



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

Appendix E: Crossing Projects Review

Crossing Projects Review

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

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

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



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

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

A small number of crossing projects do not have any, or any current, P x V data; in these instances, many have already been funded (but not yet completed); are to be funded or delivered separately (third party); or require further information, but will continue to be monitored.

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

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

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

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

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

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

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
High	Huskisson	Owen St & Currumbene St	Multiple pedestrian crossings proposed for the town centre - refer traffic study for background (Owen Street - 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)									Costs N/A at this time (already has a funding commitment - either by TINSW or through a successful grant funding submission- maintained in the listings at this stage- as delivery still pending)
High	Ulladulla	Princes Highway	South Street - approved traffic signals - concerns, all legs, due to heavy Princes Highway flows and local road turning movement conflicts which have increased since the intensification of development in the Boree Street precinct	200,000-300,000 (in that order - confirmed - random inspections)									Costs N/A at this time (already has a funding commitment - either by TINSW or through a successful grant funding submission- maintained in the listings at this stage- as delivery still pending)
High	Huskisson	Hawke Street	south of Owen Street (existing crossing point)	Sat 21/01/23	257,720	572.7%	379	1263.3%	680	136.0%		8160	\$200,000
High	Nowra	Junction St	Midblock Opposite Morrisons Arcade	Fri 11/12/20	232,320	516.3%	781	2603.3%	357	71.4%		4284	\$15,000
High	Berry	Queen Street	East of Alexandra Street (midblock - at existing refuge) assess for pedestrian crossing	Sat 28/11/20	183,372	407.5%	209	696.7%	544	272.0%		6528	Costs N/A at this time (already has a funding commitment - either by TINSW or through a successful grant funding submission- maintained in the listings at this stage- as delivery still pending)
High	Milton	Princes Highway	mid block between Church Street and Wason Street (vicinity of IGA)	Sat 21/01/23	158,848	353.0%	136	453.3%	1,168	233.6%		14016	\$350,000
High	Nowra	North St	Existing Pedestrian Crossing (between Egans Lane Car Park access - to Graham St)	Fri 9/02/24	153,154	340.3%	146	486.7%	1,049	209.8%		12588	\$950,000
High	Nowra	Kinghorne Street	Between Woolies and Coles - the Zone immediately north of Egans Lane (between the pedestrian entrance to Woolworths in the north, and Egans Lane in the south)	Fri 3/03/23	146,601	325.8%	273	910.0%	537	107.4%		6444	\$200,000
High	Ulladulla	Princes Highway	mid-block (Deering Street to Parson Street)	Sat 13/01/24	145,544	323.4%	92	306.7%	1,582	316.4%		18984	\$525,000
High	Callala Bay	Emmett Street	At IGA/Shops and Soccer field (2 Zones surveyed - in east and west side of the IGA access) - note the strategy proposes two separate pedestrian crossing treatments due to both desire lines being recognised (either side of the IGA/shops/soccer fields CP access, and there being no one location that would suitably address both desire lines	Sat 13/01/24	136,851	304.1%	319	1063.3%	429	85.8%		5148	\$375,000
High	Bomaderry	Cambewarra Road	existing school Childrens Crossing outside Bomaderry PS (already upgraded to a raised childrens crossing, but continue to monitor- and check warrants for upgrade to pedestrian crossing) - noting also the link between Bomaderry train station and Bomaderry HS - and noting also the Council resolution to strengthen the active transport linkae between bomaderry train station and the Bomaderry Regional sporting complex	Fri 9/02/24	113,940	253.2%	270	900.0%	422	84.4%	Y	5064	\$20,000
High	Mollymook	Mitchell Parade	Intersection Mitchell Pde / Ocean Street / Shepherd Street (existing roundabout) - all legs monitored	Sat 13/01/24	112,267	249.5%	131	436.7%	857	171.4%		10284	\$800,000
High	Nowra	Berry St	Between Junction and North St (survey between the two laneways into/out of Egans Lane car park) - proposed raised pedestrian crossing between the two access points to Nowra School of Arts car park	Fri 11/12/20	101,380	225.3%	137	456.7%	752	150.4%		9024	\$350,000
High	Kangaroo Valley	Moss Vale Rd	at existing school Childrens Crossing in town Centre	Fri 9/02/24	94,640	210.3%	208	693.3%	455	227.5%	Y	5480	\$350,000
High	Nowra	Junction St	Midblock Opposite Western Arcade (Chemist Warehouse-through to OhLaLa-GreenOlive)	Fri 3/03/23	91,516	203.4%	274	913.3%	334	66.8%		4008	\$15,000

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					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
High	Nowra	Kinghorne Street	Mid-Block (Smith's Lane to Schofields Lane)	Fri 3/03/23	87,120	193.6%	144	480.0%	605	121.0%		7280	\$200,000
High	Ulladulla	Princes Highway	northern boundary of Beachside Village Caravan Park (location approx. 500-700m to the south of Kings Point Rd) - proposed crossing point just to the north of property boundary (on crest "where can see in both directions)	Sat 20/04/19	85,568	190.2%	56	186.7%	1,528	305.6%		18336	\$525,000
High	Ulladulla	Boree St - all 4 x existing raised	See also representation from Shelley Hancock D2/1/132282 - 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	\$350,000
High	Ulladulla	Princes Highway	zone between Millards Creek and Green Street (surveyed in 4 distinct zones in order to review desire lines and establish where to target future pedestrian crossing improvements), the 4 zones being > zone 1 - from Millards Creek south to where the existing Millards Creek reserve SUP link comes on to the Highway, zone 2 - between the Visitors Centre access and north to where the existing Millards Creek reserve SUP link comes on to the Highway, zone 3 - to the immediate south of the Visitors Centre entrance (south - to the extent of the existing median- in 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	77,946	173.2%	51	170.0%	1,528	305.6%		18336	\$525,000
High	Ulladulla	St Vincent St	Ulladulla High School (Existing Refuge 40m north South St)	Fri 21/08/20	73,081	162.4%	115	383.3%	695	347.5%	Y	8340	Costs N/A at this time (already has a funding commitment - either by TNSW or through a successful grant funding submission- maintained in the listings at this stage- as delivery still pending)
High	Berry	Queen Street	West of Alexandra Street (mid block - at existing blisters) assess for pedestrian crossing	Sat 13/01/24	72,732	161.6%	116	386.7%	627	313.5%		7524	\$350,000
High	South Nowra	John Purcell Way	At school Childrens Crossing near St Johns (Combined)	Fri 12/03/21	71,817	159.6%	302	1006.7%	321	64.2%	Y	3852	\$200,000

