alexandra Street (monitor pedestrian safety on each leg of the intersection) - PV reflects the highest PV leg of the intersection (eastern leg) but results for each leg also shown	Sat 11/01/25	105,265	233.9%	185	616.7%	569	113.8%	6828
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 the Nowra School of Arts car park-desire line for crossings between Nowra School of Arts car park, the Arts Centre, and Nowra CBD generally however also monitor the zone, for comparison, to the immediate north- which is a separate desire line between the School of Arts car park/and the Nowra Library)	Thu 13/02/25	103,435	229.9%	137	456.7%	755	151.0%	9060
High	Kangaroo Valley	Moss Vale Rd	outside Kangaroo Valley PS - at existing school Childrens Crossing in town Centre	Fri 9/02/24	94,640	210.3%	208	693.3%	455	227.5%	5460
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
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
High	Ulladulla	Boree St - all 4 x existing raised thresholds surveyed to consider if any warrant future augmentation/upgrade to improve pedestrian safety (the existing pedestrian crossing has by far the highest PV, the next highest PV is the southern most raised threshold adjacent Aldi/Woolies- because existing treatments aren't included for comparative analysis, the PV results on display for comparative analysis are associated with the southern most threshold adjacent Aldi/Woolies)	See also representation from Shelley Hancock D21/132282 - all 4 existing raised threshold locations in Boree Street continue to be monitored and reviewed against pedestrian crossing warrants	Sat 21/01/23	78,240	173.9%	163	543.3%	480	96.0%	5760

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Medium	Nowra	Osborne Street	outside St Michael's school - existing "at grade" Childrens Crossing (existing incorporates a pedestrian refuge) - (those crossing at the childrens crossing - or within 30m of the crossing), an additional zone has also been monitored between Zone 1 and North Street (ie - those crossing on the southern leg of the North/Osborne intersection) - these PV results for ranking analysis reflect the crossing demand for zone 1 only (at the existing childrens crossing and including 30m either side of the crossing)	Thu 13/02/25	71,974	159.9%	194	646.7%	371	185.5%	4452
Medium	Nowra	Kinghorne St	intersection with Worrigege Street (monitor all legs of the existing roundabout) - had earlier applied for a grant to upgrade the roundabout to traffic signals, this was not supported by TNSW at the time, who suggested Council should apply for a different treatment (raised pedestrian crossings on all 4 legs, as an initial treatment - even if traffic signals was a longer term consideration), Council subsequently applied for that project, and the application was not approved. Continue to monitor.	Thu 13/02/25	68,220	151.6%	90	300.0%	758	151.6%	9096
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
Medium	Nowra	Berry Street	Mid-Block (Worrigege 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
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
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
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
Medium	South Nowra	John Purcell Way	outside St Johns - existing school Childrens Crossing	Thu 13/02/25	51,612	114.7%	204	680.0%	253	50.6%	3036
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	51,025	113.4%	157	523.3%	325	65.0%	3900

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Medium	Huskisson	Burrill Street	from 30m north of Moona St - extending south- 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) - as development occurs on the western side of Burrill Street in these precincts, continue to monitor, as PV values are expected to climb over time (note also/ to investigate- consent conditions should be being imposed on the developments to the west of Burrill Street, which are triggering the risk/and need to provide future crossing improvements).	Sat 11/01/25	49,368	109.7%	68	226.7%	726	145.2%	8712
Medium	South Nowra	Central Ave	Generally along the frontage of developments between the Princes Highway and Nowra Creek (4 zones have been established to survey/monitor crossing demands) / Zone 3 has consistently been the highest (generally between the 1st and 2nd driveways to the west of the Highway - ie generally between the Harvey Norman and the former Outdoors and Beyond car park access points)	Thu 13/02/25	49,245	109.4%	67	223.3%	735	147.0%	8820
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
Medium	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 Visitors Centre access), and zone 4 - between Green Street and the existing concrete median to the north of Green Street	Sat 21/01/23	48,800	108.4%	32	106.7%	1,525	305.0%	18300
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
Medium	Sussex Inlet	Jacobs Drive	At Roundabout (Neilson Road) - surveyed all legs of the roundabout for potential future crossing upgrades	Sat 21/01/23	45,056	100.1%	128	426.7%	352	70.4%	4224
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
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

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Medium	Berry	Albert Street	at the intersection with Alexandra Street (monitor pedestrian safety on each leg of the intersection) - PV reflects the highest PV leg of the intersection (southern leg) but results for each leg also shown	Sat 11/01/25	41,588	92.4%	148	493.3%	281	56.2%	3372
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
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	40,614	90.3%	42	140.0%	967	193.4%	11604
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 - to maintain the existing raised pedestrian crossing treatment ("in addition" to crossing improvements at the intersection).	Sat 13/01/24	39,312	87.4%	108	360.0%	364	72.8%	4368
Medium	Greenwell Point	Greenwell Point Road, On bend - at fish n chip shop - #114 Greenwell Point Road - 3 zones surveyed (on bend, and either side of the 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 cafe/restaraunt)	Sat 13/01/24	37,249	82.8%	193	643.3%	193	96.5%	2316
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
Medium	Nowra	North St	Between Egans Lane Car Park access and Kinghorne St (mid-block crossing activity)	Fri 9/02/24	35,685	79.3%	45	150.0%	793	396.5%	9516
Medium	Nowra	Worrigea Street	at the intersection with Stewart Place / Lawrence Avenue (monitor pedestrian safety on each leg of the intersection) - PV reflects the highest PV leg of the intersection (eastern leg) but results for each leg also shown	Thu 13/02/25	33,698	74.9%	58	193.3%	581	116.2%	6972
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

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					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant	
Medium	Berry	Queen Street	West of Alexandra Street (mid block - at existing blisters) assess for pedestrian crossing	Sat 11/01/25	30,634	68.1%	53	176.7%	578	289.0%	6936
Medium	Culburra	Prince Edward Ave	Intersection with 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
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
Medium	Vincentia	The Wool Rd	Midblock SUP Crossing to the west of the shops/to the west of the car park access (ie - further to the west of Elizabeth Dr) (approx 30-40m to the west of the main Coles/car park access on The Wool Road)	Sat 27/03/21	29,190	64.9%	35	116.7%	834	166.8%	10008
Medium	Kioloa	Murramarang Road	North of O'Hara St (monitor demand for proposed crossing improvements - noting caravan park catchment, PV demand - 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
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
Medium	Sanctuary Point	Kerry St	South of Paradise Beach Rd at Shops (Combined) - approx. 85m to the south of Paradise Beach Road (existing blisters/existing pedestrian crossing point)	Thu 13/02/25	25,669	57.0%	133	443.3%	193	38.6%	2316
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
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
Medium	Shoalhaven Heads	McIntosh St	zones 1 & 2 to assess pedestrian crossing demand between the northern footpath and the park/surf club (at the immediate entrance to the surf club car park), in addition to addressing the crossing demand, also includes the conflict between pedestrians and traffic in the car park (those pedestrians that continue on the footpath in direct trajectory into the car park, and the associated conflicts with traffic entering/exiting the car park)	Sat 1/02/25	23,680	52.6%	160	533.3%	148	29.6%	1776

