

## Ordinary Meeting

**Meeting Date:** Monday, 12 August, 2024

**Location:** Council Chambers, City Administrative Building, Bridge Road, Nowra

## Attachments (Under Separate Cover)

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Draft Shoalhaven Active Transport Strategy Report  
including Pedestrian Accessibility & Mobility Plan Update and Bike Plan Update

for

Shoalhaven City Council



## Document Control

**Project No:** 0460  
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**Client:** Shoalhaven City Council  
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## Revision History

| Revision | Date      | Details | Approved by  |
|----------|-----------|---------|--------------|
| v1       | 19/7/2024 | Draft 1 | Anton Reisch |
| v2       | 30/7/2024 | Draft 2 | Anton Reisch |

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Appendices (refer to separate document)

**Appendix A:** PAMP Maps

**Appendix B:** Paths Review Outcomes

**Appendix C:** Crossings Review Outcomes

**Appendix D:** Shared User Bridge Review Outcomes

**Appendix E:** Paths for Investigation

**Appendix F:** Notes to Scoring Criteria and Project Ranking Spreadsheets

CL24.238 - Attachment 1

## Acknowledgement of Country

arc traffic + transport and Shoalhaven City Council acknowledge the Traditional Custodians of the land upon which this project is based, and pay respects to all Elders past, present and future.

We recognise Australian Aboriginal and Torres Strait Islander people's unique cultural and spiritual relationships to water, land and sky, and their rich contribution to our society.

This project recognises and values the significance of Aboriginal cultural knowledge and input in guiding future planning and design within Shoalhaven.



## 1 Introduction

### 1.1 Overview

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

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

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



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



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

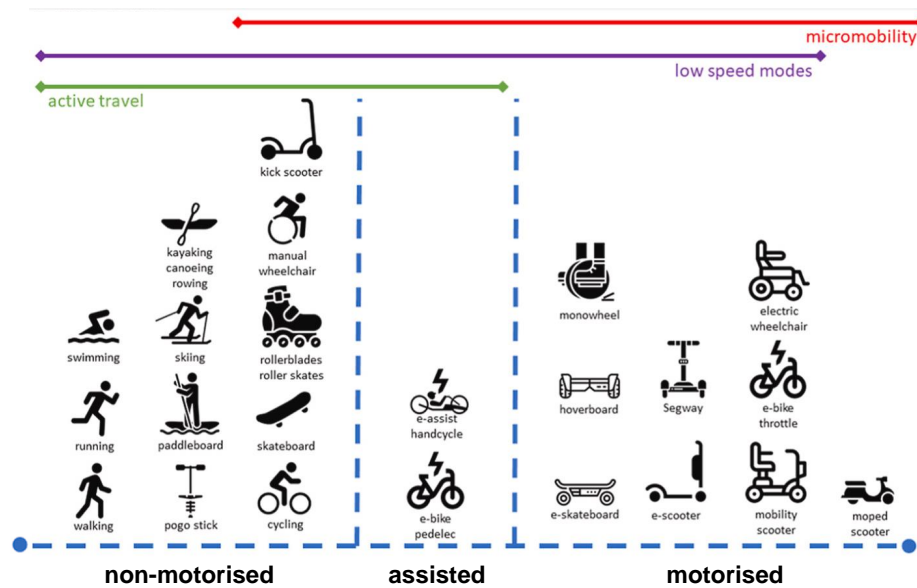
## 1.2 Active Transport Strategy Objectives

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

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

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

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



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

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

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

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



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



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

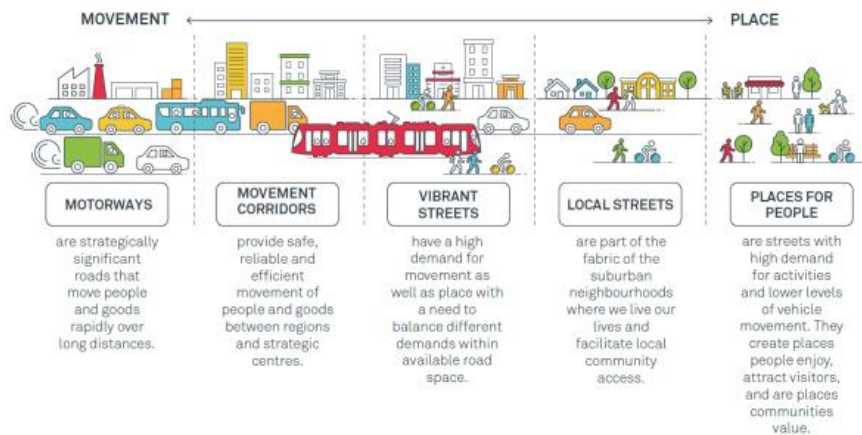


The Strategy also prioritises the inclusivity of active transport, not only in providing for those with limited mobility or different levels of confidence using different active transport modes, but more broadly by ensuring that active trips are seen as the norm rather than the exception, particularly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

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

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

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



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

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

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



Finally, it is critical that the Strategy be endorsed and continuously improved further to consultation with the broader community, and moreover that the community actively participates in the ongoing evolution of the Strategy. We want everyone in the community, as well as all who work in and visit Shoalhaven, to have the opportunity to take real ownership of developing and encouraging active trips – and particularly walk trips - in our move towards a more sustainable transport future.

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



### 1.3 Active Transport Benefits

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

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

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

- If work is only a walk away, housing with access to active transport infrastructure becomes more attractive.

It is worth briefly highlighting some of the health benefits.

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

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



#### 1.4 Active Transport Responsibilities

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

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

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



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

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

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

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

### 1.5 Developing the Strategy

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

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

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



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

#### 1.6 The Vision

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

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

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



## 1.7 References

### 1.7.1 Planning in Shoalhaven

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

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

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

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

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

### 1.7.2 NSW Government

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



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

### 1.7.3 Austroads Guidelines

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

- Guide to Road Design Part 2: Design Considerations (**GRD Part 2**).
- Guide to Road Design Part 3: Geometric Design (**GRD Part 3**)
- Guide to Road Design Part 4: Intersections and Crossings General (**GRD Part 4**)
- Guide to Road Design Part 6A: Paths for Walking and Cycling (**GRD Part 6A**)
- Guide to Road Safety Part 1: Road Safety Overview (**GRS Part 1**)
- Guide to Traffic Management Part 7: Activity Centre Transport Management (**GTM Part 7**)
- Guide to Traffic Management Part 8: Local Street Management (**GTM Part 8**)
- Guide to Traffic Management Part 10: Transport Control Types of Device (**GTM Part 10**).



- Guide to Traffic Management Part 11: Parking Management Techniques (**GTM Part 11**).
- Austroads Safe System Assessment Framework (**Austroads SSAF**);
- Austroads Publication AP-R492-15 Bicycle Wayfinding (**Bicycle Wayfinding**).

#### 1.7.4 Additional Resources

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

- Australian Standards.
- Pedestrians First: Tools for a Walkable City (**Pedestrians First**).
- Australian Urban Observatory's **Walkability Index**.

#### 1.7.5 Ongoing Review

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

### 1.8 Paths & Crossings Review

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

Importantly, the **Paths & Crossings Review** is intended to provide an objective and risk mitigating starting point for prioritising projects, as Council also needs to consider many other factors before resolving which projects to ultimately include in its delivery program. Notwithstanding, the outcomes of the Paths & Crossing Review provide a key starting point for the prioritisation of active transport projects into the future.

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

### 1.9 Building to a Budget

From the outset, it must be acknowledged that we - like many regional Councils – are faced with some significant constraints when providing active transport infrastructure; these including not only very tight budgets, but physical challenges such as narrow road reserves; difficult topography; vegetation; utilities; parking; and driveways etc. A times, these constraints can prevent the construction of new active transport infrastructure in full accordance with come current design standards.

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

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

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

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

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



## 2 Community Consultation

*This section will be updated to reflect feedback from the exhibition of the Draft Strategy.*

### 2.1 Stakeholders

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

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

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

### 2.2 Community Engagement

#### 2.2.1 Pre-2024 Consultation

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

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



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

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

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

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

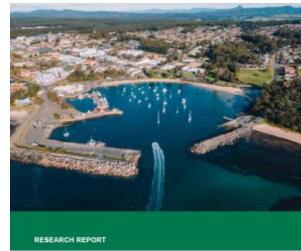
- **Annual Shoalhaven DPOP engagement**, where Council consults with the community every year in its annual Shoalhaven DPOP review, informing the Shoalhaven DPOP for subsequent financial year budgets. The community feedback received annually in this space always includes suggestions for new active transport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



- **Annual Community Strategic Plan Engagement**, where Council consults with the community in the ongoing development of the Community Strategic Plan. This community feedback again always includes suggestions for new active transport infrastructure, which is given careful consideration and absorbed into annual PAMP and Bike Plan reviews wherever possible.
- **Satisfaction Surveys**, whereby independent consultants provide an evaluation of the community's opinion of Council's customer services, communication, community engagement and broader priorities, with the objective of:
  - Measuring and tracking the performance of Council in delivering services and facilities.
  - Uncovering Council's areas of improvement and priorities for the near future.
  - Understanding community perceptions regarding Council's customer services, communications, and community engagement.
  - Understanding community perceptions regarding liveability and personal wellbeing.

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

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



Shoalhaven City Council  
Community Satisfaction Survey  
April 2023

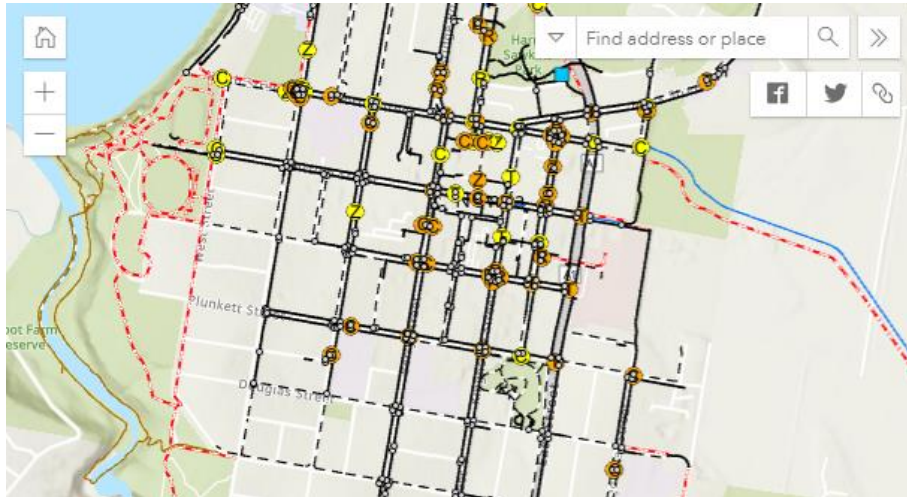
- **Customer Liaison**, whereby customers (residents, property and business owners, and visitors) regularly provide Council with feedback and requests for broader infrastructure improvements; each year, this feedback includes numerous requests for new active transport infrastructure.
- **Annual feedback from the 24 recognised CCBs** that represent the residents/rate paying members of local communities.
- The **preliminary consultation process** undertaken in April and May 2023 with all CCBs and Chambers' of Commerce, whereby all stakeholders were sent the latest **PAMP Maps** and **Bike Plan Maps**, and the current [at that time] **Scoring Criteria** to rank future project, for review prior to the process being rolled out more publicly. In addition, the PAMP Maps, Bike Plan Maps and Scoring Criteria were also sent to 18 Council staff; 15 TfNSW staff; and other local active transport interest groups seeking their feedback.

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

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

- Other Council departments also continuously engage with the community, and the community often takes the opportunity to provide feedback to staff on a range of different issues, not just in regard to targeted projects or the like. Requests for new paths and crossing are common subject of that feedback, and indeed normally feature as one of the top requests for broader infrastructure improvements across Shoalhaven.
- On 16 June 2021, the **PAMP Interactive Mapping Tool** was made live to the community through Council's **PAMP web page**, which has continuously been updated since that time. One of the key benefits of the PAMP Interactive Mapping Tool – which includes interactive mapping of all existing and proposed active transport infrastructure across Shoalhaven - is that our future plans have effectively been out for consultation 24/7!

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



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

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

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

### 2.3 Draft Strategy Exhibition

Further to final approval from Council, the Draft Strategy will be placed on exhibition in mid-2024.

During the exhibition period, the community and all stakeholders will be invited to review the Draft Strategy (which includes the PAMP Update and Bike Plan Update); our refined Scoring Criteria; and the prioritisation of projects; and then provide us with feedback. The PAMP Interactive Mapping Tool will remain the preferred means for the community to review the PAMP Maps during the exhibition period and going forward, noting that the PAMP Maps also include the Bike Plan Maps at this time.

All feedback in regard to the Draft Strategy will then be carefully considered as we move towards finalising this essential document.

Please send all of your feedback to:

[info.arctt@gmail.com](mailto:info.arctt@gmail.com)

#### 2.4 Summary of Exhibition Feedback



#### 2.5 Integration of Exhibition Feedback into the Strategy





### 3 Key Characteristics of Shoalhaven

#### 3.1 The Study Area

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

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

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

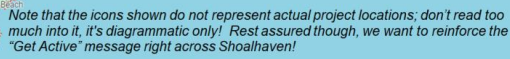
Primary growth areas in Shoalhaven remain in the broader environs of major centres such as Nowra, Bomaderry and Ulladulla, but growth in areas somewhat removed from these centres is also occurring, with key examples being Cambewarra, Badagarang, Vincentia, St Georges Basin, Sussex Inlet and Milton.

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

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

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

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

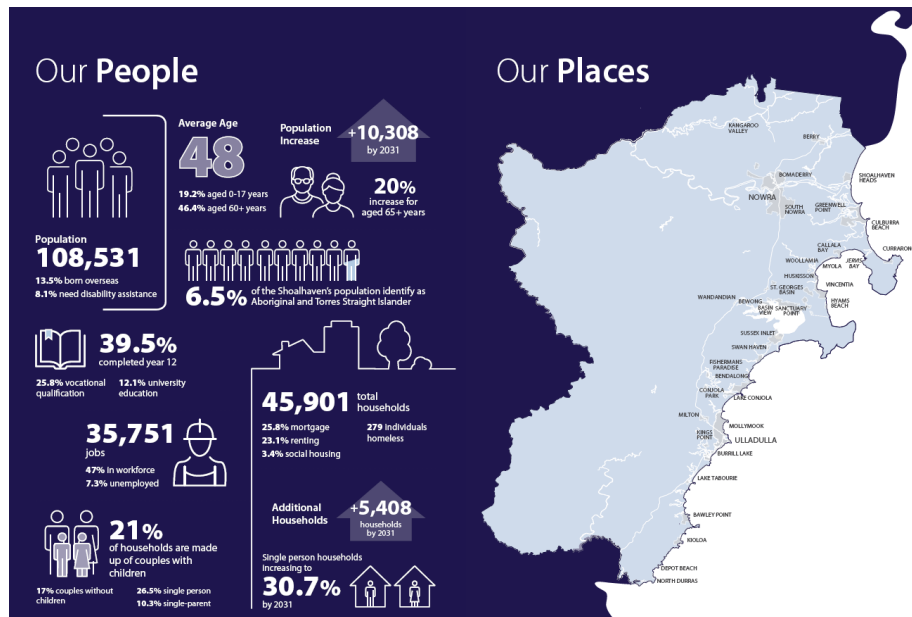


### 3.2 Shoalhaven Demographics

### 3.2.1 Snapshot

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

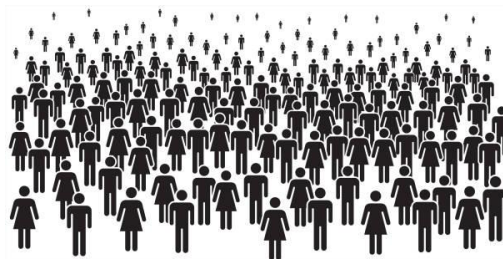
### Figure 1: A Snapshot of Shoalhaven



Source: Community Plan 2032

### 3.2.2 Population Growth

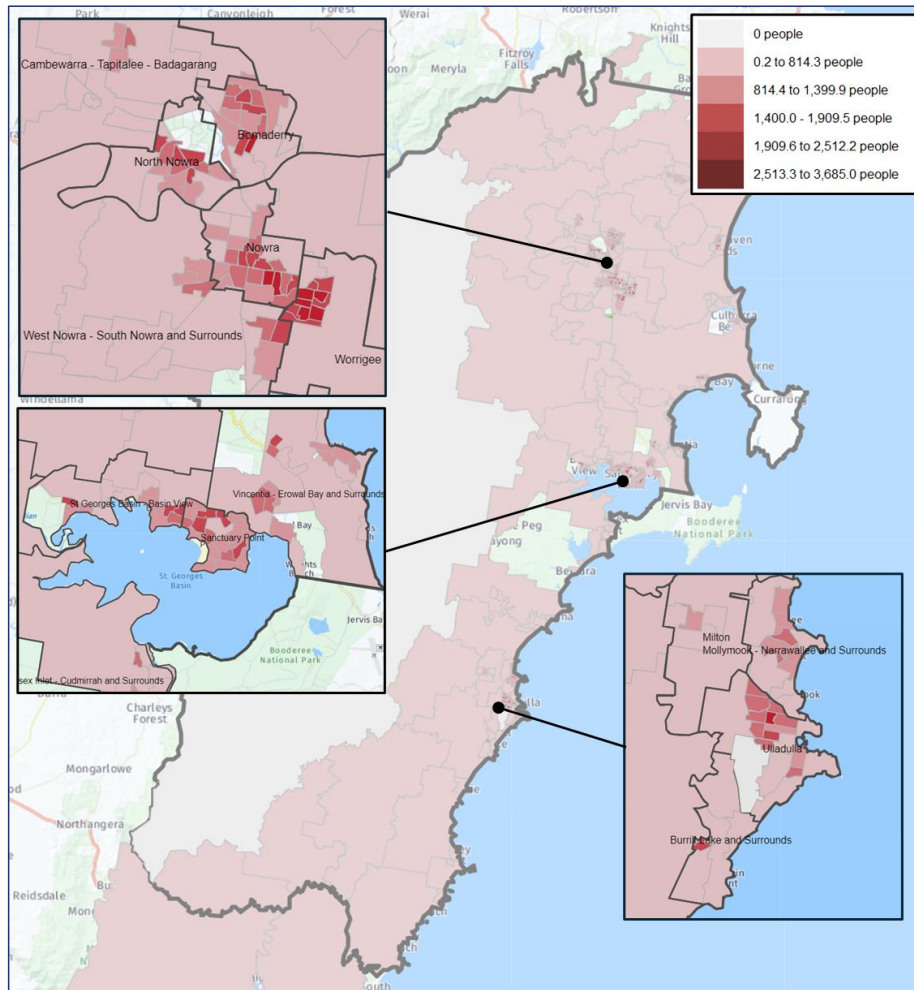
Shoalhaven has experienced relatively significant growth over the past two decades, with the population increasing from approximately 90,000 in 2006 to 98,000 in 2016, and just under 110,000 in 2023. This represents a linear growth rate of over 1% per year, and there is every indication that this level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



### 3.2.3 Population Density

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

Figure 2: Population Density 2021



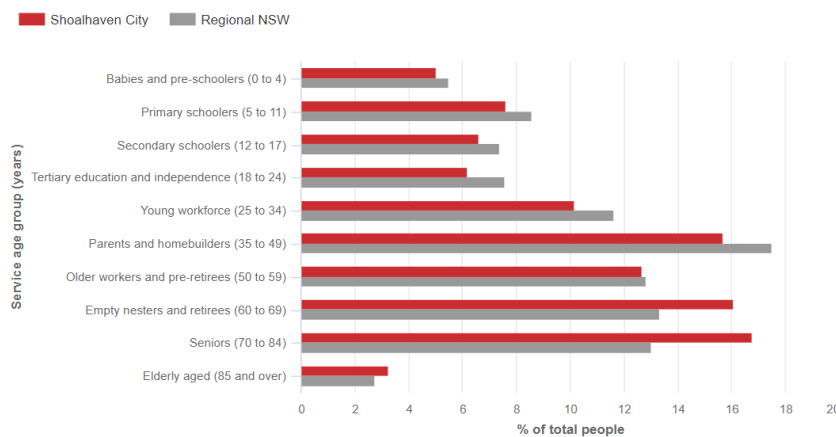
Source: id.community

### 3.2.4 Age Groups

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

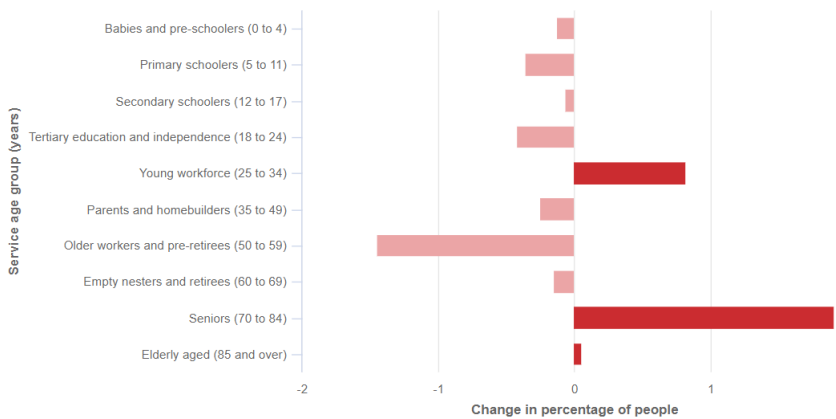
The 2021 age structure in Shoalhaven, and the change in age structure between 2016 and 2021, are shown in the figures below.

Figure 3: Age Structure 2021



Source: .id Community

Figure 4: Change in Age Structure 2016 - 2021



Source: .id Community

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

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

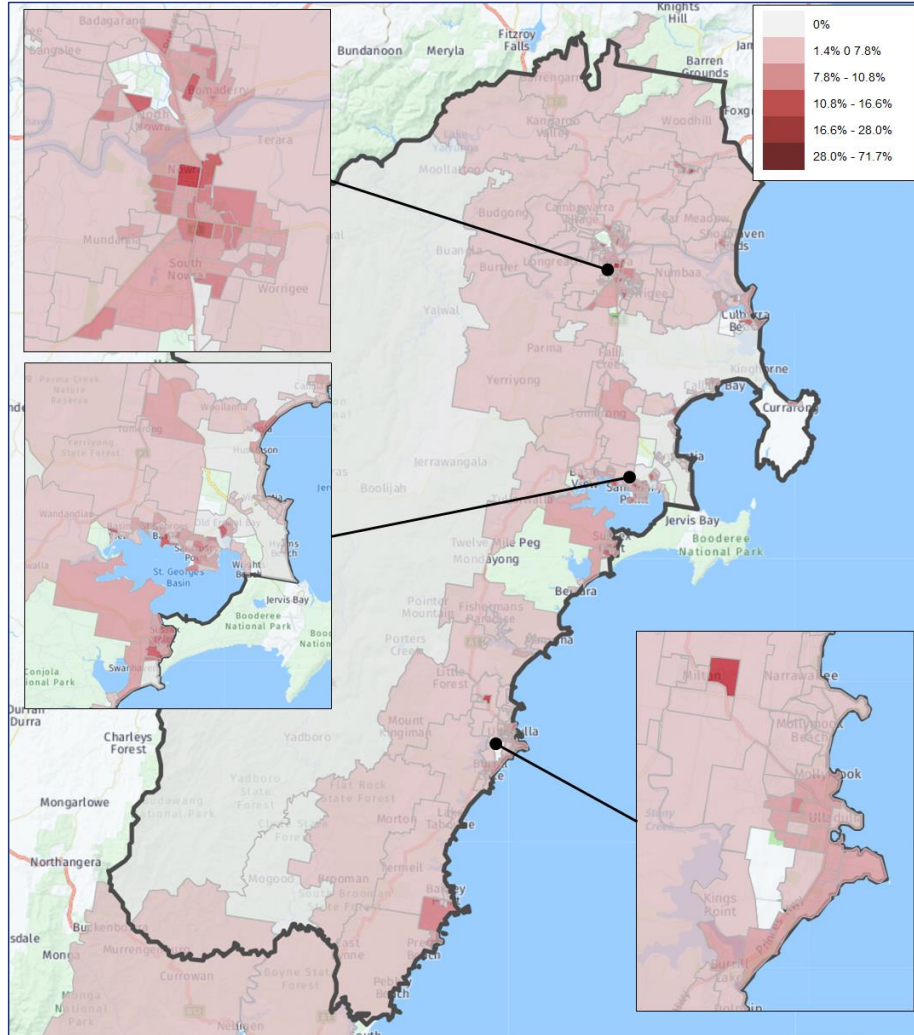


### 3.2.5 Elderly Residents and Residents with a Disability

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

These locations are shown in **Figure 6**.

Figure 5: Residents Aged Over 60/Disability Assistance Needed



Source: .id Community

### 3.2.6 Employment Industries

A summary of the 2021 employment industries across Shoalhaven, as well as a comparison with 2016 employment industries, is provided in **Table 1**.

Table 1: 2021 and 2016 Employment Industries

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

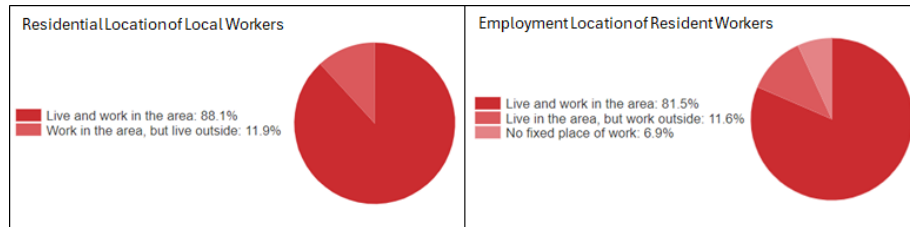
Source: .id Community

With reference to **Table 1**, the Shoalhaven workforce grew relatively significantly in the period 2016 to 2021, with just under 6,000 additional jobs. Key employment growth sectors including construction (reflecting the high amount of development – and particularly residential development – across Shoalhaven) and health care and social assistance (reflecting to some degree the increase in older residents).

### 3.2.7 Place of Work

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

Figure 6: Employment Locations



Source: .id Community

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

### 3.2.8 Car Ownership

The overwhelming majority of residents in Shoalhaven own at least one motor vehicle (95.8%), and indeed this number has increased from 2016, as shown in **Table 2**.

Table 2: Car Ownership

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

Source: id.community

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

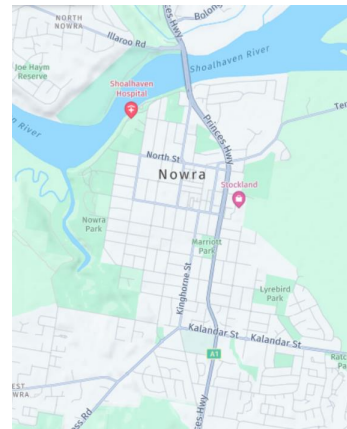
### 3.3 Road Network

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

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

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

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



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

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

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

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

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

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

### 3.4 Public Transport

#### 3.4.1 Existing Public Transport Services

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

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

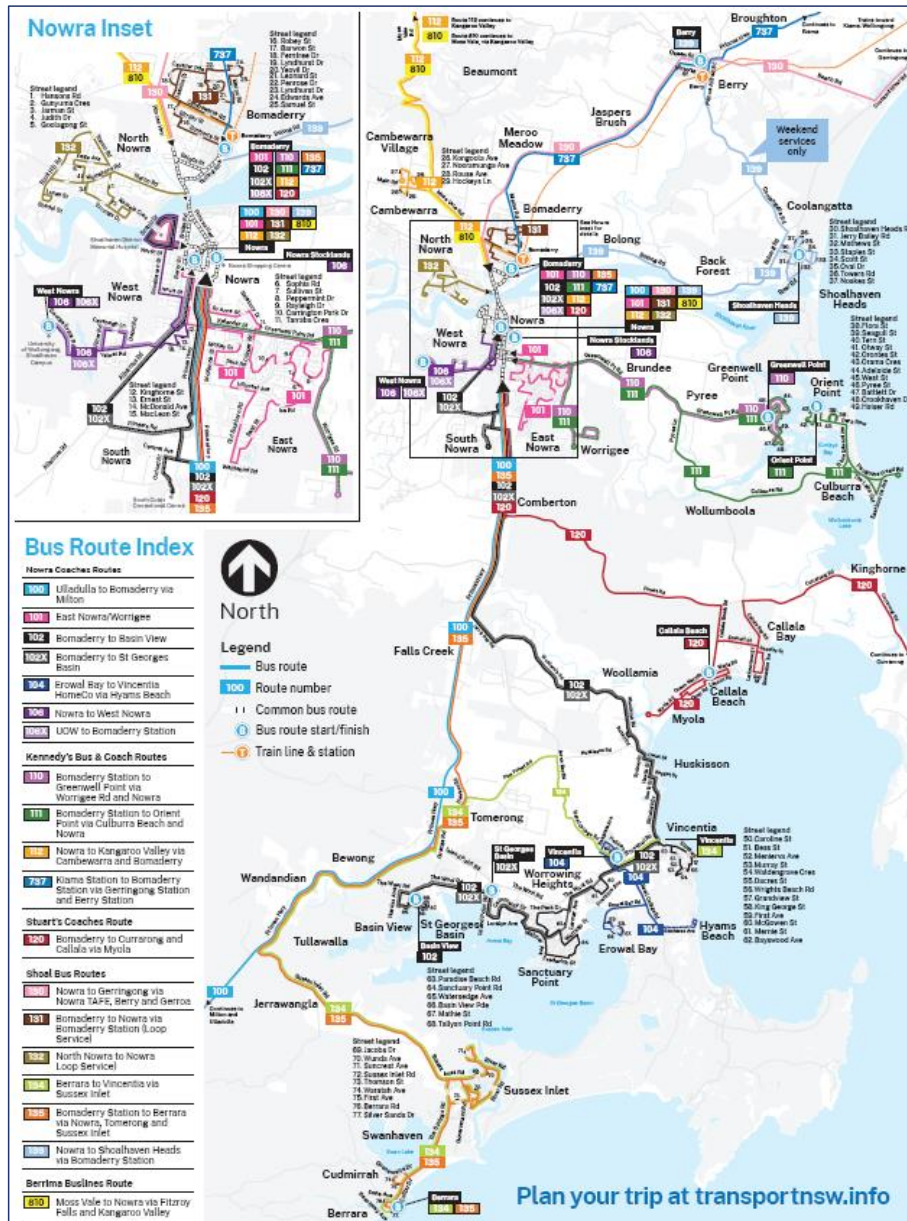
As such, the use of rail for commuter [or general daily] trips is very limited.



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

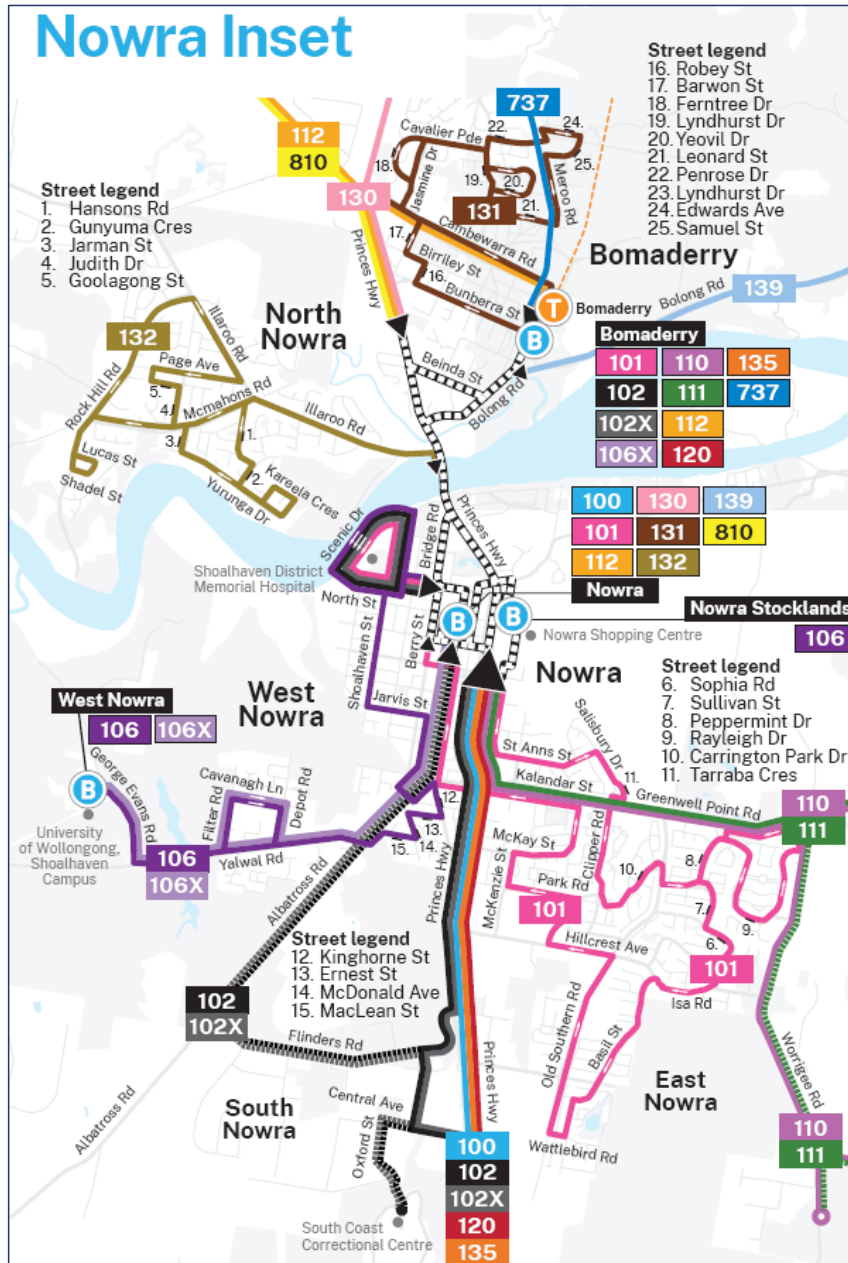
Existing bus services across Shoalhaven are shown in the figures below.

Figure 7: Northern and Central Shoalhaven Bus Services



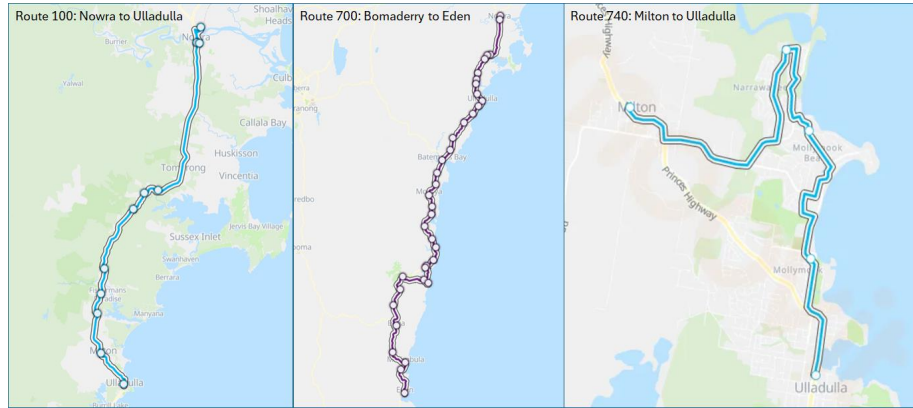
Source: TNSW

Figure 8: Nowra and Bomaderry Bus Services



Source: TfNSW

Figure 9: Southern Shoalhaven Bus Services



Source: moveit

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

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

#### 3.4.2 Future Bus Services

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

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

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

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

### 3.5 Parking

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

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

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



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

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



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

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

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

Shoalhaven of course is also subject to significant seasonal fluctuation in traffic and parking demands. These demands are "**over and above**" typical base level parking demands, and are not captured in the Chapter G21 parking rates. Whether to provide additional parking in towns and villages subject to seasonal impacts is a challenging matter for Council, because Council's **Contributions Plans** don't capture any of the additional seasonal demand by traditional means. This means that there is no demonstrated nexus between seasonal demand for individual developments, nor consistency of parking rates to some extent across Shoalhaven, due to these demand fluctuations and moreover of course the sky-rocketing cost of providing more parking!

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

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

Council's own studies undertaken to date (in Nowra and Huskisson) suggest that Shoalhaven's minimum Chapter G21 parking rates already achieve this supply (at least in those towns), which is further confirmation that there is no current need to change the Chapter G21 parking rates.

The takeaway?

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

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

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



## 4 Strategic Framework

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

### 4.1 Shoalhaven Planning

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

#### 4.1.1 Shoalhaven Local Strategic Planning Statement 2040

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

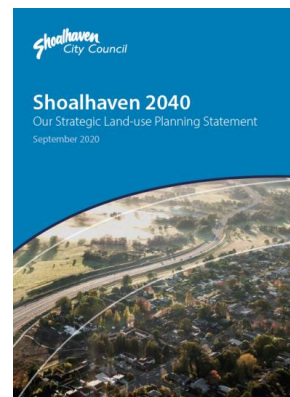
LSPS 2040 specifically focuses on the issues that the community has identified as being the most important to them, including new homes and housing choice; transport infrastructure; communal places; local employment opportunities; protecting and adapting to the environment; and celebrating our deep rooted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

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

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

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

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



#### 4.1.2 Shoalhaven Community Strategic Plan 2032

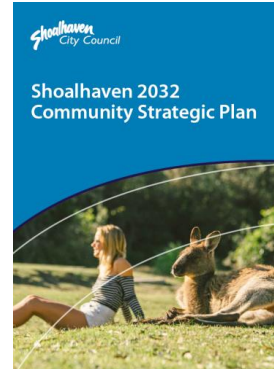
The Community Strategic Plan was developed further to a comprehensive engagement program with the community and stakeholders seeking to determine key priorities for Shoalhaven through 2032, based in essence on the following simple questions:

*What do you love about Shoalhaven City?*

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

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

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



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

#### 4.1.3 Shoalhaven Disability Inclusion Action Plan

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

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



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

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

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

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

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

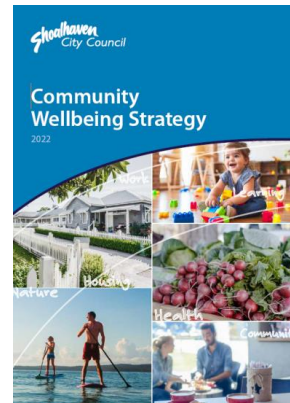
#### 4.1.4 Shoalhaven Community Wellbeing Plan

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

**"Wellbeing is the ability to thrive"**, an objective that should be available equally to everyone in Shoalhaven. Community wellbeing is a shared responsibility that requires all community stakeholders to work collaboratively to achieve shared goals and aspirations for wellbeing.

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

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



#### 4.1.5 Shoalhaven Destination Management Plan

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

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



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

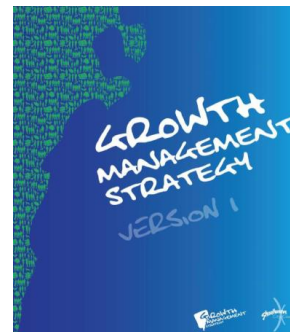
- New and improved walking trails that highlight our natural resources.
- Identifying the missing gaps in our transport networks that hinder access to recreational and tourist facilities.
- Creating walkable and legible precincts.

#### 4.1.6 Shoalhaven Growth Management Strategy

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

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

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



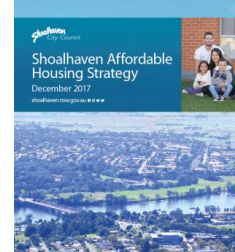
With specific regard to the Strategy, the Growth Strategy acknowledges that there is limited active transport infrastructure in Shoalhaven, but also that improvements continue to be made both within and between towns and villages.

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

#### 4.1.7 Shoalhaven Affordable Housing Strategy

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

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



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

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

## 4.2 NSW Government

### 4.2.1 NSW Active Transport Strategy

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



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

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

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

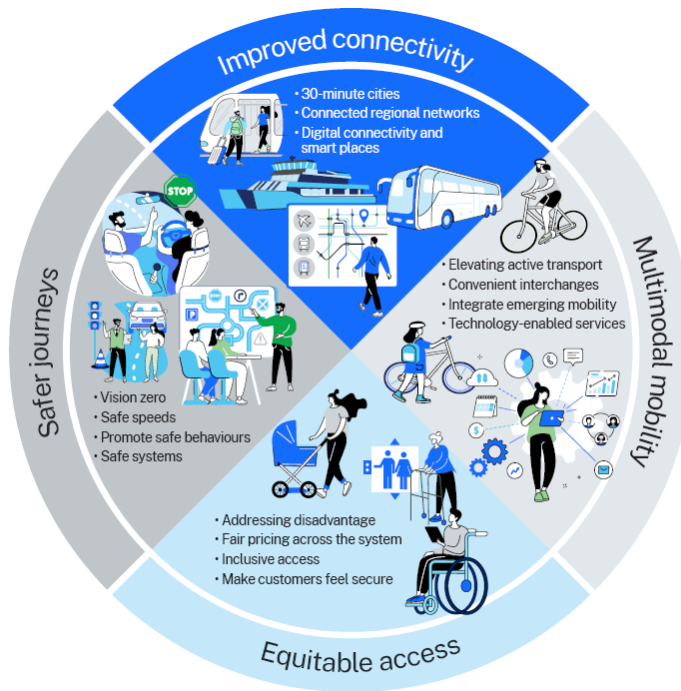


#### 4.2.2 NSW Future Transport Strategy

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

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





#### 4.2.3 Illawarra Shoalhaven Regional Transport Plan

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

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

It is noted that the IS Transport Plan also details a number of key priority projects for Shoalhaven; active transport related projects being delivered, planned or for future investigation in Shoalhaven are summarised in **Table 3**.

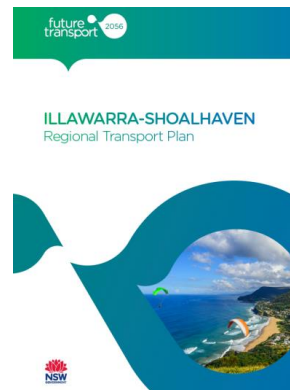


Table 3: Illawarra-Shoalhaven Regional Transport Plan Priority Projects

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

Source: IS Transport Plan

It is noted that the IS Transport Plan is currently undergoing review, and that many of the projects identified in **Table 3** have been further progressed or captured in other bodies of work.

#### 4.2.4 Strategic Cycleway Corridors Program

It is estimated that more than 1.5 billion walking and cycling trips are taken per year across NSW, numbers that TfNSW aims to double over the next 20 years, in part by ensuring the availability of well-connected cycling networks which will enable more people to safely cycle as part of their everyday travel.

#### Strategic Cycleway Corridors

Greater Sydney  
March 2023



Strategic Cycleways is based on the design guidance provided in the Cycleway Toolbox (see **Section 9**), which aims to develop cycling networks for users of all ages and abilities.

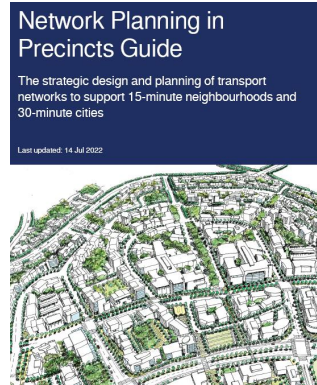
It is noted that the Illawarra-Shoalhaven was one of a handful of regions in NSW that was selected for the development of the first Strategic Cycleways program; a draft plan for the region has been developed by TfNSW for release in the near future, with the underlying planning framework for the Illawarra-Shoalhaven Strategic Cycleways program fully consistent with the Bike Plan Update.

#### 4.2.5 Network Planning in Precincts Guide

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

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

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



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

#### 4.2.6 NSW Connecting with Country Framework

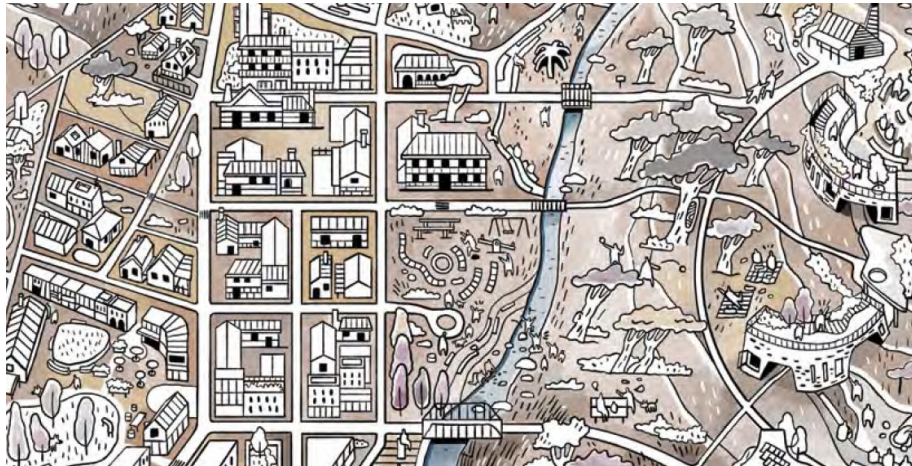
Consideration of Country allows a different way of thinking about how we fit within the built and natural environments, and how we shape and are shaped by those environments. With specific reference to the Strategy, Connecting with Country focuses on:

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



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

The identification and importance of “**spaces as places**” is therefore by no means a new concept, but has been appropriately elevated as one of the fundamental objectives of Movement & Place as bland, unsafe or simply insignificant in-between spaces may in many instances reduce the use of active trips (via these in-between spaces). Properly recognising these in-between spaces, and imbuing them with significance and value, is therefore an essential part of the Strategy.



#### 4.2.7 Local Planning Directions

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

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

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

## 5 Movement & Place

### 5.1 Overview

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

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



### 5.2 What is Movement and what is Place?

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

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

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

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



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

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

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

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

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

### 5.3 Place Analysis

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



*So ask yourself...*

➤ **Where do we to live?**

While residential development is spread out across Shoalhaven, it is actually located across a very small area, including Nowra and environs, and towns and villages along the east coast (including Jervis Bay and St Georges Basin). To accommodate future growth, current Council strategies focus on new residential areas in close proximity to established towns, and particularly in close proximity to Nowra, with major residential development occurring in Badagarang and Mundamia/Nowra Hill. In time, it is anticipated that additional medium and even high density dwellings could be provided in close proximity to town centres including Nowra and Ulladulla.

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

At the end of the day, most people want to live somewhere where they have easy access to work, services, retail and recreational facilities, and as such increasing densities around our larger towns is paramount, as is providing more housing choice for new and existing residents. In addition, it will be just as important to start providing more of our everyday destinations within our villages so that they are again within easy reach for residents.



➤ **Where do we work?**

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



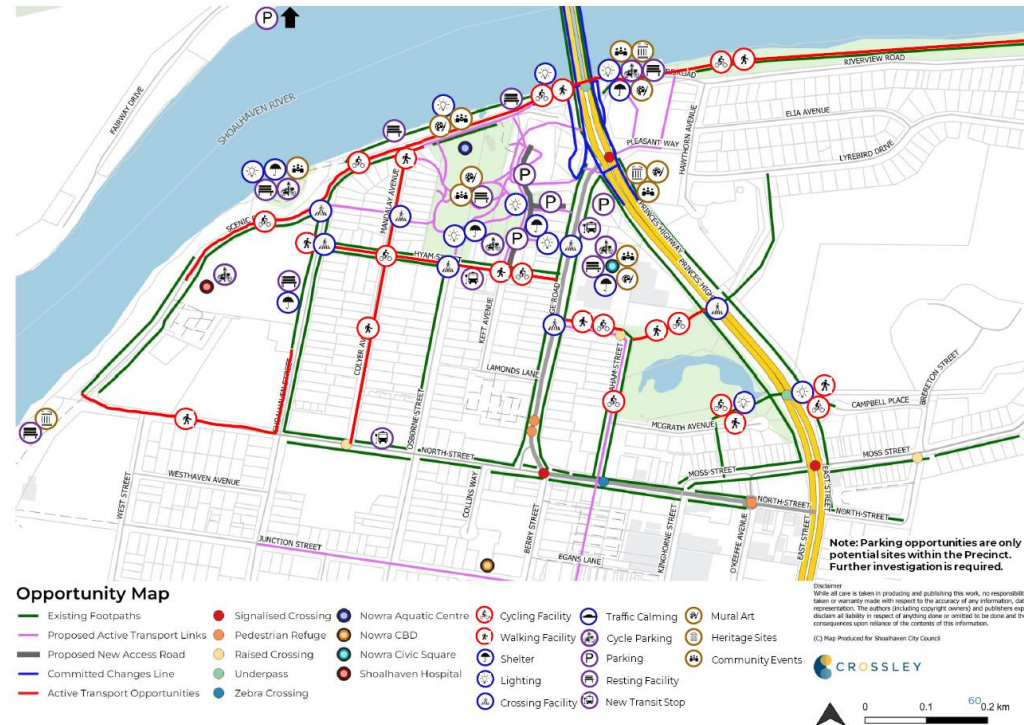
While the opportunities to encourage more active trips in some of these locations is good, a broader “**whole of transport**” approach will be required when considering new employment areas such as the Aviation & Technology Park and expansion in South Nowra, with a specific focus on providing better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

➤ **Where do we play?**

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



From an active transport perspective, providing direct and safe connections to these locations is vital to enforce their high level of accessibility, and of course it is important to continually identify more places to play across Shoalhaven, to be provided with similar high quality active transport connectivity. An excellent example of such is the planning for the Nowra Riverfront Precinct, which from the outset has specifically included an Integrated Transport Plan to maximise accessibility to and within the Precinct.



➤ **Where do we learn?**

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

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



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

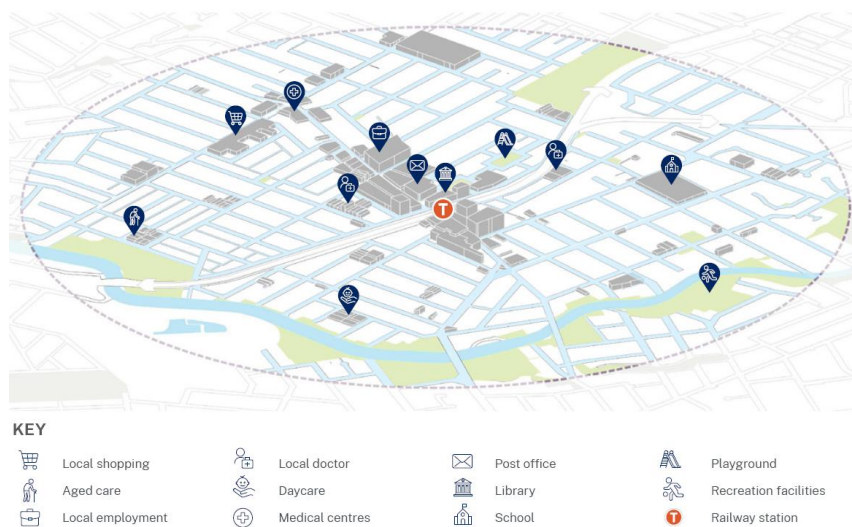
The Nowra Town Centre, Nowra Centre Plaza and smaller shopping centres in towns and villages will continue to provide for the majority of the population's everyday services, including shopping, personal business, commerce etc. However, providing more of these everyday services within new (and to the extent possible existing) suburbs will encourage greater use of active and public transport in line with the principles of the 15 Minute Neighbourhood.



#### 5.4 The 15 Minute Neighbourhood

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

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



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

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

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



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

☒ Immediate actions (completed or initiated within 5 years)
 ☐ Progress planning

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

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

## 5.5 Road Network

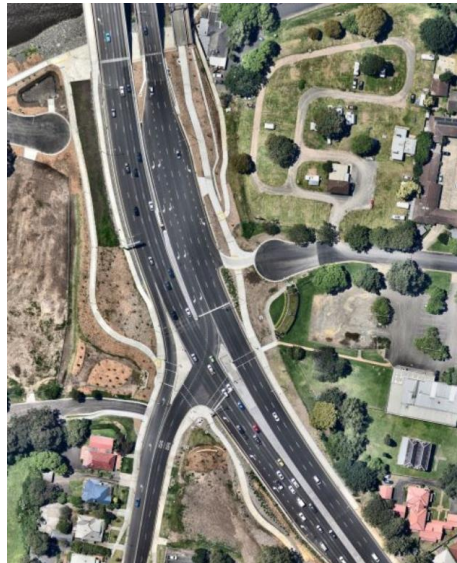
As discussed in **Section 3.3**, it is important to consider the hierarchy of roads within the Movement & Place framework, which provides 4 primary types of road, being:

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

Within these broader road categories, Movement & Place then provides for a more nuanced approach to the function of roads, and the identification of the specific role of each in providing Movement and/or Place.

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

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



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

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

For example:

- The inclusion of a longer pedestrian phase at a signalised intersection (where warranted) would under most conditions add no more than a few seconds to average vehicle delays at the intersection, but more significantly reduce the time a pedestrian/cyclist is waiting to cross, and of course the safety of crossing.
- Reducing the speed of a road by, for example, introducing additional crossing points, would again have no significant impact on general vehicle movements in that road; this is particularly the case in main streets within our towns and villages, where drivers already expect some level of delay within what are areas shared by all road users.



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

## 6 Active Transport in Shoalhaven

### 6.1 Setting The Scene

#### 6.1.1 Are We Currently Walking & Cycling?

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

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

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

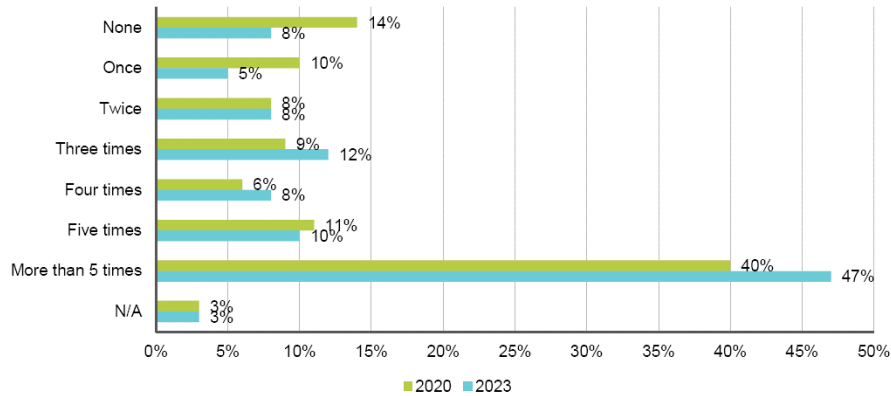
These percentages represented increases of 5% and 7% respectively from the responses provided in Satisfaction Survey 2020.

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

#### 6.1.2 Frequency of Walk Trips

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

Figure 10: Frequency of Walk Trips



Source: 2023 Satisfaction Survey

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

Notwithstanding, there was a decline in walk trips for some sub-groups, as shown in **Table 4**.

Table 4: Frequency of Walk Trips Sub-Groups

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

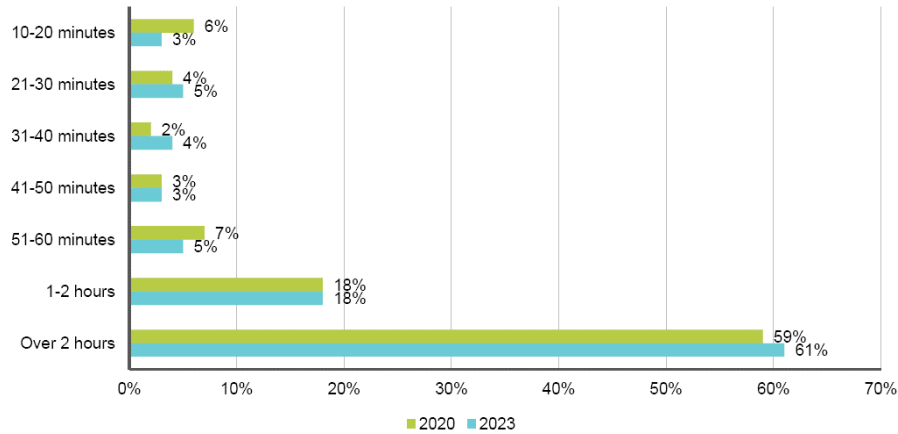
Source: 2023 Satisfaction Survey

As shown in **Table 4**, while there was a small increase in those over 65 years walking at least once a week, there was a significant fall in the number of those over 65 years walking more frequently (more than 5 times per week).

### 6.1.3 Duration of Walk Trips

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

Figure 11: Duration of Walk Trips



Source: 2023 Satisfaction Survey

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

#### 6.1.4 Purpose of Walk Trip

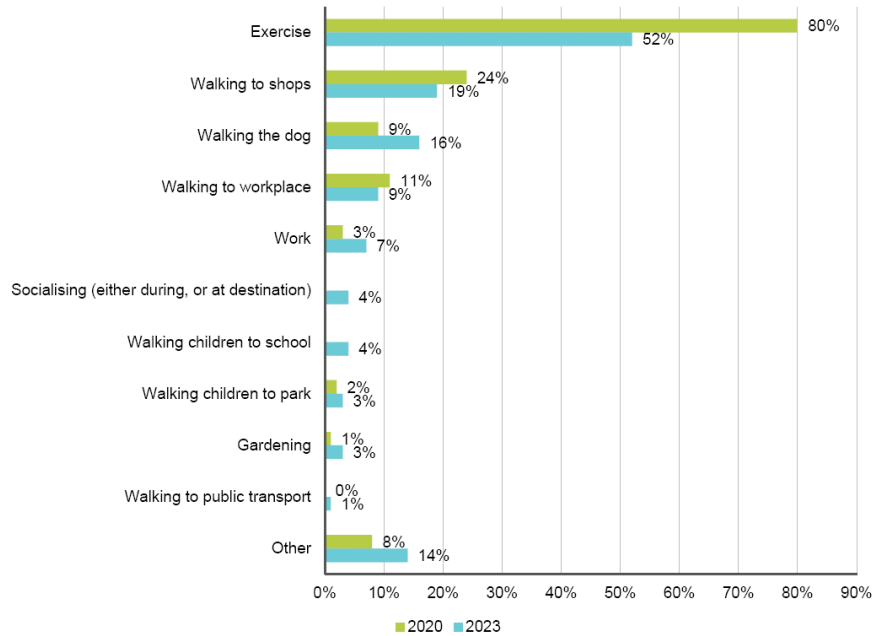
With regard to the purpose for walking, the most common response was walking for exercise (52%), followed by walking to the shops (19%) and walking to work (9%). Importantly, while more residents were walking, there was a decrease in all of these walk trip purposes, with walking for exercise significant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

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

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



Figure 12: Purpose of Walk Trip



Source: 2023 Satisfaction Survey

It is worth giving some potential context to these responses.

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

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

There were also some changes in walk purpose in sub-groups, as summarised in **Table 5**.

Table 5: Purpose of Walk Trip Sub-Groups

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

Source: 2023 Satisfaction Survey

With reference to **Table 5**, one of largest changes was the number of people walking to work within the 18 – 49 age group; however, there is not enough information available to indicate whether this was a result of more people working within a reasonable walking distance of their home, or whether other factors were at play.

### 6.1.5 Summary

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

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

## 6.2 Journey to Work Travel Modes

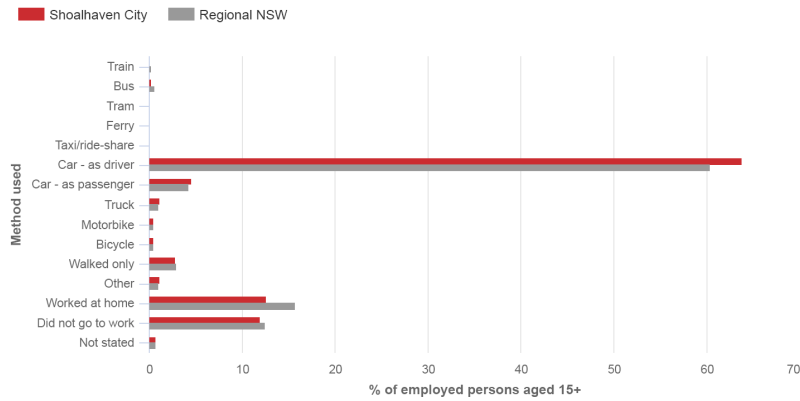
### 6.2.1 Journey To Work

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

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

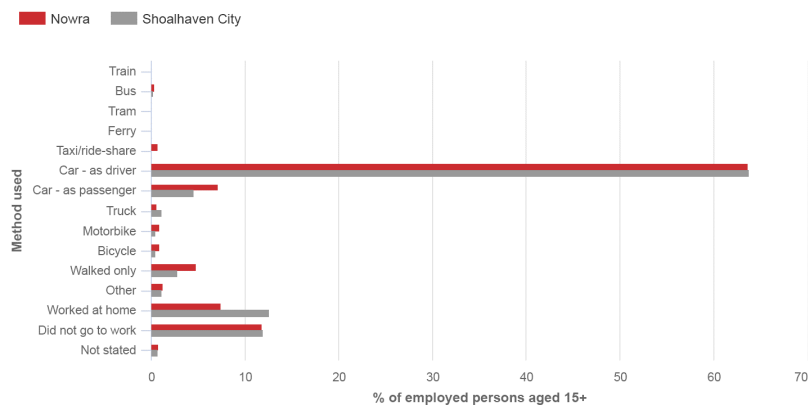
A summary of JTW travel modes across different parts of Shoalhaven are provided in the figures below.

Figure 13: Shoalhaven Journey to Work Travel Mode 2021



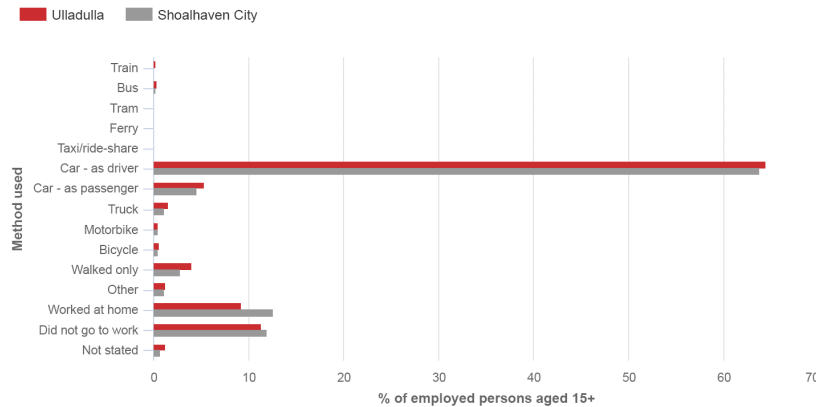
Source: HTS 2021

Figure 14: Nowra Journey to Work Travel Mode 2021



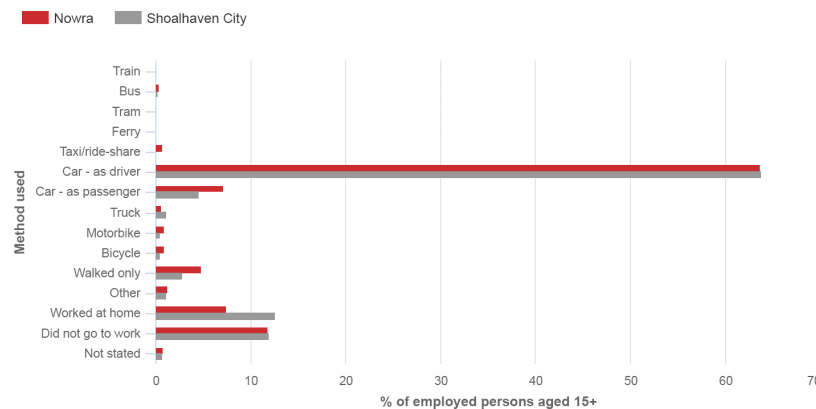
Source: HTS 2021

Figure 15: Ulladulla Journey to Work Travel Mode 2021



Source: HTS 2021

Figure 16: Milton Journey to Work Travel Mode 2021



Source: HTS 2021

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

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

## 6.3 General Trips

### 6.3.1 Overview

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

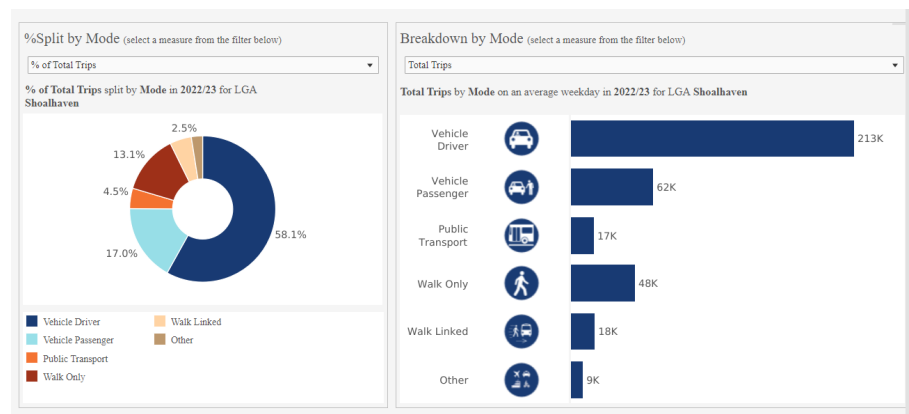
Our residents and visitors current generate some 370,000 trips on an average weekday, or just over 3 trips per person. That's a lot of trips...

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

### 6.3.2 Travel Modes

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

Figure 17: Travel Modes All Trips 2022/2023



Source: HTS 2022/2023

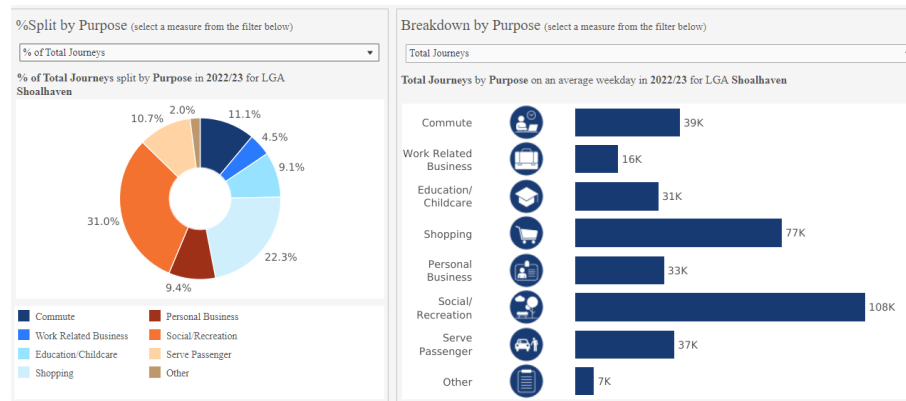
With reference to **Figure 17**, approximately 75% of all daily trips are vehicle trips, with “walk only” trips comprising 13.1% of all trips. While there is therefore a very significant discrepancy between vehicle and active trips, remember...

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

### 6.3.3 Trip Purpose

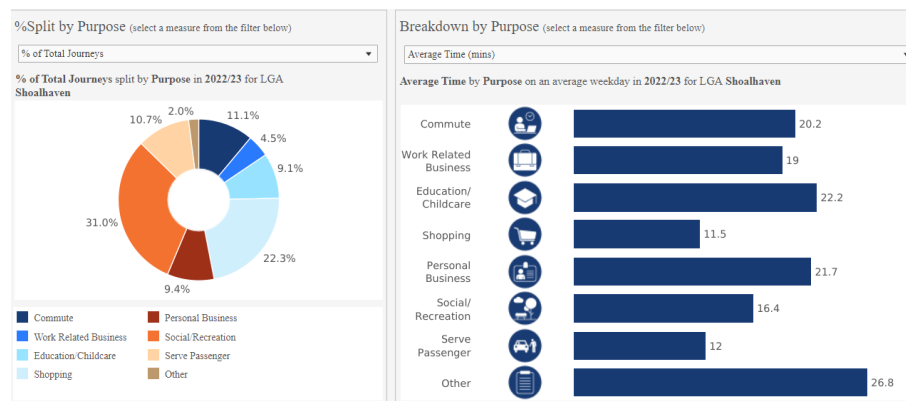
Summaries of trip purposes, average travel times and average travel distances for each trip purpose are provided in the tables below.

Figure 18: Total Trips by Trip Purpose



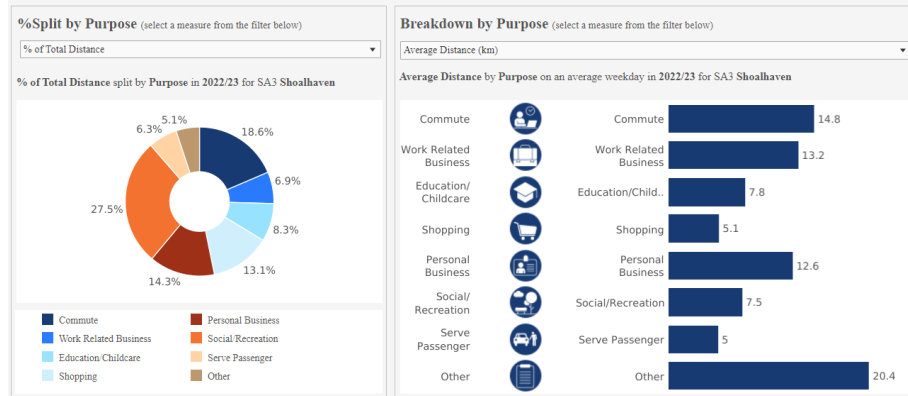
Source: HTS 2022/2023

Figure 19: Trip Purpose and Travel Time



Source: HTS 2022/2023

Figure 20: Trip Purpose and Travel Distance



Source: HTS

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

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

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

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

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

➤ **Secondary school students from Years 7-12 are eligible if:**

- The straight line distance from their home address to school is more than 2 km, or
- The walking distance from home to school is 2.9 km or further.

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

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

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

#### 6.4 Walking and Cycling Safety

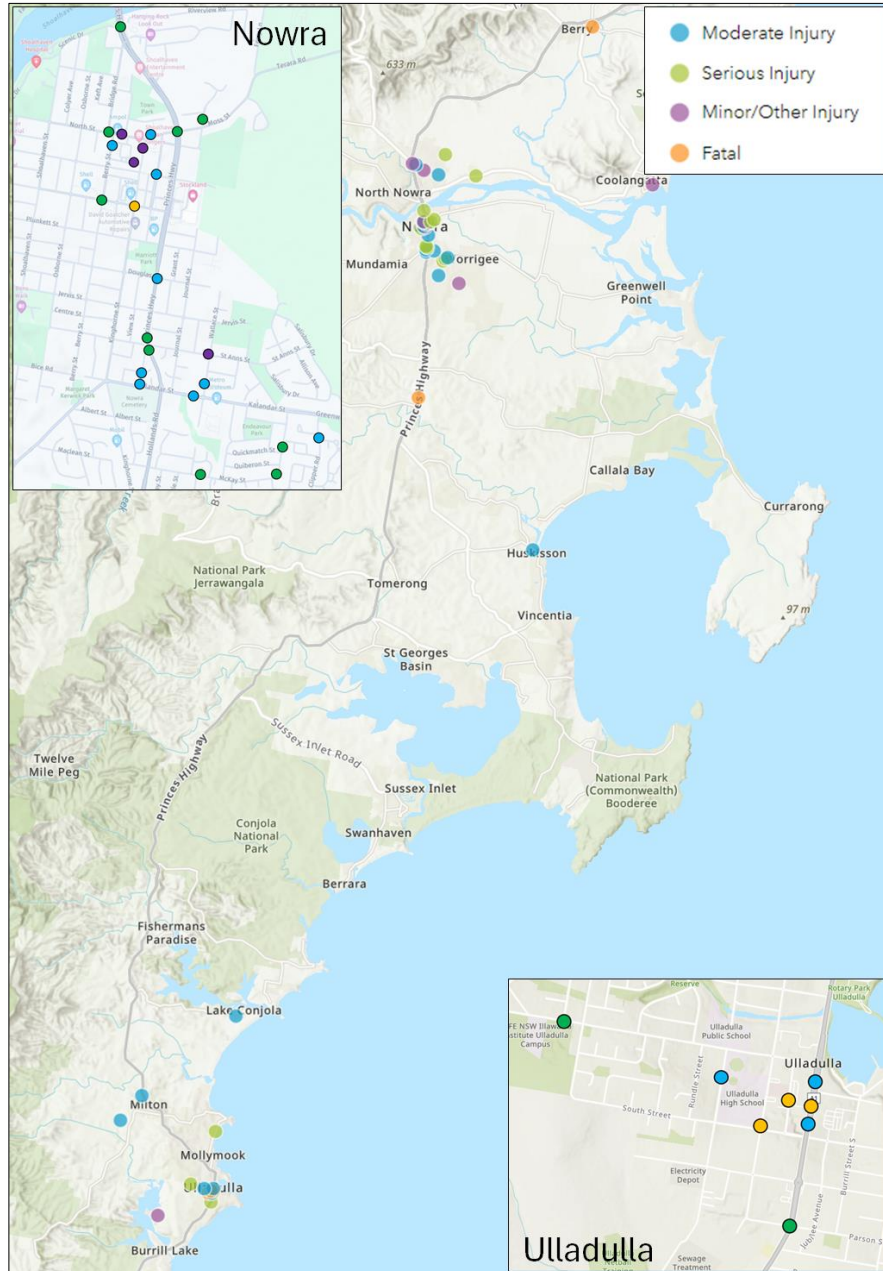
It is of course of paramount importance to maximise the safety of pedestrians and cyclists at all times; after all, while pedestrian and cyclist crashes make up only a small proportion of crashes in Shoalhaven, they have a disproportionate impact given the potential for more serious injuries.



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

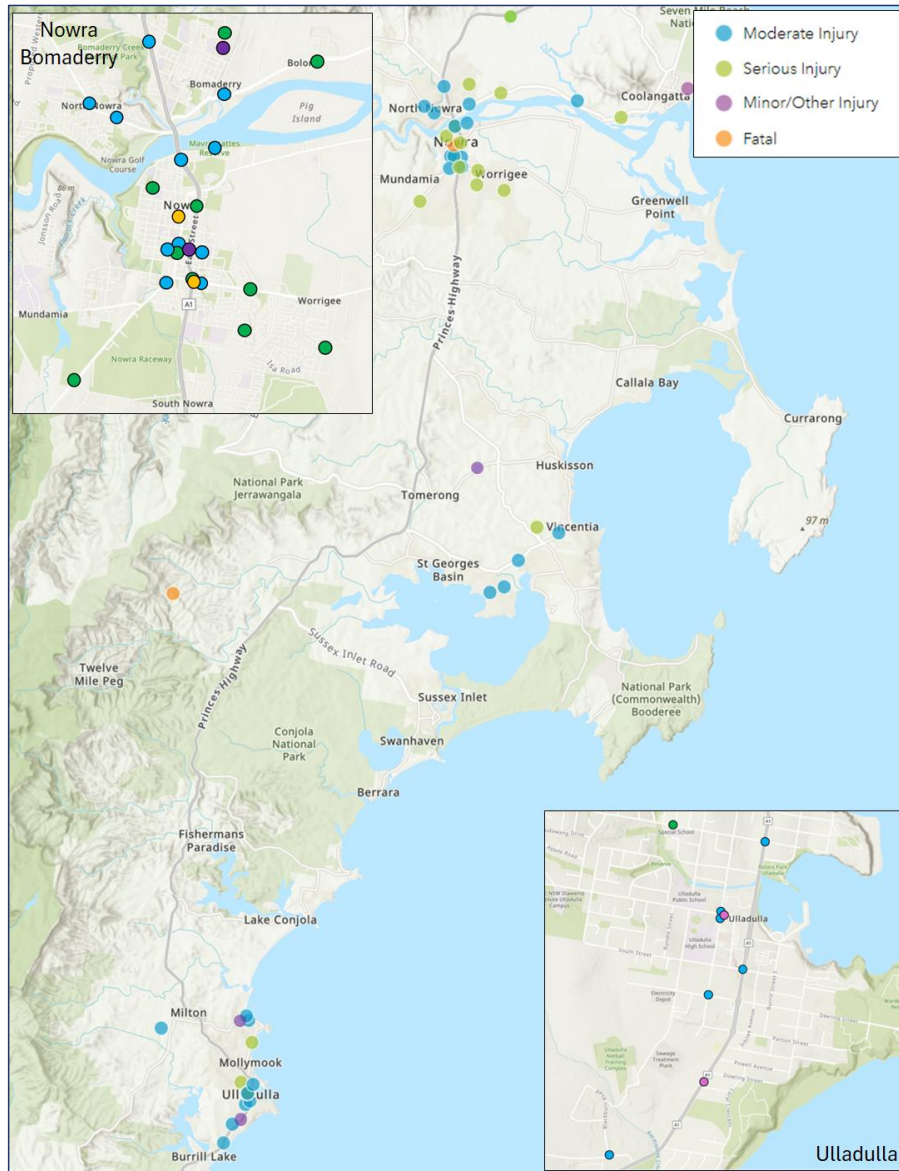
**Figure 21** and **Figure 22** show the location of pedestrian and cyclist crashes across Shoalhaven respectively for the period 2018 – 2023.

Figure 21: Pedestrian Crashes 2018 - 2023



Source: TfNSW

Figure 22: Cyclist Crashes 2018 - 2023



Source: TfNSW

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

Table 6: Pedestrian Crashes 2018 - 2023

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

Source: TfNSW

Table 7: Cyclist Crashes 2018 - 2023

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

Source: TfNSW

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

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



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

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

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

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

## 6.5 Existing Active Transport Networks

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

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

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

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

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

Check out the PAMP Interactive Mapping Tool at:

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

## Pedestrian Access and Mobility Plan

[Overview](#)

[PAMP strategies and score criteria](#)

[Bike Plan](#)

[Bike Spot 2023](#)

[Round the Bay](#)

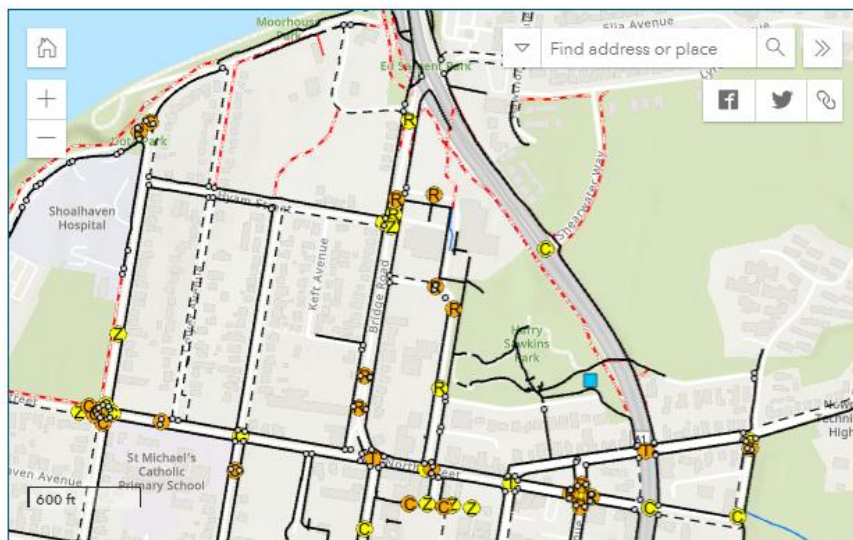
[Interactive map](#)

[Proposed review of the PAMP/Bike Plan](#)

[National cycling participation survey](#)

### Interactive map

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



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

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

Figure 23: Active Transport Berry

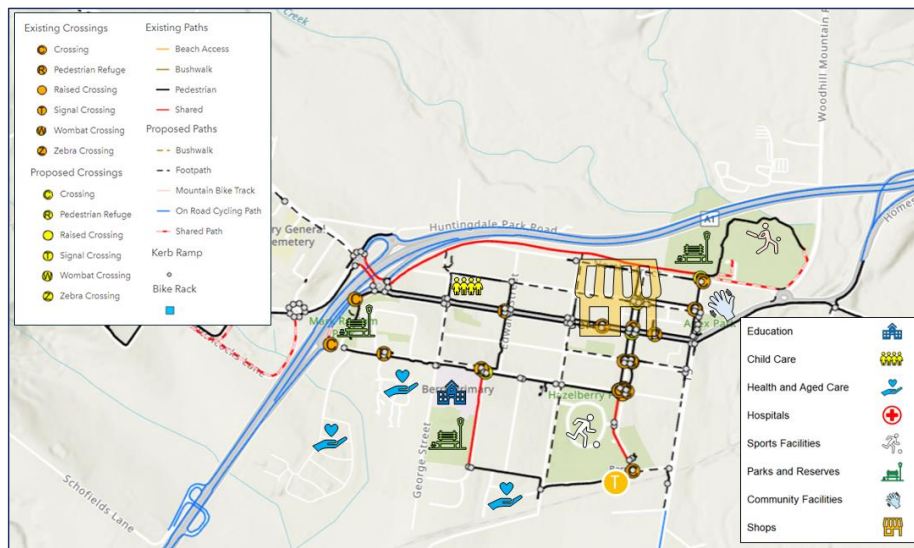
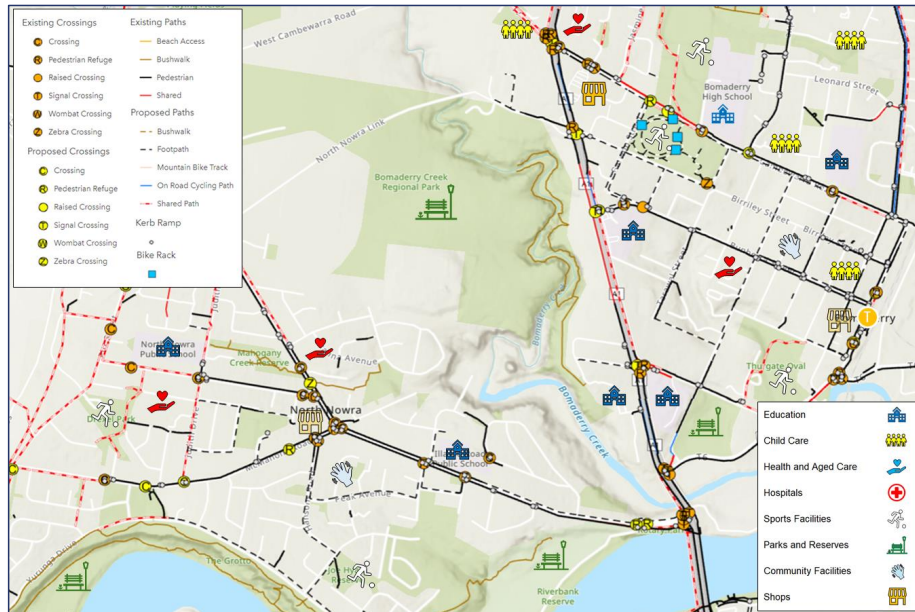
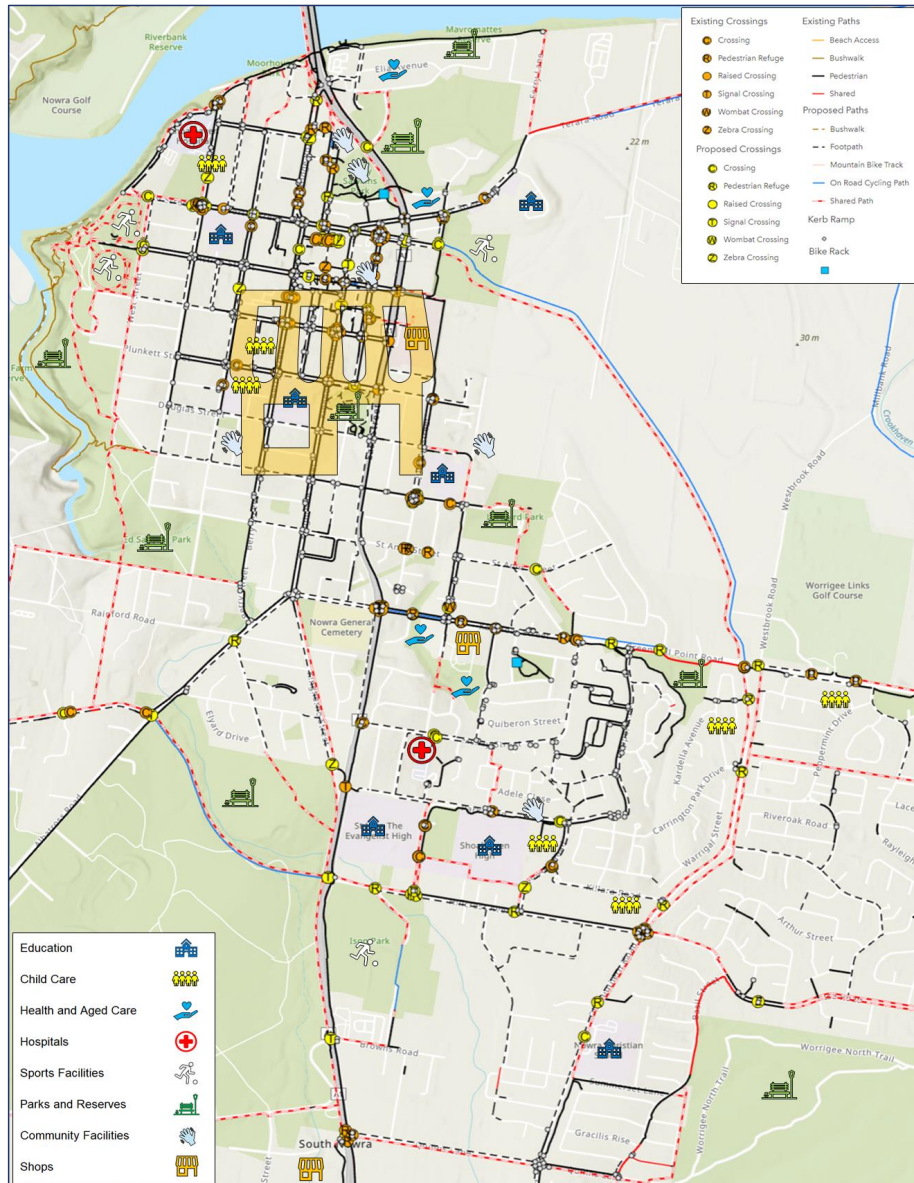


Figure 24: Active Transport Bomaderry and North Nowra



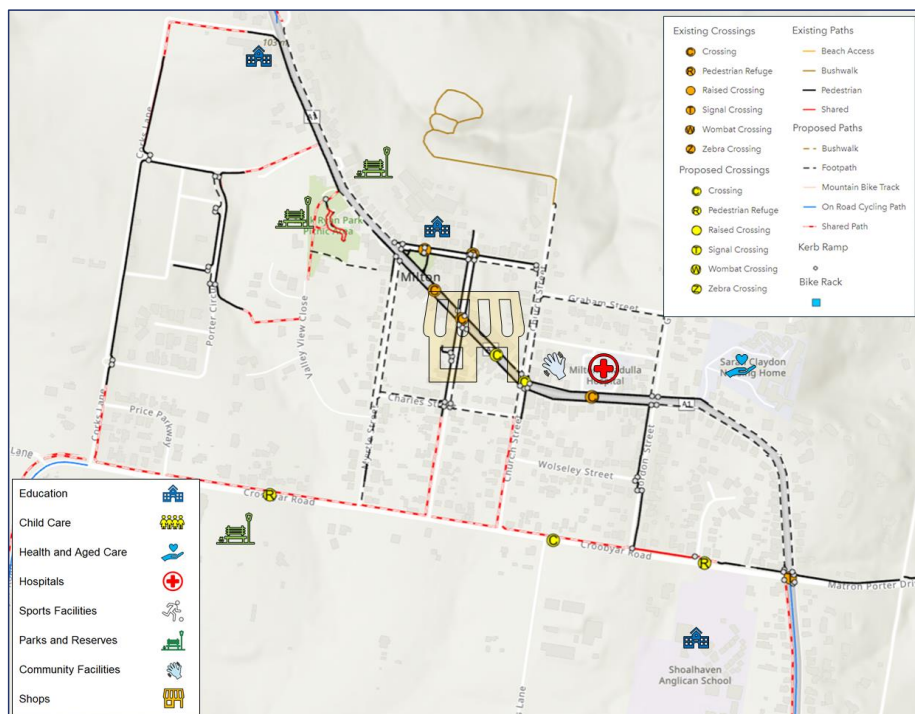
CL24.238 - Attachment 1

Figure 25: Active Transport Nowra



CL24.238 - Attachment 1

Figure 26: Active Transport Milton



CL24.238 - Attachment 1

Figure 27: Active Transport Ulladulla



## 6.6 NSW Government Grants

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



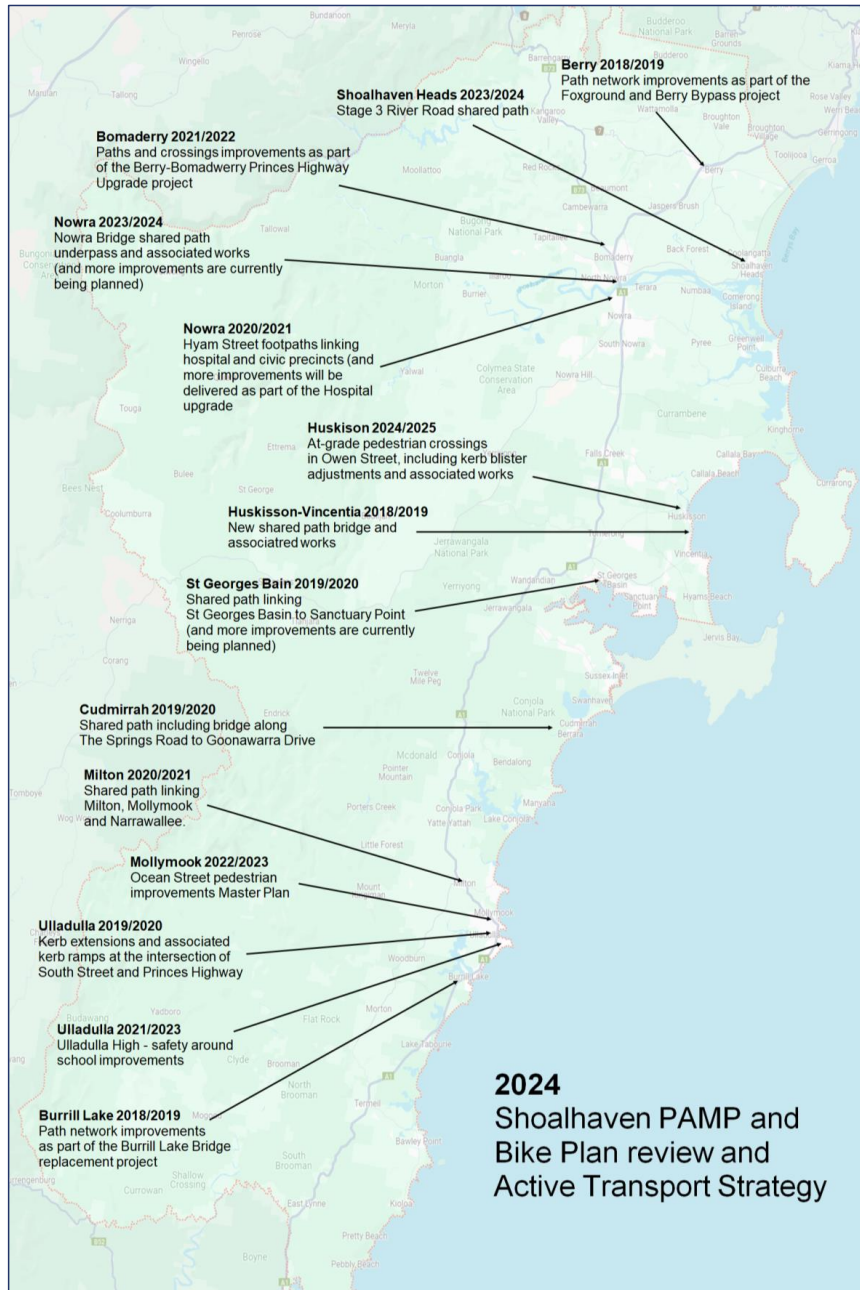
Council has a very enviable record of advocating for funding from the NSW Government for active transport projects across Shoalhaven; over the past 5 years, the NSW Government has contributed tens of millions of dollars for projects providing new and/or upgraded walk, cycling and SUPs further to our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

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



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

Figure 28: Recent NSW Government Funded Active Transport Projects



CL24.238 - Attachment 1



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

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

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

## So yes, there is more to come...

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

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

## 7 A Common Sense Approach to Active Transport

### 7.1 Overview

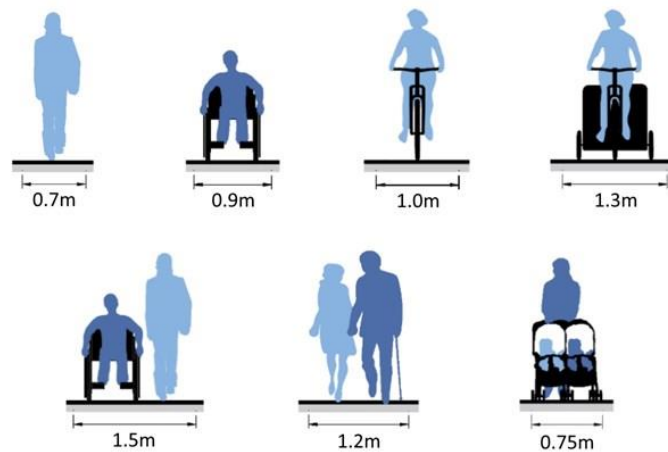
Issues raised during the earlier stages of the Strategy consultation process, particularly by special user groups, highlight the inadequacy of many active transport standards and guidelines, and moreover the inconsistent (and to some unacceptable) way in which some active transport infrastructure has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

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

### 7.2 A Constrained Reality

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

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





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

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

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

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

### 7.3 “Below Standard” Infrastructure

#### 7.3.1 Extended Design Domain

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

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

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



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

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

#### 7.3.2 Active Transport Infrastructure Warrants

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

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

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

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

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

#### 7.4 A Common Sense Approach



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

*One example is the width of a footpath...*

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

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

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

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

*Let's look again at footpath widths...*

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

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

Examples of some of our narrower paths are shown below.



Kalandar Street Nowra



Kalandar Street Nowra



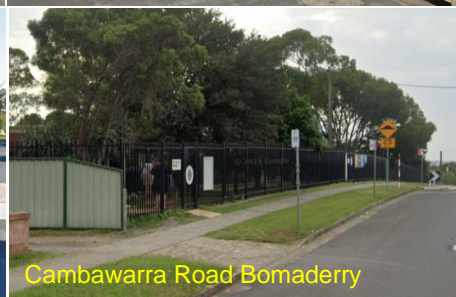
Princes Highway Milton



Park Street Nowra



Green Street Ulladulla



Cambawarra Road Bomaderry

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

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

#### 7.5 So Are the Narrow Paths Fit For Purpose?

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

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

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





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

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

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

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

We hope that makes [common] sense!

#### 7.6 Safe System approach

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

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



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

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

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

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

Table 8: Safe System Assessment Framework

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

Source: Austroads SSAF

With reference to **Table 8**:

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

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



Table 9: Safe System Matrix

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

Source: Austroads SSAF

With reference to **Table 9**, a score of zero indicates that the system is fully aligned with the Safe System vision for that component of a given crash type, but the higher the score, the further the project is from a Safe System condition. To assist in identifying an appropriate score for each component of the Safe System Matrix, Table 4.4 of Austroads SSAF provides advice generally applicable to all projects, and is reproduced below.



Table 10: Safe System Matrix Scoring System

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

Source: Austroads SSAF



With reference to **Table 10**, P x V again appears, as *exposure* is directly related to the number and type of road users. However, in the context of the overwhelming majority of roads and intersections in Shoalhaven, traffic volumes rarely exceed thresholds exceeding those indicating a high score (3 or 4), i.e. a real risk of a serious crash, and indeed the majority of roads and intersections would rarely have volumes that warrant a score of more than 2.