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					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Medium	Sanctuary Point	Kerry St	South of Paradise Beach Rd at Shops (Combined)	Fri 8/01/21	69,192	153.8%	248	826.7%	283	56.6%		3396	\$200,000
Medium	Milton	Princes Highway	mid block between Thomas Street and Wason Street (at the existing pedestrian blisters between the court house and the post office)	Sat 21/01/23	67,283	149.5%	61	203.3%	1,103	220.6%		13236	\$350,000
Medium	Nowra	Berry Street	Md-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	\$200,000
Medium	South Nowra	Central Ave	Between Harvey Norman and BCF (Zone 3 Highest - East of BCF Entry)	Sat 8/05/21	63,616	141.4%	69	230.0%	994	198.8%		11928	\$250,000
Medium	Burrill Lake	Balmoral Road	at café / shops, just west of Highway - multiple zones assessed (zone 1 - the existing pedestrian crossing point to the south of the car parking bay, zone 2 - those pedestrians crossing in the zone where the car parking bay is, and zone 3 - those pedestrians crossing in the zone to the north of the car parking bay, to within say 30m - ie to, and including, the bend)	Sat 21/01/23	60,705	134.9%	213	710.0%	285	57.0%		3420	\$400,000
Medium	Ulladulla	Princes Highway	Md-Block (between South Street and Deering Street)	Sat 21/01/23	60,329	134.1%	43	143.3%	1,403	280.6%		16836	\$525,000
Medium	Nowra	North St	Between Kinghome St and O'Keefe Ave (near Hyper Hyper)	Fri 9/02/24	58,800	130.7%	70	233.3%	840	168.0%		10080	\$950,000
Medium	Huskisson	Burrill Street	Moona St to Moona Moona Ck Bridge (because of current low levels of development, the analysis has combined all pedestrian crossing movements between Moona Street and the Moona Creek bridge, however, note the two distinct desire lines, and accordingly there are 2 different locations where pedestrian refuges are proposed - to the south of Moona Street, "and" to the south of Murdoch Street)	Sat 25/01/20	56,730	126.1%	61	203.3%	930	186.0%		11160	\$350,000
Medium	Ulladulla	Green Street	Md-Block (between Princes Highway and Boree Street) - three (3) zones were surveyed to understand the different desire lines across this broader zone - including - zone 1 - all pedestrians crossing Green Street at the Highway, or within 10m of the Highway, zone 2 - all pedestrians crossing Green Street at the intersection of Boree Street, or within 10m to the east of Boree Street, and zone 3 - all other pedestrians crossing Green Street mid-block between Princes Highway and Boree Street ie between zones 1 & 2	Sat 21/01/23	51,008	113.4%	157	523.3%	325	65.0%		3900	\$400,000
Medium	Nowra - East	Kalandar Street	east of Wallace Street (at existing pedestrian refuge - ie - access to East Nowra shops to the immediate east of Wallace Street)	Fri 9/02/24	48,873	108.6%	33	110.0%	1,481	296.2%		17772	\$350,000
Medium	Milton	Princes Highway	Medical Centre/precinct (immediately out the front of the hospital - existing pedestrian crossing point-existing blisters)	Fri 9/02/24	45,120	100.3%	32	106.7%	1,410	282.0%		16820	\$350,000
Medium	Vincentia	The Wool Rd	Elizabeth Drive / Burton Street mall (existing roundabout) - noting existing pedestrian refuges on Western, northern, and eastern Legs of the existing Roundabout - but note- no current pedestrian treatment on the Southern Leg of the Roundabout (Burton Street mall access)	Sat 21/01/23	42,944	95.4%	61	203.3%	834	166.8%		10008	\$800,000
Medium	Bomaderry	Meroo Street	Southern End outside of pub (bomaderry Hotel)/just north of Harry's takeaway (location of existing pedestrian refuge)	Fri 9/02/24	42,840	95.2%	72	240.0%	595	297.5%		7140	\$350,000
Medium	Mollymook	Mitchell Pde	North of Blackwater Ck (between Blackwater Creek and Clyde Street, Mollymook)- spill into two zones - zone 1 (southern zone - between Blackwater Creek, and approx boundary of #2-#4 Mitchell Parade, Mollymook), and zone 2 (northern zone - between the boundary of #2-#4 Mitchell Parade and up to Clyde Street, Mollymook)	Sat 13/01/24	41,949	93.2%	59	196.7%	711	142.2%		8532	\$250,000
Medium	Ulladulla	Green Street	Md-Block (between St Vincent Street and Boree Street) - three (3) zones were surveyed to understand the different desire lines across this broader zone - including zone 1 - all pedestrians crossing Green Street at St Vincent Street, or within 10m of St Vincent Street, zone 2 - all pedestrians crossing Green Street at the intersection of Boree Street, or within 10m to the west of Boree Street, and zone 3 - all other pedestrians crossing Green Street mid-block between St Vincent Street and Boree Street ie between zones 1 & 2	Sat 21/01/23	40,825	90.7%	71	236.7%	575	115.0%		6900	\$400,000
Medium	Mollymook Beach	Tallwood Avenue	Vicinity Carroll Avenue - Multiple - spill into multiple zones for purposes of desire line analysis (compare those crossing on all legs of the Tallwood/Carroll Avenue intersection, as well as those crossing at the existing raised pedestrian crossing - mid-block to the east of Carroll Avenue). * Proposed pedestrian crossing improvements on the eastern leg of the proposed roundabout (pedestrian refuge)- in addition- recommended - maintain existing pedestrian crossing.	Sat 13/01/24	39,312	87.4%	108	360.0%	364	72.8%		4368	\$325,000
Medium	Greenwell Point	Greenwell Point Road, On bend	recommended treatment combines zones 1/2 to the immediate east of the fish/chip shop (between the fish n chip shop and the Pelican Rocks café/restaurant)	Sat 13/01/24	37,249	82.8%	193	643.3%	193	96.5%		2316	\$450,000

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					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Medium	Mollymook Beach	Mitchell Parade	to the south of Tallwood Avenue (existing pedestrian refuge) - all movements to the south of Tallwood Avenue monitored, including uncontrolled crossings between the refuge and Tallwood Avenue, as well as crossing activity at the existing refuge, monitoring for potential future improvements	Sat 13/01/24	36,642	81.4%	62	206.7%	591	118.2%		7092	\$200,000
Medium	Vincentia	Elizabeth Dr	Either Side of Bayswater St (analysis combined- north and south legs) - (note - 1 Pedestrian Crash) - pedestrian crossing demands checked along entire north-south length of Elizabeth Drive, and continue to monitor	Sat 13/01/24	36,231	80.5%	39	130.0%	929	185.8%		11148	\$550,000
Medium	Nowra	Osborne Street	At St Michael's school Childrens Crossing (Combined - those crossing at the children's crossing - within 20m of the crossing, or between the crossing and North Street)	Fri 26/03/21	35,717	79.4%	98	326.7%	374	187.0%	Y	4488	\$950,000
Medium	Berry	Alexandra Street	South of Queen Street	Sat 21/01/23	35,705	79.3%	185	616.7%	193	38.6%		2316	\$175,000
Medium	Nowra	North St	Between Egans Lane Car Park access and Kinghome St	Fri 9/02/24	35,685	79.3%	45	150.0%	793	396.5%		9516	maintained for ongoing P x V conflict review at this stage so that demands not missed. Costs N/A- as PV movements will divert to adjacent zones as part of future proposed intersection improvements.
Medium	Nowra	Kinghome/WorrigeeSts	all legs of existing roundabout (Kinghome/WorrigeeSts) - had earlier applied for a grant to upgrade the roundabout to traffic signals, this was not supported by TNSW who suggested Council apply for a different treatment- for raised pedestrian crossings on all 4 legs, as an initial treatment (even if traffic signals was a longer term consideration)	Thu 23/07/20	34,375	76.4%	32	106.7%	1,074	214.8%		12888	\$1,250,000
Medium	Mollymook	Shepherd Street	to the west of Wallace Street (split these crossing to the immediate west of Wallace Street, from those crossing 25m further to the west- at the existing pedestrian refuge). Those crossing to the east of Wallace Street are separately considered as part of the intersection of Shepherd Street/Golf Avenue - separately reported).	Sat 13/01/24	31,913	70.9%	47	156.7%	679	135.8%		8148	\$200,000
Medium	Culburra	Prince Edward Ave	Intersection of Fairlands Street - all legs surveyed separately- for separate PV analysis - with the highest PV leg being reported here for ranking analysis (North Leg - Fairlands Street - zone 1A-Fairlands Street-north of the internal service road)	Sat 13/01/24	30,481	67.7%	163	543.3%	187	37.4%		2244	\$750,000
Medium	Mollymook	Golf Avenue	Intersection Shepherd Street / Golf Avenue - all legs monitored.	Sat 13/01/24	29,832	66.3%	44	146.7%	678	135.6%		8136	\$550,000
Medium	Shoalhaven Heads	Shoalhaven Heads Road	Between Matthews Street and Lloyd Street (Community Centre- Village Shops to the west of Bolt Street, and to the east of Bolt Street- the broader shops frontage, down to Lloyd Street)- surveyed in 4 zones, then combined to allow review/consideration as a single project	Sat 21/01/23	27,738	61.6%	92	306.7%	302	60.4%		3624	\$600,000
Medium	Kioloa	Murramarang Road	North of O'Hara St (monitor demand for proposed crossing improvements - noting caravan park catchment, marked PV - access to general store, community centre, tennis courts and playground etc), continue to monitor and check warrants for a potential upgrade to a future raised pedestrian crossing).	Sat 13/01/24	27,600	61.3%	120	400.0%	230	46.0%		2760	\$350,000
Medium	Mollymook Beach	Mitchell Parade	to the north of Tallwood Avenue - ie to the immediate south of Beach Road (existing pedestrian refuge) - all movements to the north of Tallwood Avenue monitored-up to Beach Road, including uncontrolled crossings between the refuge and Tallwood Avenue, as well as crossing activity at the existing refuge, monitoring for potential future improvements	Sat 13/01/24	25,740	57.2%	66	220.0%	390	78.0%		4680	\$200,000

