



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

Appendix G: Paths for Investigation Review

Paths for Investigation

The tables below provide a summary of a number of future “**possible**” paths (some of which will require SUP bridges) which have been suggested or requested by either the community or Council, but are currently not mapped and remain separate, only “**for investigation**” at this time. An allocation of funding would be required in the first instance for each project to progress investigations, subject to Council also considering how prioritising these investigations might compare with the broader list of path, crossing and SUP Bridge projects ranked “**for delivery**”.

Most (but not all) of these Paths for Investigation projects are quite aspirational, and reflect requests from either the community or Council for longer term priorities for active transport connectivity. However these projects can’t be mapped until they are first found to be feasible (or not), which includes consideration of potential direct or indirect impacts on third party land (either private land or State land holdings).

Many of these Paths for Investigation projects haven’t been formally captured in the PAMP in the past; however, as part of the Strategy these projects have been separately categorised, and scored/ranked with reference to both the **P x V** formula and the new Active Transport Scoring Criteria (**ATSC**) for consistency and fairness in consideration.

It is noted that the NSW Government’s “Get NSW Active” (**GNA**) program now permits “**projects for investigation**” to be considered. However, it will be a matter for Council to balance all active transport priorities, which will inevitably have to compete within the same bucket of funding against other projects eligible and ready for delivery. Following preliminary investigations, some projects may not be supported to progress in the Strategy, while others may be supported if found feasible, to then be considered for delivery. At that point, the projects would need to be mapped (once an alignment is confirmed with more accuracy), and moved to the broader Path Projects Ranking Spreadsheet for re-scoring and prioritisation against all other projects across Shoalhaven.

The Paths for Investigation have also been ranked from those with the highest score (**High Priority**) to lowest score (**Low Priority**) based on the P x V formula and consideration of the Active Transport Scoring Criteria. Generally, **High Priority** projects represent the top 10% of scores; **Medium Priority** projects represent the next 25% of scores; and **Low Priority** projects represent the lowest 65% of scores. The full list of Paths for Investigation is also available on Council’s PAMP webpage, which can be found here:

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



Priority	Location	Suburb/Locality Map	From	To	Path Type	Length	Width	Estimated Base Cost	Estimated Investigations Cost
High	Lake Conjola to Conjola Park	Lake Conjola	Lake Conjola	Conjola Park	SUP	5600	2.0	\$4,479,989.29	\$54,799.89
High	Falls Creek - Woollamia	Falls Creek	Falls Creek	Woollamia	SUP	4000	2.0	\$3,199,992.35	\$41,999.92
High	Narrawallee west - direct link to the beach	Narrawallee	Leo Drive (from the north side of #58 Leo Drive, then through private land- Lot 300 DP 792411 addressed to Ross Avenue - and continues east through that land via the existing track- enroute Matron Porter Drive) -	Matron Porter Drive (rejoins MP Drive via the Council land between #93A and #95A)	FP	400	2.0	\$319,999.23	\$13,199.99
High	Kangaroo Valley (SUP route to the northern side of the town centre)	Kangaroo Valley	Broughton Street, traversing through private Lots - Lot 1 DP 455015, Lot 7 DP 11616, Lot 4 DP 11616, before traversing Council land (Lot 1 DP 627807, and Part Lot 1 DP 909749- KV showground) back to Moss Vale Road	to KV Show Ground- and back to Moss Vale Road via the showground access	SUP	815	2.5	\$814,998.05	\$18,149.98