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

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

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

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

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

#### 7.7 A Quick Note About Grants

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

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

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

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

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

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



## 8 Pedestrian Access & Mobility Plan Update

### 8.1 Overview

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

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



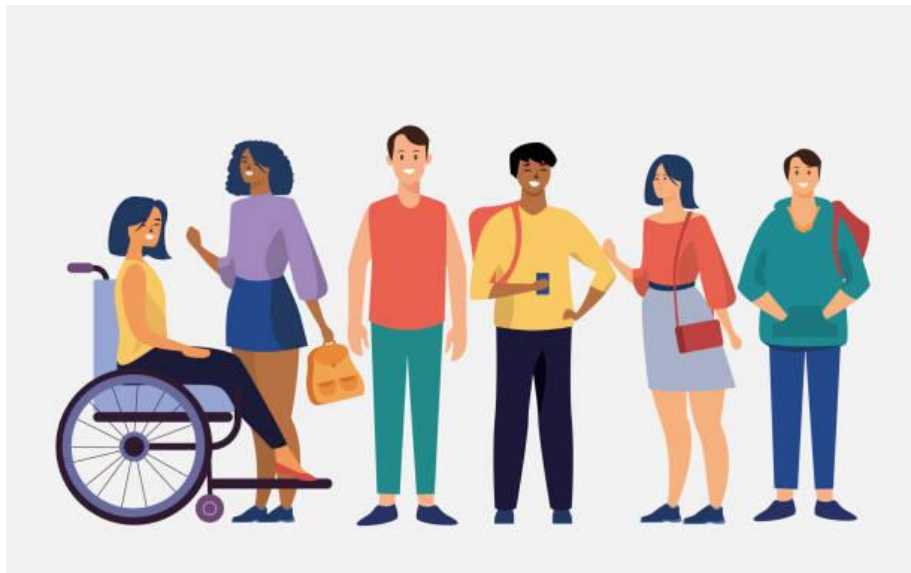
PAMPs previously developed by Council focused on larger towns and villages within Shoalhaven; this is of course not unreasonable given that the majority of pedestrian trips in Shoalhaven are to/from/within our key towns and villages. However, Council is committed to ensuring that the strategies and recommendations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

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

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

## 8.2 PAMP Key Objective

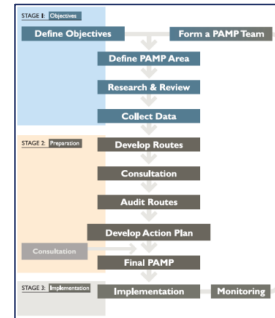
The underlying objective of the PAMP Update is to encourage a greater use of walk trips by residents, workers and visitors across Shoalhaven, and to provide for mobility equity by catering for all types of pedestrian. Not only do walk trips provide significant health and well-being benefits, they also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



### 8.3 Developing the PAMP Update

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

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



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

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



## 8.4 Footpaths

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



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

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

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

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

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

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

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






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



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

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

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

| Footpath Type 1  | Type 2  | Type 3  | Type 4   | Type 5  | Kerbside Traffic Buffer   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
|--|---|---|--|---|---|--------------------------------------|-----------------------------|-------------------------------|----|----|------|----|-------|----|------|----|-------|----|------|----|------|----|-------|----|------|------|-------|
| <b>Typical description:</b><br>Local footpath – Low activity   | Local footpath – Medium activity  | Main street footpath – Medium activity / Local footpath – High activity   | Main street footpath – High activity   | Main street footpath – Very high activity   | The required Walking Space excludes obstructions and the Kerbside Traffic Buffer which is measured from the face of the kerb.   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| <b>Short walk interaction:</b><br>Unlikely to pass someone   | Likely to pass someone  | Virtually certain to pass someone   | Virtually certain to meet multiple groups of people  | Busy  |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| <b>Peak hour maximum use:</b><br>Very few people per hour  | 7 or more people per hour   | 70 or more people per hour  | 400 or more people per hour  | More than 2,000 people per hour   |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| <b>MINIMUM TARGET Walking Space: 2.0m</b>  | <b>2.3m + 0.6m Passing Zone</b>   | <b>3.2m (3.0m not adjacent to active shopfronts)</b>  | <b>3.9m (3.7m)</b>   | <b>less than or equal to 9.5 People Per Metre / Minute</b>  |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| <b>Intervention Trigger (less than): 1.3m*</b>   | 1.6m + 0.6m Passing Zone  | 2.3m (2.2m)   | 2.9m (2.7m)  | greater than 18.0 People Per Metre / Minute   |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
|   |   |    |   |    | <table><tr><th>Kerbside traffic speed limit (km/hr)</th><th>Kerbside Traffic Buffer (m)</th></tr><tr><td>0-15 or cycle lane or parking</td><td>0m</td></tr><tr><td>20</td><td>0.2m</td></tr><tr><td>25</td><td>0.45m</td></tr><tr><td>30</td><td>0.7m</td></tr><tr><td>35</td><td>0.95m</td></tr><tr><td>40</td><td>1.2m</td></tr><tr><td>45</td><td>1.4m</td></tr><tr><td>50</td><td>1.65m</td></tr><tr><td>55</td><td>1.9m</td></tr><tr><td>&gt; 55</td><td>2.15m</td></tr></table> | Kerbside traffic speed limit (km/hr) | Kerbside Traffic Buffer (m) | 0-15 or cycle lane or parking | 0m | 20 | 0.2m | 25 | 0.45m | 30 | 0.7m | 35 | 0.95m | 40 | 1.2m | 45 | 1.4m | 50 | 1.65m | 55 | 1.9m | > 55 | 2.15m |
| Kerbside traffic speed limit (km/hr)   | Kerbside Traffic Buffer (m)   |   |  |   |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| 0-15 or cycle lane or parking  | 0m  |   |  |   |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| 20   | 0.2m  |   |  |   |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| 25   | 0.45m   |   |  |   |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| 30   | 0.7m  |   |  |   |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| 35   | 0.95m   |   |  |   |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| 40   | 1.2m  |   |  |   |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| 45   | 1.4m  |   |  |   |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| 50   | 1.65m   |   |  |   |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| 55   | 1.9m  |   |  |   |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| > 55   | 2.15m   |   |  |   |   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |
| Low activity local footpaths are appropriate where people walking are unlikely to pass people coming the other way.<br><br>These footpaths support 2 friends walking together and passing if they walk in single file. | Medium activity local footpaths are appropriate where people walking are more than likely to pass people coming the other way.<br><br>These footpaths support 2 people passing abreast or 2 friends walking together passing another person using the Passing Zone. | Medium activity main street footpaths are appropriate where people walking are virtually certain to pass people coming the other way.<br><br>These footpaths support 2 friends walking together and passing another person without having to walk in single file. | High activity main street footpaths are appropriate where people walking are virtually certain to meet multiple groups of people coming the other way.<br><br>These footpaths support 2 friends passing 2 friends coming the other way without either group having to walk in single file. | Very high activity main street footpaths are appropriate where it is very busy most of the time.<br><br>These footpaths provide enough space for large numbers of people to walk comfortably. | <p>* for equal access:</p> <p>&lt; 1.8m, insufficient space for two wheelchairs to pass</p> <p>&lt; 1.5m, insufficient space for a wheelchair to turn, if the length exceeds 6m. Action must be taken</p> <p>&lt; 1.2m, insufficient space for a wheelchair to navigate safely. Action must be taken.</p>   |                                      |                             |                               |    |    |      |    |       |    |      |    |       |    |      |    |      |    |       |    |      |      |       |



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

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

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

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

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

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

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

Table 11: Guide to Road Design Part 6A Pedestrian Path Widths

| Situation                          | Suggested minimum width (m)     | Comments  |
|------------------------------------|---------------------------------|---|
| General low volume                 | 1.2 <sup>(1)</sup>              | <ul style="list-style-type: none"> <li>General minimum is 1.2 m for most roads and streets.</li> <li>Clear width required for one wheelchair.</li> <li>Not adequate for commercial or shopping environments.</li> </ul> |
| High pedestrian volumes            | 2.4 (or higher based on volume) | <ul style="list-style-type: none"> <li>Generally commercial and shopping areas.</li> </ul>  |
| For wheelchairs to pass            | 1.8                             | <ul style="list-style-type: none"> <li>Refer also to AS 1428.1:2009.</li> </ul>   |
| For people with other disabilities | 1.0                             |   |

Source: GRD Part 6A

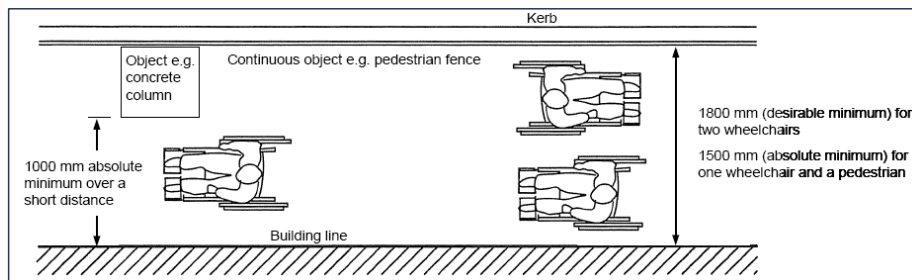
Importantly, the note to Table 5.1 of GRD Part 6A states:

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

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

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

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



Source: GRD Part 6A

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

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

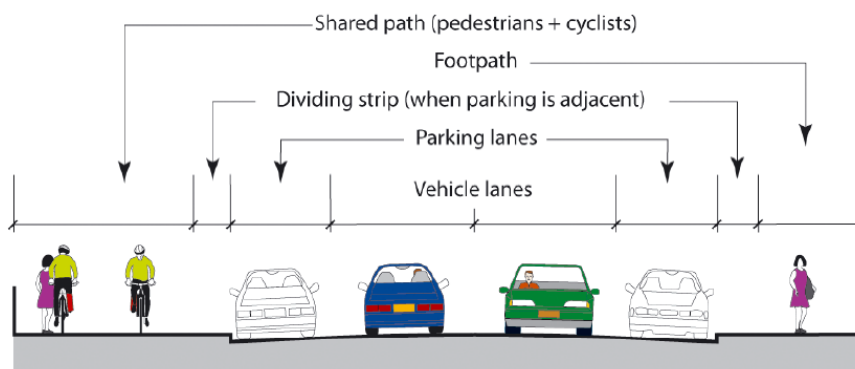
In this regard, the AHR Commission notes that a footpath would come under the definition of “premises” in Section 23 of the DDA, and in turn:

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

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

### 8.5 Shared User Paths

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



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

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

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

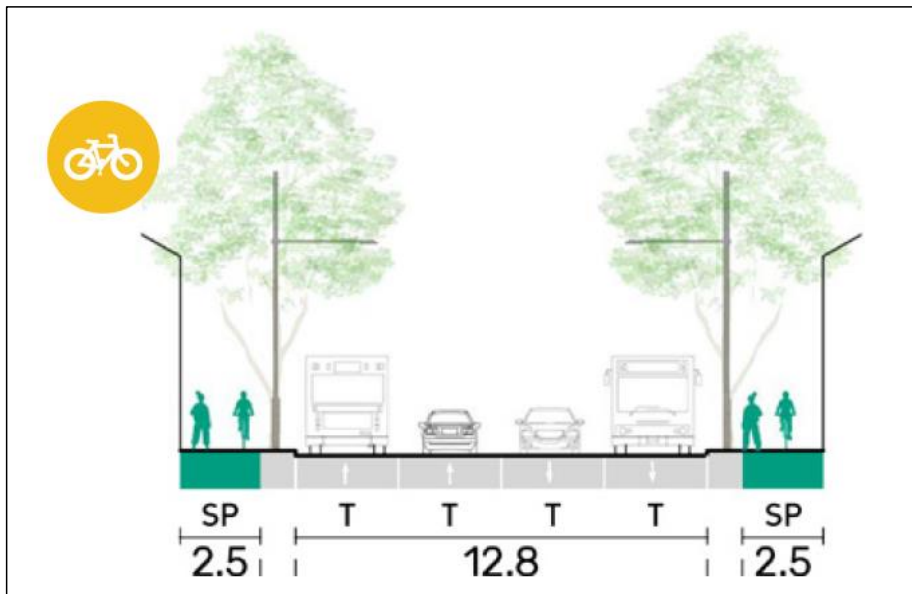
Table 12: Guide to Road Design Part 6A Shared User Path Widths

|                                 | Suggested path width (m)                |   |   |
|---------------------------------|---|---|---|
|                                 | Local access path                       | Regional path <sup>(3)</sup>            | Recreational path                       |
| Desirable minimum width         | 2.5                                     | 3.0                                     | 3.5                                     |
| Minimum width – typical maximum | 2.0 <sup>(1)</sup> – 3.0 <sup>(2)</sup> | 2.5 <sup>(1)</sup> – 4.0 <sup>(2)</sup> | 3.0 <sup>(1)</sup> – 4.0 <sup>(2)</sup> |

Source: GRD Part 6A

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

Figure 30: Shared User Paths (Constrained Conditions)



Source: Cycleway Toolbox

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

## 8.6 Crossings

### 8.6.1 Signalised Crossings

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

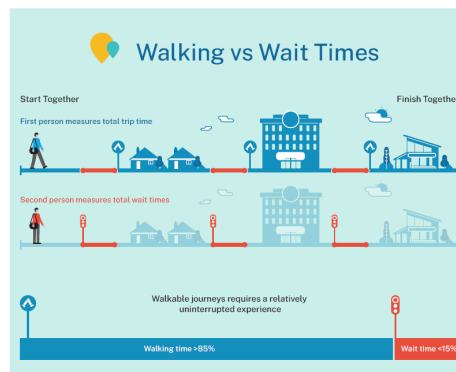
The provision of signalised intersections or signalised crossings (in NSW) is the responsibility of TfNSW (the function of being responsible for signals has not been delegated to Councils) even though a Council may initiate a project on its own road network. With the current backlog of signals projects across NSW though, it is typically the initial position of TfNSW to encourage Councils to exhaust all other potential crossing options in the first instance before signals are ultimately considered.

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

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

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

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

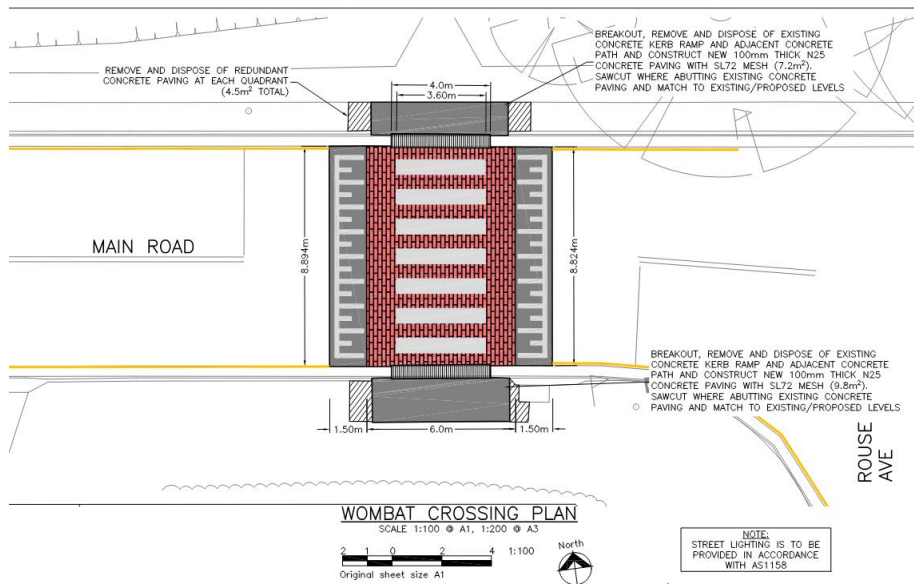


### 8.6.2 Pedestrian Crossings

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

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

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



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



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

As discussed, while TfNSW warrants and design requirements for crossings will be referenced in planning for new or updated pedestrian crossings, many road authorities – and particularly Councils – have recently stepped away from the application of traditional warrants, following the common sense approach. One particular difficulty is trying to justify why, for example, a crossing could be built once 30 pedestrians cross a road, but couldn't be justified if there was only 29 pedestrians. When it comes to vulnerable users, many would argue that every pedestrian is just as important; however the traditional warrants were more a means of economic justification, and at times showing little logic behind the quantum of warrant parameters.

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

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

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

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

### 8.6.3 Children's Crossings

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

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



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

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

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

#### 8.6.4 Refuges

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

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

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



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

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

#### 8.6.5 Kerb Extensions

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



The key advantages of kerb extensions include:

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

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

#### 8.6.6 Pram Ramps

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

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



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

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

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

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

#### 8.6.7 Pedestrian Fencing

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

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

## 8.7 Ancillary Pedestrian Infrastructure

### 8.7.1 Lighting

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



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

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

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

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

#### 8.7.2 Rest Places

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



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

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

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

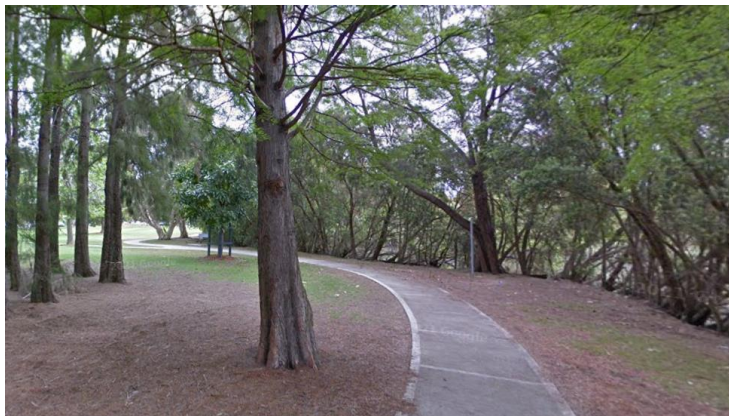


In the context of longer active transport routes, and in particular longer cycling routes, consideration must also be given to ensure that the route improvements also consider rest areas; amenity; the availability of drinking water (go the bubbler!); and even yummiier refreshments! This might simply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

The role of rest places in providing for our cyclists is examined further in [Section 9.10](#).

#### 8.7.3 Shade and Shelter

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

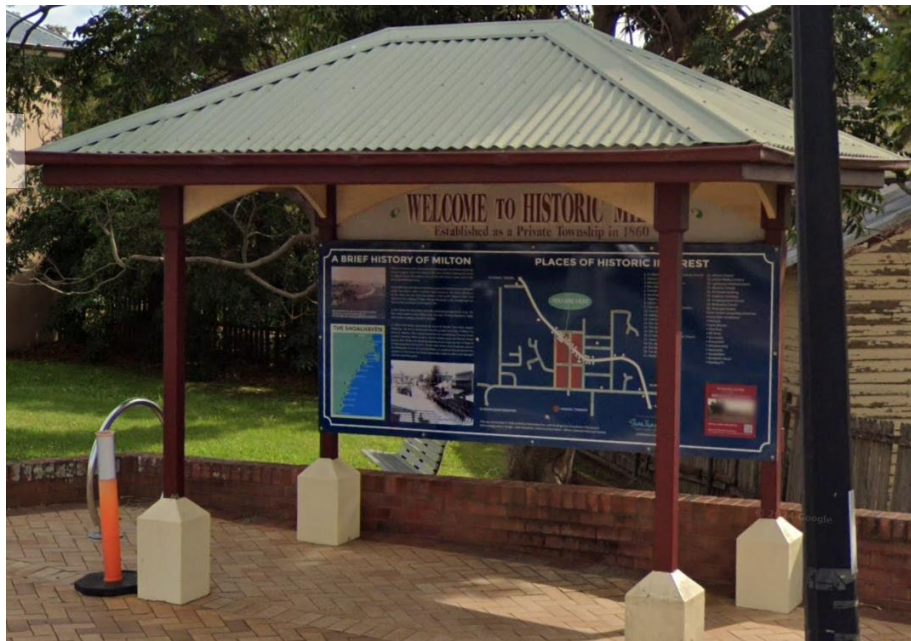


#### 8.7.4 Wayfinding

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

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

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



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



Table 13: Wayfinding Principles

| Principles  | Guidelines   |
|---|--|
| <ol style="list-style-type: none"> <li>1. Focus on the users: users need signage that is coherent and reliable</li> <li>2. Reduce clutter: have fewer but better positioned signs in the streets</li> <li>3. Disclose information progressively: the user should be given enough information to achieve the next stage of their journey, but not so much detail that they become confused</li> <li>4. Create connectivity: by linking one location to the next through signing, visitors can move freely and confidently from one place to another and from one transport mode to another</li> <li>5. Be consistent: signage should carry consistent, predictable and reliable information</li> <li>6. Use resources efficiently: work with other agencies to deliver and maintain improved signage.</li> </ol> | <ol style="list-style-type: none"> <li>1. Design signs to aid users, not promote providers</li> <li>2. Keep it simple</li> <li>3. Provide users with a hierarchy of destinations</li> <li>4. Sign via key access routes</li> <li>5. Help visitors explore</li> <li>6. Only sign within a walking distance</li> <li>7. Continue signing to destination</li> <li>8. Don't sign the obvious</li> <li>9. Don't sign to destinations behind the reader</li> <li>10. Sign to closer destinations ahead of those further away</li> <li>11. Sign to high priority destinations ahead of low priority destinations</li> <li>12. Sign to suburbs and precincts where this is more concise</li> <li>13. Avoid signing to destinations within another signed destination</li> <li>14. Avoid signing diagonally across a road grid</li> <li>15. Sign across intersections where needed</li> <li>16. Direct visitors via safe/preferred routes.</li> </ol> |

Source: GTM Part 10

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

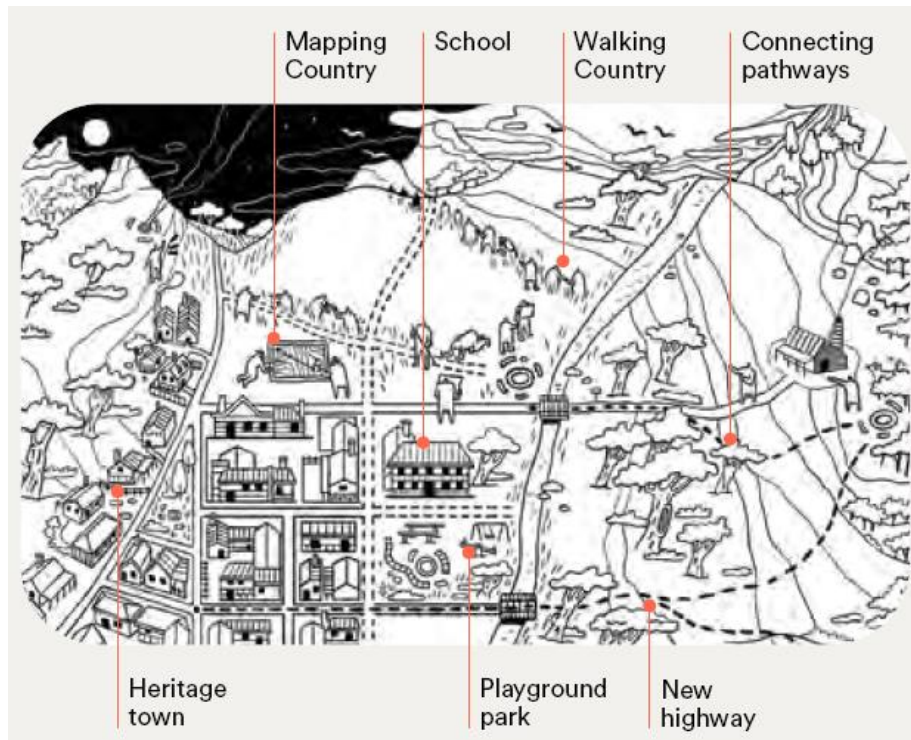
- Indicate the legal status of a facility (bike lane signs, shared user path signs),
- Regulate safe use (Stop, Give Way and parking signs)
- Warn of potential hazards (steep descent, slippery when wet, road ahead signs)
- Of course, guide pedestrians to their destinations.

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

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

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

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



## 8.8 Additional Resources

### 8.8.1 Pedestrians First: Tools for a Walkable City

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

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

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

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



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

| COMPONENT  | DESCRIPTION  | TARGET POPULATION   | PURPOSE  | TYPE OF INTERVENTION  |
|--|--|---|--|---|
| <b>CITYWIDE WALKABILITY COMPARISON</b>           | Database of high-level, easy-to-measure qualities of a metropolitan area that facilitate walkability.      | <ul style="list-style-type: none"> <li>Decision-makers</li> <li>Advocates</li> <li>Planners and policymakers</li> </ul>         | <ul style="list-style-type: none"> <li>Facilitate comparisons</li> <li>Foster understanding</li> <li>Track progress</li> <li>Disseminate data</li> </ul>                       | <ul style="list-style-type: none"> <li>Urban planning</li> <li>Zoning</li> <li>Growth control policies</li> <li>Subdivision planning</li> </ul> |
| <b>NEIGHBORHOOD WALKABILITY ASSESSMENT</b>       | Analysis and data collection tool for accurate and detailed measurement of neighborhood-level walkability. | <ul style="list-style-type: none"> <li>Technical practitioners</li> <li>Technical advocates</li> <li>Local advocates</li> </ul> | <ul style="list-style-type: none"> <li>Foster understanding</li> <li>Facilitate consistent measurement</li> <li>Facilitate tracking</li> <li>Facilitate comparisons</li> </ul> | <ul style="list-style-type: none"> <li>Urban planning</li> <li>Zoning</li> <li>Building regulations</li> <li>Street design</li> </ul>           |
| <b>STREET-LEVEL WALKABILITY DESIGN CHECKLIST</b> | Checklist of the detailed design solutions that facilitate walkability at the block level.                 | <ul style="list-style-type: none"> <li>Technical practitioners</li> <li>Technical advocates</li> <li>Local advocates</li> </ul> | <ul style="list-style-type: none"> <li>Foster understanding</li> <li>Give guidance for implementation and evaluation</li> </ul>  | <ul style="list-style-type: none"> <li>Street design</li> <li>Urban design</li> </ul>   |

#### 8.8.2 Australasian Pedestrian Crossing Facility Selection Tool

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

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

The screenshot displays the 'Crossing Tool' interface, which is divided into three main sections:

- Physical/environmental/Operational variables:** This section contains various input fields for user-defined parameters. These include:
  - Number of traffic directions: Two
  - Centre treatment: No treatment
  - Parking/shoulder: Yes
  - Pedestrian visibility: metres
  - Posted speed limit: Please select...
  - Approach speed (85th percentile): Please select...
  - Traffic volume (AADT): veh/day
  - Peak sensitive pedestrian volume: ped/hr
  - Peak non-sensitive pedestrian volume: ped/hr
  - Estimated daily pedestrian volume: ped/day
  - Average vehicle occupancy: 1.3 pers/veh
- Direction 1 and Direction 2:** This section allows users to configure traffic flow for two directions.
  - Direction 1:** Flow is 'Left to Right', Flow type is 'Interrupted', Peak vehicle volume is 'veh/hr', Traffic lanes is '1', and Crossing distance is 'metres'.
  - Direction 2:** Flow is 'Right to Left', Flow type is 'Interrupted', Peak vehicle volume is 'veh/hr', Traffic lanes is '1', and Crossing distance is 'metres'.
- Layout diagram:** This section provides a visual representation of the crossing. It shows a diagram with two horizontal lanes, each with a blue arrow indicating the direction of traffic flow. Below the diagram, 'Site characteristics' are listed:
  - Exposed crossing distance: 0 + 0 = 0 metres
  - Est. pedestrian crossing time (exposed): seconds
  - Total peak hourly vehicle flow: 0 + 0 = 0 veh/hr

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

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

### 8.8.3 Healthy Streets

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

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



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

Source: Healthy Streets

#### 8.8.4 Walkability Index

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

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

#### 8.8.5 Community Walking Campaigns

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

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



Examples of community campaigns include:

- **Road Safety Awareness:** These campaigns - which can often include representatives of NSW Police and TfNSW - are generally directed at the most vulnerable pedestrians, and particularly children and school students, and include practical assistance and advice for negotiating different situations, such as where to cross a busy road. These campaigns can provide both written material and in school visits; see what's available at <https://www.transport.nsw.gov.au/roadsafety/resources>
- **Safe Routes to School:** The Safe Routes to School Program aims to make walking safer and easier, and encourage parents and students to choose active transport for the daily trip to and from school.

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

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

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



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

#### 8.8.6 Council Campaigns

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

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

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

#### 8.8.7 Driver Awareness and Education

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

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

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

#### 8.8.8 Enforcement

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

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



CL24.238 - Attachment 1

## 8.9 PAMP Update Priorities



### Priority 1

Connected, safe, inclusive and legible pedestrian networks



### Priority 2

Aligning with local and NSW planning strategies and guidelines



### Priority 3

Encourage and promote walk trips as a safe and viable mode of transport



## Priority 1

Connected, safe, inclusive and legible pedestrian networks

### 8.9.1 Priority 1: Connected, Safe, Inclusive and Legible Pedestrian Networks

#### Action 1: Prioritised Program of Pedestrian Projects

- ✓ Continue to review intersections and mid-block locations across Shoalhaven where interaction between traffic and pedestrians is of concern or requires intervention to improve safety and efficiency; reducing crossing delays; and moreover physically making active transport trips safer and easier.
- ✓ Ensure all new or upgraded paths are constructed to the highest standard possible, while remembering the common sense approach, in order to get the highest number of vulnerable users off the road, and stretch our limited resources as far as we possibly can.
- ✓ Undertake more detailed local area planning for walking in areas where numerous pedestrian or bike projects have been identified so as to maximise the integration of active transport networks.
- ✓ Ensure that a separate allocation of funding is available for “*investigation projects*” to appropriately consider “*visionary*” or “*controversial*” projects that may be a good idea but are not economically viable, or may have strategic merit but adversely impact properties or the environment. It is essential to work through these projects over time to either remove them from consideration, or better define proposed paths/active transport corridors to ensure that they are properly represent in the PAMP Update.
- ✓ Continue to ensure that the “*Active Transport Ranking Spreadsheets*” (see **Section 10**) represent evolving, live operational strategies, to be kept as up to date as possible by Council staff, including removing completed projects (or those proposed to be undertaken by third parties); amending existing projects following more detailed investigations; or adding new project concepts in accordance with the Active Transport Scoring Criteria.
- ✓ Progressively widen footpaths and SUPs wherever practical (within the constraints of the road network), and progressively improve levels, surfaces and pram ramps to increase accessibility and mobility to future proof active transport networks to as great an extent as possible.

And again, **don't forget the common sense approach** - with limited resources, typically the widening of paths should be undertaken only when replacement is required so as to firstly provide equitable resources in locations that still have no off-road paths at all.



- ✓ Continue to respond to the needs of all pedestrians, including increases in children/students walking to school; increases in aged and mobility challenged demand for accessible paths; and moreover an increase in active trips across Shoalhaven.

Action 2: Review and Maintain Pedestrian Facilities

- ✓ Ensure asset management systems incorporate regular maintenance of our pedestrian facilities and networks, including regular reviews of Council's AMPs to ensure that the balance of **"infrastructure v. maintenance"** capability is sustainable and economically viable.
- ✓ Continually advocate for the inclusion of pedestrian infrastructure in all major transport projects, and for active transport connectivity to the collector and local road network, and provide the opportunity to cater for longer term network connections along strategic corridors, and between strategic corridors and our local communities and key destinations.
- ✓ Undertake regular reviews of Council's older pedestrian networks, auditing hazards and prioritising safety improvements utilising the Active Transport Scoring Criteria to manage competing priorities.
- ✓ Promote processes by which the community can report maintenance issues to Council.
- ✓ Where pedestrian facilities are replaced under renewal programs, ensure they are widened to meet current standards wherever possible.
- ✓ Undertake footpath renewal and maintenance as necessary.
- ✓ Investigate the installation of lighting where paths carry a substantial number of pedestrians during periods of darkness.
- ✓ Continue to provide mid-trip facilities as part of network delivery, including seating, bubblers and water fountains, shelters, toilets and rest areas to make active transport more attractive, comfortable and convenient for pedestrians of all ages and abilities.



## Priority 2

Aligning with local and NSW  
planning and active transport strategies  
and guidelines

### 8.9.2 Priority 2: Aligning Local and NSW Planning Strategies and Guidelines

#### Action 1: Coordinate Movement & Place Outcomes

- ✓ Identify projects which can achieve pedestrian benefits as well as enhance the broader area in accordance with Movement & Place objectives.
- ✓ Improve pedestrian wayfinding signage, in particular upon completion of individual pedestrian projects and networks, and in the shorter term identify any warning signage/low cost safety improvements that could be delivered to make existing pedestrian routes safer until longer term upgrades can be completed.
- ✓ Improve the design and provision of rest places and in-between spaces to make walking more attractive, comfortable and convenient.

#### Action 2: Work towards 15-Minute Neighbourhoods

- ✓ Identify projects which can achieve pedestrian benefits as well as enhance the broader area in accordance with 15-Minute Neighbourhood objectives.
- ✓ Ensure pedestrian connectivity to local bus routes designed to facilitate the 15-Minute Neighbourhood.
- ✓ Continually focus on providing everyday services within walking distance of as many residents as possible in our towns, villages and emerging residential areas.

#### Action 3: New Developments

- ✓ Ensure that the pedestrian infrastructure requirements are specifically identified in the Shoalhaven DCP and other planning documents for all new development.
- ✓ Ensure that new residential developments cater adequately for public transport, at each stage, ensuring that bus stops are accessible within 400m of all dwellings, and ensuring that an integrated networks of paths and crossings is provided to safely and conveniently link residents with bus stops.
- ✓ Ensure that the Shoalhaven DCP and Engineering Specifications include the most up-to-date design standards for active transport infrastructure.



- ✓ Ensure that new residential and commercial developments provide high standard internal pedestrian networks, including an appropriate hierarchy of pedestrian and SUPs and crossing facilities.
- ✓ Ensure that new residential developments provide pedestrian connectivity to external pedestrian paths where available, and work to provide missing links wherever practical.
- ✓ Ensure that pedestrian paths are available to key internal attractors including bus stops, parks and recreational facilities, retail/commercial areas and community facilities.
- ✓ Ensure that all new commercial and NSW Government sector developments appropriately for active and public transport demands at each upgrade stage, ensuring that bus stops are provided or amended to suit developments, and ensure that paths and crossings provide safe and convenient access to and through these developments with appropriate connectivity to existing active and public transport networks.

#### Action 4: State Planning

- ✓ Continue to monitor state and regional planning strategies to ensure that they align with the PAMP.
- ✓ Actively lobby for increased funding for active and public transport projects in Shoalhaven, and ensure that lobbying is effectively targeted at all levels of Government.



## Priority 3

Encourage and promote walk trips  
as a safe and viable mode of transport

### 8.9.3 Priority 3: Encourage and Promote Active Transport

#### Action 1: Promote and encourage active transport

- ✓ Prepare and implement a social media strategy to promote and inform the community on walking to start community conversations on relevant issues.
- ✓ Continue to update the PAMP Interactive Mapping Tool to provide the community with the most up to date information in regard to our pedestrian path networks.
- ✓ Utilise local Visitor Information Centres and Tourism Organisations to promote recreational and every day walking experiences.
- ✓ Continue to promote the "Share the Track" campaign, in collaboration with adjoining Council's, to encourage and promote safety; to highlight the message that off-road SUPs are there for all to share; and to promote appropriate behaviour to ensure that everyone (residents and visitors alike) can all get out there and safely enjoy the benefits of walking.
- ✓ Promote the health, lifestyle and economic benefits of walking, particularly targeting school students, commuters and residents living in close proximity to our town and village centres.
- ✓ Actively promote completed infrastructure to ensure that the community is aware of new paths and pedestrian facilities.
- ✓ Undertake targeted promotion of new facilities to the surrounding and broader community via mechanisms such as maps, newsletters, community events, media releases and social media strategies to start community conversations on walking.
- ✓ Participate and promote statewide and national events that promote walking, for example the Heart Foundation Walking program and Walk to Work Day.
- ✓ Continue to work with other agencies to deliver and promote recreation and tourist based walking events, destinations and opportunities across Shoalhaven.
- ✓ Trial "Pop Up" pedestrian infrastructure and tie-in with community events and local festivals to gather feedback and promotion.

Action 2: Educate

- ✓ Continue to include road and pedestrian safety programs in all schools.
- ✓ Continue to work with walking groups to encourage new participants via community education forums and special walking events.
- ✓ Ensure all campaigns, messaging and education material considers vulnerable and under-represented user groups i.e. children, women and seniors.

Action 3: Integrate

- ✓ Incorporate pedestrian infrastructure into all transport projects.
- ✓ Continue to deliver pedestrian infrastructure as part of all road/intersection upgrades projects.
- ✓ Ensure active transport planning and infrastructure is considered in all Council and NSW Government projects in Shoalhaven.
- ✓ Partner with the NSW Government to deliver regional planning which supports and encourages walking.

Action 4: Best Practice

- ✓ Review Council standards for pedestrian infrastructure to ensure they represent the most up-to-date standards, but nonetheless being cognisant at all times of a common sense approach.
- ✓ Ensure that the PAMP (and Bike Plan) remain as up to date as possible to reflect latest thinking and current guidelines and strategies so as to maximise the shift in travel mode towards increased active transport.

Action 5: Monitor

- ✓ Collect and review regular walking and participation data for benchmarking.
- ✓ Continue to collect and review pedestrian volume data to ensure that proposed pedestrian crossing projects target locations where safety improvements are unquestioned; provide the greatest bang for buck; reflect the highest crossing priorities across Shoalhaven; and assist Council to create appropriate business case to justify Council and/or grant funding expenditure.
- ✓ Continue to collect and review traffic volume and speed data to ensure that off-road active transport projects target locations where safety improvements are unquestioned; provide data that supports the application of criteria assigned to projects; and assist Council to create appropriate business case to justify Council and/or grant funding expenditure.
- ✓ Aim to undertake a review of the PAMP (and Bike Plan) at least every 5 years, ensuring the strategies remain up to date and reflect the latest thinking, guidelines and strategies so as to maximise a shift to more walk trips.

- ✓ Provide the community with an opportunity to review projects and selection criteria as part of each review process.
- ✓ Continue to update and evolve the PAMP Interactive Mapping Tool to ensure proposed projects remain up to date; reflect community requested outcomes wherever practical; align with latest Council and TfNSW objectives and project developments; and reflect the outcomes of current investigations.



CL24.238 - Attachment 1

## 9 Bike Plan Update

### 9.1 Overview

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



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

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

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

## 9.2 Bike Plan Update Objectives

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



## 9.3 Developing the Bike Plan

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

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

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

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

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

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

## 9.4 Bike Facilities for Specific Locations

### 9.4.1 Overview

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

### 9.4.2 Parks and Reserves

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



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

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



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

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

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

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

#### 9.4.3 School zones

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

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

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

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

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

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



#### 9.4.4 Main streets

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

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

#### 9.4.5 Industrial zones

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



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

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

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

#### 9.4.6 Recreational Routes

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



With reference to **Section 9.9.4** below, Council has specifically targeted improvements in these roads since the release of Bike Plan 2013 so as to provide wider, sealed shoulders and appropriate warning signage, and in the future special consideration will be given to:

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

## 9.5 Footpaths and Shared User Paths

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

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

## 9.6 Off-Road Bike Path Design Considerations

### 9.6.1 Cycleway Toolbox

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

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



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

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

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

#### 9.6.2 Facility Types








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

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

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











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

Figure 31: Priority Routes Selection Tool

| Street typology<br>(Movement and Place)  | Civic space   | Local street  | Main street  | Main road   |
|--|---|---|--|---|
| Motor vehicle speed  | ≤10 km/h  | ≤30 km/h  | ≤50 km/h   | >50 km/h  |
| Motor vehicles / day   | n/a   | ≤2,000  | >2,000   | n/a   |
| <u>Bicycle path</u><br>(One and two-way)   |   |  |  |  |
| <u>Quietway</u>  |   |  |  |   |
| <u>Shared path</u><br>(Low pedestrian activity and<br>low cross-cycleway movement)   |   |   |  |   |
| <u>Shared path</u><br>(High pedestrian activity or high<br>cross-cycleway movement)  |   |   |  |   |
| <u>Shared zone</u>   |  |   |  |   |
|  Required for priority routes  Suitable, but not preferred for priority routes |   |   |  |   |

Source: Cycleway Toolbox

Figure 32: Local Routes Selection Tool

| Street typology<br>(Movement and Place)  | Civic space   | Local street  | Main street  | Main road   |
|--|---|---|--|---|
| Motor vehicle speed  | ≤10 km/h  | ≤30 km/h  | ≤50 km/h   | >50 km/h  |
| Motor vehicles / day   | n/a   | ≤2,000  | >2,000   | n/a   |
| <u>Bicycle path</u><br>(One and two-way)   |   |  |  |  |
| <u>Quietway</u>  |   |  |  |   |
| <u>Shared path</u><br>(Low pedestrian activity and<br>low cross-cycleway movement)   |   |  |  |  |
| <u>Shared path</u><br>(High pedestrian activity or high<br>cross-cycleway movement)  |   |   |  |   |
| <u>Shared zone</u>   |  |   |  |   |
|  Required for priority routes  Suitable, but not preferred for priority routes |   |   |  |   |

Source: Cycleway Toolbox

### 9.6.3 Gaining Space

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

Figure 33: Strategies and Design Implications for Bike Facilities

| Strategy   | Approach   | Design implications  |
|--|--|--|
| Assess and prioritise movement and place functions for all modes | Prioritise people walking and cycling  | <ul style="list-style-type: none"> <li>• Reduce number of traffic or parking lanes</li> <li>• Introduce one-way flows for motorised traffic</li> <li>• Reduce traffic lane widths</li> </ul>   |
|  | Adjust road space allocation   | <ul style="list-style-type: none"> <li>• Allocate more road space to pedestrians and people cycling, to align with strategic priorities</li> </ul>   |
| Reduce traffic flow  | Filtered permeability  | <ul style="list-style-type: none"> <li>• Close off streets to through traffic, while maintaining connectivity for people walking and cycling</li> </ul>  |
|  | Introduce one-way flows for motorised traffic                                      | <ul style="list-style-type: none"> <li>• Allow contraflow cycling</li> </ul>   |
| Reduce traffic speed   | Traffic calming devices  | <ul style="list-style-type: none"> <li>• Flat-top speed humps with gentle ramp gradients</li> <li>• Speedometer</li> </ul>   |
|  | Road diet - intersections  | <ul style="list-style-type: none"> <li>• Reduce intersection size</li> <li>• Reduce crossing distance at intersections</li> <li>• Protected intersections</li> <li>• Provide lead time for people cycling and walking</li> </ul>                     |
|  | Road diet - roads  | <ul style="list-style-type: none"> <li>• Reduce road width (physically, or with linage)</li> <li>• Install kerb blisters / kerb extensions</li> </ul>  |
| Improve crossings for people walking and cycling                 | Prioritise pedestrian and cycling movements over motorised traffic                 | <ul style="list-style-type: none"> <li>• Raised top pedestrian and cycling crossings at unsignalised crossing points</li> <li>• Provide lead time and / or automated signals for people cycling and walking at signalised crossing points</li> </ul> |
|  | Remove slip lanes  | <ul style="list-style-type: none"> <li>• Reduce traffic speed and offer additional space to store waiting pedestrians (increasing safety)</li> </ul>   |
| Reduce speed limit to 30 km/h or below                           | Adjust environment and infrastructure to provide visual cues on appropriate speeds | <ul style="list-style-type: none"> <li>• Introduce traffic calming measures</li> <li>• Install kerb buildouts</li> </ul>   |

Source: Cycleway Toolbox

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

Table 14: Common Methods for Gaining Bike Operating Space

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

Source: Bicycle Guide

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

Again, these decisions can't be taken lightly, and need to also be made within the context of Council's accompanying parking strategies, so that parking isn't compromised unreasonably. On-street parking currently provides a significant percentage of total parking capacity in our towns and villages, such that we still need to meet minimum – sustainable – parking provisions per DCP G21.

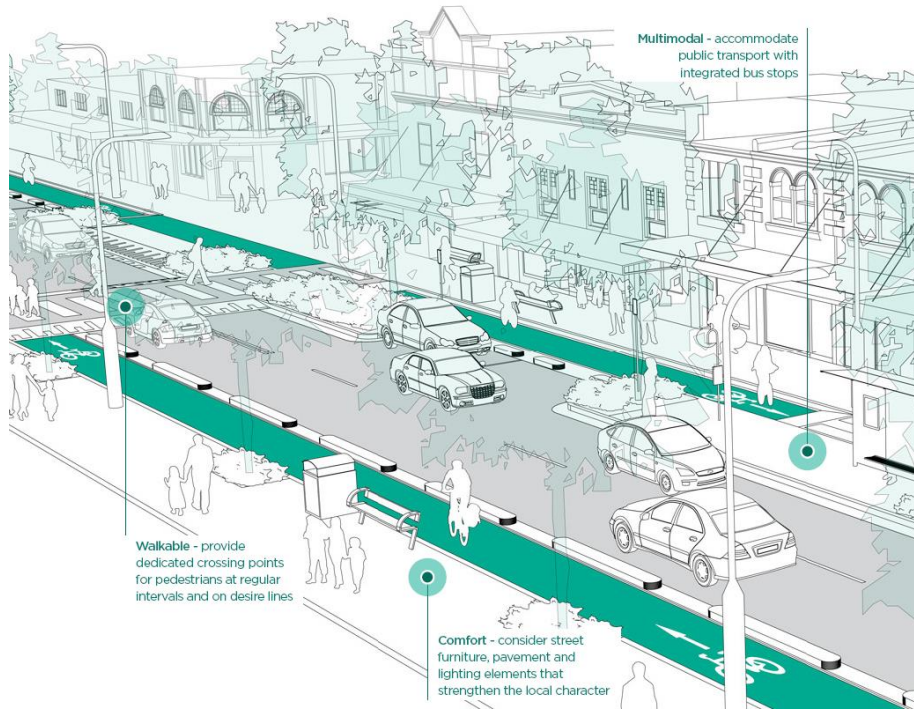
Let's face it, it's going to take a long time to slowly transition to a more sustainable active transport future, but as active trips increase, and more opportunities for the consolidation of car parks on the periphery of towns and villages become available, there is no reason why we can't aim big!

## 9.7 Off-Road Bike Paths

### 9.7.1 One-Way Bike Paths

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

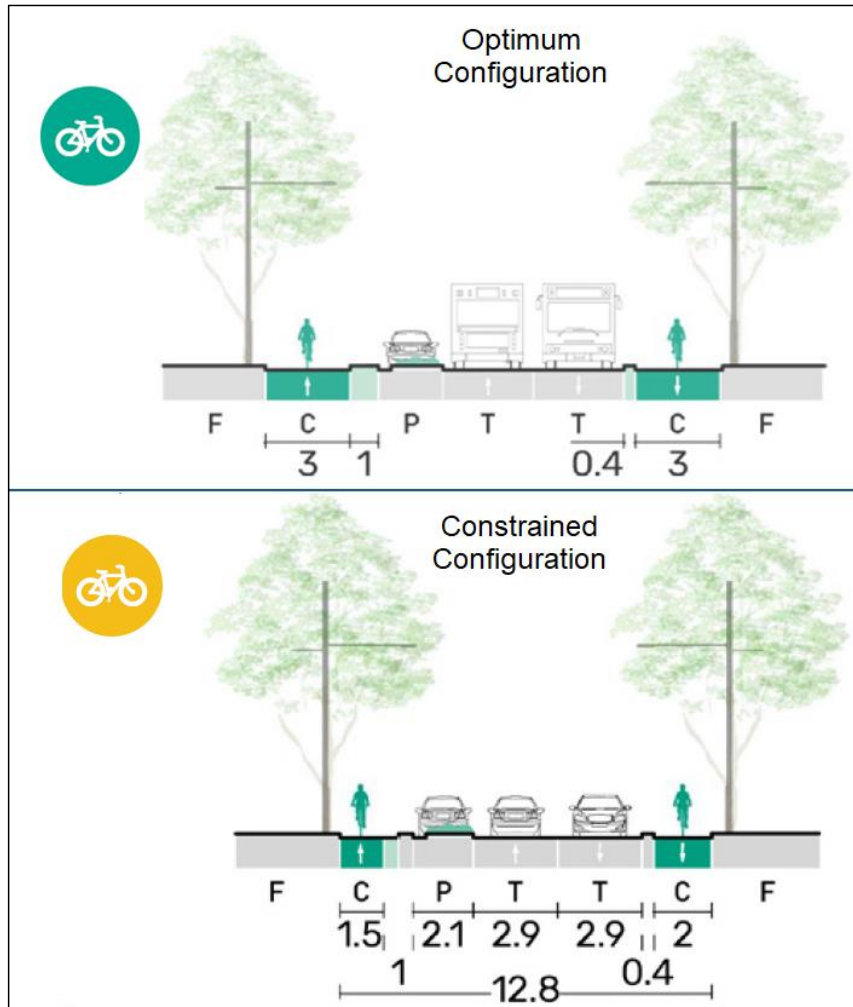
One-way bike paths minimise conflict and the risk of injury for all road users, as well as maximising the ease, safety and legibility of cycling.



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

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

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

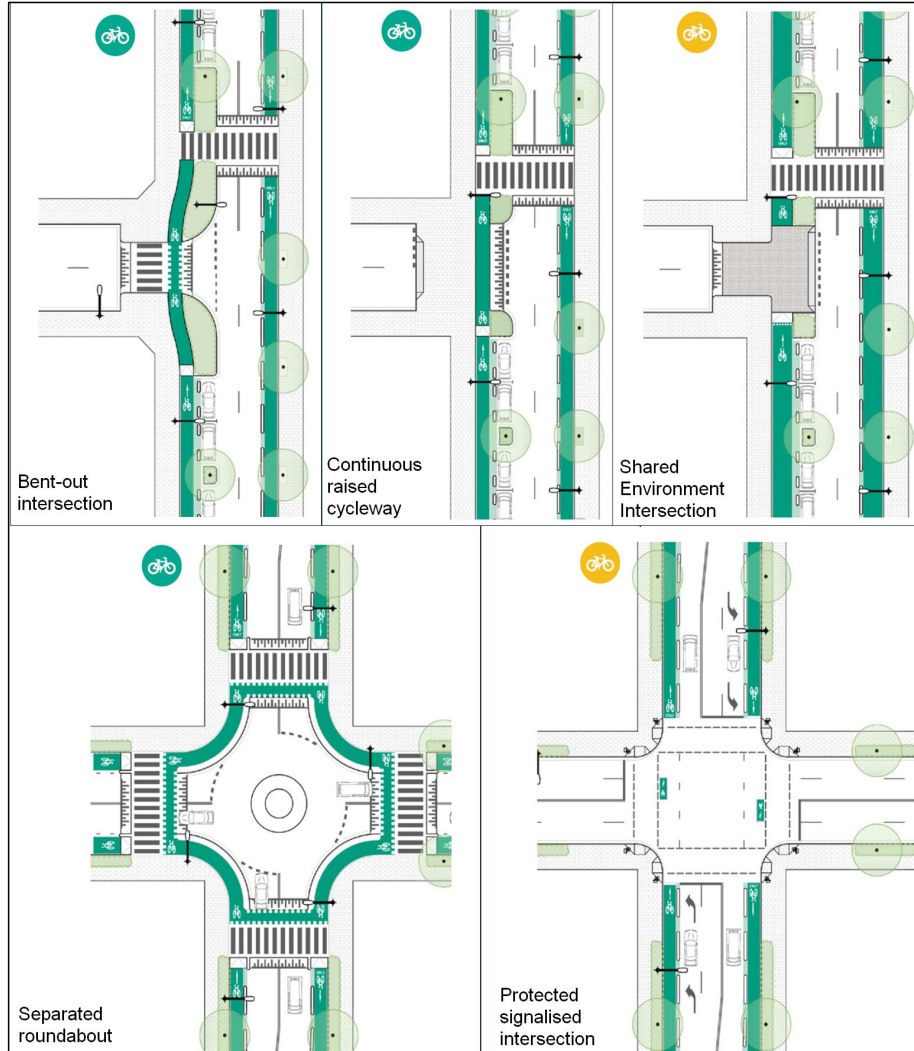


Source: Cycleway Toolbox

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

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

Figure 35: One-Way Bike Path Intersection Treatments



Source: Cycleway Toolbox

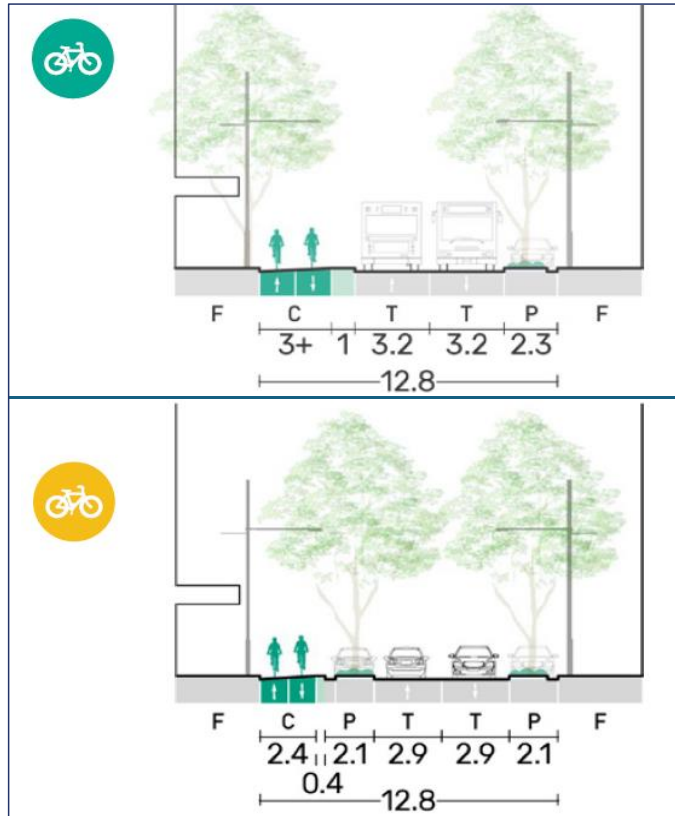
As with the introduction of bike paths in existing roads, providing dedicated crossing infrastructure for cyclists at intersections will generally require a reduction in approach lanes at the intersection, and in turn there needs to be a careful balance between providing appropriate conditions for all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

### 9.7.2 Two-Way Bike Paths

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

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

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

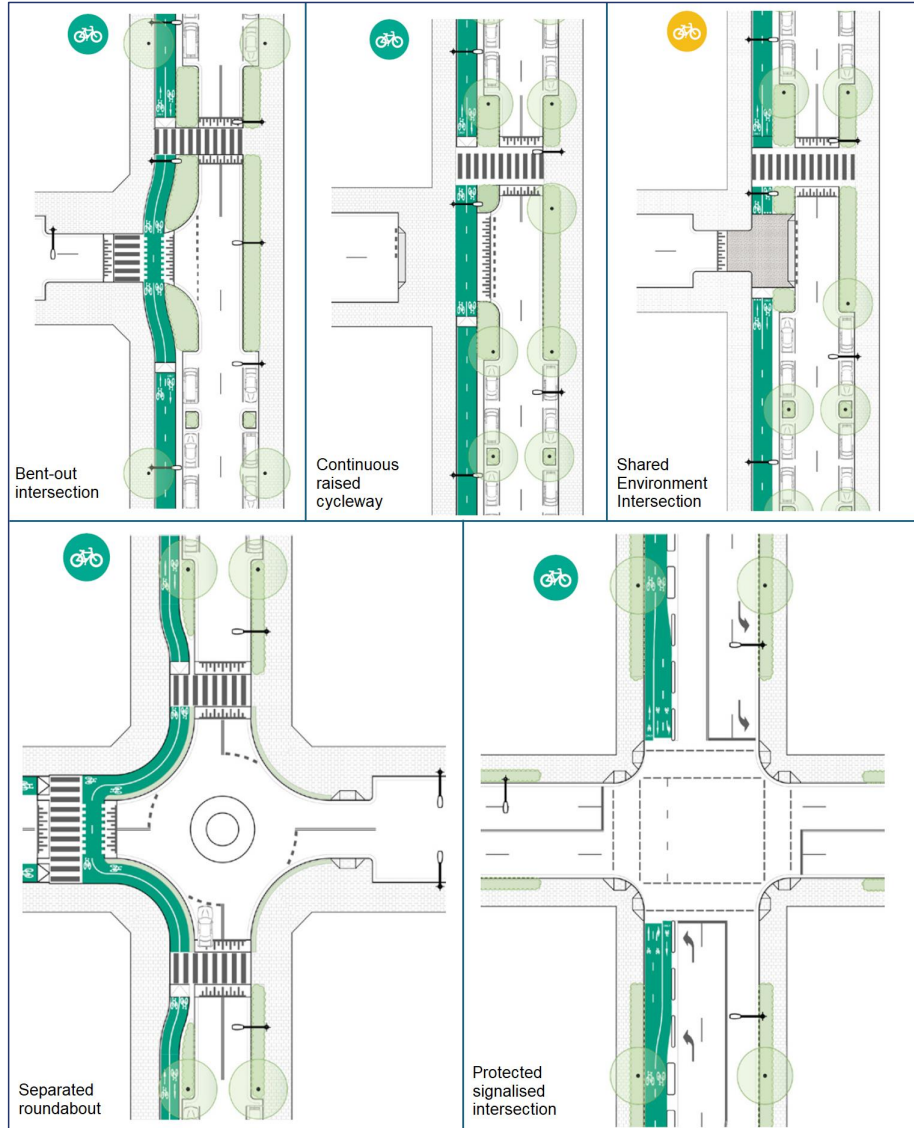


Source: Cycleway Toolbox

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

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

Figure 37: Two-Way Bike Path Intersection Treatments



Source: Cycleway Toolbox

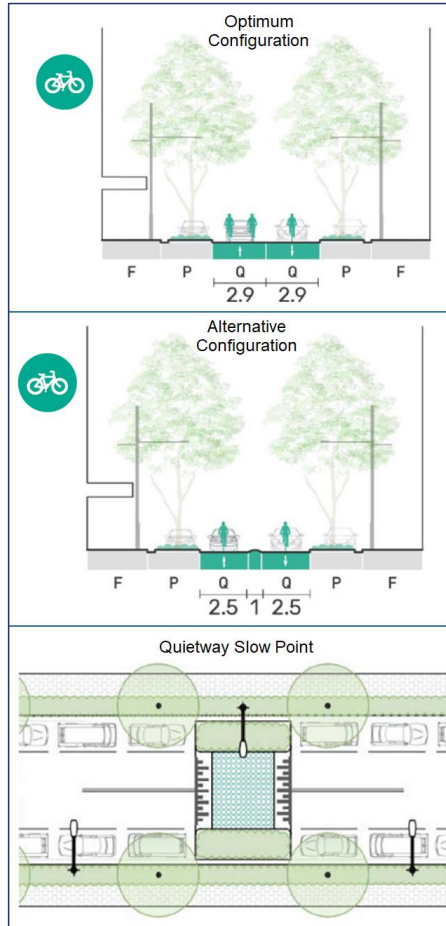
Again, providing dedicated crossing infrastructure for cyclists at intersections will generally also require a reduction in approach lanes at the intersection, and in turn there needs to be a careful balance between providing appropriate conditions for all road users.

### 9.7.3 Quietways

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

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

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



## 9.8 On-Road Bike Lane Design Considerations

### 9.8.1 Overview

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

On-road bike lanes include:

- On-road separated bike lanes – median or similar separation.



- On-road exclusive bike lane.
- On-road peak period exclusive bike lane.
- On-road bike/car parking lane
- Wide kerbside lane.
- Narrow kerbside lane.

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

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

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

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

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

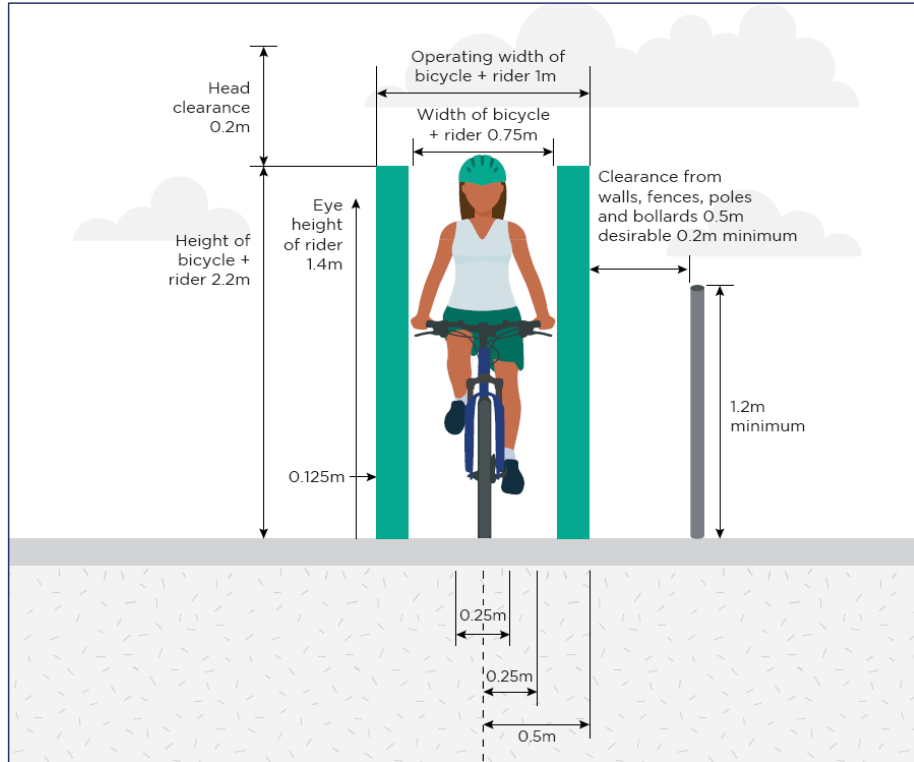
The bike facilities described below are those applied within the carriageway of new roads, or within the established road carriageway and/or reserve of existing roads.

#### 9.8.2 On-Road Bike Lane Widths

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

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

Figure 38: Cyclists Design Envelope



Source: Cycleway Toolbox

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

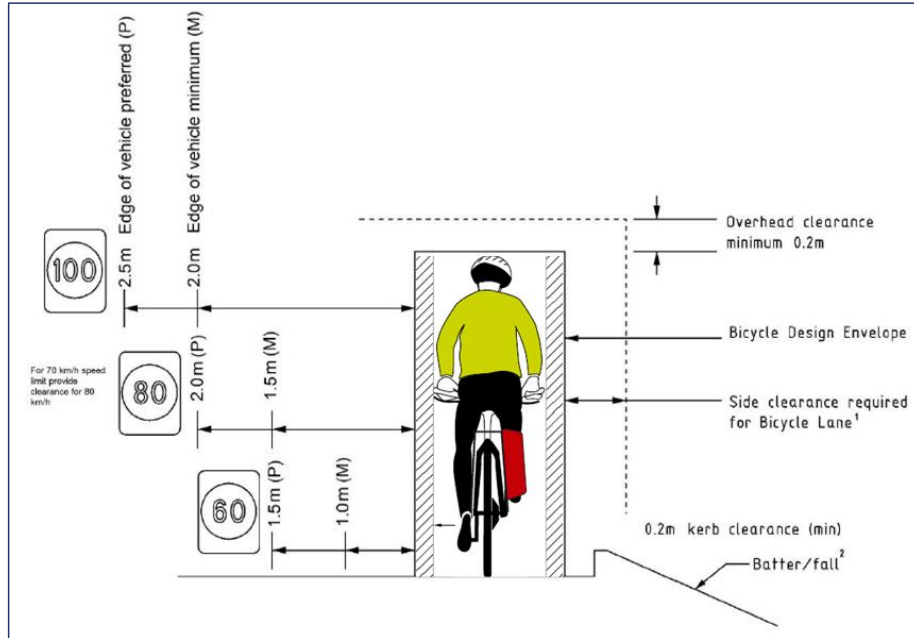
In addition to this design width, due to the side wind force exerted on cyclists from vehicles, it is preferable to design on-road bike lanes with additional clearance between the cyclist envelope and passing vehicles. The clearance widths recommended for different speed environments are summarised in Table 4.17 of GRD Part 3, and illustrated in Figure 4.28 of GRD Part 3, both of which are reproduced below.

Table 15: Clearance to Cyclist Envelope from Adjacent Truck

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

Source: GRD Part 3

Figure 39: Road Clearances from Cyclist Envelope



Source: GRD Part 3

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

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

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

## 9.9 On-Road Bike Lanes

### 9.9.1 On-Road Exclusive Bike Lanes

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

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



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

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

Table 16: Exclusive Bike Lane Widths in Urban Areas

| Speed limit <sup>(1)</sup><br>(km/h) | Lane width <sup>(2)</sup><br>(m) |         |                    |
|--------------------------------------|----------------------------------|---------|--------------------|
|                                      | 60                               | 80      | 100 <sup>(3)</sup> |
| Desirable minimum                    | 1.5                              | 2.0     | 2.5                |
| Acceptable range                     | 1.2–2.5                          | 1.8–2.7 | 2.0–3.0            |

Source: GRD Part 3

#### 9.9.2 Separated Bike Lanes

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

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



### 9.9.3 Kerbside Lanes

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

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



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

Table 17: Wide Kerbside Lane Width

| Speed limit (km/h) <sup>(1)</sup> | Lane width <sup>(2,3)</sup><br>(m) |                   |
|-----------------------------------|------------------------------------|-------------------|
|                                   | 60                                 | 80 <sup>(4)</sup> |
| Desirable                         | 4.2                                | 4.5               |
| Acceptable range                  | 3.7–4.5                            | 4.3–5.0           |

With reference to **Table 17**, it is noted that the use of wide kerbside lanes by cyclists can be appropriate in speed environments of up to 80km/h, but only if there is a low demand for kerbside parking. Lower widths may be easier to justify in lower traffic volume environments where there is no centreline marking of roads, and traffic is able to drive around cyclists more easily and safely.

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

### 9.9.4 Sealed Shoulders

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

Section 4.8.9 of GRD Part 3 specifically states that on roads without kerbs where there needs to be provisions for cyclists, “**a smooth sealed shoulder is the preferred treatment**”. Although warrants do not exist specifically for the provision of sealed shoulders for cyclists, it is evident across Shoalhaven that there are many rural roads where the sealing of shoulders is justified specifically to make roads safer for cycling.

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

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

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

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



While the width required for sealed shoulders for cyclists are generally the same as those required for exclusive bike lanes (per **Table 16**) it is again our preference to provide any addition widening of the sealed shoulder wherever possible – either as part of upgrades, maintenance or indeed targeted projects - to improve the comfort and safety of cyclists.



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

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

## 9.10 Ancillary Bike Infrastructure

### 9.10.1 Bike Parking

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



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

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

Figure 40: Alignment of Bike Parking Provision with Cycling Principles

| Principle                  | Description   |
|----------------------------|---|
| Accessibility              | <ul style="list-style-type: none"> <li>• Provide accessible and convenient connectivity to cycleway facility/route</li> <li>• Have a convenient kerb ramp near the provided bicycle parking facility for road to footpath transitions</li> <li>• Minimum 5% of parking allocated for forms of micromobility other than conventional bicycles</li> <li>• Provide spare capacity to account for growth in demand and turnover</li> <li>• Each destination should provide more than one type of bike parking facility to cater for different user needs and preferences in terms of security, convenience and ease of use</li> </ul> |
| Location                   | <ul style="list-style-type: none"> <li>• Maximum distance of 50m or 1-minute walk to users' ultimate destination, and within sightlines of destination entrance where appropriate</li> <li>• Located at all station entrances accessed by road and cycleway to minimise need to travel through or around the destination to access bike parking</li> <li>• Signage towards location of bicycle parking</li> </ul>   |
| Security                   | <ul style="list-style-type: none"> <li>• Be placed in view of passers-by or overlooked by the public (passive surveillance)</li> <li>• Covered by existing or additional CCTV cameras where practical (active surveillance)</li> <li>• Be well lit by new or existing lighting</li> </ul>   |
| Integration                | <ul style="list-style-type: none"> <li>• Does not obstruct or hinder pedestrian access, loading zones and parking</li> <li>• Be attractive and designed to blend in with the surrounding environment, providing shelter for bicycles and riders where possible</li> <li>• Bicycle stands which can be combined with matching street furniture reinforces the positive image of the bicycle parking facility</li> </ul>  |
| Operations and Maintenance | <ul style="list-style-type: none"> <li>• Introduce regular tidying up, cleaning and maintenance routines</li> <li>• Ensure any damaged stands, wayfinding/signage, structures, electronic access, etc are repaired immediately</li> </ul>   |

Source: Cycleway Toolbox

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

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

Regardless of the type of bike parking facilities, they should always be designed and located so as to meet the principles outlined in **Figure 40**, and particularly passive and active surveillance; security; and convenient connectivity to the bike network.



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

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

#### 9.10.2 Holding Rails

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

Holding rails are not required in locations where there is little potential for a cyclists to have to stop, for example at the intersections of paths with other paths, or the intersection of a path with a local road.

Holding rails are to be placed within easy reach of cyclists of all ages and size to ensure that they:



- Enable cyclists to stop without having to dismount or move their feet off the pedals (which can require some cyclists to unclip or disengage from pedal retention devices such as toe clips).
- Encourage cyclists to stop when appropriate, for example on the approach to a busy intersection.
- Assist cyclists as they move off, reducing the time spent travelling through an intersection and aiding balance, thus improving safety.
- Provide a useful warning of the existence of an intersection.

Further to the above, holding rails can also be a game changer for our most vulnerable pedestrians at road crossings, but that's where the challenge usually lies for Councils - to provide these facilities where they can be used practically as holding supports for those that need them the most, without being a hazard to passing (generally more experienced) cyclists that don't need them (one step forward, two wheel revolutions back!).

For this reason, most Councils typically place holding rails within 300mm of the edge of a path/pram ramp to satisfy their basic (cyclist) purpose, whilst meeting the minimum offset requirements of GRD Part 6A. Even the simplest of things like holding rails can pose a challenge for Councils, but they are vitally important to provide the safety and convenience to get more people out and active safely.

#### 9.10.3 Movement & Place

The same principles of Movement & Place as discussed previously in regard to all modes of active transport infrastructure apply equally to cyclists; this means appropriate consideration of rest places; shade and shelter; general amenities; and again the bubbler(!) as part of all bike projects.





We don't want to harp on about it, but remember for those longer cycling routes - such as the proposed spine network along Princes Highway - the easiest way to provide convenience and amenity for those using longer routes to divert the regional spine road network through our existing towns and villages wherever possible, not around them.

This provides the convenience that longer distance cyclists need while also providing economic benefits to our towns and villages along the way!

#### 9.10.4 Wayfinding

Similarly, the same principles of Wayfinding as discussed previously in regard to all modes of active transport apply equally to cyclists, underpinned of course by the simple fact that if signage provides cyclists the information they need in regards to where to go, they are more likely to cycle.

With more specific regard to cyclists, as Council develops our bike networks into region-wide networks, signage become an essential element in facilitating trips across the whole LGA, sub-region, town or village. Bike network signage can also inform cyclists of routes which are more direct or less heavily trafficked, and the ease (or difficulty) of a bike route so as to ensure that cyclists of all abilities are fully informed.

Bike network signage can also help raise community and visitor awareness of the numerous route possibilities for cycling other than single routes or the general street system, and can be used to compliment tourism-promotion of suitable routes.

#### 9.10.5 The Little Extras

Finally, it doesn't take much to provide complementary provisions like bike toolkits or tyre pumps to further support our bike networks, and moreover to provide a strong visual cue that bike facilities are an essential part of our broader transport network.

On-street bike toolkits and pumps can be provided across the bike network to increase convenience for cyclists, but moreover to provide an additional layer of security that – say – should they get a flat tyre, help might not be too far away.

We encourage all cycling enthusiasts to discuss further how these little extras might be rolled out at key locations across our bike network over time!

In the meantime, Council will continue to work hard to expand our bike networks, but these "little extras" would be terrific, even though they might be more suitably rolled out once we have been able to provide more continuous and bike connected routes across Shoalhaven.



## 9.11 Additional Resources

### 9.11.1 Helmet Safety

Helmets are not just a good idea, they are a legal requirement for all cyclists of all ages, and more importantly save lives and prevent injuries.

Using the right helmet is considered the single most effective way to prevent head and brain injuries if you should somehow tumble off your bike – after all, international research shows that wearing a helmet:

- Reduces serious head injuries by 60%.
- Reduces traumatic brain injury by 53%.
- Reduces the number of cyclists killed or seriously injured by 34%.



*So don't ever think that helmets somehow aren't cool – wearing a helmet when riding shows just how clever you really are!*

Learn more about helmet safety at [https://www.transport.nsw.gov.au/roadsafety/bicycle-riders/road-rules-for-bicycle-riders#Helmets\\_and\\_equipment](https://www.transport.nsw.gov.au/roadsafety/bicycle-riders/road-rules-for-bicycle-riders#Helmets_and_equipment)

### 9.11.2 Community Campaigns

Community campaigns can play a key role in encouraging more people to ride a bike and educating them of the benefits and safety aspects of cycling.

Council already undertakes a number of local campaigns designed to increase bike trips and improve the safety of all cyclists, but to maximise the potential of these campaigns it is essential that there is close coordination between such initiatives and the physical roll-out of new bike facilities.



Examples of community campaigns include:

- **Road Safety Awareness:** These campaigns - which can often include representatives of NSW Police and TfNSW - are generally directed at the most vulnerable cyclists, and particularly children, and include practical assistance and advice for negotiating different situations, such as where to cross a busy road. These campaigns can provide both written material as well as in school visits; see what's available at <https://www.transport.nsw.gov.au/roadsafety/resources>
- **Safe Routes to School:** As discussed in the PAMP Update (**Section 8.8**) the Safe Routes to School Program aims to make cycling and walking safer and easier, and encourage parents and students to choose active transport for the daily trip to and from school.

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

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

#### 9.11.3 Council Campaigns

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

- Promoting the PAMP Interactive Mapping Tool in the first instance, but in time also developing and promoting the Bike Plan Interaction Mapping Tool.
- Linking the Bike Plan Update with broader social and health initiatives.
- Providing contacts for local bike groups and other active transport advocates.
- Encouraging events such as Ride to Work Day and the like.

Learn more about Council's active transport promotions via the PAMP webpage at <https://www.shoalhaven.com/cycling-and-mountain-biking>

#### 9.11.4 Driver Awareness and Education

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

Motorists need to be better educated and made aware of cyclists, particularly on-road cyclists, who again have the same rights to the use road as vehicles do. These rules can be reemphasised using both local and Stage Government campaigns, as well as ongoing improvements in our vehicles licencing programs.

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

#### 9.11.5 Enforcement

Illegal manoeuvres and parking by drivers can cause significant problems – including of course injuries - for cyclists; these actions often include not providing enough clearance to cyclists when passing; not using indicators at roundabouts; and speeding.

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

### 9.12 E-Bikes and E-Scooters

#### 9.12.1 E-Bikes

E-bikes are growing in popularity and becoming more and more visible on our roads, with data indicating that we are approaching a time when almost 50% of the distances covered by all bike trips are by e-bikes.



Source: Bicycle Network

E-bikes are powered by rechargeable batteries, and provide assistance while pedalling which can make hills and indeed all cycle trips much easier; moreover, average travel distances on e-bikes are higher than those using standard bikes, and as such more longer distance trips become viable by e-bike.

At present, there are two different types of e-bike:

- **Electrically power-assisted bikes:** Electrically power-assisted bikes have a maximum continued rated power of up to 500 watts, but this output must be progressively reduced as the bike's speed increases beyond 6km/h, and cut off when the bike reaches a speed of 25km/h.
- **Power-assisted pedal bikes:** These bikes have one or more motors attached with a combined maximum power output of up to 200 watts, but these bikes cannot be propelled by the motor alone, i.e. the cyclist must primarily propel the bike. These bikes also have a maximum speed limit of 25km/h.

E-bikes are able to use footpaths and off-road parks in the same manner as standard bikes, i.e. those over the age of 16 years are not permitted to ride an e-bike on footpaths unless they are accompanying/supervising a minor (under the age of 16 years), and need to also comply with NSW Road Rules in regards to speed limits, typically being a maximum of 10kph on footpaths and SUPs (amongst other e-bike specific rules).

#### 9.12.2 E-Scooters

E-scooters and other motorised wheeled devices such as e-skateboards, e-hovercrafts, e-mono-wheels and e-segways are currently illegal to use on NSW roads and paths unless part of an authorised trial, and subject to the strict conditions of that trial.

State Governments around Australia have been trialling the use of e-scooters over the past 10 years to gauge the opportunities and constraints to making their use legal, and TfNSW is currently undertaking trials within a number of local Council areas across NSW to determine:

- Whether e-scooters can facilitate a variety of trips for different user types.
- Whether e-scooters can be easily integrated into existing bike paths and and/or be connected through existing infrastructure including bike paths/lanes, SUPs, and local roads.
- Any specific safety issues related to the use of e-scooters as opposed to standard bikes, scooters etc.

It is noted that at the time of TfNSW announcing e-scooter trials in 2022, Council's priority was still responding to the 2019/2020 bush fires and the numerous registered floods that followed, and as such we were not in a position to actively take part in the trials.

However, Council has been following the development of the numerous trials being undertaken in urban and regional centres, and we await the outcome of these trials and any subsequent official endorsements or otherwise of the use of e-scooters.



Notwithstanding therefore the relatively slow progress in the regulation of e-scooters usage in NSW (and Australia), it is impossible to ignore how the use of e-scooters (and e-bikes) has taken off around the world, and as such the Bike Plan Update (and PAMP Update and Active Transport Strategy) have built in contingencies providing for the development of legislation and guidelines for the use of e-scooters as part of our broader active transport mix.

At the time of finalising this report, TfNSW had just released some improvements to the process by which Councils can seek approvals to run e-scooter trials in NSW. The intention of the improvements to this process - learning from the initial trials - is to streamline the process and make it easier for Councils to participate in e-scooter trials.

However, while information sessions were undertaken with TfNSW in July 2024, it is unfortunately still the case that Council is not in a position to participate in new trials at this time. Again though, we are still eagerly following broader e-scooter developments, and learning from other trials being undertaken across NSW, as it remains our opinion that e-scooters will be an important part of our future active transport mix.

### 9.13 Mountain Bikes

**Before we go, a quick shout out to our mountain bike riders!**

In recent years, mountain bike riding has seen a phenomenal increase in popularity across Australia (and around the world); data from the Australian Sports Commission indicates that almost half a million people are now participating in the sport of mountain bike riding, double the number riding in 2018.

Of course, participating in mountain bike riding also provides riders of all ages and abilities the additional confidence of riding a bike, which in turn means more riders feeling confident in riding for other daily trips.



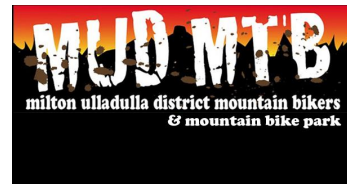
While the Bike Plan Update does not specifically include mountain bike projects at this time - other than adding known mountain bike tracks to the PAMP Interactive Mapping Tool (and future Bike Plan Interactive Mapping Tool) when we know about them and have their details - Council is investigating potential mountain bike trails and facilities across Shoalhaven, as well as the best way to assist existing mountain bike clubs who do such a fantastic job operating and maintaining existing trails.

The South Coast United Mountain Bikers Club, or **SCUM** (yep, funny name, great organisation!) does an outstanding job of maintaining the Condoo, Superbowl and Butterfly mountain bike tracks in the Currumbene State Forest just south of Nowra. These cross-country trails feature a super fun singletrack which offers a mix of speed, flow, and technical challenges, and with trail options from 3km to 11km kilometres, riders can find the right fit for their skill and adventure level.



Get involved with SCUM at <https://www.scum.asn.au/>

The passionate crew from Milton Ulladulla Mountain Bikers club (**MUD** – what is it with these names!) also maintains a 6km family friendly trail network in the Woodburn State Forest just south of Ulladulla – a real labour of love given the devastation caused to the then only newly built track by the Black Summer bushfires.



Learn more about MUD at <https://www.facebook.com/miltonulladullamountainbikersandpark/>



#### 9.14 Bike Plan Update Priorities



### Priority 1

Connected, safe, inclusive and legible bike networks



### Priority 2

Aligning with local and NSW planning and active transport strategies and guidelines



### Priority 3

Encourage and promote cycle trips as a safe and viable mode of transport

#### 9.15 Priority 1: Connected, Safe, Inclusive and Legible Bike Networks



### Priority 1

Connected, safe, inclusive and legible bike networks

##### 9.15.1 Action 1: Prioritised Program of Bike Projects

- ✓ Prepare plans for priority bike corridors to identify and deliver improvements and works, including but not limited to new bike paths, road crossings and rest places.

*You may have also noticed that the PAMP Interactive Mapping Tool currently doesn't highlight "Connector Routes" and "Popular Routes" from the Bike Plan 2013 - that's not an omission - just a piece of work still progressing in the background; these details will be absorbed into the PAMP Interactive Mapping Tool as recommended, and later provided in the dedicated Bike Plan Interactive Mapping Tool.*

- ✓ Continue to review intersections and mid-block locations across Shoalhaven where interaction between traffic and cyclists is of concern or requires intervention to improve safety and efficiency; reducing crossing delays; and moreover physically making active transport trips safer and easier.
- ✓ Ensure all new or upgraded bike facilities are constructed in accordance with the most up-to-date guidelines, but remembering the common sense approach in order to get the highest number of vulnerable users off the road, and stretch our limited resources as far as we possibly can.
- ✓ Undertake more detailed local area planning for cycling and walking in areas where numerous projects have been identified so as to maximise opportunities for all active transport users.
- ✓ Ensure that a separate allocation of funding is available for "**investigation projects**" to appropriately consider "**visionary**" or "**controversial**" projects that may be a good idea but are not economically viable, or may have strategic merit but adversely impact properties or the environment. It is essential to work through these projects over time to either remove them from consideration, or better define proposed paths/active transport corridors to ensure that they are properly represent in the PAMP Update.



- ✓ Continue to ensure that the “Active Transport Ranking Spreadsheets” (see Section 10) represent evolving, live operational strategies, to be kept as up to date as possible by Council staff, including removing completed projects (or those proposed to be undertaken by third parties); amending existing projects following more detailed investigations; or adding new project concepts in accordance with the Active Transport Scoring Criteria.
- ✓ Continue to respond to the needs of all cyclists, including increases in children/students riding on footpaths; increases in aged and mobility challenged; the likely significant increase in the use of walking frames, motorised wheel chairs, mobility scooters, e-bikes, e-scooters and the like; and moreover an increase in active transport trips across Shoalhaven.

#### 9.15.2 Action 2: Review and Maintain Bike Facilities

- ✓ Ensure asset management systems incorporate regular maintenance of bike facilities, including regular review of Council's AMPs, to ensure that the balance of infrastructure v maintenance capability is sustainable and economically viable.
- ✓ Continue to advocate to ensure that all major transport projects provide for bike facilities and bike network connectivity to the local road network, and provide the opportunity to cater for longer term bike network connections along strategic corridors, and between strategic corridors and our local communities and key destinations. This includes the incremental development of the strategic spine corridor along Princes Highway, with each successive Princes Highway upgrade project to maximise the strategic opportunities that arise from diverting bike routes conveniently through our towns and villages so as to provide amenity and economic benefits along these bike routes).
- ✓ Undertake regular reviews of Council's older bike facilities, auditing hazards and prioritising safety improvements utilising the Active Transport Scoring Criteria to manage competing priorities.
- ✓ Promote processes by which the community can report maintenance issues to Council.
- ✓ Where bike paths are replaced under renewal programs, ensure they are widened to meet current standards wherever possible, and continuously maintained as necessary based on a common sense approach.
- ✓ Investigate the installation of lighting where paths carry a substantial number of bike riders or pedestrians during periods of darkness, though ensuring that we do not upset local residents with over-designed lighting/light-spill.
- ✓ Continue to provide end-of-journey facilities including safe and secure bike parking.
- ✓ Continue to provide mid-trip facilities as part of network delivery i.e. seating, water fountains, shelters, toilets and rest areas to make cycling more attractive, comfortable and convenient.

## 9.16 Priority 2: Aligning with Local and NSW Strategies and Guidelines



### Priority 2 Aligning with local and NSW planning strategies and guidelines

#### 9.16.1 Action 1: Coordinate Movement & Place Outcomes

- ✓ Identify projects which can achieve both cycling benefits as well as enhance the broader area in accordance with Movement & Place objectives.
- ✓ Improve wayfinding signage.
- ✓ Improve the design and provision of rest places and in-between spaces.

#### 9.16.2 Action 2: Work towards 15 Minute Neighbourhoods

- ✓ Identify projects which can achieve cycling benefits as well as enhance the broader area in accordance with 15 Minute Neighbourhood objectives.
- ✓ Ensure that bike parking facilities are provided in all town and village centres, as well a recreational facilities, parks, community facilities and all places where the community assembles.

#### 9.16.3 Action 3: New Developments

- ✓ Ensure that bike and shared user path requirements are specifically identified in the Shoalhaven DCP and other planning documents for all new developments.
- ✓ Ensure that the Shoalhaven DCP and Engineering Specifications include the most up-to-date design standards for bike facilities.
- ✓ Ensure that new residential developments provide high standard internal bike accessibility and facilities, including an appropriate hierarchy of bike and pedestrian paths and crossing facilities.
- ✓ Ensure that new residential and commercial developments provide bike connectivity to external bike paths where available, and work to provide missing links wherever practical.
- ✓ Ensure that bike paths are available to key internal attractors including, parks and recreational facilities, retail/commercial areas and community facilities.
- ✓ Ensure that all new commercial and Government sector developments also cater adequately for active and public transport, including at each stage ensuring that paths and crossings are provided to ensure safe and convenience access to new sites, and appropriate connectivity to existing transport networks.

#### 9.16.4 Action 4: State Planning

- ✓ Continue to monitor state and regional planning strategies to ensure that they align with the Bike Plan.
- ✓ Actively lobby for increased funding for active and public transport projects in Shoalhaven, and ensure that lobbying is effectively targeted at all levels of Government.

#### 9.17 Priority 3: Encourage and Promote Cycle Trips



**Priority 3**  
Encourage and promote cycle trips  
as a safe and viable mode of transport

##### 9.17.1 Action 1: Promote and encourage cycle trips

- ✓ Prepare and implement a social media strategy to promote and inform the community of the benefits of bike riding and walking and to start community conversations on relevant issues.
- ✓ Continue to promote the *share the track* campaign in collaboration with adjoining Council's to encourage and promote safety; to emphasise that off road footpaths and SUPs are there for all to share; and promote appropriate behaviour to ensure that everyone can safely enjoy the benefits of active trips.
- ✓ Expand on the PAMP Interactive Mapping Tool and provide a separate Bike Plan Interactive Mapping Tool to provide a user friendly interactive mapping tool for both our bike and pedestrian network.
- ✓ Utilise local Visitor Information Centres and Tourism Organisations to promote recreational and every day active transport experiences.
- ✓ Promote the health, lifestyle and economic benefits of cycling, particularly targeting school students, commuters and residents living in close proximity to town and village centres.
- ✓ Promote completed bike facilities to ensure the community is aware of those new bike facilities.
- ✓ Undertake targeted promotions of new bike facilities to the surrounding and broader community via mechanisms such as maps; newsletters; community events; media releases; annual updates to "Shoalhaven Advocacy Projects"; and associated social media strategies, so as to keep community and political conversations going in regard to cycling and more broadly all forms of active transport.



- ✓ Participate and promote statewide and national events that promote cycling, for example Bike Week festivities, National Ride2Work Day, Share the Road campaigns and Heart Foundation active transport programs.
- ✓ Continue to work with other agencies to deliver and promote recreation and tourist based cycling events, destinations and opportunities in the region.
- ✓ Investigate providing a bike fleet (including e-bikes and in time e-scooters) for Council staff to ride to meetings and site visits.
- ✓ Trial “Pop Up” bike paths and tie-in with community events to gather feedback and promotion.

#### 9.17.2 Action 2: Educate

- ✓ Continue to include road and active transport safety programs in schools.
- ✓ Continue to work with bike user groups in the best ways to encourage new participants via community education forums and special cycling events.
- ✓ Ensure all campaigns, messaging, and education considers vulnerable and under-represented bike user groups.

#### 9.17.3 Action 3: Integrate

- ✓ Incorporate bike facilities into all transport projects.
- ✓ Continue to deliver bike facilities as part of all road/intersection upgrades projects.
- ✓ Ensure bike planning and facilities are considered in all Council and State Government projects in Shoalhaven.
- ✓ Partner with the NSW Government to deliver regional planning which supports and encourages cycling.

#### 9.17.4 Action 4: Best Practice

- ✓ Review Council standards for bike facilities to ensure they represent the most up-to-date standards.
- ✓ Ensure the Bike Plan remains up to date, reflecting the latest thinking, guidelines and strategies to maximise the shift in travel mode towards increased cycle trips.
- ✓ Continue to petition TfNSW and other key stakeholders to accept the challenges of applying *urban* textbook designs and state policies/guidelines to regional roads, which can result in a fundamental disconnect due to relative lower cycling provisions and enforcement levels in many of our towns and villages.



- ✓ Continue to petition TfNSW and other key stakeholders to specifically investigate the best means by which to provide safe bike networks in the regional/rural context, particularly given that more urban infrastructure in those environments may not be feasible for Council, and the potential for more over-designed metro outcomes not conducive to the regional/rural context.

#### 9.17.5 Action 5: Monitor

- ✓ Collect and review regular active transport network and participation data for benchmarking.
- ✓ Continue to collect and review P (pedestrian) x V (traffic) data to ensure that proposed bike (and pedestrian) crossing projects target locations where safety improvements are unquestioned; provide the greatest bang for buck; reflect the highest Shoalhaven wide crossing priorities; and assist Council to create appropriate business cases to justify Council and/or grant funding expenditure.
- ✓ Continue to collect and review traffic volume and speed data to ensure that off road active transport projects target locations where safety improvements are unquestioned; provide data that supports the application of the 2024 Scoring Criteria; and assist Council to create appropriate business case to justify Council and/or grant funding expenditure.
- ✓ Aim to undertake a review of the Bike Plan (and PAMP and Active Transport Strategy) at least every 5 years to ensure that strategies remain up to date; reflect the latest thinking, guidelines and strategies to maximise the shift in travel mode towards increased cycling trips; and to provide Council and the community the opportunity to take greater ownership of bike planning further to their ongoing review of projects and the new Active Transport Scoring Criteria.
- ✓ Continue to update and evolve the PAMP Interactive Mapping Tool (and future Bike Plan Interactive Mapping Tool) to ensure that proposed projects remain up to date; reflect community requested outcomes wherever practical; align with the latest Council and NSW Government objectives; and properly reflect the outcomes of ongoing active transport project investigations.



## 10 Paths & Crossings Review

### 10.1 Background

As discussed, to guide the ongoing development and delivery of active transport infrastructure, Council developed the comprehensive PAMP Interactive Mapping Tool, which identifies all existing and proposed active transport projects and routes across Shoalhaven. The aim of providing the PAMP Interactive Mapping Tool, is to make this information as user friendly as possible, and effectively place the information on exhibition 24/7 so as to keep the conversation going, and allow effective and efficient community feedback on an ongoing basis.

Between 2017 and 2021, Council undertook a major review of the PAMP Maps and Bike Plan Maps so as to weed out as many errors as possible, and to update the PAMP Interactive Mapping Tool to reflect the outcomes of numerous investigations over time. The review also took into consideration the numerous developments and Master Plans prepared across Shoalhaven to ensure planned and built active transport networks were absorbed into the maps.

Community feedback since the original development of PAMP 2002 was similarly taken into consideration before the PAMP Interactive Mapping Tool was created and made live in June 2021. Further community consultation (as discussed in [Section 0](#)) and active transport network improvements have been steadily incorporated into the PAMP Interactive Mapping Tool between 2021 to 2024, and this work will continue, as again the PAMP and Bike Plan are considered live operational documents, to be kept updated and as current as possible by Council staff.

Nonetheless, the critical first stage of preparing the Strategy (as well as the PAMP and Bike Plan) was to undertake an assessment of all proposed active transport projects across Shoalhaven, and provide a ranking for each based on a set of revised Scoring Criteria that provides an empirical rating for each project to assist Council in their prioritisation of future projects.

The process by which the Scoring Criteria were reviewed is detailed further in sections below.

### 10.2 Previous Scoring Criteria

#### 10.2.1 PAMP 2002 Scoring Criteria

The **PAMP 2002 Scoring Criteria** identified 5 primary factors for prioritising pedestrian projects, which included the following:

1. Use by the elderly (3 = high use, 1 = low use);
2. Number of all pedestrians (3 = high volumes, 1 = low volume);
3. Adjacent traffic volumes (3 = high volumes, 1 = low volumes);
4. General safety (3 = safety risk e.g. cannot walk on grass path or blind corner, 1 = low risk, e.g. adequate off-road pedestrian facilities);



5. Special factors (3 = proximity to schools, community facilities etc, 1 = low proximity to pedestrian generating development, 0 = irrelevant).

The formula applying to these factors was then given different weightings in calculating a final score; the formula was:

**Score = 2\*(Elderly) + 4\*(Combined Use) + 3\*(Traffic Density) + 5\*(Safety Issues) + 1\*(Special Factors)**

Further to the application of this formula, it was evident that that some projects which were seen as important for providing for children or increasing the connectivity for the entire paths network did not score as highly as those which were seen to moderately help some of the other factors (such as road safety). As such, 2 additional factors were considered, being:

6. Use by the Young (3 = high volume of younger pedestrians, 1 = low volume of younger pedestrians).
7. Network Connectivity (3 = significant improvement in network connectivity, 1 = little improvement in network connectivity).

In turn, the revised formula to be considered PAMP 2022 was:

**Score = 2\*(Elderly) + 4\*(Combined Use) + 3\*(Traffic Density) + 5\*(Safety Issues) + 1\*(Special Factors) + 2\*(Young) + 3\*(Connectivity)**

Ultimately, Council determined not to include the additional factors (use by the young, and network connectivity) in the PAMP 2002 Scoring Criteria, but did include what might be considered a more subjective – or at least broader - set of factors to which a priority of High, Medium and Low were allocated (with High allocated more points, and Low fewer points). These factors included.

- Increasing pedestrian network connectivity.
- Proximity to major pedestrian attractor or generator.
- Use by special group in the community such as children (e.g. near schools) or senior citizens.

#### 10.2.2 PAMP 2005 Scoring Criteria

As part of the development of PAMP 2005, amendments were made to the PAMP 2002 Scoring Criteria designed to better distinguish projects that had similar (or the same) score; to provide a fairer distribution of projects across the Shoalhaven; and providing greater justification for projects returning higher relative scores.

The **PAMP 2005 Scoring Criteria** are summarised in **Table 18**.

Table 18: PAMP 2005 Scoring Criteria

| Type of Facility (choose a, b or c, then consider additional points for d)  | Scores        |
|---|---------------|
| a. Missing Link   | 4             |
| b. Extension of, or link to, existing facility  | 2             |
| c. New facility   | 1             |
| d. Additional Points for shared facility  | 2             |
| <b>Landuse (indicator of demand/ vulnerable users - add points together)</b>  | <b>Scores</b> |
| Schools   | 4             |
| Major CBD   | 4             |
| Aged Self-care  | 4             |
| Other education facility  | 3             |
| Local commercial/retail area  | 3             |
| Neighbourhood shopping centre   | 2             |
| Recreation facility   | 2             |
| Community facility  | 1             |
| Corner store  | 1             |
| Caravan Park  | 1             |
| Bus Stop  | 1             |
| Commuter Route  | 1             |
| Tourist Route   | 1             |
| <b>Safety</b>   | <b>Scores</b> |
| <b>Traffic Speed</b> (85 <sup>th</sup> %ile if known, otherwise speed limit)  | <b>Scores</b> |
| a. 80-99 km/hr  | 3             |
| b. 50-79 km/hr  | 2             |
| c. <50 km/hr  | 1             |
| b. no traffic   | 0             |
| <b>Traffic Volume</b>   | <b>Scores</b> |
| a. 12,000 vpd and above   | 4             |
| b. 8,000 - 11,999 vpd   | 3             |
| c. 3,000 - 7,999 vpd  | 2             |
| b. up to 2,999 vpd  | 1             |
| <b>Safety - Conflict with Vehicles</b> (what most users do; one only)   | <b>Scores</b> |
| a. Always shares road space with traffic  | 4             |
| b. Sometimes shares road space with traffic   | 2             |
| c. Always use road shoulder adjacent traffic  | 1             |
| d. Never mix with traffic   | 0             |
| <b>Accident History</b> (pedestrian and cyclist accidents only)   | <b>Scores</b> |
| a. 2 or more accidents  | 4             |
| b. 1 accident   | 1             |
| <b>Population</b>   | <b>Scores</b> |
| a. Major Urban Centre - Nowra/Bomaderry   | 5             |
| b. Secondary Area (Sanctuary Point, Ulladulla, Mollmook, Mollmook Beach)  | 4             |
| c. Town (more than 2,000 persons; Vincentia, Culburra/Orient Point, Sussex Inlet, Shoalhaven Heads)   | 3             |
| d. Village (1,000-2,000 persons; Basin View, St Georges Basin, Callala Bay, Berry, Cambewarra, Greenwell Point, Burrill Lake, Milton, Narrawallee, Huskisson, West Nowra, Worrigei) | 2             |
| e. Small Village (less than 1,000 persons; Old Errol Bay, Errol Bay, Cudmirrah, Berrara, Callala Beach, etc)  | 1             |

In reviewing project scores based on the PAMP 2005 Scoring Criteria, it was determined that we were identifying more acceptable Shoalhaven-wide outcomes based in part on the [high] number of projects included in the PAMP at the time. Following the adoption of PAMP 2005 though, the number of projects being requested by the community continued to increase, and more and more concerns were raised in regard to smaller towns and villages not being prioritised to same level as larger populated centres).

As such, additional factors were considered by Council staff when assessing projects after the release of PAMP 2005, including:

- Ensuring projects were less likely to have the same score (notwithstanding some future proofing, acknowledging the significant increase in projects added to the program over time).



- Moving away from criteria based on population concentration to criteria that recognised accessibility, connectedness, and walkability regardless of location, in a way that ensured that projects being favoured by the PAMP 2005 Scoring Criteria were also reflecting the broader needs of all towns and villages in an equitable manner.
- Ensuring the criteria were fit for purpose going forward so as to cater for the considerable growth anticipated across Shoalhaven.

Importantly, these additional considerations were not formally included in any PAMP 2005 Scoring Criteria, nor were all projects related, which meant that Council staff were required to consider both an empirical score as well as more subjective factors.

### 10.2.3 PAMP 2010 Scoring Criteria

Further to the identification of the additional factors that required some level of subjective input from Council staff, new Scoring Criteria were finalised in 2010 (**PAMP 2010 Scoring Criteria**) that were then adopted for the assessment of pedestrian projects until 2023.

The PAMP 2010 Scoring Criteria were intentionally more detailed than the PAMP 2002 and PAMP 2005 Scoring Criteria to focus on connectedness, equity, inclusion and accessibility, and as such not overly influenced by [pedestrian and traffic] volumes and location. Until the process of updating the PAMP Scoring Criteria commenced in later 2023, the PAMP 2010 Scoring Criteria had been considered fit for purpose, as they catered for the considerable growth anticipated in Shoalhaven, and ensures an equitable spread of projects across Shoalhaven.

Whilst funding limitations remains the key constraint to Council being able to significantly expand our active transport networks to suit everyone's needs (which is why Scoring Criteria need to be in place) the PAMP 2010 Scoring Criteria still provide acceptable outcomes based on the number and spread of projects across Shoalhaven included in the PAMP.

The PAMP 2010 Scoring Criteria are summarised in **Table 19**.