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Medium	Kangaroo Valley	Moss Vale Rd	At ramps (SUP crossing) west of Culvert near town centre, west side (immediately west of school zone)	Sat 13/01/24	25,542	56.8%	54	180.0%	473	236.5%		5676	maintained for ongoing P x V conflict review at this stage so that demands not missed. Costs N/A- as P x V movements will either divert to adjacent zones as part of the future proposed SUP bridge which is more likely to have the effect of significantly reducing overall PV movements along this length by completing the existing missing link in the SUP network along the northern side of Moss Vale Road.
Medium	Mollymook	Golf Avenue	far northern end - to the immediate south of Ocean Street (existing raised threshold)	Sat 13/01/24	25,420	56.5%	164	546.7%	155	31.0%		1860	\$15,000
Medium	Sanctuary Point	Paradise Beach Road (monitoring)	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 separate- adjoining survey- zone 2)	Sat 13/01/24	24,489	54.4%	13	43.3%	478	95.6%		5736	\$250,000
Medium	Sanctuary Point	Paradise Beach Road (monitoring)	Zone 2 - Further east of Kerry Street, Sanctuary Point (vicinity of the existing pedestrian refuge outside the Golf Club - to the west of #12 Paradise Beach Road- inc. those crossing at, or within 20m of refuge)	Sat 13/01/24	24,489	54.4%	11	36.7%	478	95.6%		5736	\$250,000
Medium	Sanctuary Point	Paradise Beach Road (monitoring)	Zone 3 - vicinity of, and including, the existing pedestrian refuge located to the east of the Sanctuary Point shops, ie to the east of #28 Paradise Beach Road (including those crossing at, or within 20m of refuge - which was originally constructed as a school childrens crossing, before the Sanctuary Point school withdrew its commitment to supervise the crossing)	Sat 13/01/24	24,489	54.4%	15	50.0%	503	100.6%		6036	\$300,000
Medium	Sanctuary Point	Paradise Beach Road (monitoring)	Zone 4 - Entire shops frontage (between #12-#28 Paradise Beach Road) - includes all peds crossing Paradise Beach road (generally along the whole shops strip/street frontage ie generally between #12 and #28 Paradise Beach Road - everything between the existing 2 pedestrian refuges, but not including those crossing within 20m of the refuges)	Sat 13/01/24	24,489	54.4%	12	40.0%	456	91.2%		5472	\$250,000
Medium	Huskisson	Burrill Street	Northern Side of Jervis St (analysis combined - but will need to be split after construction of the initial pedestrian refuge on the northern leg)- to monitor ongoing demands on the southern leg- the costs reflect an additional pedestrian refuge on the southern leg of the intersection, as an additional safety measure to enhance pedestrian safety, subject to demands (after construction of the roundabout - the ongoing surveys will capture both north and south legs still, however the warrants analysis will reflect the ongoing demands on the southern leg)	Mon 25/01/21	24,435	54.3%	27	90.0%	905	181.0%		10860	\$175,000
Medium	Vincentia	The Wool Rd	Midblock SUP Crossing near shops (further west of Elizabeth Dr)-Combined	Sat 27/03/21	23,170	51.5%	35	116.7%	834	166.8%		10008	\$350,000
Medium	Nowra	Osborne Street	School Crossing (at Nowra Public School) (Combined)	Tue 3/12/19	20,868	46.4%	74	246.7%	282	141.0%	Y	3384	\$350,000
Medium	North Nowra	McMahons Road	West of Illaroo Rd (between Illaroo and Hansons- combined zone)	Fri 23/08/19	20,601	45.8%	32	105.0%	654	130.8%		7848	\$400,000
Medium	Bomaderry	Cambewarra Road	at Farrelly Place - East Leg (Woolworths, Bomaderry development), continue to monitor- and check warrants for upgrade to pedestrian crossing)	Fri 3/3/2023	20,522	45.6%	31	103.3%	662	132.4%		7944	\$350,000
Medium	Mollymook	Ocean Street	east of Mitchell Parade - more specifically- mid block between Golf Avenue and Mitchell Parade (approx location of #66 Ocean Street, at existing raised pedestrian crossing point)	Sat 13/01/24	20,160	44.8%	120	400.0%	168	33.6%		2016	\$10,000

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Medium	Vincenia	Elizabeth Dr	Either Side of Minerva (analysis combined - but proposed refuge on the east leg, to align with proposed path network)	Sat 25/01/20	20,128	44.7%	32	106.7%	629	125.8%		7548	Costs N/A at this time (already has a funding commitment - either by TINSW or through a successful grant funding submission- maintained in the listings at this stage- as delivery still pending)
Medium	Mollymook	Golf Ave	Crest at No 39 Golf Ave (was location of original survey), including pedestrians crossing anywhere in this general vicinity, that surveyors believed could benefit from a pedestrian crossing treatment in this vicinity. Based on advice from surveyors- any subsequent pedestrian survey should be located to the immediate south of Shackleton Street, which should include a survey range both to the north and south of Shackleton Street- and combine the results into a combined PV assessment for that location. The proposed crossing upgrade (a recommended pedestrian refuge to the immediate south of Shackleton Street) should include the associated FP connection linking Clissold Street to Golf Avenue via Shackleton Street.	Sat 13/01/24	19,665	43.7%	23	76.7%	855	171.0%		10260	\$125,000
Medium	Sussex Inlet	Jacobs Drive	At Roundabout (River Road) - surveyed all legs of the roundabout for potential future crossing upgrades	Sat 21/01/23	19,197	42.7%	81	270.0%	237	47.4%		2844	\$600,000
Medium	Nowra	Plunkett Street	School Crossing (at Nowra Public School) (Combined)	Tue 3/12/19	19,126	42.5%	73	243.3%	262	131.0%	Y	3144	\$350,000
Medium	Nowra	Graham Street	Immediately north of McGrath Ave (Combined)	Fri 20/12/19	18,690	41.5%	70	233.3%	267	133.5%		3204	\$350,000
Medium	Ulladulla	Camden St	Ulladulla High School (North of South St to School Gate) - continue to monitor - previous proposed solution was 2 x raised threshold treatments (incorporating uncontrolled crossings - which could be later converted to pedestrian crossings on a needs basis)	Tue 28/05/19	18,292	40.6%	67	224.2%	272	136.0%	Y	3264	\$350,000
Medium	Worrigea	Isa Road	Md-Block (shopping centre-medical centre precinct)-vicinity of existing pedestrian refuge	Fri 3/03/23	18,200	40.4%	40	133.3%	455	91.0%		5460	\$425,000
Medium	Shoalhaven Heads	Shoalhaven Heads Rd	zone from #42 shoalhaven heads rd to jerry bailey rd, to assess pedestrian crossing demand under street light between caltex and caravan park access (proposed raised threshold / incorporating pedestrian crossing improvement at #50 Shoalhaven Heads Road)	Sat 23/01/21	17,856	39.7%	48	160.0%	440	88.0%		5280	\$200,000
Medium	Mollymook	Mitchell Pde	Between Clyde Street and Donlan Road-south, Mollymook	Sat 13/01/24	17,520	38.9%	24	80.0%	730	146.0%		8760	Project maintained for ongoing P x V conflict review at this stage so that demands not missed. Costs N/A as P x V movements will likely divert to adjacent zones as part of future proposed works.