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Medium	Nowra	Plunkett Street	at the existing School Childrens Crossing (Nowra Public School) to the east of Osborne Street	Thu 13/02/25	22,946	51.0%	77	256.7%	298	149.0%	3576
Medium	Nowra	Osborne Street	at the existing School Childrens Crossing (Nowra Public School) immediately north of Oliver Parade	Thu 13/02/25	22,509	50.0%	61	203.3%	369	184.5%	4428
Medium	Bomaderry	Cambewarra Road	at Farrelly Place - East Leg (Woolworths, Bomaderry development), continue to monitor- and check warrants for upgrade to a pedestrian crossing)	Fri 3/3/2023	20,522	45.6%	31	103.3%	662	132.4%	7944
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
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
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
Medium	Worrigee	Isa Road	Mid-Block (shopping centre-medical centre precinct)-vicinity of existing pedestrian refuge - monitor for any future crossing safety improvements	Fri 3/03/23	18,200	40.4%	40	133.3%	455	91.0%	5460
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	17,651	39.2%	19	63.3%	929	185.8%	11148
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

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Medium	Ulladulla	Princes Highway	South Street - previously 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 developments in the Boree Street precinct, in addition to increased pedestrian crossing conflicts which have also increased over time	Sat 11/01/25	17,402	38.7%	14	46.7%	1,243	248.6%	14916
Medium	Ulladulla	Camden St	Ulladulla High School (combined zones - from north of South St-but not including those pedestrians walking along South Street, and then extending north, across both blisters/ie across both school gates, to capture the demand for all crossings along Camden Street associated with the school - refer survey diagram, the analysis combines zones 2-4) - continue to monitor	Thu 13/02/25	17,000	37.8%	85	283.3%	200	100.0%	2400

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Low	Vincentia	The Wool Rd	Pedestrian Refuge (between Beach St and St George Avenue) - monitor for upgrade/to combine these intersections- to signalise (to better manage traffic and provide improved pedestrian safety across all legs)	Thu 13/02/25	16,840	37.4%	20	66.7%	842	168.4%	10104
Low	Berry	North Street	Immediately west of Prince Alfred Street (access to Boongaree) - whole intersection surveyed	Sat 11/01/25	16,819	37.4%	121	403.3%	139	27.8%	1668
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
Low	Shoalhaven Heads	Shoalhaven Heads Road	Between Mathews 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	16,320	36.3%	60	200.0%	272	54.4%	3264
Low	North Nowra	Illaroo Road	Clelland Lodge (monitor existing pedestrian refuge, plus separately - all combined PV demand between Clelland Lodge and Page Ave)	Thu 13/02/25	16,268	36.2%	28	93.3%	581	116.2%	6972
Low	Ulladulla	South St (mid block outside High School)- including students crossing between buses	Ulladulla High School (excludes the refuge/now traffic signals west of St Vincent St) - this PV review examines the informal crossing activity mid-block- where students have historically been observed crossing between buses to access the southern side of South Street (bus drivers, however, have expressed concern this will impact the capacity for bus storage in this zone - continue to monitor for potential future safety improvements.). Future solutions may consider the need for a refuge, or to divert students to the adjoining intersections where other safety measures will be in place to improve crossing safety - continue to monitor.	Fri 21/08/20	16,218	36.0%	53	176.7%	306	153.0%	3672
Low	South Nowra	Hillcrest Ave	Princes Highway to John Purcell Way (including Browns Creek Bridge) - split into several zones to monitor PV conflicts (doesn't include crossing movements at the intersection of John Purcell Way, but captures mid-block PV conflicts generally between the intersections of Princes Highway and John Purcell Way) (refer separate analysis line "for" the intersection of Hillcrest Avenue/John Purcell Way). Note - also recorded separately were the volume of peds/cyclists recorded traversing east-west either on the northern side or the southern side of Hillcrest Avenue at the Browns Creek bridge - separately reported in the adjoining SUP bridge warrants analysis.	Fri 14/02/25	15,386	34.2%	14	46.7%	1,099	219.8%	13188
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
Low	Nowra	Park Road	outside Shoalhaven High School east of Moresby St at existing pedestrian Refuge (monitor for potential future upgrades)	Fri 14/02/25	15,288	34.0%	56	186.7%	273	136.5%	3276
Low	Berry	Albert Street	Immediately west of Prince Alfred Street (part of the pedestrian demand corridor linking the CBD to Boongaree - continue to monitor)	Sat 21/01/23	15,130	33.6%	85	283.3%	178	35.6%	2136

Priority	Town	Road	Crossing Location	Survey Date	Warrants / PV Values		Peak Hr Pedestrians		Peak Hr Vehicles		AADT
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant	
Low	Ulladulla	Camden St	at the intersection with South Street, Ulladulla (corner of Ulladulla High School) - originally captured as part of the Camden Street Ulladulla (UHS) PV surveys, but later separated as its own survey (to survey PV demands on each leg of the intersection, for comparison and monitoring for potential future crossing safety improvements)	Thu 13/02/25	14,661	32.6%	81	270.0%	181	90.5%	2172
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
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 - ultimate treatment - tbd, but continue to monitor	Fri 9/02/24	13,200	29.3%	48	160.0%	275	55.0%	3300
Low	Culburra	Prince Edward Ave	Intersection with 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
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
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
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
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)- likely to be triggered by an increased density of development at this location	Sat 13/01/24	12,480	27.7%	80	266.7%	156	31.2%	1872
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	12,257	27.2%	17	56.7%	721	144.2%	8652
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

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					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant	
Low	Ulladulla	Camden St	at the intersection with South Street, Ulladulla (corner of Ulladulla High School) - originally captured as part of the Camden Street Ulladulla (UHS) PV surveys, but later separated as its own survey (to survey PV demands on each leg of the intersection, for comparison and monitoring for potential future crossing safety improvements)	Thu 13/02/25	14,661	32.6%	81	270.0%	181	90.5%	2172
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
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 - ultimate treatment - tbd, but continue to monitor	Fri 9/02/24	13,200	29.3%	48	160.0%	275	55.0%	3300
Low	Culburra	Prince Edward Ave	Intersection with 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
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
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
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
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)- likely to be triggered by an increased density of development at this location	Sat 13/01/24	12,480	27.7%	80	266.7%	156	31.2%	1872
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	12,257	27.2%	17	56.7%	721	144.2%	8652
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