Table 19: PAMP 2010 Scoring Criteria

| Type of Facility (choose a,b or c, then consider additional points adjustment for d-g)                                     | Scores                          |
|--|---------------------------------|
| a1 Missing Link, relatively short, has high demand, relatively inexpensive (can be funded by Council)                      | 80                              |
| a2 Missing Link, relatively short, has less demand, relatively inexpensive (can be funded by Council)                      | 60                              |
| a3 Missing Link, medium length, no existing (but latent demand), expensive (requires 50/50 grant funding application)      | 40                              |
| a4 Missing Link, long length, no existing (but latent demand), expensive (requires 100% grant funding application)         | 20                              |
| b1 Extension of, or link to existing facility, high demand   | 60                              |
| b2 Extension of, or link to existing facility, lower demand  | 30                              |
| c1 New facility (no adjoining network)   | 10                              |
| c2 New facility (connects a remote and/or disconnected location to an existing network)                                    | 80                              |
| d Additional Points for shared facility  | 20                              |
| e Additional Points to address an accessibility priority, DIA need, or missing link to Public Transport node               | 80                              |
| f Additional Points to address a Bike Plan priority  | Add Bike Plan Score (out of 10) |
| g Deduct Points for widening proposal (where a path exists), in fairness, to compare with locations where there is no path | -50                             |

| Landuse (indicator of demand/ vulnerable users - add points together)   | Scores | Scores    | Scores     | Scores     | Scores |
|---|--------|-----------|------------|------------|--------|
|   | 0-500m | 500-1000m | 1000-1500m | 1500-2000m | >2000m |
|   | a      | b         | c          | d          | e      |
| Schools   | 80     | 40        | 20         | 10         | 0      |
| Major CBD, Civic and entertainment precincts  | 80     | 40        | 20         | 10         | 0      |
| Retirement, Seniors Living, Aged Self-care, hospitals, medical centres, etc   | 80     | 40        | 20         | 10         | 0      |
| Other education facility  | 60     | 30        | 15         | 7.5        | 0      |
| Local commercial/retail area  | 60     | 30        | 15         | 7.5        | 0      |
| Neighbourhood shopping centre   | 40     | 20        | 10         | 5          | 0      |
| Recreation facility   | 40     | 20        | 10         | 5          | 0      |
| Community facility eg. Pre-school, long day care, church, library, can include Clubs & other locations used as evac. centres, etc | 20     | 10        | 5          | 2.5        | 0      |
| Corner store  | 20     | 10        | 5          | 2.5        | 0      |
| Caravan Park  | 20     | 10        | 5          | 2.5        | 0      |
| Bus zones, Bus shelters, train stations, other multi-modal facilities, etc  | 20     | 10        | 5          | 2.5        | 0      |

| Safety-Traffic Speed (85 <sup>th</sup> %ile if known, otherwise speed limit) | Scores        |
|--|---------------|
| a1 enter actual value of speed in km/hr x 50 - K&G present                   | (km/hr x 0.5) |
| a2 enter actual value of speed in km/hr x 2 - no K&G present                 | (km/hr x 2)   |
| b. no traffic  | 0             |

| Safety- Traffic Volume (Average Daily Traffic Volume) - road adjoining proposal/ proposal diverts users away from the road | Scores                    |
|--|---------------------------|
| a1 enter actual value of Average Daily Traffic / 100 / # lanes in road (left side of road only) - K&G present              | (vpd) / 100 / lane factor |
| a2 enter actual value of Average Daily Traffic / 100 / # lanes in road (left side of road only) - no K&G present           | (vpd) / 50 / lane factor  |
| b. no traffic  | 0                         |

| Safety - Conflict with Vehicles (what most users do, one only) | Scores |
|--|--------|
| a. Always shares road space with traffic                       | 80     |
| b. Sometimes shares road space with traffic                    | 40     |
| c. Always use road shoulder adjacent traffic                   | 30     |
| d. Never mix with traffic                                      | 0      |

| Accident History (pedestrian and cyclist accidents only) | Scores             |
|--|--------------------|
| a. enter actual number of accidents x 50                 | No. accidents x 50 |
| b. no accidents  | 0                  |

| Users (add points together) | Scores |
|-----------------------------|--------|
| Commuter route              | 20     |
| Tourist route               | 20     |

| ESD (Would the project encourage more people to walk or cycle for either recreation or commuter use? Add points together) | Scores |
|---|--------|
| a. Yes > overcomes safety concerns  | 40     |
| b. Yes > is significant improvement to local accessibility  | 30     |
| c. Yes > is scenic or desirable route   | 20     |
| d. No > Not likely, or only to minor degree   | 0      |

| Walk Score.Com (measure of walkability based on proximity to nearby services and facilities)   | Scores    |
|--|-----------|
| a. enter actual value from Walk Score.Com website x 1  | Value x 1 |
| <b>How Walk Score Works</b><br>Walk Score is a number between 0 and 100 that measures the walkability of any address based on the proximity to a range of commonly used community facilities, as determined by Walk Score.Com<br>Walk Score.Com<br>90-100 (Walker's Paradise — Daily errands do not require a car)<br>70-89 (Very Walkable — Most errands can be accomplished on foot)<br>50-69 (Somewhat Walkable — Some amenities within walking distance)<br>25-49 (Car-Dependent — A few amenities within walking distance)<br>0-24 (Car-Dependent — Almost all errands require a car) |           |

| Adopted Community Project   | Scores  |
|---|---|
| Proposed path has community support with a Community Group organised to manage and construct the path & Council agrees to allocate funds to the project | 500-1000 (depending on proportion of Community funding allocated) |

## 10.2.4 Bike Plan 2013 Scoring Criteria

As with the PAMP, the Bike Plan also needed to be managed as a living document going forward as completed bike paths were added, and to consider and rank new bike projects.



The **Bike 2013 Plan Scoring Criteria** also needed to be expanded as the number of projects increased, and additional amendments were also addressed as part of subsequent reviews as – in a similar manner to earlier PAMP Scoring Criteria – the limited criteria meant that numerous projects were returning the same score, again making it difficult to appropriately prioritise bike projects without additional [at times subjective] considerations.

#### 10.2.5 Bike Plan 2018 Scoring Criteria

In 2018, a working group was established to review the Bike Plan 2013 Scoring Criteria, and specifically the limitations of the earlier criteria that resulted in many projects returning the same score.

2 changes resulted from the 2018 review. Firstly, scoring for each factor was made more flexible so that values weren't fixed and absolute, but rather provided as a range (generally between 0 and 2). Secondly, the PAMP 2010 Scoring Criteria was further integrated as a means of differentiating projects that initially had the same Bike Plan score. Completed projects were also removed, and new projects added, which also increased the number of priority projects identified in Bike Plan 2013 from 28 projects to 40 priority projects.

The **Bike Plan 2018 Scoring Criteria** still reflects the Bike Plan's unique scoring requirements, but recognises and encompasses principles of the PAMP to aid in the prioritising of projects, and as such has again been considered as fit for purpose until now as it still caters for anticipated growth while providing an equitable spread of projects across Shoalhaven.

Like the PAMP projects, funding limitations again remain the key constraint to Council being able to significantly expand the bike network to suit everyone's immediate needs, but the Bike Plan 2018 Scoring Criteria have provided acceptable outcomes based on the number and spread of projects included in the Bike Plan (and PAMP).

A summary of the Bike Plan 2018 Scoring Criteria is provide in **Table 20**.

Table 20: 2018 – 2023 Bike Plan Scoring Criteria

| Ranking criteria   | Scores    |
|--|-----------|
| Does it provide a significant improvement to cyclist safety (minimise conflict with vehicles) (vehicle speed $\leq 80\text{km/h} = 2$ )                                      | 2         |
| Is it used daily by individual cyclists or regular cyclist groups (regular cyclist group = 2)  | 2         |
| It is regularly used for a planned cycling event? (i.e. cycling organisation and/or approved by Council, RMS etc).   | 1         |
| Does it complete or extend an existing cycleway network component. (either on-road or off-road)?   | 1         |
| Does it connect to at least one of the following destinations?<br>Education facility<br>Key transport node<br>Shopping centre<br>Recreational facility<br>Community facility | 1         |
| Does it have the potential to be promoted as a scenic / tourist ride?  | 1         |
| It is relatively easy or cheap to provide? (i.e. less than \$20,000)   | 1         |
| Likely to be funded or part provided by another agency or group (i.e. TfNSW, Community Group, etc)?  | 1         |
| Is there an alternative or safer route available for cyclists?   | -1        |
| <b>Total score possible</b>  | <b>10</b> |

### 10.3 Updating the Scoring Criteria

#### 10.3.1 Overview

As discussed in sections above, both the PAMP 2010 and Bike Plan 2018 Scoring Criteria are considered fit for purpose; however, this does not mean that they encompass as many key factors for consideration in ranking active transport projects as perhaps there should be.



Conversely though, the need for a review of the Scoring Criteria reflected the concerns of a number of CCBs and stakeholders that there were too many factors for consideration, and that the Scoring Criteria have evolved over time in a manner which makes them too complicated and confusing for the community to understand; too complicated and time consuming for Council staff to maintain; and too expensive to allow all projects to be scored or re-scored as part of updates of the PAMP and Bike Plan.



Notwithstanding, based on the feedback from the CCBs and other stakeholders, there was general consensus that the Bike Plan 2018 Scoring Criteria covered all key issues, as well as being relatively easy to use and understand. As such, the Bike Plan 2018 Scoring Criteria were largely adopted as the starting point for the review of the Scoring Criteria.

In addition though, it was also agreed that a single “active transport” criteria needed to be adopted as the use of different criteria for the PAMP and for the Bike Plan is just too clumsy, and more to the point impractical, considering there is typically one bucket of active transport grant funding up for grabs; having separate lists with separate scores was therefore simply confusing and unworkable. As such, a single set of active transport criteria has been developed as part of the Strategy, based on the 2018 Bike Plan criteria, but also expanded to address broader PAMP, connectivity, inclusion, accessibility and Movement & Place principles as well.

Finally, it is noted that “Walk Score.com” outcomes also used to feature in previous PAMP criteria; however these have been omitted from the latest criteria to avoid duplication of the same principles and simplify the new criteria.

### 10.3.2 Preliminary Scoring Criteria

Further to the above, the first task in developing the broader suite of active transport strategies was to review the past and present Scoring Criteria and - further to additional consultation with Council - provide any recommendations for revisions to the Scoring Criteria. Moreover, the Scoring Criteria Review sought to determine whether a single set of **Active Transport Scoring Criteria** could be adopted to assess all active transport projects.

To commence this process, Council prepared what is essentially a hybrid of the PAMP 2010 and Bike Plan 2018 Scoring Criteria for more detailed review to ensure that all key elements of good active transport planning, and prioritisation of active transport projects, are captured to as great an extent as possible in the Scoring Criteria.

The **Preliminary Scoring Criteria** identified by Council are summarised in **Table 21**.

Table 21: Preliminary Scoring Criteria

| Ranking criteria  | Scores    | From Bike Plan | From PAMP      |
|---|-----------|----------------|----------------|
| Addresses a current missing link/or constraint in an existing network (only 1 point if a reasonable alternative exists)   | 3         |                | Yes - modified |
| Does it complete or extend an existing network  | 1         | Yes - modified | Yes - modified |
| Is it Consistent with the DIAP (removing obvious barrier and representing a significant improvement to local accessibility)   | 2         |                | Yes - modified |
| Is the location in a growth area or experiencing rapid increase in demand (from residential, commercial, or tourism growth)   | 2         |                | Yes - modified |
| Is the location in a town/village but currently no other form of active transport linkage exists, or existing facilities are inadequate   | 2         |                |                |
| Location is within an established populated town/village area (2) or is more isolated/further out (1)   | 0-2       |                |                |
| Deduct Points in a low speed residential environment and/or where a suitable off road alternative already exists  | -5        |                |                |
| Deduct Points for a widening proposal (widening of existing paths should be undertaken when path due for replacement)   | -5        |                | Yes - modified |
| Traffic Risk (range of 1 - for local road, 2 lower volume collector, 3 higher volume collector, - to 4 for higher volume main road)   | 1 - 4     |                | Yes - modified |
| Does it provide a significant improvement to safety (minimise or removes conflict with vehicles) Range 0 -3   |           | Yes            | Yes - modified |
| Yes - high speed environment (>=60kph)  | 3         | Yes - modified |                |
| Yes - low speed environment (<60kph)  | 1         | Yes - modified |                |
| Evidence of regular use by pedestrians & cyclists (including use by walking & cyclist groups, or for planned events) - some locations are obvious- from observations, local knowledge, or anticipated due to adjoining generator - refer also to events calendars, strava heat maps, and other indicators of current demand where available (range 0 - 2)   | 0 - 2     | Yes - modified |                |
| Does it connect to at least one of the following destinations? (*Add/sum all relevant points) -   |           |                |                |
| Commercial/Retail (including local & neighbourhood shops)/shopping centre/CBD or civic/entertainment centre   | 1         | Yes            | Yes            |
| Retirement, Seniors Living, Aged Care, hospitals, medical precincts   | 1         |                | Yes            |
| Education facilities - of any type  | 1         | Yes            | Yes            |
| Community facilities (includes pre-school, day care, churches, library's, clubs, evac centres, etc)   | 1         | Yes            | Yes            |
| Recreational facilities   | 1         | Yes            | Yes            |
| Caravan Parks or other local generators of demand   | 1         |                | Yes            |
| Transport Nodes (bus zones and shelters, train stations, taxi ranks, other multi-modal facilities)  | 1         | Yes            | Yes            |
| Does it have the potential to be used or promoted as a scenic / or tourist activity ?   | 1         | Yes - modified | Yes - modified |
| <b>Sub-Total (maximum score possible)</b>   | <b>30</b> |                |                |
| <p><i>* Following the ranking of projects based on the adopted criteria, where a community group subsequently provides a guide to Council of their own local community priorities, a manual adjustment can be made to the scoring of individual projects, as long as the adjusted project score does not then exceed the maximum individual project score for that local community's projects</i></p> |           |                |                |

Further to the review of the Preliminary Scoring Criteria, the following issues were identified for additional consideration:

- **Missing Links Criteria:** While this is considered an important criteria worthy of a high ranking, there may be some ambiguity in the definition of "missing link", and specifically what the distance of the missing link may be.



This had previously been broken down into a number of sub-categories based on distance, demand and cost, so to wrap all of these considerations into a single criteria may not reflect projects with the potential for “*bang for buck*” or “*easy win*” outcomes, particularly when considering smaller, cheaper projects that still provide real value for the local community.

Without overcomplicating this criteria, it was recommended that smaller projects (less than 50m of new path for example) be awarded 3 points, larger projects (more than 50m of new path) 2 points, and projects where alternative options exists (but where the project would still fill a gap) 1 point.

- **Safety:** The general classification of projects with adjacent road speeds of above or below 60km/h was supported; however, it was recommended that additional points be allocated to locations where there have been a pedestrian or cyclist crash. The reason for this is two-fold; firstly, a crash suggests that there may be some issue with the active transport infrastructure at the location (as opposed to simple human error), but secondly – and perhaps more importantly – the community would expect a specific response to locations where there has been a crash. With reference to the discussion of crashes in **Section 6.4**, it was recommended that at least 1 point be awarded for a minor crash location, and 2 or even 3 points for a serious or fatal crash location.
- **Regular Use:** There may be some subjectivity in regard to what would be “*regular*” use of paths or crossing facilities; noting that earlier criteria already award points for usability and frequency of movements in urban areas, to gain additional points here the location would need to be isolated but still have regular use.

It was therefore recommended that 2 points were awarded for locations with 50+ movements per day, and 1 point for locations with less than 50 movements per day.

- **Special Use Provisions:** Noting that all of the Preliminary Scoring Criteria award 1 point to – essentially – every project providing access to local attractors, it was recommended that an additional point (i.e. a total of 2 points) be awarded to projects specifically providing access for educational facilities; community facilities; and senior/retirement facilities, as these are the land uses most likely to generate active trips, as well as often being generated by the vulnerable pedestrians and cyclists.

It was noted that there would likely be few of these locations, as most of these facilities would already be provided with some level of active transport infrastructure, even if further improvements are required or being requested by the community.

### 10.3.3 Active Transport Scoring Criteria

Further to consideration of the recommendations made in regard to the Preliminary Scoring Criteria, Council agreed to adopt these recommendations in the Active Transport Scoring Criteria, to be applied to all active transport projects; the Active Transport Scoring Criteria are summarised in **Table 22**, while details of additional ranking considerations are discussed in **Section 10.4**.

Table 22: Active Transport Scoring Criteria

| Criteria # | Paths & Crossings Project  | Score     |
|------------|--|-----------|
| 1          | Addresses a current missing link/or constraint in an existing network:   |           |
|            | Less than 50m  | 3         |
|            | More than 50m  | 2         |
|            | Where alternative path exists  | 1         |
| 2          | Does it complete or extend an existing network   | 1         |
| 3          | Is it Consistent with the DIAP (removing obvious barrier and representing a significant improvement to local accessibility)  | 2         |
| 4          | Is the location in a growth area or experiencing rapid increase in demand (from residential, commercial, or tourism growth)  | 2         |
| 5          | Is the location in a town/village but currently no other form of active transport linkage exists, or existing facilities are inadequate  | 2         |
| 6          | Location is within an established populated town/village area (2) or is more isolated/further out (1)  | 2         |
| 7          | Deduct Points in a low speed residential environment and/or where a suitable off road alternative already exists   | -5        |
| 8          | Deduct Points for a widening proposal (widening of existing paths should be undertaken when path due for replacement)  | -5        |
| 9          | Traffic Risk (range of 1 - for local road, 2 lower volume collector, 3 higher volume collector, - to 4 for higher volume main road)  | 4         |
| 10         | Does it provide a significant improvement to safety (minimise or removes conflict with vehicles)   |           |
|            | Yes - high speed environment (>=60kph)   | 3         |
|            | Yes - low speed environment (<60kph)   | 1         |
|            | Fatal or serious pedestrian accident   | 3         |
|            | Minor pedestrian accident  | 1         |
|            | Run-off-road adjacent pedestrian demand  | 1         |
| 11         | Run off-road no adjacent pedestrian demand   | 0         |
|            | Evidence of regular use by pedestrians & cyclists (including use by walking & cyclist groups, or for planned events) - some locations are obvious- from observations, local knowledge, or anticipated due to adjoining generator - refer also to events calendars, strava heat maps, and other indicators of current demand where available: |           |
|            | 50+ ped/cycle movements per day  | 2         |
| 12         | Less than 50 ped/cycle movements per day   | 1         |
|            | Does it connect to at least one of the following destinations? (*Add/sum all relevant points)  |           |
|            | Commercial/Retail (including local & neighbourhood shops)/shopping centre/CBD or civic/entertainment centre precincts  | 1         |
|            | Retirement, Seniors Living, Aged Care, hospitals, medical precincts  | 2         |
|            | Education facilities - of any type for discussion  | 2         |
|            | Community facilities (includes pre-school, day care, churches, library's, clubs, evac centres, etc) for discussion   | 2         |
|            | Recreational facilities for discussions  | 1         |
|            | Caravan Parks or other local generators of demand  | 1         |
| 13         | Transport Nodes (bus zones and shelters, train stations, taxi ranks, other multi-modal facilities)   | 1         |
|            | Does it have the potential to be used or promoted as a scenic / or tourist activity ?  | 1         |
| 14         | Has the project been specifically identified as a priority by the Community?   | 5         |
|            | <b>Sub-Total (maximum score possible)</b>  | <b>40</b> |

## 10.4 Additional Ranking Considerations

### 10.4.1 Project Timing

With reference to **Table 22**, an additional Scoring Criteria that has been individually assessed relates to the whether or not a project can actually be constructed at this time, or moreover at the time that funding might become available.

Many of the identified projects relate to infrastructure in close proximity to or indeed adjoining new residential subdivisions and other similar developments where a project would effectively tie in with the future active transport infrastructure provided as part of those developments.

This means that there is little point prioritising these adjacent projects, even though they may be ranked highly further to the application of the Active Transport Scoring Criteria, until these adjacent developments are underway.

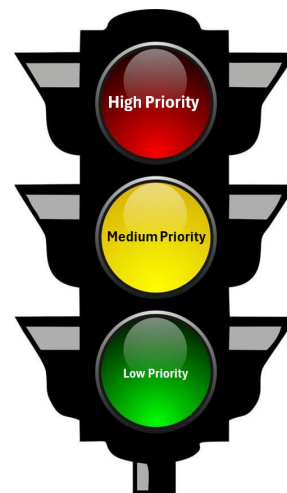
As such, while these project have not been negatively scored, they have been demoted until such time as the development that they will tie into has been completed. Again, it is noted that the Bike Plan and PAMP are live documents, and as such when these developments are under way, these projects will be reinstated to their proper ranking.

### 10.4.2 Paths Priority Level

So as to further breakdown the ranking of paths projects for greater clarity for Council and the community (when advocating for projects) an overriding **Priority Level** index was determined which divides the paths projects into 3 levels, being:

- High Priority.
- Medium Priority.
- Low Priority.

Broadly, High Priority is given for the top 10% - 15% ranked paths projects; Medium Priority for the middle 25% - 35% ranked path projects; and Low Priority for the remaining paths projects. It is noted that there are currently some 700 active transport projects identified in the PAMP and Bike Plan; given then enormity of the current backlog of projects across Shoalhaven, the intent of the “*traffic light*” methodology is to simplify further the reporting of project rankings for Council’s consideration.





#### 10.4.3 Community Advocacy

With reference to **Table 22**, another key change to the Active Transport Scoring Criteria has been the introduction of the ability of CCBs and other special interest groups to effectively "play around" with the reported default list of scores within their own communities.

This effectively means that, following the rigorous independent and objectively raw scoring process, if a CCB is not happy with the "order" of their priorities, they can request for the order of their own town or village priorities to be adjusted up/down, so long as this doesn't elevate their "highest" priority to a score higher than what was the default highest score for their town or village (i.e. so that it doesn't change their highest priority *relative to other projects across Shoalhaven*).

More plainly, what this effectively means that is if a town or village's highest priority project was scored as being (just as an example) 22 points, then in requesting that a lower priority project be "moved up" to a higher (or highest) priority for that town or village, the highest it can be moved up is to a score of 22 points and the previously highest priority project will have to be moved down the list (i.e. score lower) so that projects in other parts of Shoalhaven are not unduly demoted.

This is simply empowering local communities and CCBs to have more say in the "order" of their own projects, without upsetting their overall ranking across Shoalhaven.

Notwithstanding, Council will still have the discretion of considering a whole range of other factors when it considers and determines its active transport budget each year, and the projects it chooses for delivery on an annual basis.

#### 10.4.4 Crossings and Shared User Path Bridges Priority Level

As discussed in **Section 7.4**, consideration of the basic mix of pedestrian/cyclist volumes and traffic volumes ( $P \times V$ ) will always remain a key identifier for Council in determining priorities for active transport infrastructure, more specifically for the ranking of pedestrian crossings and SUP bridges, as a direct and measurable indicator of demand relative to other projects across Shoalhaven.

The application of  $P \times V$  is most often considered where new road projects or high pedestrian generating developments are proposed, as it provides an initial indication that new or improved active transport infrastructure might be required. Moreover,  $P \times V$  remains the best means of prioritising crossing projects and SUP bridge projects, again to simplify further the reporting of project rankings for Council's consideration. In this regard then,  $P \times V$  is akin to an early warning system, even if only to alert Council that a certain location may be added to the current projects list.

Broadly again therefore, High Priority is given for the top 10% - 15% ranked paths projects; Medium Priority for the middle 25% - 35% ranked path projects; and Low Priority for the remaining paths projects.



As discussed, the use of P x V as a specific volume threshold warrant has always been controversial, with most communities struggling to understand how locations just under threshold warrants are not prioritised, but as soon as a warrant is reached – sometimes simply due to an extra 100 vehicles per day, or 10 additional pedestrians in an hour - a location all of a sudden becomes a priority. Again therefore, it is important to reiterate that warrants have always been treated with a level of discretion, and that P x V remains a useful and reliable means for Council to prioritise large numbers of potential projects, and as such have been formally absorbed into the PAMP.

SUP bridges are very significant in the context of the broader Strategy for a number of reasons; they directly move pedestrians and cyclists from constrained roadways; they more often than not address critical missing links; and can be game changing in terms of the connections and accessibility that they provide.

Unfortunately though, they are also extremely expensive!

The Strategy identifies more than 40 of SUP bridge projects across Shoalhaven, which also would nearly double the cost of our entire active transport projects. This makes the ranking of these projects very important, and the formula of P x V is supported as the simplest and most effective means of prioritising these important projects.

### 10.5 Paths for Investigation

Briefly, as part of the Paths & Crossings Review, some path projects have been identified as being “**for investigation**.” These projects (but not all) are quite aspirational, and reflect requests from either the community or Council for longer term priorities for active transport connectivity.

However these projects will not be included in the PAMP Maps until such time as they are firstly found to be feasible (or not); and also due to their potential impact on third party land (either private land or State land holdings) either directly or indirectly.

These projects generally haven't been formally captured in the PAMP in the past; however, these projects have now been separately categorised, and scored/ranked (also using the new Active Transport Scoring Criteria for consistency and fairness in consideration); separate allocations of funding will need to be identified to initially progress investigation into these projects.

It is noted that the NSW Government's “Get Active NSW” program now permits “**projects for investigation**” to be considered; however, it will be a matter for Council to balance these priorities, which will inevitably have to compete within the same funding that could be used for other eligible and construction ready projects.

Following any investigations of these projects, it is anticipated that some of these projects may not be supported for progression, while others may be supported if found feasible.



At that point, these projects will need to be mapped (once an alignment is confirmed with more accuracy), and moved to the broader Paths Ranking spreadsheet for re-scoring and prioritisation against all other active transport projects across Shoalhaven.

These Investigation Projects are detailed in **Appendix E (Paths for Investigation)**, and some more notes about these projects are also provided in **Appendix F (Notes to Scoring Criteria and Project Ranking Spreadsheets)**, noting that in some cases significant investigation work (and significant allocations of funds) will be required *in the first instance* to undertake the proper and appropriate assessments of each of these projects, in consultation with affected owners and the broader community. Again, it is only further to these investigations that these projects can be properly considered; properly mapped; ranked; and then considered for delivery by Council.

Finally, it is noted that these "investigation" projects will also be faced with the same funding challenges facing Council, and the success of any individual project may be at the discretion of the NSW Government as they determine grant priorities amid their own funding constraints.

### 10.6 Project Ranking

The full list of identified active transport projects across Shoalhaven, and their ranking further to application of the Active Transport Scoring Criteria, is provided in **Appendix B (Paths)**; **Appendix C (Crossings)**; **Appendix D (SUP Bridges)**; and **Appendix E (Paths for Investigation)**.

Critically though, the **Project Ranking** is designed to provide an empirical assessment of each project based on specific, tangible criteria. As such, while there is certainly merit in considering the higher ranked projects, this should not be seen as prescriptive, as there are many subjective factors that also need to be considered by Council and the community, including:

- Cost of the works.
- *Bang for buck.*
- Community priorities.
- Potential funding sources.
- Timing of new developments.
- Changes in public transport routes/services.
- Changes to the road network.
- State and/or Federal Government Priorities and funding criteria.
- Alignment to other programs, initiatives and projects.

Notwithstanding, the Project Ranking will continue to be the prime reference for the prioritisation of future active transport projects subject to Council's regular review of the Community Plan, and the annual review of the DPOP, and in turn applies its own discretion amid a range of other factors when determining which projects it may or may not support for delivery as part of its annual budgetary deliberations.



### 10.7 Project Notes

There are a number of relevant notes/caveats identified in regard to the ranking of projects, and more specifically to each of the individual Active Transport Scoring Criteria. These include a discussion of costs/units rates for different types of paths and crossings; the length of active transport paths compared with the length of roads; and some of the individual factors that can relate to specific projects.

Moreover of course, it is important to provide the community with more information in this regard given the extent of the backlog of active transport projects, currently being more than 700 paths projects and 200 crossing projects.

These notes/caveats are detailed in **Appendix F**, and should be read in conjunction with the Project Ranking Spreadsheets in **Appendix B (Paths)**; **Appendix C (Crossings)**; **Appendix D (SUP Bridges)**; and **Appendix E (Paths for Investigation)**.

## 11 The Active Transport Strategy

In order to best meet the demands and expectations of the community, and to ensure a robust, inclusive and evolving active transport networks that will assist in meeting active travel demands across Shoalhaven, the Strategy includes 3 key Priorities and associated Action items, which are detailed in sections below.



### Priority 1

Connected, safe, inclusive and legible active transport networks



### Priority 2

Aligning with local and NSW planning and active transport strategies and guidelines



### Priority 3

Encourage and promote active trips as safe and viable modes of transport



## Priority 1

Connected, safe, inclusive and legible  
active transport networks

### 11.1 Priority 1: Connected, Safe, Inclusive and Legible Active Transport Networks

#### 11.1.1 Action 1: Prioritised Program of Pedestrian Projects

- ✓ Continue to update and maintain a clear plan of existing and proposed pedestrian corridors through further development of the PAMP Interactive Mapping Tool to identify and deliver improvements and works, including but not limited to footpaths and SUPs, shading, seating, and safer crossings.
- ✓ Continue to review intersections and mid-block locations across Shoalhaven where interaction between traffic and pedestrians is of concern, or require interventions to improve safety and efficiency
- ✓ Continue to identify and deliver pedestrian improvements and works, addressing safety and reduced pedestrian crossing delays, and promoting active transport by making it safer and easier.
- ✓ Ensure all new or upgraded pedestrian infrastructure is constructed in accordance with the most up-to-date guidelines, while being cognisant of a common sense approach in order to get the highest number of vulnerable users off the road, and stretch our limited resources as far as we possibly can.
- ✓ Undertake more detailed local area planning for pedestrian projects in areas where numerous projects have been identified so as to maximise the integration of active transport networks. A separate allocation of funding is required for "**investigation**" projects, necessary to either accept or reject those "**visionary**" or "**controversial**" projects that may be a good idea, but not viable at this time; or may have strategic merit, but (for example) adversely impact properties. It is important to work through these projects over time to either remove them from consideration, or better define proposed active transport corridors, providing more certainty and enabling these projects to be more accurately mapped in the PAMP Interactive Mapping Tool.
- ✓ Continue to view the Active Transport Ranking Spreadsheet as an evolving operational strategy document, kept as up-to-date as possible by Council staff by removing completed projects (or those proposed to be undertaken by third parties); amending existing pedestrian projects following more detailed investigations; or adding new pedestrian project concepts, all in accordance with the adopted Active Transport Scoring Criteria.



#### 11.1.2 Action 2: Prioritised Program of Bike Projects

- ✓ Continue to update and maintain a clear plan of existing and proposed bike paths and facilities, through further development of the PAMP Interactive Mapping Tool and then a separate Bike Plan Interactive Mapping Tool - to identify and deliver improvements and works including but not limited to cycleways, shared paths, bike racks, shading, seating, and safer crossings.
- ✓ Prepare plans for priority cycling corridors to identify and deliver improvements and works, including but not limited to on and off-road cycle lanes, SUPs, shelters and safer and more efficient road crossings.
- ✓ Expand the PAMP Interactive Mapping Tool (and include in the future Bike Plan Interactive Mapping Tool) the popular "Connector Routes" and "Popular Routes" from Bike Plan 2013, and look to modify or expand these routes if/as required in consultation with key stakeholders.
- ✓ Continue to review intersections and mid-block locations across Shoalhaven where interaction between traffic and cyclists is of concern or requires interventions to improve safety and efficiency.
- ✓ Undertake more detailed local area planning for bike projects in areas where numerous projects have been identified so as to maximise the integration of active transport networks. A separate allocation of funding is required for "*investigation*" projects, necessary to either accept or reject those "*visionary*" or "*controversial*" projects that may be a good idea, but not viable at this time; or may have strategic merit, but (for example) adversely impact properties. It is important to work through these projects over time to either remove them from consideration, or better define proposed active transport corridors, providing more certainty and enabling these projects to be more accurately mapped in the PAMP Interactive Mapping Tool and future Bike Plan Interactive Mapping Tool.
- ✓ Continue to view the Active Transport Ranking Spreadsheet as an evolving operational strategy document, kept as up-to-date as possible by Council staff by removing completed projects (or those proposed to be undertaken by third parties); amending existing bike projects following more detailed investigations; or adding new bike project concepts, all in accordance with the adopted Active Transport Scoring Criteria.

#### 11.1.3 Action 3: Review and Maintain Active Transport Assets

- ✓ Ensure asset management systems incorporate regular maintenance of active transport infrastructure, including regular review of Council's AMPs, ensuring that the balance between infrastructure and maintenance capability is sustainable.
- ✓ Promote processes by which the community can report maintenance issues to Council.
- ✓ When active transport facilities are replaced under renewal programs, ensure they are upgraded to meet current standards wherever possible.
- ✓ Undertake active transport path renewal and maintenance as necessary.

- ✓ Undertake regular reviews of Council's older infrastructure networks, auditing hazards and prioritising safety improvements, utilising Council's adopted Active Transport criteria to manage competing priorities.



## Priority 2

Aligning with local and NSW  
planning strategies and guidelines

### 11.2 Priority 2: Aligning Local and NSW Planning Strategies and Guidelines

#### 11.2.1 Action 1: Coordinate Movement & Place Outcomes

- ✓ Identify projects which can achieve pedestrian and cycle benefits as well as enhance the broader area in accordance with Movement & Place objectives.
- ✓ Continue to advocate to ensure that all major transport projects provide for active transport and active transport connectivity to the local road network, providing options that cater for longer term network connections along strategic corridors, and between strategic corridors and our local communities and key destinations. This must include the incremental development of the strategic spine corridor along Princes Highway with each successive Princes Highway upgrade project to achieve the same strategic spine-diverting principles "through" our towns and villages to provide convenience, amenity, and economic benefits along the route.
- ✓ Improve pedestrian and cyclist wayfinding signage, in particular upon completion of individual active transport networks, and in the shorter term identify any warning signage/low cost safety improvements that could be undertaken to make existing routes safer until longer term upgrades can be delivered.
- ✓ Improve the design and provision of rest places and in-between spaces to make active transport more attractive, comfortable and convenient.

#### 11.2.2 Action 2: Work towards 15 Minute Neighbourhoods

- ✓ Identify projects which can achieve pedestrian and cyclist benefits as well as enhancements in accordance with 15 Minute Neighbourhood objectives.
- ✓ Ensure pedestrian connectivity to local bus routes is designed to facilitate 15-Minute Neighbourhoods.
- ✓ Investigate locations for end-of-trip facilities in key towns and villages, including secure bicycle parking, showers, change rooms and lockers.
- ✓ Provide short-term bicycle parking in all towns and villages to meet short term user demand.



- ✓ Prioritise the delivery of bicycle-parking facilities at key destinations including activity centres, parks, sporting and community facilities, and schools.
- ✓ Investigate the installation of lighting where paths carry a substantial number of pedestrian or cyclists during periods of darkness, though at the same time ensuring adjacent residents are not impacted by over designed lighting/light-spill.
- ✓ Continue to provide mid-trip facilities as part of network delivery i.e. seating, water fountains, shelters, toilets and rest areas.

#### 11.2.3 Action 3: New Developments

- ✓ Ensure that the pedestrian and cyclist infrastructure requirements are specifically identified in the Shoalhaven DCP and other planning documents for all new developments.
- ✓ Ensure that new residential developments cater adequately for public transport, at each stage, ensuring that bus stops are accessible within 400m of all dwellings, and ensuring that an integrated networks of paths and crossings is provided to safely and conveniently link residents with bus stops.
- ✓ Ensure that the Shoalhaven DCP and Engineering Specifications include the most up-to-date design standards for active transport infrastructure.
- ✓ Ensure that new residential and commercial developments provide high standard internal pedestrian networks, including an appropriate hierarchy of pedestrian and SUPs and crossing facilities.
- ✓ Ensure that new residential developments provide pedestrian and cyclist connectivity to external paths where available, and work to provide missing links wherever practical.
- ✓ Ensure that active transport paths provide access to key internal attractors including bus stops, parks and recreational facilities, retail/commercial areas and community facilities.
- ✓ Ensure that all new commercial and NSW Government sector developments appropriately consider active and public transport at all design stages, ensuring that bus stops are provided or amended to suit developments, and ensure that paths and crossings provide safe and convenient access to and through the development with appropriate connectivity to existing transport networks.

#### 11.2.4 Action 4: State Planning

- ✓ Continue to monitor state and regional planning strategies to ensure that they align with the Strategy.
- ✓ Continue to actively lobby for increased funding for active and public transport projects in Shoalhaven, and ensure that lobbying is effectively targeted at all levels of Government.



## Priority 3

Encourage and promote the  
use of active transport

### 11.3 Priority 3: Encourage and Promote Active Transport

#### 11.3.1 Action 1: Promote and encourage active transport

- ✓ Prepare and implement a social media strategy to promote and inform the community on walking and cycling and to start community conversations on relevant issues.
- ✓ Continue to update and expand the PAMP Interactive Mapping Tool, and work towards providing a separate Bike Plan Interactive Mapping Tool, providing user friendly tools for the community to review existing and proposed pedestrian and cycling projects and networks.
- ✓ Utilise local Visitor Information Centres and Tourism Organisations to promote recreational and every day active transport experiences.
- ✓ Continue to promote the "Share the Track" campaign, in collaboration with adjoining Council's, to encourage and promote safety; to highlight the message that off-road SUP infrastructure is there for all to share; and promote appropriate behaviour to ensure that everyone (residents and visitors alike) can all get out there and safely enjoy the benefits of active transport.
- ✓ Promote the health, lifestyle and economic benefits of walking and cycling, particularly targeting school students, commuters and residents living in close proximity to town and village centres.
- ✓ Promote completed infrastructure to ensure the community is aware of the active transport.
- ✓ Undertake targeted promotion of new facilities to the surrounding and broader community via mechanisms such as maps, newsletters, community events, media releases, annual updates to "Shoalhaven Advocacy Projects", and associated social media strategies, to keep community and political conversations going on all forms of Active Transport and the need for more.
- ✓ Participate and promote statewide and national events that promote cycling and walking, for example Bike Week festivities, National Ride2Work Day, Share the Road campaigns, Heart Foundation Walking program.
- ✓ Continue to work with other agencies to deliver and promote recreation and tourist based walking and cycling events, destinations and opportunities in the region.
- ✓ Investigate providing a bicycle fleet (including e-bikes and e-scooters) for Council staff to ride to meetings and site visits.



- ✓ Trial “Pop Up” pedestrian and cycle infrastructure and tie-in with community events to gather feedback and promotion.

#### 11.3.2 Action 2: Educate

- ✓ Continue to include road and pedestrian safety programs in schools.
- ✓ Continue to work with walking and cycling groups to encourage new participants via community education forums and special walking and cycling events.
- ✓ Ensure all campaigns, messaging and education material considers vulnerable and under-represented user groups i.e. children, women and seniors.

#### 11.3.3 Action 3: Integrate

- ✓ Incorporate pedestrian and cycling infrastructure into all transport projects.
- ✓ Continue to deliver pedestrian and cycling infrastructure as part of all road/intersection upgrades projects.
- ✓ Ensure active transport planning and infrastructure is considered in all Council and State Government projects in Shoalhaven.
- ✓ Partner with the NSW Government to deliver regional planning outcomes which support and encourage and increased take-up of walking and cycling trips.

#### 11.3.4 Action 4: Best Practice

- ✓ Review Council standards for pedestrian and cyclist infrastructure to ensure they represent the most up-to-date standards, while remaining cognisant of the common sense approach, and out key objective of getting more people active and providing as many of our most vulnerable users as possible with off-road path options.
- ✓ Ensure that the PAMP and Bike Plan remain up to date to reflect latest thinking and current guidelines and strategies so as to maximise the shift in travel modes towards increased active [and public] transport.

#### 11.3.5 Action 5: Monitor

- ✓ Collect and review regular active transport network and participation data for benchmarking.
- ✓ Continue to collect and review pedestrian and cyclist volume data to ensure that proposed active transport projects target locations where safety improvements are unquestioned; provide the greatest bang for buck; reflect the highest crossing priorities across Shoalhaven; and provide Council with the key data to prepared appropriate business cases to justify Council and/or grant funding expenditure.



- ✓ Continue to collect and review traffic volume and speed data to ensure that off-road active transport projects target locations where safety improvements are unquestioned; provide data that supports the application of traffic volume based criteria assigned to some projects; and provide Council with the key data to prepared appropriate business cases to justify Council and/or grant funding expenditure.
- ✓ Aim to undertake a review of the Active Transport Strategy, PAMP and Bike Plan at least every 5 years, ensuring the strategies remain up-to-date and reflect the latest thinking, guidelines and strategies so as to maximise the shift in travel modes towards increased active trips.
- ✓ Provide the community with an opportunity to review projects and selection criteria as part of each review process.
- ✓ Continue to update and evolve the PAMP Interactive Mapping Tool and future Bike Plan Interactive Planning Tool to ensure proposed projects remain up-to-date; reflect community requested outcomes wherever practical; align with the latest Council and TfNSW objectives and project developments; and reflect the outcome of current investigations.

CL24.238 - Attachment 1

## 12 Key Projects

Finally, further to the outcomes of the Paths & Crossings Review sections below provide details of some of the higher ranked active transport projects, including footpath, SUP and crossings projects; for each, we have provided a short description of the project, and the Active Transport Scoring Criteria factors that saw each rise to the top.

We have also summarised some of the top ranked SUP bridge projects and projects for investigation.

As discussed in **Section 10**, there are many other factors that Council needs to consider in prioritising projects, but the results of the Paths & Crossing Review are an important consideration for Council as they clearly identify how projects compare with other projects across Shoalhaven based on an objective application of the Active Transport Scoring Criteria.

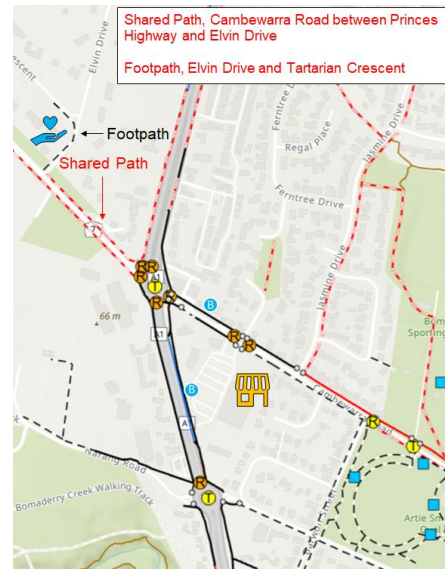
### 12.1 Paths Projects

#### 12.1.1 Shared User Path, Moss Vale Cambewarra

This project provides for a new SUP along the northern side of Moss Vale Road between Elvin Drive and Princes Highway. This project scores highly further to consideration of:

- High traffic volumes and speeds in Moss Vale Road.
- Provides safer access for all users to the Princes Highway & Cambewarra Road intersection, and key destinations to the east of Princes Highway including retail and schools.
- Provides safer access to bus stops in Princes Highway and Moss Vale Road.

This project was specifically requested by Disability Services Australia to link to their facility in Tartarian Crescent with the new Woolworths in Cambewarra Road, and moreover to provide safe access for their residents between the Site and these new retail facilities. A linked project that in turn also ranked highly would provide a footpath in Elvin Drive and the southern end of Tartarian Crescent.



The opening of Woolworths and Aldi in Bomaderry, and the completion of the Princes Highway upgrade (Berry to Bomaderry) and its associated active transport upgrades, has further highlighted this missing link for pedestrians and cyclists between the adjacent residential sub-division and Princes Highway.

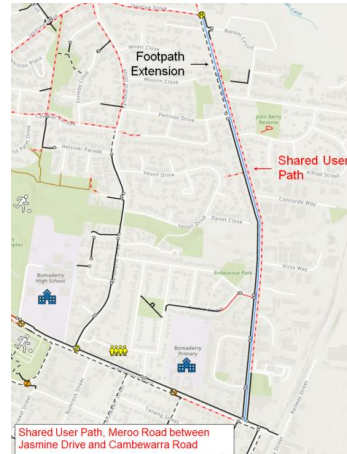
*Remember, all projects that are specifically identified as priorities by the community are scored more highly in accordance with the Active Transport Scoring Criteria, so if there is project that you haven't spoken up about, we are certainly here to listen and take action wherever possible!*

#### 12.1.2 Shared User Path, Meroo Road Bomaderry

This project provides for a new SUP along the eastern side of Meroo Road between Jasmine Drive and Cambewarra Road, in addition to a proposed extension of the footpath on the western side of Meroo Road (also to Jasmine Drive).

This project scores highly further to consideration of:

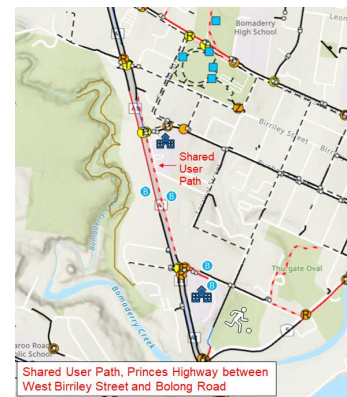
- High traffic volumes and speeds in Meroo Road.
- Safer access for a wide variety of users to key destinations along Meroo Road (industrial precincts); and south of Cambewarra Road, including schools, community facilities, the Bomaderry town centre and Bomaderry Station.



#### 12.1.3 Shared User Paths, Princes Highway Bomaderry

A number of separate projects for SUPs on the eastern side of Princes Highway between West Birriley Street and Bolong Road rated highly, primarily further to consideration of:

- High traffic volumes and speeds in Princes Highway.
- Provides safer access to a number of educational facilities along and east of Princes Highway.
- Provides safer access for all users to key destinations along Princes Highway.
- Connects through to the SUPs south of Bolong Road through to Nowra Bridge, as well as signalised crossings at Bolong Road and Illaroo Road.



#### 12.1.4 Shared User Path, Mark Radium Park, Berry

A number of missing links exist for cyclists and those using mobility devices around the western fringe of Mark Radium Park in Berry following the Foxground and Berry Bypass Princes Highway Upgrade.

While a short section of sealed shoulder was provided for cyclists along the western fringe of Mark Radium Park, there is no connectivity between that shoulder and the adjoining path network, in turn requiring some short, disjointed sections of SUP on both the northern and southern sides of Mark Radium.



This rated highly primarily further to consideration of:

- Vehicle speeds without any safe separation from vehicular traffic.
- Short missing links, providing a bang for buck.
- The improved connection to the adjoining path network.

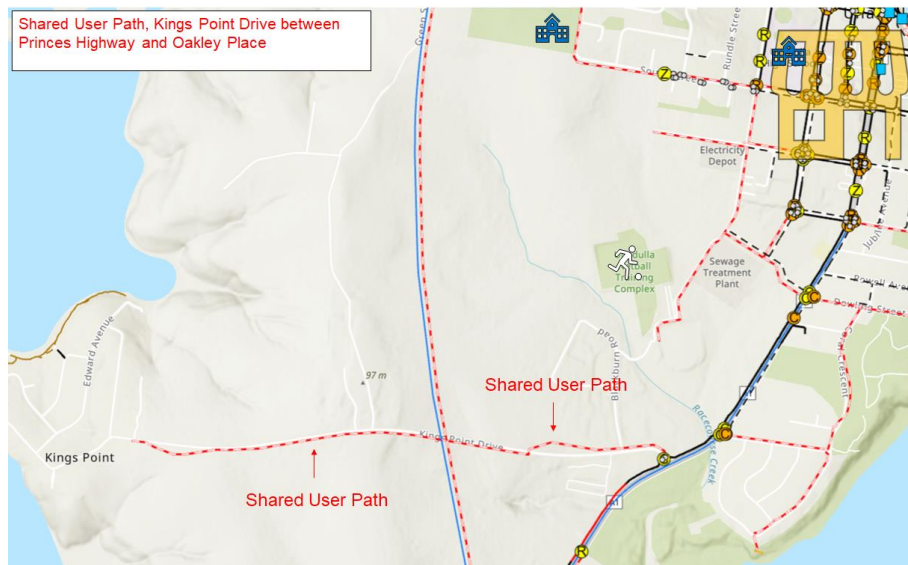
#### 12.1.5 Shared User Path, Kings Point

This project provides for a SUP along the southern side of Kings Point Drive from Princes Highway to Oakley Place, and again represents a significant missing link in the local path network. The project again score highly further to consideration of:

- Moderate traffic volumes and speeds in King Point Drive.
- The fact that there is no safe option for pedestrian or cycling trips between Kings Point and Princes Highway, which means that there is no safe option for all type of pedestrians to access Ulladulla, including schools, recreational facilities and the town centre.

As a small inside into the prioritisation of this project, it was brought to Council's attention that a local resident currently uses a wheelchair to travel from Kings Point into Ulladulla, and has to share a road with no shoulders or off-road alternative with vehicles in an 80km/h environment. Council has already undertaken a concept design for this SUP, and remain hopeful that TfNSW may deliver all or part of the project as part of the Milton Ulladulla Bypass project (which passes Kings Point Drive).

Given that there are some significant property issues involved with the project, this may not be possible in the short term, but the project remains a high priority regardless relative to other city wide projects based on the objective application of the new Active Transport Scoring Criteria.



#### 12.1.6 Shared User Path, Burrill Lake to Lake Tabourie

This project provides for a SUP along the eastern side of Princes Highway between Burrill Lake and Lake Tabourie. The project scored highly further to consideration of:

- Traffic volumes and speeds in Princes Highway.
- An extension of the existing Princes Highway SUP path between Burrill Lake and Ulladulla, providing safe and direct access to schools, retail and other services in Ulladulla for residents of Lake Tabourie.
- Significant potential to attract recreational and tourist trips, and particularly recreational cyclists.



Council is aware of how strongly the local Tabourie community have been advocating for this project over many years due to their current disconnect with the broader Ulladulla area and surrounds, and the current poor condition and safety issues associated with the existing off-road track.



## 12.2 Crossing Projects

### 12.2.1 Huskisson Town Centre, Owen Street and Hawke Street

Other than Princes Highway through Ulladulla, Owen Street and Hawke Street in Huskisson report the highest pedestrian crossing demand in Shoalhaven, a reflection of the popularity of Jervis Bay – and of course Huskisson itself - as a tourist destination.

While Council has been awarded grant funding to undertake some initial pedestrian crossing upgrades, the details of this funding are currently being finalised; depending on what can be achieved with this initial grant funding, it is acknowledged that some staged works may be required in the first instance, with the situation then being continually monitored to identify demand changes and further crossing improvements.

The Huskisson Traffic and Parking Strategy adopted by Council includes the upgrade of the mid-block crossing in Owen Street (between Sydney Street and Currumbene Street) to a formal pedestrian crossing, and additional formal pedestrian crossings on the southern, eastern and northern legs of the Owen Street & Currumbene intersection. Finally, a formal pedestrian crossing in Hawke Street to the south of Owen Street has also been identified.

In almost all instances, the crossing projects have been prioritised further to recent surveys and the application of the P x V formula.

Other improvements may be required in the future, including a formal crossing of the western approach to the Owen Street & Hawke Street intersection (outside the pub); and of other approaches at the Owen Street & Sydney Street intersection (as part of the future roundabout proposal).

Importantly, even where specific projects have not been identified, Council recognises the importance of safe active transport within Huskisson, and we will continue to monitor all streets within Huskisson over time.

### 12.2.2 Princes Highway, Ulladulla and Milton

Several locations along Princes Highway through Milton and Ulladulla have been monitored for some time for potential pedestrian crossing improvements, with individual segments assessed in the P x V rankings, as well as with reference to the varying degree of risk at different locations.

The P x V analysis indicates high [potential] conflict volumes at the Princes Highway & South Street intersection in Ulladulla, which has been listed for proposed traffic signals since the mid 1990's as part of a suite of measures to manage traffic and pedestrian safety pending delivery of the Milton Ulladulla Bypass.

arc traffic + transport understands that the provision of signals has recently been deferred again by the NSW Government and TfNSW, as they investigate other potential solutions as part of the broader Milton Ulladulla Bypass Project.



A location between Church Street and Wason Street (adjacent to the IGA) has recorded the highest P x V in Princes Highway in Milton. Other locations in both Ulladulla and Milton are also being closely monitored for potential pedestrian safety improvements, having been ranked highly in the annual P x V assessment. A range of potential measures are being considered to improve pedestrian safety, with careful assessment to ensure any proposed treatments again to not result in adverse traffic impacts.

#### 12.2.3 Junction Street, Nowra

This project provides for the formalisation a pedestrian crossing at the same location as the existing informal crossing point in the main street (kerb build-outs opposite Morrisons Arcade). This project scored highly as a function of P x V, i.e. the significant pedestrian and traffic volumes mid-block in Junction Street, with modelling indicating no adverse traffic impacts.

Council will also consider the other informal mid-block crossing in the same section of Junction Street, which also ranked highly and is anticipated to be considered for a pedestrian crossing treatment at the same as the Morrisons Arcade crossing upgrade, noting that traffic modelling undertaken by Council indicates no adverse traffic impacts even if both crossings are upgraded.

#### 12.2.4 Queen Street, Berry Town Centre

The main street of Berry has again ranked highly in the P x V analysis, a reflection of the popularity of Berry as a tourist destination and moreover the vitality of Queen Street itself.

Council has previously been awarded grant funding to undertake some initial pedestrian crossing upgrades in Queen Street, but we are still developing designs that meet with the expectations of the local Berry community.

Prior to the Princes Highway bypass of Berry, formal pedestrian crossings in Queen Street weren't considered appropriate due to the very high likelihood of Princes Highway traffic rat-running through adjacent residential streets. Following the completion of the Princes Highway bypass in 2018, Council has actively sought potential grant funding options that could support pedestrian safety improvements in the Berry Town Centre, and particularly in Queen Street.

To the east of Alexandria Street, the existing Queen Street pedestrian refuge ranks very highly for a potential upgrade to a formal pedestrian crossing, and the community has recently requested that consideration be given to an additional crossing treatment further to the east (outside the Berry Hotel), which will be considered in the next round of P x V surveys and analysis.

To the west of Alexandria Street, P x V analysis also indicates that pedestrian crossing upgrades are worthy of consideration, both mid-block near the "donut van" and in closer proximity to the Queen Street & Alexandria Street intersection. It should be noted P X V analysis shows that formal pedestrian treatments are required on each approach to the Queen Street & Alexandria Street intersection, and moreover that traffic volumes in and of themselves suggest a need for an intersections upgrade, potentially to a roundabout (with pedestrian treatments on all approaches).



In the short-term though, Council will continue to investigate addition refuge treatments (such as provided on the northern approach) prior to a longer term roundabout upgrade being considered.

#### 12.2.5 North Street, Nowra

Probably no surprise to anyone - the existing North Street pedestrian crossing ranks very highly in the annual P x V analysis, having previously met former TfNSW warrants when the location was under management of the former Roads & Traffic Authority when the old Princes Highway actually ran through the Nowra Town Centre!

Given ongoing safety concerns at the location, which are a reflection of how traffic and pedestrian volumes at the have grown over the years, Council continues to monitor this location carefully, particularly as pedestrians now need to cross 4 lanes (and at times 4 traffic lanes depending on the time of the day). Given the high P x V results, the most (if not only) suitable upgrade under current standards would be pedestrian signals, potentially tied to the signalisation of the North Street & Graham Street & Egans Lane Car Park intersection.

While – conversely - there has been calls in the past for the crossing to be removed, as a roads authority Council prefers to never endorse a downgrade of a crossing treatment that meets warrants for a formal treatment, particularly where (in this instance) it not only meets warrants but blows them away!

It has been Council's position in the past, and is arc traffic + transport's recommendation reflecting a common sense approach, that given the high quantum of P x V at this location there wouldn't be a reasonable justification for a downgrade (or removal) of the crossing, and again as such the suitable upgrade would provide a signalised intersections with signalised crossings on all approaches.

Until such time as a signalised treatment is provided, the existing pedestrian crossing will need to remain, again noting that it provides safe crossing opportunities than having no crossing at all. Moving forward though – and again noting that Councils are not responsible for traffic signal projects in NSW - Council will continue to lobby TfNSW a suitable grant to deliver the signals.

#### 12.2.6 Kinghorne Street, Nowra

Numerous locations across Nowra have been monitored in the annual P x V surveys and analysis. Although the highest ranked locations in/around the Nowra CBD include North Street (the location of the existing pedestrian crossing - no surprise!) a location in the vicinity of Woolworths and Coles has also been identified as a priority project based on high P x V results, which reflects the high demand for pedestrians crossing between Woolworth and Coles. No surprise there...



Importantly, the evidence available at this time indicates that more detailed traffic modelling of this section of Kinghorne Street Council is unlikely to identify any adverse traffic impacts arising from the provision of a formal pedestrian crossing, and moreover the provision of a formal pedestrian crossing would not only provide a risk management measure, but would provide a significant improvement to safety and accessibility in the busy part of the Nowra Town Centre, particularly for our most vulnerable pedestrians.

#### 12.2.7 Emmett Street, Callala Bay

Emmett Street in the vicinity of the Callala Bay shops has also ranked highly in the annual P x V analysis, a reflection of how busy another one of our coastal villages have also become over the years.

The section of Emmett Street between the Community Centre access and Chisolm Street has been monitored for some time in two distinct crossing demand zones (to the east and west of the shops), with the Paths & Crossings Review in turn identifying the need for 2 pedestrian crossing treatments.

Like other high P x V locations, a pedestrian crossing at even just one of these locations would provide significant and accessibility improvements for the community, in particular for our most vulnerable.

#### 12.2.8 Cambewarra Road, Bomaderry

This projects provides for an upgrade of the existing Children's Crossing outside Bomaderry Public School. This crossing was previously upgraded from at-grade Children's Crossing to a raised Children's Crossing, but monitoring of pedestrian and traffic volumes (yep, P x V) indicates that warrants are met for a formal raised pedestrian crossing (wombat crossing).

This project also scores highly due to the to link between Bomaderry Station and Bomaderry High School, as well as Council's resolution to strengthen the active transport links between Bomaderry Station and the Bomaderry Regional Sports Complex.

### 12.3 Shared User Path Bridges

#### 12.3.1 Millards Creek Ulladulla

This project would provide for the upgrade of the existing Millards Creek Bridge in Princes Highway to a SUP bridge, with a SUP to be provided on the eastern side of the bridge (which attracts some 80% of active trips across the bridge).

It is anticipated that funding for this upgrade could be made available as part of the Milton Ulladulla Bypass, though this is yet to be confirmed. This has been a long sought after project for the community, however projects in this order of cost are typically not achievable through normal grant funding streams, so it is hoped that the Milton Ulladulla Bypass project could be the saviour(!) as this particular project is by far the highest ranked SUP bridge project.



#### 12.3.2 Moss Vale Road, Kangaroo Valley

The project has been a long time coming, and is currently ranked second highest of the SUP bridge projects, based on the annual P x V assessment against other SUP bridge projects across Shoalhaven.

The SUP network in Kangaroo Valley has been a successful collaboration between the community and Council, and indeed one of the first of its kind in Shoalhaven; however, there remain a number of [expensive!] missing links for Council to complete at a later date. This includes gaps in the existing SUP path on the northern side of Moss Vale Road between (generally) 127 Moss Vale Road and 141 Moss Vale Road, which would also require a SUP bridge over the culvert east of 129 Moss Vale Road).

This project would remove many of the current pedestrian crossing movements of Moss Vale Road (many of which are pedestrians/cyclists currently have to cross the road twice) but involves constructing a SUP bridge to cross the existing culvert, to allow continuation of the existing path.

After Millards Creek Ulladulla, this project currently returns a very high P x V result, and the completion of this project would result in much needed safety and connectivity improvements in Moss Vale Road through the Kangaroo Valley Village Centre.

#### 12.4 Paths for Investigation

##### 12.4.1 Overview

The Paths for Investigation projects – many of which are, it is acknowledged, extremely aspirational - are projects that have been requested by the community for future consideration, but simply can't be added to the PAMP or Bike Plan at this time without requiring some degree of initial investigative work

These projects have been separately ranked (using the new Active Transport Scoring Criteria), and a separate allocation of funds will be required in the first instance to undertake the proper and appropriate assessments of each project in consultation with affected owners and the broader community. Again, it is only further to these investigation that these projects can be properly considered; properly mapped; ranked; and then considered for delivery by Council (if indeed they are deemed feasible following the initial investigations).

##### 12.4.2 Falls Road, Falls Creek

The investigation project has ranked highly primarily due to it being an alternative route for cyclists so that they can avoid traversing Princes Highway and Jervis Bay Road.

Council is aware of the recent heightened interest in this project within the cycling community due to the increased risks for cyclists trying to negotiate the construction site of the Jervis Bay Road flyover project, a project being managed/delivered by the NSW State Government, noting that an off-road bike path has not been provided by TfNSW as part of the project.



The Falls Road project has been in the PAMP from the outset (i.e. for more than 20 years), and is a projects that has been discussed with local bike clubs for many years, but it has not gained favour with adjacent landowners, nor have alternative routes identified by Council over a number of years.

Funding will need to be allocated to this project in the first instance to allow appropriate initial investigations to be undertaken, as well as community consultation and further discussions with local landholders to see whether viable alternatives exist, or whether Council may need to examine the provision of an off-road bike track along the original adopted route.

#### 12.4.3 Gerringong and Northern Nowra Rail Trail

Choo choo - Now this one has got our attention!

While this particular project hasn't ranked very highly (at least at this point), so called rail trails have become very significant tourist attractors across Australia over the past 20 years, either using disused railway lines or the immediately adjacent corridor.

Rail trails provide an appropriate gradient for cycling, as railway lines simply can't be provided on steep hills given the operational capabilities of trains; a rail trail between Gerringong and Nowra would not only link to of the South Coast's most populator tourist destinations, but also provide for day-tripping cyclists and pedestrians of all abilities.

Council has resolved to more actively investigate this project in conjunction with future upgrade works along the rail line, which in the first instance will require consultation with TfNSW and Sydney Trains, and well as investigations in regard to potential pinch-points; crossing locations; and land ownership. Further to those investigations, a determination would be made in regard to what formal studies would then be required to examine the viability of the project.

It should be noted that this project has only ranked poorly (in accordance with the Active Transport Scoring Criteria) on the basis that it simply isn't ready for consideration at this point in time. More specifically, the significant constraints along the existing rail corridor indicate that a project of this nature could really only be considered as part of a future rail line upgrade, including future rail line duplication, rail sidings, passing loops and the like given current land constraints.

So, while certainly, whilst aspirational, we can see it being a winner one day, and as such thought it was worthy of a mention here!

*I think I can...*



Draft Shoalhaven Active Transport Strategy Appendices  
including Pedestrian Accessibility & Mobility Plan Update and Bike Plan Update

for

Shoalhaven City Council



## Document Control

**Project No:** 0460  
**Project:** Shoalhaven Active Transport Strategy  
**Client:** Shoalhaven City Council  
**File Reference:** P0460r2v2 Draft Shoalhaven Active Transport Strategy Appendices

## Revision History

| Revision | Date      | Details | Approved by  |
|----------|-----------|---------|--------------|
| v1       | 19/7/2024 | Draft 1 | Anton Reisch |
| v2       | 30/7/2024 | Draft 2 | Anton Reisch |

This document has been prepared by arc traffic + transport for the use of the stated Client only, and addresses the project specifically detailed in this document, and as such should not be considered in regard to any other project. This document has been prepared based on the Client's description of its requirements, information provided by the Client and other third parties. arc traffic + transport does not accept any responsibility for the use of or reference to this document other than intended by the stated Client.



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CL24.238 - Attachment 2



## Appendix A: PAMP Maps

The PAMP Maps (and Bike Plan Maps) are best viewed via the Interactive PAMP Tool, which includes all existing and proposed active transport projects across Shoalhaven. The PAMP Tool's Interactive mapping can be found here:

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

Given the size of the PAMP Map and Bike Plan MAP files, the PAMP Tool should be used as the primary mapping reference for those wishing to review and comment on existing and proposed PAMP and Bike Plan projects.

Note that not all “proposed” projects have been scored/ranked; because of the size of the challenge of providing active transport projects across Shoalhaven at this time, only those projects that are likely to be initiated and delivered by Council, and those projects that can feasibly be delivered in the future, have been scored/ranked. Projects that are anticipated to be delivered by TfNSW have not been ranked, nor have projects that are anticipated or assumed to be conditioned or delivered by new development.

Again, ranking is for projects competing for Council or grant funding that are ready (or in contention) when financing becoming available. Projects that may have to be delivered by Council, but aren't ready yet (for example, those needing new development or other network connectivity to happen first) have either not been ranked, or specifically demoted to a lower priority until such time they should realistically be in contention for delivery.

Even with these omissions and caveats, there are still over 700 projects for active consideration; with limited funding, the delivery of new projects across Shoalhaven is demographically (and topographically) challenging. Notwithstanding, we welcome – and indeed active seek – the views of our entire community to ensure that active transport receives the recognition and prioritisation that it deserves.

A selection of PAMP Maps covering some of our busiest towns and villages are provided below. This is intended to provide a broader example of existing and proposed active transport facilities in some of our busiest towns and villages; show existing levels of connectivity; and how we propose to improve on this connectivity and accessibility for all active transport users in the future.

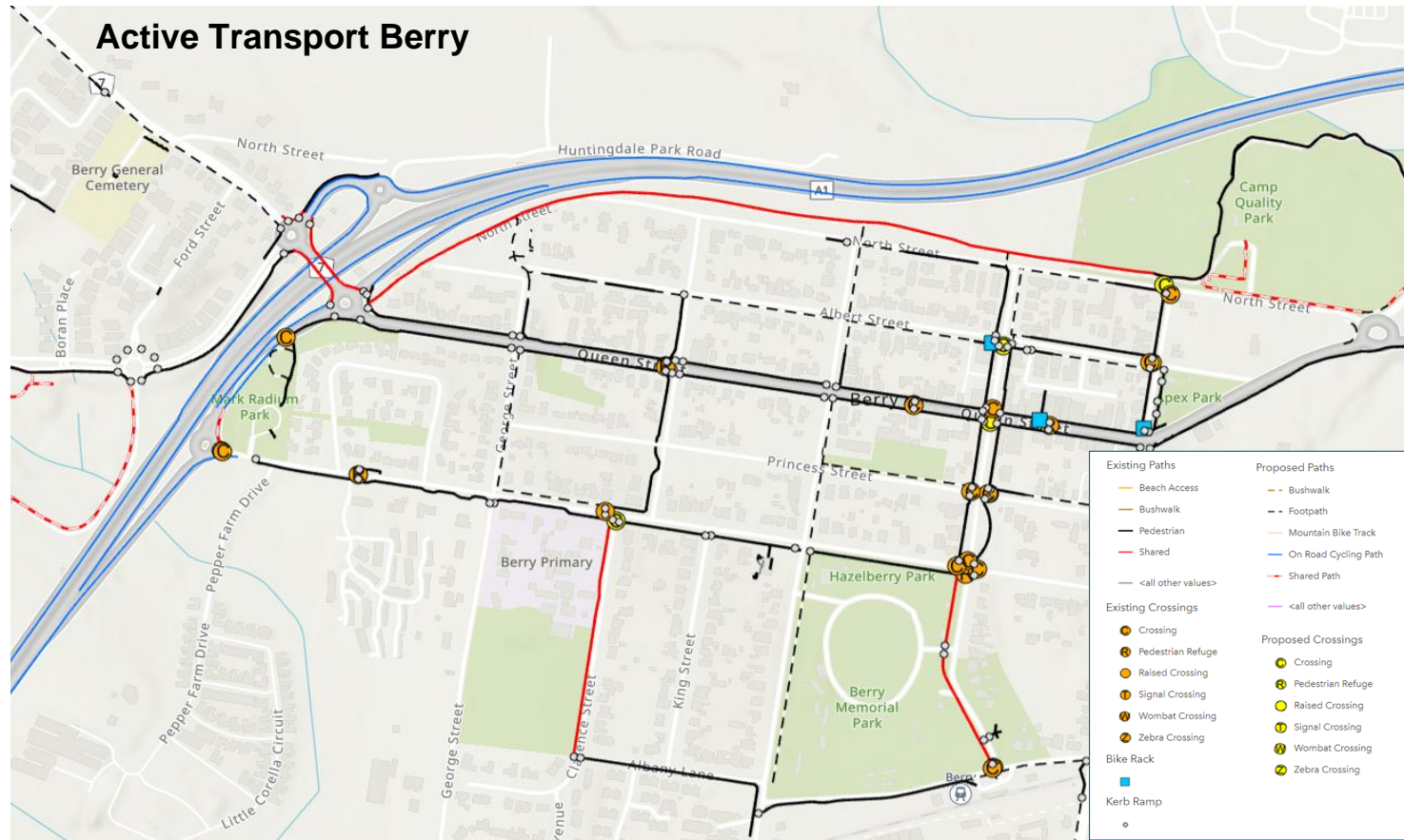
*Again, don't be alarmed if you don't see a specific location of interest below; rest assured that the link to the Interactive PAMP Tool will provide you with more details of all locations of interest in Shoalhaven!*



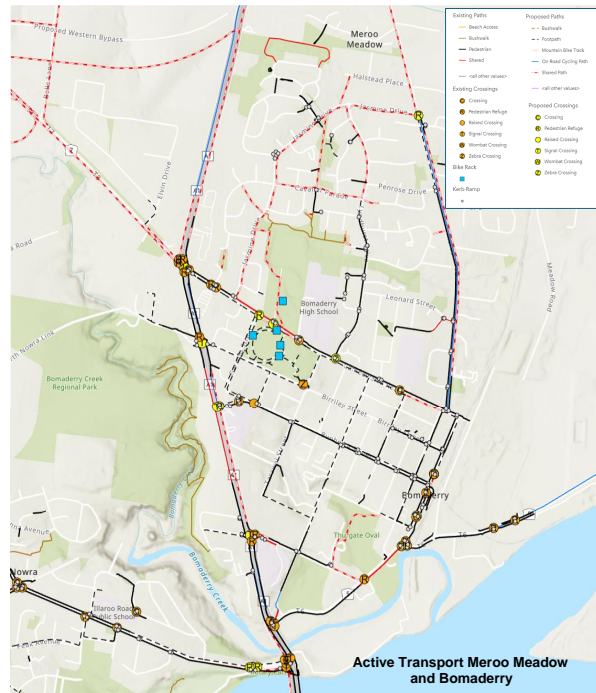
Finally, to ensure seamless integration as part of the Strategy, it is noted that currently all pedestrian and cycling projects are included in the single "PAMP" Interactive Mapping Tool. One of the recommendations of the Strategy is for Council to create a separate "Bike Plan" Interactive Mapping Tool; for all intents and purposes, the Interactive Bike Plan Mapping Tool will include much of the same information, just without "footpaths". This will provide a simpler means of identifying existing and proposed "cycling" infrastructure as a separate layer to "pedestrian" infrastructure for anyone interested in that information alone.

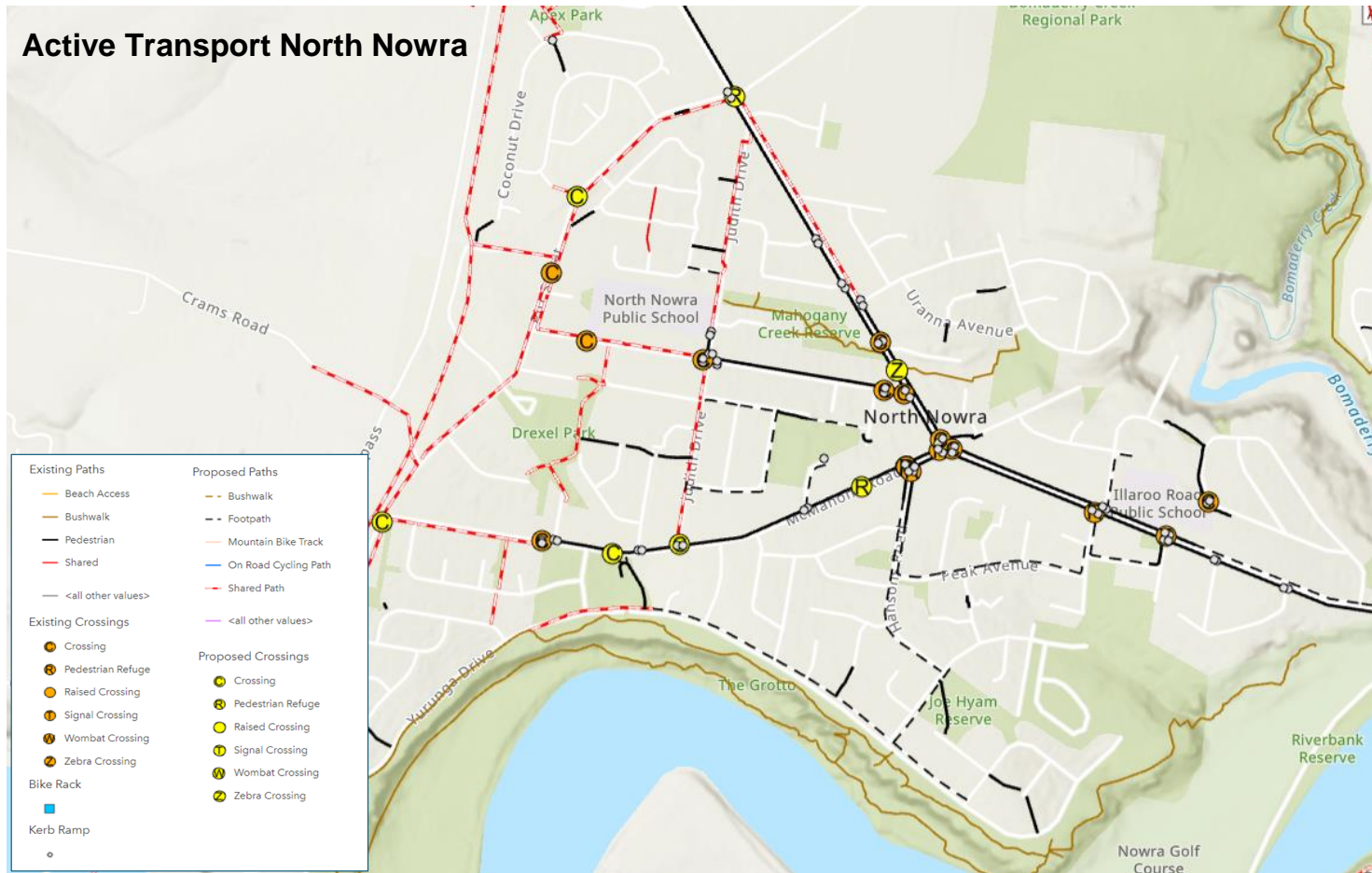
There is some further work required before that can be achieved; however, as the mapping data is being continually evolved and improved, our objective is to provide the separate Interactive Bike Plan Mapping Tool as soon as possible.

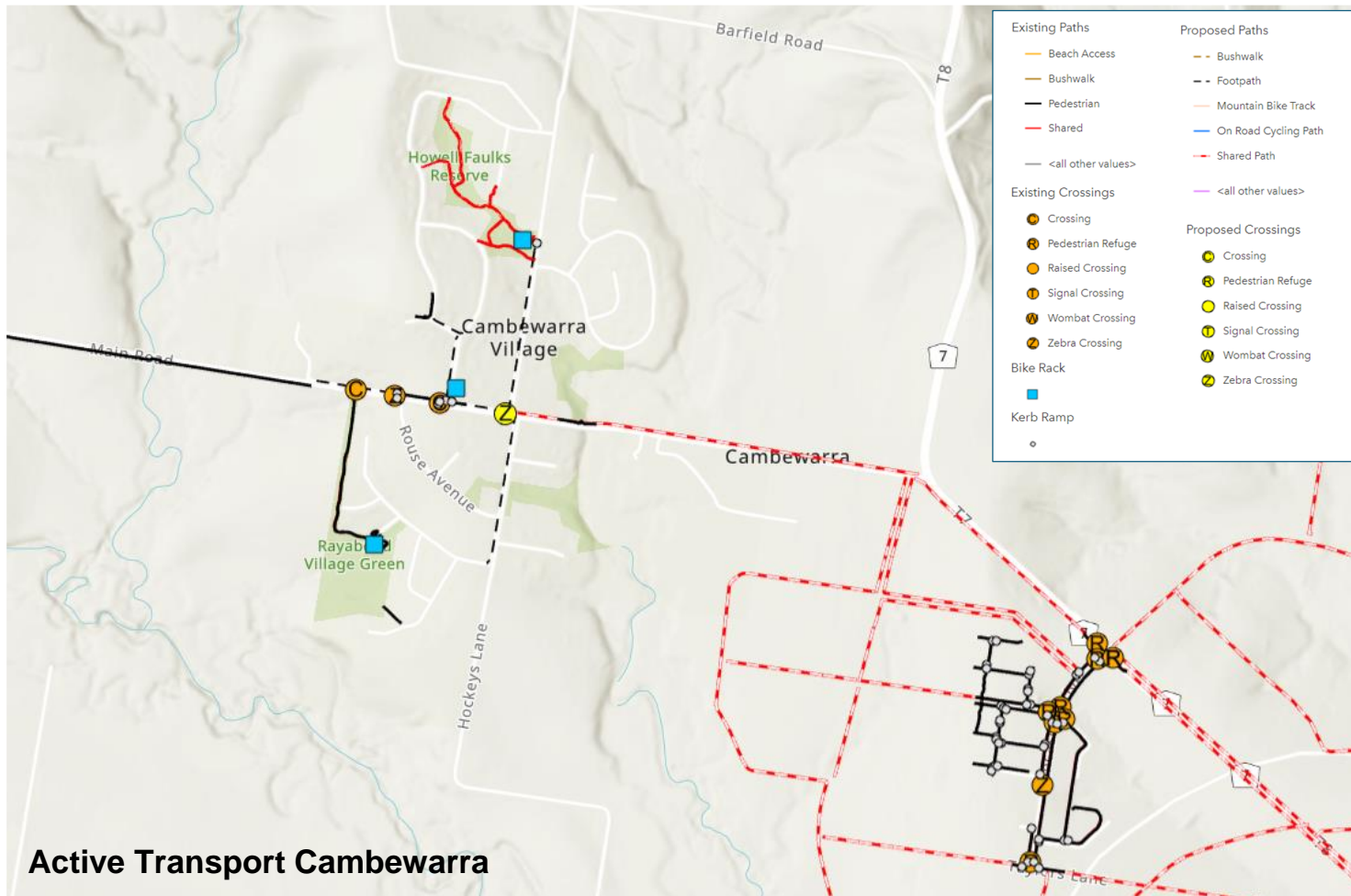
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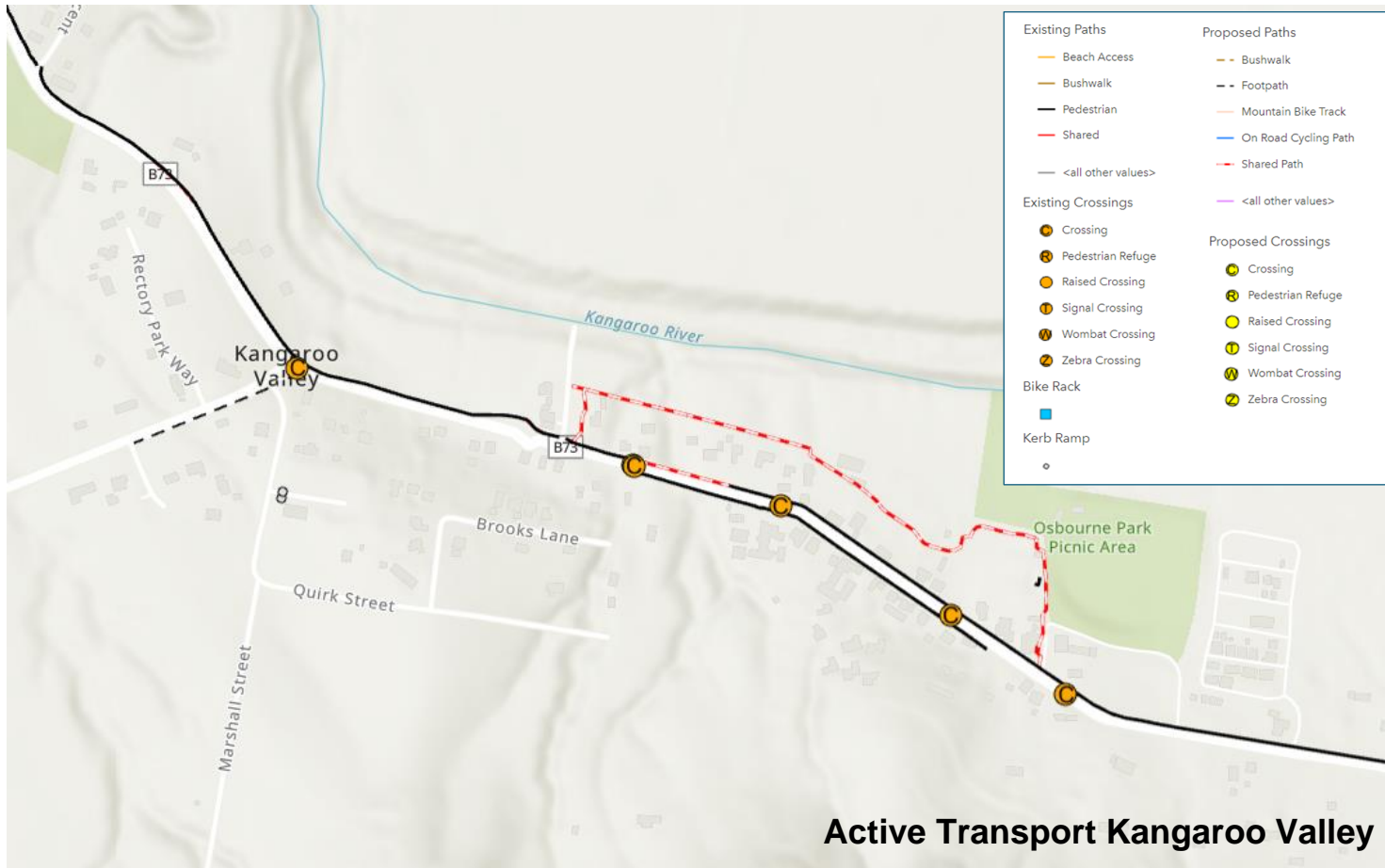