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Low	Vicentia	The Wool Rd	Refuge west of Beach St	Sat 27/03/21	17,094	38.0%	21	70.0%	834	166.8%		1008	\$1,050,000
Low	Basin View	Tallyan Point Road	West of Collingwood Street (between Collingwood Street and the RFS) - vicinity of existing pedestrian refuge	Fri 9/02/24	16,796	37.3%	34	113.3%	494	247.0%		5928	\$375,000
Low	Sussex Inlet	Jacobs Drive	At Roundabout (Neilson Road) - surveyed all legs of the roundabout for potential future crossing upgrades	Sat 21/01/23	16,048	35.7%	136	453.3%	118	23.6%		1416	\$600,000
Low	Ulladulla	Princes Highway	south of Church Street (zone - Church Street to Millards Creek, Ulladulla)	Sat 21/01/23	15,340	34.1%	10	33.3%	1,534	306.8%		18408	\$350,000
Low	Berry	Albert Street	Immediately west of Prince Alfred Street	Sat 21/01/23	15,130	33.6%	85	283.3%	178	35.6%		2136	\$200,000
Low	Ulladulla	South St (mid block outside High	Ulladulla High School (excludes refuge west of St Vincent St)	Fri 21/08/20	14,382	32.0%	53	176.7%	306	153.0%	Y	3672	\$175,000
Low	Shoalhaven Heads	Woolstencraft St	zones 1 & 2 to assess pedestrian crossing demand between shops and jerry bally eval	Sat 9/01/21	14,364	31.9%	171	570.0%	84	16.8%		1008	\$350,000
Low	Shoalhaven Heads	McIntosh St	zone to assess pedestrian crossing demand between northern footpath and park/surf club (at the immediate entrance to the surf club car park)	Sat 2/01/21	14,141	31.4%	79	263.3%	180	36.0%		2160	\$200,000
Low	Nowra	Egans Lane	Northern entrance to car park pedestrian conflict - western zone	Thu 13/05/21	13,578	30.2%	80	266.7%	197	39.4%		2364	Costs N/A- solution low cost- and potential to be funded by the annual block grant-traffic facilities
Low	Nowra	Egans Lane	Northern entrance to car park pedestrian conflict - Eastern zone	Thu 13/05/21	13,500	30.0%	150	500.0%	147	29.4%		1764	Costs N/A- solution low cost- and potential to be funded by the annual block grant-traffic facilities
Low	Vicentia	Elizabeth Drive	north and south of Albion Street (the southern leg has the highest PV)	Sat 21/01/23	13,226	29.4%	17	56.7%	778	155.6%		9336	\$350,000
Low	Cambewarra	Main Road	Between Rouse Avenue and Goorams Drive (zone - general store), monitor for potential future upgrade which could include a raised crossing treatment, tbd	Fri 9/02/24	13,200	29.3%	48	160.0%	275	55.0%		3300	\$350,000
Low	North Nowra	Hillaro Road	Clelland Lodge to McMahons & Page Ave	Fri 9/02/24	12,840	28.5%	20	66.7%	642	128.4%		7704	\$350,000
Low	Culburra	Prince Edward Ave	Intersection of Canal Street East/ and West Street - all legs surveyed separately- for separate PV analysis - with the highest PV leg being reported here for ranking analysis (North Leg - Canal Street East)	Sat 13/01/24	12,840	28.5%	60	200.0%	214	42.8%		2568	\$600,000
Low	Vicentia	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, PAMF identifies the northern leg to be the preferred leg which would better accommodate a pedestrian refuge)	Sat 21/01/23	12,832	28.5%	16	53.3%	802	160.4%		9624	\$175,000
Low	Bomaderry	Maroo Street	existing pedestrian refuge to the north of Bunberra Street (existing pedestrian refuge, but continue to monitor zones at, and surrounding the existing crossing- and check warrants for upgrade to pedestrian crossing, and potential raised pedestrian crossing)	Fri 9/02/24	12,702	28.2%	29	96.7%	438	87.6%		5256	\$350,000
Low	Worrigea	Old Southern Road	North leg of Old Southern Road/ Hillcrest Ave/ Isa Road Roundabout	Fri 9/02/24	12,692	28.2%	19	63.3%	668	133.6%		8016	\$350,000
Low	Berry	North Street	Immediately west of Prince Alfred Street (access to Boongaree)	Sat 21/01/23	12,540	27.9%	114	380.0%	110	22.0%		1320	\$200,000
Low	Mollymook Beach	Ocean Street	to the immediate west of Golf Avenue (existing raised threshold zone around bend) - proposed pedestrian crossing to the north of #1 Golf Avenue - to the immediate east of existing garden bed (at the western end of the existing speed table - to the immediate west of Golf Avenue, around bend) (align crossing between #1 Golf Avenue and the alignment of the existing foreshore SUP on the northern side of Golf Ave at this location)	Sat 13/01/24	12,480	27.7%	80	266.7%	156	31.2%		1872	\$15,000

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Low	Nowra	Nowra Lane	Immediately north of Smith's Lane - monitoring crossing demand between the CBD and Stockland via the Smith Lane- Jane Street route (monitoring has also considered any pedestrian activity in the zone directly between Smith Lane and Jane Street)	Fri 3/03/23	12,252	27.2%	17	56.7%	721	144.2%		8652	\$350,000
Low	Shoalhaven Heads	McIntosh Street	Immediately north of Shoalhaven Heads Road	Sat 21/01/23	11,990	26.6%	55	183.3%	218	43.6%		2616	\$200,000
Low	Sanctuary Point	Idlewild Avenue	At Sanctuary Point Public (existing School childrens crossing)	Fri 9/02/24	11,324	25.2%	76	253.3%	149	74.5%	Y	1788	\$200,000
Low	Nowra	Park Road	At Shoalhaven High School east of Moresby St at existing pedestrian Refuge (Combined)	Tue 16/03/21	10,994	24.4%	49	163.3%	320	160.0%	Y	3840	\$350,000
Low	Berry	Clarence Steet	Berry Public School	Tue 30/03/21	10,989	24.4%	99	330.0%	111	55.5%	Y	1332	\$200,000
Low	Culburra	Prince Edward Ave	Intersection of Greenbank Grove - all legs surveyed separately- for separate PV analysis - with the highest PV leg being reported here for ranking analysis (West Leg - Prince Edward Avenue)*	Sat 13/01/24	10,830	24.1%	19	63.3%	570	114.0%		6840	\$450,000
Low	Berry	Queen Street	West of Edward Street	Fri 9/02/24	10,640	23.6%	19	63.3%	560	112.0%		6720	\$350,000
Low	Vincenia	Elizabeth Dr	Either Side of Berry St (analysis originally combined, to facilitate the initial delivery of the pedestrian refuge on the southern leg of the intersection - but will need to be split after construction of the initial pedestrian refuge on the southern leg- to monitor ongoing demands on the northern leg). In the longer term, a roundabout is proposed for the intersection, to manage traffic but primarily to address speeding along Elizabeth Drive. The proposed roundabout will accommodate pedestrian crossing safety on all legs, however in the short-medium term - the costs reflect an additional pedestrian refuge on the northern leg of the intersection, as an additional initial safety measure to enhance pedestrian safety, prior to the longer term roundabout.	Sat 13/01/24	10,608	23.6%	13	43.3%	816	163.2%		9792	\$275,000
Low	Cambewarra	Main Road	Between Hockeys Lane and Tannery Road (zone - desire line between two village footpath networks), monitor for potential future upgrade which could include a raised crossing treatment, tbd (proposed calming/crossing improvement to the immediate west of Tannery Road)	Fri 9/02/24	10,506	23.3%	34	113.3%	309	61.8%		3708	\$350,000
Low	Basin View	Tallyan Point Road	At St Georges Basin Public School (existing school childrens crossing)	Fri 21/05/21	10,374	23.1%	39	130.0%	372	74.4%	Y	4464	\$200,000
Low	Nowra	Old Southern Road	south of Killara Road	Fri 3/03/23	10,200	22.7%	15	50.0%	680	136.0%		8160	\$175,000
Low	South Nowra	Holloway Road	Near PCYC at access from Killara Rd (school precinct* NB* proposed new school)	Tue 4/02/20	9,895	22.0%	59	197.5%	167	83.5%	Y	2004	\$400,000
Low	North Nowra	Page Avenue	West of Ilarco Road (when resurveying - split into multiple zones, to separate those crossing at the pedestrian refuge (between Hood Close and the North Nowra Tavern), compared to those crossing to the immediate west of Ilarco Road)	Fri 23/08/19	8,964	19.9%	36	120.0%	249	49.8%		2988	\$300,000
Low	Vincenia	Elizabeth Dr	At intersection with Plantation Pt Rd, Foley St - East Leg Highest in 2021 survey (Elizabeth Drive SUP), but the crossing point on the west leg of the intersection is still a priority to be addressed, and strategically the most important to link the SUP network safely (surveyors report the demand on the east leg was slightly higher, as some pedestrians were observed avoiding the conflicts on the western leg of the intersection, in the absence of any safe crossing treatment, or cutting diagonally across the intersection, taking a short cut to access the SUP path)	Sat 10/04/21	8,932	19.8%	29	96.7%	396	79.2%		4752	\$350,000
Low	Nowra	North Street (east of Osborne Street)	At intersection of North St - East Leg Highest (note 2021 survey assessed all legs, with southern and eastern legs recording the highest demand - displayed separately in this listing)	Thu 25/03/21	8,860	19.7%	20	66.7%	443	88.6%		5316	Costs N/A- pedestrian crossing improvements will continue to be monitored- however a solution is recommended to be incorporated into a future intersection improvement, not addressed in isolation at this location.
Low	Greenwell point	Greenwell Point Road, Zone immediately north of Wilkins Street (between Wilkins Street and Wharf/Reserve access)		Sat 21/01/23	8,676	19.3%	36	120.0%	241	48.2%		2892	\$350,000