Priority	Town	Road	Crossing Location	Survey Date	Warrants / PV Values		Peak Hr Pedestrians		Peak Hr Vehicles		AADT
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant	
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)- for speed control upon approach to the village-and improving safety of crossings between the two adjoining path networks (crossings of Main road at the Village entry).	Fri 9/02/24	10,506	23.3%	34	113.3%	309	61.8%	3708
Low	Nowra	Old Southern Road	south of Killara Road	Fri 3/03/23	10,200	22.7%	15	50.0%	680	136.0%	8160
Low	Mollymook	Mitchell Parade	At boundary of #49/#51 Mitchell Parade (align to Beach access - directly opposite the Donlan Road stairs-ie the public path access from Donlan Road to Mollymook Beach between #49/#51 Mitchell Parade) - residents request	Sat 11/01/25	9,072	20.2%	21	70.0%	432	86.4%	5184
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
Low	Basin View	Tallyan Point Road	outside St Georges Basin PS - existing school childrens crossing	Thu 13/02/25	8,208	18.2%	38	126.7%	216	43.2%	2592
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
Low	Vincentia	Holden Street	to the north of Vincent Street (location - SUP crossing point)	Sat 11/01/25	7,847	17.4%	133	443.3%	59	11.8%	708
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
Low	Sanctuary Point	Paradise Beach Road (monitoring pedestrian crossing activity - 4 separate zones - broadly between Kerry Street and the existing pedestrian refuge located to the east of the Sanctuary Point shops, ie to the east of #28 Paradise Beach Road- which was originally constructed as a school childrens crossing, before the Sanctuary Point school withdrew its commitment to supervise the crossing))	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	7,545	16.8%	15	50.0%	503	100.6%	6036
Low	Sussex Inlet	Thomson Street	At Sussex Inlet Public School	Thu 13/02/25	7,540	16.8%	52	173.3%	145	72.5%	1740
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 frontage	Fri 9/02/24	7,518	16.7%	21	70.0%	358	179.0%	4296

Priority	Town	Road	Crossing Location	Survey Date	Warrants / PV Values		Peak Hr Pedestrians		Peak Hr Vehicles		AADT
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Low	Vincentia	Elizabeth Drive	north and south of Susan Street (southern leg - the zone between Beach Street and Susan Street has the highest PV from initial surveys, however the proposed SUP and proposed ped refuge will need to be delivered to the immediate north side of Susan Street, to better suit the extension of the path network, and minimise impacts to traffic as consequence of the new crossing treatment).	Sat 21/01/23	7,272	16.2%	9	30.0%	808	161.6%	9696
Low	Berry	Princess Street	east of Alexandra Street	Sat 13/01/24	6,750	15.0%	90	300.0%	75	37.5%	900
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
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
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
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
Low	Sanctuary Point	Paradise Beach Road (monitoring pedestrian crossing activity - 4 separate zones - broadly between Kerry Street and the existing pedestrian refuge located to the east of the Sanctuary Point shops, ie to the east of #28 Paradise Beach Road- which was originally constructed as a school childrens crossing, before the Sanctuary Point school withdrew its commitment to supervise the crossing))	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-adjoning survey- zone 2)	Sat 13/01/24	6,214	13.8%	13	43.3%	478	95.6%	5736
Low	North Nowra	Page Avenue	West of Illaroo Road (split into multiple zones - separating those crossing at the pedestrian refuge (between Hood Close and the North Nowra Tavern access), compared to those crossing at the other existing pedestrian refuge- to the immediate west of Illaroo Road, and separately those crossing in between the two pedestrian refuges - vicinity of the North Nowra Tavern access where people are also observed to be crossing.) The surveys will monitor all three of these zones, for potential future future pedestrian improvements.	Thu 13/02/25	5,850	13.0%	18	60.0%	325	65.0%	3900
Low	Berry	Alexandra Street	north of Victoria Street	Sat 13/01/24	5,723	12.7%	59	196.7%	97	48.5%	1164

Priority	Town	Road	Crossing Location	Survey Date	Warrants / PV Values		Peak Hr Pedestrians		Peak Hr Vehicles		AADT
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant	
Low	Shoalhaven Heads	Shoalhaven Heads Rd	zone from #42 shoalhaven heads rd to jerry bailey rd, to assess pedestrian crossing demand (primarily crossing activity between #47 Shoalhaven Heads Road- Ingenia- Shoalhaven Heads Holiday Park, and Jerry Bailey Road)	Sat 11/01/25	5,668	12.6%	13	43.3%	436	87.2%	5232
Low	Sanctuary Point	Paradise Beach Road (monitoring pedestrian crossing activity - 4 separate zones - broadly between Kerry Street and the existing pedestrian refuge located to the east of the Sanctuary Point shops, ie to the east of #28 Paradise Beach Road- which was originally constructed as a school childrens crossing, before the Sanctuary Point school withdrew its commitment to supervise the crossing))	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	5,472	12.2%	12	40.0%	456	91.2%	5472
Low	Bawley Point	Murramarang Road	South of Voyager Crescent (*existing crossing point in SUP network), continue to monitor- and check warrants - for potential upgrade to a raised pedestrian crossing)	Sat 13/01/24	5,408	12.0%	26	86.7%	208	41.6%	2496
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
Low	Vincentia	Elizabeth Dr	At intersection with Plantation Pt Rd, Foley St - (crossing point for Elizabeth Drive SUP), the crossing point on the west leg of the intersection is still the primary priority to be addressed, and strategically the most important crossing to link the Elizabeth Drive SUP to the foreshore SUP network network (surveyors report that demands on the east leg were primarily from some pedestrians observed cutting diagonally across the intersection, taking a short cut to/from the foreshore SUP, ie - there are two distinct desire lines, even though the west leg is the main priority, there may be justification in exploring improvements on both the west and east legs of the intersection)- continue to monitor	Sat 1/02/25	5,287	11.7%	17	56.7%	311	62.2%	3732
Low	Sanctuary Point	Paradise Beach Road (monitoring pedestrian crossing activity - 4 separate zones - broadly between Kerry Street and the existing pedestrian refuge located to the east of the Sanctuary Point shops, ie to the east of #28 Paradise Beach Road- which was originally constructed as a school childrens crossing, before the Sanctuary Point school withdrew its commitment to supervise the crossing))	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	5,258	11.7%	11	36.7%	478	95.6%	5736
Low	Nowra	Intersection North St/Shoalhaven St - North leg highest PV however monitor all legs of the roundabout, for potential pedestrian crossing improvements on all legs of the roundabout, if/when warranted (*increase in demand as result of hospital expansion) - continue to monitor.		Fri 3/03/23	5,075	11.3%	25	83.3%	203	40.6%	2436