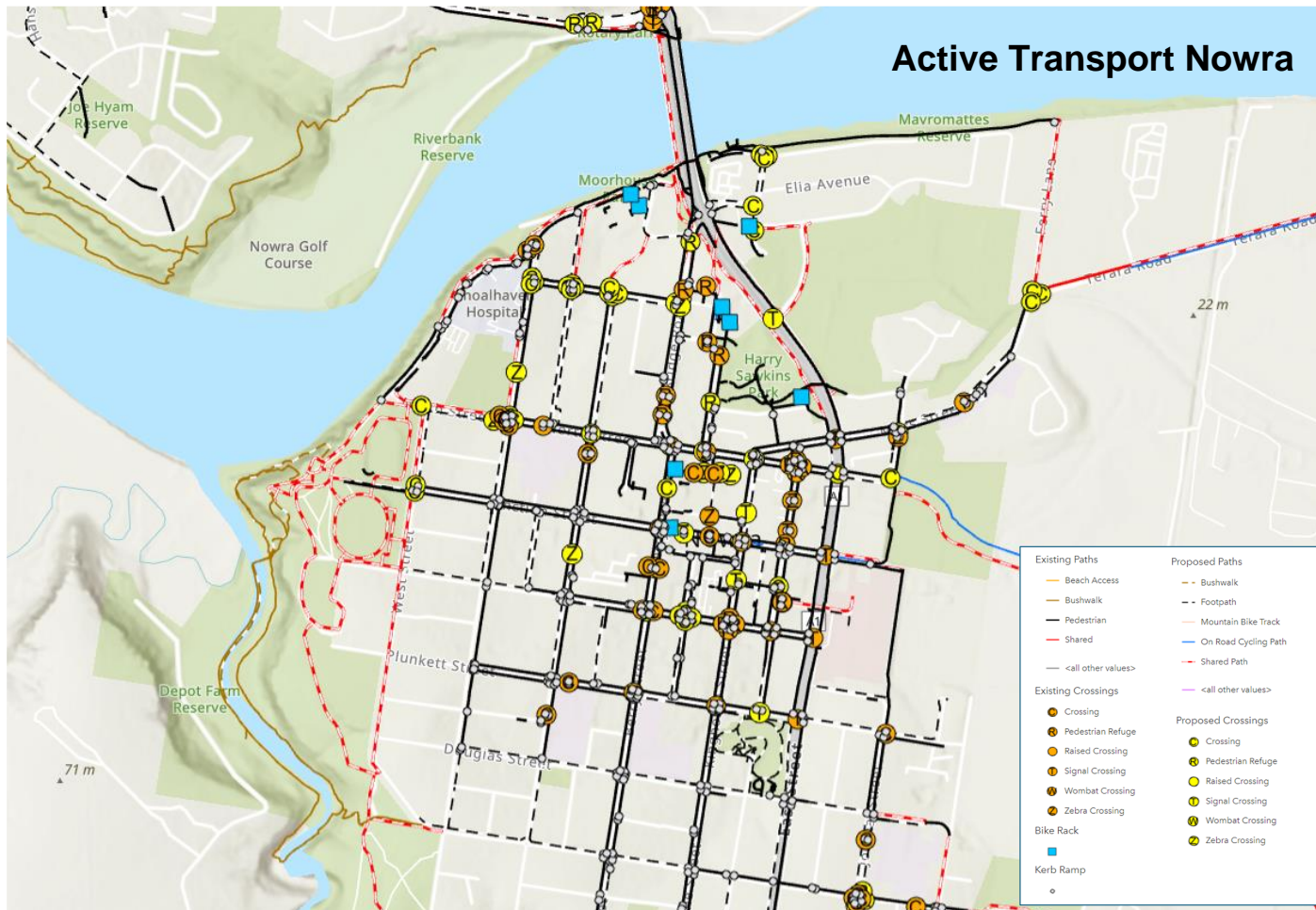


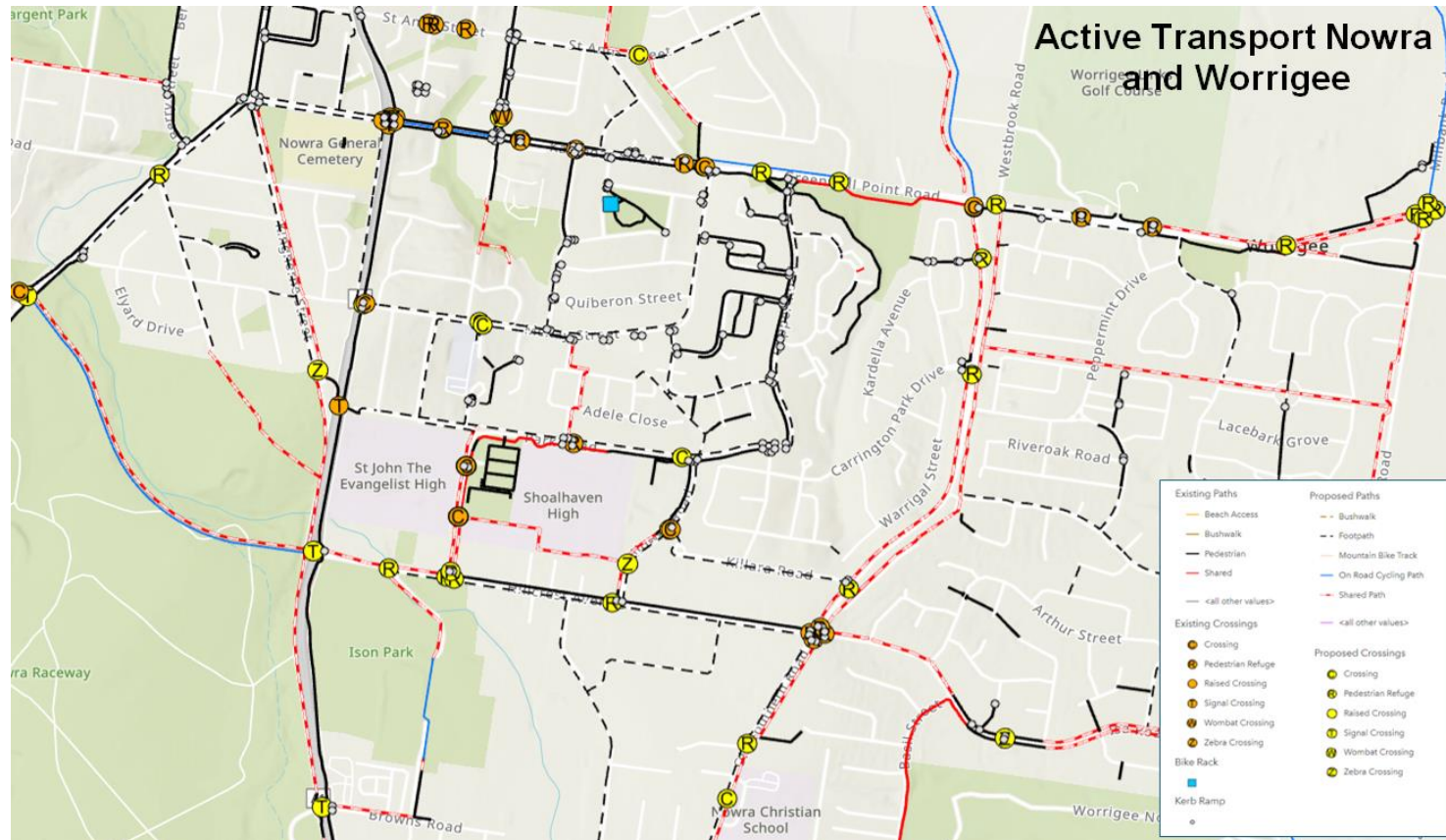


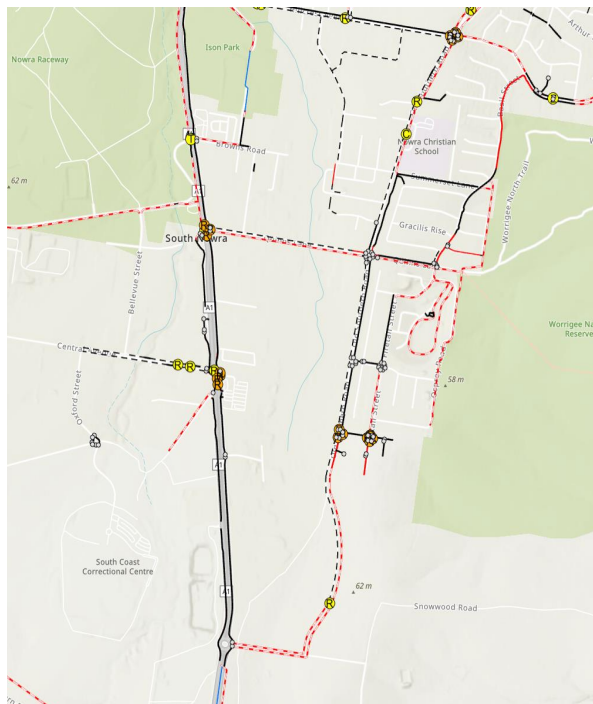






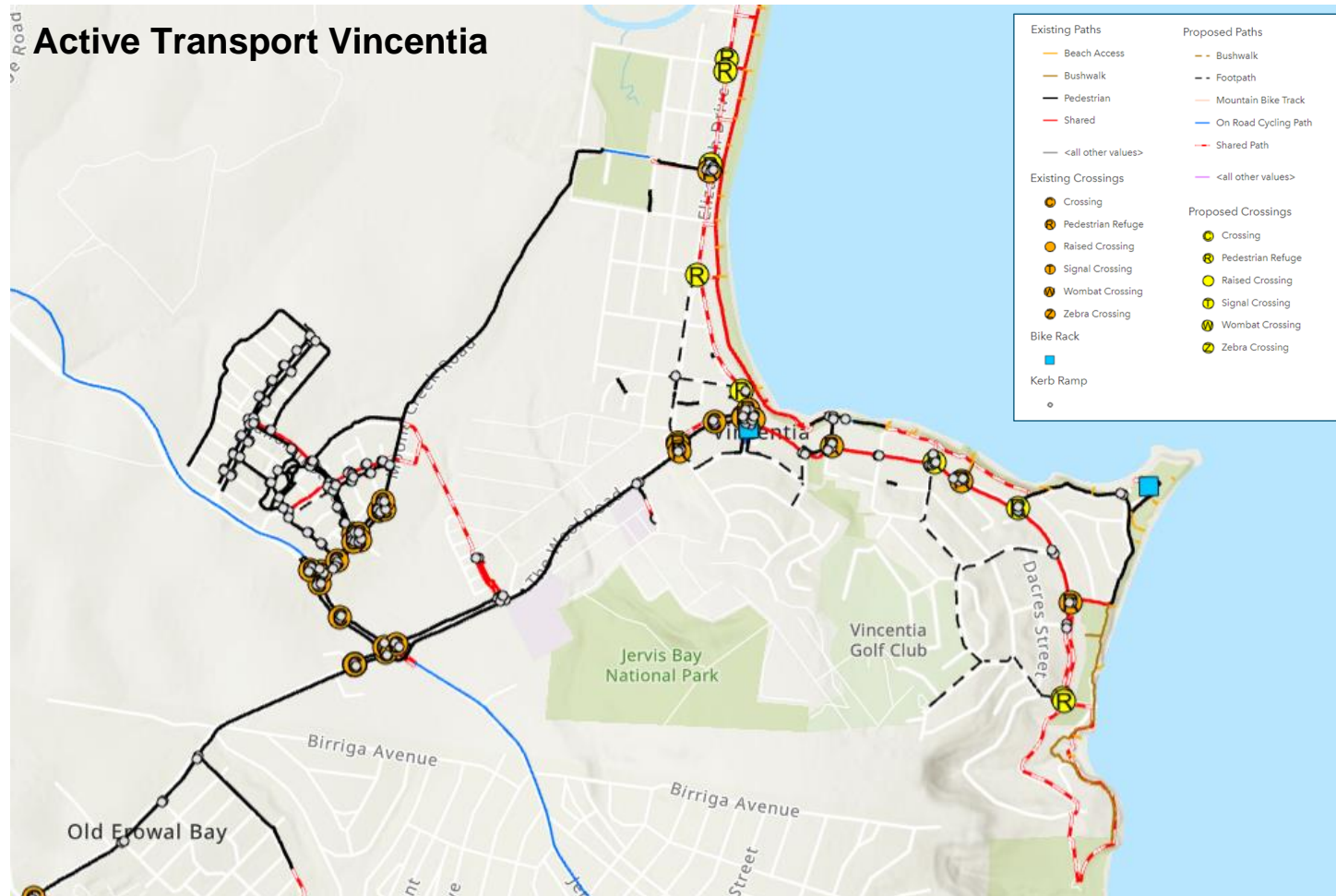


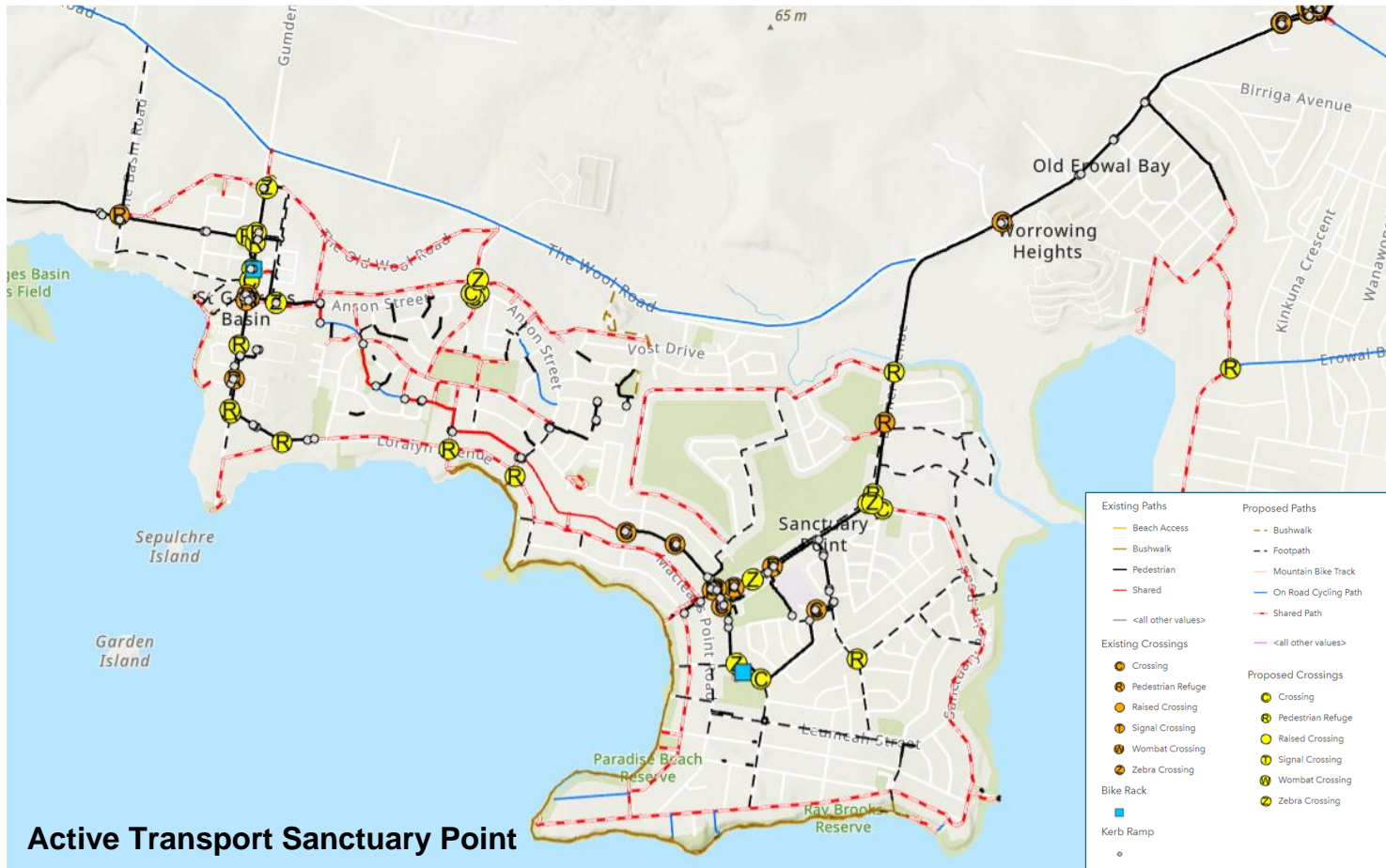




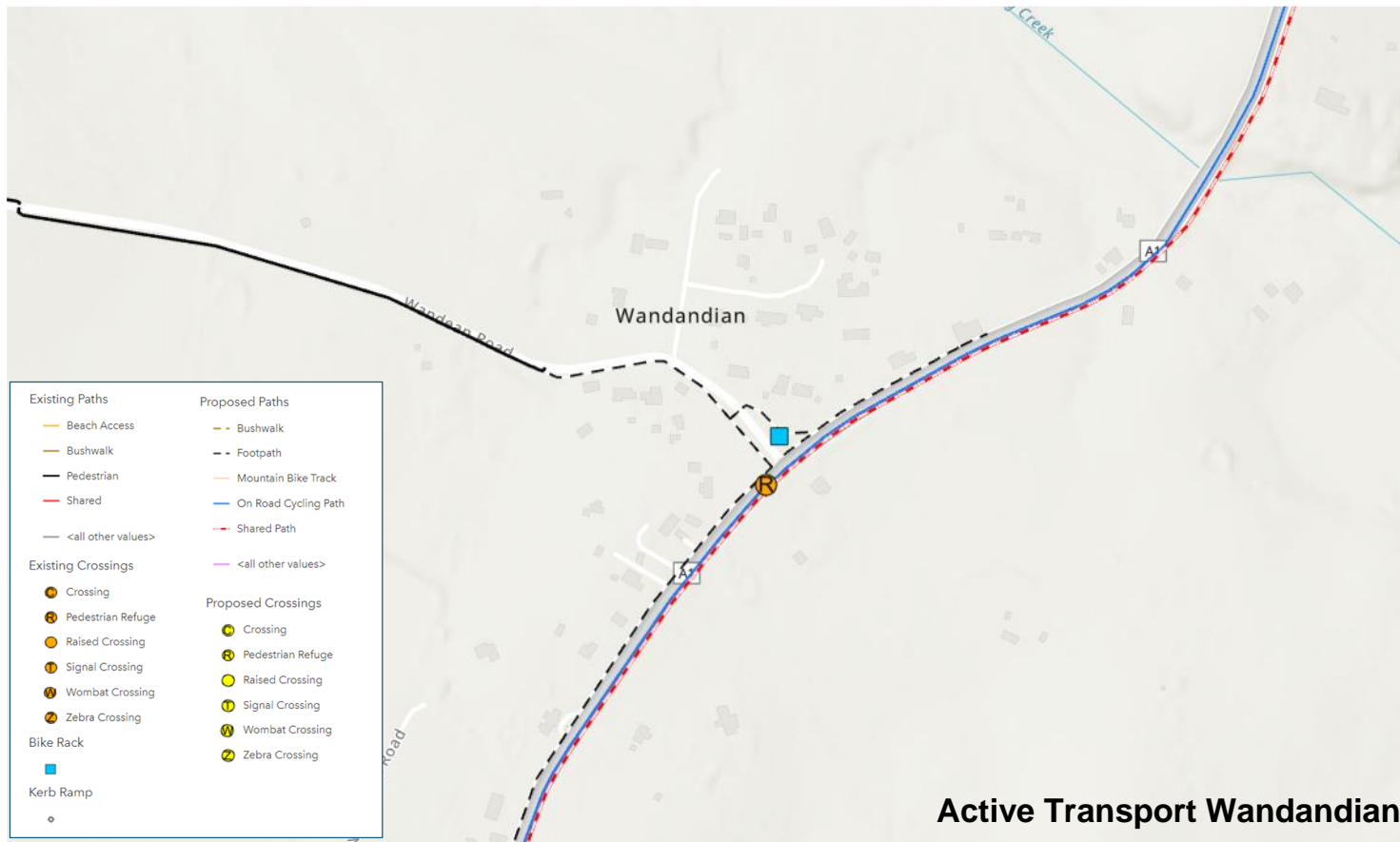


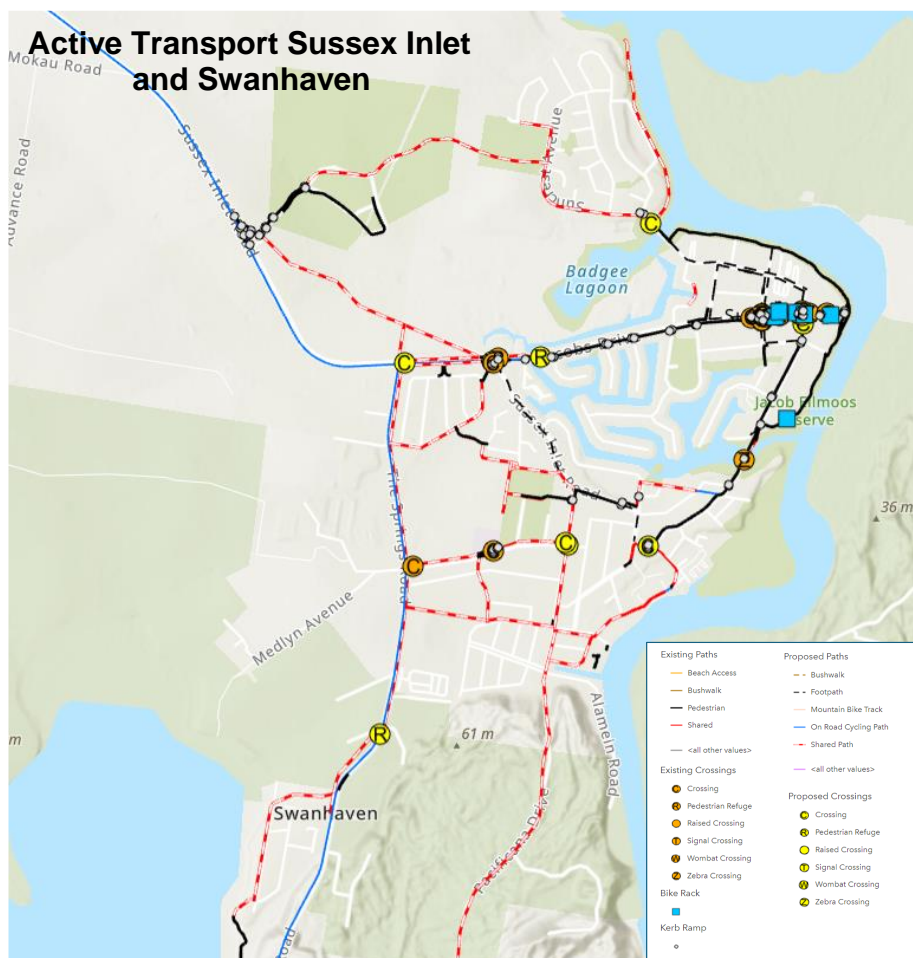






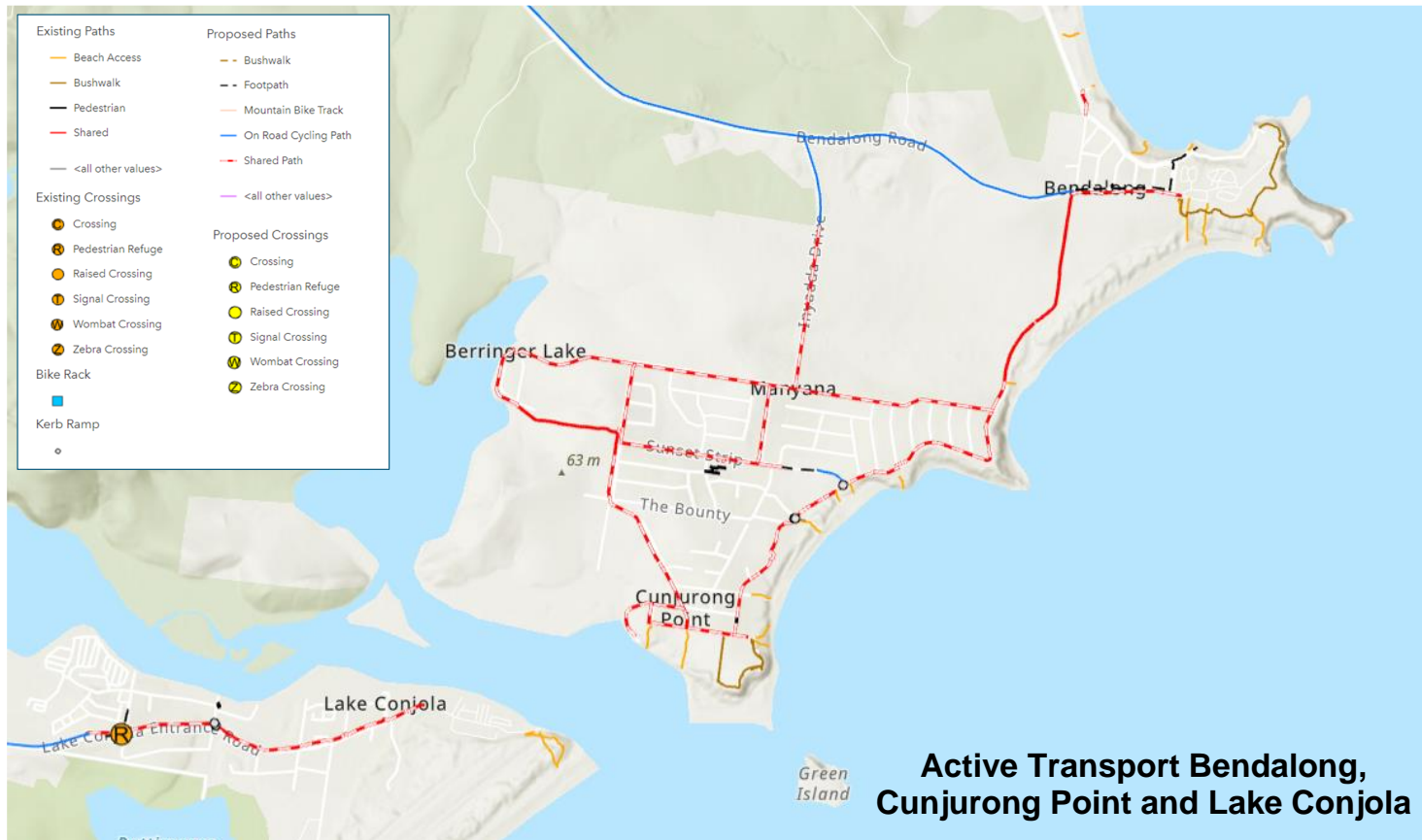




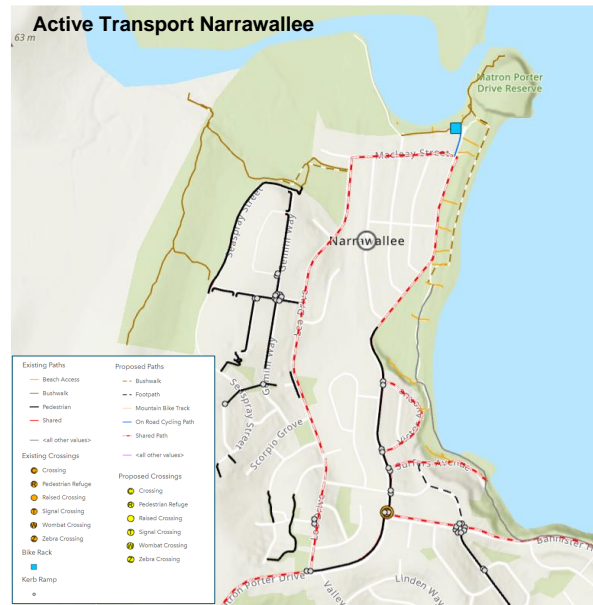


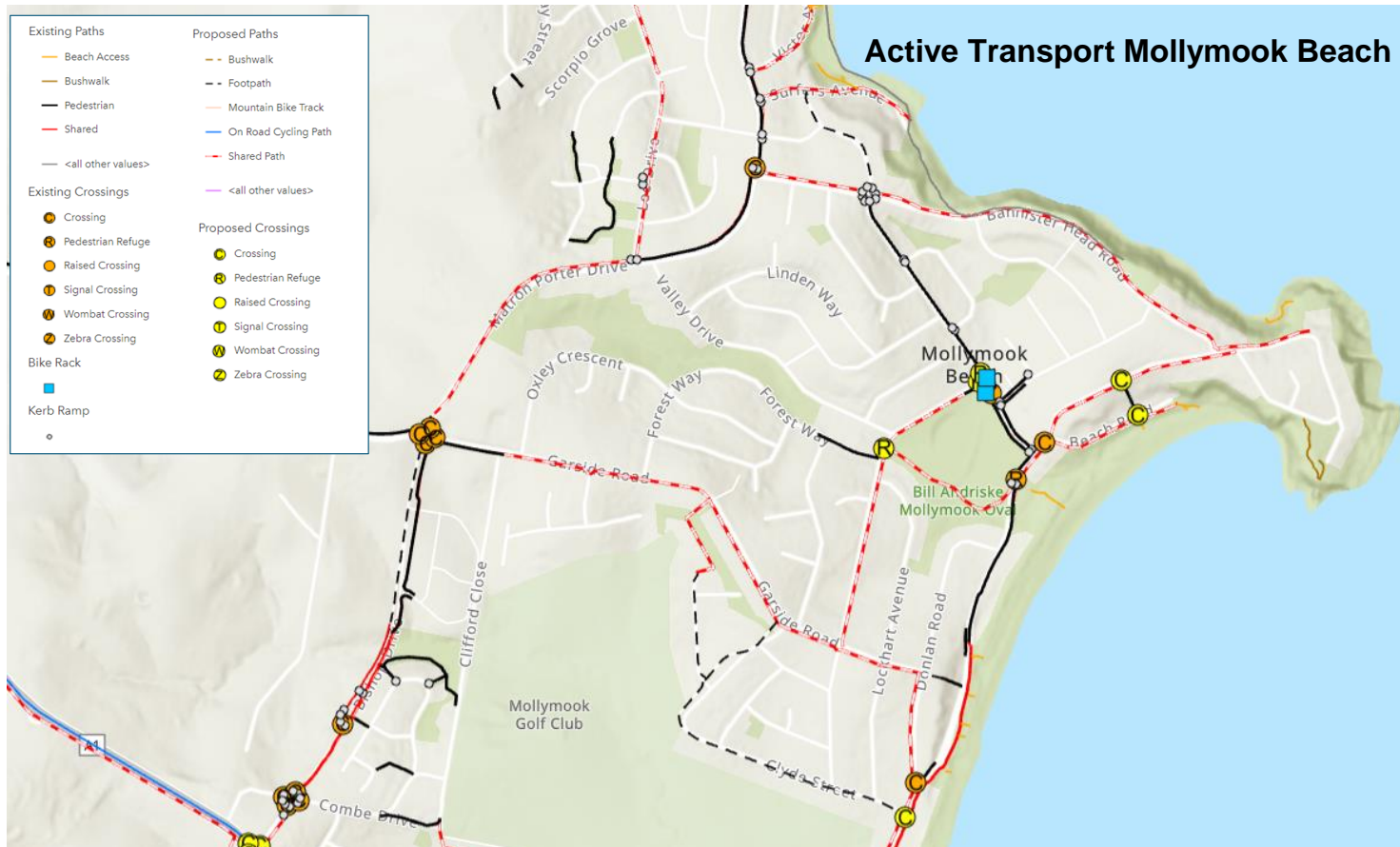
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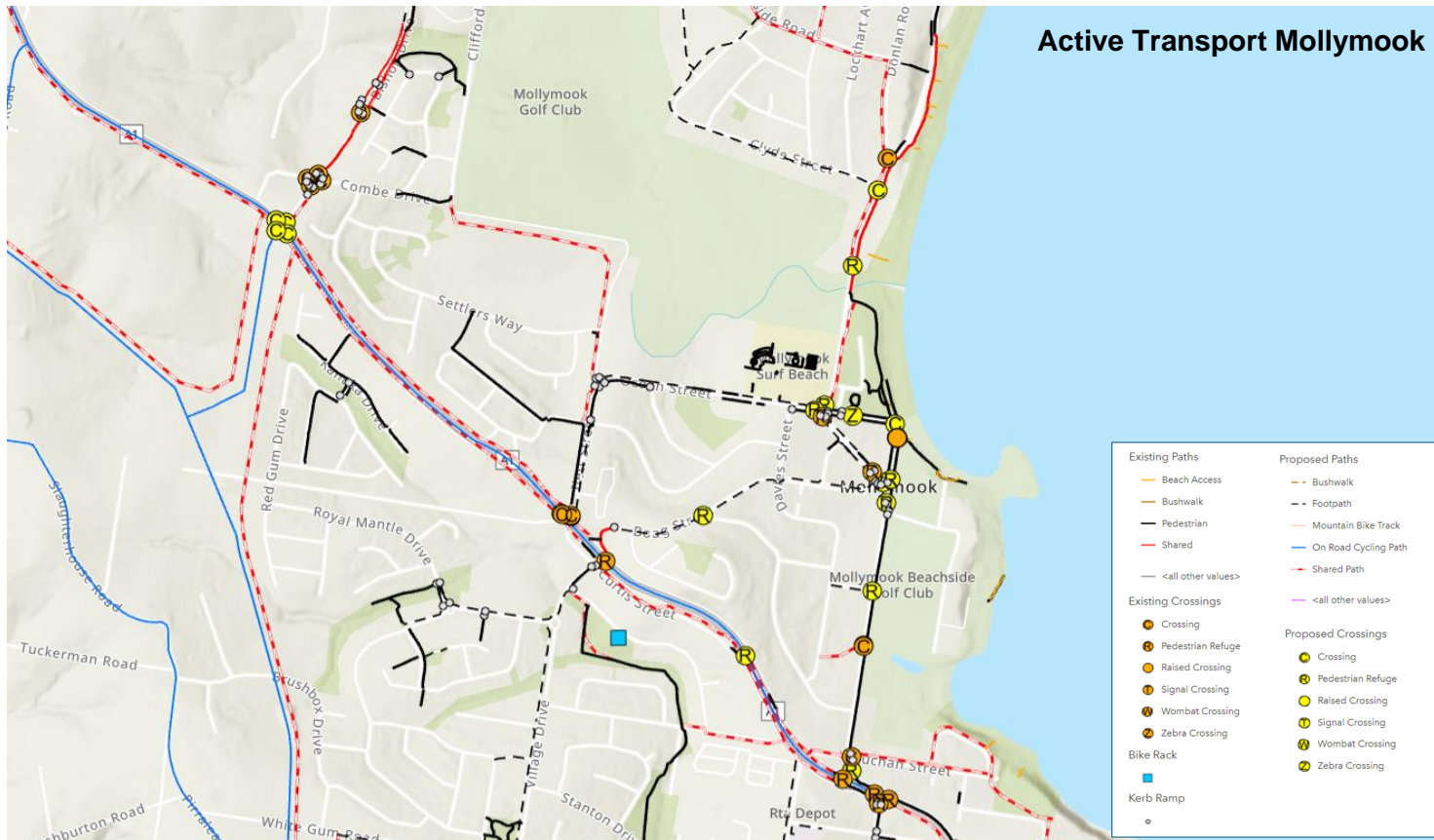


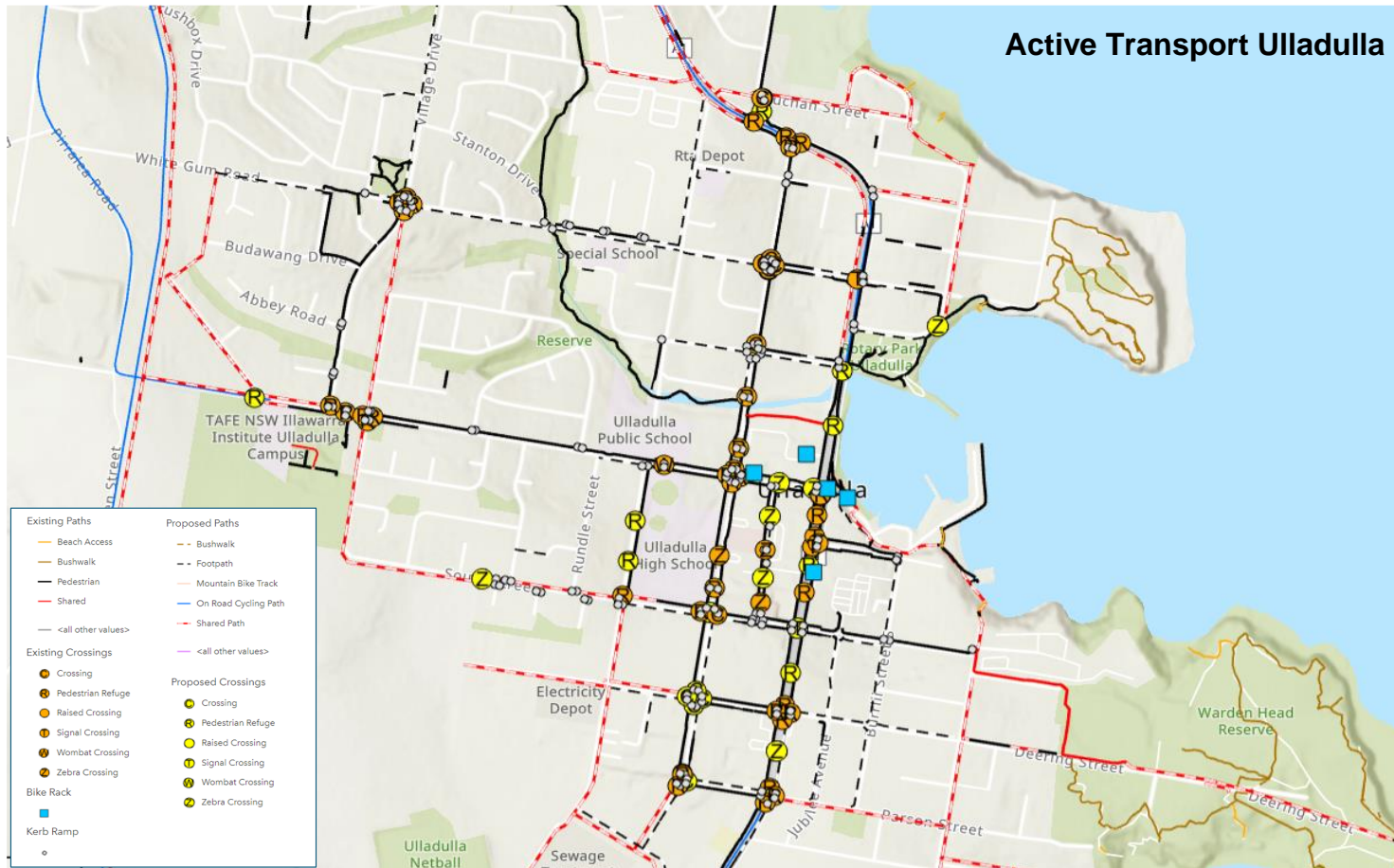


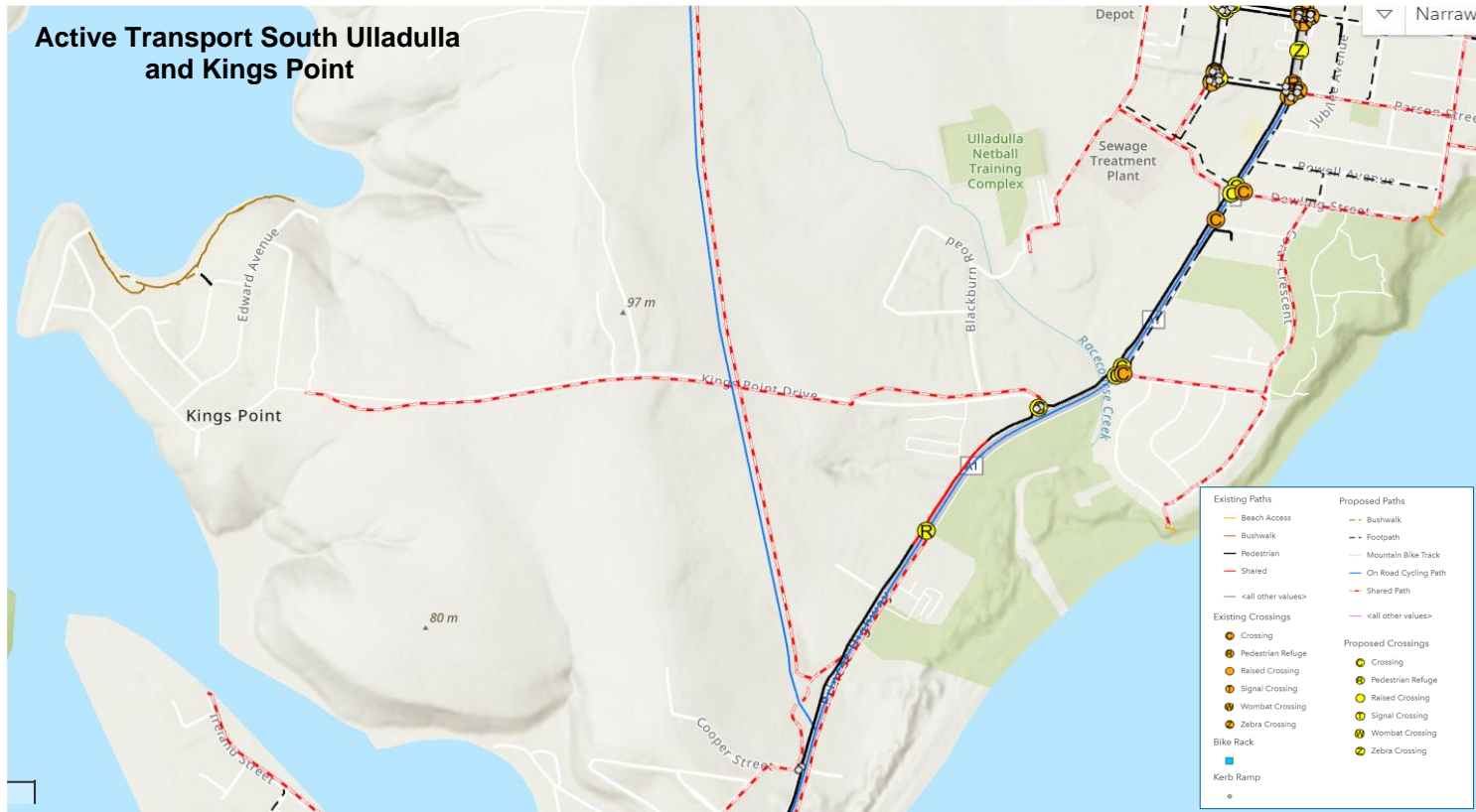


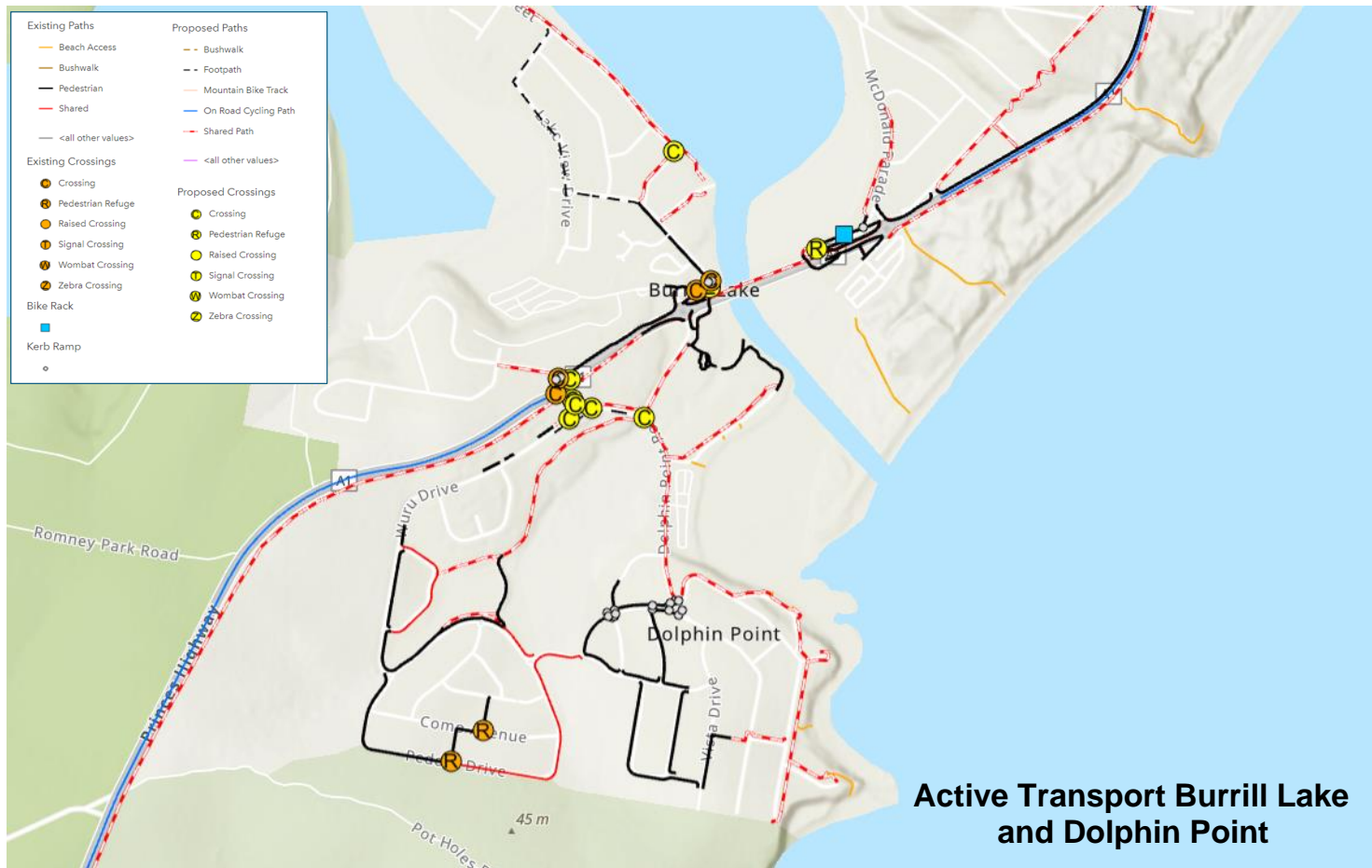






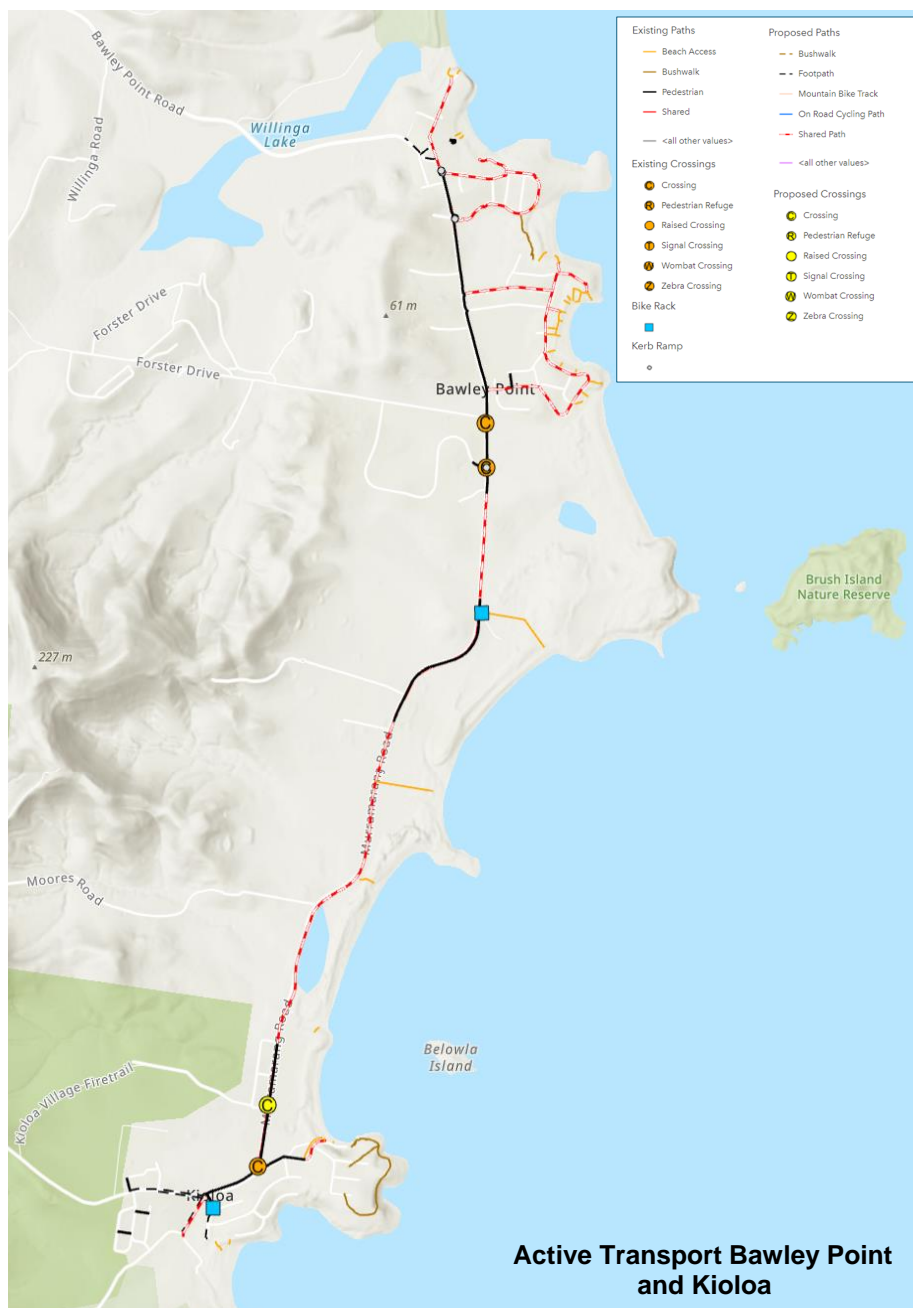








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CL24.238 - Attachment 2

## Appendix B: Paths Review Outcomes

The tables below provide a summary of the outcomes of the Paths Review undertaken as part of the PAMP update; projects are ranked in the tables from those with the highest score (**High Priority**) to lowest score (**Low Priority**).

The full list of projects is also available on Council's PAMP webpage, which can be found here:

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

The online Paths Project Ranking spreadsheets provides further details (than the tables below) in regard to the scores attributed to all projects in accordance with the Active Transport Scoring Criteria.

The Paths Project Ranking spreadsheets will continue to be viewed as evolving operational strategy documents, 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 all in accordance with the adopted Active Transport Scoring Criteria.
- Revising project scores further to more information becoming available in regard to the specific Active Transport Scoring Criteria.

It is important that the PAMP Maps and Paths Project Ranking spreadsheets are kept as up-to-date as possible in this way, and always made available for community review. Keeping the maps and ranking spreadsheets up-to-date as operational documents will also reduce the need for continually reporting changes in the PAMP to the full Council. Of course, Council will continue to consider and fund Shoalhaven wide priorities through its annual DPOP process, with the PAMP 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 Active Transport Strategy (including the PAMP and Bike Plan) be undertaken at least every 5 years to ensure the details remain current; the documents remain contemporary; and that we are undertaking appropriate monitoring of the success of the Strategy to continually improve our active transport infrastructure, and in turn maximising the potential for walking and cycling trips.





Historically, several consultants and numerous staff have all managed the PAMP and Bike Plan ranking spreadsheets at various times as they have evolved over many years, which in its self can create some inconsistency in the way scoring criteria is applied. To ensure fairness and equity right across Shoalhaven, the development of the Strategy has included a completely independent re-prioritisation by arc traffic + transport of all projects city wide, based objectively on the new Active Transport Scoring Criteria alone. As such, the outcomes of the Paths Review below are based solely on the raw project scores, without adjustment.

Notwithstanding, and as indicated in the review of the Active Transport Scoring Criteria, community groups will also have the opportunity to amend the ranking of projects within their jurisdiction, though we will still need to ensure that these extra points (for any “Community Priority” project) do not affect the position of higher ranked projects relative to other projects across the Shoalhaven.



| Priority | Location   | Locality              | From  | To   | Path Type | Side of Road  | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|-----------------------|---|--|-----------|---|--------|-------|----------------------|------------|
| High     | Moss Vale Road                                   | Bomaderry             | Elvin Drive   | Princes Highway  | SUP       | north   | 180    | 2.5   | \$94,100.18          | 27         |
| High     | Meroo Rd   | Bomaderry             | Cambewarra Road   | Jasmine Dr   | SUP       | Eastern   | 1600   | 2.0   | \$669,156.80         | 26         |
| High     | Princes Hwy                                      | Bomaderry             | West Bunberra St  | TAFE bus stop on the Highway (to the south of Mattes Way)  | SUP       | Eastern   | 950    | 2.0   | \$397,311.85         | 25         |
| High     | Elvin Drive and start of Tartarian Cres. (to #3) | Bomaderry             | Moss Vale Road  | #3 Tartarian Cres. (via first section of Elvin Drive)  | FP        | west side of Elvin Drive - south side of Tartarian - to access #3 Tartarian (Disability Services Aust.) | 170    | 1.2   | \$42,658.75          | 25         |
| High     | Mark Radium Park                                 | Berry                 | Queen Street  | Victoria Street  | SUP       | Western fringe of park  | 80     | 2     | \$33,457.84          | 24         |
| High     | Kings Point Dr                                   | Kings Point-Ulladulla | Oakley Pl   | Princes Highway, Ulladulla   | SUP       | South- then north (crossing vicinity- Lot 5 DP 256334 (western boundary))                               | 2100   | 2.5   | \$1,097,835.38       | 24         |
| High     | Burrill Lake - Lake Tabourie SUP                 | Burrill Lake          | Princes Highway - Burrill Lake  | Princes Highway - Lake Tabourie  | SUP       | east  | 5300   | 2     | \$2,216,581.90       | 23         |
| High     | George Street                                    | Berry                 | Queen Street  | Victoria Street  | FP        | east  | 200    | 1.2   | \$50,186.76          | 23         |
| High     | Princes Hwy                                      | Bomaderry             | reserve- adjacent to 6 Chebec Cl (to the south of Narang Road/West Birinley Street) | West Bunberra St   | SUP       | Eastern   | 240    | 2.0   | \$100,373.52         | 23         |
| High     | Princes Hwy                                      | Bomaderry             | 468 Princes Highway Bomaderry (northern end of the Nowra Bridge Project)            | TAFE bus stop on the Highway (to the south of Mattes Way)  | SUP       | Eastern   | 80     | 2.0   | \$33,457.84          | 23         |
| High     | Holiday Haven Lake Tabourie                      | Lake Tabourie         | Princes Hwy   | Holiday Haven Lake Tabourie  | SUP       | eastern   | 1543   | 2.5   | \$806,647.61         | 23         |
| High     | Smith Lane                                       | Nowra                 | Kinghorne St  | Nowra Lane   | SUP       | Northern  | 110    | 2     | \$46,004.53          | 23         |
| High     | Ilett St   | Mollymook             | Princes Hwy   | Buckland St  | FP        | Eastern   | 265    | 1.2   | \$66,497.46          | 22         |
| High     | Tallyan Point Rd                                 | Basin View            | Mathie St   | Clarendon Cres   | FP        | Northern  | 122    | 1.2   | \$30,613.92          | 22         |
| High     | Parson St  | Ulladulla             | Princes Hwy   | Did-Dell St  | SUP       | South   | 440    | 2.0   | \$184,018.12         | 22         |
| High     | Meroo Rd   | Bomaderry             | Penrose Dr  | Jasmine Dr   | FP        | Western   | 395    | 1.2   | \$99,118.85          | 22         |
| High     | Karowa St  | Bomaderry             | 5 Karowa St (to the north of Bunberra Street)                                       | Cambewarra Rd  | FP        | Western   | 290    | 1.2   | \$72,770.80          | 22         |
| High     | North Tarawal Street                             | Bomaderry             | West Birinley Street  | Cambewarra Rd  | FP        | Western   | 230    | 1.2   | \$57,714.77          | 22         |
| High     | Mitchell Pde                                     | Mollymook             | Beach Road  | extend to the north of Bannister Head Rd - up to the intersection of Mitchell Parade/Mitchell Parade - is generally opposite #173 Mitchell Pde | SUP       | East  | 550    | 2.0   | \$230,022.65         | 21         |

| Priority | Location   | Locality     | From  | To  | Path Type | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|--------------|---|---|-----------|--|--------|-------|----------------------|------------|
| High     | Beach Road   | Mollymook    | 3 Beach Rd (eastern boundary)   | Beach Road cul-de-sac   | SUP       | south  | 295    | 2     | \$1,373,375.79       | 21         |
| High     | Carroll Ave  | Mollymook    | Tallwood Ave  | Forest Way  | SUP       | East   | 273    | 2.0   | \$114,174.88         | 21         |
| High     | Carroll Ave  | Mollymook    | Forest Way  | Garside Rd  | SUP       | East   | 445    | 2.0   | \$186,109.24         | 21         |
| High     | Garside Rd   | Mollymook    | From East of Matron Porter Drive - ie from 121 Garside Rd (eastern boundary) - west of Osley Cr   | Clyde Street  | SUP       | South  | 900    | 2.0   | \$376,400.70         | 21         |
| High     | Mitchell Pde - north of Blackwater Creek                 | Mollymook    | 1A Mitchell Parade (Fathoms) - ie to the immediate north of Blackwater Creek (under existing street light - proposed crossing point to be upgraded) - and extending north past Clyde Street, to Donlan Road - south   | Donlan Road-south   | SUP       | West   | 300    | 2.0   | \$125,466.90         | 21         |
| High     | Ocean St   | Mollymook    | Maisie Williams Drive   | Mitchell Pde  | FP        | Northern   | 500    | 1.2   | \$125,466.90         | 21         |
| High     | Boag/Wallace Sts   | Mollymook    | Cul-de-sac at western end of Boag Street  | Shepherd St   | FP        | South side of Boag Street- then crossing to the North side of Wallace Street (immediately east of Davies Street) | 765    | 1.2   | \$191,964.36         | 21         |
| High     | Princes Hwy  | Nowra        | Moss St   | North St  | FP        | Western  | 68     | 1.2   | \$17,063.50          | 21         |
| High     | North St   | Berry        | 132 North Street  | 136 North Street (ie missing link section to the west of Alexandra Street)                          | FP        | south  | 20     | 1.2   | \$5,016.68           | 20         |
| High     | North St   | Berry        | North Street footpath network   | North Street SUP network  | FP        | Southern   | 30     | 1.8   | \$11,292.02          | 20         |
| High     | McDonald Parade  | Burrill Lake | Old Princes Hwy/McDonald Ave intersection, extending north (path to the immediate west of the existing car park, then running through the reserve/park - as close as possible to the road reserve boundary, but avoiding impacts on trees, then crossing McDonald Parade to the immediate south of 68 McDonald Parade (path crosses to the eastern side of McDonald Parade, to the immediate north of the intersection with Queenbeyan Avenue), and path continues north along McDonald Parade (just inside the park boundary- to avoid any impact on summer parking), returning to the road reserve at the southern boundary of 27 McDonald Parade (path terminates at this point) | McDonald Parade - to the immediate south of 27 McDonald Parade, where path terminates at this point | SUP       | West - then crossing to east, immediately north of the intersection McDonald Parade/Queenbeyan Ave.              | 340    | 2     | \$142,195.82         | 20         |
| High     | Maria Ave  | Burrill Lake | Balmoral Rd   | northern end of Maria Ave (access to foreshore)   | SUP       | East   | 140    | 2     | \$58,551.22          | 20         |
| High     | Dolphin Pt Rd (between Wuru Drive and Oystercatcher Way) | Burrill Lake | the eastern end of Wuru Drive   | Oystercatcher Way   | FP        | south  | 15     | 1.2   | \$3,764.01           | 20         |
| High     | Seaside Pde - full length north side                     | Burrill Lake | Dolphin Pt Rd/ Seaside Pde intersection   | southern end of Seaside Pde- connects to Dolphin Point walking track                                | SUP       | North-East   | 1200   | 2.0   | \$501,867.60         | 20         |
| High     | Mitchell Pde   | Mollymook    | Barnister Head Road - extend past #173 Mitchell Pde (location of crossing point from the east side SUP) and continue east along the northern side of Mitchell Parade to Barnisters  | Barnisters  | SUP       | North  | 240    | 2.0   | \$100,373.52         | 20         |
| High     | Garside Rd - Donlan Road south                           | Mollymook    | Clyde Street  | Donlan Rd - and extend along Donlan Road (south) to Mitchell Parade                                 | SUP       | South side of Garside - West side of Donlan Road   | 650    | 2.0   | \$271,844.95         | 20         |
| High     | Bishop Dr - northern end                                 | Mollymook    | approx. 100m to the south of Brookwater Crescent, and extending north up to Matron Porter Drive/Garside Road  | Matron Porter Drive/Garside Road  | FP        | West   | 450    | 1.2   | \$112,920.21         | 20         |

| Priority | Location  | Locality     | From   | To   | Path Type | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|---|--------------|--|--|-----------|--|--------|-------|----------------------|------------|
| High     | Clyde St  | Mollymook    | Mitchell Pde   | Garside Rd   | FP        | South - West   | 950    | 1.2   | \$238,387.11         | 20         |
| High     | Buchan St - and Conjola Street Reserve  | Mollymook    | Golf Ave, extending east   | through the Conjola Street Reserve to link to Burnill Street (North)   | SUP       | North - then crosses Buchan Street to the immediate east of Shipton Crescent - then continues through reserve, through to Burnill Street (North) | 640    | 2.0   | \$267,662.72         | 20         |
| High     | Shipton Cr  | Mollymook    | full loop around Shipton Cr. from Buchan St  | and looping around back to Buchan St   | SUP       | North  | 330    | 2     | \$138,013.59         | 20         |
| High     | Deering St  | Ulladulla    | Princes Hwy  | Did-Dell St  | FP        | Northern   | 429    | 1.2   | \$107,650.60         | 20         |
| High     | Did-Dell St   | Ulladulla    | Parson Street  | southern end of Did-Dell Street  | SUP       | Eastern  | 270    | 2.0   | \$112,920.21         | 20         |
| High     | Rennies Beach Close   | Ulladulla    | Did-Dell Street  | eastern end of Rennies Beach Close   | SUP       | Northern   | 300    | 2.0   | \$125,466.90         | 20         |
| High     | Powell Ave  | Ulladulla    | Princes Highway  | Did-Dell St  | FP        | Southern   | 550    | 1.2   | \$138,013.59         | 20         |
| High     | Dowling St  | Ulladulla    | Princes Highway- and extending east-   | eastern end of Dowling Street (to driveway #53 Dowling Street)   | SUP       | Southern   | 525    | 2.0   | \$219,567.08         | 20         |
| High     | Meroo St  | Bomaderry    | the existing Pedestrian Refuge crossing to the north of Bunberra Street, north                     | Cambewarra Rd  | FP        | eastern  | 287    | 1.2   | \$72,018.00          | 19         |
| High     | Oystercatcher Way - Dolphin Pt Rd - Burnill Lake Lions Park SUP network - stage 1 - Oystercatcher Way - Dolphin Pt Rd | Burnill Lake | Princes Highway, continue along Oyster Catcher Way, and Dolphin Point Road (enroute Dolphin Point) | this stage terminates at the intersection Dolphin Pt Rd/Burnill Lake Lions Park internal access (to the immediate-northern boundary of the Dolphin Point Tourist Park) | SUP       | east side - combination of reserve (Burnill Lake Lions Park) and road reserve  | 400    | 2     | \$167,289.20         | 19         |
| High     | Dolphin Pt Rd   | Burnill Lake | Oystercatcher Way  | Seaside Pde  | SUP       | East   | 485    | 2     | \$202,838.16         | 19         |
| High     | Princes Hwy   | Milton       | Stony Hill Lane  | Thomas St  | FP        | Eastern  | 487    | 1.2   | \$122,204.76         | 19         |
| High     | Princes Hwy   | Milton       | Mick Ryan Reserve/Park access  | Existing FP opposite Thomas St (at Solomon's garage)   | FP        | Western  | 112    | 1.2   | \$48,104.59          | 19         |
| High     | Princes Hwy   | Milton       | Sarah Clayton Retirement Village   | Matron Porter Dr / Croobyar Rd   | FP        | East   | 417    | 1.2   | \$104,639.39         | 19         |
| High     | Princes Hwy   | Milton       | Gordon St  | Croobyar Rd  | FP        | West   | 475    | 1.2   | \$119,193.56         | 19         |
| High     | Carroll Ave - Mitchell Parade SUP - through reserve to the north of   | Mollymook    | Carroll Ave  | Mitchell Pde   | SUP       | through reserve  | 375    | 2.0   | \$156,833.63         | 19         |
| High     | Augusta Pl reserve  | Mollymook    | Garside Rd   | Augusta Pl   | SUP       | through reserve  | 256    | 2.0   | \$107,065.09         | 19         |
| High     | Augusta Pl  | Mollymook    | Western end - cul-de-sac   | Clyde St   | FP        | Eastern  | 274    | 1.2   | \$68,755.86          | 19         |
| High     | Mitchell Pde - southern end (Ocean Street, north to Blackwater Creek)   | Mollymook    | Ocean Street, and extending north  | tie into existing SUP network to the immediate south of Blackwater Creek (SUP diverts into the reserve at the far northern end)  | SUP       | Eastern  | 300    | 2.0   | \$125,466.90         | 19         |
| High     | Ilett St  | Mollymook    | Buckland St  | Marsie Williams Drive  | SUP       | Western  | 110    | 2.0   | \$46,004.53          | 19         |
| High     | Leo Dr - stage 1  | Narrawallee  | Matron Porter Drive  | 108 Leo Drive (approx. opposite Amaroo Drive)  | SUP       | Eastern  | 1120   | 2.0   | \$468,409.76         | 19         |



| Priority | Location   | Locality  | From   | To  | Path Type | Side of Road  | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|---|--|---|-----------|---|--------|-------|----------------------|------------|
| High     | Victor Avenue  | Narrawallee   | Matron Porter Drive  | full loop - link back to Matron Porter Drive            | SUP       | Eastern   | 440    | 2.0   | \$184,018.12         | 19         |
| High     | Surfers Avenue   | Narrawallee   | Matron Porter Drive  | full length - including link to foreshore walking track | SUP       | North   | 400    | 2.0   | \$167,289.20         | 19         |
| High     | Tallwood Avenue - northern end   | Narrawallee   | Bannisters Head Road   | Surfers Avenue  | FP        | Eastern   | 350    | 1.2   | \$87,626.83          | 19         |
| High     | Bannisters Head Road - stage 1   | Narrawallee - Mollymook Beach                                 | Matron Porter Drive  | Tallwood Avenue   | SUP       | Northern  | 300    | 2.0   | \$125,466.90         | 19         |
| High     | Bannisters Head Road - stage 2   | Narrawallee - Mollymook Beach                                 | Tallwood Avenue  | Mitchell Parade, Mollymook Beach                        | SUP       | Northern  | 1000   | 2.0   | \$418,223.00         | 19         |
| High     | Illaroo Rd   | North Nowra   | 93 Illaroo Road (east of Crest Avenue)   | Princes Highway   | FP        | northern  | 950    | 1.2   | \$238,387.11         | 19         |
| High     | Ferry Lane   | Nowra (between River and North Street - East side of Highway) | end of existing path (opposite Riverview Road, Nowra) - and extend north to complete the SUP link along the eastern side of Ferry Lane - | north end - connect to river SUP network                | SUP       | Eastern   | 240    | 2.0   | \$100,373.52         | 19         |
| High     | Shoalhaven St  | Nowra   | Scenic Dr  | Hyam St   | FP        | Eastern   | 60     | 1.2   | \$15,056.03          | 19         |
| High     | MacLean St   | Nowra   | Kinghome St  | MacLean St  | FP        | through unformed road reserve, opposite McKay Street            | 80     | 1.2   | \$20,074.70          | 19         |
| High     | Princes Hwy  | Ulladulla   | Bishop Drive   | Village Drive   | SUP       | Northern  | 1200   | 2.0   | \$501,867.60         | 19         |
| High     | Princes Hwy  | Ulladulla   | Bishop Drive   | Village Drive   | SUP       | Southern  | 1200   | 2.0   | \$501,867.60         | 19         |
| High     | Did-Deil Street  | Ulladulla   | New Street   | Deering Street  | SUP       | Eastern   | 170    | 2.0   | \$71,097.91          | 19         |
| High     | Jubilee Avenue   | Ulladulla   | southern boundary of #68 Deering Street  | Parson St   | FP        | Western   | 170    | 1.2   | \$42,658.75          | 19         |
| High     | Pettys Ave - and along Dowling Street- to the boundary of #19/#21 Dowling Street | Ulladulla   | Powell Av  | to the approx. boundary of #19/#21 Dowling Street       | FP        | Western side of Pettys Avenue - Northern side of Dowling Street | 140    | 1.2   | \$35,130.73          | 19         |
| High     | Main Rd  | Cambewarra  | Faulks Place   | Tannery Road  | FP        | Northern  | 300    | 1.2   | \$75,280.14          | 19         |

| Priority | Location   | Locality        | From   | To  | Path Type | Side of Road  | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|-----------------|--|---|-----------|---|--------|-------|----------------------|------------|
| Medium   | Collingwood St   | Basin View      | Basin View Pde   | Tallian Point Rd and extending north-west up to link with the pedestrian refuge and broader SUP network   | SUP       | Western   | 210    | 2.0   | \$87,826.83          | 18         |
| Medium   | Johnston St/Murramarang Rd   | Bawley Point    | Tingira Dr   | Swift St  | SUP       | Eastern   | 310    | 2.0   | \$129,649.13         | 18         |
| Medium   | Albany St  | Berry           | the existing footpath in Albany Street at the southern boundary of #42 Albert Street (to the north of Queen Street)  | North Street  | FP        | Eastern   | 150    | 1.2   | \$37,640.07          | 18         |
| Medium   | Prince Alfred Street - Wharf Road  | Berry           | South of Railway Line  | Old Creamery Road   | FP        | west  | 85     | 1.2   | \$21,329.37          | 18         |
| Medium   | Princess St  | Berry           | Prince Alfred St   | west - just short distance - for length of the Hungry Monkey cafe/ forage (first block back from Prince Alfred Street)                                | FP        | south   | 30     | 1.2   | \$7,528.01           | 18         |
| Medium   | Station Road   | Berry           | Prince Alfred St   | west - along Station Road, to connect into existing FP network on the west side of Berry train station  | FP        | south   | 220    | 1.2   | \$55,205.44          | 18         |
| Medium   | Beinda St  | Bomaderry       | Princes Hwy  | 61 Beinda St (east end) - opposite TAFE   | SUP       | Northern  | 77     | 2.0   | \$32,203.17          | 18         |
| Medium   | Bunbera St   | Bomaderry       | Tallayang Street   | 30m to the east of Tallayang Street   | FP        | Northern  | 30     | 1.2   | \$7,528.01           | 18         |
| Medium   | Bunbera St   | Bomaderry       | Brinawarr Street   | 15m to the east of Brinawarr Street   | FP        | Northern  | 15     | 1.2   | \$3,764.01           | 18         |
| Medium   | Jasmine Dr   | Bomaderry       | Cambewarra Rd  | Mulgen Creek Reserve (to the south of Cocos Palm Dr)  | SUP       | Eastern   | 490    | 2     | \$204,929.27         | 18         |
| Medium   | Lyndhurst Dr   | Bomaderry       | Jasmine Dr   | Cavalier Pde  | SUP       | Western   | 482    | 2.0   | \$201,583.49         | 18         |
| Medium   | Lyndhurst Dr   | Bomaderry       | Cavalier Pde   | Helsinki Pde  | FP        | Western   | 90     | 1.2   | \$22,584.04          | 18         |
| Medium   | Barwon St  | Bomaderry       | Cambewarra Rd  | Bunbera St - including link down along the southern side of Bunbera Street- to the intersection of Bunbera Street / West Bunbera Street               | FP        | Western   | 550    | 1.2   | \$138,013.59         | 18         |
| Medium   | Barwon St  | Bomaderry       | West Biriley St  | Bunbera Street - including link down along the northern side of Bunbera Street- to the existing pedestrian crossing, just to the west of Robey Street | FP        | Eastern   | 350    | 1.2   | \$87,826.83          | 18         |
| Medium   | Coomes St  | Bomaderry       | Biriley St   | 30 Coomes St (to the north of Bunbera Street)   | FP        | Eastern   | 125    | 1.2   | \$31,366.73          | 18         |
| Medium   | Coomes St  | Bomaderry       | No. 44 (incl)- to the south of Bunbera Street  | No 52 (incl)- to the north of Tarawara Street   | FP        | Eastern   | 100    | 1.2   | \$25,093.38          | 18         |
| Medium   | Balmoral Road  | Burnill Lake    | Rackham Crescent   | Lakeview Dr   | FP        | South   | 180    | 1.2   | \$45,168.08          | 18         |
| Medium   | Lakeview Drive   | Burnill Lake    | Balmoral Road  | Moore Street (access to Barker Reserve)   | FP        | South (west)  | 350    | 1.2   | \$87,826.83          | 18         |
| Medium   | Oystercatcher Way - Dolphin Pt Rd - Burnill Lake Lions Park SUP network - stage 2 - internal Burnill Lake Lions Park SUP network | Burnill Lake    | this stage commences at the intersection Dolphin Pt Rd/Burnill Lake Lions Park internal access (to the immediate-northern boundary of the Dolphin Point Tourist Park)- and continues anti-clockwise around the internal- circuitous route around Burnill Lake Lions Park | back to Oystercatcher Way- Princes Highway  | SUP       | primarily through reserve (Burnill Lake Lions Park) | 800    | 2     | \$334,578.40         | 18         |
| Medium   | Main Rd  | Cambewarra      | Tannery Road   | Good Dog Creek  | SUP       | Northern  | 160    | 2.0   | \$66,915.68          | 18         |
| Medium   | Prince Edward Avenue   | Culbura Beach   | Glenholme Way, and extending south, to link to the existing pedestrian refuge (to the south of Eastwood Avenue)  | to the existing pedestrian refuge (to the south of Eastwood Avenue)   | SUP       | East  | 210    | 2     | \$87,826.83          | 18         |
| Medium   | Greenwell Point Rd   | Greenwell Point | just west of West St (from driveway of #31 Greenwell Point Road), then extending east to connect to existing footpath  | Berellen Street   | FP        | Northern  | 220    | 1.2   | \$55,205.44          | 18         |

| Priority | Location  | Locality  | From  | To   | Path Type | Side of Road                        | Length | Width | Estimated Total Cost | PAMP Score |
|----------|---|---|---|--|-----------|-------------------------------------|--------|-------|----------------------|------------|
| Medium   | Greenwell Point Rd  | Greenwell Point   | west of West St (from the driveway of #25 Greenwell Point Road), extending east                               | the existing raised pedestrian crossing to the west of Jarvis St   | FP        | Southern                            | 450    | 1.2   | \$112,920.21         | 18         |
| Medium   | Greenwell Point Rd  | Greenwell Point   | Opposite the pub, approx #98 Greenwell Point Road   | Fish & Chip shop (eastern bend in Greenwell Point Road)  | FP        | Southern                            | 150    | 1.2   | \$37,640.07          | 18         |
| Medium   | Foreshore at boat ramp  | Greenwell Point   | Greenwell Point Road east end (opposite Wilkins St)   | existing SUP network   | SUP       | East                                | 28     | 2.5   | \$14,637.81          | 18         |
| Medium   | Myrtle St   | Milton  | Princes Hwy   | Croobyar Rd  | FP        | East                                | 450    | 1.2   | \$112,920.21         | 18         |
| Medium   | Myrtle St - Mick Ryan Reserve   | Milton  | Myrtle Street   | Mick Ryan Reserve  | FP        | N/A - through private Lot / reserve | 140    | 1.2   | \$35,130.73          | 18         |
| Medium   | Croobyar Rd   | Milton  | Corks Ln  | Myrtle St  | SUP       | Northern                            | 540    | 1.5   | \$169,380.32         | 18         |
| Medium   | Leo Dr - stage 2 (includes MacLeay Street to complete the link back to Matron Porter Drive) | Narrawallee   | 108 Leo Drive (approx. opposite Amaro Drive)  | MacLeay Street - and extend along MacLeay Street to complete the link back to Matron Porter Drive  | SUP       | Eastern - Southern                  | 1000   | 2.0   | \$418,223.00         | 18         |
| Medium   | Matron Porter Dr  | Narrawallee   | Bangalow St   | MacLeay St - and including extend the final 200m as "On Road" to complete the link to Narrawallee Inlet  | SUP       | Eastern                             | 705    | 2.0   | \$462,247.22         | 18         |
| Medium   | Illaroo Rd  | North Nowra   | Pitt St   | West Cambewarra Rd   | SUP       | Eastern                             | 700    | 2.0   | \$292,756.10         | 18         |
| Medium   | Illaroo Rd  | North Nowra   | Halcat Ave  | Pitt St  | SUP       | Eastern                             | 600    | 2.0   | \$250,933.80         | 18         |
| Medium   | Rock Hill Road  | North Nowra   | McMahons Road   | Yurunga Drive  | SUP       | eastern                             | 700    | 2.0   | \$292,756.10         | 18         |
| Medium   | Yurunga Drive   | North Nowra   | western boundary of 154 Yurunga Dr (to the west of Anheim Place), extending east                              | the driveway of #52 Yurunga Drive (access to The Grotto Reserve)   | FP        | northern                            | 1200   | 1.2   | \$301,120.56         | 18         |
| Medium   | Yurunga Drive- western end  | North Nowra   | Rock Hill Road  | Murrell Place  | FP        | southern                            | 150    | 1.2   | \$37,640.07          | 18         |
| Medium   | Lyrebird Drive  | Nowra (between River and North Street - East side of Highway) | Hawthorn Avenue - link to existing FP - and extend east to Shearwater Way                                     | Shearwater Way - to link to existing SUP built by TRNSW as part of the construction of Shearwater Way  | SUP       | Southern                            | 120    | 2.0   | \$50,196.76          | 18         |
| Medium   | Moss St   | Nowra   | Brereton St   | Opp Wondalga Cres  | FP        | Northern                            | 415    | 1.2   | \$104,137.53         | 18         |
| Medium   | West St   | Nowra   | North St  | Junction St  | FP        | Eastern                             | 205    | 1.2   | \$51,441.43          | 18         |
| Medium   | Wongee St   | Nowra   | the eastern boundary of #66 Osborne Street (ie frontage of #52 Wongee St) - and extending east to Burr Avenue | Burr Av  | FP        | South                               | 65     | 1.2   | \$16,310.70          | 18         |
| Medium   | Douglas St  | Nowra   | Shoalhaven St   | Berry St   | FP        | Northern                            | 400    | 1.2   |                      | 18         |
| Medium   | River Rd  | Sussex Inlet  | Badgee Bridge (commence from SUP network to the south of the bridge), and extending south -                   | the driveway of #212 River Road (note FP crosses to the southern side of River Road at existing street light immediately to the west of #212 River Road) | FP        | Northern                            | 750    | 1.2   | \$198,200.35         | 18         |
| Medium   | Burnell Street (South)  | Ulladulla   | Deering Street  | Parson St  | FP        | Western                             | 200    | 1.2   | \$50,196.76          | 18         |
| Medium   | Did-Deil Street   | Ulladulla   | Deering Street  | Parson St  | SUP       | Eastern                             | 200    | 2.0   | \$83,644.60          | 18         |
| Medium   | The Wool Rd   | Vincentia   | Beach St  | Link to existing SUP network to the east (to the existing crossing point approx. 130m to the west of Elizabeth Drive)                                    | SUP       | North                               | 200    | 2     | \$83,644.60          | 18         |
| Medium   | Excellent St  | Vincentia   | St George Ave   | Ada Street   | FP        | Northern                            | 430    | 1.2   | \$107,901.53         | 18         |
| Medium   | Ada St  | Vincentia   | Elizabeth Dr  | Coloden Av   | FP        | Western                             | 250    | 1.2   | \$62,733.45          | 18         |
| Medium   | Frank Lewis Way   | Woollamia   | Woollamia Rd  | Coulon St (Woollamia Boat Ramp)  | SUP       | eastern                             | 600    | 2.0   | \$250,933.80         | 18         |
| Medium   | Collingwood St  | Basin View  | Basin View Pde  | Tallyan Point Rd   | FP        | Eastern                             | 150    | 1.2   | \$37,640.07          | 18         |

| Priority | Location  | Locality                  | From   | To  | Path Type | Side of Road    | Length | Width | Estimated Total Cost | PAMP Score |
|----------|---|---------------------------|--|---|-----------|-----------------|--------|-------|----------------------|------------|
| Medium   | Kangaroo Valley Rd  | Berry                     | Huntingdale Park Road  | Ford St   | FP        | South           | 90     | 1.2   | \$22,584.04          | 17         |
| Medium   | Kangaroo Valley Rd  | Berry                     | Ford St  | The Gables  | FP        | South           | 240    | 1.2   | \$60,224.11          | 17         |
| Medium   | Kangaroo Valley Rd  | Berry                     | The Gables   | Thomas Close  | FP        | South           | 290    | 1.2   | \$72,770.80          | 17         |
| Medium   | Kangaroo Valley Rd  | Berry                     | Thomas Close   | Bundewallah Rd  | FP        | South           | 700    | 1.2   | \$175,653.66         | 17         |
| Medium   | Link from Callala Beach to Callala Bay via Callala Beach Road-Emmett Street | Callala Bay-Callala Beach | Queen Mary Street - via Callala Beach Bowling Club (Club Callala), crosses the road just north of Roswell Road, then continues up the east side of Callala Beach Road, and along the southern side of Emmett Street, Callala Bay, to #22 Emmett Street (ties into existing path network) | to #22 Emmett Street (ties into existing path network)  | SUP       | east - south    | 2400   | 2     | \$1,003,735.20       | 17         |
| Medium   | Basin View Foreshore Reserve  | Basin View                | Basin View Pde, linking down through the reserve, to link with existing foreshore track - then back via the foreshore reserve to link up to Elnora Parade  | Elnora Pde  | SUP       | through reserve | 400    | 2.0   | \$167,289.20         | 17         |
| Medium   | North St  | Berry                     | Albany St  | No. 122 (inclusive)   | FP        | Southern        | 50     | 1.2   | \$12,546.69          | 17         |
| Medium   | Prince Alfred Street  | Berry                     | Princess Street  | Station Road  | FP        | west            | 300    | 1.2   | \$75,280.14          | 17         |
| Medium   | Princess St   | Berry                     | Lot 1012 DP 872963 (to the east of Alexandra Street)   | Prince Alfred St  | FP        | north           | 155    | 1.2   | \$38,894.74          | 17         |
| Medium   | Victoria St   | Berry                     | George Street  | west of Clarence Street (tie into existing FP network at children's crossing)   | FP        | north           | 140    | 1.2   | \$35,130.73          | 17         |
| Medium   | Beinda St   | Bomaderry                 | Bowada St  | Bolong Rd, including a short SUP link in Bolong Road to a safe location for a pedestrian refuge (between the service station access points)                                     | SUP       | Northern        | 220    | 2.0   | \$92,009.06          | 17         |
| Medium   | Cambewarra Rd   | Bomaderry                 | Woolworths delivery driveway (to the west of Jasmine Dr)   | Barwon St   | FP        | Southern        | 205    | 1.2   | \$61,441.43          | 17         |
| Medium   | Cambewarra Rd   | Bomaderry                 | Barwon St  | Existing FP at signalised pedestrian crossing outside basketball stadium (ie complete the missing link in the path network along the frontage of the Bomaderry Sports Precinct) | SUP       | Southern        | 260    | 2.0   | \$108,737.98         | 17         |
| Medium   | Cambewarra Rd   | Bomaderry                 | Basketball stadium main access (to the west of North Tarawal Street)   | Primary school - children's crossing (to the west of Karowa Street)   | FP        | Southern        | 530    | 1.2   | \$132,994.91         | 17         |
| Medium   | Farrelly Pl Reserve   | Bomaderry                 | Farrelly Pl  | Metaleuca Pl  | SUP       | through reserve | 98     | 2.0   | \$40,985.85          | 17         |
| Medium   | Jasmine Dr  | Bomaderry                 | Mulgen Creek Reserve (to the south of Cocos Palm Dr)   | Lyndhurst Dr  | SUP       | Eastern         | 714    | 2.0   | \$298,611.22         | 17         |
| Medium   | Jasmine Dr  | Bomaderry                 | Lyndhurst Dr   | Meroo Rd  | SUP       | Southern        | 380    | 2.0   | \$158,924.74         | 17         |
| Medium   | Jasmine Dr pathway  | Bomaderry                 | Jasmine Dr   | Halstead Pl   | SUP       | through reserve | 154    | 2.0   | \$64,406.34          | 17         |
| Medium   | Cavalier Pde  | Bomaderry                 | Lyndhurst Dr   | Jasmine Dr  | SUP       | northern        | 504    | 2.0   | \$210,784.39         | 17         |
| Medium   | Cavalier Pde reserve  | Bomaderry                 | Formby Cl  | prop SUP  | FP        | through reserve | 112    |       | \$0.00               | 17         |
| Medium   | Binawarr St   | Bomaderry                 | Bunberra St  | Cambewarra Rd   | FP        | Western         | 376    | 1.2   | \$94,351.11          | 17         |
| Medium   | Binawarr St   | Bomaderry                 | Maleen St  | 54 Binawarr St (tie to existing FP to the north of Bolong Road)   | FP        | Eastern         | 100    | 1.2   | \$25,093.38          | 17         |

| Priority | Location  | Locality        | From  | To   | Path Type | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|---|-----------------|---|--|-----------|--|--------|-------|----------------------|------------|
| Medium   | Tarawal St  | Bomaderry       | Existing FP @ 42 Tarawal St   | Existing FP to the south of Ringbalm Cr (ie the rear FP network that connects to Nita Place and Nundah Close)                            | FP        | eastern  | 135    | 1.2   | \$33,876.06          | 17         |
| Medium   | Robey St  | Bomaderry       | West Birinley Street  | Bunberra St childrens crossing (just west of Robey St)   | FP        | Western  | 202    | 1.2   | \$50,688.63          | 17         |
| Medium   | West Birinley Street  | Bomaderry       | Barwon Street   | Existing pedestrian crossing - east end of West Birinley Street  | FP        | South  | 350    | 1.2   | \$87,826.83          | 17         |
| Medium   | West Birinley Street  | Bomaderry       | Princes Hwy   | Barwon St  | FP        | South  | 200    | 1.2   | \$50,186.76          | 17         |
| Medium   | Ireland St  | Burrill Lake    | Casuarina Cl  | Moore St   | SUP       | North - through reserve  | 350    | 2     | \$146,378.05         | 17         |
| Medium   | Rackham Cr  | Burrill Lake    | Moore St  | Balmoral Rd  | SUP       | North side through reserve - then West side of Rackham Cr linking back up to Balmoral Road | 550    | 2     | \$230,022.65         | 17         |
| Medium   | Callala Bay Road  | Callala Bay     | Sydney Avenue   | northern fringe of the residential area - to the location of proposed east-west SUP route crossing- to the north of #31 Callala Bay Road | SUP       | west   | 400    | 2     | \$167,289.20         | 17         |
| Medium   | Penguins Head Rd  | Culbura Beach   | Eastwood Avenue   | The Lake Circuit   | SUP       | West   | 760    | 2     | \$317,849.48         | 17         |
| Medium   | Penguins Head Rd  | Culbura Beach   | The Lake Circuit  | Eastbourne Ave   | SUP       | Southern   | 715    | 2     | \$299,029.45         | 17         |
| Medium   | Penguins Head Rd  | Culbura Beach   | The Lake Circuit  | 210 Penguins Head Rd   | SUP       | Northern   | 1200   | 2     | \$501,867.60         | 17         |
| Medium   | Penguins Head Rd  | Culbura Beach   | the eastern side of 210 Penguins Head Rd  | east to link to the Headland walking track   | FP        | North  | 600    | 1.2   | \$150,560.28         | 17         |
| Medium   | Lighthouse Rd   | Curarong        | Curarong Rd   | Point Perpendicular Lighthouse   | SUP       | East   | 9450   | 2     | \$3,952,297.35       | 17         |
| Medium   | Church St   | Greenwell Point | Foreshore   | Greenwell Point Rd   | SUP       | East   | 635    | 2.0   | \$265,571.61         | 17         |
| Medium   | Nowra St  | Huskisson       | Currambene St   | Foreshore SUP  | SUP       | northern   | 565    | 2.0   | \$236,296.00         | 17         |
| Medium   | Jenies St   | Huskisson       | Duncan St   | Foreshore SUP  | FP        | Northern   | 225    | 1.5   | \$70,575.13          | 17         |
| Medium   | Thomas St   | Milton          | Wason St  | Church St  | FP        | South  | 125    | 1.2   | \$31,366.73          | 17         |
| Medium   | Croobyar Rd   | Milton          | Drury Ln  | 14 Croobyar Rd (east boundary)   | SUP       | Northern   | 167    | 1.5   | \$52,382.43          | 17         |
| Medium   | Walsh Crescent  | North Nowra     | Outside No. 42 Walsh cres.  | frontage of 42 Walsh Cr.   | FP        | southern   | 15     | 1.2   | \$3,764.01           | 17         |
| Medium   | Graham St   | Nowra           | Bridge Rd, extending east - to Council access - link to existing path networks  | Corner   | FP        | Northern   | 75     | 1.2   | \$18,820.04          | 17         |
| Medium   | McKay St  | Nowra           | to the east of the Nowra Private Hospital - from the driveway of #1 Weerona Place - and extending east -  | to the west of Moresby Street (tie into the existing path network, at driveway #62 McKay Street)   | FP        | Southern   | 160    | 1.2   | \$40,149.41          | 17         |
| Medium   | John Purcell Way  | Nowra           | Southern boundary of Nowra Netball courts- and extending south to Hillcrest Avenue  | Hillcrest Ave  | SUP       | Eastern  | 152    | 2     | \$63,569.90          | 17         |
| Medium   | Princes Highway (Quinns Lane to Browns Road) - and includes the 50m approx. missing link (Jellicoe St to Quinns Lane - connecting to the existing service lane SUP) | South Nowra     | Jellicoe Street (current extent of SUP in service road) - extend north to Quinns Lane - then continue along the western side of the Highway up to Browns Road | the bus stop, immediately south of Browns Road (ties into existing SUP on the west side of the Princes Highway)                          | SUP       | Western  | 400    | 2     | \$167,289.20         | 17         |

| Priority | Location  | Locality              | From  | To  | Path Type | Side of Road  | Length | Width | Estimated Total Cost | PAMP Score |
|----------|---|-----------------------|---|---|-----------|---|--------|-------|----------------------|------------|
| Medium   | River Rd  | Sussex Inlet          | Wunda Ave, and extending east along River Road for full length - to complete the connection back to Jacobs Drive                            | #183 River Road (just north of Jacobs Drive) - tie into existing FP network   | FP        | Southern - western  | 500    | 1.2   | \$125,466.90         | 17         |
| Medium   | Pitman Ave  | Ulladulla             | Princes Hwy   | South Pacific Cres  | SUP       | Northern  | 410    | 2.0   | \$171,471.43         | 17         |
| Medium   | South Pacific Cr- Coral Crescent (this project only completes the southern end of Coral Crescent- from Pitman Avenue- and stopping initially at the northern boundary 2 Augenaut Ave) | Ulladulla             | adjacent the northern boundary of 2 Augenaut Ave - and extending south-   | the bend at the southern end of South Pacific Crescent (proposed crossing point- between #46- #53 -at vicinity - existing FP-street light outside #53 South Pacific Crescent - to link to Beach access through reserve- to the immediate south of #53 South Pacific Crescent) | SUP       | Western   | 630    | 2.0   | \$263,480.49         | 17         |
| Medium   | St George Ave   | Vincentia             | The Wool Rd   | Excellent St  | FP        | Eastern   | 90     | 1.2   | \$22,584.04          | 17         |
| Medium   | Elizabeth Dr  | Vincentia             | Violet Clark Reserve (west of Holden Street)  | Holden Street   | FP        | Northern  | 50     | 1.2   | \$12,546.69          | 17         |
| Medium   | Princes Highway   | Wandandian - northern | Wandean Road  | link to the existing FP that was constructed as part of development of #2650 Princes Highway, Wandandian  | FP        | western   | 210    | 1.2   | \$52,696.10          | 17         |
| Medium   | Tallyan Point Rd  | Basin View            | Children's crossing, extending west to  | Collingwood Street  | FP        | Southern  | 150    | 1.2   | \$37,640.07          | 16         |
| Medium   | Johnston St   | Bawley Point          | Swift St  | Willinga Lake (to Willinga Point - Reserve - car park)  | SUP       | Eastern   | 200    | 2.0   | \$83,644.60          | 16         |
| Medium   | Shearwater Crescent   | Bawley Point          | Intersection of Shearwater Cres/Bawley Point Road   | Intersection of Shearwater Cres/Johnston Street/Murramarang Rd  | FP        | Northern  | 230    | 1.2   | \$57,714.77          | 16         |
| Medium   | Albert St   | Berry                 | Hn 68 (to the east of Alexandra Street)   | Prince Alfred St  | FP        | Southern  | 150    | 1.5   | \$47,050.09          | 16         |
| Medium   | Albert St   | Berry                 | 24 Albert St (to the west of Edward Street)   | Albany St   | FP        | south   | 260    | 1.2   | \$65,242.79          | 16         |
| Medium   | Albert St   | Berry                 | Albany St   | eastern boundary of #56 Albert Street (to the west of Alexandra Street)   | FP        | south   | 170    | 1.5   | \$53,323.43          | 16         |
| Medium   | Alexandra Street  | Berry                 | Albert St   | North St  | FP        | east  | 90     | 1.5   | \$28,230.05          | 16         |
| Medium   | Princess St   | Berry                 | Albany St   | Alexandra St  | FP        | north   | 213    | 1.5   | \$66,811.12          | 16         |
| Medium   | Turley Ave  | Bomaderry             | Princes hwy   | end of Turley Avenue (to Lynburn Avenue)  | FP        | southern  | 215    | 1.2   | \$53,950.77          | 16         |
| Medium   | Cambewarra Rd   | Bomaderry             | Primary school - children's crossing (to the west of Karowa Street)   | Coomes Street   | SUP       | Southern  | 230    | 2.0   | \$96,191.29          | 16         |
| Medium   | Bunberra St   | Bomaderry             | Karowa St   | Dalwah St (15m to the east of Dalwah Street)  | FP        | Northern  | 125    | 1.2   | \$31,366.73          | 16         |
| Medium   | Lyndhurst Dr Reserve  | Bomaderry             | Brodie Close  | David Place (shops)   | SUP       | through reserve   | 162    | 2.0   | \$67,752.13          | 16         |
| Medium   | Binawarr St   | Bomaderry             | Bunberra St   | existing path at south end of Binawarr(cliff) to north of Tarawara St   | FP        | Western   | 193    | 1.2   | \$48,430.22          | 16         |
| Medium   | Binawarr St   | Bomaderry             | Tarawara St   | Maleen St   | FP        | Western   | 125    | 1.2   | \$31,366.73          | 16         |
| Medium   | Tarawara St   | Bomaderry             | Dalwah Street   | Coomes Street   | FP        | north   | 100    | 1.2   | \$25,093.38          | 16         |
| Medium   | Wallaroy Drive  | Burrill Lake          | Princes Highway   | Wyoming Avenue  | FP        | south   | 160    | 1.2   | \$40,149.41          | 16         |
| Medium   | Bonito Ave (SUP link from Vista Drive to Seaside Pde, across Highway Dr)  | Burrill Lake          | the rear boundary of 33-35 Highway Dr (commence at existing SUP path), crosses Highway Dr, and continues along Bonito Ave to Seaside Pde    | Seaside Pde   | SUP       | North   | 140    | 2.0   | \$58,551.22          | 16         |
| Medium   | Ocean Street- Allerton Avenue- Haven Street SUP loop  | Culbura Beach         | The Lake Circuit, extending north along Ocean Street- then east along Allerton Ave, then south along Haven Street- back to The Lake Circuit | The Lake Circuit  | SUP       | east side of Ocean Street- south side of Allerton Avenue- and west side of Haven Street | 370    | 2     | \$154,742.51         | 16         |

| Priority | Location  | Locality         | From   | To   | Path Type | Side of Road  | Length | Width | Estimated Total Cost | PAMP Score |
|----------|---|------------------|--|--|-----------|---|--------|-------|----------------------|------------|
| Medium   | Haizer Rd   | Greenwell Point  | South St   | 18 Haizer Rd   | SUP       | East  | 132    | 2.0   | \$55,205.44          | 16         |
| Medium   | Huskisson Road - Tomerong St  | Huskisson        | Husky Sports Club (including an internal FP link to the Husky Sports Club via Kioloa Street)   | the childrens crossing on Tomerong Street  | FP        | Southern  | 400    | 1.5   | \$125,466.90         | 16         |
| Medium   | Watt St   | Huskisson        | Childrens crossing   | Sydney St  | FP        | South   | 45     | 1.2   | \$11,292.02          | 16         |
| Medium   | Bunill St   | Huskisson        | Keppel St  | Jenis St   | FP        | Eastern   | 190    | 1.5   | \$59,596.78          | 16         |
| Medium   | Merry Beach Road  | Kioloa           | northern boundary of #33 Forest Road   | intersection Murramarang Road / Merry Street   | SUP       | East  | 50     | 2.0   | \$20,911.15          | 16         |
| Medium   | Gordon St   | Milton           | Graham St  | Princes Hwy  | FP        | West  | 160    | 1.2   | \$40,149.41          | 16         |
| Medium   | Extend path between Porter Cct and Valley View Close  | Milton           | Lot 12 DP 1145061  | Valley View Cl   | SUP       | N/A   | 93     | 2.0   | \$38,894.74          | 16         |
| Medium   | Myrtle St   | Milton           | Princes Hwy  | Valley View Close  | FP        | Western   | 270    | 1.2   | \$67,752.13          | 16         |
| Medium   | Wason St  | Milton           | Charles St   | fontage of first Lot north of Charles Street   | FP        | East  | 30     | 1.2   | \$7,528.01           | 16         |
| Medium   | Church St   | Milton           | Thomas Street  | Princes Hwy  | FP        | Western   | 220    | 1.2   | \$55,205.44          | 16         |
| Medium   | Church St   | Milton           | Graham Street  | Princes Hwy  | FP        | Eastern   | 170    | 1.2   | \$42,658.75          | 16         |
| Medium   | Croobyar Rd   | Milton           | Myrtle St  | Gordon St  | SUP       | Northern  | 540    | 1.5   | \$169,380.32         | 16         |
| Medium   | Croobyar Rd   | Milton           | 6 Croobyar Rd  | 8 Croobyar Rd  | FP        | Northern  | 25     | 1.5   | \$7,841.68           | 16         |
| Medium   | Pitt St   | North Nowra      | McMahons Rd  | 30m north of the existing pedestrian refuge island (the one on Pitt Street, to the north of Nellore Pl)  | SUP       | west  | 790    | 2.0   | \$330,396.17         | 16         |
| Medium   | Pitt St   | North Nowra      | Illaroo Road   | Page Avenue  | SUP       | east  | 920    | 2.0   | \$384,765.16         | 16         |
| Medium   | Sharmen Park access- Elwin Court  | North Nowra      | McMahons Road  | for the full length of Elwin Court - links to an existing FP ramp/bush track, at the northern end of Elwin Court.  | FP        | east  | 140    | 1.2   | \$35,130.73          | 16         |
| Medium   | Crawford Dr   | North Nowra      | Judith Dr  | Lumsden Rd   | FP        | south / east  | 380    | 1.2   | \$95,354.84          | 16         |
| Medium   | Drexel Park SUP network (links to Goolongong Street, Garlie Close, Geary Place, Coniston Close) | North Nowra      | Page Ave   | McMahons Road  | SUP       | network - all through existing reserve and road reserve | 500    | 2.0   | \$209,111.50         | 16         |
| Medium   | Peak Ave - Yurunga Drive  | North Nowra      | Hansons Rd   | Yurunga Dr- including a short FP link up the western side of Yurunga Drive to Tindall Place (and provide pram ramps to facilitate the crossing of Yurunga Drive) | FP        | Northern  | 550    | 1.2   | \$138,013.59         | 16         |
| Medium   | Yurunga Dr / Crest Ave  | North Nowra      | Include full Church of Christ fontage in Yurunga Drive (from first driveway), extend south and then east along Crest Avenue -  | 3 Crest Ave  | FP        | Northern and western                                    | 222    | 1.2   | \$55,707.30          | 16         |
| Medium   | McMahons Rd   | North Nowra      | existing crossing point on McMahons Road (vicinity #110 - #112 McMahons Road)  | Rock Hill Road   | SUP       | southern  | 400    | 2.0   | \$167,289.20         | 16         |
| Medium   | Breton St   | Nowra            | Moss St  | North St   | FP        | Western   | 70     | 1.2   | \$17,565.37          | 16         |
| Medium   | Douglas St  | Nowra            | Berry St   | East St  | FP        | Northern  | 400    | 1.2   | \$100,373.52         | 16         |
| Medium   | Orient Avenue to Orsova Parade (direct- via existing easement-reserve)                          | Orient Point     | Orient Avenue, from between # 20-22 Orient Avenue, then extending north (through the existing easement-reserve), to  | Orsova Parade (via existing easement-reserve)- connecting back to Orsova Parade between #19- 21 Orsova Parade  | SUP       | through reserve   | 335    | 2.0   | \$140,104.71         | 16         |
| Medium   | Woolstencraft St  | Shoalhaven Heads | Shoalhaven Heads Rd  | Jerry Bailey Oval SUP link   | SUP       | eastern   | 75     | 2     | \$31,366.73          | 16         |
| Medium   | Bolong Rd   | Shoalhaven Heads | Shoalhaven Heads Rd (commence project within Shoalhaven Heads Road at the current end of existing path - commencing at bus shelter approx. 50m west of vehicle access to holiday park) then extending approx. 100m to the west to Bolong Road, then continuing south along Bolong Road to the Coolangatta Estate winery/golf course) | Alexander Berry Rd (or Edward Woolstencraft Lane via Coolangatta Estate vineyard) - options, subject to consultation   | SUP       | west  | 1406   | 2     | \$588,021.54         | 16         |

| Priority | Location   | Locality  | From   | To   | Path Type | Side of Road          | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|---|--|--|-----------|-----------------------|--------|-------|----------------------|------------|
| Medium   | Government Rd  | Sussex Inlet  | from the existing SUP network (to the north of 2 Government Rd), and extending south -   | Lakehaven Dr   | SUP       | East                  | 650    | 2     | \$271,844.95         | 16         |
| Medium   | Princes Hwy  | Ulladulla   | Princes Hwy near Wyuna PI (from proposed pedestrian refuge crossing on the Princes Highway adjoining #1 Curtis Street - near northern boundary of 8-12 Princes Highway-Motel)  | Golf Ave (opposite 33 Princes Hwy - to the immediate west of Golf Avenue)    | SUP       | Eastern-Northern      | 450    | 2.0   | \$188,200.35         | 16         |
| Medium   | Princes Hwy  | Ulladulla   | Princes Hwy near Wyuna PI (from proposed pedestrian refuge crossing on the Princes Highway adjoining #1 Curtis Street - near northern boundary of 8-12 Princes Highway-Motel)  | Golf Ave (outside 33 Princes Hwy - to the immediate west of Golf Avenue)     | SUP       | Western-Southern      | 450    | 2.0   | \$188,200.35         | 16         |
| Medium   | Princes Hwy  | Ulladulla   | Deering St   | Parson St  | FP        | East                  | 200    | 1.2   | \$50,186.76          | 16         |
| Medium   | Princes Hwy  | Ulladulla   | Parson St  | Dowling St   | FP        | East                  | 350    | 1.2   | \$87,826.83          | 16         |
| Medium   | 3 x Links between Elizabeth Drive and the foreshore SUP - northern end (Berry to Illiacombe) | Vincentia   | Elizabeth Dr   | foreshore SUP  | SUP       | South                 | 250    | 2.0   | \$104,555.75         | 16         |
| Medium   | Wandean Road - FP link around bus turnaround-bus shelter at the eastern end of Wandean Road  | Wandandian - northern   | Wandean Road, crossing Wandean Road (from south to north), then looping around the bus turnaround facility/bus shelter, and linking back to the proposed Princes Highway FP  | the Princes Highway, Wandandian - linking to the proposed Princes Highway FP | FP        | western               | 80     | 1.2   | \$20,074.70          | 16         |
| Medium   | Princes Highway  | Wandandian - southern   | the existing pedestrian refuge on the Princes Highway (to the immediate south of Wandean Road), and extending south, to the extent of the main Wandandian Village (fringe of rural zone/Wandandian Village)-southern most street light and commencement of TWRTL treatment | the driveway of 2760D Princes Highway, Wandandian NSW                        | FP        | western               | 750    | 1.2   | \$188,200.35         | 16         |
| Medium   | Old Southern Rd  | Worrigee (between Old Southern Road and Worrigee Road-and between Greenwell Point Road- south to Hillcrest Avenue-Isa Road) | Hillcrest Av   | Greenwell Point Road   | SUP       | West                  | 1300   | 2.0   | \$543,689.90         | 16         |
| Medium   | Old Southern Rd  | Worrigee (between Old Southern Road and Worrigee Road-and between Greenwell Point Road- south to Hillcrest Avenue-Isa Road) | Hillcrest Av   | Greenwell Point Road   | SUP       | East                  | 1300   | 2.0   | \$543,689.90         | 16         |
| Medium   | Mintbush Cr - Correa Ct (north / south path link through reserve)                            | Worrigee (between Old Southern Road and Worrigee Road-and between Greenwell Point Road- south to Hillcrest Avenue-Isa Road) | Mintbush Cr  | Correa Ct  | FP        | N/A - through reserve | 40     | 1.2   | \$10,037.35          | 16         |
| Medium   | Hawken Rd  | Tomerong  | Tomerong PS (extent of existing FP)  | southern boundary of #375 Hawken Road  | FP        | Eastern               | 230    | 1.2   | \$57,714.77          | 16         |
| Medium   | Crookhaven boat ramp Rd  | Orient Point - Crookhaven Heads   | Prince Edward Ave  | boat ramp  | SUP       | North                 | 300    | 2.0   | \$125,466.90         | 15         |

| Priority | Location  | Locality                        | From   | To  | Path Type | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|---|---------------------------------|--|---|-----------|--|--------|-------|----------------------|------------|
| Medium   | Prince Edward Ave   | Orient Point - Crookhaven Heads | From the end of the existing SUP (at Holiday Haven TP Culbura Beach), extending north  | to the northern extent of Prince Edward Avenue  | SUP       | East   | 730    | 2.0   | \$305,302.79         | 15         |
| Medium   | Thomson St  | Sussex Inlet                    | The Springs Rd   | Government Rd   | SUP       | Northern   | 580    | 2     | \$242,569.34         | 15         |
| Medium   | Victoria St   | Berry                           | Alexandra St   | Victoria St   | FP        | south  | 12     | 2.0   | \$5,018.68           | 15         |
| Medium   | Shoalhaven (Bomaderry) Sporting Complex & Mulgen Creek Reserve      | Bomaderry                       | Jasmine Dr   | Cambewarra Rd   | SUP       | through sports complex and Mulgen Creek reserve  | 660    | 2.0   | \$276,027.18         | 15         |
| Medium   | Fuchsia Cres pathway  | Bomaderry                       | Fuchsia Cres   | Sporting Complex  | FP        | through reserve  | 40     | 1.2   | \$10,037.35          | 15         |
| Medium   | Mulgen Creek Reserve  | Bomaderry                       | Jasmine Dr   | Ferntree Dr   | SUP       | through reserve  | 180    | 2.0   | \$75,280.14          | 15         |
| Medium   | Bindon Cl pathway   | Bomaderry                       | Lyndhurst Dr   | Bindon Cl   | SUP       | through reserve  | 78     | 2.0   | \$32,621.39          | 15         |
| Medium   | Cavalier Pde reserve  | Bomaderry                       | Cavalier Pde   | Jasmine Dr  | SUP       | through reserve  | 389    | 2.0   | \$162,688.75         | 15         |
| Medium   | Yerrol Dve pathway  | Bomaderry                       | Yerrol Dve   | Merro Rd  | SUP       | through reserve  | 70     | 2.0   | \$29,275.61          | 15         |
| Medium   | Tarawal St - Brinawarr Street                                       | Bomaderry                       | link from the rear FP network (that connects to Nita Place and Nundah Close), east to Brinawarr Street (to the south of Nundah Close and Maleen Street)  | Brinawarr Street  | FP        | through reserve  | 300    | 1.2   | \$75,280.14          | 15         |
| Medium   | Boorawine Tce (northern end) and foreshore route to Sheaffe Street  | Callala Bay                     | Emmett St  | Callala bay foreshore reserve (including the additional foreshore SUP route to the end of Sheaffe Street)   | SUP       | west side of Boorawine Terrace, then through reserve between 4/5 Boorawine Tce, then via foreshore reserve | 370    | 2.0   | \$154,742.51         | 15         |
| Medium   | Boorawine Tce (the section immediately to the north of Watt Street) | Callala Bay                     | Boorawine Tce  | Full frontage of reserve (42 Boorawine Tce.) and then link to foreshore SUP network - to Boat ramp via southern side of reserve- 42 Boorawine Tce (Lot 1 DP 512874) | SUP       | South  | 90     | 2.0   | \$37,640.07          | 15         |
| Medium   | Lackerstein Street  | Callala Bay                     | Sheaffe Street   | Sydney Avenue   | SUP       | west   | 550    | 2     | \$230,022.65         | 15         |
| Medium   | Farrant Ave   | Culbura Beach                   | Eastbourne Ave   | End (surf club)   | FP        | Southern   | 192    | 1.5   | \$60,224.11          | 15         |
| Medium   | Curarong Rd   | Curarong                        | Lighthouse Rd  | Walton Way  | SUP       | North  | 1000   | 2     | \$418,223.00         | 15         |
| Medium   | Haiser Rd   | Greenwell Point                 | 18 Haiser Rd   | Bowling Club at the southern end of Haiser Road   | FP        | East   | 550    | 1.2   | \$138,013.59         | 15         |
| Medium   | Greens Rd   | Greenwell Point                 | Greenwell Point Rd   | just to the south of Spies Ave. (link to bus shelter just south of Spies Ave.)  | FP        | East   | 1300   | 1.2   | \$326,213.94         | 15         |
| Medium   | Bowen St  | Huskisson                       | Sydney St, east within the road reserve to Hawke Street, and then diverts into the White Sands Park for the remaining link parallel and to the immediate north of the Bowen Street road reserve, joining to the white sands SUP network approx. opposite Duncan Street | the white sands SUP network approx. opposite Duncan Street  | SUP       | Northern   | 500    | 2.0   | \$209,111.50         | 15         |
| Medium   | Merry Beach Road  | Kioloa                          | southern boundary of #33 Forest Road   | intersection Pretty Beach Road/Merry Beach Road   | FP        | West   | 45     | 1.2   | \$11,292.02          | 15         |
| Medium   | Charles Street  | Milton                          | Myrtle Street  | Wason Street  | FP        | North  | 140    | 1.2   | \$35,130.73          | 15         |
| Medium   | Charles Street  | Milton                          | Wason Street   | Church Street   | FP        | South  | 140    | 1.2   | \$35,130.73          | 15         |
| Medium   | Wason St  | Milton                          | Croobyar Rd  | Charles St  | FP        | Western  | 190    | 1.2   | \$47,677.42          | 15         |
| Medium   | Church St   | Milton                          | Croobyar Rd  | Charles St  | SUP       | Western  | 213    | 2.0   | \$89,081.50          | 15         |
| Medium   | Church St   | Milton                          | Graham Street  | northern extent of Graham Street  | FP        | Eastern  | 180    | 1.2   | \$45,168.08          | 15         |
| Medium   | Lumsden rd  | North Nowra                     | Judith Dr  | Hood Close  | FP        | south side   | 340    | 1.2   | \$85,317.49          | 15         |
| Medium   | Gunguma Crescent  | North Nowra                     | Northern boundary of Joe Hyam Reserve (just to the north of Hansons Road)  | Yununga Drive   | FP        | Southern   | 240    | 1.2   | \$60,224.11          | 15         |

| Priority | Location   | Locality         | From  | To   | Path Type | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|------------------|---|--|-----------|--|--------|-------|----------------------|------------|
| Medium   | McMahons Rd Reserve - reserve links through to Devlin Avenue and Hoskin Street | North Nowra      | McMahons Road (between #120 and #124)   | Hoskin Street (between #37 and #39)  | SUP       | through reserve between Hoskins Street and McMahons Road   | 200    | 2.0   | \$83,644.60          | 15         |
| Medium   | Jervis St  | Nowra            | Wallace St, west to link with existing school children's crossing   | School crossing  | FP        | Southern   | 56     | 1.2   | \$14,052.29          | 15         |
| Medium   | East St  | Nowra            | Plunkett St   | Douglas St   | FP        | Western  | 200    | 1.2   | \$50,186.76          | 15         |
| Medium   | Kalandar St  | Nowra            | Kinghome St   | Princes Hwy  | FP        | North  | 325    | 1.2   | \$81,553.49          | 15         |
| Medium   | Kalandar St  | Nowra            | Kinghome St   | Princes Hwy  | FP        | Southern   | 350    | 1.2   | \$87,826.83          | 15         |
| Medium   | McKay St   | Nowra            | Queenborough St   | Kalandar Street  | FP        | Northern/western   | 800    | 1.2   | \$200,747.04         | 15         |
| Medium   | Kameruka Cr  | Nowra            | Clipper Rd  | extend the proposed FP beyond Ascalon Close - south, to Bateman Close  | FP        | Northern   | 170    | 1.2   | \$42,658.75          | 15         |
| Medium   | Vendetta St  | Nowra            | Clipper Road  | McKay Street (including links to drainage reserve, off the bend to the west of #17 Vendetta Street)  | FP        | Southern (west to the drainage reserve) then to the north of the drainage reserve - Western side, up to McKay Street | 447    | 1.2   | \$112,167.41         | 15         |
| Medium   | Vendetta St reserve  | Nowra            | Bendigo Circuit   | Park Rd / including 2 x FP links to Vendetta St / and link Kembla Close  | FP        | N/A - through reserve  | 371    | 1.2   | \$93,096.44          | 15         |
| Medium   | McKenzie Street  | Nowra            | McKay Street  | Park Rd  | FP        | Eastern  | 280    | 1.2   | \$70,261.46          | 15         |
| Medium   | McKinnon Street  | Nowra            | From existing FP (to the immediate north of the Nowra Private Hospital access) - extending south to Park Road | Park Rd  | FP        | Western  | 65     | 1.2   | \$16,310.70          | 15         |
| Medium   | Park Rd  | Nowra            | From the Western end of Park Road (link to existing FP) - extending east                                      | Moresby St   | FP        | Northern   | 550    | 1.2   | \$138,013.59         | 15         |
| Medium   | John Purcell Way   | Nowra            | Hillcrest Ave   | links to the Park Road FP - to the immediate west of the intersection Park Road/John Purcell Way   | SUP       | Western  | 430    | 2     | \$179,835.89         | 15         |
| Medium   | Greville Av  | Sanctuary Point  | far western end of Greville Avenue (including link to The Basin walking track)                                | far eastern end (256 Greville Av - west of Lot 2 DP 719698) - ie link to existing SUP network and to foreshore Basin walking track   | SUP       | Southern   | 2300   | 2.0   | \$961,912.90         | 15         |
| Medium   | Kingsford Smith Cr   | Sanctuary Point  | Idiewild Ave  | Warrego Dr   | FP        | Western  | 300    | 1.2   | \$75,280.14          | 15         |
| Medium   | McIntosh St  | Shoalhaven Heads | Shoalhaven Heads Rd   | turns east at Staples St, and continues for the length of McIntosh Street, tie into existing FP ath the surf club park   | FP        | Southern   | 350    | 1.2   | \$87,826.83          | 15         |
| Medium   | Sussex Rd - William Mulligan Reserve   | Sussex Inlet     | northern end of William Mulligan Reserve  | around the eastern fringe of William Mulligan Reserve, crossing in front of the shops, then extending along the southern side of the internal access road, to link to existing foreshore SUP network | SUP       | Southern   | 95     | 2     | \$54,731.19          | 15         |
| Medium   | Princes Hwy  | Ulladulla        | 47 Princes Hwy (to the immediate east of St Vincents St)  | Church Street  | SUP       | Western  | 700    | 2.0   | \$292,756.10         | 15         |
| Medium   | Crescent Street  | Ulladulla        | Princes Highway   | Burnell Street (North) SUP network   | FP        | Southern   | 210    | 1.2   | \$52,696.10          | 15         |
| Medium   | Elizabeth Dr   | Vincentia        | Ilfracombe Ave  | Berry Street   | SUP       | Eastern  | 850    | 2.0   | \$355,489.55         | 15         |
| Medium   | Elizabeth Dr   | Vincentia        | Berry Street  | Church St  | SUP       | Eastern  | 1100   | 2.0   | \$460,045.30         | 15         |
| Medium   | Beach St - full length   | Vincentia        | Emmeline Place  | Elizabeth Drive  | FP        | west   | 570    | 1.2   | \$143,032.27         | 15         |