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Low	Nowra	Old Southern Road	south of Carrington Park Road (between Carrington Park Drive and Peppermint Drive)	Fri 3/03/23	8,016	17.8%	12	40.0%	668	133.6%		8016	\$175,000
Low	South Nowra	Hillcrest Ave	Princes Highway to Browns Creek Bridge	Fri 6/09/19	8,005	17.8%	10	34.2%	781	156.2%		9372	\$350,000
Low	Basin View	Collingwood St	South of Tallyan Point Rd (south leg of intersection)	Fri 9/02/24	7,644	17.0%	42	140.0%	182	91.0%		2184	\$200,000
Low	Basin View	Tallyan Point Road	Between Collingwood Street and St Georges Basin Public School (ie - Zone 3 - to the west of school)- this zone monitors for potential crossing improvements in the vicinity of the shops	Fri 9/02/24	7,518	16.7%	21	70.0%	358	179.0%		4296	\$350,000
Low	Berry	Princess Street	east of Alexandra Street	Sat 13/01/24	6,750	15.0%	90	300.0%	75	37.5%		900	\$200,000
Low	Mollymook	Mitchell Pde	north leg of Donlan Ave (sth) Roundabout	Sat 21/01/23	6,720	14.9%	12	40.0%	560	112.0%		6720	\$200,000
Low	North Nowra	McMahons Road	West of Hansons Road (vicinity - existing pedestrian refuge)	Fri 3/3/2023	6,664	14.8%	17	56.7%	392	78.4%		4704	\$350,000
Low	Shoalhaven Heads	Staples Street	Immediately north of McIntosh Street	Sat 21/01/23	6,580	14.6%	70	233.3%	94	18.8%		1128	\$200,000
Low	Nowra	Osborne Street	zone - between the Osborne Street car park access and Junction Street (ie - zone includes the Osborne House Nursing home and Nowra Bowling Club/Combined zone assessment)	Fri 9/02/24	6,400	14.2%	16	53.3%	400	200.0%		4800	\$350,000
Low	South Nowra	Hillcrest Ave	TMC at Intersection with John Purcell Way (results shown reflects the west leg of the intersection, with the zone extending west to Browns Creek bridge)	Fri 6/09/19	6,312	14.0%	6	20.0%	1,052	210.4%		12624	Costs N/A- pedestrian crossing improvements will continue to be monitored- however a solution is recommended to be incorporated into a future intersection improvement, not addressed in isolation at this location.
Low	Berry	Alexandra Street	north of Victoria Street	Sat 13/01/24	5,723	12.7%	59	196.7%	97	48.5%		1164	\$350,000
Low	Nowra - East	Kalandar Street	east of Dan Murphy's access (existing pedestrian refuge)	Sat 21/01/23	5,385	12.0%	5	16.7%	1,077	215.4%		12924	maintained for ongoing P x V conflict review at this stage. Costs N/A- as no planned or envisaged upgrades at this stage. Ongoing monitoring in response to community concerns."
Low	Nowra	Intersection North St/Shoalhaven St	North leg highest PV however monitor all legs of the roundabout, for potential pedestrian crossings on all legs	Fri 3/03/23	5,075	11.3%	25	83.3%	203	40.6%		2436	\$800,000
Low	Sussex Inlet	Thompson Street	At Sussex Inlet Public School	Mon 29/03/21	5,074	11.3%	47	156.7%	118	59.0%	Y	1416	\$350,000
Low	Bawley Point	Murrarang Road	South of Voyager Crescent (crossing point in SUP network), continue to monitor- and check warrants - for potential upgrade to a raised pedestrian crossing)	Sat 13/01/24	5,048	11.2%	26	86.7%	208	41.6%		2496	\$350,000
Low	Vincetia	Elizabeth Drive	north and south of Susan Street (southern leg - the zone between Beach Street and Susan Street has the highest PV)	Sat 21/01/23	4,848	10.8%	6	20.0%	808	161.6%		9696	\$350,000
Low	Greenwell point	Greenwell Point Road	Pub Zone (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 displayed reflect the zone with the highest number of pedestrian crossings (in front of the pub- central zone)	Sat 21/01/23	4,557	10.1%	21	70.0%	217	43.4%		2604	\$350,000

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Low	Berry	Victoria Street	west of Alexandra Street	Sat 13/01/24	4,400	9.8%	50	166.7%	88	44.0%		1056	\$200,000
Low	Kioloa	Murrarang Road	North of Scerri Drive (existing crossing point in SUP network), continue to monitor- and check warrants for a potential future upgrade to a raised pedestrian crossing)	Sat 13/01/24	4,332	9.6%	38	126.7%	114	22.8%		1368	\$350,000
Low	Vincenia	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 crossing activity (continue to monitor). Approach speeds a concern. Subject to engineering investigations a roundabout may need to be considered to manage traffic and speeds, and incorporating pedestrian safety improvements on all legs of the junction.	Sat 13/01/24	4,251	9.4%	37	123.3%	115	23.0%		1380	\$800,000
Low	Burrill Lake	Dolphin Point Rd	Current End of Shared Path (ie crossing point - immediately to the south/east of the newly named "Oyster Catcher Way")	Sat 13/01/24	4,086	9.1%	18	60.0%	227	45.4%		2724	\$200,000
Low	St Georges Basin	Island Point Road, at village shopping centre - split into three (3) zones between St Georges Road and Bruce Street (includes existing crossing po		Sat 21/01/23	4,059	9.0%	11	36.7%	369	73.8%		4428	\$400,000
Low	Shoalhaven Heads	Woolstencraft St	Immediately to the north of Shoalhaven Heads Road	Sat 13/01/24	4,047	9.0%	71	236.7%	57	28.5%		684	\$375,000
Low	North Nowra	Page Avenue	North Nowra PS West of Goolagong Street (Combined)	Wed 24/03/21	3,774	8.4%	51	170.0%	74	37.0%	Y	888	\$200,000
Low	North Nowra	Walsh Crescent	existing school childrens crossing	Fri 9/02/24	3,649	8.1%	89	296.7%	41	8.2%	Y	492	\$200,000
Low	Shoalhaven Heads	River Road	east of #86 / #89 River Road - access to McIntosh Street reserve	Sat 13/01/24	3,648	8.1%	38	126.7%	96	48.0%		1152	\$450,000
Low	Shoalhaven Heads	River Rd	At Pub (shoalhaven heads hotel) between Renown St and Matthews St (Combined)	Sat 13/01/24	2,800	6.2%	35	116.7%	80	16.0%		960	\$200,000
Low	Worrigee	Old Southern Road	South leg of the Old Southern Road/ Hillcrest Ave/ Isa Road Roundabout	Fri 9/02/24	2,688	6.0%	4	13.3%	672	134.4%		8064	\$350,000
Low	Nowra	Kalendar Street	between McKay Street and Clipper Road	Fri 3/03/23	2,150	4.8%	2	6.7%	1,075	215.0%		12900	\$175,000
Low	Huskisson	Watt Street	Existing School Childrens Crossing, ongoing monitoring to consider priority of future upgrade	Fri 9/02/24	2,035	4.5%	55	183.3%	37	7.4%	Y	444	\$200,000
Low	Worrigee	Old Southern Road	vicinity - Nowra Christian School (Old Southern Road, vicinity of Nowra Christian School - at, and either side of school driveways (zone 1, all pedestrians crossing out front of the school - ie between the two school driveways) (zone 2- all pedestrian crossing from the schools northern driveway to the driveway of Chesalon Nursing Home), (zone 3- all pedestrians crossing from the schools southern driveway to Browns Road))	Fri 3/03/23	1,980	4.4%	5	16.7%	396	198.0%	Y	4752	\$525,000
Low	Culburra	Eastwood Avenue	Between Prince Edward Avenue and Penguin Head Road (monitor for proposed future pedestrian refuge - intended to provide a safe crossing of Eastwood Avenue to facilitate north-south pedestrian and cyclists movements for those travelling north-south between Penguin Head Road and Prince Edward Avenue)	Sat 13/01/24	1,547	3.4%	17	56.7%	91	45.5%		1092	\$350,000
Low	Ulladulla	Kings Point Road	to the immediate west of the Highway	Sat 13/01/24	1,512	3.4%	7	23.3%	216	43.2%		2592	\$350,000
Low	Nowra	Old Southern Road	south of Greenwell Point Road	Fri 3/03/23	1,272	2.8%	2	6.7%	636	127.2%		7632	\$175,000
Low	Nowra	Intersection North St/West St - West leg main concern (increase in demand as result of hospital expansion - vehicles parked in surrounding street		Fri 3/03/23	1,110	2.5%	6	20.0%	185	37.0%		2220	\$200,000
Low	Nowra	Kalendar Street	between Clipper Road and Taraba Crescent	Fri 3/03/23	819	1.8%	1	3.3%	819	163.8%		9828	\$175,000
Low	Berry	Station Road	immediately west of Alexandra Street	Sat 13/01/24	714	1.6%	21	70.0%	34	17.0%		408	\$200,000
Low	Nowra	Old Southern Road	immediately north of the Junee Link (coming out of Carrington Park, north)	Fri 3/03/23	636	1.4%	1	3.3%	636	127.2%		7632	\$175,000
Low	Woolamia	Woolamia Road	Immediately south of Erina Road (access to the Industrial Sub-division- including breweries) - note all legs were surveyed	Sat 21/01/23	586	1.3%	2	6.7%	293	58.6%		3516	\$525,000