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Low	Ulladulla	Princes Highway	northern boundary of the former Beachside Village Caravan Park (now - "Ulladulla by Gateway Lifestyle") (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)- but have always monitored the full frontage of the commercial precinct from this location, south - to the southern boundary of the Big4 Holiday Park - to assess the broader PV conflicts along the broader development frontage in this precinct (all PV's that would benefit from a proposed pedestrian refuge on the crest at the northern fringe of the development zone)	Sat 11/01/25	4,996	11.1%	4	13.3%	1,249	249.8%	14988
Low	South Nowra	Holloway Road	Vicinity of where the footpath access through from Killara Road joins Holloway Road (created a crossing demand at this location when the footpath link was provided from Killara Road) (N.B. prior to the NSW Governments announcement that they were planning a new Primary school across the road in this vicinity. Council had been monitoring this location since the development of the Killara Road sub-division and associated path connection). The State Govt has now confirmed it is looking at a new site on the cnr Worrige Road/Boolligal Road for the new PS- notwithstanding, this location on Holloway Road will continue to be monitored for future pedestrian safety improvements, subject to ongoing monitoring of PV demand.	Fri 14/02/25	4,750	10.6%	25	83.3%	190	95.0%	2280
Low	Greenwell point	Greenwell Point Road	Pub Zone (between 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 reflect the zone with the highest number of pedestrian crossings (in front of the pub-central zone)* continue to monitor.	Sat 21/01/23	4,557	10.1%	21	70.0%	217	43.4%	2604
Low	Nowra	Graham Street	Immediately north of McGrath Ave (zone to monitor extends between McGrath Avenue and the Pekish Café)	Fri 14/02/25	4,550	10.1%	35	116.7%	130	65.0%	1560
Low	Berry	Victoria Street	west of Alexandra Street	Sat 13/01/24	4,400	9.8%	50	166.7%	88	44.0%	1056
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
Low	South Nowra	Hillcrest Ave	"at" the Intersection with John Purcell Way (results reflect the respective PV demands on each leg of the intersection)	Thu 13/02/25	4,252	9.4%	4	13.3%	1,063	212.6%	12756
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

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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 point as zone 1) and includes crossing activity between the existing crossing point and Bruce Street to the north (as zone 2) and includes crossing activity between the existing crossing point and St Georges Road to the south (as zone 3) - all zones were similar PV although zone 2 was marginally higher- given the way the SUP deviates towards Island Point Road in zone 2 at location which is generally opposite the internal pedestrian crossing link that was provided to provide pedestrians with direct access to the IGA at the rear of the shopping precinct (note - if there was some error in the assessment of traffic count associated with zone 3, then zone 3 could well have been the highest PV zone (however all are relatively similar based on the latest survey results - and continue to monitor*)		Sat 21/01/23	4,059	9.0%	11	36.7%	369	73.8%	4428
Low	North Nowra	Page Avenue	outside North Nowra PS - West of Goolagong Street (at existing children's crossing) - the survey included the existing childrens crossing, plus all legs of the adjacent intersection (intersection of Page Avenue/Goolagong Street)	Fri 14/02/25	4,048	9.0%	46	153.3%	88	44.0%	1056
Low	Shoalhaven Heads	Woolstencraft St	Immediately to the north of Shoalhaven Heads Road (surveyed separately, to the zone to the immediate north- which was separately assessing the broader PV demand "between" the shops frontage and/ including the interaction with Jerry Bailey Oval)- reported separately.	Sat 13/01/24	4,047	9.0%	71	236.7%	57	28.5%	684
Low	North Nowra	McMahons Road	West of Illaroo Rd (one zone monitored - all PV conflicts between Illaroo Road and Hansons Road)	Fri 14/02/25	4,004	8.9%	7	23.3%	572	114.4%	6864
Low	Vincentia	Elizabeth Dr	intersection with Minerva Avenue (analysis combined) - will need to be split after construction of the initial pedestrian refuge on the eastern leg, as part of initial grant funded roundabout project - to monitor ongoing demands on the western, northern and southern legs - the crude estimated cost reflects additional pedestrian crossing improvements on the other 3 legs of the intersection, as additional safety measures to enhance pedestrian safety, subject to ongoing review of PV demand (post construction of the initial roundabout)	Sat 11/01/25	3,928	8.7%	8	26.7%	491	98.2%	5892
Low	Huskisson	Burrill Street	Intersection of Jervis St (analysis combined) - will need to be split after construction of the initial pedestrian refuge on the northern leg, as part of initial grant funded roundabout project - to monitor ongoing demands on the eastern, southern, and western legs - the crude estimated cost reflects additional pedestrian crossing improvements on the other 3 legs of the intersection, as additional safety measures to enhance pedestrian safety, subject to ongoing monitoring of PV demands (post construction of the initial roundabout)	Sat 11/01/25	3,780	8.4%	5	16.7%	756	151.2%	9072

Priority	Town	Road	Crossing Location	Survey Date	Warrants / PV Values		Peak Hr Pedestrians		Peak Hr Vehicles		AADT
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Low	North Nowra	Walsh Crescent	outside Illaroo Road PS - existing school childrens crossing - 1 zone (pedestrians crossing at the existing childrens crossing, and within 20m either side of the pedestrian crossing point), monitor for potential upgrade to raised school childrens crossing	Fri 9/02/24	3,649	8.1%	89	296.7%	41	8.2%	492
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
Low	Shoalhaven Heads	Woolstencraft St	zones 1 & 2 combined to assess pedestrian crossing demand (between shops and Jerry Baily Oval) - NB* doesn't include crossings of Woolstencraft St (to the immediate north of Shoalhaven Heads Road)- that has been separately assessed as it is likely to require its own raised pedestrian crossing treatment (to allow consideration in isolation- or as a combined treatment)*	Sat 1/02/25	3,276	7.3%	63	210.0%	52	10.4%	624
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
Low	Vincentia	Plantation Point Reserve Access	to the east of Plantation Point Parade (location - SUP crossing point, on the Round the Bay SUP network - where the driveway access into Plantation Pt Pde crosses the Round the Bay SUP)	Sat 11/01/25	2,704	6.0%	52	173.3%	52	10.4%	624
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
Low	Vincentia	Vincentia Sailing Club access	to the north of Plantation Point Parade (location - SUP crossing point, where the access to the Vincentia Sailing Club crosses the Round the Bay SUP network)	Sat 11/01/25	2,400	5.3%	80	266.7%	30	6.0%	360
Low	Nowra	Kalandar Street	zone between McKay Street and Clipper Road	Fri 3/03/23	2,150	4.8%	2	6.7%	1,075	215.0%	12900
Low	Huskisson	Watt Street	outside Huskisson PS - 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%	444
Low	South Nowra	Old Southern Road	outside Nowra Christian Community 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%	4752

Priority	Town	Road	Crossing Location	Survey Date	Warrants / PV Values		Peak Hr Pedestrians		Peak Hr Vehicles		AADT
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant	
Low	Vincentia	Elizabeth Dr	At intersection with Frederick St - a safety concern on all legs at this junction with proposed pathway improvements in the area likely to attract higher pedestrian crossing activity (continue to monitor)*. Approach speeds and restricted sight distance a concern at this location. 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 (subject to engineering investigations - perhaps with the only exception being the southern leg where there is least site distance). It is recommended that all of this work occur as a single project so that any one element doesn't adversely impact safety at the intersection.	Sat 13/01/24	1,710	3.8%	9	30.0%	190	38.0%	2280
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
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
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
Low	Nowra	Intersection North St/West St	West leg main concern (increase in demand as result of hospital expansion over time - vehicles parked in surrounding streets including West Street and then walking to-from the hospital, increasing the demand of crossings at this location) - proposed raised pedestrian crossing and associated lighting improvements.	Fri 3/03/23	1,110	2.5%	6	20.0%	185	37.0%	2220
Low	Nowra	Kalandar Street	between Clipper Road and Taraba Crescent	Fri 3/03/23	819	1.8%	1	3.3%	819	163.8%	9828
Low	Berry	Station Road	immediately west of Alexandra Street (crossings primarily associated with the train station)	Sat 13/01/24	714	1.6%	21	70.0%	34	17.0%	408
Low	Nowra	Old Southern Road	immediately north of the June Link (coming out of Carrington Park, north)	Fri 3/03/23	636	1.4%	1	3.3%	636	127.2%	7632
Low	Woolamia	Woolamia Road	Immediately south of Erina Road (access to the Industrial Sub-division-including breweries) - note South leg was busiest* however all legs were surveyed	Sat 21/01/23	586	1.3%	2	6.7%	293	58.6%	3516
Low	Culburra-Orient Point	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