| Priority | Location  | Locality   | From   | To  | Path Type | Side of Road          | Length | Width | Estimated Total Cost | PAMP Score |
|----------|---|------------|--|---|-----------|-----------------------|--------|-------|----------------------|------------|
| Medium   | Argyle St   | Vincentia  | Beach St   | Elizabeth Dr- and down to Church Street   | FP        | south - west          | 330    | 1.2   | \$82,808.15          | 15         |
| Medium   | The Wool Road/Naval College Road roundabout - south leg | Vincentia  | The Wool Road  | Naval College Road  | SUP       | east + west           | 280    | 2.0   | \$117,102.44         | 15         |
| Medium   | Woollamia Rd  | Woollamia  | Edendale St, extending the SUP further to the west-  | 20m to the west of Willowford Rd (terminate this stage at existing bus stop approx. 20m to the west of Willowford Road)         | SUP       | eastern               | 800    | 2.0   | \$334,578.40         | 15         |
| Medium   | Greenwell Point Rd                                      | Worrigee   | existing FP network outside Worrigee Sports Club - and extend to the east, to connect with existing path network (built between #11 and #13 Tee Close) | Greenwell Point Road (tie into existing path (built between #11 and #13 Tee Close)  | SUP       | North                 | 600    | 2.0   | \$250,933.80         | 15         |
| Medium   | Golden Grove-Greenwell Point Rd                         | Worrigee   | Litona Parade  | links to proposed extension of path network along Worrigee Road (and importantly links to proposed pedestrian crossing on bend) | SUP       | South                 | 175    | 2.0   | \$73,189.03          | 15         |
| Medium   | Worrigee Rd   | Worrigee   | Greenwell Point Road   | Isa Rd  | SUP       | West                  | 1500   | 2.0   | \$627,334.50         | 15         |
| Medium   | Rayleigh Dr   | Worrigee   | Greenwell Pt Rd  | The Garden Walk   | FP        | Eastern               | 420    | 1.2   | \$105,392.20         | 15         |
| Medium   | The Garden Walk   | Worrigee   | Old Southern Rd  | Worrigee Rd   | SUP       | N/A - through reserve | 1140   | 2.0   | \$476,774.22         | 15         |
| Medium   | Sullivan St   | Worrigee   | Extend existing FP opposite Almondbank Rd- extend further to the south to Sophia Road  | Sophia Rd   | FP        | West                  | 130    | 1.2   | \$32,621.39          | 15         |
| Medium   | Sophia Rd   | Worrigee   | from the north side of Juniper Pl (at #79 Sophia Road)- extend existing FP to the south, to Isa Road   | Isa Rd  | FP        | Eastern               | 350    | 1.2   | \$87,826.83          | 15         |
| Medium   | Sophia Rd   | Worrigee   | from the boundary #63/65 Sophia Road (existing FP)- and extend existing FP west to tie into Old Southern Road  | Old Southern Rd   | FP        | Northern              | 700    | 1.2   | \$175,653.66         | 15         |
| Medium   | Isa Rd  | Worrigee   | Golden Ash Close   | Sophia Rd   | SUP       | Northern              | 645    | 2.0   | \$269,753.84         | 15         |
| Medium   | Tannery Rd  | Cambewarra | Main Rd  | Howell Faulks Reserve-Park  | FP        | West                  | 400    | 1.2   | \$100,373.52         | 15         |

| Priority | Location                      | Locality        | From  | To   | Path Type | Side of Road    | Length | Width | Estimated Total Cost | PAMP Score |
|----------|-------------------------------|-----------------|---|--|-----------|-----------------|--------|-------|----------------------|------------|
| Low      | Albatross Rd                  | South Nowra     | Current extent of SUP on Albatross Road (where ties in to the northern end of the northern Service Rd to the north of the Flinders Road/Albatross Road roundabouts)   | Cabbage Tree Lane  | SUP       | Eastern         | 3200   | 2     | \$1,338,313.60       | 14         |
| Low      | Flinders Rd - eastern end     | South Nowra     | Bridge over Nowra Ck  | Princes Hwy, direct via the former Flinders Road road reserve  | SUP       | Southern        | 100    | 2     | \$41,822.30          | 14         |
| Low      | Unformed road reserve         | Bawley Point    | Intersection of Shearwater Cres/Unformed Road Reserve   | Intersection of Johnston Street/Unformed Road Reserve  | FP        | Northern        | 80     | 1.2   | \$20,074.70          | 14         |
| Low      | Emmett St                     | Callala Bay     | Australia Avenue  | Boorawine Tce  | SUP       | North           | 550    | 2     | \$230,022.65         | 14         |
| Low      | Main Road                     | Cambewarra      | Good Dog Creek  | Moss Vale Road   | SUP       | Northern        | 810    | 2     | \$338,760.63         | 14         |
| Low      | North Crescent                | Culbura Beach   | The Lake Circuit, extending north   | to the existing beach access (to the east of #183 Marina Lane)   | SUP       | East            | 180    | 2     | \$75,280.14          | 14         |
| Low      | The Lake Circuit              | Culbura Beach   | Silvermore Street (but includes the connection from the intersection The Lake Circuit/Silvermore up to the Penguins Head Road SUP) and extends south from Silvermore Street, to the southern end of The Lake Circuit        | Eastbourne Avenue / East Crescent  | SUP       | Southern (west) | 950    | 2     | \$397,311.85         | 14         |
| Low      | West Cres.                    | Culbura Beach   | Bowling Club southern boundary approx.  | Cross Street   | FP        | South (west)    | 260    | 1.2   | \$65,242.79          | 14         |
| Low      | South St                      | Greenwell Point | Greens Rd   | Jervis St  | SUP       | Southern        | 310    | 2.0   | \$129,649.13         | 14         |
| Low      | Dent St                       | Huskisson       | Tomerong St   | full length - to northern end, links around northern end of the cul-de-sac to the Lady Denman path network | FP        | Eastern         | 210    | 1.2   | \$52,696.10          | 14         |
| Low      | Park St                       | Huskisson       | Tomerong St   | Owen St, including a FP link back to the existing FP on Owen Street, adjacent to the Husky Pictures        | FP        | Eastern         | 400    | 1.5   | \$125,466.90         | 14         |
| Low      | Sydney St                     | Huskisson       | Owen St   | Bowen St   | SUP       | Eastern         | 170    | 2.0   | \$71,097.91          | 14         |
| Low      | Currambene St                 | Huskisson       | Morton St   | Bowen St   | FP        | Western         | 97     | 1.5   | \$30,425.72          | 14         |
| Low      | Currambene St                 | Huskisson       | Owen St   | Bowen St   | FP        | Eastern         | 176    | 1.5   | \$55,205.44          | 14         |
| Low      | Bowen St                      | Huskisson       | Currambene St   | Duncan Street  | FP        | South           | 240    | 1.5   | \$75,280.14          | 14         |
| Low      | Merry Beach Road              | Kioloa          | southern boundary of #33 Forest Road  | Intersection Pretty Beach Road/Merry Beach Road  | SUP       | East            | 55     | 2.0   | \$23,002.27          | 14         |
| Low      | River Rd                      | Lake Tabourie   | Princes Hwy   | Immediate west of child care centre access   | SUP       | North           | 75     | 2.0   | \$31,366.73          | 14         |
| Low      | River Rd                      | Lake Tabourie   | Immediate west of child care centre access, extending east, and turning right into River Road at the commencement of Centre Street (immediately prior to bridge)  | approx #31 River Road (location of existing FP network to tie into)  | SUP       | South           | 210    | 2.0   | \$87,826.83          | 14         |
| Low      | Curvers Drive and Beninger Rd | Manyana         | Inyadda Dr  | southern end of Beninger Cr  | SUP       | southern        | 1800   | 2.0   | \$752,801.40         | 14         |
| Low      | Conjurong Pt Rd               | Manyana         | Curvers Drive   | Sunset Strip   | SUP       | East            | 350    | 2.0   | \$146,378.05         | 14         |
| Low      | Conjurong Pt Rd               | Manyana         | North of the Bartizan   | Ottawa Street  | SUP       | West            | 950    | 2.0   | \$397,311.85         | 14         |
| Low      | Sunset Strip                  | Manyana         | The Bulwark (intersection of The Bulwark / Sunset Strip) at the south end, and then extending north, all the way to join up to the existing SUP (beach car park) - tie into the coastal SUP that links Manyana to Bendalong | Join at north end to existing SUP that runs between Manyana And Bendalong                                  | SUP       | southern        | 1200   | 2.0   | \$501,867.60         | 14         |
| Low      | Mick Ryan Reserve/Park        | Milton          | Mick Ryan Park - carpark  | Valley View Close cul-de-sac   | SUP       | N/A             | 140    | 2.0   | \$58,551.22          | 14         |
| Low      | Graham St                     | Milton          | Church St   | Gordon St  | FP        | South           | 250    | 1.2   | \$62,733.46          | 14         |
| Low      | Church St                     | Milton          | Charles St  | Princes Hwy  | FP        | Western         | 55     | 1.2   | \$13,801.36          | 14         |

| Priority | Location   | Locality                           | From  | To   | Path Type | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|------------------------------------|---|--|-----------|--|--------|-------|----------------------|------------|
| Low      | Judith Dr  | North Nowra                        | Hn 95 (to the north of Gunmut Way), extending north, to the northern end of Judith Drive, then through reserve to Illaroo Road                        | Illaroo Road   | SUP       | Western  | 324    | 2.0   | \$135,504.25         | 14         |
| Low      | Judith Dr  | North Nowra                        | McMahons Rd   | Page Ave   | SUP       | Western  | 456    | 2.0   | \$190,709.69         | 14         |
| Low      | Hansons Rd   | North Nowra                        | Dr Campbell's Surgery / North end of 3 Hansons Rd   | Guryma Avenue  | FP        | Western  | 500    | 1.2   | \$125,466.90         | 14         |
| Low      | Hansons Rd   | North Nowra                        | Ambassador Avenue   | Peak Avenue  | FP        | Eastern  | 120    | 1.2   | \$30,112.06          | 14         |
| Low      | Gordon Cook Apex Park - SUP links to the surrounding road network                        | North Nowra                        | from Karana Drive, with links also from the park through to Chittick Avenue and also through to Coconut Drive (and along Coconut Drive to Palm Close) | Coconut Dr   | SUP       | through existing reserves                                | 800    | 2.0   | \$334,578.40         | 14         |
| Low      | Osborne St   | Nowra                              | Hyam St   | North St   | FP        | Eastern  | 350    | 1.2   | \$87,826.83          | 14         |
| Low      | Albatross Rd   | Nowra                              | MacLean St  | Kinghome St  | FP        | Southern-Eastern   | 540    | 1.2   | \$135,504.25         | 14         |
| Low      | McKay St   | Nowra                              | Princes Hwy   | Queenborough St  | FP        | Northern   | 482    | 1.2   | \$120,950.09         | 14         |
| Low      | Clipper Rd   | Nowra                              | Greenwell Point Rd  | Park Road (extend marginally further to the west to #26 Patonga Street- to link to existing FP)                | FP        | Eastern  | 755    | 1.2   | \$189,455.02         | 14         |
| Low      | Moresby St   | Nowra                              | McKay St  | Park Rd  | SUP       | Eastern  | 317    | 2     | \$132,576.69         | 14         |
| Low      | McKay St   | Nowra                              | Nowra Private Hospital boundary - west to McKenzie Street   | McKenzie Street  | FP        | Southern   | 90     | 1.2   | \$22,584.04          | 14         |
| Low      | Park Rd  | Nowra                              | driveway of #22 Park Road, and extending east to John Purcell Way   | John Purcell Way   | FP        | Southern   | 170    | 1.2   | \$42,658.75          | 14         |
| Low      | Orsova Parade - Orama Crescent   | Orient Point                       | Park Row, extending north, and around the bend into Orama Cres, tying into the existing footpath network to the west of Ophir Street                  | Orama Cres. (tie into existing footpath network)   | SUP       | East side of Orsova Pde - then north side of Orama Cres. | 500    | 2.0   | \$209,111.50         | 14         |
| Low      | Otway St   | Orient Point                       | Orama Cres  | Otranto Av   | FP        | East   | 480    | 1.2   | \$120,448.22         | 14         |
| Low      | Scott St   | Shoalhaven Heads                   | Explorer Blvd   | Staples St   | FP        | North  | 910    | 1.2   | \$228,349.76         | 14         |
| Low      | Staples St   | Shoalhaven Heads                   | Scott St  | tie into existing FP approx. 60m north of McIntosh Street  | SUP       | eastern  | 314    | 2     | \$131,322.02         | 14         |
| Low      | Hillcrest Ave  | South Nowra                        | Ison Park access  | Old Southern Rd  | FP        | South  | 1100   | 1.2   | \$276,027.18         | 14         |
| Low      | St Georges Road  | St Georges Basin                   | The Basin Rd  | Island Pt Rd   | FP        | south  | 700    | 1.2   | \$175,653.66         | 14         |
| Low      | Island Point Rd  | St Georges Basin                   | Loralyn Avenue  | south, to end of Island Point Road (wharf/reserve)   | SUP       | Eastern  | 240    | 2.0   | \$100,373.52         | 14         |
| Low      | Claylands Drive - Cammaray Drive   | St Georges Basin - Sanctuary Point | Dunford Place   | The Wool Lane  | SUP       | Northern   | 550    | 2.0   | \$230,022.65         | 14         |
| Low      | Terara Rd (South Street)   | Terara                             | Nobblers Lane   | Bryant Street  | FP        | north  | 500    | 1.2   | \$125,466.90         | 14         |
| Low      | North St   | Ulladulla                          | Village Dr  | St Vincents St   | FP        | Southern   | 950    | 1.2   | \$238,387.11         | 14         |
| Low      | Deering St   | Ulladulla                          | Did-Dei St. and extend east to connect into existing SUP network  | Ulladulla Lighthouse Oval Sports Complex (connect to existing SUP network, to the east of #105 Deering Street) | SUP       | Northern   | 260    | 2.0   | \$108,737.98         | 14         |
| Low      | 2 x Links between Elizabeth Drive and the foreshore SUP - southern end (Berry to Church) | Vincentia                          | Elizabeth Dr  | foreshore SUP  | SUP       | South  | 160    | 2.0   | \$66,915.68          | 14         |
| Low      | Greenwell Point Rd   | Worrigee                           | Westbrook Road  | existing FP network outside Worrigee Sports Club (to the east of #117 Greenwell Point Road)                    | FP        | North  | 220    | 1.2   | \$55,205.44          | 14         |

| Priority | Location   | Locality            | From   | To  | Path Type | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|---------------------|--|---|-----------|--|--------|-------|----------------------|------------|
| Low      | Tallon Way   | Worrigee            | Lilac Close  | Copper Leaf Place   | FP        | North  | 260    | 1.2   | \$65,242.79          | 14         |
| Low      | McTernan Pl - Guinea Flower Cres - through reserve   | Worrigee            | Guinea Flower Cres   | McTernan Pl   | FP        | N/A - through reserve  | 80     | 1.2   | \$20,074.70          | 14         |
| Low      | Isa Rd   | Worrigee            | 82 Isa Rd  | Jewel St  | SUP       | South  | 550    | 2.0   | \$230,022.65         | 14         |
| Low      | Hockeys Lane   | Cambewarra          | Main Rd  | The Concourse   | FP        | West   | 350    | 1.2   | \$87,826.83          | 14         |
| Low      | Collier Dr   | Cudmirrah & Berrara | Goonawarra Dr  | Pope Ave  | SUP       | Western  | 1213   | 2.0   | \$507,304.50         | 14         |
| Low      | Lake Conjola Entrance Rd   | Lake Conjola        | Western boundary of Bowling Club - align to existing street light (approx. 150m to the west of Norman St)                                | Milham St   | SUP       | North  | 600    | 2.0   | \$250,933.80         | 14         |
| Low      | Lake Conjola Entrance Rd   | Lake Conjola        | Milham St  | entrance to Holiday Haven-Lake Conjola                                  | SUP       | North  | 950    | 2.0   | \$397,311.85         | 14         |
| Low      | Lackensteen Street - very southern end- complete link to foreshore SUP route (Silkwood Walk) | Callala Bay         | the south of Bay Street  | the Silkwood Walk   | SUP       | through reserve  | 70     | 2     | \$29,275.61          | 13         |
| Low      | The Basin Rd   | St Georges Basin    | North end of 35 The Basin Rd   | Island Pt Rd  | FP        | west   | 750    | 1.2   | \$188,200.35         | 13         |
| Low      | Sutton St  | Vincentia           | Southern boundaries of #7/#10 Sutton Street  | Greenfields Beach picnic area   | SUP       | through reserve  | 213    | 2.0   | \$177,601.50         | 13         |
| Low      | Meroo St   | Bomaderry           | Bunberra St (train station path network)   | the existing Pedestrian Refuge crossing to the north of Bunberra Street | SUP       | eastern  | 70     | 2.0   | \$29,275.61          | 13         |
| Low      | West Bunberra Street   | Bomaderry           | Princes Highway  | to the intersection of Bunberra Street / West Bunberra Street           | FP        | Eastern  | 130    | 1.2   | \$32,621.39          | 13         |
| Low      | Regan Close- and Derwent Street (SUP link to Sealark Road)                                   | Callala Bay         | Emmett Street  | Sealark Road  | SUP       | west side of Regan Place - east side of Derwent Street   | 450    | 2     | \$188,200.35         | 13         |
| Low      | Canal Street East  | Curburra Beach      | northern boundary of #1 Weston Street, extending north past #2 Brighton Parade, to Brighton Parade                                       | Brighton Parade   | FP        | east   | 50     | 1.2   | \$12,546.69          | 13         |
| Low      | Weston St  | Curburra Beach      | Canal St East  | Fairlands St  | FP        | North  | 180    | 1.2   | \$45,168.08          | 13         |
| Low      | The Lake Circuit   | Curburra Beach      | from 31m east of Fairlands Street (from pedestrian refuge)   | Penguins Head Rd  | SUP       | Southern   | 819    | 2     | \$342,524.64         | 13         |
| Low      | Eastbourne Ave   | Curburra Beach      | Full length- from The Lake Circuit/East Crescent intersection - and extending past Duke Street to the intersection of Penguins Head Road | Penguins Head Road  | SUP       | Eastern side for the majority of the length (The Lake Circuit to Duke Street), but at the far north end (between Duke Street and Penguins Head Road) the SUP is on the northern side | 700    | 2     | \$292,756.10         | 13         |
| Low      | East Cr  | Curburra Beach      | Eastbourne Ave   | Broadview Av  | SUP       | Southern   | 160    | 2     | \$66,915.68          | 13         |
| Low      | Vidler Rd  | Falls Creek         | Falls Creek Public School  | Falls Creek Public School   | FP        | Western  | 102    | 1.2   | \$25,595.25          | 13         |
| Low      | Haizer Rd Foreshore Res  | Greenwell Point     | 18 Haizer Rd   | Leonore Ave   | SUP       | through reserve  | 435    | 2.0   | \$181,927.01         | 13         |
| Low      | Fraser Ave   | Greenwell Point     | Greens Rd  | Haizer Ave  | FP        | Southern   | 142    | 1.2   | \$35,632.60          | 13         |
| Low      | Owen Street  | Huskisson           | Terrell Street   | Sydney Street   | FP        | South  | 210    | 1.2   | \$52,696.10          | 13         |
| Low      | Douglas St   | Nowra               | East St  | Journal St  | FP        | Northern   | 205    | 1.2   | \$51,441.43          | 13         |

| Priority | Location   | Locality                           | From   | To  | Path Type | Side of Road  | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|------------------------------------|--|---|-----------|---|--------|-------|----------------------|------------|
| Low      | Douglas St   | Nowra                              | Journal St   | Jervis Street (via Wallace St)  | SUP       | Northern side of Douglas St, western side of Wallace St | 396    | 2.0   | \$165,616.31         | 13         |
| Low      | Douglas St   | Nowra                              | Journal St   | Wallace St  | FP        | South   | 108    | 1.2   | \$27,100.85          | 13         |
| Low      | Journal St   | Nowra                              | Douglas St   | Jervis St   | FP        | Western   | 200    | 1.2   | \$50,186.76          | 13         |
| Low      | Jervis St  | Nowra                              | Bainbrigge Street (between 20-22 Bainbrigge Street - existing FP) - extending east, to Kinghome Street   | Kinghome St   | FP        | Northern  | 750    | 1.2   | \$188,200.35         | 13         |
| Low      | Park Rd  | Nowra                              | Moresby St   | Clipper Rd  | FP        | Northern  | 600    | 1.2   | \$150,560.28         | 13         |
| Low      | Edmund St  | Sanctuary Point                    | the end of the existing FP to the south of Leumeah Street (approx. boundary of #78 Edmund Street / #123 Frederick Street), and extending south.  | Greville Ave., and includes an additional 70m approx. of FP through the reserve, opposite the southern end of Edmund Street (ie - between #216 and #218 Greville Avenue) to extend the proposed Edmund Street FP - to link to the top of the existing stairs/ to access The Basin Walk-walking track) | FP        | Eastern   | 245    | 1.2   | \$61,478.78          | 13         |
| Low      | Woolstencraft St   | Shoalhaven Heads                   | Jerry Bailey Oval SUP link   | Scott St  | FP        | eastern   | 400    | 1.2   | \$100,373.52         | 13         |
| Low      | Shoalhaven Heads Rd  | Shoalhaven Heads                   | Explorer Bvd   | Mathews St  | SUP       | Northern  | 300    | 2.0   | \$125,466.90         | 13         |
| Low      | Jerry Bailey Rd  | Shoalhaven Heads                   | Shoalhaven Heads Rd  | River Rd  | FP        | eastern   | 1100   | 1.2   | \$276,027.18         | 13         |
| Low      | Mathews Street   | Shoalhaven Heads                   | McIntosh Street  | River Road  | FP        | eastern   | 90     | 1.2   | \$22,584.04          | 13         |
| Low      | River Rd   | Shoalhaven Heads                   | Renown Ave   | Mathews St  | FP        | Northern  | 170    | 1.5   | \$53,323.43          | 13         |
| Low      | Quinns Ln  | South Nowra                        | Princes Hwy  | Old Southern Rd   | SUP       | South   | 800    | 2     | \$334,578.40         | 13         |
| Low      | Quinns Ln  | South Nowra                        | Princes Hwy  | Old Southern Rd   | FP        | North   | 800    | 1.2   | \$200,747.04         | 13         |
| Low      | Old Southern Rd  | South Nowra                        | Hillcrest Av   | Evergreen Pl  | FP        | West  | 900    | 1.2   | \$225,840.42         | 13         |
| Low      | Cammaray Drive   | St Georges Basin - Sanctuary Point | Wonga Place  | north to the Claylands Drive/ Cammaray Drive intersection   | SUP       | Western   | 130    | 2.0   | \$54,368.99          | 13         |
| Low      | Hewitt Avenue - The Wool Lane  | St Georges Basin - Sanctuary Point | Cammaray Dr  | north, full length of Hewitt Avenue, and to the north of ANSON - to be into existing SUP network, access from The Wool Lane, to the immediate north of #100 Anson Street  | SUP       | east  | 600    | 2.0   | \$250,933.80         | 13         |
| Low      | Nelson Lane  | Sussex Inlet                       | River Road, extending north  | link up to existing foreshore SUP network   | FP        | Eastern   | 140    | 0.9   | \$26,348.05          | 13         |
| Low      | Nelson Road  | Sussex Inlet                       | Jacobs Dr  | River Road  | FP        | East + West   | 365    | 1.2   | \$91,590.84          | 13         |
| Low      | Nelson Road  | Sussex Inlet                       | south of existing FP (to the south of Jacobs Dr)   | Elmoos Av   | FP        | West  | 134    | 1.2   | \$33,625.13          | 13         |
| Low      | Peacehaven Way - The Spring Road   | Sussex Inlet                       | Commence from the existing FP running between Sussex Inlet Rd and Peacehaven Way - ie just to the south of #21 Peacehaven Way, and extend south and west around Peacehaven Way to The Springs Road, then down The Springs Road to Thomson Street | via Peacehaven Way and The Springs Road to Thomson Street   | SUP       | south   | 1300   | 2.0   | \$543,689.90         | 13         |
| Low      | Edgewater Av (east of Pacificana Drive)  | Sussex Inlet                       | Pacificana Drive   | Foreshore reserve, and including extending north through the foreshore reserve to link to the foreshore reserve SUP network to the north of Lakehaven Drive   | SUP       | South - then through reserve                            | 375    | 2     | \$156,833.63         | 13         |
| Low      | Crown Reserve - foreshore SUP network (between Lakehaven Drive and Christine Street) | Sussex Inlet                       | Lakehaven Dr (east of Edgewater Ave)   | links to existing SUP network to the east of Christine St   | SUP       | through foreshore reserve                               | 185    | 2.5   | \$96,714.07          | 13         |
| Low      | Village Dr   | Ulladulla                          | Golden Wattle Drive  | North Street  | FP        | Western   | 700    | 1.2   | \$175,653.66         | 13         |

| Priority | Location                                       | Locality              | From   | To  | Path Type | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|-----------------------|--|---|-----------|--|--------|-------|----------------------|------------|
| Low      | Burill Street (North) - southern end           | Ulladulla             | southern boundary of #100 North Street- and extend south towards Crescent Street (link to proposed future pedestrian crossing)   | Crescent Street (proposed future pedestrian crossing)   | FP        | Western  | 45     | 1.2   | \$11,292.02          | 13         |
| Low      | Narrawallee St                                 | Ulladulla             | Princes Hwy  | Burill Street (North)   | SUP       | Northern   | 240    | 2.0   | \$100,373.52         | 13         |
| Low      | Burill St (South )                             | Ulladulla             | Wason St   | South Street  | FP        | Western  | 220    | 1.2   | \$55,205.44          | 13         |
| Low      | South Street                                   | Ulladulla             | Camden Street- and extending east-   | western boundary of #68 South Street (just west of Boree Street)  | FP        | Southern   | 300    | 1.2   | \$75,280.14          | 13         |
| Low      | St Vincent St                                  | Ulladulla             | South St   | Parson St   | FP        | Eastern  | 320    | 1.2   | \$80,298.82          | 13         |
| Low      | Wandean Road - link existing FP to the Highway | Wandandian - northern | the western side of #33A Wandean Road (link to existing gravel FP), and extending east to the Princes Highway- to link to existing pedestrian refuge to the immediate south of Wandean Road  | link to the existing pedestrian refuge on the Princes Highway (to the immediate south of Wandean Road)  | FP        | southern   | 350    | 1.2   | \$87,826.83          | 13         |
| Low      | Tingira Drive                                  | Bawley Point          | Murramarang Road   | this stage terminates on the northern side of Tingira Dr, approx. opposite boundary of #34/#35 Tingira Drive  | SUP       | South - then switches to northern side, to the west of Kwong Avenue, to facilitate access to foreshore reserve, and facilitate the continuation of a foreshore SUP network from this point | 450    | 2.0   | \$188,200.35         | 13         |
| Low      | Tingira Drive                                  | Bawley Point          | this stage commences on the northern side of Tingira Dr, approx. opposite boundary of #34/#35 Tingira Drive, before continuing around the eastern side of Tingira Drive, then further extending around the southern side of Tingira Drive, before cutting through existing reserve to Binnowee Place, and running around the southern side of Binnowee Place to connect back to the Murramarang Road SUP network | Murramarang Road- via Binnowee Place reserve- and Binnowee Place  | SUP       | East - South   | 830    | 2.0   | \$347,125.09         | 13         |
| Low      | Goorama Dr                                     | Cambewarra            | Main Rd  | Kalinga St  | FP        | west   | 165    | 1.2   | \$41,404.08          | 13         |
| Low      | Collier Dr                                     | Cudmirrah & Berrara   | just south of Fifth Avenue (immediately south of Pump Station access)  | Myrmioing Grove   | FP        | Eastern  | 190    | 1.2   | \$47,677.42          | 13         |
| Low      | Naval Parade- Stage 2                          | Erowal Bay            | the Lions Park driveway access, to the immediate east of the intersection of Naval Parade/ with the Erowal Bay boat ramp access road   | Grandview Street  | SUP       | North  | 750    | 2.0   | \$313,667.25         | 13         |
| Low      | Grandview Street - Stage 3                     | Erowal Bay            | Naval Parade   | The Erowal Bay Tennis Courts, via Naval Parade and Grandview Street   | SUP       | East - South   | 370    | 2.0   | \$154,742.51         | 13         |
| Low      | Sunset Strip                                   | Manyana               | Conjurong Pt Rd  | The Bulwark (intersection of The Bulwark / Sunset Strip), noting that the final section of this route (the existing cul-de-sac to the west of the intersection of The Bulwark / Sunset Strip) is a proposed on road section due to the very low traffic volumes in this section | SUP       | southern   | 1050   | 2.0   | \$439,134.15         | 13         |
| Low      | Church Street                                  | Tomerong              | Hawken Road  | link to existing SUP-eastern end Hawken Road  | SUP       | Southern   | 110    | 2.0   | \$46,004.53          | 13         |
| Low      | The Springs Rd                                 | Sussex Inlet          | Thomson St   | Quattro Parks 187 The Springs Rd (Snappy Gums Seniors Lifestyle Village)  | SUP       | East   | 800    | 2.0   | \$334,578.40         | 12         |
| Low      | The Springs Rd power easement west side        | Sussex Inlet          | Quattro Parks 187 The Springs Rd (The Snappy Gums Seniors Lifestyle Village)   | 165m north of Hoffman Dr  | SUP       | West   | 360    | 2.0   | \$150,560.28         | 12         |

| Priority | Location  | Locality         | From   | To  | Path Type | Side of Road                                  | Length | Width | Estimated Total Cost | PAMP Score |
|----------|---|------------------|--|---|-----------|---|--------|-------|----------------------|------------|
| Low      | Pathway linking Tallyan Point Road up to Reserve Road   | Basin View       | Between 30 & 32 Reserve Rd   | Between 29 and 31 Tallyan Point Rd  | FP        | through reserve                               | 110    | 2.0   | \$46,004.53          | 12         |
| Low      | Albany St   | Berry            | Station Road   | Queen Street  | FP        | Eastern                                       | 600    | 1.5   | \$188,200.35         | 12         |
| Low      | North St  | Berry            | Camp Quality Park (Boongaree) access, opposite Prince Alfred Street  | Queen St/Woodhill Mountain Road/North Street Roundabout   | SUP       | Northern                                      | 250    | 2     | \$104,555.75         | 12         |
| Low      | Narang Road   | Bomaderry        | current extent of FP works in Narang Road (vicinity of Ten Pin Bowling), and extending west  | links to both Bomaderry Creek Walking track head, and Bomaderry Tennis Club   | FP        | combination of road reserve and crown reserve | 350    | 1.5   | \$109,783.54         | 12         |
| Low      | Tapitallee Rd   | Cambewarra       | Main Rd  | Ilaroo Road   | SUP       | east  | 1000   | 2     | \$418,223.00         | 12         |
| Low      | Duke St   | Cuburra Beach    | Penguins Head Rd   | Eastbourne Ave  | SUP       | Eastern                                       | 132    | 2.0   | \$55,205.44          | 12         |
| Low      | Black Swan Way  | Cuburra Beach    | Fairlands St   | Greenbank Grove   | FP        | East  | 130    | 1.2   | \$32,621.39          | 12         |
| Low      | east-west SUP link direct from Silwerens Street to Fairlands Street - via reserves-drainage easements (crosses Greenbank Grove, West Crescent, East Crescent) | Cuburra Beach    | Fairlands Street (between #97 & 99 Fairlands Street)   | Silwerens Street (between #9 & 11 Silwerens Street - adjacent intersection Silwerens Street/Broadview Avenue)                                 | SUP       | through existing road/drainage reservations   | 500    | 2     | \$209,111.50         | 12         |
| Low      | Currambene St   | Huskisson        | Bowen St   | Keppel St   | SUP       | Eastern                                       | 388    | 2.0   | \$162,270.52         | 12         |
| Low      | Keppel St   | Huskisson        | Currambene St  | Beach St  | SUP       | Northern                                      | 550    | 2.0   | \$230,022.65         | 12         |
| Low      | North St  | Nowra            | West Street  | Shoalhaven St   | FP        | Southern                                      | 220    | 1.2   | \$55,205.44          | 12         |
| Low      | McDonald Ave  | Nowra            | Albatross Rd   | the southern end of MacLean St- to ultimately link to proposed SUP to extend through the power easement-through to the Princes Highway        | FP        | Northern                                      | 500    | 1.2   | \$125,466.90         | 12         |
| Low      | Paradise Beach Rd - Larmer Avenue   | Sanctuary Point  | Complete all missing FP links to the east of #41 Paradise Beach Road, and extend FP network out to the Bay & Basin Cricket Club access | Bay & Basin Cricket Club access   | FP        | Northern                                      | 830    | 1.2   | \$208,275.05         | 12         |
| Low      | Mackean Point Road - and short link to existing FP on the northern side of Leumeah Street   | Sanctuary Point  | Clifton Street   | Frederick Street (and short link to existing FP on the northern side of Leumeah Street)   | FP        | Eastern - Northern                            | 400    | 1.2   | \$100,373.52         | 12         |
| Low      | Towers Rd   | Shoalhaven Heads | Geroa Rd/Scott Street  | the eastern side of 32 Towers Rd (link to reserve)  | FP        | southern                                      | 430    | 1.2   | \$107,901.53         | 12         |
| Low      | Scott St  | Shoalhaven Heads | Towers Rd  | Explorer Blvd   | FP        | Eastern- Northern                             | 780    | 1.2   | \$195,728.36         | 12         |
| Low      | McIntosh St   | Shoalhaven Heads | Shoalhaven Heads Rd  | continues parallel along McIntosh Street initially (past the pool) but then deviates to link to existing SUP network within Jerry Bailey Oval | SUP       | north   | 155    | 2.0   | \$64,824.57          | 12         |
| Low      | Davenport Rd  | Shoalhaven Heads | Jerry Bailey Rd  | Golden Hill Ave   | FP        | north   | 182    | 1.2   | \$45,669.95          | 12         |
| Low      | Mathews Street  | Shoalhaven Heads | Shoalhaven Heads Rd  | River Road  | SUP       | western                                       | 600    | 2     | \$250,933.80         | 12         |
| Low      | Ravenscliffe Rd   | Shoalhaven Heads | Golden Hill Ave  | Mathews St  | SUP       | Northern                                      | 220    | 2.0   | \$92,009.06          | 12         |
| Low      | River Rd  | Shoalhaven Heads | Mathews St   | McIntosh Street road reserve  | FP        | Northern                                      | 270    | 1.2   | \$67,752.13          | 12         |
| Low      | River Rd  | Shoalhaven Heads | Mathews St   | McIntosh Street road reserve  | SUP       | Southern                                      | 270    | 2     | \$112,920.21         | 12         |

| Priority | Location  | Locality            | From   | To  | Path Type | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|---|---------------------|--|---|-----------|--|--------|-------|----------------------|------------|
| Low      | Central Av  | South Nowra         | Princes Highway  | Oxford Street   | FP        | Northern   | 520    | 1.2   | \$130,485.58         | 12         |
| Low      | Central Av  | South Nowra         | Princes Highway  | Oxford Street   | FP        | Southern   | 460    | 1.2   | \$115,429.55         | 12         |
| Low      | Browns Rd   | South Nowra         | Princes Hwy  | Mumbulla St   | SUP       | North  | 210    | 2     | \$87,826.83          | 12         |
| Low      | Lakehaven Drive (east of Government Road/Pacificana Drive)                      | Sussex Inlet        | Government Road/Pacificana Drive   | Foreshore SUP network, east of Edgewater Ave  | SUP       | South  | 230    | 2.0   | \$96,191.29          | 12         |
| Low      | Lakehaven Drive (west of Government Road/Pacificana Drive)                      | Sussex Inlet        | 49 Lakehaven Dr (edge of Crown Reserve - links to existing bush track)   | Government Road/Pacificana Drive  | SUP       | Northern   | 340    | 2.0   | \$142,195.82         | 12         |
| Low      | Terara Rd   | Terara              | Caravan Park (Shoalhaven Caravan Village)  | Nobblers Lane   | SUP       | north  | 1200   | 2     | \$501,867.60         | 12         |
| Low      | Tulip Oak Dr  | Ulladulla           | Existing path through reserve opposite the southern end of Golden Wattle Drive   | Village Dr (via Tulip Oak Drive and the far western end of North Street)                          | FP        | East and North   | 150    | 1.2   | \$37,640.07          | 12         |
| Low      | Warden St   | Ulladulla           | North St   | Green St  | SUP       | Western  | 570    | 2.0   | \$238,387.11         | 12         |
| Low      | Warden St   | Ulladulla           | Green St   | South St  | SUP       | Western  | 370    | 2.0   | \$154,742.51         | 12         |
| Low      | North St  | Ulladulla           | #78A North St (eastern boundary of KFC)  | #96 North St (eastern boundary/boundary with #100 North Street)                                   | FP        | Southern   | 100    | 1.2   | \$25,093.38          | 12         |
| Low      | St Vincent St   | Ulladulla           | Church Street - extend south - across Geoffrey Street - to tie into the Millards Creek SUP network   | tie into the Millards Creek SUP network   | FP        | Western  | 90     | 1.2   | \$22,584.04          | 12         |
| Low      | Green St  | Ulladulla           | Rundle Street  | Camden Street   | FP        | Southern   | 120    | 1.2   | \$30,112.06          | 12         |
| Low      | Deering Street  | Ulladulla           | Western end of Deering Street  | St Vincent Street   | SUP       | Southern-Northern (starts Southern side from the western end of Deering Street, to Camden Street - then switches to the Northern side at Camden Street - and continues along the Northern side to St Vincent Street) | 550    | 2.0   | \$230,022.65         | 12         |
| Low      | Deering Street  | Ulladulla           | mid-block- frontage of #54-#56 Deering Street  | frontage of #54-#56 Deering Street  | FP        | Southern   | 25     | 1.2   | \$6,273.35           | 12         |
| Low      | Parson Street   | Ulladulla           | St Vincent Street  | frontage of #146 St Vincent Street (first block-western end)                                      | FP        | Northern   | 45     | 1.2   | \$11,292.02          | 12         |
| Low      | Jubilee Avenue  | Ulladulla           | South Street   | Deering Street  | FP        | Western  | 200    | 1.2   | \$50,186.76          | 12         |
| Low      | Elizabeth Dr  | Vincentia           | Tharwa St  | Frederick St (nth)  | SUP       | West   | 300    | 2.0   | \$125,466.90         | 12         |
| Low      | Elizabeth Dr - Blenheim Beach access  | Vincentia           | Jervis Street  | Frederick St (nth) - and extending down to Blenheim Beach to link back to the foreshore SUP route | SUP       | Eastern  | 620    | 2.0   | \$259,298.26         | 12         |
| Low      | First Ave, Koolyn Dr, Second Ave loop   | Cudmirrah & Berrara | Collier Dr   | Collier Dr  | SUP       | Inside Loop (south side of First Ave, west side of Koolyn Dr, north side of Second Ave loop) - to avoid impact on foreshore parking  | 400    | 2.0   | \$167,289.20         | 12         |
| Low      | Third Ave   | Cudmirrah & Berrara | Collier Dr   | end of Third Avenue   | FP        | south side, including around cul-de-sac head to reserve  | 120    | 1.2   | \$30,112.06          | 12         |
| Low      | East end of Curarong Rd - into Fishery Rd - and back along the Curarong Parkway | Curarong            | end of current pathway Curarong Rd (east boundary of Bowling Club), extending east to Fishery Road, along Fishery Road to Curarong Parkway, then back along Curarong Parkway to Walton Way | Walton Way  | FP        | North and west   | 500    | 1.2   | \$200,466.90         | 12         |

| Priority | Location                                       | Locality        | From   | To   | Path Type | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|-----------------|--|--|-----------|--|--------|-------|----------------------|------------|
| Low      | Naval Parade- Stage 1                          | Erowal Bay      | Kallaroo Road  | the Lions Park driveway access, to the immediate east of the intersection of Naval Parade/ with the Erowal Bay boat ramp access road       | SUP       | East - East  | 680    | 2.0   | \$284,391.64         | 12         |
| Low      | Aster Street                                   | Hyams Beach     | Cyrus Street   | West to Rose Street  | FP        | Northern   | 210    | 1.2   | \$52,696.10          | 12         |
| Low      | Centre St                                      | Lake Tabourie   | Oak Avenue, then extending to the east along Centre Street   | at the east end of Centre Street - link to Bridge Street and Dermal St   | FP        | Southern   | 250    | 1.2   | \$62,733.45          | 12         |
| Low      | The Companionway                               | Manyana         | Curvers Drive  | Sunset Strip   | SUP       | West   | 350    | 2.0   | \$146,378.05         | 12         |
| Low      | Mt Scanzi Rd                                   | Kangaroo Valley | Moss Vale Rd   | Rendga Cl  | FP        | South  | 220    | 1.2   | \$55,205.44          | 11         |
| Low      | Basin View Pde                                 | Basin View      | Elanora Pde  | Mathie St  | SUP       | Southern   | 750    | 2.0   | \$313,667.25         | 11         |
| Low      | Lumea Avenue-Malibu Drive SUP network- Stage 2 | Bawley Point    | the intersection of Malibu Drive/Rosemary Ave. and extends south to the intersection of Malibu Drive/Sunseeker Drive   | the intersection of Malibu Drive/Sunseeker Drive   | SUP       | West side of Malibu (to avoid parking impacts over summer)     | 800    | 2.0   | \$334,578.40         | 11         |
| Low      | Waratah St (extension of Bendalong Road)       | Bendalong       | Maple St   | Red Point Road   | FP        | Northern   | 450    | 1.5   | \$141,150.26         | 11         |
| Low      | Quay Rd  | Callala Beach   | West end of Quay Rd (1 Quay Rd)  | Centre St  | SUP       | South  | 830    | 2.0   | \$347,125.09         | 11         |
| Low      | Quay Rd  | Callala Beach   | Centre St  | Callala Beach Rd   | SUP       | South  | 605    | 2.0   | \$253,024.92         | 11         |
| Low      | Main Rd  | Cambewarra      | Tapitallee Rd  | Faulks Pl  | SUP       | south  | 1110   | 2     | \$464,227.53         | 11         |
| Low      | Prince Edward Avenue                           | Culburra Beach  | Fairlands Street, extending east along Prince Edward Avenue, crossing Prince Edward Avenue (at it's intersection with The Lake Circuit), then continuing along the east side of Prince Edward Avenue - up until the crossing point (approx. between 147 Prince Edward Avenue and 1A The Lake Circuit - existing pram ramp, and connection to existing SUP) | the crossing point (approx. between 147 Prince Edward Avenue and 1A The Lake Circuit - existing pram ramp, and connection to existing SUP) | SUP       | North-then East side   | 160    | 2     | \$66,915.68          | 11         |
| Low      | Fairlands St                                   | Culburra Beach  | The Lake Circuit/Prince Edward Avenue  | Cross Street   | FP        | North (east)   | 230    | 1.2   | \$57,714.77          | 11         |
| Low      | Fairlands St                                   | Culburra Beach  | Woolumboola Lane   | The Lake Circuit   | FP        | South (east)   | 400    | 1.2   | \$100,373.52         | 11         |
| Low      | Carlton Cr                                     | Culburra Beach  | The Lake Circuit (west end) - and extending for the full length of Carlton Cr.   | The Lake Circuit (east end)  | FP        | Southern   | 770    | 1.2   | \$193,219.03         | 11         |
| Low      | Cross Street                                   | Culburra Beach  | Carlton Crescent   | West Cres.   | FP        | South (east)   | 300    | 1.2   | \$75,280.14          | 11         |
| Low      | Dermal Street and South Street                 | Lake Tabourie   | Bridge Road, extending north to the foreshore  | foreshore  | SUP       | Eastern  | 180    | 2.0   | \$75,280.14          | 11         |
| Low      | Beach Street                                   | Lake Tabourie   | Dermal Street, extending east to the Lake Tabourie Beach Car Park  | Lake Tabourie Beach Car Park   | SUP       | Southern   | 400    | 2.0   | \$167,289.20         | 11         |
| Low      | Colyer Ave                                     | Nowra           | Hyam St  | North St   | FP        | Western  | 350    | 1.2   | \$87,826.83          | 11         |
| Low      | Morton Parade                                  | Nowra           | Journal Street (connect to existing FP path network)- and extending west to connect with Stockland and the Princes Highway (connect path networks)   | Princes Highway  | FP        | Northern   | 220    | 1.2   | \$55,205.44          | 11         |
| Low      | St Anns St                                     | Nowra           | Wallace St   | Salisbury Dr   | FP        | Southern   | 604    | 1.2   | \$156,564.02         | 11         |
| Low      | Salisbury Drive                                | Nowra           | St Anns St (at the proposed pedestrian crossing to the west side of #153 St Anns Street) - and extending down Salisbury Drive.   | links to the existing SUP path to the immediate west of #14 Salisbury Drive  | SUP       | south side of St Anns Street - Western side of Salisbury Drive | 260    | 2     | \$108,737.98         | 11         |
| Low      | East St (Princes Hwy)                          | Nowra           | Douglas St   | St Anns St   | FP        | Western  | 403    | 1.2   | \$101,126.32         | 11         |

| Priority | Location   | Locality                  | From  | To   | Path Type | Side of Road  | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|---------------------------|---|--|-----------|---|--------|-------|----------------------|------------|
| Low      | East St  | Nowra                     | St Anns St  | Kalendar Street (cuts west, via the residential section of East Street) - traversing around the eastern side of the existing cul-de-sac, and extending south to connect with the existing footpath on the eastern side of the residential section of East St, connecting to the existing FP at the southern boundary of #126 East Street, and the project also includes extending the existing footpath on the eastern side of the residential section of East St from the current extent of FP (at the northern boundary of #136 East Street), and extending south the additional 50m down to Kalendar Street | FP        | Western side of the Highway - but then runs down the eastern side of the residential section of East Street, Nowra      | 170    | 1.2   | \$42,658.75          | 11         |
| Low      | St Anns St   | Nowra                     | Berry St - and extending east-  | to connect to the existing FP between Kinghome St and View Street (approx. opposite #66 St Anns Street - ie across the St Anns Street frontage 196 Kinghome St)  | FP        | Northern  | 270    | 1.2   |                      | 11         |
| Low      | Old Errol Bay - Errol Bay SUP link - stage 2   | Old Errol Bay - Errol Bay | Errol Bay Rd  | Kallaroo Road (Errol Bay) - to terminate the strategic SUP link (Old Errol Bay to Errol Bay) safely within the existing 50kph speed zoned/residential area of Errol Bay  | SUP       | southern-eastern  | 350    | 2.0   | \$146,378.05         | 11         |
| Low      | Wood Lane Sporting Complex (Sanctuary Point Park)  | Sanctuary Point           | the southern side of 4 Hewitt Ave, and extending east, includes all proposed SUP links through Sanctuary Point Park, including tie-ins to the existing Ball Close FP, the existing Anabel Place FP, and the proposed SUP link to Cammaray Drive | tie ins to the existing Ball Close FP, Anabel Place FP, and SUP link to Cammaray Drive   | SUP       | all SUP links through sports complex/reserve  | 545    | 2.0   | \$227,931.54         | 11         |
| Low      | Loralyn Av   | Sanctuary Point           | Macleans Point Road   | south, continue past Walmer Avenue to Reserve/foreshore access   | FP        | Eastern   | 200    | 1.2   | \$50,186.76          | 11         |
| Low      | Foreshore Reserve (Nick Bunt Reserve)  | Sanctuary Point           | Walmer Avenue   | Foreshore Reserve/link from Walmer Avenue direct to the Basin Walk (from the intersection Walmer Avenue/Paradise Beach Road)   | SUP       | Northern  | 80     | 2.0   | \$33,457.84          | 11         |
| Low      | Links Ave - Waratah Crescent - Gympie Avenue - Fairway Drive   | Sanctuary Point           | end of existing FP (Links Avenue - north from Kerry Street)   | The Park Dr (via Waratah Crescent - Gympie Avenue - Fairway Drive)   | FP        | north-east side of Links Ave - east side of Waratah Crescent - south side of Gympie Avenue - east side of Fairway Drive | 1200   | 1.2   | \$301,120.56         | 11         |
| Low      | Clifton St   | Sanctuary Point           | 4 Clifton St  | Idlewild Av  | FP        | Northern  | 170    | 1.2   | \$42,658.75          | 11         |
| Low      | Warrego Dr   | Sanctuary Point           | Kingsford Smith Cres  | Paradise Beach Rd  | FP        | Northern  | 700    | 1.2   | \$175,653.66         | 11         |
| Low      | Oval Drive   | Shoalhaven Heads          | Towers Rd   | Scott St   | FP        | East  | 500    | 1.2   | \$125,466.90         | 11         |
| Low      | Vic Zealand Reserve (complete the SUP link between Shoalhaven Heads Road and Scott Street) from the end of Mathews St to opposite Bass Road (through sporting complex) | Shoalhaven Heads          | Shoalhaven Heads Rd, near Mathews Street, extending north in a direct link to Scott Street opposite Bass Road (to the east side of sporting complex amenities, but aligned to avoid impact on car park - around tennis court perimeter)         | Scott St, opposite Bass Road   | SUP       | through reserve   | 195    | 2.0   | \$77,789.48          | 11         |
| Low      | Celia Parade   | Shoalhaven Heads          | Renown Ave  | River Road   | FP        | eastern   | 130    | 1.2   | \$102,581.39         | 11         |
| Low      | Somerset Av  | South Nowra               | Denbigh Place - complete the missing link through to Evergreen Place  | Evergreen Place  | FP        | NA - through drainage reserve   | 45     | 1.2   | \$11,292.02          | 11         |
| Low      | Quinns Ln  | South Nowra               | Old Southern Rd   | to the far eastern extent of road reserve - to the east of Fantail St / Basil Street   | SUP       | South   | 430    | 2     | \$179,835.89         | 11         |

| Priority | Location                                       | Locality                           | From   | To  | Path Type | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|------------------------------------|--|---|-----------|--|--------|-------|----------------------|------------|
| Low      | Collett Place                                  | St Georges Basin                   | Island Point Road  | foreshore reserve   | FP        | southern   | 180    | 1.2   | \$45,168.08          | 11         |
| Low      | Island Point Rd                                | St Georges Basin                   | Collett Place  | north to existing SUP network (to the north of St Georges Road)- near approx. southern boundary of #28 Bruce Street   | SUP       | west   | 130    | 2.0   | \$54,368.99          | 11         |
| Low      | Loralyn Ave                                    | St Georges Basin - Sanctuary Point | Meriton St   | Anson Street  | SUP       | North  | 1200   | 2.0   | \$501,867.60         | 11         |
| Low      | Jacobs Dr                                      | Sussex Inlet                       | Wunda Ave  | Link to existing FP network to the west of Nelson Rd  | FP        | Northern   | 210    | 1.2   | \$52,696.10          | 11         |
| Low      | Avocat Street                                  | Sussex Inlet                       | Sussex Inlet Road  | extending west along the full length of Avocat Street, then further west to the south of properties (addressed to Seaberry Street), linking to the existing SUP network, to facilitate connection to the Peacehaven SUP network | SUP       | southern   | 500    | 2.0   | \$209,111.50         | 11         |
| Low      | Cater Crescent - Corang Avenue - to Lyons Road | Sussex Inlet                       | Cater Crescent   | Lyons Road SUP network  | SUP       | Western-Northern   | 315    | 2.0   | \$189,520.25         | 11         |
| Low      | Pacificana Drive                               | Sussex Inlet                       | Lakehaven Drive  | southern boundary of #20 Pacificana Drive (southern fringe of residential area)   | SUP       | East   | 315    | 2.0   | \$131,740.25         | 11         |
| Low      | Illaroo Road                                   | Taptaltee                          | Gypsy Point Road   | Taptaltee Road  | SUP       | north  | 1900   | 2     | \$794,623.70         | 11         |
| Low      | Millbank Road                                  | Terara                             | Terara Rd (South Street)   | Terara PS   | FP        | Western  | 200    | 1.2   | \$50,186.76          | 11         |
| Low      | White Gum Road                                 | Ulladulla                          | West boundary of #42 White Gum Road  | Byangee Street (connects to existing path networks at the northern end of Byangee Street)   | FP        | Southern   | 280    | 1.2   | \$70,261.46          | 11         |
| Low      | Village Dr                                     | Ulladulla                          | Across the frontage of #16 Village Dr - and to the driveway of #18 Village Drive   | the driveway of #18 Village Drive   | FP        | East   | 25     | 1.2   | \$6,273.35           | 11         |
| Low      | Timbs St                                       | Ulladulla                          | Village Dr   | Millards Creek SUP network (opposite #6 Timbs Street)   | SUP       | Southern   | 70     | 2.0   | \$29,275.61          | 11         |
| Low      | Millards Creek - Millard Street                | Ulladulla                          | Millards Creek (SUP network) - western end of Millard Street - and extending east along Millard Street, via the intersection of Timbs Street/Millard Street - and extending further east along the southern side of Millard Street-  | Princes Highway   | SUP       | Southern   | 290    | 2.0   | \$121,284.67         | 11         |
| Low      | North St                                       | Ulladulla                          | 69 North St (eastern boundary)   | Princes Hwy   | FP        | Northern   | 110    | 1.2   | \$27,602.72          | 11         |
| Low      | North St                                       | Ulladulla                          | 68 North St (eastern boundary)   | Princes Hwy   | FP        | Southern   | 105    | 1.2   | \$26,348.05          | 11         |
| Low      | Camden Street (south of Geoffrey Street)       | Ulladulla                          | southern boundary of #69 Camden Street- extend south   | connect to the Millards Creek SUP network   | SUP       | Southern   | 25     | 2.0   | \$10,455.58          | 11         |
| Low      | South Street                                   | Ulladulla                          | #84 South Street (east of the Highway) - and extending east-   | Burnill Street (South)  | FP        | Southern   | 160    | 1.2   | \$40,149.41          | 11         |
| Low      | Camden Street                                  | Ulladulla                          | Deering Street   | Ulladulla Sports Complex  | SUP       | Eastern  | 700    | 2.0   | \$292,756.10         | 11         |
| Low      | Burnill Street (South)                         | Ulladulla                          | South Street   | Deering Street  | FP        | Western  | 200    | 1.2   | \$50,186.76          | 11         |
| Low      | Yalwal Rd                                      | West Nowra                         | immediately west of Filter Rd (location of proposed pedestrian refuge)   | west of Albatross Road (link to existing path network)  | FP        | South  | 1185   | 1.2   | \$297,356.55         | 11         |
| Low      | Lumea Avenue-Malibu Drive SUP network- Stage 1 | Bawley Point                       | the intersection of Murramarang Road/Lumea Avenue-extends east along the northern side of Lumea Avenue, includes the section of Malibu Drive (from Rosemary Ave. to Harrington Crescent - west side), and includes the section of Harrington Cres. (south side) between Malibu Drive and the Harrington Cres. cul-de-sac | the cul-de-sac at end of Harrington Crescent (in the north), and in the south- to the intersection of Malibu Drive/Rosemary Avenue  | SUP       | North Side of Lumea, west side of malibu, south side of Harrington | 950    | 2.0   | \$397,311.85         | 11         |

| Priority | Location                                       | Locality                           | From   | To  | Path Type | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|------------------------------------|--|---|-----------|--|--------|-------|----------------------|------------|
| Low      | Collett Place                                  | St Georges Basin                   | Island Point Road  | foreshore reserve   | FP        | southern   | 180    | 1.2   | \$45,168.08          | 11         |
| Low      | Island Point Rd                                | St Georges Basin                   | Collett Place  | north to existing SUP network (to the north of St Georges Road)- near approx. southern boundary of #28 Bruce Street   | SUP       | west   | 130    | 2.0   | \$54,368.99          | 11         |
| Low      | Loralyn Ave                                    | St Georges Basin - Sanctuary Point | Meriton St   | Anson Street  | SUP       | North  | 1200   | 2.0   | \$501,867.60         | 11         |
| Low      | Jacobs Dr                                      | Sussex Inlet                       | Wunda Ave  | Link to existing FP network to the west of Nelson Rd  | FP        | Northern   | 210    | 1.2   | \$52,696.10          | 11         |
| Low      | Avocat Street                                  | Sussex Inlet                       | Sussex Inlet Road  | extending west along the full length of Avocat Street, then further west to the south of properties (addressed to Seaberry Street), linking to the existing SUP network, to facilitate connection to the Peacehaven SUP network | SUP       | southern   | 500    | 2.0   | \$209,111.50         | 11         |
| Low      | Cater Crescent - Corang Avenue - to Lyons Road | Sussex Inlet                       | Cater Crescent   | Lyons Road SUP network  | SUP       | Western-Northern   | 315    | 2.0   | \$189,520.25         | 11         |
| Low      | Pacificana Drive                               | Sussex Inlet                       | Lakehaven Drive  | southern boundary of #20 Pacificana Drive (southern fringe of residential area)   | SUP       | East   | 315    | 2.0   | \$131,740.25         | 11         |
| Low      | Illaroo Road                                   | Taptaltee                          | Gypsy Point Road   | Taptaltee Road  | SUP       | north  | 1900   | 2     | \$794,623.70         | 11         |
| Low      | Millbank Road                                  | Terara                             | Terara Rd (South Street)   | Terara PS   | FP        | Western  | 200    | 1.2   | \$50,186.76          | 11         |
| Low      | White Gum Road                                 | Ulladulla                          | West boundary of #42 White Gum Road  | Byangee Street (connects to existing path networks at the northern end of Byangee Street)   | FP        | Southern   | 280    | 1.2   | \$70,261.46          | 11         |
| Low      | Village Dr                                     | Ulladulla                          | Across the frontage of #16 Village Dr - and to the driveway of #18 Village Drive   | the driveway of #18 Village Drive   | FP        | East   | 25     | 1.2   | \$6,273.35           | 11         |
| Low      | Timbs St                                       | Ulladulla                          | Village Dr   | Millards Creek SUP network (opposite #6 Timbs Street)   | SUP       | Southern   | 70     | 2.0   | \$29,275.61          | 11         |
| Low      | Millards Creek - Millard Street                | Ulladulla                          | Millards Creek (SUP network) - western end of Millard Street - and extending east along Millard Street, via the intersection of Timbs Street/Millard Street - and extending further east along the southern side of Millard Street-  | Princes Highway   | SUP       | Southern   | 290    | 2.0   | \$121,284.67         | 11         |
| Low      | North St                                       | Ulladulla                          | 69 North St (eastern boundary)   | Princes Hwy   | FP        | Northern   | 110    | 1.2   | \$27,602.72          | 11         |
| Low      | North St                                       | Ulladulla                          | 68 North St (eastern boundary)   | Princes Hwy   | FP        | Southern   | 105    | 1.2   | \$26,348.05          | 11         |
| Low      | Camden Street (south of Geoffrey Street)       | Ulladulla                          | southern boundary of #69 Camden Street- extend south   | connect to the Millards Creek SUP network   | SUP       | Southern   | 25     | 2.0   | \$10,455.58          | 11         |
| Low      | South Street                                   | Ulladulla                          | #84 South Street (east of the Highway) - and extending east-   | Burnill Street (South)  | FP        | Southern   | 160    | 1.2   | \$40,149.41          | 11         |
| Low      | Camden Street                                  | Ulladulla                          | Deering Street   | Ulladulla Sports Complex  | SUP       | Eastern  | 700    | 2.0   | \$292,756.10         | 11         |
| Low      | Burnill Street (South)                         | Ulladulla                          | South Street   | Deering Street  | FP        | Western  | 200    | 1.2   | \$50,186.76          | 11         |
| Low      | Yalwal Rd                                      | West Nowra                         | immediately west of Filter Rd (location of proposed pedestrian refuge)   | west of Albatross Road (link to existing path network)  | FP        | South  | 1185   | 1.2   | \$297,356.55         | 11         |
| Low      | Lumea Avenue-Malibu Drive SUP network- Stage 1 | Bawley Point                       | the intersection of Murramarang Road/Lumea Avenue-extends east along the northern side of Lumea Avenue, includes the section of Malibu Drive (from Rosemary Ave. to Harrington Crescent - west side), and includes the section of Harrington Cres. (south side) between Malibu Drive and the Harrington Cres. cul-de-sac | the cul-de-sac at end of Harrington Crescent (in the north), and in the south- to the intersection of Malibu Drive/Rosemary Avenue  | SUP       | North Side of Lumea, west side of malibu, south side of Harrington | 950    | 2.0   | \$397,311.85         | 11         |

| Priority | Location  | Locality                              | From   | To  | Path Type | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|---|---------------------------------------|--|---|-----------|--|--------|-------|----------------------|------------|
| Low      | Lumea Avenue-Malibu Drive SUP network- Stage 3  | Bawley Point                          | the intersection of Malibu Drive/Sunseeker Drive, and extending west back to Murramarang Road  | Murramarang Road  | SUP       | North Side of Malibu Drive   | 600    | 2.0   | \$250,933.80         | 11         |
| Low      | Mymiong Grove   | Cudmirrah & Berrara                   | Collier Dr /Pope Ave intersection  | east of Wirrecoo Road (approx southern boundary of #28 Mymiong Gr)  | FP        | eastern  | 350    | 1.2   | \$87,826.83          | 11         |
| Low      | Walton Way  | Curarong                              | north of Curarong Road (existing path)   | Anchor Street   | FP        | Western  | 450    | 1.2   | \$112,920.21         | 11         |
| Low      | Through reserve   | Curarong                              | Curarong Parkway   | direct to Merimbula St  | FP        | through reserve  | 110    | 1.2   | \$27,662.72          | 11         |
| Low      | Reserve Rd  | Basin View                            | School Entrance (next to 22 Reserve Rd)  | Mathie St   | FP        | Southern   | 390    | 1.2   | \$97,864.18          | 10         |
| Low      | Mathie St   | Basin View                            | Basin View Pde   | Reserve Road  | FP        | West   | 270    | 1.2   | \$67,752.13          | 10         |
| Low      | Red Point Road - Boronia St - Manta Ray Rd  | Bendalong                             | Waratah St   | Public car park at Boat Harbour Beach - initially stopping at the first entrance to the foreshore reserve | FP        | western side of Red Point Road - then northern side of Boronia St and Manta Ray Rd | 300    | 1.5   | \$94,100.18          | 10         |
| Low      | Eastern end of Waratah Street - access to Holiday Haven Bendalong   | Bendalong                             | Waratah St SUP (eastern end of SUP network)- extending east to improve pedestrian/cyclist access to Holiday Haven  | Holiday Park entrance/reception   | SUP       | South  | 105    | 2.0   | \$43,913.42          | 10         |
| Low      | North St  | Berry                                 | Mens Shed  | Alexandra St  | FP        | south  | 150    | 1.2   | \$37,640.07          | 10         |
| Low      | SUP route through reserve at the southern end of Quay Road (alt. link between Myola Rd and Quay Rd)                           | Callala Beach                         | Myola Rd   | Quay Rd   | SUP       | through reserve  | 250    | 2.0   | \$108,737.98         | 10         |
| Low      | Greenway Rd   | Callala Beach                         | Callala Beach Rd   | Lennox Rd   | SUP       | South  | 655    | 2.0   | \$273,936.07         | 10         |
| Low      | Canal Street East   | Culburra Beach                        | Redbank Lane   | Brighton Parade   | SUP       | west   | 180    | 2     | \$75,280.14          | 10         |
| Low      | Alaska St - Sunset Strip  | Curjurong Pt - Manyana foreshore link | Ottawa St  | The Bulwark (intersection of The Bulwark / Sunset Strip)  | SUP       | East side of Alaska, then through reserve, and east side of The Bulwark            | 960    | 2.0   | \$401,494.08         | 10         |
| Low      | St Anns St  | Nowra                                 | Kinghome St  | East Street   | FP        | Southern   | 160    | 1.2   | \$40,149.41          | 10         |
| Low      | Kinghome St   | Nowra                                 | Kalendar St  | #245 Kinghome Street (190m approx. to the south of MacLean St)  | FP        | West   | 750    | 1.2   | \$188,200.35         | 10         |
| Low      | Cammaray Drive  | Sanctuary Point - St Georges Basin    | The Wool Lane  | Anson Street  | SUP       | Northern   | 700    | 2     | \$292,756.10         | 10         |
| Low      | Lawson Way  | Sanctuary Point                       | Cammaray Dv  | Kerry St  | FP        | West   | 190    | 1.2   | \$47,677.42          | 10         |
| Low      | The Park Dr - east  | Sanctuary Point                       | Fairway Drive (west)   | Larmer Ave  | SUP       | Northern   | 700    | 2.0   | \$292,756.10         | 10         |
| Low      | The Park Dr - west  | Sanctuary Point                       | Waratah Cr   | Fairway Drive (west)  | SUP       | Western-Northern   | 1700   | 2.0   | \$710,979.10         | 10         |
| Low      | Clifton St  | Sanctuary Point                       | Leumeah Street   | Greville Av   | FP        | Western  | 450    | 1.2   | \$112,920.21         | 10         |
| Low      | Sanctuary Pt Rd - John Williams Reserve SUP link (link from Sanctuary Pt Rd SUP network to the foreshore reserve / Boat Ramp) | Sanctuary Point                       | from the Sanctuary Point Road SUP network, extending east, beside the access to the John Williams Reserve (ie to the north of #250 Sanctuary Point Road) | John Williams Reserve/ foreshore reserve  | SUP       | through reserve  | 80     | 2.0   | \$33,457.84          | 10         |
| Low      | Geroa Rd  | Shoalhaven Heads                      | the Crown Reserve access track (access to the NP-and through to the Shoal Water exfiltration ponds) - approx. 90m to the north of #20 Geroa Road         | Towers Rd   | FP        | East   | 275    | 1.2   | \$69,006.80          | 10         |

| Priority | Location  | Locality                           | From  | To   | Path Type | Side of Road                                 | Length | Width | Estimated Total Cost | PAMP Score |
|----------|---|------------------------------------|---|--|-----------|--|--------|-------|----------------------|------------|
| Low      | Scott Street to Pepper Reserve - via existing reserves (from between #33-95 Scott Street - to - between #4-6 Rygate Place), includes a FP along the eastern side of Meulan Avenue - and also includes a 35m FP link along the southern side of Rygate Place to link to Pepper Reserve | Shoalhaven Heads                   | Rygate Place  | Scott St   | FP        | North to South                               | 400    | 1.2   | \$100,373.52         | 10         |
| Low      | Staples St  | Shoalhaven Heads                   | Scott St  | Golf Club  | FP        | eastern                                      | 41     | 1.2   | \$10,288.29          | 10         |
| Low      | Hay Ave   | Shoalhaven Heads                   | Jerry Bailey Rd   | western end (Hay Avenue boat ramps)  | SUP       | northern                                     | 516    | 2     | \$215,803.07         | 10         |
| Low      | Golden Hill Ave   | Shoalhaven Heads                   | Renown Ave  | Davenport Rd   | FP        | western                                      | 323    | 1.2   | \$81,051.62          | 10         |
| Low      | Ravenscliffe Rd   | Shoalhaven Heads                   | Jerry Bailey Rd   | Golden Hill Ave  | FP        | Northern                                     | 300    | 1.2   | \$75,280.14          | 10         |
| Low      | Old Southern Rd   | South Nowra                        | Quinns Ln   | Casa Cct   | FP        | West   | 865    | 1.2   | \$217,057.74         | 10         |
| Low      | Old Southern Rd   | South Nowra                        | Hillcrest Avenue, south, including Nowra Christian School frontage, and down to Browns Road   | Browns Rd  | SUP       | Eastern                                      | 650    | 2     | \$271,844.95         | 10         |
| Low      | Firetail St   | South Nowra                        | Wattlebird Rd   | South of Osprey Dr (link to existing SUP network to the north of Casa Circuit.)  | SUP       | West   | 300    | 2     | \$125,466.90         | 10         |
| Low      | Crown Reserve/Road Reserve SUP network to the east of Alata Crescent and Osprey Road properties   | South Nowra                        | From the eastern end of the Quinns Lane road reserve - and extends through the Crown reserve both to the north (to the east of the Alata Crescent properties, rejoining Basil Street) - and to the south (to the east of Osprey Road) | to Basil Street in the north - and linking back to Osprey Road at its southern extent  | SUP       | NA - through reserve                         | 1400   | 2     | \$585,512.20         | 10         |
| Low      | Grahams Road  | St Georges Basin                   | St Georges Road   | Blackett Reserve   | FP        | east   | 180    | 1.2   | \$45,168.08          | 10         |
| Low      | Foreshore Public Reserve (link between Collett Place and Rauch Close)   | St Georges Basin                   | Collett Place   | Rauch Close  | SUP       | through reserve                              | 345    | 2.0   | \$144,286.94         | 10         |
| Low      | The Wool Rd   | St Georges Basin                   | The Basin Road - then via The Wool Road -   | to Yuroka Cr (for tie into the existing track - Blue Wren Retreat)- for access through to Island Point Road  | SUP       |  | 725    | 2.0   | \$303,211.68         | 10         |
| Low      | Island Point Rd   | St Georges Basin                   | Meriton St  | Loralyn Avenue   | FP        | Eastern                                      | 220    | 1.2   | \$55,205.44          | 10         |
| Low      | Tasman Road   | St Georges Basin                   | Island Point Road   | Crowea Rd (Village Access Rd)  | FP        | North + South                                | 150    | 1.5   | \$47,050.09          | 10         |
| Low      | Loralyn Ave   | St Georges Basin                   | Island Point Rd   | Meriton St   | SUP       | Southern                                     | 300    | 2.0   | \$125,466.90         | 10         |
| Low      | The Wool Lane   | St Georges Basin - Sanctuary Point | Cammaray Dv   | The Basin Walking track/foreshore  | SUP       | Western                                      | 350    | 2.0   | \$146,378.05         | 10         |
| Low      | Foreshore Reserve - Badgee - Fairview Crescent  | Sussex Inlet - Badgee              | River Road (north of Badgee bridge)   | full length - northern extent of foreshore reserve (opposite #42/#44 River Road), the distance estimate also includes a 200m length to connect the path back to River Road in the north (through reserve, between properties #42/#44 River Road) | SUP       | through reserve, to the east of Fairview Cr. | 1200   | 2.0   | \$501,867.60         | 10         |
| Low      | Suncrest Avenue - River Road  | Sussex Inlet - Badgee              | Suncrest Avenue - to the south of #33 Suncrest Avenue (new road access - tie in to new development path), and extend south -  | River Road - terminate at the proposed pedestrian refuge crossing (to be provided as part of the project to facilitate safe pedestrian-cyclist access across River Road at the southern end of the Suncrest Avenue SUP)                          | SUP       | west - south - west                          | 930    | 2.0   | \$388,947.39         | 10         |

| Priority | Location   | Locality            | From  | To  | Path Type | Side of Road  | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|---------------------|---|---|-----------|---|--------|-------|----------------------|------------|
| Low      | Wunda Avenue   | Sussex Inlet        | Jacobs Dr   | River Road  | FP        | East  | 280    | 1.2   | \$70,261.46          | 10         |
| Low      | Crown Reserve (existing bush track) linking Thomson St direct to Lakehaven Dr (existing bush track to the west of Ainsdale St) | Sussex Inlet        | Thomson St (western end of existing path, to the west of existing childrens crossing) | Lakehaven St (to the west of 49 Lakehaven Dr)   | SUP       | through reserve/existing track  | 340    | 2.0   | \$142,195.82         | 10         |
| Low      | The Springs Rd   | Sussex Inlet        | 165m north of Hoffman Dr  | Hoffman Drive   | SUP       | West  | 162    | 2.0   | \$67,752.13          | 10         |
| Low      | Lake Dr (and extending to the south to include the link to Dyball Reserve - link to foreshore SUP)                             | Swanhaven           | Hoffman Dr  | Dyball Reserve - link to foreshore SUP  | SUP       | west side of Lake Drive/subject to design - through reserve to the immediate west of Lake Drive             | 650    | 2     | \$271,844.95         | 10         |
| Low      | Curtis St  | Ulladulla           | Village Dr  | Princes Hwy, to the north of Wyuna PI (links to proposed pedestrian refuge crossing on the Princes Highway adjoining #1 Curtis Street - near northern boundary of 8-12 Princes Highway-Motel) | SUP       | Eastern-Northern  | 515    | 2.0   | \$215,384.85         | 10         |
| Low      | Camden Street  | Ulladulla           | Princes Highway   | North Street  | FP        | Western   | 400    | 1.2   | \$100,373.52         | 10         |
| Low      | Burnt Street (North) - full length- East side  | Ulladulla           | Conjola St/Buchan Street intersection (from Conjola Street Reserve)- and extend south | Crescent St   | SUP       | Eastern   | 410    | 2.0   | \$171,471.43         | 10         |
| Low      | Church Street (St Vincent - Camden Street)   | Ulladulla           | Camden Street   | St Vincent Street   | FP        | Southern  | 210    | 1.2   | \$52,696.10          | 10         |
| Low      | Deering Street   | Ulladulla           | Camden Street   | St Vincent Street   | FP        | Southern  | 200    | 1.2   | \$50,186.76          | 10         |
| Low      | Elizabeth Dv   | Vincentia           | Frederick St (nth)  | Frederick St (sth)  | SUP       | Eastern   | 713    | 2     | \$298,193.00         | 10         |
| Low      | Depot Road   | West Nowra          | Yalwal Road   | Blice Road  | SUP       | East  | 800    | 2.0   | \$334,578.40         | 10         |
| Low      | Goonawarra Dr  | Cudmirrah & Berrara | The Springs Road/ Collier Drive   | to the western extent of Goonawarra Dr (to the west of #62 Goonawarra Dr)   | SUP       | Northern side of Goonawarra Drive/subject to design - through reserve to the north side of Goonawarra Drive | 750    | 2.0   | \$313,667.25         | 10         |
| Low      | Beachway Avenue  | Cudmirrah & Berrara | Silversands Drive (access to Berrara Cove Reserve)                                    | Berrara Road  | FP        | southern  | 280    | 1.2   | \$70,261.46          | 10         |
| Low      | Pope Avenue  | Cudmirrah & Berrara | Collier Dr  | Berrara Road  | SUP       | northern  | 270    | 2.0   | \$112,920.21         | 10         |
| Low      | Berrara Road   | Cudmirrah & Berrara | Fifth Avenue  | southern end of Berrara Road - Berrara Creek/Lagoon   | SUP       | western   | 750    | 2.0   | \$313,667.25         | 10         |
| Low      | Frontage of Hazel Rowbotham Reserve - Anglers Parade (between #30 and #42 Anglers Parade)                                      | Fishermans Paradise | from driveway of #30 Anglers Parade   | to driveway of #42 Anglers Parade   | FP        | eastern   | 80     | 1.2   | \$20,074.70          | 10         |
| Low      | Hillcrest Ave  | South Nowra         | Princes Hwy   | John Purcell Way  | SUP       | Northern  | 333    | 2     | \$139,268.26         | 9          |
| Low      | Pacificana Drive   | Sussex Inlet        | southern boundary of #20 Pacificana Drive (southern fringe of residential area)       | Sussex Inlet Surf Club  | SUP       | East  | 1635   | 2.0   | \$683,794.61         | 9          |
| Low      | Callala Beach Rd   | Callala Beach       | Quay Rd   | Queen Mary St   | SUP       | Western   | 251    | 2.0   | \$104,973.97         | 9          |
| Low      | Lennox Rd - Griffin Street   | Callala Beach       | Greenway Rd   | the east of Watts Rd (to approx location of Berton Sands Estate entrance sign/street light, where safe crossing point is to be provided)  | SUP       | South - then crosses to the north at eastern end of project   | 325    | 2.0   | \$135,922.48         | 9          |
| Low      | Black Swan Way   | Culburra Beach      | Fairlands St  | Carlton Cr  | FP        | West  | 110    | 1.2   | \$27,602.72          | 9          |

| Priority | Location   | Locality                    | From  | To  | Path Type | Side of Road             | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|-----------------------------|---|---|-----------|--------------------------|--------|-------|----------------------|------------|
| Low      | Foreshore link - from Anglers Parade / Alma Avenue   | Fishermans Paradise         | from intersection of Anglers Parade / Alma Avenue   | Foreshore walking track   | FP        | through reserve          | 75     | 1.2   | \$18,820.04          | 9          |
| Low      | Foreshore link - from Anglers Parade / Cornfield Parade  | Fishermans Paradise         | from intersection of Anglers Parade / Cornfield Parade  | Foreshore walking track   | FP        | through reserve          | 85     | 1.2   | \$21,329.37          | 9          |
| Low      | Fishermans Paradise Road   | Fishermans Paradise         | Cornfield Parade  | Anglers Parade  | OR        | on road/shared zone      |        |       | \$147,100.00         | 9          |
| Low      | Myola Rd   | Myola                       | Catherine Street, and extending back to the east (north)  | east to the bend (connect back to existing SUP network to the east of the Tourist Park) | SUP       | south / east             | 350    | 2.0   | \$146,378.05         | 9          |
| Low      | Catherine Street to the north of Myola Road (including part of the Harmony Haven Fire Trail) - north to the Boat Ramp                                  | Myola                       | Myola Road  | north to Boat Ramp  | SUP       | west                     | 550    | 2.0   | \$230,022.65         | 9          |
| Low      | West St  | Nowra                       | Junction St   | Bainbridge Crescent - link to existing tracks (power lines)                             | SUP       | Western                  | 750    | 2     | \$313,667.25         | 9          |
| Low      | Worrigee Street  | Nowra                       | West Street   | Anderson Lane   | FP        | Northern                 | 350    | 1.2   | \$87,826.83          | 9          |
| Low      | Osborne St   | Nowra                       | Worrigee St   | Plunkett St   | FP        | Western                  | 200    | 1.2   | \$50,186.76          | 9          |
| Low      | Secombe St   | Nowra                       | St Anns St  | Warramunga St   | FP        | Western                  | 156    | 1.2   | \$39,145.67          | 9          |
| Low      | Warramunga St  | Nowra                       | Secombe St  | Kalandar St   | FP        | Western-Northern         | 165    | 1.2   | \$41,404.08          | 9          |
| Low      | Kalandar St  | Nowra                       | just west of Warramunga St  | east of Secombe St (links to service road)  | FP        | Northern                 | 280    | 1.2   | \$70,261.46          | 9          |
| Low      | Shoalhaven St  | Nowra                       | Douglas   | Jenis   | FP        | Eastern                  | 400    | 1.2   |                      | 9          |
| Low      | Osborne St   | Nowra                       | Douglas   | Jenis   | FP        | Eastern                  | 400    | 1.2   |                      | 9          |
| Low      | Kinghome St  | Nowra                       | Kalandar St   | southern end of Kinghome Street (for access to Princes Hwy) - east side of Kinghome St  | SUP       | Eastern                  | 750    | 2     | \$313,667.25         | 9          |
| Low      | Queenborough St  | Nowra                       | Stuart St   | McKay St  | FP        | West                     | 250    | 1.2   | \$62,733.45          | 9          |
| Low      | MacGibbon Pde - McGowen St - Page Street (to Prentice Avenue)  | Old Erowal Bay              | 88 Macgibbon Pde  | Page Street (inc. link back to Prentice Avenue)   | SUP       | Eastern-southern-western | 730    | 2.0   | \$305,302.79         | 9          |
| Low      | Prentice Avenue (SUP link down Prentice Avenue - to Prentice Avenue Foreshore Reserve)   | Old Erowal Bay              | Page Street   | Prentice Avenue Foreshore Reserve   | SUP       | Eastern                  | 475    | 2.0   | \$198,655.93         | 9          |
| Low      | Old Erowal Bay - Erowal Bay SUP link - stage 1   | Old Erowal Bay - Erowal Bay | McGowen St (between nos 30 & 32 McGowen St)   | Erowal Bay Rd   | SUP       | through NP               | 600    | 2.0   | \$250,933.80         | 9          |
| Low      | Reserve - link from Hogbin Crescent to the existing FP network through public reserve to the east of Hogbin Cr. (from between #32A and #38 Hogbin Cr.) | Sanctuary Point             | Hogbin Cr.  | extending east - to link to existing FP network within public reserve                   | FP        | through reserve          | 50     | 1.2   | \$12,546.69          | 9          |
| Low      | Leumeah St   | Sanctuary Point             | Macleans Point Road   | Edmund St (link to existing FP)   | FP        | Southern                 | 1000   | 1.2   | \$250,933.80         | 9          |
| Low      | Warrego Dr   | Sanctuary Point             | Kingsford Smith Cr  | Leumeah St  | FP        | Western                  | 400    | 1.2   | \$100,373.52         | 9          |
| Low      | Bass Road  | Shoalhaven Heads            | Scott Street  | link to the reserve at the north end of Bass Road                                       | FP        | East                     | 230    | 1.2   | \$57,714.77          | 9          |
| Low      | Renown Ave   | Shoalhaven Heads            | Jerry Bailey Rd   | River Rd  | FP        | Southern                 | 435    | 1.2   | \$109,156.20         | 9          |
| Low      | Renown Avenue to Curtis Park (direct link via existing reserve)  | Shoalhaven Heads            | Renown Ave (via existing reserve between 84 Jerry Bailey Road and 10 Renown Avenue), via reserve, direct to Curtis Park | Curtis Park   | FP        | through reserve          | 100    | 1.2   | \$25,093.38          | 9          |

| Priority | Location   | Locality                           | From  | To  | Path Type  | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|------------------------------------|---|---|------------|--|--------|-------|----------------------|------------|
| Low      | Wagin St   | Shoalhaven Heads                   | Woolstencraft st  | Staples St  | FP         | Southern   | 187    | 1.5   | \$58,655.78          | 9          |
| Low      | Staples St   | Shoalhaven Heads                   | McIntosh Street   | Wagin Street  | FP         | western  | 145    | 1.5   | \$45,481.75          | 9          |
| Low      | Somerset Av  | South Nowra                        | 19 Somerset Av (southern boundary of #21 Somerset Ave)- and extend south - complete the missing link through to the southern side of Browns Road  | to the southern side of Browns Road (northern boundary of #17 Elian Cr)                         | FP         | West   | 210    | 1.2   | \$52,696.10          | 9          |
| Low      | The Basin Rd   | St Georges Basin                   | The Wool Road   | St Georges Road   | FP         | west   | 170    | 1.2   | \$42,658.75          | 9          |
| Low      | The Old Wool Road Heritage Track (opposite 188 Island Pt Rd) - link to the northern end of Crowea Rd (Village Access Rd)   | St Georges Basin                   | Island Point Road   | to the northern end of Crowea Rd (Village Access Rd)  | FP         | West   | 95     | 2.0   | \$39,731.19          | 9          |
| Low      | Public reserves to the north and south of Dumford Place - path links through the reserves to Moroney Avenue, Anson Street, Carver Court, and within the Dumford Place road reserve to/from Claylands Drive | St Georges Basin - Sanctuary Point | Moroney Ave.  | Dumford Place, and through to Anson Street, Carver Court, and to/from Claylands Drive           | SUP-and FP | through reserves, and both sides of Dumford Place          | 515    | 2.0   | \$215,384.85         | 9          |
| Low      | Elmops Avenue  | Sussex Inlet                       | Nielson Road  | River Road  | FP         | Northern   | 180    | 1.2   | \$45,168.08          | 9          |
| Low      | Sussex Inlet Rd  | Sussex Inlet                       | Avocet Street   | Government Road   | SUP        | southern   | 120    | 2.0   | \$50,186.76          | 9          |
| Low      | Iverson Rd - Sussex Inlet Road   | Sussex Inlet                       | Sussex Road (tie into existing path network), and extending north to Ray Street, where the path crosses the southern leg of the Iverson Road/Ray Street intersection, then the FP continues around the western-southern side of Sussex Inlet Road to tie in to the existing SUP network on the southern side, as well as providing a crossing for pedestrians/cyclists to the immediate west leg of the Sussex Inlet Road/Cater Crescent intersection | ties into existing SUP network in Sussex Inlet Road   | FP         | Eastern-then crosses to Western (south side of Ray Street) | 230    | 1.2   | \$57,714.77          | 9          |
| Low      | Golden Wattle Drive  | Ulladulla                          | Existing Path between #35 and #37 Golden Wattle Ave (opposite Scarlett Gum St)- and extending east past Royal Mantle Drive- and down to Village Drive   | Village Drive   | FP         | Northern   | 490    | 1.2   | \$122,957.56         | 9          |
| Low      | Church Street (St Vincent - Princes Highway)   | Ulladulla                          | frontage of #69 Church St- and extend east to connect to existing FP network outside #81 Princes Highway, Ulladulla   | connect to existing FP network outside #81 Princes Highway, Ulladulla                           | FP         | Northern   | 65     | 1.2   | \$16,310.70          | 9          |
| Low      | South Street   | Ulladulla                          | Warden St   | Wandella Close  | SUP        | South  | 400    | 2.0   | \$167,289.20         | 9          |
| Low      | South Street   | Ulladulla                          | Opposite No. #12 South Street (from location of proposed future pedestrian crossing)- and extending to the east to tie into existing SUP network-   | Vigilant Street   | SUP        | North  | 50     | 2.0   | \$20,911.15          | 9          |
| Low      | Camden Street  | Ulladulla                          | South Street  | Deering Street  | SUP        | Eastern  | 210    | 2.0   | \$87,826.83          | 9          |
| Low      | Blenheim Beach Reserve to Greenfields Beach Reserve- foreshore SUP route   | Vincentia                          | Blenheim Beach Reserve access (where joins foreshore SUP network)   | Greenfields Beach picnic area (inc. link to foreshore track through NP - access to Hyams Beach) | SUP        | through reserve  | 900    | 2.0   | \$376,400.70         | 9          |

| Priority | Location   | Locality            | From   | To  | Path Type | Side of Road       | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|---------------------|--|---|-----------|--------------------|--------|-------|----------------------|------------|
| Low      | Berrara Cove Reserve   | Cudmirrah & Berrara | southern end of Myrmion Grove (approx southern boundary of #28 Myrmion Gr)   | Beachway Avenue   | SUP       | through reserve    | 280    | 2.5   | \$146,378.05         | 9          |
| Low      | Ottawa St  | Conjurong Pt        | York St  | carpark east of Alaska St (access to foreshore)   | SUP       | Northern           | 485    | 2.0   | \$202,839.16         | 9          |
| Low      | West St  | Nowra               | North St   | Junction St   | SUP       | Western            | 205    | 2     | \$85,735.72          | 8          |
| Low      | Burr Av  | Nowra               | from the northern boundary of #1 Burr Ave (north end - car park) - extending south for the full length of Burr Avenue  | Plunkett St   | FP        | West               | 157    | 1.2   | \$39,396.61          | 8          |
| Low      | Berry St   | Nowra               | Jervis St  | St Anns St  | FP        | East               | 180    | 1.2   | \$45,168.08          | 8          |
| Low      | Purdie Crescent-Schregel Place   | Nowra               | 3 Purdie Crescent  | 3 Schregel Place  | FP        | Northern           | 130    | 1.2   | \$32,621.39          | 8          |
| Low      | Reserve- link from Anson St to the northern SUP network (from between #78A and #82 Anson Street)                 | Sanctuary Point     | Anson Street   | northern SUP network (to the immediate north of properties- northern side of Anson Street- east of The Wool Lane) | SUP       | through reserve    | 70     | 2     | \$29,275.61          | 8          |
| Low      | Anson St   | Sanctuary Point     | Cammaray Dr  | Kerry Street  | FP        | Eastern            | 200    | 1.2   | \$50,166.76          | 8          |
| Low      | Reserve- SUP link - northern SUP link- through reserve to the north of Wullun Close and Yallara Crescent         | Sanctuary Point     | north of Wullun Close  | Vost Drive (rejoins Vost Drive through the reserve, between #51 Vost Drive and Carmen Drive)                      | SUP       | through reserve    | 500    | 2     | \$209,111.50         | 8          |
| Low      | Macleans Point Road, and associated path connections   | Sanctuary Point     | Loralyn Ave  | Paradise Beach Rd   | SUP       | Northern           | 1205   | 2     | \$503,958.72         | 8          |
| Low      | Paradise Beach Rd  | Sanctuary Point     | Walmer Avenue  | Kerry Street  | SUP       | Northern-Western   | 160    | 2.0   | \$66,915.68          | 8          |
| Low      | Walmer Ave - Milson Street, and associated path connections  | Sanctuary Point     | Paradise Beach Rd  | Milson St (includes Milson Street SUP)  | SUP       | Western            | 1900   | 2.0   | \$794,623.70         | 8          |
| Low      | Heron  | Sanctuary Point     | Warrego Dr   | Paradise Beach Rd   | FP        | Southern           | 350    | 1.2   | \$87,826.83          | 8          |
| Low      | Cessna Avenue - Sanctuary Point Road FP link   | Sanctuary Point     | Mustang Drive, extending north up to Sanctuary Point Road, then connecting back along Sanctuary Point Road (ie back into the existing path network on Paradise Beach Road)   | Paradise Beach Rd   | FP        | Western - Southern | 140    | 1.2   | \$35,130.73          | 8          |
| Low      | Oval Drive to Bass Road - via existing reserves (from between #26-28 Oval Drive - to - between #19-21 Bass Road) | Shoalhaven Heads    | Rygate Place   | Scott St  | FP        | North to South     | 165    | 1.2   | \$41,404.08          | 8          |
| Low      | Blackett Reserve - Collett Place (Foreshore Public Reserve)  | St Georges Basin    | Grahams Road   | Collett Place   | SUP       | through reserve    | 230    | 2.0   | \$96,191.29          | 8          |
| Low      | Island Point Rd  | St Georges Basin    | Lachlan Cr (sth)   | Lachlan Cr (nth)  | FP        | west               | 90     | 1.2   | \$22,584.04          | 8          |
| Low      | Island Point Rd  | St Georges Basin    | Meriton St   | Rauch Cl  | FP        | west               | 127    | 1.2   | \$31,868.59          | 8          |
| Low      | Sussex Inlet Rd  | Sussex Inlet        | South/Eastern boundary of (#101 Sussex Inlet Road) - ie from the boundary of #101/#1 Sussex Inlet Road, to the eastern side of Murre Street (to crossing point) - include the frontage of #45 Sussex Inlet Road, the FP then crosses to the southern side of Sussex Inlet Road before continuing further to the south-east | to the eastern side of Murre Street (to crossing point) - in front of #45 Sussex Inlet Road                       | FP        | northern           | 50     | 1.2   | \$12,546.69          | 8          |

| Priority | Location  | Locality                           | From  | To  | Path Type | Side of Road  | Length | Width | Estimated Total Cost | PAMP Score |
|----------|---|------------------------------------|---|---|-----------|---|--------|-------|----------------------|------------|
| Low      | Sussex Inlet Rd   | Sussex Inlet                       | Mure Street   | Avocat Street   | FP        | southern  | 350    | 1.2   | \$87,826.83          | 8          |
| Low      | Hawken Rd   | Tomerong                           | Yerunda Road  | Pine Forest Road  | FP        | Eastern   | 400    | 1.2   | \$100,373.52         | 8          |
| Low      | Connolly St   | Tomerong                           | Pine Forest Road  | link to existing SUP opposite #20 Connolly Street   | FP        | Western   | 230    | 1.2   | \$57,714.77          | 8          |
| Low      | Through Reserve - between #8 and #12 Scarlett Gum Street (link to Flame Tree Court)   | Ulladulla                          | Scarlett Gum Street   | Flame Tree Court  | FP        | N/A-through reserve   | 80     | 1.2   | \$20,074.70          | 8          |
| Low      | North St  | Ulladulla                          | Kalang Ave  | Camden Street   | FP        | Northern  | 100    | 1.2   | \$25,093.38          | 8          |
| Low      | Lakelands Avenue  | Cudmirrah & Berrara                | Berrara Road  | Western extent of Lakelands Avenue (link to Berrara Creek walking track)  | SUP       | Northern to Waterhaven Avenue, then Southern to Berrara Creek walking track   | 450    | 2.0   | \$188,200.35         | 8          |
| Low      | Elanora Pde   | Basin View                         | 2 Elanora Pde (north end at existing path)  | Basin View Pde  | SUP       | East  | 212    | 2.0   | \$88,663.28          | 7          |
| Low      | Fifth Ave   | Cudmirrah & Berrara                | Collier Dr  | Berrara Road  | SUP       | northern  | 340    | 2.0   | \$142,195.62         | 7          |
| Low      | Lake Conjola Boat Ramp access road  | Fishermans Paradise                | from Anglers Parade (between #92 and #94 Anglers Parade)  | Lake Conjola Boat Ramp / foreshore reserve  | OR        | through reserve (access road) on road shared zone   |        |       | \$50,240.00          | 7          |
| Low      | Forest Drive  | Kioloa                             | Merry Beach Road/Murramarang Road   | existing FP just west of Northwood Drive  | FP        | North   | 450    | 1.2   | \$112,920.21         | 7          |
| Low      | Sandra Street (Foreshore Reserve)   | Lake Conjola - Conjola Park        | West end of Sandra Street   | Haviland Street   | SUP       | northern/partial foreshore reserve  | 200    | 2.0   | \$83,644.60          | 7          |
| Low      | Haviland Street   | Lake Conjola - Conjola Park        | Sandra Street   | Stewart Street  | SUP       | eastern /partial reserve  | 260    | 2.0   | \$108,737.98         | 7          |
| Low      | York Street and access road to Conjuring Pt Boat Ramp   | Conjuring Pt                       | Conjuring Pt Rd   | Conjuring Pt Boat Ramp (also includes the section of York Street to the north of Ottawa Street (between Ottawa Street and York Street)) | SUP       | South side of York Road (west from Conjuring Point Road - East side of the access road to Conjuring Point boat ramp, and west side of the section of York Street to the north of Ottawa Street) | 550    | 2.0   | \$230,022.65         | 7          |
| Low      | Shoalhaven St   | Nowra                              | North Street  | Worrigee Street   | FP        | Western   | 420    | 1.2   | \$105,392.20         | 7          |
| Low      | View St   | Nowra                              | Jervis St. and extending south to connect to existing FP at the southern boundary of 13 View Street | southern boundary of 13 View Street   | FP        | Western   | 170    | 1.2   | \$42,658.75          | 7          |
| Low      | Fairway Drive to Larmer Ave - SUP link (adjoining Sanctuary Point Cricket Oval)   | Sanctuary Point                    | Between nos 38 and 40 Fairway Dr  | Larmer Ave via 129 Larmer Av (adjoining the Bay & Basin Cricket Club access)  | SUP       | through reserve   | 235    | 2.0   | \$98,282.41          | 7          |
| Low      | Pangan Reserve  | St Georges Basin                   | The Wool Rd   | Pangan Cr   | SUP       | through reserve   | 78     | 2.0   | \$32,621.39          | 7          |
| Low      | Island Pt Rd  | St Georges Basin                   | The Wool Rd / Gunden Ln roundabout  | 188 Island Pt Rd  | SUP       | East  | 180    | 2.0   | \$75,280.14          | 7          |
| Low      | Hoffman Dr (SUP proposed through the Crown Reserve to the north of the Hoffman Drive properties)                                | Swanhaven                          | Lake Dr   | The Springs Road  | SUP       | to the north of the Hoffman Drive properties, through reserve   | 230    | 2     | \$96,191.29          | 7          |
| Low      | Public reserve between Nulla Place and The Wool Lane - SUP link from the existing SUP network extending north to Cammaray Drive | St Georges Basin - Sanctuary Point | existing SUP network (between Nulla Place and The Wool Lane )                                       | Cammaray Dr   | SUP       | through reserve   | 135    | 2.0   | \$56,460.11          | 6          |

| Priority | Location   | Locality   | From   | To  | Path Type | Side of Road                              | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|--|--|---|-----------|---|--------|-------|----------------------|------------|
| Low      | Bimbimbe Av - Lochaven Dr pathway  | Bangalee   | Bimbimbe Av  | Lochaven Dr   | FP        | through reserve                           | 160    | 1.2   | \$40,149.41          | 6          |
| Low      | Scent Dr   | Kioloa   | 31 Scent Dr  | Kioloa Beach carpark  | SUP       | North                                     | 175    | 2.0   | \$73,189.03          | 6          |
| Low      | Clifton St   | Sanctuary Point  | Macleans Point Road  | Leumeah Street  | FP        | Southern - Western                        | 540    | 1.2   | \$135,504.25         | 6          |
| Low      | Boomer Cr  | Kioloa   | 3 Boomer Cr  | 11 Boomer Cr  | FP        | West                                      | 200    | 1.2   | \$50,186.76          | 6          |
| Low      | Foreshore Reserve (Valley Drive Reserve) Yooralla Bay                                | Lake Conjola - Conjola Park                                  | Windemere Drive (to the west of Wheatley Place)  | link from Windemere Drive direct to Foreshore (through the Valley Drive Reserve) direct link to the Yooralla Bay foreshore SUP, via Council reserve | SUP       | through reserve                           | 120    | 2.0   | \$50,186.76          | 5          |
| Low      | Foreshore Reserve (Valley Drive Reserve) Yooralla Bay                                | Lake Conjola - Conjola Park                                  | Children's Playground (Valley Drive Reserve) Yooralla Bay  | link to Sandra Street (Foreshore Reserve SUP)   | SUP       | through reserve                           | 320    | 2.0   | \$133,831.36         | 5          |
| Low      | Koloona Drive -  | Taptaltee  | Ilaro Road, via Koloona Drive (west side), then along the full length of Yanderra Road (north side)                                    | Bangalee Road   | SUP       | west - north                              | 450    | 2     | \$188,200.35         | 5          |
| Low      | Ranger Grove pathway   | Bangalee   | Ranger Grove   | Lochaven Dr   | FP        | through reserve                           | 91     | 1.2   | \$22,834.98          | 5          |
| Low      | O'Connell Lane   | Nowra  | Junction St  | Smith Lane  | FP        | Eastern                                   | 100    |       | \$57,200.00          | 4          |
| Low      | Crown Reserve (existing bush track) linking The Springs Rd direct to Lakehaven Drive | Sussex Inlet   | The Springs Road - immediately north and adjacent to #125 The Springs Rd   | Lakehaven Dr  | SUP       | through Crown reserve/existing bush track | 410    | 2.5   | \$214,339.29         | 4          |
| Low      | Moondara Dr reserve  | Bangalee   | end of Moondara Dr   | Warrah Rd   | SUP       | through reserve                           | 50     | 2.0   | \$20,911.15          | 2          |
| Low      | Rebecca Grove pathway  | Bangalee   | Rebecca Grove  | Lincom Close  | FP        | through reserve                           | 95     | 1.2   | \$23,838.71          | 2          |
| Low      | Woodhill Mountain Road   | Berry  | Queen St/Woodhill Mountain Road/North Street Roundabout  | Camp Quality Park (Boongaree) access (Woodhill Mountain Road car park) - link to existing SUP network   | SUP       | Northern                                  | 150    | 2     | \$62,733.45          | -10        |
| Low      | Moss Vale Road   | Bomaderry  | Elvin Drive  | Princes Highway   | SUP       | south                                     | 300    | 2.5   | \$156,833.63         | -10        |
| Low      | Princes Hwy  | Milton   | Croobyar Rd/Matton Porter Drive  | Warden Rd (road resenation) - future roundabout associated with proposed new seniors living development   | FP        | East                                      | 800    | 1.2   | \$200,747.04         | -11        |
| Low      | Princes Hwy  | Milton   | Croobyar Rd/Matton Porter Drive  | Warden Rd (road resenation) - future roundabout associated with proposed new seniors living development   | SUP       | West                                      | 800    | 2.0   | \$334,578.40         | -11        |
| Low      | BTU Rd   | Nowra Hill   | Albatross Road   | Nowra Hill Primary School   | SUP       | Northern                                  | 850    | 2.0   | \$355,489.55         | -11        |
| Low      | Greenwell Point Rd   | Worrigee   | Worrigee Road - and extending west along Greenwell Point Road, to reconnect with the existing path network to the west of Golden Grove | tie into existing path network to the west of Golden Grove  | SUP       | South                                     | 400    | 2.0   | \$167,289.20         | -13        |
| Low      | Gerringong and Northern Shoalhaven (along rail line)                                 | Kiama (Gerringong Train Station) - Bomaderry (Train Station) | Gerringong   | Bomaderry   | SUP       | alongside rail line                       | 20000  | 2.5   | #VALUE!              | -14        |
| Low      | Moore Street   | Burrill Lake   | Lakeview Dr  | Rackham Crescent  | FP        | West                                      | 170    | 1.2   | \$42,658.75          | -16        |

| Priority | Location   | Locality                  | From  | To  | Path Type | Side of Road   | Length | Width | Estimated Total Cost | PAMP Score |
|----------|--|---------------------------|---|---|-----------|--|--------|-------|----------------------|------------|
| Low      | Illaroo Road   | Bangalee                  | West Cambewarra Road (west side of FNC-Illaroo Rd/WCR roundabout)   | Gypsy Point Road  | SUP       | north  | 1600   | 2     | \$668,156.80         | -17        |
| Low      | Princes Hwy  | Milton                    | Warden Rd (road reservation) - future roundabout associated with proposed new seniors living development  | Bishop Drive  | SUP       | South  | 1100   | 2.0   | \$460,045.30         | -17        |
| Low      | Corks Ln   | Milton                    | Crobyar Rd  | 2 Porter Cct  | SUP       | East   | 150    | 2     | \$62,733.45          | -17        |
| Low      | Princes Hwy  | Ulladulla                 | Dowling St  | Pitman Av   | FP        | East   | 500    | 1.2   | \$125,466.90         | -17        |
| Low      | Foreshore reserve linking Rackham Cr. And Maria Ave  | Burrill Lake              | Rackham Cr.   | Maria Ave   | SUP       | foreshore reserve  | 160    | 2     | \$66,915.68          | -18        |
| Low      | Broughton St   | Kangaroo Valley           | Broughton St  | 179 Moss Vale Rd (near pool / showground)   | SUP       | northern fringe of town centre   | 650    | 2.0   | \$271,844.95         | -18        |
| Low      | Corks Lane   | Milton                    | Myrtle Forest Dr  | School's southern boundary  | SUP       | East   | 200    | 2     | \$83,644.60          | -19        |
| Low      | Thurgate Oval  | Bomaderry                 | Beinda Street, traversing north along Bowada Street (east side), then cutting through reserve (Thurgate Oval), and across the northern brook to Tarawara Street (existing footbridge / existing bush track)   | Tarawara St   | SUP       | sports fields reserve  | 450    | 2.0   | \$188,200.35         | -21        |
| Low      | Seven Mile Beach NP  | Shoalhaven Heads - Gerroa | Shoalhaven Heads  | Gerroa  | SUP       | through NP   | 9400   | 2.5   | #VALUE!              | -21        |
| Low      | Nowra - West Nowra   | Nowra-West Nowra          | West Nowra to Nowra - including multiple proposed cycleway upgrades between Nowra-West Nowra, including Depot Road (75m approx), Bice Road (985m approx), as well as an additional north-south network (2220m approx) linking Yalwal Road, across Bice Road, and up to Jenvis Street, West Street, and Nowra Showground | Nowra, via multiple proposed cycleway upgrades  | SUP       | through reserve  | 4000   | 2.5   | #VALUE!              | -21        |
| Low      | Sussex Inlet (foreshore route to the south of Chris Creek - from River Road to Sussex Road)                    | Sussex Inlet              | from River Road (to the immediate north of #284 River Rd) - via the foreshore Crown lands -   | to Sussex Road (via the southern side of #25 Sussex Rd - caravan park) - reconnecting with the existing foreshore SUP route from the end of Sussex Road | SUP       | via foreshore Crown Land   | 1200   | 2.5   | #VALUE!              | -21        |
| Low      | Lake Conjola to Conjola Park   | Lake Conjola              | Lake Conjola  | Conjola Park  | SUP       | northern   | 5600   | 2.0   | #VALUE!              | -21        |
| Low      | Tomerong and surrounds   | Tomerong and surrounds    | Tomerong  | Surrounds (SUP improvements within Tomerong and including external connections to the surrounding networks)   | SUP       | various - tbc (including requested routes via Pine Forest Road and Huskisson Road to Jenvis Bay- and/or an alternative route via Hawken Road to The Wool Road) | 14000  | 2.0   | #VALUE!              | -22        |
| Low      | 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       | through reserves/private land holdings   | 815    | 2.5   | #VALUE!              | -25        |
| Low      | 62-86 River Road (foreshore option - option of SUP to the south side of River Road properties along foreshore) | Shoalhaven Heads          | the west side of 62 River Road (link to existing SUP network)   | the east side of 86 River Road (link to existing SUP network)   | SUP       | through foreshore reserve  | 400    | 2.5   | #VALUE!              | -25        |

| Priority | Location  | Locality            | From   | To   | Path Type | Side of Road  | Length | Width | Estimated Total Cost | PAMP Score |
|----------|---|---------------------|--|--|-----------|---|--------|-------|----------------------|------------|
| Low      | Falls Creek - Woollamia   | Falls Creek         | Falls Creek  | Woollamia  | SUP       | via existing road reserves (options)  | 4000   | 2.0   | #VALUE!              | -25        |
| Low      | Sussex Inlet (Alamein Walk - North Cudmirrah Beach via foreshore reserve) | Sussex Inlet        | Alamein Road (intersection with Pacificana Drive)  | Pacificana Drive (to the north of Sussex Inlet Surf Club) - via Alamein Road (foreshore route via Alamein - and via North Cudmirrah Beach headland, returns to Pacificana Drive via headland lookout/viewing platform access road) | SUP       | via Alamein Road and foreshore Crown Land   | 3500   | 2.5   | #VALUE!              | -25        |
| Low      | Berry to the Beach  | Northern Shoalhaven | Berry  | Seven Mile Beach   | SUP       | NA - would require a separate corridor (separate to the existing Beach Road reserve), through private land holdings | 7500   | 2.5   | #VALUE!              | -26        |
| Low      | Northern fringe of Shoalhaven Heads urban area                            | Shoalhaven Heads    | Geroa Road   | Staples Street   | SUP       | through reserve   | 1670   | 2.0   | #VALUE!              | -26        |
| Low      | Lake Conjola - south side of Holiday Haven - alternative road access      | Lake Conjola        | West side of Holiday Haven Lake Conjola  | via a new road corridor to the south of Holiday Haven - to the east side of Holiday Haven Lake Conjola - link to Boat Ramp (a new alternative road link that is not "through" the middle of the tourist park)                      | SUP       | through reserve   | 570    | 2.0   | #VALUE!              | -26        |
| Low      | Lake Conjola - Fisherman's Paradise                                       | Lake Conjola        | Lake Conjola   | Fisherman's Paradise   | SUP       | through reserves/private land holdings  | 5000   | 2.0   | #VALUE!              | -26        |
| Low      | Burnill Lake - Rackham Crescent - Maria Avenue Boat Ramp                  | Burnill Lake        | Rackham Crescent - then around to the north of #2 Rackham Crescent (via Burnill Lake foreshore)  | Maria Avenue Boat Ramp/foreshore reserve   | SUP       | through foreshore reserve   | 150    | 2.5   | #VALUE!              | -26        |
| 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       | via creek reserve- multiple water crossings   | 1500   | 2.5   | #VALUE!              | -30        |
| Low      | Narrawallee west - direct link to the beach                               | Narrawallee         | Leo Drive (from the north side of #58 Leo Drive, then through private land- Lot 300 DP 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        | through reserve and private land holding  | 400    | 2.0   | #VALUE!              | -31        |

## Appendix C: Crossings Review Outcomes

The tables below provide a summary of the outcomes of the Crossing Review undertaken as part of the PAMP update; 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 intersection between pedestrians and vehicles.