Priority	Location	Suburb/Locality Map	From	To	Path Type	Length	Width	Estimated Base Cost	Estimated Investigations Cost
Medium	Sussex Inlet (foreshore route to the south of Chris Creek - from River Road to Sussex Road)	Sussex Inlet	from River Road (to the immediate north of #284 River Rd) - via the foreshore Crown lands -	to Sussex Road (via the southern side of #25 Sussex Rd- caravan park)- reconnecting with the existing foreshore SUP route from the end of Sussex Road	SUP	1200	2.5	\$1,199,997.13	\$21,999.97
Medium	Sussex Inlet (Alamein Walk - North Cudmirrah Beach via foreshore reserve)	Sussex Inlet	Alamein Road (intersection with Pacificana Drive)	Pacificana Drive (to the north of Sussex Inlet Surf Club) - via Alamein Road (foreshore route via Alamein - and via North Cudmirrah Beach headland, returns to Pacificana Drive via headland lookout/viewing platform access road)	SUP	3500	2.5	\$3,499,991.63	\$44,999.92
Medium	Seven Mile Beach NP	Shoalhaven Heads - Gerroa	Shoalhaven Heads	Gerroa	SUP	9400	2.5	\$9,399,977.52	\$103,999.78
Medium	Gerringong and Northern Shoalhaven (along rail line)	Kiama (Gerringong Train Station) - Bomaderry (Train Station)	Gerringong	Bomaderry	SUP	20000	2.5	\$19,999,952.18	\$209,999.52
Medium	Tomerong and surrounds	Tomerong and surrounds	Tomerong	Surrounds (SUP improvements within Tomerong and including external connections to the surrounding networks)	SUP	14000	2.0	\$11,199,973.22	\$121,999.73

Priority	Location	Suburb/Locality Map	From	To	Path Type	Length	Width	Estimated Base Cost	Estimated Investigations Cost
Low	Currambene Creek (Huskisson-Woollamia)	Huskisson-Woollamia	Huskisson (Woollamia- Frank Lewis Way)- extending west, then north, including multiple water crossings -	Catherine Street Myola (connecting back in to the north of Myola Village - rejoining the access road to boat ramp)	SUP	1500	2.5	\$1,499,996.41	\$24,999.96
Low	Berry to the Beach	Northern Shoalhaven	Berry	Seven Mile Beach	SUP	7500	2.5	\$7,499,982.07	\$84,999.82
Low	Burrill Lake - Rackham Crescent - Maria Avenue Boat Ramp	Burrill Lake	Rackham Crescent - then around to the north of #2 Rackham Crescent (via Burrill Lake foreshore) -	Maria Avenue Boat Ramp/foreshore reserve	SUP	150	2.5	\$149,999.64	\$11,500.00
Low	Northern fringe of Shoalhaven Heads urban area	Shoalhaven Heads	Gerroa Road	Staples Street	SUP	1670	2.0	\$1,335,996.81	\$23,359.97
Low	62-86 River Road (foreshore option - option of SUP to the south side of River Road properties along foreshore)	Shoalhaven Heads	the west side of 62 River Road (link to existing SUP network)	the east side of 86 River Road (link to existing SUP network)	SUP	400	2.5	\$399,999.04	\$13,999.99
Low	Lake Conjola - south side of Holiday Haven - alternative road access	Lake Conjola	West side of Holiday Haven Lake Conjola	via a new road corridor to the south of Holiday Haven - to the east side of Holiday Haven Lake Conjola - link to Boat Ramp (a new alternative road link that is not "through" the middle of the tourist park)	SUP	570	2.0	\$455,998.91	\$14,559.99
Low	Nowra - West Nowra	Nowra-West Nowra	West Nowra to Nowra - including multiple proposed cycleway upgrades between Nowra-West Nowra, including Depot Road (795m approx), Bice Road (985m approx), as well as an additional north-south network (2220m approx) linking Yalwal Road, across Bice Road, and up to Jervis Street, West Street, and Nowra Showground	Nowra, via multiple proposed cycleway upgrades	SUP	4000	2.5	\$3,999,990.44	\$49,999.90
Low	Lake Conjola - Fisherman's Paradise	Lake Conjola	Lake Conjola	Fisherman's Paradise	SUP	5000	2.0	\$3,999,990.44	\$49,999.90