Priority	Town	Road	Crossing Location	Survey Date	Warrants / PV Values		Peak Hr Pedestrians		Peak Hr Vehicles		AADT
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant	
Low	Sussex Inlet	The Springs Road	intersection with Thomson Street / Medlyn Avenue - to monitor ongoing demands on all legs - a future roundabout may be an option (subject to crash history), however an interim pedestrian solution (pedestrian refuge) may be required on the eastern leg initially (timing - most likely in conjunction with the delivery of the eastern SUP network along Three Springs Road, unless PV demands indicate an earlier intervention is required). The community group initially raised this as a concern (the eastern leg) when they sourced their own funding to deliver an interim gravel footpath along the northern side of Thomson Street (and were concerned that their gravel path may influence an increase in the number of pedestrians crossing the eastern leg of the intersection). However initial PV surveys didnt show up any demand - however, continue to monitor. The crude cost estimate reflects an initial pedestrian refuge treatment on the eastern leg of the intersection (if required) subject to PV (if undertaken as an initial stage - the design/delivery should position the treatment where complimentary to a longer term roundabout solution). The PV analysis reflects the highest PV leg/results based on the latest survey.	Fri 14/02/25	237	0.5%	1	3.3%	237	118.5%	2844
Low	Woolamia	Woolamia Road	Immediately south of Duranbah Drive (access to the Industrial Sub-division- including breweries) - note South leg had the highest PV* however all legs were surveyed	Sat 21/01/23	225	0.5%	1	3.3%	225	45.0%	2700
Low	Worrigea	Greenwell Point Rd	bend to the east of Ex-Servo's Sports Club. Monitored for any change in PV demands following developments in the area, although this pedestrian refuge is best delivered "as part of" the northern side SUP extension (proposed along the northern side of Greenwell Point Road (linking the Tee Close Sub-Division to the Worrigea Sports Club), it is likely that the delivery of this SUP will entice other informal crossings activity along this length, and the bend is the best location to target a pedestrian refuge delivery- particularly given the adjoining catchments, and at this location- where sight distance is the greatest in both directions.	Sat 21/01/23	0	0.0%	0	0.0%	637	127.4%	7644

Further to the above **High**, **Medium** and **Low** ranked crossing projects, there are many other crossing 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 crossing project might otherwise be triggered instead by a path or intersection project (and accordingly shouldn't be ranked in isolation, but instead prioritised with the delivery of the associated path or intersection upgrade), notwithstanding below is a list of these "other" pedestrian crossing 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 has been provided in alphabetical order by suburb name to avoid that confusion.

Town	Road	Crossing Location	Notes on Additional Crossing Locations
Bawley Point	Murrumurang Road	to the south of Forster Drive	Proposed crossing improvements, to facilitate safe crossing access, proposed future crossing improvements, continue to monitor
Berrara	Lakeland Drive	to the immediate west of Waterhaven Avenue	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be provided as part of proposed path project (proposed pedestrian crossing, option to raise, recommended to be provided with the proposed 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)	
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	
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.	
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).	
Bomaderry	Cambewarra Road	Immediately east of Barwon Street, proposed pedestrian refuge, to monitor	
Bomaderry	Bolong Road	Immediately east of Beinda Street, proposed pedestrian refuge, to monitor	

Town	Road	Crossing Location	Notes on Additional Crossing Locations
Burrill Lake/Dolphin Point	Dolphin Point Road	Dolphin Point Road/Wallaroy Road/Princes Highway roundabout - east leg (Dolphin Point Road-between roundabouts)	Proposed crossing improvements, to facilitate safe crossing access, proposed pedestrian refuge within existing splitter islands
Burrill Lake/Dolphin Point	Dolphin Point Road/Wuru Drive	Dolphin Point Road/Wuru Drive roundabout - all legs of roundabout	Proposed crossing improvements, to facilitate safe crossing access, proposed pedestrian refuge within existing splitter islands
Burrill Lake/Dolphin Point	Princes Highway	Dolphin Point Road/Wallaroy Road roundabout - north leg - TfNSW responsibility	Proposed crossing improvements, to facilitate safe crossing access, proposed pedestrian refuge within existing splitter islands
Callala Bay	Emmett Street	Immediately East of Callala Beach Road	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian refuge crossing, as part of intersection upgrade, continue to monitor)
Callala Bay	Callala Bay Road	Northern fringe of Callala Bay urban area	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian refuge crossing, including possible raised treatment to calm traffic upon entry to the village, continue to monitor)
Callala Bay	Lackersteen Street	Immediately north of Emmett Street	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian refuge crossing, including possible raised treatment to calm traffic, continue to monitor)
Callala Beach	Quay Road	Immediately West of Callala Beach Road	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian refuge crossing, continue to monitor)
Callala Beach	Callala Beach Road	north of Roskell Road (access to Bowling Club)	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian refuge crossing, continue to monitor)
Cudmirrah	Goonawarra Drive	immediately north of the intersection with Collier Drive/The Springs Road	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be provided as part of proposed path project (proposed pedestrian crossing, option to raise, recommended to be provided with the proposed 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)	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian refuge or raised pedestrian crossing treatment, continue to monitor)

Town	Road	Crossing Location	Notes on Additional Crossing Locations
Culburra	The Lake Circuit	West of Penguins Head Road	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian refuge including potential raised treatment, continue to monitor)
Culburra	The Lake Circuit	East of Silvermere Street	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian crossing including potential raised treatment, continue to monitor)
Culburra	Penguins Head Road	West of Haven Street	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian crossing including potential raised treatment, continue to monitor)
Culburra	Duke Street	Immediately south of Penguins Head Road	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a pedestrian refuge on the minor leg - Duke Street, to facilitate an improved crossing for pedestrians)
Culburra	Penguins Head Road	West of Eastbourne Avenue	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian crossing including potential raised treatment, continue to monitor)
Currarong	Currarong Road	East of Lighthouse Road (west of the Currarong Village entrance)	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian refuge crossing incorporated into an intersection upgrade, continue to monitor)
Erowal Bay	Naval Parade/ Erowal Bay Road	North of village entry	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian refuge crossing- to facilitate safe movements across Naval Parade as part of SUP path networks linking Erowal Bay to Old Erowal Bay, raised treatment could be considered to slow traffic on approach to the village entry and improve safety of the proposed crossing, continue to monitor)
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.	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrades (proposed raised pedestrian crossing), provide the pedestrian crossing improvements when future path works are undertaken