Projects are ranked in the tables from those with the highest score (**High Priority**) to lowest score (**Low Priority**), and projects shown in **Blue** have either been fully or partly funded already. The full list of 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 Crossings Project Ranking spreadsheets will continue to be viewed as evolving operational strategy documents, 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 all in accordance with the adopted Active Transport Scoring Criteria.
- Revising project scores further to more information becoming available in regard to the specific Active Transport Scoring Criteria.

It is important that the PAMP Maps and Crossings Project Ranking spreadsheets are kept as up-to-date as possible in this way, and always made available for community review. Keeping the maps and ranking spreadsheets up-to-date as operational documents will also reduce the need for continually reporting changes in the PAMP to the full Council. Of course, Council will continue to consider and fund Shoalhaven wide priorities through its annual DPOP process, with the PAMP 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 Active Transport Strategy (including the PAMP and Bike Plan) be undertaken at least every 5 years to ensure the details remain current; the documents remain contemporary; and that we are undertaking appropriate monitoring of the success of the Strategy to continually improve our active transport infrastructure, and in turn maximising the potential for walking and cycling trips by providing safer crossings that improve accessibility and connectivity.

| Priority | Town            | Road                               | Crossing Location   | Survey Date   | Special Warrant |           | Pedestrians |           | Vehicles |           | School? | AADT  | Cost Estimate |
|----------|-----------------|------------------------------------|---|---|-----------------|-----------|-------------|-----------|----------|-----------|---------|-------|---------------|
|          |                 |                                    |   |   | PV Value        | % Warrant | P Value     | % Warrant | V Value  | % Warrant |         |       |               |
| High     | Huskisson       | Owen St & Currambene St            | Multiple pedestrian crossings proposed for the town centre - refer traffic study for background (Owen Street - mid block between Sydney and Currambene- upgrade existing crossing point to a ped crossing, and provide a ped crossing on the east leg of the Owen/Currambene intersection, and provide a ped crossing on Currambene Street on the south leg of the Owen/Currambene intersection), all as recommended in the Huskisson traffic/parking study (warrants exceeded at all locations by a considerable margin) | 400,000-500,000 (in that order - refer Huskisson traffic & Parking study) |                 |           |             |           |          |           |         | N/A   |               |
| 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)          |                 |           |             |           |          |           |         | N/A   |               |
| 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%     |         | 4294  | \$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  | N/A           |
| 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           | Kinghome 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%    |         | 19984 | \$525,000     |
| High     | Callala Bay     | Emmett Street                      | At IGA/Shops and Soccer field (2 Zones surveyed - ie- east and west side of the IGA access) - note the strategy proposes two separate pedestrian crossing treatments due to both desire lines being recognised (either side of the IGA/shops/soccer fields CP access, and there being no one location that would suitably address both desire lines)  | Sat 13/01/24  | 136,851         | 304.1%    | 319         | 1063.3%   | 429      | 85.9%     |         | 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 linkin 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 OKLaLa-GreenOlive)   | Fri 3/03/23   | 91,516          | 203.4%    | 274         | 913.3%    | 334      | 66.8%     |         | 4008  | \$15,000      |
| High     | Nowra           | Kinghome Street                    | Mid-Block (Smith's Lane to Schofields Lane)   | Fri 3/03/23   | 87,120          | 193.6%    | 144         | 480.0%    | 605      | 121.0%    |         | 7260  | \$200,000     |
| High     | Ulladulla       | Princes Highway                    | northern boundary of Beachside Village Caravan Park (location approx. 500-700m to the south of Kings Point Rd) - proposed crossing point just to the north of property boundary (on crest -where can see in both directions)  | Sat 20/04/19  | 85,568          | 190.2%    | 56          | 186.7%    | 1,528    | 305.6%    |         | 18336 | \$525,000     |
| High     | Ulladulla       | Boree St - all 4 x existing raised | 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%     |         | 5780  | \$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 |         |      |               |
| High     | Ulladulla   | Princes Highway  | zone between Millards Creek and Green Street (surveyed in 4 distinct zones in order to review desire lines and establish where to target future pedestrian crossing improvements), the 4 zones being > zone 1 - from Millards Creek south to where the existing Millards Creek reserve SUP link comes on to the Highway, zone 2 - between the Visitors Centre access and north to where the existing Millards Creek reserve SUP link comes on to the Highway, zone 3 - to the immediate south of the Visitors Centre entrance (south - to the extent of the existing median - ie this zone is effectively the length of the existing median island to the immediate south of the 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    | 308.6%    |         | 1836 | \$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      | 347.9%    | Y       | 8340 |               |
| 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      | 313.9%    |         | 7524 | \$350,000     |
| High     | South Nowra | John Purcell Way | At school Childrens Crossing near St Johns (Combined)   | Fri 12/03/21 | 71,817          | 159.6%    | 302         | 1006.7%   | 321      | 64.2%     | Y       | 3852 | \$200,000     |

| Priority | Town            | Road            | Crossing Location   | Survey Date  | Special Warrant |           | Pedestrians |           | Vehicles |           | School? | AADT  | Cost Estimate |
|----------|-----------------|-----------------|---|--------------|-----------------|-----------|-------------|-----------|----------|-----------|---------|-------|---------------|
|          |                 |                 |   |              | PV Value        | % Warrant | P Value     | % Warrant | V Value  | % Warrant |         |       |               |
| Medium   | Sanctuary Point | Kerry St        | South of Paradise Beach Rd at Shops (Combined)  | Fri 8/01/21  | 68,192          | 153.8%    | 248         | 826.7%    | 283      | 56.6%     |         | 3396  | \$200,000     |
| Medium   | Milton          | Princes Highway | mid block between Thomas Street and Watson Street (at the existing pedestrian blisters between the court house and the post office)   | Sat 21/01/23 | 67,293          | 149.5%    | 61          | 203.3%    | 1,103    | 220.6%    |         | 13236 | \$350,000     |
| Medium   | Nowra           | Berry Street    | Mid-Block (Morrisey 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      | 168.8%    |         | 11928 | \$250,000     |
| Medium   | Burrill Lake    | Balmoral Road   | at cafe / 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 50m - ie to, and including, the bend)  | Sat 21/01/23 | 60,705          | 134.9%    | 213         | 710.0%    | 285      | 57.0%     |         | 3420  | \$400,000     |
| Medium   | Ulladulla       | Princes Highway | Mid-Block (between South Street and Deering Street)   | Sat 21/01/23 | 60,329          | 134.1%    | 43          | 143.3%    | 1,403    | 280.6%    |         | 16836 | \$525,000     |
| Medium   | Nowra           | North St        | Between 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          | 125.1%    | 61          | 203.3%    | 930      | 186.0%    |         | 11160 | \$350,000     |
| Medium   | Ulladulla       | Green Street    | Mid-Block (between Princes Highway and Boree Street) - three (3) zones were surveyed to understand the different desire lines across this broader zone - including - zone 1 - all pedestrians crossing Green Street at the Highway, or within 10m of the Highway, zone 2 - all pedestrians crossing Green Street at the intersection of Boree Street, or within 10m to the east of Boree Street, and zone 3 - all other pedestrians crossing Green Street mid-block between Princes Highway and Boree Street ie between zones 1 & 2               | Sat 21/01/23 | 51,008          | 113.4%    | 157         | 523.3%    | 325      | 65.0%     |         | 3900  | \$400,000     |
| Medium   | Nowra - East    | Kalandar Street | east of Wallace Street (at existing pedestrian refuge - ie - access to East Nowra shops to the immediate east of Wallace Street)  | Fri 9/02/24  | 48,873          | 108.6%    | 33          | 110.0%    | 1,481    | 298.2%    |         | 17772 | \$350,000     |
| Medium   | Milton          | Princes Highway | Medical Centre/precinct (immediately out the front of the hospital - existing pedestrian crossing point-existing blisters)  | Fri 9/02/24  | 45,120          | 100.3%    | 32          | 106.7%    | 1,410    | 282.0%    |         | 16920 | \$350,000     |
| Medium   | Vincetia        | The Wool Rd     | Elizabeth Drive / Burton Street mall (existing roundabout) - noting existing pedestrian refuges on Western, northern, and eastern Legs of the existing Roundabout - but note- no current pedestrian treatment on the Southern Leg of the Roundabout (Burton Street mall access)   | Sat 21/01/23 | 42,944          | 95.4%     | 61          | 203.3%    | 834      | 166.8%    |         | 10008 | \$800,000     |
| Medium   | Bomaderry       | Meroo Street    | Southern End outside of pub (bomaderry Hotel) just north of Harry's takeaway (location of existing pedestrian refuge)   | Fri 9/02/24  | 42,840          | 95.2%     | 72          | 240.0%    | 595      | 297.5%    |         | 7140  | \$350,000     |
| Medium   | Mollymook       | Mitchell Pde    | North of Blackwater Ck (between Blackwater Creek and Clyde Street, Mollymook)- split into two zones - zone 1 (southern zone - between Blackwater Creek, and approx boundary of #2.44 Mitchell Parade, Mollymook), and zone 2 (northern zone - between the boundary of #2.44 Mitchell Parade and up to Clyde Street, Mollymook)  | Sat 13/01/24 | 41,949          | 93.2%     | 59          | 196.7%    | 711      | 142.2%    |         | 8532  | \$250,000     |
| Medium   | Ulladulla       | Green Street    | Mid-Block (between St Vincent Street and Boree Street) - three (3) zones were surveyed to understand the different desire lines across this broader zone - including zone 1 - all pedestrians crossing Green Street at St Vincent Street, or within 10m of St Vincent Street, zone 2 - all pedestrians crossing Green Street at the intersection of Boree Street, or within 10m to the west of Boree Street, and zone 3 - all other pedestrians crossing Green Street mid-block between St Vincent Street and Boree Street ie between zones 1 & 2 | Sat 21/01/23 | 40,825          | 90.7%     | 71          | 236.7%    | 575      | 115.0%    |         | 6900  | \$400,000     |



| Priority | Town             | Road                          | Crossing Location   | Survey Date  | Special Warrant |           | Pedestrians |           | Vehicles |           | School? | AADT  | Cost Estimate |
|----------|------------------|-------------------------------|---|--------------|-----------------|-----------|-------------|-----------|----------|-----------|---------|-------|---------------|
|          |                  |                               |   |              | PV Value        | % Warrant | P Value     | % Warrant | V Value  | % Warrant |         |       |               |
| Medium   | Mulmook Beach    | Tallwood Avenue               | Vicinity Carroll Avenue - Multiple - split into multiple zones for purposes of desire line analysis (compare those crossing on all legs of the Tallwood/Carroll Avenue intersection, as well as those crossing at the existing raised pedestrian crossing - mid-block to the east of Carroll Avenue). * Proposed pedestrian crossing improvements on the eastern leg of the proposed roundabout (pedestrian refuge) - in addition- recommended - maintain existing pedestrian crossing. | Sat 13/01/24 | 39,312          | 87.4%     | 108         | 360.0%    | 364      | 72.8%     |         | 4368  | \$325,000     |
| Medium   | Greenwell Point  | Greenwell Point Road, On bend | recommended treatment combines zones 1/2 to the immediate east of the fish/chip shop (between the fish n chip shop/land the Pelican Rocks cafe/restaurant)  | Sat 13/01/24 | 37,249          | 82.8%     | 193         | 643.3%    | 193      | 96.5%     |         | 2316  | \$450,000     |
| Medium   | Mulmook 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   | Vincenia         | 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 Ewins Lane Car Park access and Kinghome St  | Fri 9/02/24  | 35,685          | 79.3%     | 45          | 150.0%    | 793      | 396.5%    |         | 9516  |               |
| 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   | Mulmook          | 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      | 135.9%    |         | 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   | Mulmook          | Golf Avenue                   | Intersection Shepherd Street / Golf Avenue - all legs monitored.  | Sat 13/01/24 | 29,832          | 66.3%     | 44          | 146.7%    | 678      | 135.0%    |         | 8136  | \$550,000     |
| Medium   | 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 | 27,738          | 61.6%     | 92          | 306.7%    | 302      | 60.4%     |         | 3624  | \$600,000     |
| Medium   | Kioloa           | Murrumbidgee 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   | Mulmook Beach    | Mitchell Parade               | to the north of Tallwood Avenue - ie to the immediate south of Beach Road (existing pedestrian refuge) - all movements to the north of Tallwood Avenue monitored-up to Beach Road, including uncontrolled crossings between the refuge and Tallwood Avenue, as well as crossing activity at the existing refuge, monitoring for potential future improvements   | Sat 13/01/24 | 25,740          | 57.2%     | 66          | 220.0%    | 390      | 78.0%     |         | 4680  | \$200,000     |

| Priority | Town            | Road                           | Crossing Location   | Survey Date  | Special Warrant |           | Pedestrians |           | Vehicles |           | School? | AADT  | Cost Estimate |
|----------|-----------------|--------------------------------|---|--------------|-----------------|-----------|-------------|-----------|----------|-----------|---------|-------|---------------|
|          |                 |                                |   |              | PV Value        | % Warrant | P Value     | % Warrant | V Value  | % Warrant |         |       |               |
| Medium   | Kangaroo Valley | Moss Vale Rd                   | At ramps (SUP crossing) west of Culvert near town centre, west side (immediately west of school zone)   | Sat 13/01/24 | 25,542          | 56.8%     | 54          | 180.0%    | 473      | 236.5%    |         | 5676  |               |
| 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%     |         | 1880  | \$15,000      |
| Medium   | Sanctuary Point | Paradise Beach Road (monitors) | 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 (monitors) | 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 (monitors) | 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 (monitors) | 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 is 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       | Burnell 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   | Vincetia        | 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 Ilaroo Rd (between Ilaroo and Hansons- combined zone)   | Fri 23/08/19 | 20,601          | 45.8%     | 32          | 105.0%    | 654      | 130.8%    |         | 7948  | \$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 #68 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      |
| Medium   | Vincetia        | 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  |               |
| 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 fpp connection linking Cissold Street to Golf Avenue via Shackleton Street. | Sat 13/01/24 | 19,665          | 43.7%     | 23          | 76.7%     | 855      | 171.0%    |         | 10260 | \$125,000     |



| Priority | Town             | Road                | Crossing Location  | Survey Date  | Special Warrant |           | Pedestrians |           | Vehicles |           | School? | AADT | Cost Estimate |
|----------|------------------|---------------------|--|--------------|-----------------|-----------|-------------|-----------|----------|-----------|---------|------|---------------|
|          |                  |                     |  |              | PV Value        | % Warrant | P Value     | % Warrant | V Value  | % Warrant |         |      |               |
| Medium   | 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      | 133.9%    |         | 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   | Wongee           | Isa Road            | Mid-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 carter 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%    |         | 8780 |               |

| 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      | Vincetia         | The Wool Rd                      | Refuge west of Beach St  | Sat 27/03/21 | 17,094          | 38.0%     | 21          | 70.0%     | 834      | 168.8%    |         | 10008 | \$1,050,000   |
| Low      | Basin View       | Tallyan Point Road               | West of Collingwood Street (between Collingwood Street and the RFS) - vicinity of existing pedestrian refuge   | Fri 9/02/24  | 16,796          | 37.3%     | 34          | 113.3%    | 494      | 247.0%    |         | 5928  | \$375,000     |
| Low      | Sussex Inlet     | Jacobs Drive                     | At Roundabout (Nelson 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          | 178.7%    | 306      | 153.0%    | Y       | 3672  | \$175,000     |
| Low      | Shoalhaven Heads | Woolstencraft St                 | zones 1 & 2 to assess pedestrian crossing demand between shops and jerry baily oval  | 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  |               |
| 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  |               |
| Low      | Vincetia         | 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 Goomara Drive (zone - general store), monitor for potential future upgrade which could include a raised crossing treatment, lbd   | Fri 9/02/24  | 13,200          | 29.3%     | 48          | 160.0%    | 275      | 55.0%     |         | 3300  | \$350,000     |
| Low      | North Nowra      | Ilaro 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      | Culbura          | 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      | Vincetia         | Elizabeth Drive                  | north and south of Church Street to be monitored (the northern leg has the marginally higher PV but both legs have similar PV values, PAMP identifies the northern leg to be the preferred leg which would better accommodate a pedestrian refuge)               | Sat 21/01/23 | 12,832          | 28.5%     | 16          | 53.3%     | 802      | 160.4%    |         | 9624  | \$175,000     |
| Low      | Bomaderry        | Meroo Street                     | existing pedestrian refuge to the north of Burbera Street (existing pedestrian refuge, but continue to monitor zones at, and surrounding the existing crossing- and check warrants for upgrade to pedestrian crossing, and potential raised pedestrian crossing) | Fri 9/02/24  | 12,702          | 28.2%     | 29          | 96.7%     | 438      | 87.6%     |         | 5256  | \$350,000     |
| Low      | Worrigee         | Old Southern Road                | North leg of Old Southern Road/ Hillcrest Ave/ Isa Road Roundabout   | Fri 9/02/24  | 12,692          | 28.2%     | 19          | 63.3%     | 668      | 133.6%    |         | 8016  | \$350,000     |
| Low      | Berry            | North Street                     | 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     |

| 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      | 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      |
| 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  | Idewild Avenue     | At Sanctuary Point Public (existing School childrens crossing)  | Fri 9/02/24  | 11,324          | 25.2%     | 76          | 293.3%    | 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 Street    | Berry Public School   | Tue 30/03/21 | 10,989          | 24.4%     | 99          | 330.0%    | 111      | 55.5%     | Y       | 1332 | \$200,000     |
| Low      | Culbura          | 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  | 10,840          | 23.6%     | 19          | 63.3%     | 560      | 112.0%    |         | 6720 | \$350,000     |
| Low      | Vicentia         | 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, but 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       | Tallian 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 Ilaroo 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 Ilaroo Road)  | Fri 23/08/19 | 8,964           | 19.9%     | 36          | 120.0%    | 249      | 49.8%     |         | 2988 | \$300,000     |
| Low      | Vicentia         | Elizabeth Dr       | At intersection with Plantation Pl 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     |

| 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            | North Street (east of Osborne St)  | 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  |               |
| 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     |
| 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 6/06/19  | 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%     | 382      | 76.4%     |         | 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 6/06/19  | 6,312           | 14.0%     | 6           | 20.0%     | 1,052    | 210.4%    |         | 12624 |               |
| 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 |               |
| Low      | Nowra            |  | Intersection North St/Shoalhaven St - North leg highest PV however monitor all legs of the roundabout, for potential pedestrian crossings on all leg   | Fri 3/03/23  | 5,075           | 11.3%     | 25          | 83.3%     | 203      | 40.6%     |         | 2436  | \$800,000     |
| Low      | Sussex Inlet     | Thompson Street  | At Sussex Inlet Public School  | Mon 29/03/21 | 5,074           | 11.3%     | 47          | 156.7%    | 118      | 59.0%     | Y       | 1416  | \$350,000     |
| Low      | Bawley Point     | Murramarang Road   | South of Voyager Crescent (crossing point in SUP network), continue to monitor- and check warrants - for potential upgrade to a raised pedestrian crossing)  | Sat 13/01/24 | 5,048           | 11.2%     | 26          | 86.7%     | 208      | 41.6%     |         | 2496  | \$350,000     |
| Low      | Vicentia         | 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           | Murramarang Road   | North of Scerr 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      | Vincetia         | 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      | Bunill 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/ Hilkrest Ave/ Isa Road Roundabout   | Fri 9/02/24  | 2,688           | 6.0%      | 4           | 13.3%     | 672      | 134.4%    |         | 8064  | \$350,000     |
| Low      | Nowra            | Kalandar Street  | between McKay Street and Clipper Road   | Fri 3/03/23  | 2,150           | 4.8%      | 2           | 6.7%      | 1,075    | 215.0%    |         | 12900 | \$175,000     |
| Low      | Huskisson        | Watt Street  | Existing School Childrens Crossing, ongoing monitoring to consider priority of future upgrade   | Fri 9/02/24  | 2,035           | 4.5%      | 55          | 183.3%    | 37       | 7.4%      | Y       | 444   | \$200,000     |
| Low      | Worrigee         | Old Southern Road  | vicinity - Nowra Christian School (Old Southern Road, vicinity of Nowra Christian School - at, and either side of school driveways) (zone 1- all pedestrians crossing out front of the school - ie between the two school driveways) (zone 2- all pedestrian crossing from the schools northern driveway to the driveway of Chesalon Nursing Home), (zone 3- all pedestrians crossing from the schools southern driveway to Browns Road)) | Fri 3/03/23  | 1,980           | 4.4%      | 5           | 16.7%     | 396      | 198.0%    | Y       | 4752  | \$525,000     |
| Low      | Cubuna           | 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     |



| 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                | Kalandar Street      | between Clipper Road and Taraba Crescent   | Fri 3/03/23  | 819             | 1.8%      | 1           | 3.3%      | 819      | 163.8%    |         | 9828 | \$175,000     |
| Low      | Berry                | Station Road         | immediately west of Alexandra Street   | Sat 13/01/24 | 714             | 1.6%      | 21          | 70.0%     | 34       | 17.0%     |         | 408  | \$200,000     |
| Low      | Nowra                | Old Southern Road    | immediately north of the Junee Link (coming out of Carrington Park, north)   | Fri 3/03/23  | 636             | 1.4%      | 1           | 3.3%      | 636      | 127.2%    |         | 7632 | \$175,000     |
| Low      | 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     |
| Low      | Culburra-Onion 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     |

#### Appendix D: Shared User Bridge Review Outcomes

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

Projects are ranked in the tables from those with the highest score (**High Priority**) to lowest score (**Low Priority**).

The full list of 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 Shared User Bridge Project Ranking spreadsheets will continue to be viewed as evolving operational strategy documents, 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 all in accordance with the adopted Active Transport Scoring Criteria.
- Revising project scores further to more information becoming available in regard to the specific Active Transport Scoring Criteria.

It is important that the PAMP Maps and SUP Bridge Project Ranking spreadsheets are kept as up-to-date as possible in this way, and always made available for community review. Keeping the maps and ranking spreadsheets up-to-date as operational documents will also reduce the need for continually reporting changes in the PAMP to the full Council. Of course, Council will continue to consider and fund Shoalhaven wide priorities through its annual DPOP process, with the PAMP 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 Active Transport Strategy (including the PAMP and Bike Plan) be undertaken at least every 5 years to ensure the details remain current; the documents remain contemporary; and that we are undertaking appropriate monitoring of the success of the Strategy to continually improve our active transport infrastructure, and in turn maximising the potential for walking and cycling trips by identifying crucial missing links – including SUP Bridges – to improve safety, accessibility and connectivity.





| Priority | Town            | Road            | SUP Bridge Location         | Warrants | Peak Hour Volumes    |          | Proposed SUP bridge side  | Cost Estimate |
|----------|-----------------|-----------------|-----------------------------|----------|----------------------|----------|---|---------------|
|          |                 |                 |                             | PV Value | Pedestrians/Cyclists | Vehicles |   |               |
| High     | Ulladulla       | Princes Highway | Bridge over Millards Creek  | 78,904   | 60                   | 1,592    | East side. Noting 80% demand captured on East side (existing footbridge too narrow)- design already prepared for a standalone SUP bridge east side  | \$5,000,000   |
| High     | Kangaroo Valley | Moss Vale Rd    | Culvert West of Town centre | 25,542   | 54                   | 473      | This is the number of those peds/cyclists crossing at the Western Ramp, the majority would not need to if the SUP was extended across the culvert on the northern side of Moss Vale Road (current missing link) | \$1,000,000   |



| Priority | Town            | Road          | SUP Bridge Location                             | Warrants | Peak Hour Volumes    |          | Proposed SUP bridge side  | Cost Estimate |
|----------|-----------------|---------------|---|----------|----------------------|----------|---|---------------|
|          |                 |               |   | PV Value | Pedestrians/Cyclists | Vehicles |   |               |
| Medium   | Kangaroo Valley | Moss Vale Rd  | Bridge over Nugents Creek                       | 14,812   | 46                   | 454      | North side. Note 44 of these were Cyclists from Scotts College north side AM, otherwise very minimal (2 additional). This will continue to be monitored although discussions with TNSW indicate this is a low priority and most likely will be resolved in the longer term as part of the future bridge replacement | \$500,000     |
| Medium   | South Nowra     | Hillcrest Ave | Bridge between John Purcell Way and Princes Hwy | 5,677    | 7                    | 968      | North side. 60% demands captured on North side  | \$1,000,000   |
| Medium   | South Nowra     | Flinders Rd   | Bridge west of Rotary Park                      | 2,090    | 5                    | 593      | South side. 100% demands captured on South side   | \$1,000,000   |



| Priority | Town         | Road               | SUP Bridge Location   | Warrants                                   | Peak Hour Volumes                   |  | Proposed SUP bridge side  | Cost Estimate |
|----------|--------------|--------------------|---|--|-------------------------------------|--|---|---------------|
|          |              |                    |   | PV Value                                   | Pedestrians/Cyclists                | Vehicles                               |   |               |
| Low      | Erowal Bay   | Erowal Bay Rd      | Bridge over creek before town   | 1,638                                      | 7                                   | 273                                    | East Side - 55% demands captured on East side - 11 total on East, 9 on West (however noting that - the east side avoids the water main, and the rest of the proposed path network internal to Erowal Bay is all on the east - north side)   | \$1,000,000   |
| Low      | Bomaderry    | Meroo Rd           | Culvert between Halstead Pl and Emerald Dr  | 1,440                                      | 7                                   | 371                                    | West side. 70% demands captured on West side (same side as Emerald Drive estate catchment)  | \$500,000     |
| Low      | Bundewallah  | Kangaroo Valley Rd | Culvert east of Bundewallah Rd  | 1,045                                      | 12                                  | 139                                    | East side. 60% demands captured on East side, and the proposed FP network linking back to Berry is all proposed on the east side  | \$500,000     |
| Low      | East Nowra   | Wallace St         | Through reserve south of East Nowra shops   |  | 12                                  |  | Side irrelevant - Creek/Reserve - due to cul-de-sac (no traffic through reserve) - the survey reflects the max peak ped volume recorded only - no veh (therefore no P x V analysis unless considering the conflicts in the surrounding network "if" the access through the creek reserve were to be closed) - continue to monitor | \$2,000,000   |
| Low      | Nowra-Terara | Terara Road        | Terara Road - proposed SUP bridge on the northern side of Terara Road (at existing bridge over canal - approx. 520m east of Ferry Lane) - existing bridge has an existing narrow footpath without protection to adjacent traffic, proposed separate SUP bridge to allow continuation of the path network linking Terara back to Nowra   | tbc  | tbc                                 | tbc                                    | North side - to improve the pedestrian linkage between Nowra CBD and Stockland Nowra.   | \$1,000,000   |
| Low      | Nowra        | Princes Highway    | Jane Street - proposed cantilevered SUP bridge on the northern side of the existing Jane Street road bridge, pursuant to Nowra CBD Strategy. Note the pedestrian crossing activity on Nowra Lane (30m either side of Smith Lane) also being monitored, as a pedestrian crossing improvement will also be required as part of any future SUP bridge delivery to improve the pedestrian linkage between Nowra CBD and Stockland Nowra.  | 1,225,000 - Est. based on original surveys | 35 - Est. based on original surveys | 35000 - Est. based on original surveys | North side - to improve the pedestrian linkage between Nowra CBD and Stockland Nowra.   | \$10,000,000  |
| Low      | Nowra        | Princes Highway    | south of Bridge Road/Pleasant Way - proposed angled SUP bridge linking the Graham Lodge Precinct to the SEC/SCC precinct (embankment to embankment), to provide easier access for pedestrians without having to negotiate the Princes Highway or hold up traffic by the operation of the Bridge Road-Pleasant Way traffic-pedestrian signals. Pursuant to the Nowra CBD Strategy improve the pedestrian linkage east-west between teh SEC-civic precinct and the River precinct-east. | 400,000 - Est. based on original surveys   | 10 - Est. based on original surveys | 40000 - Est. based on original surveys | N/A   | \$10,000,000  |

#### Appendix E: Paths for Investigation

The tables below provide a summary of a number of future "possible" paths which have been suggested or requested by either the community or Council but are currently not mapped and remain separate, only "for investigation" at this point, pending allocations of funding for each project to progress those investigations in the first instance (subject to Council also considering how these priorities compare with the broader list of projects ranked "for delivery").

Many of these projects (but not all) are quite aspirational, and reflect requests from either the community or Council for longer term priorities for active transport connectivity. However these projects can't be mapped within the PAMP or Bike Plan at this point, until they are first found to be feasible (or not), and also primarily due to their impacts on third party land (either private land or State land holdings), either directly or indirectly.

Many of these requests haven't been formally captured in the strategy in the past, however as part of this strategy review- these projects have been separately categorised, and scored/ranked (also using the new Active Transport criteria, for consistency and fairness in consideration) and separate allocations of funding will need to be identified to "first" progress an investigation into these projects.

It is noted that the NSW Government's "Get Active NSW" program now permits "projects for investigation" to be considered, however it will be a matter for Council to balance up these priorities, which will inevitably have to compete within the same bucket against other projects eligible and ready for "construction funding". Following the investigations, some projects may not be supported to progress in the strategy, others may be supported, if found feasible- at which point they would need to be mapped (once an alignment is confirmed with more accuracy), and moved to the broader paths ranking sheet, for re-scoring and prioritisation against all other projects, city wide.

The Investigation Projects detailed below have been separately categorised for Council's consideration – they will require an allocation of funds for investigation "in the first instance" to undertake the proper and appropriate assessments of each of these projects, in consultation with affected owners and the broader community, before they can be properly considered, properly mapped, ranked, and considered for delivery (only if found feasible, after an investigation, and subject to consideration by Council whether to take these projects forward, or not).

It is noted that the Paths for Investigation have also been ranked from High Priority to Low Priority in accordance with the Active Transport Scoring Criteria.



| Priority | Location  | Suburb/Locality Map | From  | To  | Path Type | Length | Width | Estimated Base Cost | Estimated Investigations Cost |
|----------|---|---------------------|---|---|-----------|--------|-------|---------------------|-------------------------------|
| 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   | Lake Conjola to Conjola Park  | Lake Conjola  | Lake Conjola  | Conjola Park   | SUP       | 5600   | 2.0   | \$4,479,989.29      | \$54,799.89                   |
| 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   | Gerrigong and Northern Shoalhaven (along rail line)   | Kiama (Gerrigong Train Station) - Bomaderry (Train Station) | Gerrigong   | 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  | Suburbs/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)-<br>extending west, then north, including multiple water<br>crossings -   | Catherine Street Myola (connecting<br>back in to the north of Myola Village -<br>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 -<br>Maria Avenue Boat Ramp   | Burrill Lake         | Rackham Crescent - then around to the north of #2<br>Rackham Crescent (via Burrill Lake foreshore) -   | Maria Avenue Boat Ramp/foreshore<br>reserve  | SUP       | 150    | 2.5   | \$149,999.64        | \$11,500.00                   |
| Low      | Northern fringe of Shoalhaven<br>Heads urban area   | Shoalhaven Heads     | Geroa Road   | Staples Street   | SUP       | 1670   | 2.0   | \$1,335,996.81      | \$23,359.97                   |
| Low      | 62-86 River Road (foreshore option -<br>option of SUP to the south side of<br>River Road properties along<br>foreshore) | Shoalhaven Heads     | the west side of 62 River Road (link to existing SUP<br>network)   | the east side of 86 River Road (link to<br>existing SUP network)   | SUP       | 400    | 2.5   | \$399,999.04        | \$13,999.99                   |
| Low      | Lake Conjola - south side of Holiday<br>Haven - alternative road access   | Lake Conjola         | West side of Holiday Haven Lake Conjola  | via a new road corridor to the south of<br>Holiday Haven - to the east side of<br>Holiday Haven Lake Conjola - link to<br>Boat Ramp (a new alternative road link<br>that is not "through" the middle of the<br>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<br>cycleway upgrades between Nowra-West Nowra,<br>including Depot Road (795m approx), Bice Road<br>(985m approx), as well as an additional north-south<br>network (2220m approx) linking Yalwal Road, across<br>Bice Road, and up to Jarvis Street, West Street, and<br>Nowra Showground | Nowra, via multiple proposed cycleway<br>upgrades  | SUP       | 4000   | 2.5   | \$3,999,990.44      | \$49,999.90                   |
| Low      | Lake Conjola - Fisherman's<br>Paradise  | Lake Conjola         | Lake Conjola   | Fisherman's Paradise   | SUP       | 5000   | 2.0   | \$3,999,990.44      | \$49,999.90                   |



## Appendix F: Notes to Scoring Criteria and Project Ranking Spreadsheets

As project scoring criteria has evolved over time, so also have many of the technical and explanatory notes to past PAMPs and Bike Plans evolved or been refined over time.

As these notes provide useful background information that might assist the community to understand how and why certain projects have been ranked, or why some projects may not have been considered at all, the notes have been consolidated into one convenient location here in **Appendix F**.

The notes have been reviewed as part of the Strategy update, and a brief summary at the of **Appendix F** also provides an insight into the project scoring outcomes; costs and statistics; and what it all means, very broadly, to the future of active transport in Shoalhaven.

It should be noted that a detailed review of costs for individual projects has not been undertaken at this time, but rather the most current “unit rates” (provided by Council’s Asset Management team) have been applied to project lengths/widths to provide a high-level, strategic indication of the minimum likely cost of delivering a projects, and to provide some context around just how big and costly the backlog of active transport projects is in Shoalhaven. A review of these costs (and number of projects) of course demonstrates that a significant increase in funding for active transport infrastructure will be required across all levels of Government if we are ever going to achieve a significant change to active transport utilisation.

A more detailed cost estimate on a project by project basis will be required, going forward, and this is only likely to see the cost estimates increase further. The costs provided as part of this review should therefore not be used for budget planning/grant applications/or project delivery purposes, but as a general guide.



### PAMP 2002 Scoring Criteria

With the PAMP needing to be managed as a living document going forward (as completed paths were continually added, and new project nominations needing to be considered and ranked), the PAMP 2002 Scoring Criteria needed to be expanded as the number of projects increased.

Amendments to the PAMP 2002 Scoring Criteria were flagged to be addressed as part of the subsequent 2005 PAMP update. Primarily, the main issues with the original criteria were:

- The simplified scoring process was too subjective
- Limited scoring criteria resulted in numerous projects returning the same score
- Concerns being raised regarding a perceived unfair distribution of projects across Shoalhaven

The outcomes of the resulting review of the PAMP 2002 Scoring Criteria as part of the PAMP 2005 update process are discussed in the PAMP 2005 Scoring Criteria notes below.



### PAMP 2005 Scoring Criteria

As part of PAMP 2005, amendments were made to the original PAMP 2002 Scoring Criteria to:

- Separate projects that were on the same score.
- Provide a fairer distribution of projects across Shoalhaven.
- Provide greater justification for projects returning relatively higher rankings.

At the time of testing and adoption, the PAMP 2005 Scoring Criteria were generating more acceptable city-wide outcomes based on the number of projects included in the PAMP at the time. Going forward however, as the number of projects being requested by the community continued to increase, and more and more concerns raised regarding some towns and villages that felt they weren't being fairly prioritised (compared to the larger populated centres), further amendments were flagged to try and improve on these outcomes.

Post PAMP 2005, the main focus areas were to expand on the PAMP 2005 Scoring Criteria to ensure that:

- Projects were less likely to return the same score (with some future proofing, and assuming that significantly more projects were likely to be added to the program over time).
- Addressed concerns in regard to the distribution of projects by moving away from scoring criteria reflecting population, to criteria that more broadly considered accessibility, connectedness, and walkability.
- Regardless of the location, the PAMP 2005 Scoring Criteria were also reflecting the broader needs of Shoalhaven fairly across all towns and villages.

Notwithstanding the inclusion of these considerations, rather than undertake a more extensive review of PAMP 2005, Council staff were directed in Councillor briefings to broaden the PAMP 2005 Scoring Criteria considerably, and ensure the criteria was fit for purpose going forward to cater for the considerable growth anticipated across Shoalhaven, as well as addressing current and emerging issues, but always with an underlying consideration of connectedness, equity, inclusion and accessibility.

Several attempts were made to improve on these outcomes as part of the evolution of PAMP 2005 over time, and by 2010 the dust had settled on a more extensive criteria set specifically related to pedestrian projects; those criteria still remains in operation in 2023, but will be reviewed as part of the preparation of the new PAMP (2024).



## PAMP 2010 – 2023 Scoring Criteria

As discussed in regard to the PAMP 2005 Scoring Criteria, the PAMP 2010 – 2023 Scoring Criteria have been applied since 2010 to now, but are also subject to review in the new PAMP (2024).

The PAMP 2010 – 2023 Scoring Criteria are considerably more detailed than the original PAMP 2002 and PAMP 2005 Scoring Criteria and, deliberately so, with a focus on connectedness, equity, inclusion and accessibility, so as to not be overly influenced simply by traffic volumes and location. Until now, the PAMP 2010 – 2023 Scoring Criteria have been considered fit for purpose, as they still cater for the considerable growth anticipated across Shoalhaven, while ensuring to as great an extent possible an equitable spread of projects across Shoalhaven.

Whilst funding limitations remains the key constraint to Council being able to significantly expand our active transport networks to suit everyone's immediate needs (which is why Scoring Criteria are required in the first place), it is considered that the PAMP 2010 – 2023 Scoring Criteria still providing acceptable outcomes based on the number and spread of projects currently included in the PAMP.

As part of the development of the new PAMP (2024), the PAMP 2010 – 2023 Scoring Criteria have been tentatively populated within a spreadsheet model, with convenient drop-down functions and open transparency to ensure that all project scores are readily viewable, and easier to amend by Council staff, on a needs basis.

When reviewing both the PAMP 2010 – 2023 Scoring Criteria and the new broader Active Transport Scoring Criteria proposed in the new PAMP (2024), it must be remembered that project scores, while an important guide for Council, are not the only factor that Council considers when determining which projects to support in the budget. This includes of course the ability for communities to seek the support of Council for individual projects that are of importance to them as part of the annual budget process.

It is also important to keep in mind that some projects (regardless of their score) may not be able to be supported in a given year due to the likely project costs or funding limitations that year. Grant programs (a significant factor in determining the extent of a delivery program each year) have their own program criteria, which can be highly variable and also subject to change each year.

As part of the preparation for the 2024 update of the PAMP and Bike Plan, a pre-consultation process was undertaken in 2023 whereby Council invited feedback from all 24 CCB's (Community Consultative Bodies), all 8 Chambers of Commerce, as well as local Active Transport groups (e.g. the SBUG- Shoalhaven Bicycle Users Group) and other interested local community members.

This included an invitation to provide feedback on the 2010-2023 Score Criteria and how that might be improved, going forward into the broader 2024 update.

The feedback provided has been taken into consideration in preparing the new Active Transport Scoring Criteria - essentially the community told us that the 2010-2013 PAMP criteria was far too complex and that the 2010-2023 Bike Plan criteria was far simpler, easier to understand, and more user friendly - but acknowledged that it will need to be expanded a little to make it more suitable to accommodate the PAMP, or in short – to make it more suitable as a single "Active Transport" Scoring Criteria.

**We listened – and that's exactly what we did!**

Notwithstanding - we look forward to the community's feedback on those changes we've made to the criteria – in developing the now proposed 2024 version - single Active Transport Scoring Criteria.



### Bike Plan 2013 Scoring Criteria

Similar to the PAMP, the Bike Plan also needed to be managed as a living document going forward (as completed paths were added, and new project nominations proposed for consideration and ranking). The Bike Plan 2013 Scoring Criteria also needed to be expanded as the number of projects increased.

Amendments to the Bike Plan 2013 Scoring Criteria were also flagged to be addressed as part of subsequent reviews, whereby – in a similar manner to the earlier PAMP Scoring Criteria - the main issue with the Bike Plan 2013 Scoring Criteria being that the limited criteria resulted in numerous projects returning the same score. The Bike Plan 2013 Scoring Criteria was subsequently reviewed in 2018 (see below).

CL24.238 - Attachment 2



### Bike Plan Scoring Criteria 2018 - 2023

The 2018 – 2023 Bike Plan Scoring Criteria has been applied since 2018 to now, but has now also been reviewed as part of the new Bike Plan (2024).

In 2018, a working group was established to review the 2013 Bike Plan Scoring Criteria to address the main issues with those criteria, again being that their application resulted in numerous projects returning the same score). Notwithstanding, only two changes resulted from the 2018 review:

- Firstly, scoring was made more flexible so that values weren't fixed and absolute (0, 1 or 2) but the scores instead now treated as a 'range' (between 0 and 1, or 2)
- More significantly, the PAMP 2010 – 2023 Scoring Criteria were slowly integrated as a way to differentiate projects that initially had the same Bike Plan score.

At the time, completed projects were removed from the project list, but then new projects added: Bike Plan 2013 identified 28 priority projects, but the 2018 Bike Plan review identified 40 priority projects even further to the removal of completed projects.

The 2018 – 2023 Bike Plan Scoring Criteria still reflects the Bike Plan's unique scoring requirements, while recognising and encompassing the principles of the PAMP 2010 – 2023 Scoring Criteria to aid in the prioritising of projects. Moreover, between 2018 and 2023 the 2018 – 2023 Bike Plan Scoring Criteria have been considered fit for purpose as they still cater for the considerable growth anticipated across Shoalhaven and – as with the PAMP 2010 – 2023 Scoring Criteria – have resulted in an equitable spread of projects across Shoalhaven.

As discussed in regard to the PAMP 2010 – 2023 Scoring Criteria, funding limitations remains the key constraint to Council being able to significantly expand the active transport network to suit everyone's immediate needs, but it is considered that the Bike Plan 2018 – 2023 Scoring Criteria are still providing acceptable outcomes based on the number and spread of active transport projects currently included in the PAMP and Bike Plans.

As part of the development of the new Bike Plan (2024), the Bike Plan 2018 - 2023 Scoring Criteria have been tentatively populated within a spreadsheet model, with convenient drop-down functions and open transparency to ensure that all project scores are readily viewable, and easier to amend by Council staff, on a needs basis.

When reviewing both the Bike Plan 2018 – 2023 Scoring Criteria and the new broader Active Transport Scoring Criteria proposed in the new Bike Plan (2024), it must be remembered that project scores, while an important guide for Council, are not the only factor that Council considers when determining which projects to support in the budget. This includes of course the ability for communities to seek the support of Council for individual projects that are of importance to them as part of the annual budget process.

It is also important to keep in mind that some projects (regardless of their score) may not be able to be supported in a given year due to the likely project costs or funding limitations that year. Grant programs (a significant factor in determining the extent of a delivery program each year) have their own program criteria, which can be highly variable and also subject to change each year.



This included an invitation to provide feedback on the 2010-2023 Score Criteria and how that might be improved, going forward into the broader 2024 update. The feedback provided has been taken into consideration in preparing the new Active Transport Scoring Criteria - essentially the community told us that the 2010-2013 PAMP criteria was far too complex and that the 2010-2023 Bike Plan criteria was far simpler, easier to understand, and more user friendly - but acknowledged that it will need to be expanded a little to make it more suitable to accommodate the PAMP, or in short – to make it more suitable as a single “Active Transport” Scoring Criteria.

We listened – and that’s exactly what we did!

Notwithstanding - we look forward to the community’s feedback on those changes we’ve made to the criteria – in developing the now proposed 2024 version - single Active Transport Scoring Criteria.

CL24.238 - Attachment 2



## Paths Review Ranking Notes

The following notes are provided in regard to the ranking of path projects under the new Active Transport Scoring Criteria; the application of the criteria to paths projects; and certain caveats/disclaimers relevant to the assessment of all or specific projects.

- The Paths Ranking List does NOT include every location where a future proposed path has been identified on the PAMP/Bike Plan maps. The maps are intended to show the full proposed network – however the ranking list is intended to allow ranking of projects competing for Council funding, or Council initiated projects, for grant funding consideration. For e.g. projects that TfNSW might deliver, or that developments (or any other third party) might deliver, don't need to be ranked for comparison.
- The Paths Ranking List does NOT include some projects that are still subject to design investigations before Council can be confident of a feasible alignment and estimation of cost. Some projects also require the dust to settle first on development approvals before knowing where Council may/or may not have to tie in to a particular path network in future.
- The Paths Ranking List generally does NOT include paths where they might be proposed within public reserve or community parks. In public reserve or community parks, typically masterplans are prepared on a needs basis. Although once constructed these path networks are then absorbed into the PAMP-Bike Plan mapping, once known. As part of this PAMP review, every endeavour has been made to try and capture any other masterplan processes that have been occurring to try and ensure the maps are kept as up to date as possible.
- The Paths Ranking List may NOT include every location where an existing footpath is proposed to be upgraded to a SUP (as a general rule, unless part of a broader project, the intention in most cases is to undertake the widening only when the existing footpath is due for replacement).
- The Paths Ranking List may NOT include proposed beach access improvements, primarily where those improvements are largely within foreshore or coastal reserves. The analysis may include pathway links within road reserves to connect to foreshore access points to improve accessibility and connectivity, but may not extend to include the beach/foreshore access points themselves (within coastal reserves). There may be some exceptions, considered on a case by case basis, considering coastal erosion, environmental factors, and whether or not grant funding for the pathway improvements is able to be extended to individual coastal accesses. These considerations are typically captured in Coastal Management Plans, outside of the PAMP, however- similar to non-transport paths in parks and reserves- once constructed, these access points can then be absorbed into the PAMP-Bike Plan mapping, once known.
- Similarly, the Paths Ranking List may NOT include proposed path networks through Council's parks and reserves generally, which would otherwise attract other funding for upgrades (not competing for 'Transport' funding- particularly where path improvements within Parks/Reserves are solely to add value to those Parks/Reserves for recreational purposes, and cannot be demonstrated to have a specific Transport purpose).
- Where paths are considered to be relatively low priority but are being prioritised by local community groups, and are proposed to be largely constructed by the community (even if part funded by Council), those projects also won't be included in the Paths Ranking List, which is intended to rank and compare priority projects city wide for Council/and or grant funding consideration.



- As a general rule of thumb, it is not sustainable, practical, or feasible, or in some cases not physically possible, to expect that paths will be provided in every street. When considering the significant increase in the number of community requested/proposed paths and the enormity of the current proposed paths list (current and growing number of outstanding path projects), in many cases it is not justified nor could be anticipated that Council will ever be able to construct paths in low volume low speed residential streets particularly those with wide flat unobstructed verges that already exist as an off road alternative for pedestrians, if sharing of the road space is not possible at times. Simply, among Council's very broad network across its 50 towns and villages that it is trying to service, when compared to other city wide priorities, some locations might never be ranked high enough by any reasonable or logical means to ever feature among the city's highest priorities.
- As a general rule of thumb, most of the original "on road" sections have been removed from the PAMP-Bike Plan, as they were creating a false expectation that Council might be proposing to construct something physical in all of those streets with that classification.

When the original PAMP was prepared, streets that were requested for paths but weren't considered feasible or practical for a path were originally allocated an "on road" classification, essentially meaning that pedestrians and cyclists were able to share the street with traffic in those streets (consistent with NSW and Australian Road Rules), or use the available verges that existed in those streets. This was done irrespective of road (and accordingly included some streets that were low traffic low volume residential streets, or other roads that wouldn't be feasible, physically possible, or compliant to construct any formal on road facilities).

As road authorities around the world started to construct more and more physical "on road" cycling space, the original designations of "on road" within the PAMP were regularly being broadly mis-interpreted, and the obvious step to take as part of this broad PAMP review was to remove many of those original designations unless it was actually feasible and logical to consider a future proposed on road facility. The remaining "on road" designations within the PAMP-Bike Plan, are primarily those where "shared zones" are envisaged as a solution, or where sealed shoulders for safe cycling are envisaged as part of the broader active transport network.

- Notwithstanding the above comment about "on road" designations, generally the provision of wider sealed shoulders is considered separately as part of the roads program, and this is appropriate considering that the provision of sealed shoulders is a standard requirement, pursuant to Austroads, for a broad range of reasons, primarily to enhance general road safety as well as providing an important space for the provision of safe cycling separate from traffic. That said, often funding limitations can unfortunately dictate a reduced footprint for many road upgrade projects, and for this reason the PAMP-Bike Plan has sought to include a selection of specific "on road" designations primarily for those roads providing important strategic connections to the broader active transport network, or those roads of strategic significance to the cycling community, as originally adopted as part of the 2013 Bike Plan.
- One of the most significant missing links broadly throughout the Shoalhaven, and strategically important to not only provide important connections to otherwise isolated coastal and rural communities, but importantly to incrementally deliver on a key component of the broader NSW Cycling Strategy (which envisages, when ultimately completed, a single continuous coastal cycling network linking Sydney to Melbourne), the PAMP-Bike Plan reflects that vision by showing a future proposed cycling corridor close and parallel to the Princes Highway corridor.



This envisages that in conjunction with every significant Princes Highway upgrade component, will be an allocation of space for a future cycling corridor. The initial provision in that space may be an off road gravel/dirt track, which can be incrementally upgraded over time to one day envisage an off road shared user path.

At present the only space available for cyclists along the Princes Highway is a 2.5-3m sealed shoulder directly adjacent high speed traffic. The vision now absorbed into this latest version of the PAMP-Bike Plan envisages a separate off road space for cyclists and pedestrians, completely separate ("other side of the barrier") from traffic. This network can be provided incrementally on a project by project basis until ultimately completed. Once completed, the network will provide a vital strategic spine corridor for pedestrians and cyclists, from which Council will be able to prioritise the provision of strategic local connections from the spine back to isolated coastal and rural communities. Apart from a vital active transport link, the network is envisaged will be a very significant enhancement to the local tourist offering, providing walkers and cyclists alike the opportunity of a seamless safe connection to other regionally significant walking and cycling tracks. To protect the confidentiality and strategic options associated with the alignments and scope of respective future Highway upgrades, the subject spine network is currently represented by way of a proposed future link alongside the existing Princes Highway corridor (with the exception of the Milton Ulladulla and Nowra Bypass corridors which are identified in the SLEP)

On a project by project basis though, opportunities may also be explored to divert the strategic spine route via the local road network, where space permits. This could then cater for local needs (while still satisfying the strategic spine objective) and could provide rest area, amenities, and refreshment options along the strategic spine corridor. This approach might also help to minimise the wider footprint of the Highway upgrades in some cases, whilst still achieving the same objectives of the strategic spine corridor.

- As a general rule of thumb, the PAMP-Bike Plan may not reflect "every" proposed future path that may be captured in respective development consent conditions, following merit based development assessments. Nor may the PAMP-Bike Plan reflect every path warranted, pursuant to DCP objectives, in currently undeveloped zones. This is to ensure that path alignments in the PAMP aren't mis-construed as being mandatory alignments, that could hinder development flexibility. Developments must still provide those path networks required to satisfy the DCP or pursuant to merit based assessments as determined on a case by case basis, and with reasonable connectivity back to existing path networks, as required pursuant to DCP-G11 and/or G21.
- Further to the comment above, the original PAMP-Bike Plans were developed to address improved transport connections within existing developed areas. Similarly, this was to ensure that path alignments shown in PAMP-Bike Plan through greenfield areas (including URA's) weren't mis-construed as being mandatory alignments, that could hinder development flexibility. This approach however, was regularly being mis-interpreted that because there was nothing shown in PAMP-Bike PLAN, path networks weren't required in future development zones, which was absolutely not the case.

Accordingly, a number of changes have been made to address this and improve the planning of path networks going forward; Council's DCP has been tightened through G11 and G21 to ensure the provision of path networks in all new development areas, and the PAMP-Bike Plan review has also tried to reflect future path networks at least in part (where masterplans or DCP's have been developed, and known, these have been included) or in the absence of masterplans or DCP's to at least show strategic connections from future development zones to/from the broader active transport network.



Due to confidentiality or preliminary nature of planning processes, this has not been possible in all future development areas, and this does not mean that future paths don't have to be provided by future developments, it is expected that all developments must still provide path networks required to satisfy the DCP or pursuant to merit based assessments as determined on a case by case basis, and with reasonable connectivity back to existing path networks, again, required pursuant to DCP-G11 and/or G21.

Note where the PAMP-Bike Plan does show a path network, or sometimes at best may show a strategic stub (point of connection), that is not intended to hinder development flexibility, and these may be altered where required to accommodate development design changes, but the objective of providing an internal network, with external connectivity to the broader network, must still be addressed.

- Further to the comment above, there are still numerous projects on the PAMP-Bike Plans that may not be included in the above ranking analysis, primarily due to an expectation, or identified potential, that many of those projects could be provided by adjoining or nearby developments, subject to merit based assessments. Notwithstanding, it makes sense for many of those areas to be omitted initially from the ranking analysis, until the dust settles on the development planning, and it is known for certain exactly which path components may be left for Council to complete, post developments. This may create a timing issue, or lag between completion of a development and timing of when Council may be able to complete a newly created missing link, this is often unavoidable, however every attempt will be made to minimise any such time lags.
- Whilst the PAMP-Bike Plan "maps" have always reflected projects along the State Road network, not all of those projects were originally included in the ranking analysis (originally Council couldn't seek grant funding for projects along the State Road corridor, so those projects weren't originally included), however as that approach changed over time, more and more State Road projects have been captured into the ranking analysis (but not all).
- At present, projects along the State Road network (Princes Highway and Moss Vale Road) have only been included in the ranking analysis where Council may be required to initiate and manage the project delivery. That is, where it is expected that TfNSW will deliver active transport upgrades as part of its delivery of State Road Infrastructure upgrades, those projects have not been captured by default into the above ranking analysis. As a general rule of thumb, projects within slower speed (town centres) are mostly included, whereas the more visionary projects in more rural (higher speed) zones have not been included and are anticipated to be delivered as part of future State Road upgrades.
- This does not mean that the State Road projects have lesser importance, which is not the case. It means they aren't ranked for comparison with other projects that "Council" needs to consider, and also means that the significant cost of these projects aren't inflating the overall sum of projects that remain outstanding for Council to consider.
- Notwithstanding, the Paths Ranking List may not be exhaustive, and was last reviewed as part of preparations for the 2024 PAMP-Bike Plan review. Council is receiving more and more requests for additional path projects every year, which need to be investigated and added to the PAMP if feasible. In addition, provision for cyclists and pedestrians should also be considered as part of standard design due-diligence to ensure best practice for every nominated transport project (SCC and TfNSW).



- Further to the above comments, as the primary purpose of the Paths Ranking List is to guide Council's budgetary decisions - those projects that are still listed on the Highway are typically those that are ONLY on those sections of the Highway that are/or could be transferred to Council following respective Highway upgrade/Bypass proposals (for example along the current Highway alignment through Milton and Ulladulla).  
  
Due to funding limitations (both State and local) and the sheer number of projects, surveys of demand are not typically undertaken, and therefore this type of data is not available to aid comparisons/ranking. Other generic ranking parameters have been adopted to guide project selection (refer score criteria - separate tab).
- Unlike pedestrian crossings, a "path project" may not be scored if it is proposed to be delivered as a part of a broader project (the intention of the scoring is to guide prioritising of SCC and grant funding, if a path project is already a proposed deliverable as part of another project or as a development condition, it shouldn't be reflected in the ranking analysis and should have been removed as part of the PAMP review).
- Seasonal fluctuation in the Shoalhaven can be considerable, because surveys aren't typically undertaken, seasonal fluctuation has been considered by use of other criteria/parameters reflected in the score criteria so this is considered in project selection (refer score criteria - separate tab).
- Whilst the adopted score criteria is the starting point to guide project comparison/ project selection citywide, Council may consider other factors when determining which projects to support when preparing its annual budget.
- It is not intended that the above planning estimates are accurate, it is a guide to indicate the enormity of the task of delivering projects requested/proposed broadly across Council's 50 towns/villages. More detailed costings will evolve following allocations of funding for detailed design on a project by project basis. Given the significant number of proposed paths city wide, at this stage it is primarily to ensure that some level of allowance is being estimated, to aid in Council's budgeting decisions and ongoing campaigning efforts to raise the importance of State and Federal Governments significantly increasing their allocations of funding to aid Council's in the expansion of their active transport networks, critical as a sustainable transport solution going forward.
- The distances specified in the above analysis are planning estimates and not intended to be accurate, more so a guide, which has been reviewed and updated as part of the broader PAMP review. The distances have been estimated for planning purposes and consistency across all projects (using to Google est. project length from A-B, i.e. no allowance made for driveways or road crossings, noting this adds a further conservative factor in the cost estimation for many of the projects)
- The Crude Planning cost estimates included in this spreadsheet analysis makes an "assumption" for the purpose of establishing a total project cost, that all paths will be "concrete". However material selection will be considered as part of the design process on a project by project basis once funds are ultimately allocated for design investigation. A mapped PAMP-Bike Plan project doesn't imply a concrete solution, even though that may be the case for the majority of projects. Material selection is a design consideration for each project on its merits', considering a range of factors that may include (not exhaustive) project need, available funds, impact on services, impact on trees/vegetation, environmental and/or archaeological factors, aboriginal heritage, community consultation. Typically an investigation will be undertaken ahead of each project construction to inform detailed scope including material selection, in consultation with the community.



- Footpaths may vary in width city wide, dependant on available road reservation and demand. Footpaths are a typical minimum 1.2m, however often wider paths are provided if additional space permits (for example 1.5m). In town centres Council have previously resolved that footpaths shall be a minimum 1.8m, but again, wider footpaths are often provided if additional space permits (or, for example, full width paved verges are common in commercial centres where higher demands are prevalent, and this also facilitates alfresco dining and other uses).

In other areas, narrower footpaths may be provided if (for safety reasons) it is considered that providing a narrow footpath is better than not providing a path at all. Standards identify an absolute minimum of 900mm for a footpath, however there are locations where narrower paths have been built to provide a safe off road option for pedestrians. For the purposes of estimating net project costs, path width has been carefully considered, however where insufficient information is available 1.5m has been adopted as the default footpath width (providing a conservative factor in the estimate of net project costs city wide). In 2021, TfNSW amended their project selection criteria (NSW Active Transport Program - grant funding) to allow "footpaths" to be nominated for selection for the first time (prior to 2021 only shared user paths/and cycleways were permitted to be nominated for grant funding, in addition to pedestrian crossings. Footpaths may be nominated of variable width. Where not grant funded, the width of a path is at Council's discretion, noting Australian Standards and Austroads guidelines, and of course - the common sense approach to achieve a greater length of off road paths for the greatest number of our residents and visitors!.

- Shared User paths also may vary in width city wide, dependant on available road reservation and demand, and subject to grant criteria where relevant. AUSTROADS guidelines have changed over time, and have typically been adopted by TfNSW as changes have occurred over time. When Council adopted its first Cycleway Strategy in the 90's and started constructing more and more shared user paths in accordance with that strategy, AUSTROADS permitted shared user paths to be constructed at 1.8m (accepted minimum), accordingly this was the adopted general minimum width parameter by Council's and TfNSW at the time. Accordingly much of the City's shared path network was initially constructed at 1.8m (or 2m where additional width was available). Since that time, in response to a steady increase in the uptake of cycling more broadly, AUSTROADS have in turn incrementally increased the minimum width to 2m, and then 2.5m as a general minimum width.

More recently AUSTROADS have increased this even further indicating that widths of 3-4m should be provided where additional width is available. Consistency across the network is very important. There's no point having isolated sections of 3-4m if more broadly only 2m is achievable, given road reserve constraints. Unless through public reserves, most Council's would struggle finding locations where 3-4m shared user paths could be provided continuously along a path network. In response to the changes TfNSW has in turn recommended that shared user paths be constructed at a 4m minimum width (as a criteria for the latest round of Get Active NSW grant consideration) with advice that if this width can't be achieved, Council's must only apply for a project as a "footpath". This is extremely limiting and has forced most Council's to apply for path projects as "footpaths" in the latest round of "Get Active NSW" grant funding.

In response to the variation in shared path width parameters over time, in the Shoalhaven Council has adopted a common sense approach whereby most of Council's own funded shared user paths are typically constructed at 2m unless additional width permits, and this is consistent with most of the network already constructed to date. Where grant criteria dictates that shared paths have to be wider, then every attempt is made to comply with the criteria to be assured of the grant funds.



Since TfNSW has allowed Council's to nominate "footpaths" as eligible projects (since 2021), many Councils have opted to nominate shared user path projects as a "footpath" (if not physically possible to construct a path wider than 2m or 2.5m). The debate around path width is in a constant state of flux, notwithstanding, Council's generally do whatever is possible to maximise the inflow of grant funds to continue to expand their path networks, working within whatever is the available grant program/criteria at the time, to achieve the greatest length of off road path network – or greatest bang for buck!.

- Where future proposed pedestrian crossings are reflected on the PAMP-Bike Plan, not all of those locations will show path connections back to the existing network, those connections are absolutely required, however until a detailed design has been undertaken and approved, we can't always guarantee that the locations reflected in the PAMP-Bike Plan are the exact locations of the future crossing improvements, and accordingly the path connections may also need to be amended to suit a future design. As a general rule it should be assumed that where a future proposed pedestrian crossing improvement is shown, that associated path connections must also be provided to link the future pedestrian crossing improvement back to the path network on both sides of the proposed treatment.
- Similarly, future shared user path (SUP) "bridges" are also not expressly identified on the PAMP-Bike Plan maps, although still important provisions in the future path network. A separate tab has been provided to list all SUP bridges currently requested or envisaged to be provided to enhance the future active transport network. Subject to future detailed designs of those SUP bridges, the final designs may reflect a different alignment of bridge (and path alignments on the approaches to those bridges) than currently shown on the PAMP-Bike Plan. As a general rule it shouldn't be assumed that the path alignments reflected in the PAMP-Bike Plan are the ultimate alignments, it is appropriate for detailed design processes to determine the most appropriate alignments taking into account a broader range of design issues than have been possible to consider as part of this PAMP-Bike Plan review.
- As a general rule of thumb, the PAMP-Bike Plan may not reflect "every" one of the many future, more "visionary" projects, either requested by the community or those proposed by Council. The main reason for this is the sensitive nature of projects that might impact private property (or other State land holdings like national park, or the State Rail network for e.g.). Most of those projects will require separate allocations of funding for detailed design investigations and community consultation, to enable those projects to be able to be more refined in scope, and allow appropriate discussions with affected land owners. Following those processes, if ultimately endorsed by Council to proceed, once detailed scopes and land impacts are known with more certainty, then those alignments can be reflected in the PAMP-Bike Plan. There are numerous of these projects broadly across the City, and a separate strategy listing is recommended to allow Council to prioritise and allocate funding on a project by project basis for project scoping /design investigations in the first instance.
- As a general rule of thumb, longer projects with multiple segments (including multiple road or street components) can have the individual segments ranked separately if required, to reflect that some stages may be delivered as higher priorities (acknowledging it may not be necessary, and may be more cost effective, to deliver a project in stages instead as a more expensive single continuous project up front). Based on the criteria, some segments will return higher ranked scores than other segments of the same project, and it is important that the lower ranked segments don't detract from the overall importance of the project, particularly where there are practical and affordable stages to consider.



- Note that with regards to the "length of path" parameter (for projects "for investigation"), these are crude planning distances, for the purposes of estimating an indicative cost of the entire program. They are not exact distances, and reflect overall project length (because of the size of the program, often with no adjustment for crossings and driveways). Because of the unit rates being used to extrapolate the cost of the program, the distance measurements provided are sufficient at a planning level.

Exact distances and more detailed cost estimates will be determined once detailed design-investigation funding is allocated (typically 1-2 years ahead of the targeted project delivery). The distances used in this analysis have been determined using either Council's GIS, or Google maps, and only in rare cases has a measuring wheel been used when the above desk top methods have not been successful in the first instance (if quality of imagery has been poor or more typically if tree top canopies restrict aerial imagery from picking up sufficient detail for the start/end points of projects).

- Note that in many locations there will be construction challenges and challenging road reserve constraints, and in many cases it may not be possible to provide a full width SUP or a full width FP. Notwithstanding, the general view taken is that is far safer to have a narrower path than standard, than to have no path at all, and provide pedestrians/cyclists with no alternative than to traverse the road in conflict with traffic (this is of course subject to traffic volumes, in very low volume, low traffic scenarios, it may be acceptable for pedestrians and cyclists to share the road space, or a project in that environment may just be a very low priority compared to other city wide projects).
- Note that the PAMP won't show every location where Pram ramps are required to facilitate safe efficient crossings, or assist those that are less mobile. Where proposed future SUPs and FPs are reflected in PAMP and Bike Plan, or where any new paths are proposed, as part of the design investigations ahead of each project delivery, project planners and engineers should ensure that an appropriate investigation has been undertaken to identify where pram ramps are required to provide appropriate connectivity, and safe/efficient connections to both existing and future proposed networks. It is always easier and more cost effective to provide pram ramps up front than to have to come back at a later date and retrofit.
- Accordingly, all known and anticipated desire lines should be determined and sufficient pram ramps proposed as part of standard project planning protocols. As part of this process, Council's Disability Inclusion Access Plan should be at the forefront of that thinking/ of how to appropriately connect all new path works back to existing and proposed networks, considering all current and anticipated users of the network (both the mobile and those that are less mobile).
- Note that where a path project requires a pedestrian or SUP bridge, and the predominant cost of a project is associated with that bridge infrastructure, the project may not be listed above in the ranking analysis (it is more likely to be listed in the separate ranking analysis of SUP bridges). Similarly, where existing path links are required either side of an existing bridge, and that bridge is due for an upgrade or requires considerable maintenance, any short path links required to improve access to the bridge is assumed will be completed as part of the bridge improvement/bridge upgrade works (meaning the path links won't be separately ranked in the above analysis). Notwithstanding - both project rankings listings should be reviewed and considered when it comes to SUP or pedestrian bridge projects.



- Note that the Paths Ranking List, along with all of the individual PAMP-Bike Plan elements (separate ranking sheets) all need to be updated on an annual basis, taking into account new works undertaken, projects to be removed from the separate ranking analysis spreadsheets as works are completed, new works to be reflected via mapping amendments, project details refined as detailed investigations are undertaken, project costs to be refined as detailed investigations are undertaken, etc
- Note that where a path project is primarily a SUP project, but might include some minor FP connections to tie back into existing FP networks that adjoin the project, the entire length of the project has been calculated on the basis of SUP unit rate, for simplicity of the planning cost estimates.

CL24.238 - Attachment 2



## Crossings Review Ranking Notes

The following notes are provided in regard to the ranking of crossing projects under the new Active Transport Scoring Criteria; the application of the criteria to crossing projects; and certain caveats/disclaimers relevant to the assessment of all or specific projects.

- The above list is intended to list every location city wide where a proposed future pedestrian crossing improvement needs to be considered for specific funding, or at the very least, continue to be monitored for potential safety improvements, and compared against other citywide priorities. There are other locations city wide that have greater P x V values, however locations that have already been upgraded to pedestrian crossing treatments have already been removed from the above list (which is intended to be a list of outstanding priorities only).
- The above list includes "sites" where a proposed future pedestrian crossing improvement(s) needs to be considered. There may be multiple desire lines to be addressed at each site (for example, multiple legs of an intersection, or a broader length of street/road, where multiple treatments may need to be considered for broader safety improvements), to that end, the above is not a list of outstanding crossing locations, more so a list of "sites" where attention needs to be focused on a safety solution for pedestrians/and or/cyclists.
- The above list does NOT include every pedestrian crossing proposal/or site of concern along the Princes Highway, as the primary purpose of the list is to guide Council's budgetary decisions. Those listed on the Highway are ONLY on those sections of the Highway that are/or could be transferred to Council following respective Highway upgrade/Bypass proposals (for example along the current Highway alignment through Milton and Ulladulla). There may be some other locations included on the State Road network (for example along Moss Vale Road within the Kangaroo Valley township, due to community concerns and/or related proposals being investigated by Council).
- Whilst pedestrian safety when crossing at intersections is vitally important, the above list may NOT include every leg of an intersection where an improvement may be required. For e.g., where pedestrian refuges or raised crossings may provide enhanced safety for pedestrians and cyclists when crossing a particular leg of an intersection, these may not necessarily be flagged separately above (there are simply too many city wide). Only those with particularly high demand/conflicts are likely to be reflected above, and the intention is that the above list be reviewed annually and updated where required to highlight any new locations that may have emerged as a concern. Where any intersection is being considered for an upgrade, pedestrian and cyclists safety must also be considered as part of any potential suite of intersection improvements.
- Where the PV of a site is so high above the historical warrant, it won't be resurveyed unless there is concern that the priority may be affected by recent surveys at other sites, in which case inflationary growth estimates could be applied to the values, in lieu of resurveying (in the first instance)
- Due to funding limitations, not every site has had a survey, but eventually will, is the intention. Surveys have been prioritised based on local knowledge of those locations with higher volumes or higher risk, crash history, or community concerns, relative to other sites



- A site may not be scored if it is proposed to be delivered as a part of a broader project (the intention of the scoring is to guide prioritising of SCC and grant funding, if a project is already a proposed deliverable as part of another project or as a development condition, it does not need to be ranked, but to ensure that the above list is a comprehensive list of outstanding crossing improvements, the protocol is for all projects (whether council funded or otherwise) to remain in the above list until such time as it is completed/delivered), but generally surveys won't be undertaken at sites that are proposed to be provided as part of other projects (for example crossing improvements at an intersection that will be addressed as part of an intersection upgrade, or crossing improvements undertaken as part of a path project), for example
- Seasonal fluctuation in the Shoalhaven can be considerable. Surveys have been undertaken across a range of dates depending on the site. For sites that are subject to seasonal fluctuation, for consistency, typically surveys will be undertaken on a Saturday, in January, to capture peak demands. School or town centre surveys are typically undertaken on a Thursday or Friday in school term (due to Fridays typically being the busiest traffic day, however Thursdays can be just as busy in town centres regarding pedestrian demands). Any variations from this approach (to suit inclement weather could be noted as initial data and flagged for resurvey in a following program), the intention is to ensure consistency over time in terms of the timing of surveys, to allow fair comparison between locations
- Some discretion may be applied when determining P x V outcomes, this is because often pedestrian crossing patterns change when a pedestrian crossing treatment is provided (as pedestrians have an opportunity to cross at a new facility, whereas prior to that that may have crossed at a different location). This is why surveys often capture a broader location range to determine current and estimated P x V values for comparison on a site by site basis, and depending on the proposed treatment options.
- Traffic volumes and pedestrian crossing demands may increase over time (more at some sites, compared to others). Accordingly, re-surveys should be undertaken every few years to keep track on any changes to the above P x V values, particularly where changes in patterns are likely (for example - the opening of Bishop Drive in June 2023 will divert traffic away from the Golf Avenue-Shepherd-Mitchell Parade corridor, potentially reducing PV values along that corridor, as an example). It is not recommended to apply growth factors to the historic PV values which may falsely adjust the data and priorities. Note that there are many circumstances that may lead to changing PV values over time, occasionally, for legitimate reasons- more current surveys may return lower PV values than previous assessments (this is assessed on a site by site basis, on merit, however generally, and for consistency and equity across the city, the latest PV survey values will generally be reflected in the above ranking analysis assessment, unless there is concrete evidence to maintain former PV values (i.e. if there is suspected error in more recent surveys, or for some other legitimate reason).
- Whilst P x V is typically the primary indicator of demand/risk and therefore citywide priority for pedestrian crossings, Council may consider other factors when determining which projects to support when preparing its annual budget.
- It is not intended that the above planning estimates are accurate, that detail will evolve following allocations of funding for detailed design on a project by project basis. Given the significant number of proposed pedestrian crossings city wide, at this stage it is primarily to ensure that some level of allowance has been provided for the additional costs of pedestrian crossing improvements at these locations, in addition to the estimated cost of expanding the path network.



- Note- designations "R" and "Z" have initially been assigned within the PAMP-Bike Plans to identify locations where pedestrian crossings are proposed or conflicts are being monitored at those locations for any potential crossing improvements that may be required in future. These codes are an initial designation to capture the location for ongoing monitoring and review- actual treatment types may still be subject to review once funding is allocated and project scope is determined following design review and community consultation, etc. Designations within the PAMP-Bike Plan mapping are also limited at this point in time. Accordingly , consider any designation as a location where a potential crossing improvement is being considered or conflicts monitored, and noting that the initial designation does not necessarily imply a final crossing type.

CL24.238 - Attachment 2



## Shared User Bridge Ranking Notes

The following notes are provided in regard to the ranking of crossing projects under the new Active Transport Scoring Criteria; the application of the criteria to crossing projects; and certain caveats/disclaimers relevant to the assessment of all or specific projects.

- The above list is intended to list every location city wide where a proposed future SUP bridge needs to be considered for specific funding, or at the very least, continue to be monitored for potential accessibility / active transport improvements, and compared against other citywide priorities. The above list is primarily focused on connectivity of communities via the existing road network (that is - It is not intended to include SUP bridges that may be requested or considered within public reserves or along foreshore areas primarily for primarily recreational purposes unless identified for a specific transport purpose. The above list is intended to compliment the PAMP-Bike Plan).
- Notwithstanding, the above list may not be exhaustive, and was last reviewed as part of preparations for the 2023 PAMP-Bike Plan review. Provision for cyclists and pedestrians should be considered as part of design due-diligence to ensure best practice for every nominated transport project (SCC and TfNSW)
- Due to funding limitations, not every site has had a survey, but eventually will, is the intention. Surveys have been prioritised based on local knowledge of those locations with higher volumes or higher risk, crash history, or community concerns, relative to other sites
- A site may not be scored if it is proposed to be delivered as a part of a broader project (the intention of the scoring is to guide prioritising of SCC and grant funding, if a project is already a proposed deliverable as path of another project or as a development condition, it does not need to be ranked, but to ensure that the above list is a comprehensive list of outstanding crossing improvements, the protocol is for all projects (whether council funded or otherwise) to remain in the above list until such time as it is completed/delivered), but generally surveys won't be undertaken at sites that are proposed to be provided as part of other projects (for example SUP paths already proposed to be provided as part of bridge replacement projects).
- Seasonal fluctuation in the Shoalhaven can be considerable. Surveys have been undertaken across a range of dates depending on the site. For sites that are subject to seasonal fluctuation, for consistency, typically surveys will be undertaken on a Saturday, in January, to capture peak demands. School or town centre surveys are typically undertaken on a Thursday or Friday in school term (due to Fridays typically being the busiest traffic day, however Thursdays can be just as busy in town centres regarding pedestrian demands). Any variations from this approach (to suit inclement weather could be noted as initial data and flagged for resurvey in a following program), the intention is to ensure consistency over time in terms of the timing of surveys, to allow fair comparison between locations
- Some discretion may be applied when determining P x V outcomes, this is because often pedestrian/cycling patterns change when a network upgrade is provided. This is why surveys often capture a broader location range to determine current and estimated P x V values for comparison on a site by site basis, and depending on the proposed treatment options.



- Traffic volumes and pedestrian crossing demands may increase over time (more at some sites, compared to others). Accordingly, re-surveys should be undertaken every few years to keep track on any changes to the above P x V values, particularly where changes in patterns are likely (for example - the opening of Bishop Drive in June 2023 will divert traffic away from the Golf Avenue-Shepherd-Mitchell Parade corridor, potentially reducing PV values along that corridor, as an example). It is not recommended to apply growth factors to the historic PV values which may falsely adjust the data and priorities. Note that there are many circumstances that may lead to changing PV values over time, occasionally, for legitimate reasons- more current surveys may return lower PV values than previous assessments (this is assessed on a site by site basis, on merit, however generally, and for consistency and equity across the city, the latest PV survey values will generally be reflected in the above ranking analysis assessment, unless there is concrete evidence to maintain former PV values (i.e. if there is suspected error in more recent surveys, or for some other legitimate reason).
- Whilst P x V is typically the primary indicator of demand/risk and therefore citywide priority, Council may consider other factors when determining which projects to support when preparing its annual budget.
- It is not intended that the above planning estimates are accurate, that detail will evolve following allocations of funding for detailed design on a project by project basis. Given the significant number of SUP bridges city wide, at this stage it is primarily to ensure that some level of allowance has been provided for the additional costs of these SUP bridges, in addition to the estimated cost of expanding the SUP network.

CL24.238 - Attachment 2



### Paths for Investigation Notes

- The tables below provide a summary of a number of future “possible” paths which have been suggested or requested by either the community or Council but are currently not mapped and remain separate, only “for investigation” at this point, pending allocations of funding for each project to progress those investigations in the first instance (subject to Council also considering how these priorities compare with the broader list of projects ranked “for delivery”).
- Many of these projects (but not all) are quite aspirational, and reflect requests from either the community or Council for longer term priorities for active transport connectivity. However these projects can’t be mapped within the PAMP or Bike Plan at this point, until they are first found to be feasible (or not), and also primarily due to their impacts on third party land (either private land or State land holdings), either directly or indirectly.
- Many of these requests haven’t been formally captured in the strategy in the past, however as part of this strategy review- these projects have been separately categorised, and scored/ranked (also using the new Active Transport criteria, for consistency and fairness in consideration) and separate allocations of funding will need to be identified to “first” progress an investigation into these projects.
- It is noted that the NSW Government’s “Get Active NSW” program now permits “projects for investigation” to be considered, however it will be a matter for Council to balance up these priorities, which will inevitably have to compete within the same bucket against other projects eligible and ready for “construction funding”. Following the investigations, some projects may not be supported to progress in the strategy, others may be supported, if found feasible- at which point they would need to be mapped (once an alignment is confirmed with more accuracy), and moved to the broader paths ranking sheet, for re-scoring and prioritisation against all other projects, city wide.
- The Investigation Projects detailed below have been separately categorised for Council’s consideration – they will require an allocation of funds for investigation “in the first instance” to undertake the proper and appropriate assessments of each of these projects, in consultation with affected owners and the broader community, before they can be properly considered, properly mapped, ranked, and considered for delivery (only if found feasible, after an investigation, and subject to consideration by Council whether to take these projects forward, or not).
- It is noted that the Paths for Investigation have also been ranked from High Priority to Low Priority in accordance with the Active Transport Scoring Criteria.

## Paths Cost Assumptions

| Costing table - Assumptions for 2023/24 FY  |                |        |           | Current |
|---|----------------|--------|-----------|---------|
| Path Rates Adopted - 2022/23 FY - Roads Revaluation - 2022/23                                     |                |        |           |         |
| Gravel Path   | \$             | 45.32  | /m2       |         |
| FRP   | \$             | 198.28 | /m2       |         |
| Timber  | \$             | 198.28 | /m2       |         |
| Birumen   | \$             | 87.55  | /m2       |         |
| Concrete  | \$             | 157.82 | /m2       |         |
| Paved   | \$             | 294.58 | /m2       |         |
| Path Rates Adopted - 2023/24 FY - Roads Revaluation 2022/23 Rates x 6% (Asset Mgmt. Staff advice) |                |        |           |         |
| Gravel Path   | \$             | 48.04  | \$ 60.05  | /m2     |
| FRP   | \$             | 210.18 | \$ 262.72 | /m2     |
| Timber  | \$             | 210.18 | \$ 262.72 | /m2     |
| Birumen   | \$             | 92.80  | \$ 116.00 | /m2     |
| Concrete  | \$             | 167.29 | \$ 209.11 | /m2     |
| Paved   | \$             | 312.25 | \$ 390.32 | /m2     |
| Extrapolated - Assumed Path Costs /using Unit Rates - 2023/24 FY (Roads Revaluation 2022/23 Rate  |                |        |           |         |
| FP  |                | 1.2    | \$ 250.93 | /lm     |
| FP  |                | 1.5    | \$ 313.67 | /lm     |
| FP  |                | 1.8    | \$ 376.40 | /lm     |
| SUP   |                | 2      | \$ 418.22 | /lm     |
| SUP   |                | 2.5    | \$ 522.78 | /lm     |
| Guide for adding additional costs - Assumptions for 2023/24 FY                                    |                |        |           |         |
| where K&G Required  | short lengths  | \$     | 1,500.00  | /lm     |
| where K&G Required  | medium lengths | \$     | 1,200.00  | /lm     |
| where K&G Required  | long lengths   | \$     | 900.00    | /lm     |
| where pram ramps require  | 1              | \$     | 8,000.00  | each    |
| where pram ramps require  | 2              | \$     | 7,000.00  | each    |
| where pram ramps require  | 3              | \$     | 6,000.00  | each    |
| where pram ramps require  | 4              | \$     | 5,000.00  | each    |
| where pram ramps require  | 5 or more      | \$     | 4,000.00  | each    |

The above unit rates were obtained from Council asset management staff, obtained from the 2022/23 roads revaluation exercise, and adjusted up to 2023/24. The unit rates have been used to extrapolate the project lengths for every project included in the paths ranking spreadsheet, to get a very crude strategic estimate of the likely "minimum" cost of delivering the entire current path project backlog. The "guide for adding additional costs" was also prepared initially, to ensure consistency in determining potential additional project costs, on a case by case basis, however given the time constraints of the 2024 PAMP update, this additional cost review wasn't possible, and remains outstanding, to be considered as part of a future review (incorporating that extra detail, or as detailed designs are done – will only trend the costs upwards, compared to the current crude strategic planning estimates).



Similarly, costs were also assumed for different pedestrian crossing types as well, and were also used to extrapolate every project included in the pedestrian crossings ranking spreadsheet, again- to get a very crude strategic estimate of the likely “minimum” cost of delivering the entire current pedestrian crossings project backlog.

#### Crossings Cost Assumptions

| Crossing Treatment                              | Estimated Cost |
|---|----------------|
| Raised Zebra - Pedestrian Crossing - Minor      | \$150,000      |
| Raised Zebra - Pedestrian Crossing - Medium     | \$200,000      |
| Raised Zebra - Pedestrian Crossing - Major      | \$350,000      |
| Zebra - At grade pedestrian crossing - minor    | \$10,000       |
| Zebra - At grade pedestrian crossing - medium   | \$15,000       |
| Zebra - At grade pedestrian crossing - major    | \$20,000       |
| Refuge - At grade pedestrian refuge - minor     | \$75,000       |
| Refuge - At grade pedestrian refuge - medium    | \$125,000      |
| Refuge - At grade pedestrian refuge - major     | \$175,000      |
| Signals - Traffic (pedestrian) signals - minor  | \$300,000      |
| Signals - Traffic (pedestrian) signals - medium | \$500,000      |
| Signals - Traffic (pedestrian) signals - major  | \$950,000      |

The above generic pedestrian crossing costs were only assumed for the purpose of getting an initial handle on the likely quantum of the pedestrian crossings backlog (the likely minimum crude strategic cost estimate), to simplify the strategic cost estimation, and ensure consistency in determining the “minimum” strategic cost of the backlog. Given the time constraints of the 2024 PAMP update, this was all that was possible within the time constraints of the project, additional costing analysis remains outstanding, to be considered as part of a future review (again - incorporating extra detail, or as detailed designs are done – will only trend the costs upwards, compared to the current crude strategic planning estimates).



#### Shared User Path Bridge Cost Assumptions

| Shared User Path Bridge  | Estimated Cost |
|--|----------------|
| Small sized culvert  | \$150,000      |
| Medium sized culvert   | \$300,000      |
| Small SUP bridge   | \$500,000      |
| Medium SUP bridge  | \$1,000,000    |
| Large SUP bridge   | \$2,000,000    |
| X Large SUP bridge   | \$5,000,000    |
| XX Large SUP bridge  | \$10,000,000   |
| Allowance to Incorporate the SUP bridge component into future bridge replacement | \$500,000      |

Again, generic costs were only assumed for the purpose of getting an initial handle on the likely quantum of the shared user path bridges backlog (the likely minimum crude strategic cost estimate), to simplify the strategic cost estimation of the backlog. Given the time constraints of the 2024 PAMP update, this was all that was possible within the time constraints of the project, additional costing analysis remains outstanding, to be considered as part of a future review (again - incorporating extra detail, or as detailed designs are done – will only trend the costs upwards, compared to the current crude strategic planning estimates).



## 2024 Paths and Crossing Costs – what's it telling us

Extracts from Council's DPOP for the 2023/24 FY indicates (current Statistics) that the Current length of "Council maintained" road network is 1,822km and the current length of path network (footpaths and cycleways) is 275km (i.e. only 15% of the total maintained road network currently has paths) - there is so much more to be done !

The Paths and Crossings Review also currently identifies more than 700 path projects, more than 200 crossing projects, and almost 20 projects "for investigation". These are just the projects for consideration by Council (doesn't include projects that might be delivered by TfNSW or through developments) and still amounts to hundreds of millions of dollars!

When determining crude strategic "minimum" costs for the backlog - there has been no detailed design and other factors have yet to be taken into consideration, such as any projects that might need acquisition or easements, service adjustments, vegetation/tree impacts, drainage/kerb and guttering solutions, cost of sealing works, signs/lines, or other local factors. The more detailed investigations that are done, the more refined the cost estimate can become, however at the "strategic planning" level which is the PAMP-Bike Plan, the application of unit rates at least paints the picture of "minimum" likely cost of the backlog- indicating that the task of delivery will be very huge, and a very significant increase in funding is going to be required if we are ever going to put a dent in the ratio of paths/roads city wide, or ever achieve a quantum leap in the proportion of travel by active transport.

- The current strategic cost estimate of the paths backlog is \$104M;
- The current strategic cost estimate for paths projects requiring investigations in the first instance (just the cost of those investigations) \$1M;
- The current strategic cost estimate of the pedestrian crossings backlog is \$66M; and
- The current strategic cost estimate of the shared user path bridges backlog is \$64M.

Sub-total - the total current strategic cost estimate of the backlog is \$235M (however again - this is a crude strategic "minimum" cost of the current backlog, based on unit and generic rates only- once detailed design considerations are taken into consideration, the actual cost is likely to be much higher- estimated to be in the order of hundreds of millions of dollars!)

In very general terms the budget for path construction in the Shoalhaven (projects delivered by Council) has been "on average" approx. \$1M per year over the last 10 years, including approximately \$100-200k Council funds and \$900,000-\$1M grant funds of various means (variable), and this generally allows construction of approximately 2.5km of path network per year (at current rates).

To facilitate an increase in the path/roads percentage of just 1% per annum (from the current 15% proportion of length of paths/length of roads), at current "unit" rates, will require an increased investment in path construction of more than 7 times the current rate of investment ! (the actual costs are likely to be even higher when detailed design factors are taken into consideration).

This reflects:

- a) the enormity of the Shoalhaven City Council road network; and
- b) the size of the current under investment in paths construction.



Once the updated PAMP and Bike Plan strategies are ultimately adopted - delivery, and managing community expectations in the current financial climate, will continue to be a significant challenge for Council, given the size of the Shoalhaven, and the extent of the current backlog of community requested paths and crossings.

The current ratio built paths (275km) to Council maintained roads (1,822km) is only 15%

There are over 900 proposed projects for Council's consideration (doesn't include projects that are likely to be funded by TfNSW or through developments)

If all of the current Council proposed path projects are constructed (approximately 282km) - that will approximately double the ratio of built paths to Council maintained roads (to 557km/1,822km, or 30%)

The cost of the current backlog of projects (paths and crossings) is in the order of hundreds of millions of dollars.

To achieve a real dent in the backlog and increase the ratio of paths/roads - a significant increase in funding will be required for delivery.

The NSW Government's "Get Active NSW" program continues to fund the lion's share of active transport investments however Council has historically been awarded less than \$1M per year, and is subject to a competitive process (in the current financial climate - the States Active Transport budget has also been significantly reduced in the 2024/25 financial year).

The Federal Government's "Department of Infrastructure, Transport, Regional Development, Communications and the Arts" continues to fund major roads and public transport projects nationally - however doesn't have any "regular" grant funding programs for "Active Transport" (yet!).

Continued advocacy efforts are recommended to seek a significant increase in the amount of grant funding available to Council's.

# Summary and Consideration of Submissions on the Draft Affordable Housing Strategy

File: 1625E/4

July 2024

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## 1. Introduction

This document summarises the submissions Council received on its exhibition of a draft Affordable Housing Strategy. This Strategy outlines Shoalhaven's affordable housing challenge, proposing potential ways Council can boost Affordable Rental Housing supply and housing affordability through planning controls, development contributions, use of public land, and advocacy.

The submissions have been themed into several categories and aligned with the proposed actions in the draft Strategy. This document considers the feedback provided by the submissions and identifies recommended adjustments to draft strategy.

The draft Strategy was exhibited from 12 June to 12 July 2024. Council received 37 submissions on the draft document. Submissions were received from community members, planning consultancies, licensed builders, and the following organisations:

- **Southern Cross Housing:** A Tier 1 Registered Community Housing Provider. It is the largest Community Housing provider covering south-eastern NSW with a service delivery area from Wollongong to Eden across to Cooma and Jindabyne, including Shoalhaven.
- **Housing Trust:** A Tier 1 Registered Community Housing Provider serving the communities of the Illawarra and Shoalhaven. It manages social and affordable housing and has delivered award winning affordable rental housing projects.
- **Safe Waters Community Care Inc:** A not-for-profit charity organisation located in Ulladulla, offering supported crisis accommodation and related services to vulnerable people in the local area.
- **Shelter NSW:** An independent, non-profit, member-driven organisation which advocates for better housing outcomes.
- **Community Industry Group:** A peak body working for not-for-profit community services and organisations in southern NSW. It supports community organisations, community development, and advocates for social justice.
- **Department of Planning, Housing, and Infrastructure:** The NSW Government Agency helping the NSW Government make and implement planning and land use decisions.
- **Homes NSW:** The NSW Government Agency managing maintenance, tenant, and homelessness services (incorporating the Department of Communities and Justice, Land and Housing Corporation, and the Aboriginal Housing Office).