Priority	Town	Road	Crossing Location	Survey Date	Special Warrant		Pedestrians		Vehicles		School?	AADT	Cost Estimate
					PV Value	% Warrant	P Value	% Warrant	V Value	% Warrant			
Low	Culburra-Orient 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	\$200,000
Low	Woolamia	Woolamia Road	Immediately south of Durambah Drive (access to the Industrial Sub-division- including breweries) - note all legs were surveyed	Sat 21/01/23	225	0.5%	1	3.3%	225	45.0%		2700	\$525,000
Low	Worrigee	Greenwell Point Rd	bend to the east of Ex-Servo's Sports Club	Sat 21/01/23	0	0.0%	0	0.0%	637	127.4%		7644	\$525,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No immediate survey	Bawley Point	Murrumurang Road	to the south of Forster Drive	\$200,000
No survey - crossing to be provided as part of future path project	Berrara	Lakeland Drive	to the immediate west of Waterhaven Avenue	\$200,000
Survey Pending	Berry	Queen Street	Queen Street, vicinity of Berry Hotel. Provide a pedestrian crossing improvement (potential raised pedestrian crossing, subject to PxV review). Analysis to revisit all historic PV demand corridors and separate out this new zone for analysis.	\$350,000
No survey - crossing to be provided as part of future path project	Berry	Victoria Street	far western end of Victoria Street, Berry (existing roundabout providing access to the Princes Highway and Queen Street). Provide a pedestrian refuge within the existing splitter island at the roundabout (Victoria Street leg) as part of future path improvements (providing improved cyclist safety through the roundabout by providing a separate SUP around the outside of the Mark Radium Park Pondage)	\$75,000
No survey - crossing to be provided as part of future path project	Bomaderry	Meroo Road	Immediately south of Jasmine Drive - Proposed pedestrian refuge crossing, improved crossing safety, the crossing improvements to be provided as part of proposed future path upgrades	\$175,000
No survey - crossing to be provided as part of future path project	Bomaderry	West Bunberra Street	Immediately east of the Highway - Initial- Proposed pedestrian refuge crossing, improved crossing safety, the crossing improvements to be provided as part of proposed future path upgrades. Longer term- traffic signals at the Highway/West Bunberra intersection.	\$75,000
No survey - crossing to be provided as part of future path project	Bomaderry	Lyndhurst Drive	Immediately north of Cambewarra Road - Proposed pedestrian refuge crossing (or, subject to site constraints- may need to be constructed as a raised pedestrian crossing), for improved crossing safety, the crossing improvements are proposed to be provided by the Department of Education as part of the proposed upgrades to Bomaderry High School (flagged through the TWG - November, 2023).	no cost to SCC, currently being proposed by Dept. Education as part of the upgrade works to Bomaderry HS
No immediate survey	Bomaderry	Cambewarra Road	Immediately east of Barwon Street, proposed pedestrian refuge, to monitor	\$175,000
No immediate survey	Bomaderry	Bolong Road	Immediately east of Beinda Street, proposed pedestrian refuge, to monitor	\$175,000
No immediate survey	Burrill Lake/Dolphin Point	Princes Highway	Dolphin Point Road/Wallaroy Road roundabout - north leg	\$700,000
No immediate survey	Burrill Lake/Dolphin Point	Dolphin Point Road	Dolphin Point Road/Wallaroy Road/Princes Highway roundabout - east leg (Dolphin Point Road-between roundabouts)	\$75,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No immediate survey	Burrill Lake/Dolphin Point	Dolphin Point Road/Wuru Drive	Dolphin Point Road/Wuru Drive roundabout - all legs of roundabout	\$225,000
No survey - crossings to be provided as part of future path projects	Callala Bay	Emmett Street	Immediately East of Callala Beach Road	\$175,000
No survey - crossings to be provided as part of future path projects	Callala Bay	Callala Bay Road	Northern fringe of Callala Bay urban area	\$350,000
No survey - crossings to be provided as part of future path projects	Callala Bay	Lackersteen Street	Immediately north of Emmett Street	\$75,000
No survey - crossings to be provided as part of future path projects	Callala Beach	Quay Road	Immediately West of Callala Beach Road	\$75,000
No survey - crossings to be provided as part of future path projects	Callala Beach	Callala Beach Road	north of Roskell Road (access to Bowling Club)	\$350,000
No survey - crossing to be provided as part of future path project	Cudmirrah	Goonawarra Drive	immediately north of the intersection with Collier Drive/The Springs Road	\$175,000
No survey - crossings to be provided as part of future path projects	Culburra	Prince Edward Avenue	Vicinity #147 Prince Edward Avenue (southern end of Prince Edward Avenue- to the north of the Lake Circuit - north of the shops access)	\$350,000
No survey - crossings to be provided as part of future path projects	Culburra	The Lake Circuit	West of Penguins Head Road	\$350,000
No survey - crossings to be provided as part of future path projects	Culburra	The Lake Circuit	East of Silvermere Street	\$350,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No survey - crossings to be provided as part of future path projects	Culburra	Penguins Head Road	West of Haven Street	\$350,000
No survey - crossings to be provided as part of future path projects	Culburra	Duke Street	Immediately south of Penguins Head Road	\$75,000
No survey - crossings to be provided as part of future path projects	Culburra	Penguins Head Road	West of Eastbourne Avenue	\$350,000
No survey - crossings to be provided as part of future path projects	Currarong	Currarong Road	East of Lighthouse Road (west of the Currarong Village entrance)	\$175,000
No survey - crossings to be provided as part of future path projects	Erowal Bay	Naval Parade/ Erowal Bay Road	North of village entry	\$200,000
No survey - crossing to be provided as part of future path project	Erowal Bay	Naval Parade	to the east of the intersection of Naval Parade/Naval Parade (to the immediate east of the Erowal Bay boat ramp access)- to the west of the Lions Park driveway access.	\$200,000
No survey - crossings to be provided as part of future path projects	Greenwell Point	Greenwell Point Road	West of Church Street	\$350,000
No survey - crossings to be provided as part of future intersection upgrade	Huskisson	Sydney Street and Owen Street intersection	crossing improvements to all legs of intersection	\$800,000
No survey - crossings to be provided as part of future path projects	Huskisson	Tomerong Street	Between Park Street and Dent Street	\$175,000
No survey - crossings to be provided as part of future path projects	Huskisson	Hawke Street	Immediately north of Keppell Street	\$175,000
No survey - crossing to be provided as part of future path project	Lake Tabourie	Centre Street	to the east of the Princes Highway (vicinity Child Care Centre)	\$350,000
No survey - crossing to be provided as part of future path project	Lake Tabourie	River Road	to the south of Lyra Drive (access to reserve/path network)	\$200,000
No survey - crossing to be provided as part of future path project	Milton	Croobyar Road	east of Drury Lane (between Drury Lane and the school access - to the immediate west of the school access)	\$175,000
No survey - crossing to be provided as part of future path project	Milton	Croobyar Road	immediately east of Wilfords Lane	\$175,000
No survey - crossing to be provided as part of future path project	Milton	Croobyar Road	vicinity Milton Showgrounds access	\$175,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No survey - crossing to be provided as part of future intersection project	Mollymook	Illett Street	north of the intersection with Princes Highway	\$350,000
No survey - crossing to be provided as part of future intersection project	Mollymook	Princes Highway	immediately west of the intersection with Illett Street	\$175,000
No survey - crossing to be provided as part of future path project	Mollymook	Seaview Street	immediately east of Boag Street	\$75,000
No survey - crossing to be provided as part of future path project, or vice versa (path could be included as part of future crossing upgrade project, whichever comes first)	Mollymook	Golf Avenue	adjacent Clissold Street (north) reserve	\$175,000
No survey - crossing to be provided as part of future path project	Mollymook	Golf Avenue	immediately north of Buchan Street	\$175,000
No survey - crossing to be provided as part of future path project	Mollymook	Golf Avenue	immediately north of Princes Highway	\$175,000
No survey - crossing to be provided as part of future path project	Mollymook	Mitchell Parade	At boundary of #141/#143 Mitchell Parade (align to Beach access)	\$75,000
No survey - crossing to be provided as part of future path project	Mollymook	Beach Road	At boundary of #20/#22 Beach Road (align to Beach access)	\$200,000
No survey - crossing to be provided as part of future intersection project	Narrawallee	Carroll Avenue	north of the intersection with Forest Way	\$350,000
No survey - crossing to be provided as part of future intersection upgrade project, or future path project	North Nowra	Illaroo Road	Immediately to the south of Pitt Street - Proposed pedestrian refuge crossing (optional raised facility), the crossing improvements to be provided as part of a proposed future intersection upgrade project or proposed future path upgrades	\$175,000
No survey - crossing to be provided as part of future path project	North Nowra	Illaroo Road	At the intersection with Greys Beach/Fairway Drive (roundabout built by TfNSW)- Proposed pedestrian refuge crossings in both splitter islands on Illaroo Road, the crossing improvements to be provided as part of proposed future path upgrades	\$350,000
No survey - crossing to be provided as part of future path project	North Nowra	Pitt Street	Opposite Cane Close - Proposed pedestrian refuge crossing (optional raised facility), the crossing improvements to be provided as part of proposed future path upgrades	\$175,000
No survey - crossing to be provided as part of future path project	North Nowra	Rockhill Road	Immediately south of McMahons Road - Proposed pedestrian refuge crossing, the crossing improvements to be provided as part of proposed future path upgrades	\$175,000
No survey - crossing to be provided as part of future path project	North Nowra	McMahons Road	(between Coniston Close and Balmaringa Avenue)- Proposed pedestrian refuge crossing, access to reserve - the crossing improvements to be provided as part of proposed future path upgrades	\$175,000
No survey - crossing to be provided as part of future path project	North Nowra	Judith Drive	Immediately north of McMahons Road - Proposed pedestrian refuge crossing, improved crossing safety, the crossing improvements to be provided as part of proposed future path upgrades	\$75,000
Survey Pending	Nowra	Worrige Street / Stewart Place / Lawrence Avenue intersection	Proposed crossing improvements to all legs of intersection (*proposed crossing improvements - the crossing improvements to be provided as part of proposed future intersection upgrade (potential triggers - pedestrian crossing warrants - an initial staged treatment may need to be provided on the eastern leg- subject to warrants, review of demands on other legs, and intersection performance) - the proposal is to ultimately incorporate crossing improvements on all legs of a future roundabout controlled intersection - continue to monitor).	\$800,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No survey - crossings to be provided as part of future intersection upgrade	Nowra	Hyam Street and Osborne Street intersection	Proposed crossing improvements to all legs of intersection	\$800,000
No survey - crossings to be provided as part of future intersection upgrade	Nowra	Hyam Street/ Mandalay Avenue/Colyer Avenue intersection	Proposed crossing improvements to all legs of intersection	\$800,000
No survey - crossings to be provided as part of future intersection upgrade	Nowra	Hyam Street/ Shoalhaven Street intersection	Proposed crossing improvements to all legs of intersection	\$800,000