Town	Road	Crossing Location	Notes on Additional Crossing Locations
Greenwell Point	Greenwell Point Road	West of Church Street	Proposed pedestrian refuge crossing, the crossing improvements to be provided as part of proposed future path upgrades
Huskisson	Sydney Street and Owen Street intersection	crossing improvements to all legs of intersection	Proposed crossing improvements, the crossing improvements to be provided as part of proposed future intersection upgrade (roundabout identified in DCP and designed - incorporating crossing improvements on all legs of the roundabout, pending funding. In the longer term, the Huskisson traffic strategy identifies some potential future options to protect the integrity of traffic conditions in the main street. Notwithstanding, pedestrian safety will remain a key criteria for crossings of all legs of the intersection).
Huskisson	Tomerong Street	Between Park Street and Dent Street	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian refuge crossing, continue to monitor)
Huskisson	Hawke Street	Immediately north of Keppell Street	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian refuge crossing, continue to monitor)
Lake Tabourie	Centre Street	to the east of the Princes Highway (vicinity Child Care Centre)	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrades (proposed raised pedestrian crossing), provide the pedestrian crossing improvements when future path works are undertaken
Lake Tabourie	River Road	to the south of Lyra Drive (access to reserve/path network)	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrades (proposed raised pedestrian crossing), provide the pedestrian crossing improvements when future path works are undertaken
Milton	Croobyar Road	immediately east of Wilfords Lane	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be provided as part of development proposal (proposed pedestrian refuge, recommended to be provided with the proposed development)
Milton	Croobyar Road	vicinity Milton Showgrounds access	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be provided as part of future path upgrade (proposed pedestrian crossing or pedestrian refuge, option to raise, recommended to be provided with the proposed future pathway network upgrade)
Milton	Princes Highway	immediately south of the proposed new Myrtle Forest Drive connection (proposed Corks Lane CP-link road)- most likely location- between the two BP service station access points	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be provided as part of future path upgrade (proposed raised pedestrian refuge)
Mollymook	Illett Street	north of the intersection with Princes Highway	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrade or future intersection upgrade (proposed pedestrian refuge)

Town	Road	Crossing Location	Notes on Additional Crossing Locations
Mollymook	Princes Highway	immediately west of the intersection with Illett Street	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrade or future intersection upgrade (proposed pedestrian refuge)
Mollymook	Seaview Street	immediately east of Boag Street	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrade (proposed pedestrian refuge)
Mollymook	Golf Avenue	adjacent Clissold Street (north) reserve	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrade (proposed pedestrian refuge), provide the refuge when the path link is provided through the reserve
Mollymook	Golf Avenue	immediately north of Buchan Street	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as condition of DA consent - to be included as part of path works to be provided by the development in Buchan Street (proposed pedestrian refuge), provide the refuge when the path works are undertaken
Mollymook	Golf Avenue	immediately north of Princes Highway	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrades (proposed pedestrian refuge), provide the refuge when future path works are undertaken
Mollymook	Mitchell Parade	At boundary of #141/#143 Mitchell Parade (align to Beach access)	Proposed crossing improvements to facilitate safe crossing access, proposed pedestrian refuge to be provided as part of the future path network upgrade.
Mollymook	Beach Road	At boundary of #20/#22 Beach Road (align to Beach access)	Proposed crossing improvements to facilitate safe crossing access, proposed raised crossing to be provided as part of the future path network upgrade.
Narrawallee	Carroll Avenue	north of the intersection with Forest Way	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrade (proposed pedestrian crossing or refuge, option to raise, recommended to be provided with the proposed future path network upgrade)

Town	Road	Crossing Location	Notes on Additional Crossing Locations
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	
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	
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	
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	
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	
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	
Nowra	Hyam Street and Osborne Street 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 - northern CBD access improvements - Nowra Riverfront activation) - incorporating crossing improvements on all legs of a future roundabout.

Town	Road	Crossing Location	Notes on Additional Crossing Locations
Nowra	Hyam Street/ Mandalay Avenue/Colyer 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 - expansion of medical precinct - Nowra Riverfront activation) - incorporating crossing improvements on all legs of a future roundabout.
Nowra	Hyam Street/ Shoalhaven Street 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 - expansion of medical/hospital precinct - Nowra Riverfront activation) - incorporating crossing improvements on all legs of a future roundabout (Proposed crossing improvements to all legs of intersection (note - north leg; due to the embankment and parking on west side- move the northern crossing - to the south leg of the shoalhaven/scenic intersection, and - south leg; due to the embankment and parking on west side- move the southern crossing - to vicinity of hospital access-near #24 Shoalhaven Street)
Nowra	Ferry Lane/ Terara Road / Moss Street 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 - access restrictions at the Highway - Nowra Riverfront activation) - incorporating crossing improvements on all legs of a future roundabout.
Nowra	Wharf Road / Hawthorn Avenue intersection - west and south legs	Proposed crossing improvements - western and southern legs of the intersection - connecting to riverfront path network	Proposed crossing improvements, the crossing improvements to be provided as part of a proposed future pathway network upgrade (potential triggers - grant funding for the pathway network upgrade - Nowra Riverfront activation) - incorporating crossing and traffic calming improvements - south and west legs of intersection.
Nowra	Pleasant Way / Hawthorn Avenue intersection - west leg	Proposed crossing improvements - western leg of the intersection - connecting to riverfront path network	Proposed crossing improvements, the crossing improvements to be provided as part of a proposed future pathway network upgrade (potential triggers - grant funding for the pathway network upgrade - Nowra Riverfront activation) - incorporating crossing and traffic calming improvements - west leg of intersection.
Nowra	Hawthorn Avenue / Lyrebird Drive intersection - south leg	Proposed crossing improvements - southern leg of the intersection - connecting to riverfront path network and Shearwater Way	Proposed crossing improvements, the crossing improvements to be provided as part of a proposed future pathway network upgrade (potential triggers - grant funding for the pathway network upgrade - Nowra Riverfront activation) - incorporating crossing improvements - south leg of intersection.
Nowra	Scenic Drive	to the immediate west of Mandalay Ave (access to foreshore reserve/path network)	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of the development of the Mandalay Ave precinct
Nowra	Mandalay Ave	to the immediate south of Scenic Drive (access to broader Nowra riverfront precinct/path network)	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of the development of the Mandalay Ave precinct

Town	Road	Crossing Location	Notes on Additional Crossing Locations
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.	
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)	
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)	
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 Nowra 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.	
Nowra	Jane Street	Western end of Jane Street bridge, proposed pedestrian crossing, facilitating improved pedestrian access between the Nowra CBD and Stockland	
Nowra	St Anns Street	to the immediate west of #153 St Anns Street, Nowra (existing street light). Proposed raised pedestrian refuge crossing.	
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	