- **Property Council of Australia:** A peak industry body representing the property industry which facilitates industry advocacy, research, events, and professional development.
- **Urban Development Institute of Australia:** A peak industry body representing the leading participants in urban development across NSW.

Most of the submissions supported the preparation of the draft Strategy, the identified actions, and Council's continued work to help deliver affordable housing. Several organisations offered to collaborate with Council on proposed advocacy, education, and feasibility testing activities.

Several submissions raised concerns about Council's role in delivering or facilitating the supply of affordable housing or objected to attempts to increase the amount of affordable housing in Shoalhaven. Several other submissions commented on Council's implementation of its current Affordable Housing Strategy.

The submissions focussed on the following matters as well as each of the actions identified in the draft Strategy:

- Support for and opposition to affordable housing, including Council's role in contributing to the delivery of affordable housing, and the need for a Strategy.
- Implementing the Strategy and monitoring the effectiveness of the actions and work set by the Strategy.
- Affordable housing targets, development feasibility, and an affordable housing development contributions scheme.
- Role of "Tiny Homes" in housing availability and affordability.
- Impact of short -term rental accommodation on housing availability and affordability.
- Dwelling diversity, the design of affordable housing, and incorporating sustainable initiatives into affordable housing.
- Advocacy and collaboration opportunities with the Federal and NSW Governments.

A range of adjustments to the draft Strategy are recommended to respond to the feedback and address relevant submission points.

## 2. General Feedback

### A. Support for Affordable Housing and the Strategy

*Total submissions: 11*

#### Feedback

##### *Community Feedback*

Three submissions support improving the supply of affordable housing and the draft Strategy, with one of the submissions expanding on the importance of meeting all the communities' housing needs.

*"I think the Strategy is well thought out [...]."*

*"Adequate housing is vital for human dignity, personal development, life integrity, and consequentially a stable society is also at stake."*

One submission highlights the importance of proper precinct planning to provide quality housing in accessible areas supported by community facilities and support services.

*"I support improving the affordability of housing for people with low to middle incomes. Affordable housing should provide a good level of housing and other services – and be in accessible areas."*

##### *Agency Feedback*

Two submissions were made by Homes NSW, including one from the Department of Communities and Justice who now sit within the broader Homes NSW agency. Both were supportive of the draft Strategy and Council's efforts to address the housing affordability challenge.

##### *Industry Feedback*

Southern Cross Housing and the Housing Trust support the draft Strategy and Council's proposed work.

*"Southern Cross Community Housing applauds Council's continued commitment to Affordable Housing. We support the actions in principle as outlined in the draft Strategy [...]."*

*"Housing Trust congratulates Shoalhaven City Council on the development of the Draft Affordable Housing Strategy drawing upon thorough research and evidence-based actions."*

The Community Industry Group reinforce the importance of providing affordable, appropriate, and accessible housing and the need for urgent action.

*“The shortfall of approximately 3,300 affordable dwellings [...] highlights a pressing need for immediate action. This deficit jeopardises rental affordability, potentially exacerbating housing challenges for low-income households.”*

The Property Council of Australia supports the Strategy and Council's continued work.

*“Overall, we support Council's commitment to Affordable Housing and the development of a revised strategy to continue carrying out initiatives to support the delivery of affordable housing across the LGA.”*

One submission from a planning consultancy confirmed it had no concerns with suggested actions.

*“As both Council and the community are concerned that affordable housing is critical, so the development industry echoes these concerns and we generally have no concerns with the suggested actions of the Strategy.”*

A submission from a licenced builder supports the Strategy, recognising the importance of providing affordable housing in Shoalhaven.

*“This is a great idea. Home ownership or access to affordable housing needs to be recognised as a human right of citizens. It encourages hope, hard work, and long-term commitment in contented populations, communities, families and individuals.”*

#### Consideration of Feedback

The broad support for the development and implementation of the draft Strategy is noted.

#### Recommended Response

Nil.

## B. Opposition to Affordable Housing

*Total submissions: 2*

### Feedback

#### *Community Feedback*

Two submissions oppose efforts to increase the supply of affordable housing. One submission raised concerns about potential residents and increased rates of crime.

*“I do not want affordable housing in Shoalhaven. It will just import the slums to Shoalhaven. We do not want to encourage the poor to the area. With that will come crime, break-ins, murders, rape.”*

### Consideration of Feedback

These submissions correspond with feedback from the community housing sector about the negative perceptions associated with affordable housing and the need for concerted community education campaigns to help overcome these perceptions.

Housing affordability is essential to enable the City to function, providing numerous economic and social benefits to local communities. Having affordable homes to rent or purchase allows young people, key workers and those suffering financial hardship to stay within communities, working in local jobs and contributing to the community fabric.

Affordable housing provides flexibility for lower income households to choose where to live within Shoalhaven. For individuals, this avoids the displacement of long-term residents from communities, decreases in social cohesion, lower engagement with community activities, and increased isolation from family networks. For communities, affordable housing can create and enhance community identity as residents choose to locate in an area out of preference rather than economic necessity, creating close-knit, mutually supporting networks.

Economically, affordable housing allows individuals and families on lower incomes to meet other essential living costs, such as food, clothing, transportation, medical care, and education. Where affordable housing is not available, households need to choose between these living costs or move to a more affordable area, often further away from their places of employment. This can reduce the availability of workers for essential services like childcare, aged services, health care, tourism, hospitality, and emergency services. Such a reduction in worker availability can adversely affect local economies and is contributing to labour shortages in some regions of NSW.

Raising community awareness about the nature of these benefits, potential residents, and the types of affordable housing will continue to help overcome historic notions of low socio-economic communities living in poor quality, overcrowded housing.

A community education campaign is proposed in *Action 2.8 Run an education campaign about the benefits of affordable and diverse low-cost market housing*. This is currently proposed as a medium-term action (to be completed within 2-4 years) but greater urgency is required for work to help overcome negative perceptions.

#### Recommended Response

1. Adjust the timeframe for Action 2.8 (Run an education campaign about the benefits of affordable and diverse low-cost market housing) from medium-term (2 to 4 years) to short-term (within 2-years).

## C. Council's Role in Delivering Affordable Housing

*Total submissions: 4*

### Feedback

#### *Community Feedback*

Three submissions queried the role of Council in delivering affordable housing, stating it is a matter for State and Federal Governments. Some submissions asked Council to focus on meeting the communities' more immediate needs (e.g. road repairs, maintenance of open space, rubbish collection etc.).

*"Affordable housing is an issue for State and Federal Governments. Council needs to focus on what rate payers deserve. Rubbish, roads, and cleaning up the local towns and villages."*

*"Council has no business in housing strategies. Get back to the basics. Fix the roads. Keep the parks and gardens nice."*

One submission shared an opinion on Council's role and ability to deliver affordable housing, noting the important role of new, well-designed community facilities, parks, and open space to support new and diverse communities.

*"Council's ability to assist the [...] supply of affordable housing is limited mostly to introducing new legislation, guidelines, planning, [...], but mostly in new community [...] facilities and areas [...] to minimise development of a neighbourhood [...] of lower socioeconomic groups."*

### Consideration of Feedback

#### *Council's Commitment*

Council has made significant commitments to facilitate and directly increase the supply of affordable housing. Council can have a role in increasing the supply of affordable housing and has many opportunities to do so because of its range of functions, such as setting land use planning policy, influencing and managing development outcomes, advocacy activity with other responsible organisations, and as an owner and developer of land.

Council's Community Strategic Plan (Shoalhaven 2032) sets out Council's priority to support inclusive, safe, and connected communities and the work to address the communities' need for affordable housing. In this Plan, Council commits to develop plans which will enable a variety of affordable and appropriately serviced housing options. This includes the preparation of an updated Affordable Housing Strategy. Copies of Council's

Community Strategic Plan and supporting Delivery Plan and Operational Plan are available on Council's website ([link](#)).

Council's adopted Local Strategic Planning Statement (Shoalhaven 2040 - [link](#)) confirms a range of land use planning priorities and work for Shoalhaven. *Planning Priority 1 Providing homes to meet all needs and lifestyles* sets actions to:

- Implement Council's current Affordable Housing Strategy (2017), and
- Prepare an affordable housing development contribution scheme (requiring new developments to provide or pay for affordable rental housing).

A copy of Shoalhaven 2040 is available on Council's website ([link](#)).

Council has also decided to update its current Affordable Housing Strategy from 2017.

#### *Council's Collaboration Activities*

Council is a member of the Illawarra-Shoalhaven Affordable Housing Roundtable and collaborates with the State Government, other councils, and organisations on a range of work to increase the supply of affordable housing in the Region. Council has also directly contributed to the supply of affordable housing in Shoalhaven by partnering with the NSW Government and Southern Cross Housing to build a 39-unit affordable housing project on former council-owned land in Bomaderry.

#### *Social Housing*

Social housing, sometimes also called public housing, is different from affordable housing. Social housing is secure and affordable rental housing provided by the NSW Government (Homes NSW) for people unable to access suitable accommodation in the private rental market. More information about this type of housing is provided on the Homes NSW website ([link](#)).

#### *Infrastructure and Service Planning*

Council's *Community Infrastructure Strategic Plan 2017-2036* ([link](#)) provides a framework to guide the planning and management of open space and community facilities owned and/or managed by Council. The review of the current plan is underway to ensure Council's delivery of facilities continues to meet the communities' needs. More information on this project is available on Council's Get Involved Project Page ([link](#)).

#### **Recommended Response**

Nil.

## D. Implementing and Monitoring the Effectiveness of the Strategy

Total submissions: 9

### Feedback

#### Community Feedback

Two submissions were critical of Council's work to deliver the new homes required by Shoalhaven's communities.

*"Council's plans to date have demonstrated an inability to deliver the required housing supply in the Shoalhaven."*

The submissions also raised concerns about the interaction of the Strategy with the proposed Strategic Growth Principles proposed to be embedded in Council's Local Strategic Planning Statement.

One submission called for more direct action from Council. Another submission queries the availability and use of contemporary and accurate data.

*"I [...] would like to see a new council take up this challenge, as the current council would appear to be ineffectual in this space."*

#### Agency Feedback

Homes NSW offered to collaborate with Council on a range of activities to implement the final Strategy. It also provided a range of statistics and related information to inform future work on increasing the supply of affordable housing.

#### Industry Feedback

Southern Cross Housing seeks more transparency in the monitoring and review process.

*"Making the evidence easily available will assist in the community understanding where and how these objectives were achieved."*

The Community Industry Group welcomes the inclusion of the proposed audit, tracking of key performance indicators, and publication of an annual report. However, the Group is critical of the draft Strategy and Council's implementation of the existing Strategy. It calls for a full review of the existing Strategy to identify which actions have been achieved and which actions need to be replicated.

*"[...] response from CI Group members operating in the Shoalhaven suggests that the Council's new 2024 Draft Affordable Housing Strategy is a step backwards on the 2017 Affordable Housing Strategy."*

The Group states the draft document lacks the robust, clear, place-based, time specific, trackable outcomes of the previous strategy and calls for improved actions which address diverse community needs. It also requests enhanced public engagement in decision making processes. The Group also seeks improved long-term planning to ensure a range of matters are accounted for in affordable housing decisions.

*“Incorporate specific quantitative targets in the monitoring framework to measure success and guide strategy adjustments. Establish measurable goals, such as targets for affordable housing units or improvements in affordability metrics.”*

The Property Council of Australia stresses the importance of setting key performance indicators, regularly monitoring outcomes, and regularly reporting back to stakeholders. The submission requests Council present the annual report to industry bodies and community housing providers to collectively examine challenges and opportunities.

*“We propose that Council meet with industry bodies and CHPs as a part of the annual review process to discuss what is working and what isn’t working, to explore the barriers to success and what the opportunities are.”*

A submission from a planning consultancy states the draft Strategy misses the opportunity to increase the supply of affordable housing and falls short of addressing barriers in Council’s control which may make housing and land more affordable. This includes a program to prioritise the delivery of affordable housing, address development assessment delays, and reduce infrastructure requirements.

## Consideration of Feedback

### *Strategic Housing Work*

Council’s Local Strategic Planning Statement provides a record of Council’s current and future work to identify and meet the Communities’ broad housing needs. This document confirms the current housing demand and supply which is informed by detailed population forecasts and the following strategic planning documents:

- Growth Management Strategy 2014 ([link](#)).
- Nowra-Bomaderry Structure Plan 2008 ([link](#)).
- Jervis Bay Settlement Strategy 2003 ([link](#)).
- Sussex Inlet Settlement Strategy 2007 ([link](#)).
- Milton-Ulladulla Structure Plan 1996 ([link](#)).

The growth recommendations provided by these documents have been and continue to be implemented through adjustments of planning rules such as rezoning new urban areas.

This work will facilitate the delivery of approximately 12,700 of the 14,600 new homes required by 2041. Council is also preparing a new land use planning scheme for Shoalhaven to respond more broadly to the scale and scope of change experienced across Shoalhaven in recent years, legacy planning matters, and current and emerging land use planning challenges including the housing targets recently issued by the NSW Government (for 4,900 new homes by 2029).

The new Scheme will include the development of a suite of contemporary land use plans and strategies, including a City-wide Housing Strategy. Current work on the new Scheme includes the draft Strategy and settling Strategic Growth Principles to guide future work.

#### *Delivering Affordable Housing*

The draft Strategy identifies several actions for Council to contribute directly to the delivery of affordable housing. These include the preparation of an affordable housing contributions scheme (raising funds for the delivery of affordable housing), using Council's land (to deliver affordable housing), and partnerships with Community Housing Providers, developers, and other government agencies.

Other actions are indirect and will influence or facilitate work to increase the supply of affordable housing. These include new development controls for manufactured home estates, increased density in suitable locations, and advocacy activity.

Homes NSW offer to assist Council to implement the final Strategy is appreciated. Council has an existing collaboration agreement with the NSW Land and Housing Corporation (now Homes NSW). This Agreement was executed in May 2023 and has a 3-year review period. The review of the Agreement provides opportunities to increase the role of Homes NSW in the implementation of the final Strategy.

#### *Monitoring, Review, and Annual Reporting*

The draft Strategy sets a monitoring and review framework, including an annual reporting process on the progress of each of the actions. This annual report will be published. Key to the framework are the identified monitoring indicators which include measures such as the number of affordable homes delivered, number of affordable sales or rentals, and median weekly rental and sale prices. There is opportunity to expand the reporting actions for the framework to include presentations and collaboration with stakeholders. The framework is also a consideration when prioritising and resourcing work to implement the Strategy.

Contemporary and accurate data will inform advocacy and education activities, formulation of planning policy, and monitoring the effectiveness of actions set by the Strategy. Some information is immediately available through the suite of demographic information Council already shares online. This includes population forecasts ([link](#)) and a

housing monitor ([link](#)). There are opportunities for the Federal and State Government to build and share a database identifying the number and ownership and management arrangements for social and affordable housing.

#### *Community Consultation*

Several of the draft actions include further community consultation activities. Council undertakes a range of consultation and engagement activities for its work, which are governed by its Community Engagement Policy and Community Participation Plan. These measures ensure broad community and stakeholder engagement on Council's work. Further information on Council's community engagement framework and activities is available on Council's website ([link](#)).

#### *Implementing the 2017 Strategy*

Council adopted the current Affordable Housing Strategy in 2017, setting a range of policy directions to facilitate the delivery of affordable rental housing and improve the affordability of housing more generally. The Strategy was designed to be implemented over 10-years, setting actions with short timeframes (0-3 years), medium timeframes (3-5 years), and long-term timeframes (5-10 years).

Initial work addressed the supply of affordable rental housing with the development of surplus or underutilised Council land in partnership with a community housing provider. Longer-term actions focus on opportunities presented by land use planning activity.

A summary of the implementation of the current strategy is attached. Most of the short-term actions have been implemented and work continues on the medium-term actions. Work on the long-term actions needs to be programmed. The need to balance work on implementing the Strategy and a range of competing priorities has unfortunately delayed work on some of the actions. Most of these have been carried over into the draft Strategy where relevant.

The current Strategy has reached its recommended 5-year review period which coincided with a NSW Government Grant funding initiative known as the *Regional Housing Strategic Planning Fund*. Council took the opportunity and applied for funds to prepare the updated Strategy and several pieces of associated research.

#### *Recommended Response*

2. Include an additional advocacy action calling for the Federal and NSW Governments to publish their data for social and affordable housing.
3. Expand the proposed monitoring and review framework to measure the effectiveness of implementing the Strategy to include consideration of an annual presentation to stakeholders such as industry bodies and community housing providers.

## E. Affordable Housing Targets

*Total Submissions: 1*

### Feedback

*Community feedback*

Nil

### *Industry Feedback*

The Housing Trust suggests setting targets to provide a goal for Council to work towards and allow for more effective monitoring of the effectiveness of work to implement the strategy.

*“Setting clear, measurable affordable rental housing targets provide a concrete goal for Council to work towards and allow for more effective monitoring of progress.”*

### Consideration of Feedback

The draft Strategy identifies the need for affordable housing in Shoalhaven in 2021 (the date of the last census) at about 3,300. However, population growth and rising rental and purchase prices has likely made this shortage worse. The provision of Affordable Rental Housing (housing available to rent and managed by Community Housing Providers) is part of the solution to providing affordable housing. The draft Strategy includes other measures to help improve the affordability of housing more generally.

The draft Strategy outlines the dynamic environment of delivering any form of affordable housing and the challenges it presents. This includes the planning framework, the number of stakeholders, and the number of systems influencing housing affordability. These include, for example, planning incentives, construction costs, land availability, finance considerations etc. Targets are useful to measure progress towards a goal and to reflect on and adjust work to attempt to meet that goal. However, the more complex a system is the less useful targets become. Until work is underway to implement the Strategy, it's unclear how effective any measures to improve housing affordability are.

The draft Strategy sets a monitoring and review framework, including an annual reporting process on the progress of actions. This framework will identify the amount of affordable housing delivered and the impact of the work on improving housing affordability.

### Recommended Response

Nil

## F. Incentives and Barriers to Providing Affordable Housing

Total submissions: 2

### Feedback

#### Agency Feedback

Homes NSW made several recommendations to incentivise supply of affordable housing:

- Exempt social and affordable housing from local infrastructure development contributions because affordable housing is a type of social infrastructure.
- Remove minimum parking requirements for affordable housing located within 800m of public transport.
- Consider and advocate for inclusionary zoning that mandates a proportion of all new residential development to provide affordable housing dwellings.
- Support diverse housing outcomes by permitting residential flat buildings in all residential zones and control development outcomes with development controls such as height of buildings, floor space ratios, and building setbacks.

Safe Waters Community Care highlighted challenges to providing crisis accommodation, noting they operate differently to group homes and other forms of residential accommodation and fall through the gaps when seeking development consent. The submission calls for flexibility in the current framework to provide for exemptions for crisis accommodation and allow for extenuating circumstances (such as during natural disasters).

*"[...] build in flexibility - because humans and life are complex and there is no 'one-size fits all' model - this would make things more manageable on the ground and for applying for DA's, tiny homes, approvals etc."*

#### Industry Feedback

A licensed builder identified the numerous challenges associated with the release of new urban areas or land for affordable housing, noting the cost of providing necessary infrastructure. The submission also identified a skills shortage in the construction industry, and Council's planning requirements as potential barriers.

The submission identified potential solutions such as tax adjustments to subsidise land release and provide infrastructure, increasing opportunities for landowners to deliver smaller types of homes, Council-led delivery, and less restrictive planning controls.

## Consideration of Feedback

### *Overcoming Barriers*

The draft Strategy and supporting research attempt to identify the barriers to providing affordable housing, including those mentioned in the submission, and solutions to address them. The draft Strategy sets a range of actions for Council to:

- Directly deliver affordable housing potentially using its land,
- Levy development to provide or pay for affordable housing,
- Influence others to provide affordable housing,
- Adjust planning controls to allow more diverse and affordable homes, and
- Provide dwelling assessment support.

### *Planning Controls*

The draft Strategy focuses on actions to increase the supply of affordable housing and improve the affordability of housing more generally. It does not address other parts of the housing spectrum such as homelessness or crisis accommodation.

Council is limited to the defined land uses provided in the NSW Government's template for local environmental plans. It also has no ability to add land use definitions (for crisis shelters). Given the broad scope and flexibility of the current definition of *transitional group home*, this land use is considered to cover or include crisis shelters.

Suggested incentives are outside the scope of the Draft Strategy but there are opportunities to consider them during Council's preparation of the new Land Use Planning Scheme, which includes a review of the Local Infrastructure Contributions framework and the preparation of a City-wide Housing Strategy.

### *Tax Regulation*

The Federal and State Governments are responsible for tax regulation. However, Council seeks to capture the value uplift of residential rezonings to deliver infrastructure to enable development and support future communities. This is achieved through local infrastructure contributions which levy development to provide infrastructure. Council also accesses Government funding to provide infrastructure.

## Recommended Response

Nil

## G. Location and Diversity of Affordable Homes

Total submissions: 6

### Feedback

#### Community Feedback

Three submissions supported increases in dwelling diversity, including smaller homes, in suitable locations, including medium- and high-density development outcomes such as townhouses and residential flat buildings.

*"[...] Council should be looking at building apartment blocks for single dwellers. Not houses that people can't afford the rents for. There are blocks of land that could house many rather than 2 families."*

One submission raised concerns about the use of higher-density dwelling types to provide affordable housing in areas where community values, or other values such as heritage and local character, are sensitive to change.

*"Affordable housing, particularly higher density housing, is not appropriate for all areas [...]. Living next to high or even medium density housing is not appropriate [...] even if it only impacts on those living adjacent."*

One submission expanded on these concerns by stressing the importance of balancing increasing the supply of affordable housing with potential social and environmental impacts. This submission identifies considerations such as the loss of private open space, reduced vegetation, increased urban heat, and decreased water quality.

*"This document is heavily polarised toward development and should provide a more balanced view of ALL factors. [...]. Concerns around social and environmental impact are genuine and real [...]."*

#### Industry Feedback

Shelter NSW recommends reviewing the viability of certain land use zones to further the objectives of infill and mixed-use development and to cluster new dwellings in greenfield areas to limit bushfire risk and mitigation activities.

### Consideration of Feedback

#### Dwelling Location

The planning and policy framework for affordable housing permits the construction of various types of affordable housing on land zoned low, medium, and high-density residential development as well as most town and village centre locations. Most locations in Shoalhaven have a need for affordable housing but their role in providing such housing

may be curtailed due to the services and infrastructure they currently provide or because of environmental constraints such as flooding and bushfire.

In areas with community values or other values sensitive to change such as heritage items and places, the type and design of affordable housing is increasingly important. Affordable housing does not necessarily need to take the form of medium- or high-density dwelling types. Proposals for affordable housing in sensitive locations are managed through the development assessment process. This process requires consideration of the compatibility of a development with the character of the local area.

Council is working to improve the consideration of local character in the preparation and assessment of development applications. Council is proposing new objectives to assist with this in the City-wide Local Environmental Plan and has adopted the Shoalhaven Character Assessment Report. This document identifies the character of an area and the need to maintain, protect, or enhance it as development and other planning work occurs. A copy of the Shoalhaven Character Assessment Report is available online ([link](#)). Further information about Council's work on local character is available on Council's website ([link](#)).

#### *Dwelling Diversity*

Increasing the diversity of dwellings in Shoalhaven may help improve housing affordability by providing a range of homes to meet the communities' housing needs. An increase in the supply of well designed, compact, and easily maintained homes could help return larger homes to the market. These homes in turn meet the needs of other households, effectively increasing the supply of suitable homes and potentially lowering the price of housing.

Strategic land use planning documents such as *Local Housing Strategies* and *Affordable Housing Strategies* identify opportunities and work to increase dwelling diversity. Several actions in the draft Strategy seek to facilitate an increase in dwelling diversity through increasing residential densities and pilot projects demonstrating exemplary housing types.

Importantly, these actions specify that any future adjustment of planning controls to increase densities should be informed and tested through extensive strategic planning processes, including community consultation.

#### **Recommended Response**

Nil.

## H. Design of Affordable Housing including Sustainable Initiatives

Total submissions: 6

### Feedback

#### Community Feedback

Five submissions suggested measures to improve the design of affordable housing to:

- Ensure it respects community values about local or neighbourhood character,
- Includes features which meet the needs and improve the amenity of residents.
- Is resilient to extreme weather events, and
- Is appropriately maintained.

*“Affordable housing needs to definitely be in keeping with Shoalhaven’s values.”*

*“We need smaller homes with greater capacity to withstand the increase in extreme weather events.”*

*“It’s really important to make sure affordable housing is affordable to live in, e.g., well insulated, not at risk of damp, access to solar energy [...].”*

*“The lower floors aimed at those requiring easy access. Balcony sliding privacy screens to control light and privacy (washing) and make balconies more user friendly.”*

*“Serious consideration must [...] be given to the ongoing maintenance of affordable housing so that they do not become the slums of the future!”*

One of the submissions recognised the delivery of affordable housing will involve compromises such as the size of new homes. One submission highlighted the need for sustainable initiatives such as space to grow food.

### Consideration of Feedback

In December 2023, the NSW Government implemented reforms to enable state housing agencies to deliver projects more efficiently and encourage developers to deliver affordable housing. These reforms included accelerated approval pathways and incentives such as height of building and floor space bonuses.

The NSW Government’s associated planning and policy framework sets development standards for landscaping, the size of internal areas, solar access, and car parking. The framework also includes design requirements requiring consideration of the compatibility of a development with the character of the local area. This framework limits the

opportunities or effectiveness of Council developed controls. More information on the NSW Government's framework is available online ([link](#)).

Council is working to improve the consideration of local character in the preparation and assessment of development applications. Council is proposing new objectives to assist with this in the Shoalhaven LEP 2014 and has adopted the Shoalhaven Character Assessment Report. This document identifies the character of an area and the need to maintain, protect, or enhance it as development and other planning work occurs.

*Action 2.3 Consider targeted bonuses in planning controls to encourage the supply of affordable or higher density housing* in the draft Strategy provides opportunities to prepare development controls which either supplement the bonuses for good design or support the bonuses by raising the standard of development and design outcomes. The implementation of this action will be informed by the review of current planning and development controls and best practice examples.

Most affordable rental housing is owned and managed by community housing providers. These are generally not-for-profit organisations that manage the properties they own.

More broadly, Council's future preparation and implementation of a Local Housing Strategy will identify a range of opportunities to improve the resilience of new homes to extreme weather events.

#### *Sustainability Initiatives*

The draft Strategy focuses on increasing the supply of affordable housing. Opportunities to improve the design of new affordable housing, including the provision of communal or private open space are limited (see Part G Design of Affordable Housing of this document). Community-led initiatives for food production and food security are outside the scope of the draft Strategy.

#### **Recommended Response**

4. Adjust Action 2.3 (Consider targeted bonuses in planning controls to encourage the supply of affordable or higher density housing) to include the preparation of development controls which support and supplement the targeted height of building and floor space bonuses.

## I. Tiny Homes

Total submissions: 3

### Feedback

#### Community Feedback

One submission called for variety in small home innovation including house boats, tiny homes, and conversions such as buses and caravans.

*"[Allow] variety in small home innovation including house boats, tiny homes, and conversions such as buses and caravans."*

One submission identified several councils in New South Wales have approved the use of Tiny Homes and caravans for long term rental accommodation to ease the cost of living and address the rental availability and affordability situation.

*"I have just been reading about a number of NSW councils that have approved the use of tiny homes/caravans for long term rentals to ease the cost of living and rental crisis. Is this something you would consider please?"*

#### Agency Feedback

Homes NSW provided examples of successful tiny homes projects.

### Consideration of Feedback

The current legislative and regulatory framework for Tiny Homes is primarily controlled by the NSW Government. The NSW Government is working to improve this framework through a comprehensive review of the planning and approval processes for caravan parks, camping grounds, manufactured home estates, and moveable dwellings. This is occurring in two stages and aims to:

- Simplify and streamline the planning and approval process.
- Balance short-term tourist accommodation needs and long-term residents' needs.
- Improve the design, location, and amenity of future developments.

The NSW Government exhibited proposals for Stage 1 of the review focusing on updated standards for flooding and fire safety from November 2023 to January 2024. The NSW Government is now considering the feedback it received in response to its exhibition. Stage 2 of the review, due to be exhibited later this year, will deal with the broader issues of definitions and permissibility, and ensure that the planning system isn't a barrier to use of manufactured homes outside parks and estates.

Further information on the NSW Government's review is available online ([link](#)).

*Action 1.6 Continue advocacy to the NSW Government around Tiny Homes and their potential in Shoalhaven* of the draft Strategy requires Council to advocate for the NSW Government to continue its adjustment of the legislative and regulatory framework to provide certainty for Council, owners, and builders, and ensure Tiny Homes are built to a suitable standard.

*Action 2.7 Facilitate opportunities for homeowners and manufactured home estate operators to deliver tiny homes* of the draft Strategy includes work to create a fact sheet to explain and simplify the regulatory framework for those interested in using or providing a tiny home for long term residential accommodation.

#### Recommended Response

Nil.

## J. Short Term Rental Accommodation

Total submissions: 8

### Feedback

#### Community Feedback

One submission states there is little value in increasing the supply of housing in coastal towns as there is already an abundance of empty homes and any new homes will be purchased by investors and used as short term rental accommodation.

*“No point building affordable housing in a coastal town as there are already plenty of empty homes in the area.”*

Several submissions suggest the need for broader reform to manage short term rental accommodation, including:

- Setting caps the number of properties or how many days they can be used,
- Increasing planning and approval requirements, and
- Introducing incentives for non-residents to transfer dwellings to long term rental accommodation.

*“[...] I would like to suggest that Shoalhaven council put a cap on air B and Bs and holiday homes to rent for holidays and to also make it so a DA has to be applied for when making a home a holiday rental property.”*

*“[Introduce] incentives for non-residents to convert all or part of a home to long v's short term rentals.”*

One submission highlighted the need for more consideration of managing short-term rental accommodation.

*“[...] only a cursory mention of holiday accommodation versus long-term rental accommodation.”*

#### Industry Feedback

Shelter NSW provided a range of recommendations for the better regulation of short term rental accommodation, including additional research, day cap thresholds, and monitoring activity.

A submission from a licenced builder raised concerns with the use of Shoalhaven's stock of dwellings for short term rental accommodation, including impacts on housing affordability, amenity, and community cohesion.

*“State and Local governments need to have and use the power to restrict how and where temporary accommodation is allowed to be operated. [...]”*

### Consideration of Feedback

On the night of the 2021 Census, 12,730 of the 58,694 dwellings in Shoalhaven were recorded as unoccupied. This represents nearly 22% of all homes. There are currently about 4,000 short-term rentals operating in Shoalhaven or 7% of all homes. This suggests there are multiple reasons for the unoccupied dwellings including short-term rentals, holiday homes, and vacant properties.

The current planning policy and regulatory framework for short term rental accommodation is primarily controlled by the NSW Government. This framework permits, without the need for Council approval, the use of existing dwellings as short term rental accommodation year round.

In early 2024, the NSW Government sought feedback on this framework and options to encourage the supply of long term rental accommodation. Council provided feedback to the NSW Government covering the many challenges and opportunities for managing short term rental accommodation and increasing the supply of long term rental accommodation. This included potential measures to manage short -term rental accommodation, incentives to encourage the conversion of properties to long-term rental accommodation, and revenue raising opportunities.

The NSW Government is now considering all submissions and investigating potential policy changes. Council needs to wait for the completion of the review to identify and implement potential changes or incentives to encourage the conversion of properties to long-term rental accommodation. Further information on the NSW Government's policy and regulatory framework is available online ([link](#)).

Towards the end of 2022, Council ran a campaign to reach non-resident ratepayers and short term rental accommodation owners urging them to consider renting their dwellings longer term to contribute to the supply of long term rental accommodation. A review of the success of the campaign in March 2023 indicated approximately 20 homes were made available for long term rental accommodation. Opportunities for future campaigns will be based on the outcomes of the NSW Government's review of the short term rental accommodation framework and the options it may identify and enable.

### Recommended Response

Nil.

## K. Social Housing, Homelessness, and Crisis Accommodation

Total submissions: 3

### Feedback

#### Community Feedback

One submission stressed the importance of addressing the entire housing spectrum to ensure all the communities' housing needs are met.

*"Responsive and creative provision for diverse housing meeting needs of lower income households and those already homeless or at risk. There is also the large group of totally homeless people who need any housing, suitable housing, affordable housing."*

#### Industry Feedback

Shelter NSW recommends Council:

- Advocate with the NSW Government on a range of affordable and social housing matters including its delivery of new homes, targets, the number of homes made available to Aboriginal communities, and the provision of homes when developing government-owned land.
- Ensure future agreements with Homes NSW include an evidence base for development and zoning proposals, robust, clear and identifiable targets, and design standards for new homes.
- New Social Housing occur in well-located, mixed use, infill neighbourhoods.

*"Ensure new Social Housing acquisition/construction predominantly occurs in well-located, mixed use, infill neighbourhoods rather than in greenfield sprawl estates."*

The Community Industry Group seeks the inclusion of an overview of how the Strategy complements broader efforts to provide social housing and prevent homelessness. It identified opportunities to integrate social housing initiatives and coordinate work with government agencies and community organisations.

### Consideration of Feedback

The Federal and State Governments hold the primary role of funding and providing social housing and services to assist people who are homeless or at risk of homelessness. Council is not a housing provider and is not funded to directly deliver or fund housing or homelessness services. Council helps address homelessness by assisting and complementing the work of other tiers of government and the community sector, who are the primary facilitators of solutions to homelessness and crisis accommodation.

Council is working in partnership with government agencies, community organisations, and members of the community to help more people doing it tough access the support they need. This includes Council's Homelessness Advisory Committee, Community-led Plan for Homelessness, the Mayoral Relief Appeal, Thrive Together Donation Drive and Fair, and the Mayor's Giving Box.

Council advocates on a range of social housing and homelessness related matters. This activity occurs and can continue outside the scope of the draft Strategy. This activity will be informed by Council's or the publicly available evidence base and reflect elected Council's considered policy position, which may not necessarily align with those of other organisations.

Council has also entered into a Collaboration Agreement with the NSW Land and Housing Corporation (now Homes NSW). This agreement details how Council and the Corporation will work together to identify and deliver key priorities to ensure those in need have a safe, accessible, and affordable place to live. Future reviews of this Agreement provide opportunities to identify additional roles, responsibilities, and desired outcomes.

Council also led the preparation of a Community Led Plan for Homelessness. This Plan sets out focus areas, actions, desired outcomes, and resources identified through the collaborative efforts of the homelessness sector. The Plan helps direct community efforts to identified areas of concern in much need of support. The four focusses of the Plan are early intervention and collaborative support, community awareness and education, advocacy and lobbying, housing and accommodation.

More information on Council's work is available online ([link](#)).

#### Recommended Response

Nil.

## L. Advocacy Activities

Total submissions: 4

### Feedback

#### Community Feedback

One submission refers to the NSW State Strategic Plan for Crown Land - Crown Land 2031 ([link](#)) and the opportunities to use Crown Land to provide affordable housing. It identifies potential development and ownership outcomes for specific land in Sussex Inlet.

*"[...] I encourage Council to investigate the potential of having the Crown open up a parcel of land adjacent to Government Road and Thomson Street, Sussex Inlet for future low-cost housing."*

Another submission identifies the necessity for significant infrastructure projects which will employ significant numbers of essential or key workers when complete, to deliver residential accommodation.

*"Large health care developments such as hospitals and nursing homes should also [...] build simple one-bedroom units or studios in which to house some employees [...]."*

#### Industry Feedback

Shelter NSW asks Council to advocate with the NSW Government for it to:

- Amend its policy for affordable housing to ensure it is provided in perpetuity.
- Provide affordable rental housing when it renews public housing estates and develops public land for residential purposes.
- Amend its planning policy to reduce net-losses of low-rental dwellings and tempering gentrification effects (low-income renter displacement).

The Community Industry Group welcomes the inclusion of advocacy efforts aimed at influencing Federal and State Government policies.

### Consideration of Feedback

#### Permanence of Affordable Rental Housing

Council has a long-held advocacy position that affordable rental housing should be affordable in perpetuity. This position needs to be confirmed in future advocacy efforts.

#### Using Government-owned Land

The draft Strategy includes *Action 1.7 Advocate for "meanwhile uses" on Federal and State Government land*. This Action recognises there is land which is undeveloped and/or

held for long-term purposes and confirms Council's advocacy with Governments to allow "meanwhile uses" on well-located sites to deliver affordable or low-cost market housing.

Potential opportunities for permanent or "meanwhile use" of Government land will be examined during advocacy activity and the preparation of the Local Housing Strategy.

The NSW Government is conducting an audit of its land to identify surplus sites suitable for social, affordable, or market housing. It has identified an initial 44 sites not being used by government that are suitable for housing (but has not yet published a list of locations or potential outcome). The Government is proposing to make these sites available for housing with Homes NSW and Landcom, the government's developers, to have first choice of sites for the delivery of social, affordable, essential worker, and market housing.

#### *Homes for Essential Workers*

Council has a long-held advocacy position that major infrastructure projects need to include sufficient levels of suitable residential accommodation. This includes:

- Temporary accommodation to support construction and avoid temporary demand, shortages and price fluctuations in the local housing market, and
- Permanent dwellings for the key or essential workers likely to be employed upon completion of new infrastructure, such as regional hospitals.

This position will be confirmed and pursued in future advocacy efforts.

There is a new and immediate opportunity to continue this advocacy work. The NSW Government has organised a Legislative Assembly Select Committee Inquiry on Essential Worker Housing. The Inquiry focuses on establishing a definition of essential worker housing for the NSW Government and identifying options to increase housing supply for essential workers. More information is available on the NSW Government's website ([link](#)).

Council is supporting Business Illawarra's work identifying advocacy options and related activity to improve housing solutions and availability for key and essential workers in the region. Business Illawarra is the region's peak business organisation focussed on economic development in the region. More information about this group and its advocacy efforts are available online ([link](#)).

#### **Recommended Response**

5. Include an additional advocacy action focussed on the delivery of temporary and permanent residential accommodation as part of and supporting significant infrastructure projects, to provide affordable housing for essential workers, and avoid impacts on local housing availability.

## M. Format of the Draft Affordable Housing Strategy

*Total submissions: 5*

### Feedback

#### *Community Feedback*

Two submissions were critical of the document's style, format and ease of access, while a third submission suggested a list of adjustments.

*"A typical bureaucratic expensive word fest instead of action"*

#### *Agency Feedback*

Homes NSW suggested several changes to the document to rectify inconsistencies and/or provide clarification on definitions and the roles and responsibilities of social and affordable housing providers, including:

- Correcting the definition of social housing.
- Amending Figure 1 (Affordable Housing Continuum) to include NSW Homes as a contributor of both social housing and affordable housing.
- Highlighting social housing as a type of affordable rental housing that meets the needs of households with very low to low incomes.

#### *Industry Feedback*

The Housing Trust suggests using the term **"Affordable Rental Housing"** rather than "Affordable Housing to reduce confusion over often-interchangeable terms or principles.

Shelter NSW recommends adopting the legislated definition of Affordable Housing into the Strategy and future Affordable Housing Contribution Schemes.

### Consideration of Feedback

The draft Strategy provides an executive summary explaining why the Strategy was prepared, the contemporary need for affordable housing in Shoalhaven, and potential work Council can undertake. An explanatory statement and a series of frequently asked questions and answers were provided to support the public exhibition. There are opportunities to improve the format and presentation of the document and communication of key messages and work from the Strategy to help communities better understand and engage with Council's work.

The State Government's current planning framework refers to "affordable housing" and does not formally define "affordable rental housing". The draft Strategy is consistent with

this definition. Nevertheless, affordable rental housing contributes to affordable housing supply. There is an opportunity to expand the glossary in the draft Strategy with this term.

#### Recommended Response

6. Include and define the term Affordable Rental Housing in the glossary of the final Strategy and provide clarification on the definition of social housing and its role in the housing continuum.
7. Adjust the draft Affordable Housing Strategy to ensure consistent, legible font sizes and formatting conventions, and clarify Figures and Tables.
8. Publish a plain English “fact sheet” summarising the challenges, opportunities and key actions to address housing affordability in Shoalhaven to support the final Strategy.

### 3. Feedback on Actions

Action 1.1 – Complete a desktop audit of Council-owned land to identify opportunities for future affordable housing utilisation.

*Total submissions: 4*

#### Feedback

##### *Agency Feedback*

Homes NSW agree with this action.

##### *Industry Feedback*

Southern Cross Housing supports this action and encourages Council to categorise any identified land in order of ease to develop. The audit should include information on land classification, planning controls, contamination, constraints, community values etc.

*“We strongly encourage Council to continue to make suitable land available for much needed additional affordable housing, partnering with a community housing provider.”*

Shelter NSW asks Council to halt any further sales of Council-owned land until this audit is complete, protect opportunities to provide affordable housing outcomes, and work with industry leaders to determine site suitability. It also identifies research findings which may help maximise the use of Council-owned land to provide affordable housing.

The Property Council of Australia supports this action.

*“We support this action and encourage Council to explore any opportunity for future affordable housing on Council owned land.”*

#### Consideration of Feedback

The proposed audit will include comprehensive information on site attributes. There is an opportunity to work with industry to prepare criteria to inform the audit. Council's Property Sales Program balances several competing aims, including maximising financial returns.

#### Recommended Response

9. Adjust the principal delivery task for Action 1.1 (Complete a desktop audit of Council-owned land to identify opportunities for future affordable housing utilisation) to confirm consultation will occur with community housing providers to identify criteria to inform suitable site selection.

## Action 1.2 – Implement an affordable housing contributions scheme.

Total submissions: 7

### Feedback

#### Community Feedback

One submission opposed a contribution scheme, stating it would be unequitable.

*“[It] would just be a lottery helping out a select few to win a cheap house and unfair to make others pay for it by leveraging the developer.”*

#### Agency Feedback

Homes NSW agree with this action and advocates for Council to transfer ownership of any affordable housing generated through planning mechanisms to a registered not-for-profit community housing provider. It also referenced a report detailing potential partnership models for providing affordable housing.

#### Industry Feedback

Southern Cross Housing supports an affordable housing contribution scheme and requests a transparent process in allocating, donating, or investing to housing providers.

Shelter NSW recommends bringing forward the implementation of the proposed contribution scheme, examining opportunities to also levy commercial and industrial development, and refer to the recommendations of related research.

The Property Council of Australia raises concerns about the impacts of the levy on development feasibility and subsequently dwelling supply. It also states funds for delivering affordable housing should not be carried exclusively by new communities but rather be shared equitably across communities. It asks for further feasibility testing.

*“We recommend that Council discuss this further with industry and test the feasibility of projects through case studies before implementing this kind of initiative.”*

The Urban Development Institute of Australia commends the proposal to prepare a scheme, the consideration of current pressures facing development feasibility, and the understanding of the industry's need for certainty. The Institute requests future consultation on the preparation of the scheme and associated governance framework and states it should apply equitably across private and publicly owned land.

*“[...] an adequate phase in approach allows developers to factor in these Affordable Housing requirements during the land acquisition stage, [...]. The scheme proposed offers a sensible and reasonable expectation of the proportion to be offered.”*

## Consideration of Feedback

### *Development Feasibility*

Contributions schemes of this nature works by capturing some of the value created when land is zoned for development. This value is transferred from the landowner and not developers or new homeowners as the cost of development, including any contributions, reduces the original or residual land value. Developers will purchase land and undertake development only if they can secure a target return or profit and the market sets the price of new homes.

The setting of this action is informed by the *Shoalhaven Affordable Housing Feasibility and Development Contribution Scheme* research paper ([link](#)). This examined the impact and viability of implementing a contribution scheme in Shoalhaven. It assessed numerous, typical sites in both greenfield and infill areas and current market conditions.

The research concluded that the current viability of a contributions scheme is challenged by several matters such as rising construction costs, pre-sale requirements, and interest rate increases. It identified the importance of setting expectations for contributions as market conditions improve. The development industry can then factor the contribution into residual land value calculations, i.e. developers will know the maximum they can pay for a site given costs including contributions, thereby limiting impacts on viability.

The research recommends a cautious framework consisting of a small contribution rate, delayed introduction, incremental increases, and reviews of development feasibility to adjust the rate(s). The research did not test the feasibility of commercial and industrial development. The proposed affordable housing contribution scheme will examine contemporary research, opportunities to levy various types of development, and secure the provision of dwellings, monetary contributions, or dedication of land.

The scheme will be supported with an appropriate governance framework to ensure transparency and manage risk. This framework will examine matters such as how new homes and funds will be collected, managed, and dispersed. The development of the scheme will include further community and industry consultation.

### *Housing Eligibility*

The eligibility requirements to access affordable housing are set by the NSW Government through income tests for very low-, low-, and moderate-income households. Community Housing Providers, not-for-profit organisations, manage affordable housing and the associated application and rental processes.

## Recommended Response

Nil.

### Action 1.3 – Consider planning and development controls to facilitate manufactured home estates closer to urban centres

Total submissions: 4

#### Feedback

##### Agency Feedback

Two submissions were made by Homes NSW, including one from the Department of Communities and Justice.

Homes NSW suggested Council remove the term “estates” from this action to facilitate greater uptake of the installation of manufactured homes on residential land. They also suggested the inclusion of an additional action to consider planning and development controls to facilitate manufactured homes as secondary dwellings under ‘direct government delivery’.

*“[...] the location [of manufactured homes] should not be limited to ‘manufactured home estates’. [...] some residential lots may be underutilised and suitable for a manufactured home as a secondary dwelling.”*

The Department of Communities and Justice raised concerns about the potential amenity impacts of manufactured home estates, and requested clarity on the type of preferred product that Council seeks to promote. Further concerns were raised about the vulnerability of residents of existing manufactured home estates, due to:

- Poor quality housing stock and uncertain tenure,
- Potential risk of homelessness,
- Declining asset value, and
- Poorly located sites in relation to transport and services and exposure to hazards.

##### Industry Feedback

Southern Cross Housing supports this action noting it will enable manufactured homes to be delivered across Shoalhaven. It also stresses:

- Planning controls must be flexible and streamline the approval process,
- When controls are used to deliver affordable housing, they must be managed by a community housing provider, and
- Support services should be provided to support any new estates used for affordable housing.

The Property Council of Australia supports this action.

*“We support this action [...] it is a well-tested and popular form of affordable housing that has been given limited opportunity to be delivered due to zoning restrictions and we encourage Council to explore this initiative further.”*

### Consideration of Feedback

The permissibility of manufactured homes, and the broader application of its definition, is currently subject to review by the NSW Government. This matter is addressed further in the [consideration of feedback on Action 1.6 \(Continue advocacy to the NSW Government around Tiny Homes and their potential in Shoalhaven\)](#).

Action 1.3 (Consider planning and development controls to facilitate manufactured homes closer to urban centres) will involve a future body of work to ensure any such manufactured home estate is of high quality, by investigating and implementing planning controls to identify appropriate and suitable locations, maintain neighbourhood character and amenity, and minimise servicing requirements. This work will provide clarity on the desired planning outcomes for new manufactured home estates.

The current action recognises the opportunity of using manufactured home estates to provide low-cost housing in appropriate sites near urban centres. However, it does not address ownership or management arrangements. The associated delivery task can be expanded to ensure the proposed work considers these matters.

### Recommended Response

10. Adjust the *Principal Delivery Task* for Action 1.3 (Consider planning and development controls to facilitate manufactured home estates closer to urban centres) to include consideration of ownership/management arrangements and the level of support services already available.

## Action 1.4 – Develop strategic principles for affordable housing

Total submissions: 3

### Feedback

#### Agency Feedback

Homes NSW were supportive of the development of strategic principles for affordable housing; however, recommend their inclusion in the Affordable Housing Strategy itself.

*“Strategic principles for affordable housing should be developed to guide [the Affordable Housing Strategy’s] actions, instead of being one of the actions.”*

#### Industry Feedback

Southern Cross Housing and the Property Council of Australia encourage Council to develop the proposed principles in consultation with the community, industry, and community housing providers to ensure they are practical and enable the feasible delivery of affordable housing.

*“We encourage Council to develop these principles in consultation with industry and Community Housing Providers (CHPs) to ensure they are practical and enable the feasible delivery of affordable housing.”*

### Consideration of Feedback

The development of the proposed principles did not form part of the draft Strategy as this future detailed body of work will also include extensive community and stakeholder consultation and testing. Once developed, these principles are intended to be embedded in the Shoalhaven Local Strategic Planning Statement. Their inclusion will then inform the future development of all of Shoalhaven’s strategic land use planning work, and not just be limited to the Affordable Housing Strategy.

### Recommended Response

11. Adjust the *Principal Delivery Task* for Action 1.4 (Develop strategic principles for affordable housing) to clarify that community and industry consultation will also inform the principles.

## Action 1.5 – Create a collaboration agreement with preferred Community Housing Providers

Total submissions: 3

### Feedback

#### Industry Feedback

Southern Cross Housing supports the development and implementation of the proposed agreements noting the opportunities for accelerated delivery of affordable housing. The submission stresses the importance of confirming expectations of parties.

*“Council play a lead role in facilitating relationships between locally based CHP’s and developers early during the planning process.”*

The Community Industry Group encourages Council to expand partnerships beyond community housing providers to include developers, financial institutions, and community organisations. It also asks for roles, responsibilities, and expected outcomes from partnerships to be clearly outlined.

The Property Council of Australia states the settling of collaboration agreements with preferred community housing providers should not present a barrier to new participants in the sector or across the region.

### Consideration of Feedback

The proposed collaboration agreements are not exclusive to existing community housing providers. Other actions secure opportunities for the broader market to collaborate with Council to deliver affordable housing (Actions 2.1 and 3.1). The proposed agreements will address and confirm a range of expectations of signatories. The proposed collaboration agreements will set clear roles, responsibilities, and expected outcomes.

The range of advocacy and education activities identified by the strategy provide opportunities to collaborate with a range of stakeholders.

### Recommended Response

Nil

## Action 1.6 – Continue advocacy to the NSW Government around Tiny Homes and their potential in Shoalhaven

*Total submissions: 5*

### Feedback

#### *Agency Feedback*

Homes NSW support this action; however, recommend adjusting the timing to short-term.

#### *Industry Feedback*

Southern Cross Housing supports this action and offers to collaborate with Council on its advocacy activity.

*“Support in principle, we agree that this is another avenue that should be explored and we are also willing to collaborate with Council and others in this regard.”*

The Property Council of Australia support this action.

*“Support in principle, we agree that this is another avenue that should be explored.”*

The Urban Development Institute of Australia confirmed Tiny Homes are not a defined planning use and addressed the current complexities of the associated planning and regulatory framework, including building standards. The Institute calls for further clarity on the dwelling typology/typologies in Council's future advocacy work.

A planning consultancy identified the complexities of the legislative and regulatory framework for Tiny Homes, including land use definitions, and multiple approval pathways.

*“Continuing to use the term Tiny Homes is creating confusion.”*

### Consideration of Feedback

The *Tiny Homes Research Paper* informing the draft Strategy confirms the term Tiny Homes is a marketing term with no current legal definition and identifies the types of dwellings often considered as or referred to as Tiny Homes. These include *secondary dwellings, moveable dwellings, manufactured homes, and caravans*. The draft Strategy refers to Tiny Homes on multiple occasions, but its glossary does not currently include a description of Tiny Homes.

The draft Strategy identifies the complexity of the legislative and regulatory framework, noting it is primarily controlled by the NSW Government. The NSW Government is working to improve this framework through a comprehensive review of the planning and

approval processes for caravan parks, camping grounds, manufactured home estates, and moveable dwellings. This is occurring in two stages and aims to:

- Simplify and streamline the planning and approval process.
- Balance short-term tourist accommodation needs and long-term residents' needs.
- Improve the design, location, and amenity of future developments.

The NSW Government exhibited proposals for Stage 1 of the review focusing on updated standards for flooding and fire safety from November 2023 to January 2024. The NSW Government is now considering the feedback it received in response to its exhibition. Stage 2 of the review, due to be exhibited later this year, will deal with the broader issues of definitions and permissibility, and ensure that the planning system isn't a barrier to use of manufactured homes outside parks and estates.

*Action 1.6 Continue advocacy to the NSW Government around Tiny Homes and their potential in Shoalhaven* requires Council to advocate for the NSW Government to continue its adjustment of the legislative and regulatory framework to provide certainty for Council, owners, and builders, and ensure Tiny Homes are built to a suitable standard.

#### Recommended Response

12. Add a description of Tiny Homes to the Affordable Housing Strategy Glossary which identifies the current terms and definitions provided by the planning and regulatory framework.
13. In Action 1.6 (Continue advocacy to the NSW Government around Tiny Homes and their potential in Shoalhaven), identify the immediate advocacy opportunity to participate in the NSW Government's comprehensive review of the planning and approval processes for caravan parks, camping grounds, manufactured home estates, and moveable dwellings.

## Action 1.7 – Advocate for meanwhile uses on NSW and Federal Government Land.

*Total submissions: 3*

### Feedback

#### *Agency Feedback*

Homes NSW support this action; however, recommend including ‘appropriateness’ criteria, in addition to ‘well-located’ government land.

*“Some government-owned buildings may not be readily converted to residential use due to BCA and Apartment Design Guide criteria.”*

#### *Industry Feedback*

Southern Cross Housing support this action but stresses the importance of Council assistance.

*“We believe that this is a great strategy for Council to progress and strongly encourage it. However, as a CHP we will also require assistance from Council in manoeuvring through the minefield of “change of use” applications, BCA compliance, fire regulations, etc. that may arise.”*

The Property Council of Australia supports this action.

*“[...] this is a great strategy for Council to progress and should be encouraged.”*

### Consideration of Feedback

The concerns raised by Homes NSW about building appropriateness are noted. The principle delivery task for this action identifies the need for sites to be well-located, and it is appropriate for Action 1.7 to reflect this.

Opportunities for Council to collaborate with and support the work of community housing providers will be captured in the proposed Collaboration Agreements (Action 1.5) and dwelling assessment support (Action 2.6).

### Recommended Response

14. Amend Action 1.7 (Advocate for meanwhile uses on NSW and Federal Government Land) to include a reference to appropriate and well-located land, i.e. *Advocate for meanwhile uses on appropriate and well-located NSW and Federal Government Land.*

## Action 2.1 – Investigate a shared equity or joint venture development model with a community housing provider

*Total submissions: 4*

### Feedback

#### *Agency Feedback*

Homes NSW agree with this action.

#### *Industry Feedback*

Southern Cross Housing supports this action and encourages Council to consider investing in affordable housing projects.

*“We fully support Council exploring shared equity or joint venture developments with CHP’s.”*

Safe Waters Community Care calls for broader partnerships between Council and local service providers. The organisation outlined its experiences working with Council to establish a form of crisis accommodation in Ulladulla, including the level of support provided by Council and perceived barriers to operate the service.

*“Partnerships are essential with local service providers as we are the ones on the ground working with very vulnerable people and understand the direct needs on the day.”*

The Property Council of Australia supports this action.

### Consideration of Feedback

As a development regulatory and compliance authority, Council has a legal obligation to ensure all development is carried out in accordance with relevant legislation, particularly in situations concerning vulnerable people. Council has been working with Safe Waters in recent years to facilitate the lawful operation of two 'transitional group homes' in Ulladulla, including a recent amendment to the City-wide Local Environmental Plan to enable 'transitional group homes' as an additional permitted use on a Council-owned site at 100 St Vincent Street, Ulladulla.

### Recommended Response

Nil.

## Action 2.2 – Investigate “meanwhile uses” on identified Council land

Total submissions: 3

### Feedback

#### Agency Feedback

Homes NSW agree with this action.

#### Industry feedback

Southern Cross Housing support this action but stresses the importance of Council assistance.

*“[...] CHP's will require assistance from Council in manoeuvring through the relevant planning approval process, compliance, bushfire regulations, etc. that could arise.”*

The Property Council of Australia supports this action but advises on careful selection of quality homes.

*“[...] recommend factory built relocatable homes rather than tiny homes as they are a more functional and comfortable form of accommodation.”*

### Consideration of Feedback

Opportunities for Council to collaborate with and support the work of community housing providers will be confirmed in the proposed Collaboration Agreements (Action 1.5) and dwelling assessment support (Action 2.6).

The quality and function of temporary dwellings is an important consideration in meeting the communities housing needs for safe, accessible, and comfortable homes. The principal delivery task associated for this action can be adjusted to ensure this consideration occurs.

### Recommended Response

15. Adjust the *Principal Delivery* Task for Action 2.2 (Investigate “meanwhile uses” on identified Council land) to ensure the quality and function of any temporary dwellings located on a site as a “meanwhile use” meet the communities housing needs for safe, accessible, and comfortable homes.

### Action 2.3 – Consider targeted bonuses in planning controls to encourage the supply of affordable or higher density housing

Total submissions: 6

#### Feedback

##### Community Feedback

A single submission highlighted the challenge and importance of permanently securing affordable rental housing delivered by the market.

*The target of affordable sales houses does not necessarily increase the available housing stock and will most likely not be affordable next sale and will simply be a windfall for the first buyer [...]."*

##### Agency Feedback

Homes NSW support this action; however, recommend outlining the planning pathway for the implementation of targeted bonuses, such as through an Affordable Housing Contributions Scheme.

##### Industry Feedback

Southern Cross Housing supports this action, but stresses community housing providers need to be involved in development proposals from the start to manage expectations, confirm housing requirements, and clarify ownership models.

*"[...] the CHP must be involved at initial design stage so that everyone is clear about how the affordable products will be designed, delivered, owned, and managed."*

The Property Council of Australia supports this action and recommends industry consultation to test feasibility to ensure the bonuses create the intended response.

*"We believe this is a good strategy which should not only improve the industry's ability to deliver affordable housing but will also ensure it's in the best location for future residents."*

The Urban Development Institute of Australia seeks clarification on the proposed consultation and testing of proposed bonuses with the community and industry. The Institute offered to share its insights on current experiences with the similar State Government policy offering bonuses for the provision of affordable housing.

A submission from a planning consultant calls for priority work on the review of planning controls which encourage the supply of affordable and higher density housing.

*“The introduction of targeted density bonuses in return for the direct provision of affordable housing is an important policy lever available to council to utilise the planning system to deliver more affordable housing.”*

## Consideration of Feedback

### *Duration of Affordable Housing*

The NSW Government’s planning and policy framework for the provision for affordable rental housing stipulates that housing delivered as affordable rental housing (and using any incentives relating to affordable rental housing) must be used for such for at least 15 years (and managed by a community housing provider). Where affordable rental housing is delivered directly by a community housing provider, there are significant opportunities for it to be secured for a longer timeframe. There are also tenure and partnership opportunities for Council when making its land available for affordable rental housing.

Council has an existing advocacy position that affordable rental housing should be affordable in perpetuity and this position needs to be confirmed in its advocacy efforts.

### *Planning Controls*

The suggested timeframe for the implementation of this action is medium term or completed within 2-4 years. Council’s proposed work on a City-wide Housing Strategy provides an opportunity to undertake analysis to inform this action. Work will identify potential sites, appropriate development outcomes, and test proposed bonuses through community consultation. The examination of good examples and industry insights are critical to this work. The timing and scope of the City-wide Housing strategy will be settled with Council following the local government elections in September 2024.

Incentives for the delivery of affordable housing already exist. *State Environmental Planning Policy (Housing) 2021* provides building height and floor space bonuses for in-fill affordable housing.

### *Industry Collaboration*

The current framework does not include any requirements or guidance for collaboration between developers and community housing providers. The proposed collaboration agreements with community housing providers (Action 1.5) provides an opportunity to ensure Council directs developers proposing affordable housing developments to consult with community housing providers.

## Recommended Response

16. Include an additional advocacy action in the Strategy to influence the NSW Government to adjust the timeframe requirement for affordable rental housing from 15-years to “in perpetuity”.

## Action 2.4 – Consider adjusting planning controls to increase densities in strategic centres, new release areas, and existing centres

Total submissions: 3

### Feedback

#### Agency Feedback

Homes NSW support this action; however, recommend including a similar action under either 'Direct delivery on government land' or 'A supportive and innovative framework' to facilitate densification of government-owned land.

*"This action [...] does not formally recognise the opportunity to upzone government-owned land [for example] densification of Mandalay Precinct and East Nowra Estate."*

#### Industry Feedback

Southern Cross Housing supports this action.

*"We support this action to increase housing supply, but it may not necessarily lead to more affordable housing options."*

The Property Council of Australia supports this action and recommends industry consultation to test feasibility to ensure the bonuses create the intended response and as broad as possible community consultation.

*We also encourage Council to test this with likely future residents of the planned smaller homes, not just those residents who want to prevent change in their neighbourhood.*

### Consideration of Feedback

Increasing dwelling diversity is essential to meeting the communities' diverse housing needs, providing housing choice, and freeing up homes suited to different households. These are all matters which can influence the affordability of housing.

It is anticipated work will be required to identify the potential controls, appropriate development outcomes, and test proposed bonuses through community consultation. Outcomes of this work will apply to both government- and privately-owned land.

### Recommended Response

Nil.

## Action 2.5 – Investigate the potential for co-living housing near town and village centres

*Total submissions: 3*

### Feedback

#### *Agency Feedback*

Homes NSW agree with this action.

#### *Industry Feedback*

Southern Cross Housing supports this action.

*“We support this action and encourage council to further explore and promote co-living housing near town and village centres.”*

The Property Council of Australia support this action.

*“Support in principle, we believe that this is a good strategy for Council to explore.”*

### Consideration of Feedback

Noted.

### Recommended Response

Nil.

## Action 2.6 – Provide dwelling assessment support to affordable and high-density housing development applications

Total submissions: 5

### Feedback

#### Agency Feedback

Homes NSW support this action; however, recommend adding Homes NSW to the principal delivery task to help reduce potential development risks for Homes NSW and community housing providers.

*“Additional assessment support should be afforded to Homes NSW development applications as well as developers and CHPs.”*

#### Industry Feedback

Southern Cross Housing supports this action but encourages Council to prioritise support for community housing providers.

*“We support this action, but strongly encourage Council to appoint a CHP liaison officer (or similar) who can assist with planning advice prior to any development applications being submitted and help us navigate what can be a complex and costly system.”*

The Property Council of Australia supports this action and recommends its expanded to include education and internal cultural change to give assessment officers the skills and confidence to support and enable new housing developments.

*“[...] we would encourage increased education and internal cultural change to give DA assessment officers the confidence to support and enable new housing developments, particularly those proposals that embrace higher density and smaller dwellings.”*

The Urban Development Institute of Australia recognises Council is resource constrained and reaffirms its encouragement for Council to focus its attention on difficult issues related to development applications and streamlining approval processes. It requests increased priority be applied to the proposed action.

*“We have long encouraged Councils, in their capacity as the assessment authority, to focus their attention on difficult issues related to development applications (DA) while exploring streamlined pathways for “simpler” DAs.”*

A submission from a planning consultant suggests Council needs to be more aware of the holding costs associated with development, how these are impacted by development assessment delays, and then passed onto future buyers. The submission identifies the

need for efficient processes and more development assessment resources to avoid delays which reflect housing availability and affordability.

*“Assessment delays and increasing additional information requests [...] increase time and holding costs which are then passed onto the future buyers.”*

### Consideration of Feedback

Action 2.6 Provide dwelling assessment support to affordable and high-density housing development applications may address some of these concerns. This Action confirms Council will investigate providing additional assessment support to reduce the development risk incurred by Community Housing Providers and developers of affordable and high-density housing. Potential outcomes could include:

- Additional development assessment resources.
- Designating specific staff to assess these types of development applications.
- Providing a list of locations where high-density development is supported by strategic documents.
- Providing high quality, acceptable examples of exemptions to development standards such as building height.

The current timeframe for this action is medium-term, or to be completed within 2-4 years. Subject to resourcing and other work priorities, there are opportunities to prioritise this action.

Greater support for the work of community housing providers will be provided through the proposed Collaboration Agreements (Action 1.5).

Opportunities for additional support for Homes NSW are already available through the existing Collaboration Agreement between Council and the former NSW Land and Housing Corporation (executed May 2023). The State Government has also recently announced several pathways for the delivery of affordable housing, including a comprehensive statewide audit of government land and the introduction of the *Faster Assessment Program for Affordable Housing*.

### Recommended Response

17. Adjust the timeframe for Action 2.6 (Provide dwelling assessment support to affordable and high-density housing development applications) from medium-term (2 to 4 years) to short-term (within 2-years).

## Action 2.7 – Facilitate opportunities for home owners and manufactured home estate operators to deliver tiny homes

Total submissions: 4

### Feedback

#### Agency Feedback

Homes NSW support this action; however, recommend adjusting the timeframe to ‘short-term’, to be delivered in conjunction with their suggested changes to *Action 1.3 Consider planning and development controls to facilitate manufactured home estates closer to urban centres* ([link to relevant section of this document](#)).

#### Industry Feedback

Southern Cross Housing raised concerns with this action, noting an unregulated approval system, lack of standards, and promotion of tiny homes could lead to unauthorised and unhealthy homes.

The Property Council of Australia support this action.

The Urban Development Institute of Australia and a submission from a planning consultant identified the complexities of creating the proposed register of Tiny Homes, noting the moveable nature of caravans, an existing register of approvals for manufactured homes, and existing records of complaints. The submissions also raised the potential resource burden of creating a new register.

*“A mobile tiny home is portable so creating a register of location is redundant. If it’s installed then there are already registers of the approvals. [...] This would be an additional reporting burden with little benefit.”*

### Consideration of Feedback

The current legislative and regulatory framework for Tiny Homes is primarily controlled by the NSW Government. The NSW Government is working to improve this framework through a comprehensive review of the planning and approval processes for caravan parks, camping grounds, manufactured home estates, and moveable dwellings. This is occurring in two stages and aims to:

- Simplify and streamline the planning and approval process.
- Balance short-term tourist accommodation needs and long-term residents’ needs.
- Improve the design, location, and amenity of future developments.

The NSW Government exhibited proposals for Stage 1 of the review focusing on updated standards for flooding and fire safety from November 2023 to January 2024. The NSW Government is now considering the feedback it received in response to its exhibition. Stage 2 of the review, due to be exhibited later this year, will deal with the broader issues of definitions and permissibility, and ensure that the planning system isn't a barrier to use of manufactured homes outside parks and estates.

Further information on the NSW Government's review is available online ([link](#)).

The proposed register is a delivery task identified to support Action 2.7. It's intended to provide a comprehensive record of approval, location, and complaint information of all types of Tiny Homes to monitor the effectiveness of policy decisions and inform future adjustments of policy and advocacy activity.

This Action is a medium-term action (due to be implemented within 2-4 years) after the NSW Government has completed its review of the planning and approvals processes for various types of Tiny Homes. The need for and usefulness of the proposed register can be revisited when Action 2.7 is implemented.

#### Recommended Response

Nil.

## Action 2.8 – Run an education campaign about the benefits of affordable, medium, and high density housing

Total submissions: 6

### Feedback

#### Community Feedback

One submission suggested including contemporary data on housing need and human stories about housing and homelessness in advocacy and education initiatives.

*“Compile for lobbying both reliable current data and human stories of homelessness as well as stories of the “rental stressed” (>30% of household income spent on accommodation).”*

#### Agency Feedback

Homes NSW support this action; however, recommend adjusting the timeframe to ‘short-term’ to support the medium- and long-term actions.

*“Raising community awareness is critical [...] The community education campaign can be an ongoing program aiming to increase community participation in the planning process and to reduce stigma.”*

#### Industry Feedback

The Housing Trust offered to collaborate with Council on initiatives related to this action. The submission identified the importance of education on tenure, diversity, and the perspectives of future residents.

*“While we recognise the importance of education on tenure and density, we emphasise the positive impact of storytelling from the perspective of key workers and those who will live in affordable housing.”*

Southern Cross Housing supports this action but stresses the need for consultation with relevant stakeholders.

The Property Council of Australia support this Strategy and highlighted opportunities to align with the current community education campaign for key worker housing being delivered by the Property Council and Business Illawarra.

The Urban Development Institute of Australia agrees with the potential benefits of this action and identifies opportunities to engage and collaborate with the development industry to deliver a comprehensive educational campaign which reflects market realities.

*“UDIA members would be happy to consider offering sites as case studies, provide informative background into the development process, and share data that would benefit the campaign.”*

### Consideration of Feedback

As noted in the [earlier consideration of community feedback](#) on Issue B: Opposition to Affordable Housing, it is recommended that the timeframe for this action be adjusted from medium-term (2-4 years) to short-term (within 2 years).

Contemporary statistics, real-world experiences and the insights of the development industry will all make a significant contribution to the success of Council’s advocacy and education activities. The Action currently recognises the benefits and opportunities of working with a Community Housing Provider to deliver the education campaign and this can be expanded to include the development industry.

### Recommended Response

18. Update the supporting information for Action 2.8 (Run an education campaign about the benefits of affordable, medium, and high density housing) to confirm contemporary statistics, real-world experiences, case studies and collaboration with the development industry will be used to inform education activities.

### Action 3.1 – Dedicate Council-owned land to innovative affordable housing developments

Total submissions: 4

#### Feedback

##### Agency Feedback

Homes NSW agree with this action and suggest, for consistency, the selection of Council-owned land should be guided by strategic principles for affordable housing.

##### Industry Feedback

Southern Cross Housing does not support this action and promotes itself as the logical partner for any development of Council-owned land.

*“We do not support a costly and time consuming competitive tender process when Southern Cross Housing is clearly the largest and locally committed CHP [...]. We would much rather see the time and money spent on collaborating to deliver great designs and community outcomes.”*

Shelter NSW identifies the opportunities of community land trust models.

The Property Council of Australia supports this action.

#### Consideration of Feedback

This action attempts to diversify potential partners and solutions for the delivery of affordable housing on Council-owned land to ensure alternative, innovative, and effective approaches are considered. This work will need to consider the objectives of Council's Property Sales Program.

Community land trusts have been used in some parts of the world to make housing more affordable. It is a form of shared ownership of a property, where the land component of a residential property is owned by a community based, not-for-profit legal entity and the actual building is owned (or leased long-term) by an individual household. They are an innovative ownership model.

#### Recommended Response

Nil.

### Action 3.2 – Investigate pilot projects of exemplary diverse and affordable housing types to increase market confidence

*Total submissions: 4*

#### Feedback

##### *Agency Feedback*

Homes NSW agree with this action.

*“Given Council currently has a collaboration agreement with Homes NSW, it is recommended that Council consider Homes NSW as a potential partner to deliver pilot projects.”*

##### *Industry Feedback*

Southern Cross Housing supports this action.

*“We support this initiative, learning from exemplary projects elsewhere is valuable.”*

Shelter NSW recommends adding a requirement for a proportion of resultant dwellings to be affordable housing.

The Property Council of Australia supports this action.

*“We support this initiative, learning from exemplary projects elsewhere is valuable for both industry and Council.”*

#### Consideration of Feedback

Noted. Consideration will be given to potential partnership opportunities during the future implementation of this action.

#### Recommended Response

Nil

### Action 3.3 – Introduce guidelines to increase dwelling diversity in greenfield developments

*Total submissions: 4*

#### Feedback

##### *Agency Feedback*

Homes NSW agree with this action.

##### *Industry Feedback*

Southern Cross Housing supports this action and encourages Council to amend planning controls to allow dwelling houses on land zoned MU1 Mixed Use as part of an overall development outcome.

Shelter NSW encourages the use of development controls to achieve this action for new urban release areas.

The Property Council of Australia supports this action and identifies the need for adjustment of planning and development controls to support it. The submission identifies potential examples of small lots 250-400m<sup>2</sup> lots serviced by rear lanes.

#### Consideration of Feedback

The proposed guidelines will be embedded in the Local Strategic Planning Statement to guide future strategic planning work, including the adjustment of planning and development controls for specific greenfield developments.

The confirmed objectives of the MU1 Mixed Use zone are to encourage a diversity of business, retail, office and light industrial land that generate employment opportunities and active street frontages. The MU1 Mixed Use zone has been applied to strategic centres across Shoalhaven to achieve these objectives. The zone already permits a range of dwelling types considered to align with these objectives, including residential flat buildings and shop top housing. Making dwelling houses a permissible land use in isolation potentially encourages standard residential development which will undermine the zone objectives and intended function of the centre.

#### Recommended Response

Nil.

## Appendix 1: Implementation of 2017 Affordable Housing Strategy

### Short-term Actions

The Strategy sets 6 short-term actions proposed to be completed within 0-3 years.

Council completed the first action with its formal adoption of the Strategy.

Two actions recommended the direct provision of land, and the facilitation of social and affordable housing on Council-owned land in partnership with a Community Housing Provider. These are complete, with Council-owned land on Coomea Street, Bomaderry being transferred to Southern Cross Housing to facilitate a 36-unit affordable housing development (which is currently underway).

The remaining three actions require:

- A small lot housing model or demonstration project in a greenfield release area,
- Advocacy on a range of related matters such as temporary housing opportunities, and the adjustment of relevant State land use planning policies, and
- A shared equity purchase model to facilitate the purchase of housing by low-income households.

Continual adjustments of planning and development controls have provided opportunities to deliver smaller lots (300-500m<sup>2</sup>). The controls for contemporary greenfield urban release areas – known as Moss Vale Road South and Moss Vale Road North – allow 300m<sup>2</sup> sized lots in areas with greater amenity or convenience such as close to open space or the planned local shopping centre. The controls also permit a greater diversity of dwellings, including dual occupancies and secondary dwellings. Allowing smaller lots and a greater diversity of dwellings may help provide housing at a lower price point, noting that prices are set by the market. Opportunities to deliver a demonstration project are being investigated.

Council's ongoing and recent advocacy efforts associated with affordable housing have been many and varied and included site-specific and broader opportunities, including:

- Submissions contributing to the adjustment of the NSW Government's land use planning policies, allowing Council to prepare and evaluate an affordable housing development contributions scheme, and increasing the period for new affordable housing developments to remain affordable (from 10 to 15 years).
- A submission on the *NSW Housing Strategy* and *2021-22 Action Plan*.
- Council provided its *Advocacy Projects 2022* document to relevant members of the Federal Government and local election candidates, and subsequently met with them. The document calls for additional funding for social and affordable housing. The document has

been shared with local State Members as well as the relevant Ministers and Shadow Ministers of the Federal Government.

- Submissions to various Federal and State Government Inquiries and Taskforce Investigations, including:
  - NSW Regional Housing Taskforce (awaiting the Government's response to the Taskforce's findings).
  - NSW Inquiry on options to improve the access to existing and alternate accommodation to address the social housing shortage.
  - Federal Inquiry into housing affordability and supply in Australia.
- Membership of the Illawarra-Shoalhaven Affordable Housing Roundtable, established as an outcome of the NSW Government's *Illawarra-Shoalhaven Regional Plan*.
- Continued direct advocacy and collaboration with the NSW Land and Housing Corporation (now Homes NSW), including:
  - The preparation of a Collaboration Agreement setting out roles, responsibilities and expectations of the two organisations,
  - Providing assistance to Landcom's Build-to-Rent trial project in Bomaderry,
  - The renewal of Homes NSW property portfolio,
  - Redevelopment opportunities of the Mandalay Avenue Sub-Precinct in the Nowra Riverfront Leisure and Entertainment Precinct.
  - Broader opportunities for collaboration and partnerships.
- Recommended conversations with Transport for NSW and others within NSW Government about the "meanwhile use" of its vacant site on East Street, Nowra for temporary sheltered accommodation.
- Council is collaborating with Business Illawarra and the Property Council of Australia, on a campaign to increase the supply of affordable housing for critical employees.

### Medium-term Actions

The Strategy sets 13 medium-term actions proposed to be completed in years 3-5.

The action to update development controls guiding medium density development proposals is complete. New controls addressing the design of developments and, floor space requirements were set in the City-wide *Shoalhaven Development Control Plan 2014*. Council recently resolved to review the outcome of changes to the medium density development provisions.

Work is ongoing on five actions recommending:

- Adjusting land use zones and planning controls to provide a supply of developable, residential land within and close to existing centres in the Nowra-Bomaderry, Bay and Basin, and Milton-Ulladulla areas.

- Increasing the supply of greenfield residential land facilitating diverse housing opportunities in new greenfield release areas.
- Supporting development of high-quality new generation boarding houses in appropriate locations.
- Investigating incentives like increased maximum permissible floor space for medium density developments including smaller dwellings (one- and two-bedrooms).
- Increasing the areas and development types able to apply for car parking discount/reductions.

The remaining seven actions suggest Council:

- Facilitate development of a residential caravan park or manufactured home estate on publicly owned land in partnership with a community housing provider.
- Investigate and, if necessary, review the permissible size of secondary dwellings to ensure affordability.
- Examine effective ways to reduce parking requirements for smaller homes, including those close to existing centres and public transport (2 actions).
- Prepare guidelines to support the good design and management of boarding houses.
- Develop guidelines to encourage a higher proportion of permanent sites within caravan parks and manufactured home estates.
- Draft a policy to provide development incentives for the delivery of affordable housing.

### Long-term Actions

The Strategy sets 7 long-term actions proposed to be completed in years 5-10. Work on the following actions is yet to commence:

- Affordable housing on Council land in Ulladulla (similar to Coomea Street, Bomaderry).
- Mandating affordable, adaptable, and low-cost dwelling types, including in new greenfield residential release areas (4 Actions).
- Investigating affordability benchmarks for new residential release areas.
- A large-scale demonstration project.

## Appendix 2 – Defined Residential Land Use Terms

**Residential accommodation** means a building or place used predominantly as a place of residence, and includes any of the following:

- a) attached dwellings,
- b) boarding houses,
- baa) co-living housing,
- c) dual occupancies,
- d) dwelling houses,
- e) group homes,
- f) hostels,
- faa) (Repealed)
- g) multi dwelling housing,
- h) residential flat buildings,
- i) rural workers' dwellings,
- j) secondary dwellings,
- k) semi-detached dwellings,
- l) seniors housing,
- m) shop top housing,

but does not include tourist and visitor accommodation or caravan parks.

**Attached dwelling** means a building containing 3 or more dwellings, where:

- a) each dwelling is attached to another dwelling by a common wall, and
- b) each of the dwellings is on its own lot of land, and
- c) none of the dwellings is located above any part of another dwelling.

**Boarding house** means a building or place:

- a) that provides residents with a principal place of residence for at least 3 months, and
- b) that contains shared facilities, such as a communal living room, bathroom, kitchen or laundry, and
- c) that contains rooms, some or all of which may have private kitchen and bathroom facilities, and

- d) used to provide affordable housing, and
  - e) if not carried out by or on behalf of the Land and Housing Corporation—managed by a registered community housing provider,
- but does not include backpackers' accommodation, co-living housing, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.

**Co-living housing** means a building or place that:

- a) has at least 6 private rooms, some or all of which may have private kitchen and bathroom facilities, and
  - b) provides occupants with a principal place of residence for at least 3 months, and
  - c) has shared facilities, such as a communal living room, bathroom, kitchen or laundry, maintained by a managing agent, who provides management services 24 hours a day,
- but does not include backpackers' accommodation, a boarding house, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.

**dual occupancy** means a dual occupancy (attached) or a dual occupancy (detached).

**Dual occupancy (attached)** means 2 dwellings on one lot of land that are attached to each other, but does not include a secondary dwelling.

**Dual occupancy (detached)** means 2 detached dwellings on one lot of land, but does not include a secondary dwelling.

**Dwelling** means a room or suite of rooms occupied or used or so constructed or adapted as to be capable of being occupied or used as a separate domicile.

**Dwelling house** means a building containing only one dwelling.

**Group home** means a permanent group home or a transitional group home.

**Group home (permanent)** or permanent group home means a dwelling:

- a) that is occupied by persons as a single household with or without paid supervision or care and whether or not those persons are related or payment for board and lodging is required, and
- b) that is used to provide permanent household accommodation for people with a disability or people who are socially disadvantaged,

but does not include development to which State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5 applies.

**Group home (transitional)** or transitional group home means a dwelling:

a) that is occupied by persons as a single household with or without paid supervision or care and whether or not those persons are related or payment for board and lodging is required, and

b) that is used to provide temporary accommodation for the relief or rehabilitation of people with a disability or for drug or alcohol rehabilitation purposes, or that is used to provide half-way accommodation for persons formerly living in institutions or temporary accommodation comprising refuges for men, women or young people,

but does not include development to which State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5 applies.

**Hostel** means premises that are generally staffed by social workers or support providers and at which:

a) residential accommodation is provided in dormitories, or on a single or shared basis, or by a combination of them, and

b) cooking, dining, laundering, cleaning and other facilities are provided on a shared basis.

**Independent living unit** means a dwelling or part of a building, whether or not attached to another dwelling:

a) used to house seniors or people with a disability, and

b) containing private facilities for cooking, sleeping and bathing, and

c) where clothes washing facilities or other facilities for use in connection with the dwelling or part of a building may be provided on a shared basis,

but does not include a hostel.

**Multi dwelling housing** means 3 or more dwellings (whether attached or detached) on one lot of land, each with access at ground level, but does not include a residential flat building.

**Residential care facility** means accommodation for seniors or people with a disability that includes:

a) meals and cleaning services, and

b) personal care or nursing care, or both, and

c) appropriate staffing, furniture, furnishings and equipment for the provision of that accommodation and care,

but does not include a dwelling, hostel, hospital or psychiatric facility.

**Residential flat building** means a building containing 3 or more dwellings, but does not include an attached dwelling, co-living housing or multi dwelling housing.

**Rural worker's dwelling** means a building or place that is additional to a dwelling house on the same lot and that is used predominantly as a place of residence by persons employed, whether on a long-term or short-term basis, for the purpose of agriculture or a rural industry on that land.

**Secondary dwelling** means a self-contained dwelling that:

- a) is established in conjunction with another dwelling (the principal dwelling), and
- b) is on the same lot of land as the principal dwelling, and
- c) is located within, or is attached to, or is separate from, the principal dwelling.

semi-detached dwelling means a dwelling that is on its own lot of land and is attached to only one other dwelling.

**Seniors housing** means a building or place that is:

- a) a residential care facility, or
- b) a hostel within the meaning of State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5, or
- c) a group of independent living units, or
- d) a combination of any of the buildings or places referred to in paragraphs a–c, and that is, or is intended to be, used permanently for—
- e) seniors or people who have a disability, or
- f) people who live in the same household with seniors or people who have a disability, or
- g) staff employed to assist in the administration of the building or place or in the provision of services to persons living in the building or place,

but does not include a hospital.

**Shop top housing** means one or more dwellings located above the ground floor of a building, where at least the ground floor is used for commercial premises or health services facilities.

**Recommended Adjustments to the Draft Affordable Housing Strategy**

1. Adjust the timeframe for Action 2.8 (Run an education campaign about the benefits of affordable and diverse low-cost market housing) from medium-term (2 to 4 years) to short-term (within 2-years).
2. Include an additional advocacy action calling for the Federal and NSW Governments to publish their data for social and affordable housing.
3. Expand the proposed monitoring and review framework to measure the effectiveness of implementing the Strategy to include consideration of an annual presentation to stakeholders such as industry bodies and community housing providers.
4. Adjust Action 2.3 (Consider targeted bonuses in planning controls to encourage the supply of affordable or higher density housing) to include the preparation of development controls which support and supplement the targeted height of building and floor space bonuses.
5. Include an additional advocacy action focussed on the delivery of temporary and permanent residential accommodation as part of and supporting significant infrastructure projects, to provide affordable housing for essential workers, and avoid impacts on local housing availability.
6. Include and define the term Affordable Rental Housing in the glossary of the final Strategy and provide clarification on the definition of social housing and its role in the housing continuum.
7. Adjust the draft Affordable Housing Strategy to ensure consistent, legible font sizes and formatting conventions, and clarify Figures and Tables.
8. Publish a plain English “fact sheet” summarising the challenges, opportunities and key actions to address housing affordability in Shoalhaven to support the final Strategy.
9. Adjust the principal delivery task for Action 1.1 (Complete a desktop audit of Council-owned land to identify opportunities for future affordable housing utilisation) to confirm consultation will occur with community housing providers to identify criteria to inform suitable site selection.
10. Adjust the *Principal Delivery Task* for Action 1.3 (Consider planning and development controls to facilitate manufactured home estates closer to urban centres) to include consideration of ownership/management arrangements and the level of support services already available.

11. Adjust the *Principal Delivery Task* for Action 1.4 (Develop strategic principles for affordable housing) to clarify that community and industry consultation will also inform the principles.
12. Add a description of Tiny Homes to the Affordable Housing Strategy Glossary which identifies the current terms and definitions provided by the planning and regulatory framework.
13. In Action 1.6 (Continue advocacy to the NSW Government around Tiny Homes and their potential in Shoalhaven), identify the immediate advocacy opportunity to participate in the NSW Government's comprehensive review of the planning and approval processes for caravan parks, camping grounds, manufactured home estates, and moveable dwellings.
14. Amend Action 1.7 (Advocate for meanwhile uses on NSW and Federal Government Land) to include a reference to appropriate and well-located land, i.e. *Advocate for meanwhile uses on appropriate and well-located NSW and Federal Government Land*.
15. Adjust the *Principal Delivery Task* for Action 2.2 (Investigate meanwhile uses on identified Council land) to ensure the quality and function of any temporary dwellings located on a site as a "meanwhile use" meet the communities housing needs for safe, accessible, and comfortable homes.
16. Include an additional advocacy action in the Strategy to influence the NSW Government to adjust the timeframe requirement for affordable rental housing from 15-years to "in perpetuity".
17. Adjust the timeframe for Action 2.6 (Provide dwelling assessment support to affordable and high-density housing development applications) from medium-term (2 to 4 years) to short-term (within 2-years).
18. Update the supporting information for Action 2.8 (Run an education campaign about the benefits of affordable, medium, and high density housing) to confirm contemporary statistics, real-world experiences, case studies and collaboration with the development industry will be used to inform education activities.



Address all correspondence to: The Chief Executive Officer,  
PO Box 42, Nowra NSW 2541 Australia  
[shoalhaven.nsw.gov.au/contact](mailto:shoalhaven.nsw.gov.au/contact) | 1300 293 111  
[shoalhaven.nsw.gov.au](http://shoalhaven.nsw.gov.au)     

## NOTICE OF DETERMINATION OF A DEVELOPMENT APPLICATION

|                                      |   |
|--------------------------------------|---|
| Application number                   | DA2024/1564   |
| Applicant                            | ALLEN PRICE AND SCARRATTS PTY LTD                         |
| Description of development           | Torrens Title Subdivision of attached Dual Occupancy      |
| Property                             | 52 Horizon Crescent Vincentia 2540<br>Lot 1414 DP 1231370 |
| Determination                        | Approval  |
| Date of determination                |   |
| Date from which the consent operates |   |
| Date on which the consent lapses     |   |

Under section 4.18(1) of the EP&A Act, notice is given that the above development application has been determined by the granting of consent using the power in section 4.16(1)(a) of the EP&A Act, subject to the conditions specified in this notice.

### Reasons for Grant of Consent

- a) The development proposal, subject to the recommended conditions is consistent with:
  - i) the objects of the Environmental Planning and Assessment Act, 1979.
  - ii) the aims, objectives and provisions of the applicable environmental planning instruments,
  - iii) the aims, objectives and provisions of applicable development control plans
  - iv) the aims, objectives and provisions of relevant Council policies.
- b) The likely impacts of the proposed development are considered acceptable.
- c) The site is suitable for the proposed development.
- d) Any submissions received during the public notification period have been considered and issues and concerns raised by the community in submissions have been addressed in the assessment.
- e) The proposed development does not conflict with the public interest.

### Right of appeal / review of determination

If you are dissatisfied with this determination:

#### Request a review

You may request a review of the consent authority's decision under section 8.3(1) of the EP&A Act. The application must be made to the consent authority within 6 months from the

date that you received the original determination notice provided that an appeal under section 8.7 of the EP&A Act has not been disposed of by the Court.

**Rights to appeal**

You have a right under section 8.7 of the EP&A Act to appeal to the Court within 6 months after the date on which the determination appealed against is notified or registered on the NSW planning portal.

**Dictionary**

The Dictionary at the end of this consent defines words and expressions for the purposes of this consent.

### Terms and Reasons for Conditions

Under section 88(1)(c) of the EP&A Regulation, the consent authority must provide the terms of all conditions and reasons for imposing the conditions other than the conditions prescribed under section 4.17(11) of the EP&A Act. The terms of the conditions and reasons are set out below.

| GENERAL CONDITIONS |   |                                    |                                 |              |  |  |  |  |  |             |                 |            |          |              |              |    |                                    |                                 |            |  |
|--------------------|---|------------------------------------|---------------------------------|--------------|--|--|--|--|--|-------------|-----------------|------------|----------|--------------|--------------|----|------------------------------------|---------------------------------|------------|--|
| CONDITIONS         |   |                                    |                                 |              | REASON   |  |  |  |  |             |                 |            |          |              |              |    |                                    |                                 |            |  |
| 1.                 | <p><b>Approved plans and supporting documentation</b></p> <p>Development must be carried out in accordance with the following approved plans and documents, except where the conditions of this consent expressly require otherwise.</p> <table><tr><th colspan="5">Approved Plans</th></tr><tr><th>Plan Number</th><th>Revision Number</th><th>Plan Title</th><th>Drawn by</th><th>Date of Plan</th></tr><tr><td>Sheet 1 of 1</td><td>P0</td><td>Proposed Torrens Title Subdivision</td><td>Allen price &amp; scarratts pty ltd</td><td>23/04/2024</td></tr></table> <p>In the event of any inconsistency with the approved plans and a condition of this consent, the condition prevails.</p> |                                    |                                 |              | Approved Plans   |  |  |  |  | Plan Number | Revision Number | Plan Title | Drawn by | Date of Plan | Sheet 1 of 1 | P0 | Proposed Torrens Title Subdivision | Allen price & scarratts pty ltd | 23/04/2024 | <p>To ensure compliance with the approved plans and documents.</p> |
| Approved Plans     |   |                                    |                                 |              |  |  |  |  |  |             |                 |            |          |              |              |    |                                    |                                 |            |  |
| Plan Number        | Revision Number   | Plan Title                         | Drawn by                        | Date of Plan |  |  |  |  |  |             |                 |            |          |              |              |    |                                    |                                 |            |  |
| Sheet 1 of 1       | P0  | Proposed Torrens Title Subdivision | Allen price & scarratts pty ltd | 23/04/2024   |  |  |  |  |  |             |                 |            |          |              |              |    |                                    |                                 |            |  |
| 2.                 | <p><b>Existing Infrastructure</b></p> <p>Any required alterations or damage to infrastructure will be at the developer's expense.</p> <p><i>Note: It is recommended prior to the issue of a Construction Certificate, all infrastructure, existing and proposed, is to be shown accurately on construction plans with clearances clearly labelled confirming that the proposed works do not affect any existing infrastructure. This will reduce the potential for unexpected costs and expenses.</i></p>   |                                    |                                 |              | <p>To ensure existing infrastructure is accounted for and any damage to infrastructure is suitably repaired.</p> |  |  |  |  |             |                 |            |          |              |              |    |                                    |                                 |            |  |
| 3.                 | <p><b>Prescribed Conditions</b></p> <p>The development must comply with Part 4, Division 2, Subdivision 1, of the <i>Environmental Planning and Assessment Regulation 2021</i>, as applicable.</p>  |                                    |                                 |              | <p>To ensure compliance with prescribed conditions.</p>  |  |  |  |  |             |                 |            |          |              |              |    |                                    |                                 |            |  |

|  |  |  |
|--|--|--|
| 4.   | <p><b>Shoalhaven Water – Application for Certificate of Compliance</b></p> <p>An application for a Certificate of Compliance must be made with Shoalhaven Water and where required a Water Development Notice is to be obtained.</p> <p>Shoalhaven Water will determine if sewerage and/or water infrastructure and/or easements will be affected by any part of your development including what charges/fees apply. Please visit <a href="https://shoalwater.nsw.gov.au/planning-building/developers-consultants/water-development-notice">https://shoalwater.nsw.gov.au/planning-building/developers-consultants/water-development-notice</a> to make application for a Certificate of Compliance or call (02) 4429 3214 to learn more about applying.</p> <p>Upon the receipt of the application, Shoalhaven Water will assess the development and if required will issue a “Water Development Notice” document detailing all requirements which must be met.</p> <p><i>Note: As water and/or sewerage infrastructure may impact on part/s or all of the development such as building, provision of services, protection of water and/or sewer assets, etc., it is recommended that this application is made as early as possible during the development process.</i></p> | To ensure a Water Development Notice and Certificate of Compliance are obtained. |
| 5.   | <p><b>Shoalhaven Water – Compliance with Conditions</b></p> <p>All conditions listed on the Shoalhaven Water Development Notice at each stage of work must be complied with as relevant to that stage. Written notification must be issued by Shoalhaven Water and evidence provided to the Certifier for each applicable stage.</p>   | To ensure compliance with Shoalhaven Water requirements.                         |
| <b>SUBDIVISION WORK</b>                              |  |  |
| <b>Before the Issue of a Subdivision Certificate</b> |  |  |
| CONDITIONS   |  | REASON   |
| 6.   | <p><b>Compliance with Conditions of Consent – Approved Development</b></p> <p>Before the issue of any Subdivision Certificate, all required conditions of consent for DA19/2149 must be satisfied and an Occupation Certificate issued for the development. Evidence of the Occupation Certificate must be provided to Council.</p>  | To ensure compliance with relevant development consent.                          |

|     |  |  |
|-----|--|--|
| 7.  | <b>Completion of Public Utility Services</b><br>Before the issue of the relevant Occupation Certificate / Subdivision Certificate, confirmation must be obtained from the relevant authority that any adjustment or augmentation of any public utility services including gas, water, sewer, electricity, street lighting and telecommunications, required as a result of the development, have been completed and this confirmation must be provided to the principal certifier.  | To ensure required changes to public utility services are completed, in accordance with the relevant agency requirements, before occupation. |
| 8.  | <b>Shoalhaven Water – Certificate of Compliance</b><br>Before the issue of any Occupation Certificate, a Certificate of Compliance under section 307 of the <i>Water Management Act 2000</i> must be obtained from Shoalhaven Water to verify satisfactory compliance with all conditions for the supply of water and sewerage, as listed on the Water Development Notice.<br><br>If the development is to be completed in approved stages, or application is subsequently made for staging of the development, separate Compliance Certificates must be obtained for each stage of the development. | To ensure compliance with Shoalhaven Water requirements.   |
| 9.  | <b>Subdivision Certificate</b><br>A Subdivision / Strata Certificate must be obtained from Council or an accredited certifier prior to lodgement of the Final Plan of Survey with NSW Land Registry Services.  | To ensure appropriate building and Subdivision Certificates are obtained.  |
| 10. | <b>Subdivision - Schedule of Compliance</b><br>The Subdivision / Strata Certificate must not be issued until all relevant conditions of development consent have been met or other satisfactory arrangements have been made with Council (i.e. a security). A schedule of compliance in table format must be submitted with the application for a Subdivision / Strata Certificate. The schedule must provide evidence of how all relevant conditions of development consent have been fulfilled.  | To ensure conditions of consent have been satisfied or other satisfactory arrangements made.   |
| 11. | <b>Subdivision – Provision of Utility Services</b><br>Before the issue of a Subdivision / Strata Certificate, utility services must be provided in accordance with the following:  | To ensure utilities and services are appropriately provided.   |

|     |  |   |
|-----|--|---|
|     | <p>a) The provision of electricity to service allotments and street lighting in the subdivision must be in accordance with the requirements of Endeavour Energy who are to confirm in writing that conditions of supply have been met.</p> <p>b) The submission of a Telecommunications Infrastructure Provisioning Confirmation from an approved telecommunications carrier to the Certifier or Council (as applicable) confirming that satisfactory arrangements have been made for the provision of telecommunication services to all individual lots.</p> <p>c) A Certificate of Compliance under Section 307 of Division 5 of Part 2 of Chapter 6 of the <i>Water Management Act 2000</i> must be obtained to verify that all necessary requirements for matters relating to water supply and sewerage (where applicable) for the development have been made with Shoalhaven Water. A Certificate of Compliance must be obtained from Shoalhaven Water after satisfactory compliance with all conditions as listed on the Water Development Notice and before the issue of a Subdivision Certificate, as the case may be.</p> <p><i>Note: Relevant details, including monetary contributions (where applicable) under the Water Management Act 2000, are given on the attached Notice issued by Shoalhaven Water. For further information and clarification regarding the above please contact Shoalhaven Water's Development Unit on (02) 4429 3547.</i></p> |   |
| 12. | <p><b>Restrictions - Existing Easements and Restrictions on Use of Land</b></p> <p>Before the issue of the Subdivision / Strata Certificate</p> <p>a) all existing easements must be acknowledged on the final subdivision plan.</p> <p>b) all existing restriction on the use of land must be acknowledged on the final subdivision plan.</p>   | <p>To ensure easements and restrictions are noted on subdivision plans.</p>                         |
| 13. | <p><b>Restrictions – Easements and Restrictions on Use of Land</b></p> <p>An Instrument must be prepared under section 88B of the Conveyancing Act 1919 which will provide for the following Restrictions on the land when the subdivision is registered:</p> <p>a) Easements must be provided where and as required for inter-allotment services, drainage and sewerage.</p>  | <p>To ensure restrictions and easements are registered on the title of the land where required.</p> |

|  |   |  |
|--|---|--|
|  | <ul style="list-style-type: none"> <li>i) a minimum 1m wide easement to drain water must be created over any encroaching drainage pipes.</li> <li>ii) A minimum 1m wide easement for services must be created over any encroaching utility service.</li> </ul> <p>b) where there is a shared access or common driveway, reciprocal rights of carriageway must be provided inclusive of any maintenance responsibilities and financial apportionments, where necessary.</p> <p>c) where there is shared infrastructure, landscaping, structures, and the like, arrangements must be made for access and maintenance.</p> <p>d) Alterations to any stormwater treatment measures/ water sensitive urban design (WSUD) elements, including raingardens are not permitted except without the prior consent in writing of Shoalhaven City Council.</p> <p>The Instrument must contain a provision that it cannot be varied, modified or released without the consent of the relevant parties as appropriate and without the consent of the Shoalhaven City Council.</p> <p>The Instrument must not contain any restriction that prohibits development on the site allowed under the relevant environmental planning instruments.</p> <p>A draft 88B Instrument must be submitted to the Certifier for approval before a Subdivision Certificate is issued.</p> |  |
|--|---|--|

**General advisory notes**

This consent contains the conditions imposed by the consent authority which are to be complied with when carrying out the approved development. However, this consent is not an exhaustive list of all obligations which may relate to the carrying out of the development under the EP&A Act, EP&A Regulation, and other legislation. Some of these additional obligations are set out in the Conditions of development consent: advisory notes. The consent should be read together with the Conditions of development consent: advisory notes to ensure the development is carried out lawfully.