No survey - crossings to be provided as part of future intersection upgrade	Nowra	Ferry Lane/ Terara Road / Moss Street intersection	Proposed crossing improvements to all legs of intersection	\$800,000
No survey - crossings to be provided as part of future intersection upgrade	Nowra	Wharf Road / Hawthorn Avenue intersection - west leg	Proposed crossing improvements - western leg of the intersection - connecting to riverfront path network	\$200,000
No survey - crossings to be provided as part of future intersection upgrade	Nowra	Pleasant Way / Hawthorn Avenue intersection - west leg	Proposed crossing improvements - western leg of the intersection - connecting to riverfront path network	\$200,000
No survey - crossings to be provided as part of future intersection upgrade	Nowra	Hawthorn Avenue / Lyrebird Drive intersection - south leg	Proposed crossing improvements - southern leg of the intersection - connecting to riverfront path network and Shearwater Way	\$200,000
No survey - State Government to include crossing improvements as part of the redevelopment of the Shoalhaven District Hospital	Nowra	Shoalhaven Street	North of North Street (proposed raised pedestrian crossing in vicinity of the new proposed hospital entrance on Shoalhaven Street) - State Government to include crossing improvements as part of the redevelopment of the Shoalhaven District Hospital.	no cost to SCC, will be provided by NSW Health (as a condition of consent - current hospital upgrade)
No survey - crossing to be provided as part of future intersection upgrade project	Nowra	Hyam Street	Immediately to the west of Bridge Road - Proposed raised pedestrian crossing, the crossing improvements to be provided as part of proposed future intersection upgrade project (multi lane roundabout - consistent with previous grant submission-already nominated)	\$350,000
No survey - crossing to be provided as part of future intersection upgrade project	Nowra	Bridge Road	Immediately to the south of Hyam Street - Proposed raised pedestrian crossing, the crossing improvements to be provided as part of proposed future intersection upgrade project (multi lane roundabout - consistent with previous grant submission-already nominated)	\$350,000
No survey - crossing to be provided as part of future intersection upgrade project	Nowra	Bridge Road	to the north of Hyam Street (precise location to be determined) - Proposed raised pedestrian refuge crossing, the crossing improvements to be provided as part of proposed future intersection upgrade project (multi lane roundabout - consistent with previous grant submission-already nominated). Note a temporary pedestrian refuge was originally installed in this location as part of the Nowra Bridge project (which provided the temporary gravel car park and pedestrian refuge as a package of mitigation measures due to the impacts of the 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.	\$350,000
No survey - crossing to be provided as part of future intersection SUP project (northern side of Jane Street - linking Nowra CBD to Stockland)	Nowra	Jane Street	Western end of Jane Street bridge, proposed pedestrian crossing, facilitating improved pedestrian access between the Nowra CBD and Stockland	\$200,000
No survey - crossing to be provided as part of future SUP project	Nowra	St Anns Street	to the immediate west of #153 St Anns Street, Nowra (existing street light). Proposed raised pedestrian refuge crossing.	\$200,000
No survey - crossing to be provided as part of future intersection SUP project (northern side of Jane Street - linking Nowra CBD to Stockland)	Nowra	Weeroona Place	South leg of the intersection with McKay Street, Nowra, proposed raised pedestrian crossing, facilitating improved and accessible pedestrian access between the bus stop adjacent #1 Weeroona Place and the Nowra Private Hospital	\$150,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No survey - crossing to be provided as part of future path project	Nowra	John Purcell Way	Proposed raised crossing , the crossing improvements to be provided as part of proposed future path works (noting the proposed path along the southern boundary of adjacent Dept.Education land - extending from Holloway Road in the east, and extending to the west to run along the southern side of the Nowra East netball Courts to John Purcell Way)	\$200,000
No survey - crossing to be provided as part of future path project	Nowra	Kinghorne Street	Proposed pedestrian refuge, the crossing improvements to be provided as part of proposed future path works on Kinghorne Street (proposed ped refuge to be provided to the south of driveway #245 Kinghorne Street - at the northern end of the existing tear drop traffic island/ a minor modification is likely to be required at the northern end of the existing tear drop traffic island)	\$75,000
No survey - crossings to be provided as part of future school development	Nowra	Holloway Road	northern boundary of school development, appropriate traffic calming and crossing treatments to be provided as part of future school development. Previously identified crossing mid block location in vicinity Killara Road to be reviewed as part of school proposal.	historically included in the PAMP due to existing and proposed path networks in the area - however currently no commitments by SCC (requested that these and other active transport/safety improvements be provided by Dept.Education as part of a suite of measures necessitated by the proposed new school development).
No survey - crossings to be provided as part of future school development	Nowra	Holloway Road	southern boundary of school development, appropriate traffic calming and crossing treatments to be provided as part of future school development. Previously identified crossing mid block location in vicinity Killara Road to be reviewed as part of school proposal.	historically included in the PAMP due to existing and proposed path networks in the area - however currently no commitments by SCC (requested that these and other active transport/safety improvements be provided by Dept.Education as part of a suite of measures necessitated by the proposed new school development).
No immediate survey	Nowra	Albatross Road	North of McDonald Avenue, proposed pedestrian refuge, to monitor	\$175,000
No immediate survey	Nowra	Wallace Street	North of Kalandar Street, proposed pedestrian crossing, to monitor	\$200,000
No immediate survey	Nowra	McKay Street	West leg of the intersection Weeroona Place/McKay Street, Nowra, under existing street light, proposed raised pedestrian crossing, facilitating improved and accessible pedestrian access to the Nowra Private Hospital	\$200,000
No immediate survey	Nowra	Hillcrest Avenue	West leg of the roundabout intersection Hillcrest / Old Southern / Isa Road, Worrigeer, potentially triggered by adjoining pedestrian safety upgrades, or as part of future path upgrades in the immediate area	\$350,000
No immediate survey	Nowra	Isa Road	East leg of the roundabout intersection Hillcrest / Old Southern / Isa Road, Worrigeer, potentially triggered by adjoining pedestrian safety upgrades, or as part of future path upgrades in the immediate area	\$350,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No survey - crossings to be provided as part of future path projects	Sanctuary Point	Kingsford Smith Crescent	North of Warrego Drive	\$175,000
No survey - crossings to be provided as part of future path projects	Sanctuary Point	Clifton Street	East of Kerry Street	\$200,000
No survey - crossings to be provided as part of future path projects	Sanctuary Point	Clifton Street	North of Idlewild Avenue	\$200,000
No survey - crossings to be provided as part of future intersection upgrade project	Sanctuary Point	Paradise Beach Road	Immediately west of Sanctuary Point Road	\$175,000
No survey - crossings to be provided as part of future intersection upgrade project	Sanctuary Point	Larmer Avenue	Immediately east of Sanctuary Point Road (or, as indicated- option to provide a crossing improvement at the location where the SUP networks converge a short distance to the east of Sanctuary Point Road)	\$350,000
No survey - crossings to be provided as part of future intersection upgrade project	Sanctuary Point	Sanctuary Point Road	Immediately south of Paradise Beach Road	\$200,000
No survey - crossings to be provided as part of future intersection upgrade project or future path improvements in this area	Sanctuary Point	Sanctuary Point Road	Immediately east of Cessna Avenue	\$200,000
No survey - crossings to be provided as part of future intersection upgrade or traffic calming project	Sanctuary Point	Larmer Avenue	Immediately north of The Park Drive	\$350,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	Loralyn Avenue	to the east of Anson Street (east of culvert)	\$175,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	Loralyn Avenue	to the east of The Wool Lane	\$350,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	The Wool Lane	to the north of Anson Street	\$200,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	Loralyn Avenue	Immediately east of Meriton Street	\$175,000
No survey - crossing to be provided as part of future intersection upgrade project	Sanctuary Point	Island Point Road	Intersection Tasman Road/ and Village Access Road (extension of Crowea Road)	\$450,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	Island Point Road	At Blue Wren Reserve (existing crossing blisters/pram ramps)	\$350,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	Anson Street	east of Village Access Road (Crowea Road)	\$350,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	Island Point Road	immediately north of Meriton Street	\$175,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No survey - crossing to be provided as part of future path project	Sanctuary Point	Meriton Street	immediately east of Island Point Road	\$175,000
No survey - crossing to be provided as part of future path project	Sanctuary Point	Island Point Road	immediately north of Lachlan Crescent, north	\$175,000
No immediate survey	Sanctuary Point	Island Point Road	Immediately north of the intersection of Anson Street and Collett Place - ie - north leg of the existing roundabout)- pedestrian refuge to be provided in future. Not high priority, monitor.	\$200,000
No survey - crossing to be provided as part of future path project	Shoalhaven Heads	Bolong Road	Proposed pedestrian refuge to the south of Shoalhaven Heads Road (within existing painted island to the south of right turn bay), no need to monitor, path project will create a demand, and the proposed refuge should be provided as part of the future path project.	\$175,000
No survey - crossings to be provided as part of future path projects	South Nowra	Old Southern Road	Southern end, approx 260m to the north of Warra Warra Road	\$175,000
No survey - crossing to be provided as part of future path project	St Georges Basin	Island Point Road	immediately south of St Georges Road	\$200,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	The River Road	to the south of the intersection The River Road/Suncrest Avenue	\$175,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Jacobs Drive	to the west of the intersection Jacobs Drive/Plover Close	\$175,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Jacobs Drive	to the immediate east of the intersection Jacobs Drive/Sussex Inlet Road	\$175,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Sussex Inlet Road	to the immediate south of the intersection Jacobs Drive/Sussex Inlet Road	\$175,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Sussex Inlet Road	to the immediate east of the Springs Road	\$200,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Sussex Road	to the immediate west of Lyons Road	\$200,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Government Road	immediately north of Thomson Street	\$200,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Thomson Street	immediately east of Government Road	\$200,000
No survey - crossing to be provided as part of future path project	Sussex Inlet	Thomson Street	immediately east of The Springs Road	\$200,000