Town	Road	Crossing Location	Notes on Additional Crossing Locations
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)	
Nowra	Kinghamore Street	Proposed pedestrian refuge, the crossing improvements to be provided as part of proposed future path works on Kinghorn Street (proposed ped refuge to be provided to the south of driveway #245 Kinghorn 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)	
Nowra	Albatross Road	North of McDonald Avenue, proposed pedestrian refuge, to monitor	
Nowra	Wallace Street	North of Kalandar Street, proposed pedestrian crossing, to monitor	
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. Preference for hospital to provide, who are generating the demand.	
Nowra	Hillcrest Avenue	West leg of the roundabout intersection Hillcrest / Old Southern / Isa Road, Worrigeer, potentially triggered by adjoining pedestrian safety upgrades, or as part of future path upgrades in the immediate area	
Nowra	Isa Road	East leg of the roundabout intersection Hillcrest / Old Southern / Isa Road, Worrigeer, potentially triggered by adjoining pedestrian safety upgrades, or as part of future path upgrades in the immediate area	
Sanctuary Point	Kingsford Smith Crescent	North of Warrego Drive	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian refuge crossing- to facilitate safe movements across Kingsford Smith Drive as part of future path networks, raised treatment could also be considered to slow traffic and improve safety of the proposed crossing, continue to monitor)

Town	Road	Crossing Location	Notes on Additional Crossing Locations
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)	
Nowra	Kinghamore Street	Proposed pedestrian refuge, the crossing improvements to be provided as part of proposed future path works on Kinghorn Street (proposed ped refuge to be provided to the south of driveway #245 Kinghorn 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)	
Nowra	Albatross Road	North of McDonald Avenue, proposed pedestrian refuge, to monitor	
Nowra	Wallace Street	North of Kalandar Street, proposed pedestrian crossing, to monitor	
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. Preference for hospital to provide, who are generating the demand.	
Nowra	Hillcrest Avenue	West leg of the roundabout intersection Hillcrest / Old Southern / Isa Road, Worrigeer, potentially triggered by adjoining pedestrian safety upgrades, or as part of future path upgrades in the immediate area	
Nowra	Isa Road	East leg of the roundabout intersection Hillcrest / Old Southern / Isa Road, Worrigeer, potentially triggered by adjoining pedestrian safety upgrades, or as part of future path upgrades in the immediate area	
Sanctuary Point	Kingsford Smith Crescent	North of Warrego Drive	Proposed crossing improvement, the crossing improvements to be provided as part of proposed future path upgrades (location lends itself to a future pedestrian refuge crossing- to facilitate safe movements across Kingsford Smith Drive as part of future path networks, raised treatment could also be considered to slow traffic and improve safety of the proposed crossing, continue to monitor)

Town	Road	Crossing Location	Notes on Additional Crossing Locations
Sanctuary Point	Loralyn Avenue	to the east of The Wool Lane	Proposed crossing improvement, to facilitate access to the Basin Walk, the crossing improvements to be provided as part of proposed path project (location lends itself to a future pedestrian refuge crossing), not historically identified but was flagged when an access to the Basin Walk was provided at this location (western extent of The Basin Walk), could be provided as a stand alone treatment, but strongly recommended to be provided with the proposed path project
Sanctuary Point	The Wool Lane	to the north of Anson Street	Proposed crossing improvement, to facilitate safe crossing access (noting future proposed SUP extension to the west), the crossing improvements to be provided as part of proposed path project (location lends itself to a future raised crossing, recommended to be provided with the proposed path project
Sanctuary Point	Loralyn Avenue	Immediately east of Meriton Street	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be provided as part of proposed path project (proposed pedestrian refuge, recommended to be provided with the proposed path project)
Sanctuary Point	Island Point Road	Intersection Tasman Road/ and Village Access Road (extension of Crowea Road)	Proposed future roundabout, proposed crossing improvements to each leg, to facilitate safe crossing access, the crossing improvements to be provided as part of future proposed roundabout project, but could be provided as an interim improvement subject to any pedestrian safety concerns occurring prior to funding being available for the roundabout
Sanctuary Point	Island Point Road	At Blue Wren Reserve (existing crossing blisters/pram ramps)	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be provided as part of proposed path project (proposed raised pedestrian crossing, recommended to be provided with the proposed path project - to facilitate safe access to the Old Wool Road Heritage Track)
Sanctuary Point	Anson Street	east of Village Access Road (Crowea Road)	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be provided as part of future proposed development - still to be determined (proposed raised pedestrian crossing, recommended to be provided with the proposed future development - to facilitate safe access across this part of Anson Street)
Sanctuary Point	Island Point Road	immediately north of Meriton Street	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be provided as part of proposed path project (proposed pedestrian refuges on the north and east legs of this intersection, recommended to be provided with the proposed path projects)
Sanctuary Point	Meriton Street	immediately east of Island Point Road	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be provided as part of proposed path project (proposed pedestrian refuges on the north and east legs of this intersection, recommended to be provided with the proposed path projects)
Sanctuary Point	Island Point Road	immediately north of Lachlan Crescent, north	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be provided as part of proposed path project (proposed pedestrian refuge on the north leg of the northern intersection with Lachlan Cr, recommended to be provided with the proposed path project)
Sanctuary Point	Island Point Road	Immediately north of the intersection of Anson Street / Collett Place - ie - north leg of the existing roundabout)- pedestrian refuge to be provided in future. Not high priority, monitor.	

Town	Road	Crossing Location	Notes on Additional Crossing Locations
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.	
South Nowra	Old Southern Road	Southern end, approx 260m to the north of Warra Warra Road	Proposed pedestrian refuge crossing, the crossing improvements to be provided as part of proposed future path upgrades (northern fringe of future commercial area)
St Georges Basin	Island Point Road	immediately south of St Georges Road	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be considered as part of DA for the redevelopment of the Cooee Hotel (proposed raised pedestrian crossing)-recommended to be provided with the proposed redevelopment
Sussex Inlet	The River Road	to the south of the intersection The River Road/Suncrest Avenue	Proposed crossing improvement, to facilitate safe crossing access between The River Road and Suncrest Avenue, the crossing improvements to be provided as part of proposed path project (proposed pedestrian refuge, recommended to be provided with the proposed path project)
Sussex Inlet	Jacobs Drive	to the west of the intersection Jacobs Drive/Plover Close	Proposed crossing improvement, to facilitate safe crossing access across Jacobs Drive, the crossing improvements to be provided as part of proposed path project (proposed pedestrian refuge, recommended to be provided with the proposed path project)
Sussex Inlet	Jacobs Drive	to the immediate east of the intersection Jacobs Drive/Sussex Inlet Road	Proposed crossing improvement, to facilitate safe crossing access across Jacobs Drive, the crossing improvements to be provided as part of proposed path project (proposed pedestrian refuge, recommended to be provided with the proposed path project)
Sussex Inlet	Sussex Inlet Road	to the immediate south of the intersection Jacobs Drive/Sussex Inlet Road	Proposed crossing improvement, to facilitate safe crossing access across Sussex Inlet Road, the crossing improvements to be provided as part of proposed path project (proposed pedestrian refuge, recommended to be provided with the proposed path project)
Sussex Inlet	Sussex Inlet Road	to the immediate east of the Springs Road	Proposed crossing improvement, to facilitate safe crossing access across Sussex Inlet Road, the crossing improvements to be provided as part of future proposed path and intersection project (proposed pedestrian refuge to be incorporated into splitter island of future proposed roundabout, option to provide an initial pedestrian refuge as part of path network development, depending on which comes first. Notwithstanding the refuge would be provided either as part of future proposed path or roundabout project)
Sussex Inlet	Sussex Road	to the immediate west of Lyons Road	Proposed crossing improvement, to facilitate safe crossing access across Sussex Road (proposed pedestrian crossing, option to raise)