Survey Status	Suburb	Location	Notes on Additional Crossing Sites	Estimated Cost
No survey - crossing to be provided as part of future path project	Sussex Inlet	The Springs Road	immediately north of the access to "Snappy Gums" Seniors Lifestyle Village	\$350,000
No survey - crossing to be provided as part of future path project	Ulladulla	Princes Highway	to the south/east of Curtis Street	\$175,000
No survey - crossing to be provided as part of future path project	Ulladulla	St Vincent Street	to the immediate south of North Street	\$175,000
No survey - crossing to be provided as part of future path project	Ulladulla	St Vincent Street	to the immediate north of Church Street	\$175,000
No survey - crossing to be provided as part of future path project	Ulladulla	Burrill Street (north)	at the intersection with Crescent Street (on bend)	\$350,000
No survey - crossing to be provided as part of future path project	Ulladulla	Green Street	to the west of Cashman Road	\$175,000
No survey - crossing to be provided by TINSW	Ulladulla	Princes Highway	to the south of Wason Street	no cost to SCC, proposed to be provided by TINSW (safety improvement in response to crash history)
No survey - crossing to be provided as part of future path project	Ulladulla	South Street	to the west of Wandella Close (vicinity western boundary of #12/#29 South Street)	\$200,000
No survey - crossings to be provided as part of future road safety upgrades- potentially triggered by planning proposal - redevelopment of Bunnings site - traffic v pedestrian demand triggers	Ulladulla	St Vincent Street and Deering Street intersection	Proposed crossing improvements to all legs of intersection	\$800,000
No survey - crossings to be provided as part of future road safety upgrades- potentially triggered by planning proposal - redevelopment of Bunnings site - traffic v pedestrian demand triggers	Ulladulla	St Vincent Street and Parson Street intersection	Proposed crossing improvements to all legs of intersection	\$600,000
No survey - crossings to be provided as part of future road safety upgrades- potentially triggered by planning proposal - redevelopment of Bunnings site - traffic v pedestrian demand triggers	Ulladulla	St Vincent Street (mid block - between Deering and and Parson Streets)	Proposed crossing improvements mid-block	\$75,000
No survey - crossings to be provided as part of future path projects	West Nowra	Yalwal Road	west of George Evans Road - Proposed pedestrian refuge crossing, the crossing improvements to be provided as part of proposed future path upgrades	\$175,000
No survey - crossings to be provided as part of future path projects	Worrigee	Greenwell Point Road	West of Westbrook Road	\$175,000