Town	Road	Crossing Location	Notes on Additional Crossing Locations
Sussex Inlet	Government Road	immediately north of Thomson Street	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be provided as part of proposed path project (proposed pedestrian refuges on the north and east legs of this intersection, recommended to be provided with the proposed path projects)
Sussex Inlet	Thomson Street	immediately east of Government Road	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be provided as part of proposed path project (proposed pedestrian refuges on the north and east legs of this intersection, recommended to be provided with the proposed path projects)
Sussex Inlet	The Springs Road	immediately north of the access to "Snappy Gums" Seniors Lifestyle Village	Proposed crossing improvement, to facilitate safe crossing access, the crossing improvements to be provided as part of proposed path project (proposed pedestrian refuge to the north of the Snappy Gums access, recommended to be provided with the proposed path projects)
Ulladulla	Princes Highway	to the south/east of Curtis Street	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrades (proposed pedestrian refuge), provide the refuge when future path works are undertaken
Ulladulla	St Vincent Street	to the immediate south of North Street	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrades (proposed pedestrian refuge), provide the refuge when future path works are undertaken
Ulladulla	St Vincent Street	to the immediate north of Church Street	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrades (proposed pedestrian refuge), provide the refuge when future path works are undertaken
Ulladulla	Burrill Street (north)	at the intersection with Crescent Street (on bend)	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrades (proposed pedestrian refuge or pedestrian crossing, option to raise), provide the pedestrian crossing improvements when future path works are undertaken
Ulladulla	Green Street	to the west of Cashman Road	Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrades (proposed pedestrian refuge, option to raise), provide the pedestrian crossing improvements when future path works are undertaken

Town	Road	Crossing Location	Notes on Additional Crossing Locations
Ulladulla	Green Street	to the west of Village Drive	<p>Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrades, or as part of a future intersection upgrade (proposed pedestrian refuge, option to raise), provide the pedestrian crossing improvements when future path works are undertaken or when future intersection improvements are undertaken (when this pedestrian refuge is delivered, consider- as part of the project., the "removal" of the existing pedestrian refuge in front of #165 Green Street Ulladulla, that was originally provided as part of the Ulladulla Leisure Centre, is currently located directly adjoining the internal path network leading to the Ulladulla Leisure Centre. Since the Leisure Centre was built, a roundabout has since been delivered at the intersection of Green Street/Warden Street- which includes pedestrian refuges on all except the northern leg ... and following the future delivery of this proposed refuge- to the immediate west of Village Drive, this existing refuge, located directly in front of #165 Green Street, can be considered for removal "as part of" the proposed new pedestrian refuge delivery).</p>
Ulladulla	Princes Highway	to the south of Wason Street	<p>Proposed crossing improvements, to facilitate safe crossing access, proposed by TfNSW following fatality, the crossing improvements to be provided by TfNSW (proposed pedestrian refuge)</p>
Ulladulla	South Street	to the west of Wandella Close (vicinity western boundary of #12/#29 South Street)	<p>Proposed crossing improvements, to facilitate safe crossing access, the crossing improvements to be provided as part of future path network upgrades (proposed pedestrian crossing, option to raise), provide the pedestrian crossing improvements when future path works are undertaken</p>
Ulladulla	St Vincent Street and Deering Street intersection	Proposed crossing improvements to all legs of intersection	<p>Proposed crossing improvements, the crossing improvements to be provided as part of proposed future intersection upgrade (potential triggers - planning proposal - redevelopment of Bunnings site - traffic v pedestrian demand triggers) - incorporating crossing improvements on all legs of the roundabout.</p>
Ulladulla	St Vincent Street and Parson Street intersection	Proposed crossing improvements to all legs of intersection	<p>Proposed crossing improvements (currently pedestrian refuges exist on both of the St Vincent Street legs of the intersection, but not Parson Street). Pedestrian safety improvements need to be considered on all legs- need to be considered as part of any future proposed intersection upgrade. (potential triggers - planning proposal - redevelopment of Bunnings site - traffic v pedestrian demand triggers) - incorporating pedestrian safety improvements on all legs of the roundabout intersection, should be assessed as part of the PP.</p>
Ulladulla	St Vincent Street (mid block - between Deering and and Parson Streets)	Proposed crossing improvements mid-block	<p>Proposed crossing improvements, the crossing improvements should be provided as part of a proposed future median construction - with mid-block pedestrian refuge to be provided (potential triggers - planning proposal - redevelopment of Bunnings site - traffic v pedestrian demand triggers) - incorporating a mid block pedestrian refuge into a proposed future median construction, should be assessed as part of the PP.</p>

Town	Road	Crossing Location	Notes on Additional Crossing Locations
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	
West Nowra	Yalwal Road	immediately west of Filter Road - Proposed pedestrian refuge crossing, the crossing improvements to be provided as part of proposed future intersection upgrade	
West Nowra	Yalwal Road	immediately east and west of Rannoch Drive - Proposed pedestrian refuge crossings, the crossing improvements to be provided as part of proposed future intersection upgrade	
West Nowra	Yalwal Road	immediately east and west of Lightwood Drive - Proposed pedestrian refuge crossings, the crossing improvements to be provided as part of proposed future intersection upgrade	
West Nowra	Yalwal Road	immediately east and west of Depot Road - Proposed pedestrian refuge crossings, the crossing improvements to be provided as part of proposed future intersection upgrade	
Worrigee	Greenwell Point Road	West of Westbrook Road	Proposed pedestrian refuge crossing, the crossing improvements to be provided as part of proposed future path upgrades

School Crossings

In relation to dedicated School Children's Crossings in NSW, Council were informed during 2025 that TfNSW were of the view (believed to be based on advice from the NSW Centre for Road Safety) that in some instances existing School Children's crossings may benefit from being upgraded to formal pedestrian crossings (in addition to still functioning as a School Children's Crossings).

This position has not evolved into a standard or guideline at this point in time, however not-withstanding, to be on the front foot in the event that of a policy position change (which is a possibility following the NSW Centre for Road Safety's advice), Council has taken steps to ensure that all School's city wide are surveyed for PV (not just those with the highest demands, but all schools with current school children's crossings) in order to understand the current demands on the crossings, and be in a position to prioritise any crossing upgrades should that be deemed necessary.

It is currently anticipated that by the time the ATS is refreshed again in January 2027, PV data will be available for all schools, and this data should be able to be published as part of the intended January 2027 ATS refresh.