The approved development must be carried out in accordance with the conditions of this consent. It is an offence under the EP&A Act to carry out development that is not in accordance with this consent.

Building work or subdivision work must not be carried out until a Construction Certificate or Subdivision Works Certificate, respectively, has been issued and a principal certifier has been appointed.

A document referred to in this consent is taken to be a reference to the version of that document which applies at the date the consent is issued, unless otherwise stated in the conditions of this consent.

**Dictionary**

The following terms have the following meanings for the purpose of this consent (except where the context clearly indicates otherwise):

**Approved plans and documents** means the plans and documents endorsed by the consent authority, a copy of which is included in this notice of determination.

**AS** means Australian Standard published by Standards Australia International Limited and means the current standard which applies at the time the consent is issued.

**Building work** means any physical activity involved in the erection of a building.

**Certifier** means a council or a person that is registered to carry out certification work under the Building and Development Certifiers Act 2018.

**Construction Certificate** means a certificate to the effect that building work completed in accordance with specified plans and specifications or standards will comply with the requirements of the EP&A Regulation and Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021.

**Council** means Shoalhaven City Council.

**Court** means the NSW Land and Environment Court.

**EPA** means the NSW Environment Protection Authority.

**EP&A Act** means the Environmental Planning and Assessment Act 1979.

**EP&A Regulation** means the Environmental Planning and Assessment Regulation 2021.

**Independent Planning Commission** means Independent Planning Commission of New South Wales constituted by section 2.7 of the EP&A Act.

**Occupation Certificate** means a certificate that authorises the occupation and use of a new building or a change of building use for an existing building in accordance with this consent.

**Principal certifier** means the certifier appointed as the principal certifier for building work or subdivision work under section 6.6(1) or 6.12(1) of the EP&A Act respectively.


**Site work** means any work that is physically carried out on the land to which the development the subject of this development consent is to be carried out, including but not limited to building work, subdivision work, demolition work, clearing of vegetation or remediation work.

**Stormwater drainage system** means all works and facilities relating to:

- the collection of stormwater
- the reuse of stormwater
- the detention of stormwater
- the controlled release of stormwater, and
- connections to easements and public stormwater systems.

**Strata Certificate** means a certificate in the approved form issued under Part 4 of the Strata Schemes Development Act 2015 that authorises the registration of a strata plan, strata plan of subdivision or notice of conversion.

Section 4.15 Assessment Report - DA2024/1564

|   |  |
|---|--|
|  | <b>Section 4.15 Assessment Report</b><br><i>Environmental Planning &amp; Assessment Act 1979</i> |
|---|--|

|  |   |            |                |
|--|---|------------|----------------|
| <b><u>Conflict of interest declaration</u></b>   |   |            |                |
| I have considered the potential for a conflict of interest under the Code of Conduct and to the best of my knowledge no pecuniary and/or significant non-pecuniary conflict of interest exists.  |   |            |                |
| <i>Note: If you determine that a non-pecuniary conflict of interest is less than significant and does not require further action, you must provide a written explanation of why you consider that the conflict does not require further action in the circumstances. This statement should then be countersigned by the Manager.</i> |   |            |                |
| Assessing Officer  | Jitendra Chhetri  | 17/07/2024 |                |
| Peer Review Officer  | Peter Woodworth   | 25/07/2024 |                |
| Affiliations and Pecuniary Interests   | Have any affiliations or pecuniary interests been identified by the Applicant in the Portal lodgement form?<br><br><i>Note: Where a pecuniary interest is identified ensure appropriate actions are taken (e.g. blocking access to TRIM folder for affected staff)</i><br><br><i>Note: For applications lodged by Council staff, Councillors and Council refer to POL22/149. A conflict of interest management statement may be required.</i> |            | No             |
| Councillor Representations   | Councillor  | Date       | TRIM Reference |
| Delegation Level Required  | Elected Council   |            |                |

|                         |  |  |
|-------------------------|--|--|
| Report Recommendation   | Approval   |  |
| Development Description | Subdivision of approved Dual Occupancy   |  |
| Variations Proposed     | <input type="checkbox"/> DCP departure<br><br><input checked="" type="checkbox"/> Clause 4.6 exception |  |
|                         | Clause number  | 4.1  |
|                         | Percentage variation   | Lot 1: 279.1 sqm – a variation of <b>44.18%</b><br>Lot 2: 320.8 sqm – a variation of <b>35.84%</b> |
|                         | Brief justification for the variation  | Subdivision of approved Dual Occupancy (Attached) approved prior to clause 4.1A – amendment no 35. |
|                         | Determination date   |  |
| DA Number               | DA2024/1564  |  |
| PAN                     | PAN-449313   |  |

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|   |  |
|---|--|
| Property Address                            | 52 Horizon Crescent VINCENTIA NSW 2540 - Lot 1414 DP 1231370   |
| Applicant(s)                                | Allen Price & Scarratts Pty Ltd  |
| Owner(s)                                    | Nouhad M Boumelhem, Joseph A Boumelhem, Diana Melhem, Melhem Melhem  |
| Owner's consent provided?                   | Yes  |
| Date Lodged                                 | 11 July 2024   |
| Date of site inspection                     | Not required   |
| Date clock stopped                          | 22/07/2024   |
| Date clock started                          | 22/07/2024   |
| Related Application in NSW Planning Portal? | <input type="checkbox"/> Concurrence and/or external agency referral<br><input type="checkbox"/> Section 68<br><input type="checkbox"/> Section 138<br><input type="checkbox"/> Construction Certificate<br><i>Note: s138 and CC applications will not be incorporated into the Development Consent and will be determined separately.</i> |
| Number of submissions                       | 0 – No notification<br><i>Note: where submissions are received Council must give notice of the determination decision to all submitters.</i>   |

## 1. Detailed Proposal

The proposal includes:

- Torrens Title Subdivision of approved attached Dual Occupancy
  - DA for **Single Storey Attached Dual Occupancy** was approved under **DA19/2149** on 07 September 2020.
  - The application was Lodged 21 Nov 2019 and
  - Clause 4.1A(4) (as it currently is) which allows subdivision of approved under the clause into lots of any size did not exist at the time of lodgement, hence, this clause does not apply to the proposed subdivision.
  - The subdivision is proposed under clause 4.1 of the LEP

Clause 4.1A (As it currently is) **Minimum lot sizes for dual occupancies, manor houses, multi dwelling housing, multi dwelling housing (terraces) and residential flat buildings** – commenced on 21/ 08/2020 – **Amendment no 35 – Sch 1 Clause 3** - Refer [Shoalhaven Local Environmental Plan 2014 \(Amendment No 35\) \(nsw.gov.au\)](https://www.nsw.gov.au/shoalhaven-local-environmental-plan-2014-amendment-no-35)

**Clause 4.1A Prior to the amendment:**

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### 4.1A Exceptions to minimum lot sizes for dual occupancies and multi dwelling housing

- (1) The objective of this clause is to encourage housing diversity without adversely impacting on residential amenity.
- (2) Development consent may be granted to the subdivision of land on which development for the purpose of a dual occupancy has been carried out if the area of each resulting lot will be equal to or greater than—
  - (a) if the land is identified as “Area 1” on the *Lot Size Map*—350 square metres,
  - (b) if the land is identified as “Area 2” on the *Lot Size Map*—400 square metres.
- (3) Subclause (2) does not apply to land to which clause 7.3 or 7.4 applies.
- (4) Development consent may be granted to the subdivision of land in Zone R1 General Residential on which development for the purpose of multi dwelling housing has been carried out if the area of each resulting lot will be equal to or greater than 350 square metres.

cl 4.1A: Am 2016 (S25), Sch 1 [2].

### Clause 4.1A – Current:

#### 4.1A Minimum lot sizes for dual occupancies, manor houses, multi dwelling housing, multi dwelling housing (terraces) and residential flat buildings

- (1) The objectives of this clause are as follows—
  - (a) to achieve planned residential density in certain zones,
  - (b) to ensure that the area and dimensions of a lot are able to accommodate development that is consistent with the objectives and development controls for dual occupancies, manor houses, multi dwelling housing, multi dwelling housing (terraces) and residential flat buildings,
  - (c) to minimise any likely adverse impact of development on the amenity of neighbouring properties.
- (2) Development consent must not be granted to development on a lot in a zone shown in Column 2 of the Table to this subclause for a purpose shown in Column 1 of the Table opposite that zone, unless the area of the lot is equal to or greater than the area specified for that purpose and shown in Column 3 of the Table.

| Column 1                          | Column 2   | Column 3          |
|-----------------------------------|--|-------------------|
| Dual occupancy (attached)         | RUS Village, R1 General Residential and R2 Low Density Residential                   | 500 square metres |
| Dual occupancy (detached)         | RUS Village, R1 General Residential and R2 Low Density Residential                   | 700 square metres |
| Manor houses                      | RUS Village, R1 General Residential and R3 Medium Density Residential                | 900 square metres |
| Multi dwelling housing            | RUS Village, R1 General Residential, R3 Medium Density Residential and MU1 Mixed Use | 900 square metres |
| Multi dwelling housing (terraces) | RUS Village, R1 General Residential, R3 Medium Density Residential and MU1 Mixed Use | 900 square metres |
| Residential flat buildings        | RUS Village, R1 General Residential, R3 Medium Density Residential and MU1 Mixed Use | 900 square metres |

- (3) If a lot is a battle-axe lot or other lot with an access handle, the area of the access handle is not to be included in calculating the lot size.
- (4) Despite any other provision of this Plan, a dual occupancy, manor house, multi dwelling housing or multi dwelling housing (terraces) for which development consent has been granted in accordance with this clause may, with development consent, be subdivided into lots of any size to enable the resulting individual dwellings on those lots to have separate titles.

Although the dual occ (DA19/2149) was approved after this amendment coming into effect, the application was lodged prior to this amendment. However, there is a savings provision - cl 1.8A (2) – hence the amended clause 4.1A did not apply.

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### 1.8A Savings provision relating to development applications

- (1) If a development application has been made before the commencement of this Plan in relation to land to which this Plan applies and the application has not been finally determined before that commencement, the application must be determined as if this Plan had not commenced.

#### Note—

However, under Division 4B of Part 3 of the Act, a development application may be made for consent to carry out development that may only be carried out if the environmental planning instrument applying to the relevant development is appropriately amended or if a new instrument, including an appropriate principal environmental planning instrument, is made, and the consent authority may consider the application. The Division requires public notice of the development application and the draft environmental planning instrument allowing the development at the same time, or as closely together as is practicable.

- (2) If a development application has been made before the commencement of *Shoalhaven Local Environmental Plan 2014 (Amendment No 35)* in relation to land to which that Plan applies and the application has not been finally determined before that commencement, the application must be determined as if that Plan had not commenced.

- (3) A development application made, but not finally determined, before the commencement of *State Environmental Planning Policy Amendment (Flood Planning) 2023* must be determined as if that policy had not commenced.

Therefore DA19/2149 was not approved under **current cl 4.1A**. Current clause 4.1A(4) allows subdivision of approved under the clause into lots of any size.

Since the DA was not approved under current clause 4.1A, and previous 4.1A has been amended, the proposed subdivision is a variation to **clause 4.1 of the LEP**.

Extent of variation proposed will be compared against the min lot size requirement for the subject lot under clause 4.1 of LEP, which is 500sqm.

The sizes of resultant lots and variations are:

- Lot 1: 279.1 sqm – a variation of **44.18%**
- Lot 2: 320.8 sqm – a variation of **35.84%**

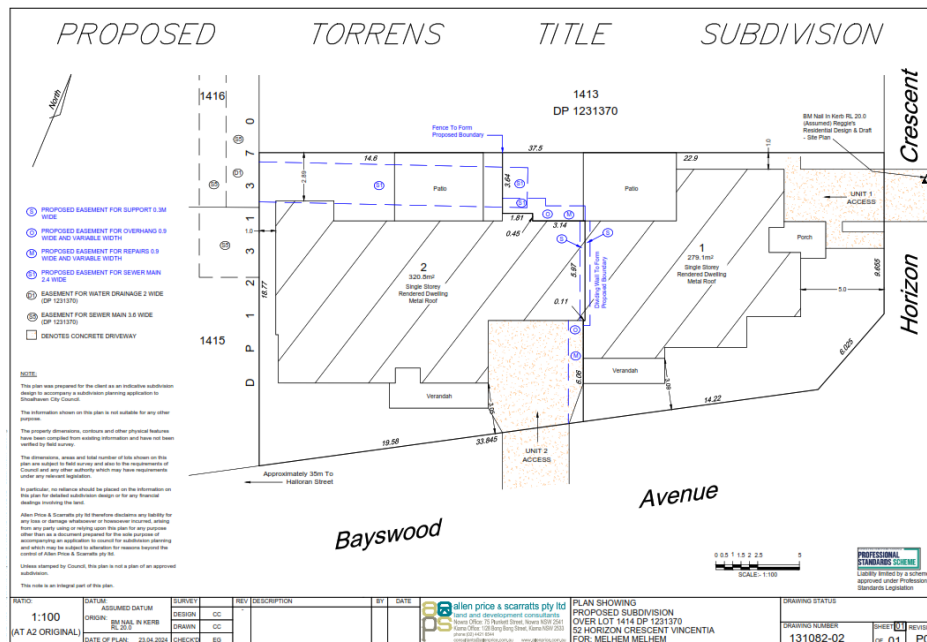


Figure 1 Proposed subdivision plan

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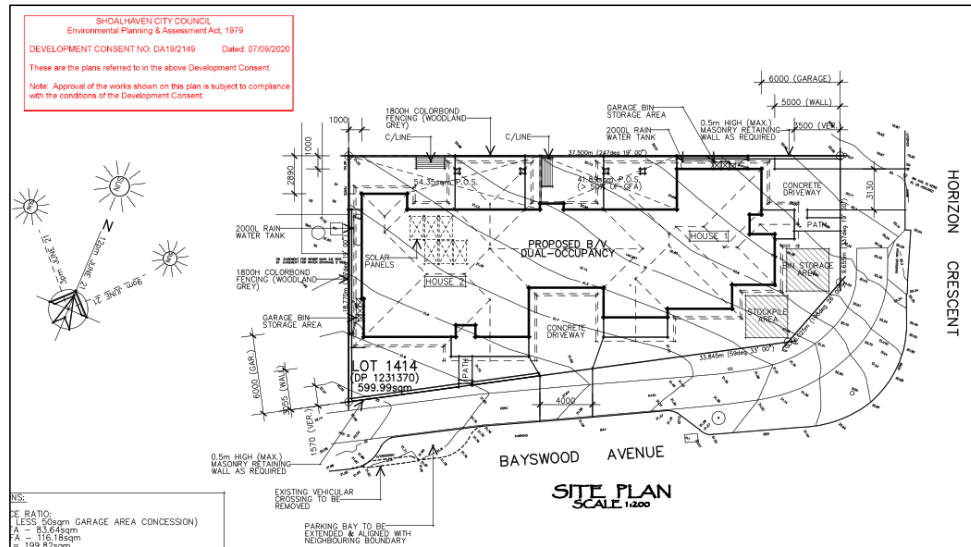


Figure 2 Site plan of approved dual occupancy – DA19/2149

## 2. Subject Site and Surrounds

## Site Description



Figure 3: Aerial imagery of subject site

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The subject site has a frontage to Horizon Cr. The site is currently vacant.

The surrounding area is residential in character and the site is adjoined by a vacant lot to the north, and low and medium density residential development on other sides.

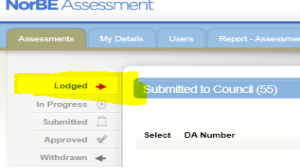
#### Summary of Site and Constraints

| GIS Map Layer          |  |                                       |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|------------------------|--|---------------------------------------|-----------------------------|--|------------------------|---------------------------------------|---------------------------------------|---------------------------------------|-------------------------------|---------------------------------|-------------|---------------------------------|------------------------|------------------------------|-----------------------|-----------------------|-----------------|-----------------------|---------------------------------|--|
|                        | Lot Area   | 600.00 m <sup>2</sup>                 |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|                        | Zone   | R2 Low Density Residential            |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|                        | Does the land have a dwelling entitlement?<br><i>Note: for rural land refer to <a href="#">clause 4.2D</a> of Shoalhaven LEP 2014.</i>   | Yes                                   |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|                        | Does the property adjoin Council, Crown, National Parks or other public reserve?<br><br><i>Note: Consideration should be given to if the development requires or implies access from the adjoining land.</i>   | No                                    |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
| Topographic Layer      | Has appropriate survey information been provided?<br><br><i>Note: For residential development identified as “?” on the <a href="#">DA Requirements for Lodgement Checklist (DA Matrix)</a>, the following criteria should be used as a guide for when additional survey detail is required:</i>  | Yes                                   |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|                        | <table><tr><th>Development Type and setbacks</th><th>Required Survey Information</th></tr><tr><td>Rural sheds/garages with setbacks &gt;10m</td><td>Builders’ dumpy levels</td></tr><tr><td>Rural sheds/garages with setbacks &gt;5m</td><td>Spot levels and identification survey</td></tr><tr><td>Rural sheds/garages with setbacks &lt;5m</td><td>Part survey of affected areas</td></tr><tr><td>Urban sheds with setbacks &gt;1.2m</td><td>Spot levels</td></tr><tr><td>Urban sheds with setbacks &lt;1.2m</td><td>Detailed / Part survey</td></tr><tr><td>Carports with setbacks &lt;1.2m</td><td>Identification survey</td></tr><tr><td>Urban retaining walls</td><td>Detailed survey</td></tr><tr><td>Rural retaining walls</td><td>Survey information as necessary</td></tr></table> | Development Type and setbacks         | Required Survey Information | Rural sheds/garages with setbacks >10m | Builders’ dumpy levels | Rural sheds/garages with setbacks >5m | Spot levels and identification survey | Rural sheds/garages with setbacks <5m | Part survey of affected areas | Urban sheds with setbacks >1.2m | Spot levels | Urban sheds with setbacks <1.2m | Detailed / Part survey | Carports with setbacks <1.2m | Identification survey | Urban retaining walls | Detailed survey | Rural retaining walls | Survey information as necessary |  |
|                        | Development Type and setbacks  | Required Survey Information           |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|                        | Rural sheds/garages with setbacks >10m   | Builders’ dumpy levels                |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|                        | Rural sheds/garages with setbacks >5m  | Spot levels and identification survey |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|                        | Rural sheds/garages with setbacks <5m  | Part survey of affected areas         |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|                        | Urban sheds with setbacks >1.2m  | Spot levels                           |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|                        | Urban sheds with setbacks <1.2m  | Detailed / Part survey                |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|                        | Carports with setbacks <1.2m   | Identification survey                 |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|                        | Urban retaining walls  | Detailed survey                       |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
| Rural retaining walls  | Survey information as necessary  |                                       |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
| Fall direction of land | Fall of land toward Horizon Cr.  |                                       |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
| Slope of land >20%?    | No   |                                       |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
| Site Inspection        | Works within proximity to electricity infrastructure?  | No                                    |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|                        | Is the development adjacent to a <a href="#">classified road</a> ?   | No                                    |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|                        | Is the development <a href="#">adjacent to a rail corridor</a> ?   | No                                    |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |
|                        | Access to reticulated sewer?   | Yes                                   |                             |  |                        |                                       |                                       |                                       |                               |                                 |             |                                 |                        |                              |                       |                       |                 |                       |                                 |  |

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|                      |  |  |
|----------------------|--|--|
|                      | <p><b>On-site sewage management (OSSM) - Is the development located suitably away from any effluent management areas (EMA) or effluent disposal areas (EDA)?</b></p> <p><i>Note: Ensure you have adequate information about the location of existing OSSM systems</i></p>  | N/A  |
|                      | <p><b>Does the proposal require a new connection to a pressure sewer main (i.e. a new dwelling connection)?</b></p> <p><input checked="" type="checkbox"/>  Sewer Pressure Mains &gt;</p> <p> <input type="checkbox"/> Rising Main<br/> <input type="checkbox"/> Surcharge Main<br/> <input type="checkbox"/> Low Pressure Sewer Main<br/> <input type="checkbox"/> Under Construction         </p> | N/A  |
|                      | <p><b>Building over sewer policy applicable?</b></p> <p><i>Note: Zones of influence can differ based on soil type (e.g., sandy soils vs clay soils). If unsure discuss with Shoalhaven Water.</i></p>  | No   |
|                      | <p><b>Access to reticulated water?</b></p>   | Yes  |
|                      | <p><b>Do effluent management areas (EMA) or effluent disposal areas (EDA) adopt suitable buffers to water mains and other potable drinking water infrastructure.</b></p> <p><i>Note: EMA/EDAs should be located at least 20m away from a downstream water main and at least 10m from an upstream water main.</i></p>   | N/A  |
|                      | <p><b>Does the proposal impact on any critical water or sewer infrastructure (e.g. REMS, water, sewer layers)?</b></p>   | No   |
|                      | <p><b>Does the proposal increase dwelling density and demand on water or sewer services (e.g. secondary dwelling, dual occupancy, multi dwelling housing, subdivision)?</b></p>  | Yes - Referral to Shoalhaven Water required. |
| Environmental Layers | <p><b>Aboriginal Cultural Heritage</b></p>   | No   |
|                      | <p><b>Bush Fire</b></p>  | No   |
|                      | <p><b>Coastal Hazard Lines (applies to location of proposed development)</b></p>   | No   |
|                      | <p><b>Coastal Hazard Area</b></p>  | No   |
|                      | <p><b>Potentially Contaminated Land</b></p>  | No   |
|                      | <p><b>Flood</b></p> <p><i>Note: There are several catchments that have not have flood studies conducted. Sites outside of the flood study area may still be subject to flooding. Refer to advisory note on p.3 of <a href="#">Chapter G9</a> of Shoalhaven DCP 2014.</i></p>   | No   |

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|                        |  |  |
|------------------------|--|--|
| Planning Layers        | <input checked="" type="checkbox"/> Flood Data   |  |
|                        | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Flood Studies  |  |
|                        | Development within 40m of a watercourse  | No   |
|                        | Development Control Plan - <a href="#">Area Specific Chapters</a>  | Yes - Vincentia Coastal Village District Centre  |
|                        | Draft Exhibited Planning Proposal  | No   |
|                        | <a href="#">Shoalhaven LEP (Jerberra Estate) 2014</a>  | No   |
|                        | <a href="#">Acid Sulfate Soils</a>   | Class 5  |
|                        | Buffers  | No   |
|                        | <a href="#">Terrestrial Biodiversity</a>   | No   |
|                        | Local Clauses  | Yes <ul style="list-style-type: none"> <li>Clause 7.20 – Development in the Jervis Bay region</li> </ul> |
|                        | <a href="#">Coastal Risk Planning</a>  | No   |
|                        | <a href="#">Heritage</a>   | No   |
|                        | <a href="#">Scenic Protection</a>  | No   |
|                        | Sydney Drinking Water Catchment area (e.g. NorBE)<br><i>Note: NorBE Assessments submitted to Council can be viewed from the "Lodged" tab in the NorBE online assessment tool shown below.</i><br> | No   |
|                        | SEPP (Resilience and Hazards) 2021 – Chapter 2 Coastal Management  | No   |
|                        | <a href="#">Marine Park Estate</a>   | No   |
| <a href="#">BV Map</a> | Biodiversity Values Map  | No   |

Site Inspection Observations

Refer to site inspection report.

Deposited Plan and 88B Instrument

There are no identified restrictions on the use of the land that would limit or prohibit the proposed development.

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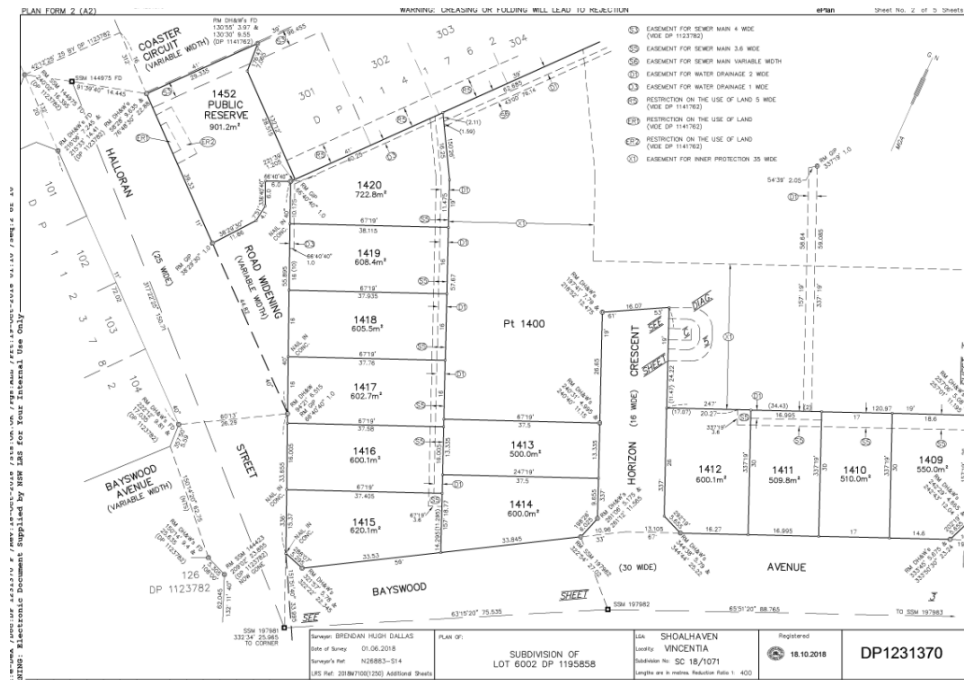


Figure 4 Deposited Plan

|    |                                |                 |                         |
|----|--------------------------------|-----------------|-------------------------|
| 10 | Restriction on the Use of Land | 1401-1450 incl. | Shoalhaven City Council |
| 11 | Restriction on the Use of Land | 1401-1450 incl. | Shoalhaven City Council |
| 12 | Restriction on the Use of Land | 1401-1450 incl. | Shoalhaven City Council |
| 13 | Restriction on the Use of Land | 1401-1450 incl. | Shoalhaven City Council |
| 19 | Positive Covenant              | 1401-1450 incl. | Shoalhaven City Council |

The above restrictions apply to the construction/building only and not to subdivision aspect of the development.

### 3. Background

### Pre-Lodgement Information

N/A

### Post-Lodgement Information

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| Reference number | Milestone                            | Date       |
|------------------|--------------------------------------|------------|
| 1                | Application submitted                | 03/07/2024 |
| 2                | Additional Information was requested | 08/07/2024 |
| 3                | Additional Information was provided  | 09/07/2024 |
| 4                | Additional Information was requested | 09/07/2024 |
| 5                | Additional Information was provided  | 09/07/2024 |
| 6                | Additional Information was requested | 10/07/2024 |
| 7                | Additional Information was requested | 10/07/2024 |
| 8                | Additional Information was provided  | 10/07/2024 |
| 9                | Application lodged                   | 11/07/2024 |
| 10               | Additional Information was requested | 22/07/2024 |
| 11               | Additional Information was provided  | 22/07/2024 |

Site History and Previous Approvals

One Council Applications

| Trim | Application                 | Date Lodged | Portal No  | Application Type | Proposal                               | Decision | Status  | Determined |
|------|-----------------------------|-------------|------------|------------------|--|----------|---------|------------|
|      | <a href="#">DA2024/1564</a> | 11/07/2024  | PAN-449313 | Subdivision      | Subdivision of approved Dual Occupancy | UnderAss | Current |            |

Darts - since 1st July 2005

| Application               | Appl. Date | Application Type         | Proposal  | Status   | Completed  |                                 |
|---------------------------|------------|--------------------------|---|----------|------------|---------------------------------|
| <a href="#">RV21/1774</a> | 19/11/2021 | S138 Approval            | Driveway Construction, Pavement Work, Stormwater & Service Connection | Approved | 22/11/2021 | <a href="#">Show Properties</a> |
| <a href="#">DR19/1932</a> | 21/11/2019 | Sewer Connection         | Single Storey Dual Occupancy  | Approved | 07/09/2020 | <a href="#">Show Properties</a> |
| <a href="#">CC19/1977</a> | 21/11/2019 | Construction Certificate | Dual Occupancy (Attached 2 New Units)                                 | Approved | 30/11/2021 | <a href="#">Show Properties</a> |
| <a href="#">DA19/2149</a> | 21/11/2019 | Development Application  | Dual Occupancy (Attached 2 New Units)                                 | Approved | 07/09/2020 | <a href="#">Show Properties</a> |

|  |     |
|--|-----|
| Is the proposed development compatible with any relevant previous approvals?   | Yes |
| Are there any orders applying to the property?<br><i>Note: Orders are viewable under the Development – Orders tab in the property details.</i> | No  |

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|   |    |
|---|----|
| <div> <div>Development</div> <div>Contributions</div> <div>Drawings/Images</div> </div> <div> <div>Notes</div> <div>Recurring</div> <div>Orders</div> </div>  |    |
| <p><i>Does the proposal appear to include/relate to any unauthorised building work?</i></p> <p><i>Note: A DA can only approve prospective works and uses. Any unauthorised or retrospective works must be dealt with under a separate Building Information Certificate process.</i></p> | No |

#### 4. Consultation and Referrals

| Internal Referrals |   |
|--------------------|---|
| Referral           | Comments                                  |
| Shoalhaven Water   | Referred.<br>Standard conditions applied. |

#### 5. Other Approvals

Not required

#### 6. Statutory Considerations

##### Environmental Planning and Assessment Act 1979

##### Section 4.14 Consultation and development consent – certain bush fire prone land

|   |     |
|---|-----|
| <i>Is the development site mapped as bush fire prone land?</i>  | No  |
| <p><i>Is there vegetation within 100m of the proposed development that would form a bush fire hazard as identified in Planning for Bush Fire Protection?</i></p> <p><i>Note: The bush fire mapping cannot be relied upon solely for identifying bush fire hazards.</i></p>  | No  |
| <p><i>Is the development subject to a performance based solution or a BAL-FZ?</i></p> <p><i>Note: As per <a href="#">Appendix 2</a> of PBP 2019, performance based solutions should be undertaken and fully justified by a qualified consultant BPAD practitioner.</i></p> <p><i>Note: The NSW variation of <a href="#">H7D4</a> in NCC 2022 Volume 2 specifies that AS3959 and the NASH Standard can only be used as a deemed-to-satisfy provision where an appropriate condition of consent has been imposed <u>in consultation with NSW RFS</u>.</i></p> | N/A |

##### Biodiversity Conservation Act 1979

|   |    |
|---|----|
| <i>Does the application include works or vegetation removal within the <a href="#">Biodiversity Values mapped area</a>?</i> | No |
|---|----|

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| <p><b>Does the application involve clearing of native vegetation above the area clearing threshold?</b></p> <div> <p><b>Area clearing threshold</b></p> <p>The area threshold varies depending on the minimum lot size (shown in the Lot Size Maps made under the relevant Local Environmental Plan (LEP)), or actual lot size (where there is no minimum lot size provided for the relevant land under the LEP).</p> <table> <tr> <th>Minimum lot size associated with the property</th><th>Threshold for clearing, above which the BAM and offsets scheme apply</th></tr> <tr> <td>Less than 1 ha</td><td>0.25 ha or more</td></tr> <tr> <td>1 ha to less than 40 ha</td><td>0.5 ha or more</td></tr> <tr> <td>40 ha to less than 1000 ha</td><td>1 ha or more</td></tr> <tr> <td>1000 ha or more</td><td>2 ha or more</td></tr> </table> <p>The area threshold applies to all proposed native vegetation clearing associated with a proposal, regardless of whether this clearing is across multiple lots. In the case of a subdivision, the proposed clearing must include all future clearing likely to be required for the intended use of the land after it is subdivided.</p> <p>If the land on which the proposed development is located has different minimum lot sizes the smaller or smallest of those minimum lot sizes is used to determine the area clearing threshold.</p> </div> | Minimum lot size associated with the property                        | Threshold for clearing, above which the BAM and offsets scheme apply | Less than 1 ha | 0.25 ha or more | 1 ha to less than 40 ha | 0.5 ha or more | 40 ha to less than 1000 ha | 1 ha or more | 1000 ha or more | 2 ha or more | No |
|---|--|--|----------------|-----------------|-------------------------|----------------|----------------------------|--------------|-----------------|--------------|----|
| Minimum lot size associated with the property   | Threshold for clearing, above which the BAM and offsets scheme apply |  |                |                 |                         |                |                            |              |                 |              |    |
| Less than 1 ha  | 0.25 ha or more  |  |                |                 |                         |                |                            |              |                 |              |    |
| 1 ha to less than 40 ha   | 0.5 ha or more   |  |                |                 |                         |                |                            |              |                 |              |    |
| 40 ha to less than 1000 ha  | 1 ha or more   |  |                |                 |                         |                |                            |              |                 |              |    |
| 1000 ha or more   | 2 ha or more   |  |                |                 |                         |                |                            |              |                 |              |    |
| <p><b>Will the proposed development have a significant impact on threatened species or ecological communities, or their habitats, according to the test in <a href="#">section 7.3</a> of the Biodiversity Conservation Act 2016 (i.e. 'test of significance')?</b></p> <p><i>Note: Consideration should be given to the site's proximity to NPWS land (see <a href="#">guidelines</a>) and other natural areas, as well as any area that may contain threatened species, vulnerable or endangered ecological communities or other vulnerable habitats.</i></p>   | No   |  |                |                 |                         |                |                            |              |                 |              |    |
| <p><b>If the application exceeds the Biodiversity Offsets Scheme Threshold (i.e. if yes to <u>any</u> of the above), has the application been supported by a Biodiversity Development Assessment Report (BDAR)?</b></p>   | N/A  |  |                |                 |                         |                |                            |              |                 |              |    |

**Fisheries Management Act 1994**

The proposed development would not have a significant impact on the matters for consideration under [Part 7A of the Fisheries Management Act 1994](#).

**Local Government Act 1993**

|   |    |
|---|----|
| Do the proposed works require approval under <a href="#">Section 68</a> of the Local Government Act 1993? | No |
|---|----|

**Marine Estate Management Act 2014**

|  |    |
|--|----|
| Does the application include any works within the marine park or aquatic reserve?              | No |
| Is the development site within the locality (100m buffer) of a marine park or aquatic reserve? | No |

**7. Statement of Compliance/Assessment**

The following provides an assessment of the submitted application against the matters for consideration under [Section 4.15](#) of the Environmental Planning and Assessment Act 1979.

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**(a) Any planning instrument, draft instrument, DCP and regulations that apply to the land**

**(i) Environmental planning instrument**

This report assesses the proposed development/use against relevant State, Regional and Local Environmental Planning Instruments and policies in accordance with Section 4.15 (1) of the *Environmental Planning and Assessment Act 1979*. The following planning instruments and controls apply to the proposed development:

| Environmental Planning Instrument  |
|--|
| <a href="#">Shoalhaven Local Environmental Plan 2014</a>                                 |
| <a href="#">State Environmental Planning Policy (Biodiversity and Conservation) 2021</a> |
| <a href="#">State Environmental Planning Policy (Resilience and Hazards) 2021</a>        |

*State Environmental Planning Policy (Biodiversity and Conservation) 2021*

**Chapter 3 Koala habitat protection 2020**

| Question   | Yes  | No  |
|--|--|---|
| 1. Does the subject site have a site area >1ha or does the site form part of a landholding >1ha in area? | <input type="checkbox"/> Proceed to Question 2 | <input checked="" type="checkbox"/> Assessment under SEPP not required. |

**Chapter 4 Koala habitat protection 2021**

| Question  | Yes   | No  |
|---|---|---|
| 1. Is there an approved koala plan of management for the subject land?  | <input type="checkbox"/> Proceed to Question 2  | <input checked="" type="checkbox"/> Proceed to Question 3 |
| 2. Is the proposed development consistent with the approved koala plan of management that applies to the land?  | <input type="checkbox"/> Proposal satisfactory under SEPP.                                      | <input type="checkbox"/> Application cannot be supported. |
| 3. Has information been provided to Council by a suitably qualified consultant that demonstrates that the land the subject of the development application: <ul style="list-style-type: none"> <li>a) Does not include any trees belonging to the koala use tree species listed in Schedule 2 of the SEPP for the relevant koala management area, or</li> <li>b) Is not core koala habitat, or</li> <li>c) There are no trees with a diameter at breast height over bark of more than 10cm, or</li> <li>d) The land only includes horticultural or agricultural plantations</li> </ul> | <input type="checkbox"/> Proposal satisfactory under SEPP as (a), (b), (c) or (d) is satisfied. | <input checked="" type="checkbox"/> Proceed to Question 4 |

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| Question  | Yes                      |                       | No                                  |                                   |
|---|--------------------------|-----------------------|-------------------------------------|-----------------------------------|
| 4. Is the proposed development likely to have an impact on koalas or koala habitat? | <input type="checkbox"/> | Proceed to Question 5 | <input checked="" type="checkbox"/> | Proposal satisfactory under SEPP. |

State Environmental Planning Policy (Resilience and Hazards) 2021

**Chapter 4 Remediation of land**

| Question   | Yes                      |                       | No                                  |  |
|--|--------------------------|-----------------------|-------------------------------------|--|
| 1. Does the proposal result in a new land use being a residential, educational, recreational, hospital, childcare or other use that may result in exposure to contaminated land? | <input type="checkbox"/> | Proceed to Question 2 | <input checked="" type="checkbox"/> | Assessment under SEPP 55 and DCP not required. |

Shoalhaven Local Environmental Plan Local Environmental Plan 2014

**Land Zoning**

The land is zoned R2 Low Density Residential under the *Shoalhaven Local Environmental Plan 2014*.

**Characterisation and Permissibility**

The proposal is best characterised as Torrens Title Subdivision of approved Dual Occupancy under *Shoalhaven Local Environmental Plan 2014*. The proposal is permitted within the zone with the consent of Council.

**Zone objectives**

| Objective   | Comment   |
|---|---|
| <ul style="list-style-type: none"> <li>To provide for the housing needs of the community within a low density residential environment.</li> <li>To enable other land uses that provide facilities or services to meet the day to day needs of residents.</li> <li>To provide an environment primarily for detached housing and to ensure that other development is compatible with that environment.</li> </ul> | The proposal is consistent with the objectives of the zone. |

**Applicable Clauses**

| Clause                                     | Comments  | Complies/Consistent |
|--|---|---------------------|
| Part 2 Permitted or prohibited development |   |                     |
| <a href="#">2.6</a>                        | Subdivision is permitted but only with development consent. | Complies            |
| Part 4 Principal development standards     |   |                     |

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|  |   |                              |
|--|---|------------------------------|
| <a href="#">4.1</a>                      | The proposal includes subdivision of land pursuant to clause 4.1. The minimum lot size set by the Lot Size Map for the land is 500 m².<br><br>The proposed subdivision will create lots with the following sizes: <ul style="list-style-type: none"> <li>• Lot 1: 279.1 sqm – a variation of 44.18%</li> <li>• Lot 2: 320.8 sqm – a variation of 35.84%</li> </ul> All lots have a site area greater than the minimum lot size set by the Lot Size Map and therefore the proposal complies with the requirements of clause 4.1. | Variation                    |
| <a href="#">4.1A</a>                     | The Dual Occupancy approved under DA19/2149, was not approved under <b>current cl 4.1A</b> . Therefore the proposed subdivision cannot be done under clause 4.1A(4)   | Not Applicable               |
| <a href="#">4.6</a>                      | Clause 4.6 is used to seek an exception to development standard - Clause 4.1 Minimum subdivision Lot Size set out in the LEP.<br><br>See Appendix B for detailed consideration of Clause 4.6 variation.   | Clause 4.6 variation request |
| <b>Part 7 Additional local provision</b> |   |                              |
| <a href="#">7.11</a>                     | All relevant services are available to the site.  | Complies                     |
| <a href="#">7.20</a>                     | The proposal is considered satisfactory with regard to the considerations set out in clause 7.20.   | Complies                     |

**ii) Draft Environmental Planning Instrument**

The proposal is not inconsistent with any [draft environmental planning instruments](#).

**iii) Any Development Control Plan**

[Shoalhaven Development Control Plan 2014](#)

| <b>Generic DCP Chapter</b>   | <b>Relevant</b> |
|--|-----------------|
| <b><a href="#">G11: Subdivision of Land</a></b>  |                 |
| <p>The proposal includes Torrens Title subdivision of the proposed dual occupancy pursuant to clause 4.1 of <i>Shoalhaven LEP 2014</i>.</p> <p>Council is satisfied that the subdivision and proposed lot size and layout is appropriate, and that the proposal is consistent with the development controls and performance criteria set out in Chapter G11 of <i>Shoalhaven DCP 2014</i>.</p> <p>The proposed Torrens Title subdivision is suitable with regard to the considerations of Chapter G11.</p> |                 |
| <b><a href="#">G12: Dwelling Houses and Other Low Density Residential Development</a></b>  |                 |
| See Appendix A   |                 |
| <b><a href="#">G13: Medium Density and Other Residential Development</a></b>   |                 |

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|   |
|---|
| See Appendix A  |
| <b>G21: Car Parking and Traffic</b>   |
| The proposed development does not give rise to additional parking requirements. Requirement for vehicle parking and vehicle manoeuvring areas is assessed at Dual Occupancy approval DA19/2149. |

|   |
|---|
| <b>Area Specific DCP Chapter</b>                          |
| <b>N15:</b> Vincentia Coastal Village and District Centre |
| <b>Commentary</b>   |
| The chapter does not apply to subdivisions.               |

**iiia) Any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4**

There are no planning agreements applying to this application.

**iv) Environmental Planning and Assessment Regulation 2021**

|  |   |    |
|--|---|----|
| <a href="#">Clause 62</a>                    | Does the application result in a change of use of an existing building but does not propose any building works?                                 | No |
| <a href="#">Clause 64</a><br>Partial Upgrade | Does the application involve alterations or additions to an existing building?  | No |
| <a href="#">Clause 64</a><br>Total Upgrade   | Does the application involve building works and result in conversion of a building or part of a building from non-habitable to a habitable use? | No |

The proposal ensures compliance with the applicable requirements within the Regulations subject to recommended conditions of consent.

**Any coastal zone management plan**

The proposed development is consistent with the applicable [coastal zone management plans / coastal management programs](#).

**Other Shoalhaven Council Policies**

**State and Local Infrastructure Contributions**

|  |   |
|--|---|
| <b>State Contributions</b>   |   |
| Does the proposed development trigger the <a href="#">Housing and Productivity Contributions</a> (HPC)?<br><br><i>Note: If the development triggers an HPC, then a corresponding Contribution (CON) case is created as a related case in the Portal. The calculation needs to be reviewed and confirmed in the Portal.</i> | No – DA2024/1564 was lodged on 11/07/2024 meaning that the Environmental Planning and Assessment (Housing and |

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Central Coast, Illawarra Shoalhaven  
and Lower Hunter

Development class

Amount

Unit

Residential subdivision

\$8,000

new dwelling lot

Medium or high-density residential development

\$6,000

new dwelling

Manufactured home estate

\$6,000

new dwelling site

Commercial development

\$30

square metre of new GFA

Industrial development

\$15

square metre of new GFA

Note: HPC is implemented via Ministerial planning orders. Different Orders apply for development lodged before 1/7/2024. See the [NSW Government webpage](#) for further information.

Note: The [Housing and Productivity Contributions Guide to the Ministerial Planning Order](#) provides examples and guidance for calculating HPC.

Productivity Contributions) Order 2024 (dated 30/6/2024) applies. In this Order, the “excluded lots” were updated to exclude lots where a lot has medium- or high-density development on it. Although HPC contributions were not charged for the dual occupancy development (DA19/2149), Clause 12(3)(d) of the Order still identifies the lots as lots excluded from HPC (see [extract](#) from Department of Planning website below). Accordingly, no HPC are raised for this application.

Excluded lots updated

^

Residential lots excluded from calculating the HPC now include:

a lot that has medium-or high-density development on it, or

a lot where medium-or high-density development is part of the development application.

This means a subdivision charge will not be applied to a lot that has or will have medium-or high density development on it. Instead the HPC will be charged at construction (Part 2, Division 3, Clause 12 (3)(d and e).

This prevents ‘double-charging’ where both subdivision and medium-or high-density construction are occurring.

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|   |   |
|---|---|
| <p><b>12 Calculation of HPC units for residential subdivision</b></p> <p>(1) The number of new dwelling lots for residential subdivision is the number of lots authorised by the development consent, less—</p> <p>(a) the number of existing potential dwelling lots, and</p> <p>(b) the number of excluded lots.</p> <p><b>Note.</b> Residential subdivision does not include strata subdivision of residential accommodation.</p> <p>(2) An <b>existing potential dwelling lot</b> is a lot—</p> <p>(a) that exists when the development application for the HPC development is made, and</p> <p>(b) on which residential accommodation is permitted with development consent by an environmental planning instrument applying to the land when the development consent is granted.</p> <p>(3) A proposed lot is an <b>excluded lot</b> if—</p> <p>(a) it is shown on the proposed plan of subdivision as intended to be dedicated for a public purpose such as a public road, public reserve or drainage reserve, or</p> <p>(b) the development consent authorises only the carrying out of development for a purpose other than residential accommodation on the proposed lot, or</p> <p>(c) the development consent authorises medium or high-density residential development on the proposed lot, or</p> <p>(d) there is medium or high-density residential accommodation on the proposed lot when the development application is made and the development consent does not authorise its demolition, or</p> <p>(e) there is an existing building on the proposed lot that—</p> <p>(i) is used for a purpose other than residential accommodation, and</p> <p>(ii) is not authorised to be demolished by the development consent, or</p> <p>(f) it is association property within the meaning of the <i>Community Land Development Act 2021</i>, or</p> <p>(g) it is only created for the purpose of rectifying an encroachment on an existing lot.</p> <p>(4) For the purposes of subclause (3)(d) it does not matter if, as a result of the proposed subdivision, the residential accommodation existing on the land will no longer be medium or high-density accommodation.</p> |   |
| <b>Local Contributions</b>  |   |
| Is the development site an “ <a href="#">old subdivision property</a> ” identified in Shoalhaven Contributions Plan 2019?   | No  |
| Is the proposed development considered to increase the demand for community facilities in accordance with the <a href="#">Shoalhaven Contributions Plan 2019</a> ?  | No, local infrastructure contributions under s7.11 has been levied under the consent for dual occupancy – DA19/2149 |

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|   |   |
|---|---|
| <i>Is the proposed development considered to increase the demand for on water and sewer services (i.e. s64 Contributions)</i> | May apply - Shoalhaven Water Development Application Notice yet to be issued. |
|---|---|

**(b) The Likely impacts of that development, including environmental impacts on the natural and built environments, and social and economic impacts in the locality**

| Head of Consideration | Comment   |
|-----------------------|---|
| Natural Environment   | The proposed development will not have a significant adverse impact on the natural environment. |
| Built Environment     | The proposed development will not have a significant adverse impact on the built environment.   |
| Social Impacts        | The proposed development will not have a negative social impact in the locality.                |
| Economic Impacts      | The proposed development will not have a negative economic impact in the locality.              |

**(c) Suitability of the site for the development**

The site is suitable for the proposed development.

- The development is permissible with Council consent within the zone.
- The proposal supports the local zoning objectives.
- The proposal is consistent with the objectives and requirements of the *Shoalhaven Local Environmental Plan 2014*.
- The proposal is consistent with the objectives and requirements of the *Shoalhaven Development Control Plan 2014*.
- The intended use is compatible with surrounding/adjoining land uses

**(d) Submissions made in accordance with the Act or the regulations**

The DA did not require notification in accordance with Council's Community Consultation Policy for Development Applications. Accordingly, no submissions were received by Council.

**(e) The Public Interest**

The public interest has been taken into consideration, including assessment of the application with consideration of relevant policies and process. The proposal is considered to be in the public interest.

**Delegations**

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|   |  |                                    |
|---|--|------------------------------------|
| Are any clause 4.6 exceptions proposed? |  | Yes                                |
| Development Standard                    | Numerical Extent of Departure  | Percentage (%) Extent of Departure |
| CI 4.1 of SLEP (2014)                   | <ul style="list-style-type: none"> <li>Lot 1: 220.9 sqm</li> <li>Lot 2: 179.2 sqm</li> </ul> | Lot 1. - 44.18%<br>Lot 2. - 35.84% |

### Guidelines for use of Delegated Authority

Note: Ensure that all delegations in D21/472049 and officer's instrument of delegation are complied with.

| Variations to Development Standards |                   |                |      |                  |  |
|-------------------------------------|-------------------|----------------|------|------------------|--|
| Level of Delegation                 | Assessing Officer | Senior Planner | Lead | Manager/Director | Elected Council  |
| Extent of clause 4.6 exception      | Nil               | <2%            | <5%  | <10%             | >10%<br><br>OR<br><br>non-numerical development standard |

### Cost Limits for use of Delegated Authority

| Level of Delegation                  | Assessing Officer | Lead           | Manager       | Director      |
|--------------------------------------|-------------------|----------------|---------------|---------------|
| Cost of Development / Works Proposed | ≤\$1.5 million    | ≤\$7.5 million | ≤\$10 million | ≤\$30 million |

The Guidelines for use of Delegated Authority have been reviewed and the assessing officer does not have the Delegated Authority to determine the Development Application.

Given the variation to Development Standard in the LEP, the application must be determined by the Elected Council.

### Recommendation

This application has been assessed having regard for Section 4.15 (Matters for consideration) under the *Environmental Planning and Assessment Act 1979*. As such, it is recommended that the application be approved subject to appropriate conditions of consent for the following reasons:

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| Reasons for Grant of Consent |   |
|------------------------------|---|
| 1)                           | The proposed development is consistent with the objects of the Environmental Planning and Assessment Act 1979.  |
| 2)                           | The proposed development is considered acceptable and with regard to the applied exception to the development standards set out in clause 4.1 of Shoalhaven Local Environmental Plan 2014. The proposed development complies with all other development standards and is consistent with the aims, objectives and provisions of the applicable environmental planning instruments |
| 3)                           | The proposed development complies with the performance criteria and is consistent with the aims, objectives and provisions of Shoalhaven Development Control Plan 2014.   |
| 4)                           | The proposed development is consistent with the aims, objectives and provisions of relevant Council policies.   |
| 5)                           | The likely impacts of the proposed development are considered acceptable.   |
| 6)                           | The site is suitable for the proposed development.  |
| 7)                           | Any submissions received during the public notification period have been considered and issues and concerns raised by the community in submissions have been addressed in the assessment.   |
| 8)                           | The proposed development does not conflict with the public interest.  |



**Jitendra Chhetri**  
Development Planner  
City Development  
22/07/2024

**Reviewers Comments**

The application has been reviewed and the recommendations of the report are concurred with. Section 7.11 contributions (where applicable) have been reviewed and agreed to.



**Peter Woodworth**  
Lead - City Development  
City Development  
25/07/2024

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CL24.249 - Attachment 2

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## Appendix B – Clause 4.6 Detailed Consideration

The proposed development seeks a CI 4.6 exception to development standards. Consideration of the Clause 4.6 exception is provided below:

### CI4.6 Exception to the Shoalhaven Local Environmental Plan 2014

#### Development Standard

##### 4.1 Minimum subdivision lot size

- (1) The objectives of this clause are as follows—
  - (a) to ensure that subdivision is compatible with, and reinforces the predominant or historic subdivision pattern and character of, an area,
  - (b) to minimise any likely impact of subdivision and development on the amenity of neighbouring properties,
  - (c) to ensure that lot sizes and dimensions are able to accommodate development consistent with relevant development controls.
- (2) This clause applies to a subdivision of any land shown on the *Lot Size Map* that requires development consent and that is carried out after the commencement of this Plan.
- (3) The size of any lot resulting from a subdivision of land to which this clause applies is not to be less than the minimum size shown on the *Lot Size Map* in relation to that land.
- (3A) If a lot is a battle-axe lot or other lot with an access handle, the area of the access handle is not to be included in calculating the lot size.
- (4) This clause does not apply in relation to the subdivision of any land—
  - (a) by the registration of a strata plan or strata plan of subdivision under the *Strata Schemes Development Act 2015*, or
  - (b) by any kind of subdivision under the *Community Land Development Act 2021*, or
  - (ba) occurring as part of the closure of a public road under Part 4 of the *Roads Act 1993*.

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| Extent of proposed departure from development standard   |                                  |  |  |  |
|--|----------------------------------|--|--|--|
| LEP clause   | Numerical Standard               | Proposed Solution  | Numerical Departure  | % Departure  |
| 4.1(3)   | Min Lot size = 500m <sup>2</sup> | <ul style="list-style-type: none"> <li>Lot 1: 279.1 sqm</li> <li>Lot 2: 320.8 sqm</li> </ul> | <ul style="list-style-type: none"> <li>Lot 1: 220.9 sqm</li> <li>Lot 2: 179.2 sqm</li> </ul> | <ul style="list-style-type: none"> <li>Lot 1. - 44.18%</li> <li>Lot 2. - 35.84%</li> </ul> |
| <p><b>Applicant's clause 4.6 statement</b></p> <p>Clause 4.6 requires that Council be satisfied that the applicant's clause 4.6 statement demonstrates that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case. An extract from the Applicant's clause 4.6 statement is provided below:</p> <p><b>Extract from applicant's clause 4.6 statement prepared by Allen price &amp; scarratts pty ltd. (Ref: 131064-CS) and dated 2 July 2024 (TRIM Ref: D24/287420)</b></p> <p>As previously mentioned, the parent lot of the subject land has an area of 600.00 m<sup>2</sup> and the proposed subdivision would create the following lot areas:</p> <ul style="list-style-type: none"> <li>Lot 1 – corner allotment with area of 279.1 sqm which equates to a variation of 220.9 sqm or 44.18%.</li> <li>Lot 2 – regular shaped allotment with an area of 320.8 sqm which equates to a variation of 179.2 sqm or 35.84%.</li> </ul> <p>Whilst the proposed lots do not meet the minimum lot sizes of Clause 4.1, it should be noted that the current dual occupancy was designed to ensure each dwelling could function as separate dwellings on separate lots. No proposed changes to the physical layout of the development with regard to parking, vehicle manoeuvring areas, or water or power is required, however minor changes to the sewer alignment are expected to form conditions of any consent granted for this proposed subdivision. This is inconsequential to the functioning and appearance of the development as originally approved under DA19/2149.</p> |                                  |  |  |  |

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Clause 4.1A of the SLEP 2014 prescribes a minimum parent lot size for Torrens Title subdivision for attached dual occupancies in the R1 zone of 500m<sup>2</sup> for developments “for which development consent has been granted in accordance with this clause”. Being 600.00 m<sup>2</sup>, the subject site meets the 500m<sup>2</sup> minimum lot size requirement for Torrens Title Subdivision of an attached dual occupancy under current Clause 4.1A. However, as mentioned above, subdivision was not approved under the current Clause 4.1A.

Furthermore, the following justification is provided in support of the variation request:

We set out below the justification for a departure to the 500m<sup>2</sup> minimum lot size below. Clause 4.6 of Shoalhaven LEP 2014 provides for a variation to a development standard under certain circumstances. The objectives of Clause 4.6 (1) are:

- (a) to provide an appropriate degree of flexibility in applying certain development standards to particular development.
- (b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.

Table 1 below addresses how the objectives of the Clause 4.1 development standard are achieved, notwithstanding the unique standards in which they apply to this particular development application, and despite the numerical departure from the standard.

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**Table 1: Objectives Minimum Subdivision Lot Size Clause 4.1**

| Objective   | Response   |
|---|--|
| <b>4.1 Minimum Subdivision Lot Size</b>   |  |
| (a) To ensure that subdivision is compatible with, and reinforces the predominant or historic subdivision pattern and character of, an area | <p>The proposed subdivision provides two lots capable of supporting individual dwellings. The original development was capable of support and approved by Council under SLEP and SDCP as it applied at the time. Further it has been demonstrated in the DCP Compliance Table in the accompanying SEE that proposed subdivision will not have any additional non-compliances following subdivision.</p> <p>Each of the proposed lots are generally rectangular and contain individual lot frontages with dwelling entries addressing the street and private open space areas facing the rear.</p> <p>The proposed subdivision of 52 Horizon Crescent into two lots, is not dissimilar to the two lot subdivision of other dual occupancy developments in the area and does not undermine the integrity of the subdivision and character of the area.</p> |
| (b) to minimise any likely impact of subdivision and development on the amenity of neighbouring properties,                                 | The proposed subdivision will not have a negative impact on the existing amenity of the area or impact neighbouring properties. There are no substantial works proposed as a result of the subdivision. The subdivision remain consistent with the neighbouring properties and retain the amenity of residential uses surrounding the site.  |
| (c) to ensure that lot sizes and dimensions are able to accommodate development consistent with relevant development controls.              | Minor departure to lot dimensions is required and this is addressed within the SEE accompanying this DA. Furthermore, the proposed lots are suitably sized and dimensioned in order to accommodate the dwelling as approved under DA 19/2149. In this regard, all dwellings, car parking, private open space and servicing are contained within each of the lots.  |

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**CONCLUSION**

The assessment above demonstrates that compliance with the prescribed minimum lot size development standard for the Shoalhaven LEP 2014 is unreasonable and unnecessary in the circumstances of the case and flexibility in this instance would achieve better outcomes for and from the development.

The variation to the development standards will not result in any adverse impacts to surrounding residents, is consistent with the envisaged low-density character of the local area and is consistent with residential densities planned in the R2 Low Density Residential zone.

The proposal is considered to have sufficient planning grounds to justify departure to the minimum lot size development standard in this case.

There are no environmental planning grounds that warrant maintaining and/or enforcing the numerical lot size standard in this instance. Rather, there are clear and justifiable environmental planning merits that validate the flexible application of the lot size control allowed.

**Assessing Officer Commentary****Unreasonable or Unnecessary****DAO Comments:**

Clause 4.1A (As it currently is) **Minimum lot sizes for dual occupancies, manor houses, multi dwelling housing, multi dwelling housing (terraces) and residential flat buildings** – commenced on 21/ 08/2020 – **Amendment no 35 – Sch 1 Clause 3** - Refer [Shoalhaven Local Environmental Plan 2014 \(Amendment No 35\) \(nsw.gov.au\)](#)

**Clause 4.1A Prior to the amendment:**

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**4.1A Exceptions to minimum lot sizes for dual occupancies and multi dwelling housing**

- (1) The objective of this clause is to encourage housing diversity without adversely impacting on residential amenity.
- (2) Development consent may be granted to the subdivision of land on which development for the purpose of a dual occupancy has been carried out if the area of each resulting lot will be equal to or greater than—
  - (a) if the land is identified as “Area 1” on the *Lot Size Map*—350 square metres,
  - (b) if the land is identified as “Area 2” on the *Lot Size Map*—400 square metres.
- (3) Subclause (2) does not apply to land to which clause 7.3 or 7.4 applies.
- (4) Development consent may be granted to the subdivision of land in Zone R1 General Residential on which development for the purpose of multi dwelling housing has been carried out if the area of each resulting lot will be equal to or greater than 350 square metres.

**cl 4.1A:** Am 2016 (525), Sch 1 [2].

**Clause 4.1A – Current:**

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### 4.1A Minimum lot sizes for dual occupancies, manor houses, multi dwelling housing, multi dwelling housing (terraces) and residential flat buildings

- (1) The objectives of this clause are as follows—
- (a) to achieve planned residential density in certain zones,
  - (b) to ensure that the area and dimensions of a lot are able to accommodate development that is consistent with the objectives and development controls for dual occupancies, manor houses, multi dwelling housing, multi dwelling housing (terraces) and residential flat buildings,
  - (c) to minimise any likely adverse impact of development on the amenity of neighbouring properties.
- (2) Development consent must not be granted to development on a lot in a zone shown in Column 2 of the Table to this subclause for a purpose shown in Column 1 of the Table opposite that zone, unless the area of the lot is equal to or greater than the area specified for that purpose and shown in Column 3 of the Table.

| Column 1                          | Column 2   | Column 3          |
|-----------------------------------|--|-------------------|
| Dual occupancy (attached)         | RUS Village, R1 General Residential and R2 Low Density Residential                   | 500 square metres |
| Dual occupancy (detached)         | RUS Village, R1 General Residential and R2 Low Density Residential                   | 700 square metres |
| Manor houses                      | RUS Village, R1 General Residential and R3 Medium Density Residential                | 900 square metres |
| Multi dwelling housing            | RUS Village, R1 General Residential, R3 Medium Density Residential and MU1 Mixed Use | 900 square metres |
| Multi dwelling housing (terraces) | RUS Village, R1 General Residential, R3 Medium Density Residential and MU1 Mixed Use | 900 square metres |
| Residential flat buildings        | RUS Village, R1 General Residential, R3 Medium Density Residential and MU1 Mixed Use | 900 square metres |

- (3) If a lot is a battle-axe lot or other lot with an access handle, the area of the access handle is not to be included in calculating the lot size.
- (4) Despite any other provision of this Plan, a dual occupancy, manor house, multi dwelling housing or multi dwelling housing (terraces) for which development consent has been granted in accordance with this clause may, with development consent, be subdivided into lots of any size to enable the resulting individual dwellings on those lots to have separate titles.

Although the dual occ (DA19/2149) was approved after this amendment coming into effect, the application was lodged prior to this amendment. However, there is a savings provision - **cl 1.8A (2)** – hence the amended clause 4.1A did not apply.

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### 1.8A Savings provision relating to development applications

- (1) If a development application has been made before the commencement of this Plan in relation to land to which this Plan applies and the application has not been finally determined before that commencement, the application must be determined as if this Plan had not commenced.

#### Note—

However, under Division 4B of Part 3 of the Act, a development application may be made for consent to carry out development that may only be carried out if the environmental planning instrument applying to the relevant development is appropriately amended or if a new instrument, including an appropriate principal environmental planning instrument, is made, and the consent authority may consider the application. The Division requires public notice of the development application and the draft environmental planning instrument allowing the development at the same time, or as closely together as is practicable.

- (2) If a development application has been made before the commencement of *Shoalhaven Local Environmental Plan 2014 (Amendment No 35)* in relation to land to which that Plan applies and the application has not been finally determined before that commencement, the application must be determined as if that Plan had not commenced.

- (3) A development application made, but not finally determined, before the commencement of *State Environmental Planning Policy Amendment (Flood Planning) 2023* must be determined as if that policy had not commenced.

Therefore DA19/2149 was not approved under **current cl 4.1A**. Since the DA was not approved under current clause 4.1A, and previous 4.1A has been amended, the proposed subdivision is a variation to **clause 4.1 of the LEP**.

Extent of variation proposed will be compared against the min lot size requirement for the subject lot under clause 4.1 of LEP, which is 500sqm.

The sizes of resultant lots and variations are:

- Lot 1: 279.1 sqm – a variation of **44.18%**
- Lot 2: 320.8 sqm – a variation of **35.84%**

Notwithstanding non-compliance with the development standard, it is considered that the proposed subdivision is consistent with the objectives of the development standard.

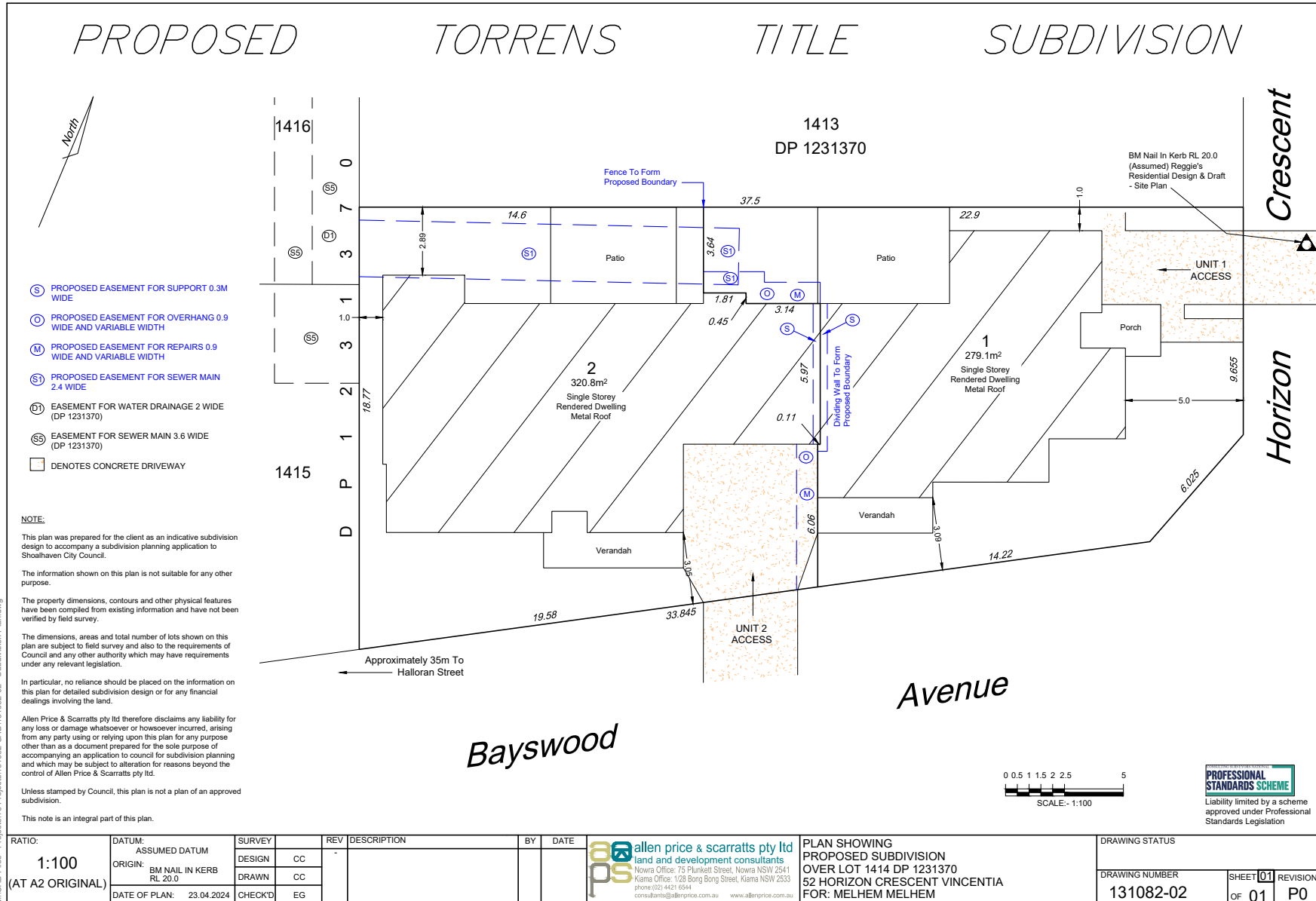
The underlying objective of the standard, to minimise the likely impact upon local amenity, is achieved as no additional physical alterations are required to be undertaken (apart from a minor re-alignment of the sewer which is under the ground surface and will have no ongoing term impacts) and the proposed subdivision does not compromise the function of the dual occupancy development. The proposed subdivision would have no impacts upon the surrounding locality beyond those considered during assessment and approval of the underlying dual occupancy (attached).

An identical subdivision application lodged today for a dual occupancy (attached), constructed after gazettal of SLEP 4.1A (4) would be compliant under that clause. Accordingly, strict compliance with the development standard (SLEP Cl 4.1 (3) ) is considered to be unreasonable and unnecessary.

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**Sufficient Environmental Planning Grounds**

Council considers that there are sufficient environmental planning grounds to justify contravening the minimum subdivision lot size development standard. The proposed subdivision promotes the orderly and economic use and development of land and is consistent with development opportunities that are now available under clause 4.1A.



## CL23.404 Bay and Basin Boxing Club: site investigations and proposed engagement activity

**HPERM Ref:** D23/395329

**Department:** Recreation Projects - Planning & Delivery  
**Approver:** Jane Lewis, Director - City Lifestyles

### Reason for Report

The purpose of this report is:

1. To provide Council with information about the outcome of investigations for the Bay and Basin Boxing Club (BBBC) to occupy Council owned or managed land within the Sanctuary Point area, in accordance with MIN22.612.
2. To provide Council with information about a proposed community engagement activity, and to seek Council's endorsement to undertake engagement.

### Recommendation

That Council:

1. Accepts the *Bay and Basin Boxing Club: 'site investigations and proposed engagement activity'* report in relation to the outcomes of investigations undertaken to date in response to MIN22.612;
2. Provide in-principle endorsement for Clifton Park as the preferred location for a facility for the Bay and Basin Boxing Club, based on investigations undertaken to date (subject to further investigations);
3. Direct the CEO (Director City Lifestyles) to undertake engagement activities outlined in the Community Consultation chapter of this report; and
4. Receive a future report outlining the results of engagement activities and further recommendations in relation to the establishment of facilities at Clifton Park to house the Bay & Basin Boxing Club.

### Options

1. Accepts the recommendations as proposed.

Implications: Council staff will proceed to engage in community consultation, to gauge the community's support for the proposal to establish facilities to house the Bay and Basin Boxing Club at Clifton Park. A future report will be provided to an Ordinary Council Meeting with engagement activity results and further recommendations.

2. Adopt an alternative recommendation, removing Part 3 and 4 of the recommendation.

Implications: If the Council provides in-principle endorsement without follow-up community consultation, it is likely that support for establishing a facility to house the Bay and Basin Boxing Club at Clifton Park may be undermined. This may give rise to reputational damage and limit the Bay and Basin Boxing Club's ability to establish a facility at Clifton Park to service the Bay & Basin community.

## Background

A Notice of Motion titled *Bay and Basin Boxing Club - Building location investigation* was considered at the Ordinary Council Meeting held on 12 September 2022. MIN22.612 reads:

*That Council investigate suitable locations or suitable sites to establish a facility for the Bay and Basin Boxing Club, including but not limited to Council facilities / buildings.*

The Proponent for the proposed use and development outlined in MIN22.612 is the Bay and Basin Boxing Club (BBBC). The BBBC is a registered club (with Boxing Australia and Boxing ACT).

City Lifestyles staff have liaised directly with the Proponent to understand the BBBC's requirements, such as: size and type of space required; target demographics; and how the proposed facility will be utilised.

It's understood that it is the Proponent's intention to register the BBBC as a business once a suitable permanent location has been determined. The proponent has indicated it is their intention to operate the business under a 'not-for-profit model'. At present the coach provides coaching voluntarily and funds the BBBC's activities.

The Proponent's proposed business / operating model is for a "percentage of profits to be returned into community programs in the area that also need help along with referrals to youth mentoring services, welfare agencies and other similar sporting clubs where possible. The remaining profits would be used to pay our way for the future sustainability of the club in its location through a leasing arrangement with Council for the use of land."

The Proponent has the following requirements:

- Minimum size requirement for a facility house BBBC is: 20m x 20m;
- Preferred facility type: structure (shell only) suitable for specialised fit out (by the BBBC), such as a 'shed';
- Land of sufficient size to carry a 20m x 20m shed and associated infrastructure, such as parking, access pathways, and landscaping, and;
- Location: in Sanctuary Point.

The Proponent has confirmed it is the BBBC's intention to fund and deliver all necessary internal fit out, with the assistance of grants. The focus therefore of this report and related investigations is the identification of a suitable site.

For the purposes of this report, the proposed use and development has been defined under the *Shoalhaven Local Environmental Plan 2014 (SLEP 2014)* as a 'Recreation Facility (Indoor)', which states:

**recreation facility (indoor)** means a building or place used predominantly for indoor recreation, whether or not operated for the purposes of gain, including a squash court, indoor swimming pool, gymnasium, table tennis centre, health studio, bowling alley, ice rink or any other building or place of a like character used for indoor recreation, but does not include an entertainment facility, a recreation facility (major) or a registered club.

The Open Space and Recreation Planning (OSRP) team undertook a review of Community Land in and around Sanctuary Point. The Proponent's request was for land to develop the BBBC, not an existing facility which could be shared or re-purposed.

50 sites were identified within the nominated study area, all of which were categorised as either Sportsground, or General Community Use. Of these 50 sites, there were six sites which were large enough for the proposed use and development and that carry the

necessary land classification and categorisation. Each of these six sites were investigated further (refer to Figure One).

A site visit was undertaken to each of the six sites identified in Figure One, to complete a landscape and use analysis. The outcome of these investigations resulted in two sites being considered feasible for the proposed use and development, due to statutory planning considerations, environmental impacts, and neighbourhood amenity. These sites are identified in the YES column in Figure One.

**Figure One: Feasible Sites**

| List of feasible sites:                | Yes | No |
|--|-----|----|
| Anson Street Reserve                   |     | X  |
| Yellow Bellied Glider Reserve          |     | X  |
| Clifton Park                           | X   |    |
| Wool Lane Sporting Complex             |     | X  |
| Francis Ryan Reserve                   |     | X  |
| Sanctuary Point Oval / Cricket Ground. | X   |    |

Further information about Clifton Park and Sanctuary Point Oval is provided below.

Clifton Park, Sanctuary Point.

**Figure Two: location of 20m x 20m Boxing Club at Clifton Park identified in red.**



|                          |   |
|--------------------------|---|
| <b>Legal Description</b> | Lot 1 DP 1215751  |
| <b>Tenure</b>            | Shoalhaven City Council   |
| <b>Category</b>          | Community Land, Public Reserve – <u>General Community Use.</u>  |
| <b>Size</b>              | 3.68ha  |
| <b>Access</b>            | Primary access is achieved from Clifton Street.   |
| <b>Constraints</b>       | <ul style="list-style-type: none"> <li>Bushfire: Category 2 bushfire prone land. This will require a 30m vegetation buffer.</li> <li>Biodiversity: <i>Biometric Vegetation Type</i>. Additional research will be</li> </ul> |

|                       |   |
|-----------------------|---|
|                       | <p>required to identify what this means for future development at this portion of the site (to be addressed through a future DA).</p> <ul style="list-style-type: none"> <li>Flood: Partially - AEP1 Existing, 2050 and 2100. Partially - FPA existing, 2050 and 2100. Partially - PMF Existing, 2050 and 2100.</li> </ul>  |
| <b>Permissibility</b> | <ul style="list-style-type: none"> <li>The land classification is Community Land with the purpose of Public Reserve and Category being General Community Use under the Local Government Act 1993.</li> <li>Zone – RE1: Public Recreation. As such, a Recreation Facility (Indoor) is permitted with consent (requiring a development application).</li> </ul>   |
| <b>Opportunities</b>  | <ul style="list-style-type: none"> <li>Clifton Park is currently developed with a range of community facilities and infrastructure, such as the Mens Shed, community garden, as well as children's play equipment and learn to ride facilities. The underutilised space adjacent to the Mens Shed is the preferred location for the BBBC (refer to Figure Two).</li> <li>The location identified in Figure Two is not included as part of a licensed area (for other user groups), in accordance with existing licensing arrangements for Clifton Park.</li> <li>It is likely that the development will trigger the need for additional formal parking, which is considered viable at this location. The proposed location at Clifton Park provides adequate passive surveillance levels (to be further considered through Crime Prevention Through Environmental Design (CPTED) assessments).</li> </ul> |
| <b>Finding</b>        | <p>Clifton Park is the preferred location for the provision of a facility to house the BBBC.</p>  |

Sanctuary Point Oval, Sanctuary Point.

*Figure Three: location of 20m x 20m Boxing Club at Sanctuary Point Oval identified in red.*



|                          |   |
|--------------------------|---|
| <b>Legal Description</b> | Lot 1525 DP 236518  |
| <b>Tenure</b>            | Shoalhaven City Council   |
| <b>Category</b>          | Community Land, Public Reserve – <u>Sportsground.</u>   |
| <b>Size</b>              | 7.8ha   |
| <b>Access</b>            | Pedestrian and vehicular access is available from Larmer Avenue.  |
| <b>Constraints</b>       | <ul style="list-style-type: none"> <li>• Bushfire: Category 1 and 3 bushfire prone land. This will require a 100m vegetation buffer.</li> <li>• Biodiversity – the site is mapped as having threatened flora and Biometric Vegetation Type. However, neither of these mapped areas are in the proposed location as shown in Figure 3. Additional research would be required to identify what this means for future development at this portion of the site (to be addressed through a future DA).</li> <li>• Flood: AEP1 Existing, 2050 and 2100. FPA Existing, 2050 and 2100. PMF Existing, 2050 and 2100.</li> <li>• Passive surveillance at this location is considered inadequate, due to the setback from adjacent streetscapes and surrounding vegetation.</li> </ul> |
| <b>Permissibility</b>    | <ul style="list-style-type: none"> <li>• The land classification is Community Land with the purpose of a Public Reserve and Category being General Community Use under the Local Government Act 1993.</li> <li>• Zone – RE1: Public Recreation. As such, a Recreation Facility (Indoor) is permitted with consent (requiring a development application).</li> </ul>   |
| <b>Opportunities</b>     | <ul style="list-style-type: none"> <li>• There is sufficient space to accommodate a 20m x 20m and associated infrastructure, including parking. It is likely tree removal would be required.</li> <li>• Considering flood, bushfire and biodiversity mapping, it is advisable to seek pre-lodgement advice from the duty planning team to obtain further information about the requirements for vegetation removal and the required finished floor levels prior to lodging a Development Application for a facility to house the BBBC at this</li> </ul>  |
| <b>Finding</b>           | Sanctuary Point Oval is <b>not</b> the preferred location for the provision of a facility to house the BBBC, due to limited passive surveillance, flood risk, and bushfire risk.  |

#### Internal Consultation

Internal consultation conducted in relation to the proposed establishment of a boxing club in the Bay and Basin area have included contact with the nominated Asset Custodians for Clifton Park (District Engineer) and Sanctuary Point Oval (Shoalhaven Swim Sport Fitness) and the Property Services team.

It is foreshadowed that any further consultation undertaken in relation to this matter will include:

- City Services – Building Services;
- Media & Communication (Marketing & Community Engagement).

### External Consultation

The following are considered key stakeholders in relation to any proposed use or development to support the provision of a facility for the BBBC in Sanctuary Point:

- Proponent (owner of the BBBC);
- Volunteer groups and users of Clifton Park (further information provided in the following chapter – Community Consultation);
- Residents directly impacted by the development (overlooking or adjoining the site).
- Residents within 400m of the site at Clifton Park;
- Ward 2 Councillors, and;
- Community Consultative Body (Basin Villages Forum).

### Community Consultation (Engagement Activity)

In accordance with Council's Community Engagement Policy and draft Community Engagement Strategy, the proposed engagement model to facilitate provision of feedback by key stakeholders to Council is: *consult*. Accordingly, two community engagement activities have been designed to capture feedback from all external key stakeholders. These are referred to as Engagement Activity One and Engagement Activity Two. Further details about proposed engagement activities are provided below.

#### Engagement Activity One (EA1):

EA1 will focus on engagement with key stakeholders, prior to undertaking community engagement with residents within a 400m radius. This is considered necessary to provide opportunities to develop revised questions and/or provide additional information to the intended audience for EA2 based on the outcome of EA1.

It is expected that EA1 will take 3 weeks to complete. It will involve a letterbox drop to the below stakeholders with a QR Code asking 2 questions to measure support for the proposed use and development at the preferred location (Clifton Park). The questions will include one closed question and one open question:

1. Closed Question:

*Do you support the provision of a facility to house the Bay and Basin Boxing Club at Clifton Park. Please select one of the below:*

- YES
- NO

2. Open Question:

*If no, please tell us why.*

- Responses limited to 500 characters or less.

The audience for EA1 will include:

- User groups of Clifton Park, including:
  - the Mens Shed;
  - the Gardening Club, and;
- Residents who reside in dwellings that overlook this portion of Clifton Park (approx. 8 dwellings).

#### Engagement Activity Two (EA2):

It is expected that EA2 will take a further 3 weeks to complete. It will involve a letterbox drop to the below stakeholders with a QR Code asking 2 questions to understand the support for the development at this location. The questions will include one closed ended question and

one open ended question, which are to be finalised upon completion of, and in response to results of, EA1.

The audience for EA2 will include:

- Residents who reside in dwellings within a 400m radius of the subject site at Clifton Park (approx. 562 dwellings);

Overall, it is expected that community engagement activities will take approx. 6-8 weeks to complete. A report will be provided to Council at a future Ordinary Council Meeting outlining the results of engagement activities and further recommendations.

### Policy & Legislative Implications

Policy: Nil.

Legislation: A Development Application will be required for the proposed development facilities at Clifton Park to house the BBBC, in accordance with the *Environmental Planning and Assessment Act 1979 (EP&A Act 1979)*.

### Financial Implications

This project is currently not identified in Council's Delivery Program Operation Plan (DPOP) and subsequently has no funding allocated for design or construction.

The work undertaken by City Lifestyles staff in relation to MIN22.612 and the preparation of this report has been undertaken utilising operational funding (staff salaries).

The proposed engagement activities (EA1 and EA2, as described in the chapter titled Community Consultation) will be undertaken utilising existing City Lifestyles operational budgets.

It is the Proponent's intention to fund the proposed development utilising external funding (grants – provided by external grant bodies).

The provision of any funding commitment by Council to progress the proposed use and development of facilities at Clifton Park to house the BBBC will be subject to a future report to Council at an Ordinary Council Meeting.

### Risk Implications

- *Reputation:* Failure to complete community engagement activities in accordance with Council's community engagement policy, and as described in this report, may lead to a loss of confidence in Council's ability to deliver community infrastructure outcomes based on feedback provided by the community.
- *Finance and asset depreciation:* This project is currently not identified in Council's Delivery Program Operation Plan (DPOP) and subsequently has no funding allocated for design or construction. Sufficient funding will need to be identified, either through future capital works budgets and / or via external funding bodies, to fund design, delivery, asset maintenance, and depreciation.

The Proponent has indicated it is their intention to secure necessary funding for internal fit out via external grant bodies. It is therefore not anticipated that a request will be forthcoming to Council to fund the proposed works. However, it will remain Council's fund depreciation of the asset.

Preliminary, high-level cost estimates for the proposed works are yet to be determined. It is anticipated these figures will be in the order of \$250,000 - \$500,000 for a facility in line with the Proponent's requirements (outlined in the Background

chapter of this report) and associated infrastructure, with an additional figure of at least \$150,000 required to deliver necessary internal fit out.

The preliminary cost estimate provided above would need to be revised in response to any change of scope.

- *Use:* the request considered by Council staff, based on the contents of MIN22.612, and additional information provided by the Proponent, will result in a new, single-use, bespoke facility to house the BBBC. The facility would be added to Council's asset register and depreciated accordingly.

The BBBC's request would need to be re-scoped and re-investigated should the Council wish to pursue a multi-use community facility model to house the BBBC in Sanctuary Point.

**Tables Referred to in Report to Ordinary Council Meeting (24 June 2024)**  
Bay and Basin Boxing Club – Summary of Engagement Activities

**Table 1: Key themes (EA1)**

| No. | Number of Responses | Key Theme   | Staff Response  |
|-----|---------------------|---|---|
| 1.  | 2                   | <b>Environmental Impact</b><br>Statements that the proposal will result in the reduction of green space, removal of trees and potential impact on wildlife habitats.  | The impact of flora and fauna will be minimised as the relevant portion of the site is largely cleared.<br><br>Further considerations of environmental impacts can be considered and assessed as part of a future development application (including through the completion and assessment of a Review of Environmental Factors). |
| 2.  | 2                   | <b>Compatibility with Existing Facilities</b><br>Statements that a boxing club does not align with existing facilities at Clifton Park, which currently caters to older residents (Men's Shed), gardening groups (Community Garden) and families (with the learn to ride, play group and Fenced Off-Leash Area), as well as young cyclists. | Co-locating the Bay and Basin Boxing Club with the existing Men's Shed, Community Garden, playground and other facilities at Clifton Park, provides opportunities to leverage potentials for intergenerational exchanges, which are considered to be highly desirable in supporting population health and wellbeing outcomes.     |
| 3.  | 6                   | <b>Infrastructure and Safety Concerns</b><br>Statements related to increased traffic, insufficient parking, drainage issues in heavy rain, noise pollution / disturbances and safety concerns for pedestrians particularly older residents and children.  | The Pedestrian Access and Mobility Plan (PAMP) identifies proposed footpaths and crossings at the subject site.<br><br>Further consideration of traffic and other infrastructure related matters can be considered and determined as part of a future development application.  |
| 4.  | 5                   | <b>Alternative Solutions</b><br>Proposals to locate the Bay and Basin Boxing Club at an alternative location to assist with improving accessibility, amenities,   | Clifton Park has available space which can be appropriately developed and further considered through a development application process. There are planning and site   |

|                                |                               |                                     |                       |
|--------------------------------|-------------------------------|-------------------------------------|-----------------------|
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**Open Space and Recreation Planning**  
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| No. | Number of Responses | Key Theme  | Staff Response   |
|-----|---------------------|--|--|
|     |                     | <p>parking and pathways as well as a perceived incompatibility with existing activities at the subject site.</p> <p>Suggested locations:</p> <ul style="list-style-type: none"> <li>Francis Ryan Reserve;</li> <li>St Georges Basin;</li> <li>Sanctuary Point Oval.</li> </ul> | <p>constraints at other locations within Sanctuary Point that indicate Clifton Park is the most appropriate locations for a facility to house a boxing club in Sanctuary Point (ref. <b>Attachment 1</b>).</p> <p>Parking will be required to be addressed in any future development application. Preliminary investigations have identified that the subject site could accommodate sufficient parking.</p> |

**Table 2: Key themes – Related to Question Six (EA2)**

| No. | Number of Responses | Key Theme  | Staff Response |
|-----|---------------------|--|----------------|
| 1.  | 68                  | <p><b>Community Empowerment and Youth Development</b></p> <p>A large number of respondents view a boxing club as a tool to empower youth through positive activities and guidance, acting as a constructive pursuit assisting in preventing negative behaviours, providing a sense of purpose and personal development and resilience.</p> | Supported.     |
| 2.  | 39                  | <p><b>Fitness and Well-being</b></p> <p>Many respondents noted that the boxing club will positively contribute to the physical and mental wellbeing of the community. They view boxing as a means to promote fitness, teach discipline and offer an outlet for stress relief.</p>  | Supported.     |
| 3.  | 36                  | <p><b>Safety and Positive Influence</b></p> <p>Many respondents emphasised a Boxing Clubs role in positively influencing safety and wellbeing. Structured activities instil discipline and respect, naturally acting as a deterrent to negative behaviours, whilst fostering a sense of security and positive values.</p>                  | Supported.     |
| 4.  | 31                  | <p><b>Accessibility and Convenience</b></p>  | Supported.     |

|                         |                        |                              |                |
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| No. | Number of Responses | Key Theme  | Staff Response  |
|-----|---------------------|--|---|
|     |                     | Clifton Park is seen as a central location in Sanctuary Point, making a boxing club at this location easily accessible to most residents, particularly those without access to transportation. Accessibility is seen as being vital to ensure club is inclusive and serves a diverse range of community members. |   |
| 5.  | 26                  | <b>Need for Community Facilities</b><br>Respondents noted that the Boxing Club fills an existing gap and addresses the need for activities that promote health, socialisation, and personal development.   | Supported.  |
| 6.  | 13                  | <b>Personal Testimonies and Positive Experiences</b><br>Members of the Bay and Basin Boxing Club shared personal experiences or stories from their family members who have benefited from the Boxing Club. These testimonials reinforced the perceived value of the Club within the community.                   | Supported.  |
| 7.  | 5                   | <b>Infrastructure and Safety Concerns</b><br>Inadequate pedestrian footpaths, existing footpaths often are obstructed, insufficient parking onsite, pedestrian safety to cross the road and wait times for buses.<br><br>Concern that crime, drug use and late-night activities will increase.                   | The Pedestrian Access and Mobility Plan (PAMP) identifies proposed footpaths and crossings at the subject site.<br><br>Traffic calming devices can be considered as part of a future development application process.   |
| 8.  | 4                   | <b>Environmental Impact</b><br>Loss of natural green space and harm to established vegetation / trees.<br><br>Overall impact to the character and amenity of Clifton Park as a green space within a residential area.  | Loss of green space will be minimised as the proposed location is largely cleared. Related impacts can be managed through a future development application process.<br><br>Co-locating the Bay and Basin Boxing Club with the existing Men's Shed, Community Garden and |

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| No. | Number of Responses | Key Theme   | Staff Response   |
|-----|---------------------|---|--|
|     |                     |   | playground is considered to be highly desirable.   |
| 9.  | 3                   | <b>Proximity to Existing Facilities</b><br>Over-development of Clifton Park, preference to locate the Boxing Club in a commercial area or an active recreation area such as an oval or sports field.                                | Co-locating the Bay and Basin Boxing Club with existing facilities at Clifton Park is considered to be highly desirable.   |
| 10. | 2                   | <b>Visibility and Security</b><br>Concerns about the proposed location being secluded and hidden, leading to potential increase in antisocial behaviours at the subject site.<br>Roadside car parking near bends and intersections. | Co-locating the Bay and Basin Boxing Club with existing facilities at Clifton Park is considered to be highly desirable, which may assist in minimising antisocial behaviours.<br><br>Parking, and related matters, to be considered through a future development application process. |
| 11. | 2                   | <b>General Opposition</b><br>Disagreement with the need for a boxing club in Sanctuary Point, regardless of the location.   | Noted.   |

**Table 3: Key themes – Related to Question Eight (EA2)**

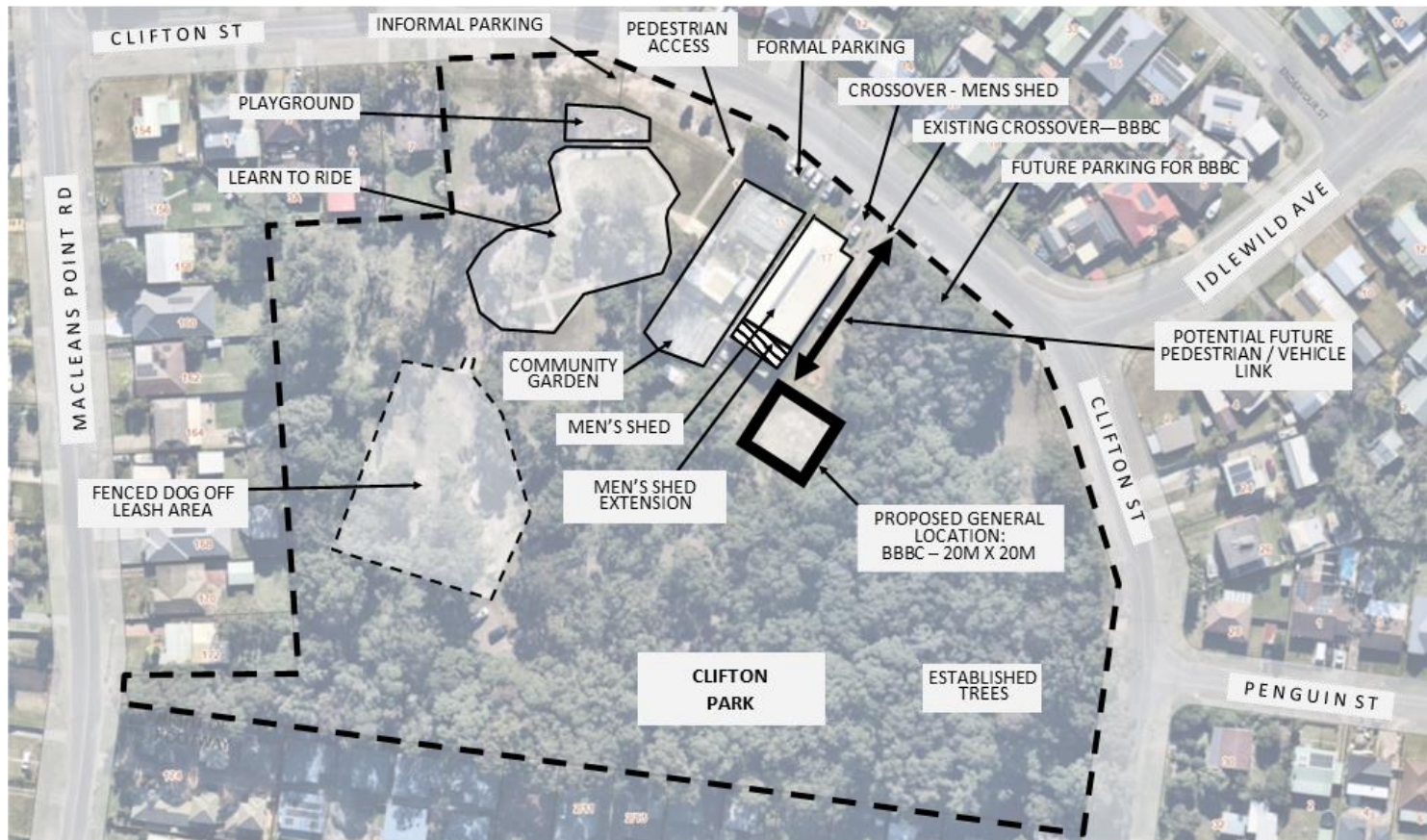
| No. | Number of Responses | Key Theme  | Staff Response |
|-----|---------------------|--|----------------|
| 1.  | 41                  | <b>Community Need</b><br>Many respondents expressed a strong desire for a boxing club in Sanctuary Point, with many benefits noted including providing a positive outlet for youth and promoting fitness, self-defence and discipline. | Supported.     |
| 2.  | 35                  | <b>Positive Impact</b><br>Many respondents expressed that having a boxing club at Clifton Park will have positive impacts on the community, such as reducing crime, improving mental health,   | Supported.     |

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| No. | Number of Responses | Key Theme   | Staff Response  |
|-----|---------------------|---|---|
|     |                     | and providing opportunities for personal growth.  |   |
| 3.  | 33                  | <b>Support for the Proposal</b><br>Many respondents expressed complete support for the proposal, citing personal experiences with the Boxing Club, and the positive impact on the community as well as the need for such a facility in the community. | Supported.  |
| 4.  | 23                  | <b>Youth Empowerment and Development</b><br>Emphasis on the importance of providing opportunities for youth development, including learning discipline, respect, and valuable life skills.  | Supported.  |
| 5.  | 8                   | <b>Location Concern</b><br>Some concerns regarding Clifton Park as the wrong location due to parking, proximity to residential areas and the impact on flora and fauna.   | Parking will be required to be addressed in any future Development Application.<br><br>Preliminary sketches identified the site could accommodate sufficient parking.<br><br>The impact of flora and fauna will be minimised as the proposed portion of the site is largely cleared, and may be further considered as part of a future Development Application. |
| 6.  | 4                   | <b>Safety and Security</b><br>Suggestion that the Boxing Club will contribute to reducing crime and anti-social behaviour in Sanctuary Point.   | Supported.  |
| 7.  | 2                   | <b>Financial and Administrative Concerns</b><br>Some respondents noted concerns about funding, insurance costs and requests to prioritise existing projects in front of financing this project.   | Noted. Funding solution outside of the scope of this process and this report.   |

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**Attachment 3: Site Diagram (Showing Proposed Location for BBBC at Clifton Park)**



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## Attachment 1

### Community Infrastructure Audit – Summary & Samples

*This attachment should be read in conjunction with the **Interim Report: Phase 1 of the Community Infrastructure Strategic Plan - Community Infrastructure Audit** report tabled at the Ordinary Council Meeting held on 12 August 2024.*

#### Key Definitions

The following definitions are provided in relation to the contents of this attachment and the associated report:

- **Districts:** Refers to the 21 planning districts used in the Shoalhaven City Council Community Infrastructure Audit 2024 and as illustrated in **Figure B**. The 21 planning districts order Shoalhaven's 50 villages and towns into manageable groupings with reference to topography and the local road network. The 21 planning districts have been developed by Council's Strategic Planning section in collaboration with a 3<sup>rd</sup> party forecasting services provider.
- **Parent facilities:** Primary facilities such as leisure centres, sporting complexes, parks, cultural buildings or community buildings. Parent facilities may have multiple child or component assets which are considered secondary.
- **People Mobility Data:** GPS metadata sourced from mobile phone devices where users have voluntarily opted in to location-sharing.
- **Socio-Economic Indexes for Areas (SEIFA) Index:** SEIFA Index data is developed by the Australia Bureau of Statistics (ABS) and ranks areas according to relative advantage and disadvantage.

#### Audit Purpose

The purpose of the Shoalhaven City Council Community Infrastructure Audit (Audit) is to provide a key base of evidence for the Community Infrastructure Needs Analysis (Needs Analysis). The Needs Analysis will form a significant part of the preliminary draft of the revised *Community Infrastructure Strategic Plan 2026-56* (CISP) (anticipated completion March 2025), as outlined in **Figure A** below.

**Figure A: Community Infrastructure Audit & Next Steps – CISP Review**



The Audit collates and synthesises data on the existing provision, distribution, condition and use of Shoalhaven City Council (Council) owned open space and community facilities across the Shoalhaven

|                         |                       |                                |                 |
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## Open Space and Recreation Planning Recreation Projects – Planning & Delivery

Local Government Area (LGA) and includes data and mapping of 3<sup>rd</sup> party open space and community facilities provided by the private sector and other levels of government.

### Status

The Audit report (90% complete) was submitted to the project team on 22 July 2024. Following internal review, the Audit report will be published to the CISP Review Get Involved page on Council's website. Anticipated publication date: September 2024.

### Scope

The scope of the Audit includes:

- 637 parent facilities
- 50 Villages, grouped into 21 Districts
- 5 Themes / Asset Typologies as follows:
  - Aquatics & Indoor Sports
  - Sports Fields & Courts
  - Open Space
  - Cultural & Entertainment Facilities
  - Community Buildings

### Structure

The Audit report is broadly divided into three sections:

1. Contents, Introduction and Shoalhaven Local Government Area (LGA) Information
2. Community Facilities by Typology
  - a. LGA-scale maps and tables by theme / asset typology
3. Village / District Information
  - a. Village / District-scale maps and tables

Summary infographics on facilities, population and SEIFA Index data is interwoven throughout the Audit report.

Utilisation and customer satisfaction data is also interwoven throughout, including survey data from Audit engagement activities (discussed further below) and People Mobility Data (GPS metadata).

### Audit Engagement Activities

The Audit included targeted key stakeholder and community engagement to gauge additional utilisation and customer satisfaction data for a range of sites.

Tenants and management committees for all in-scope (open space and community) facilities were invited to participate in a survey (100 tenants and 28 management committees in total).

Key stakeholders (including sporting and community groups) were invited to participate in a survey for a sample of 25 selected sites (321 stakeholders in total).

### Key Audit Findings

|                                |                              |                                       |                        |
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**Open Space and Recreation Planning**  
Recreation Projects – Planning & Delivery

The central Audit finding is that there are **637** in-scope parent facilities, as opposed to **288** facilities captured in the current CISP.

Other key findings from the Audit report will become available following completion of an internal review of the 90% complete document.

Audit Page Examples

Example pages have been extracted from the Audit report and are provided below as a sample of document contents.

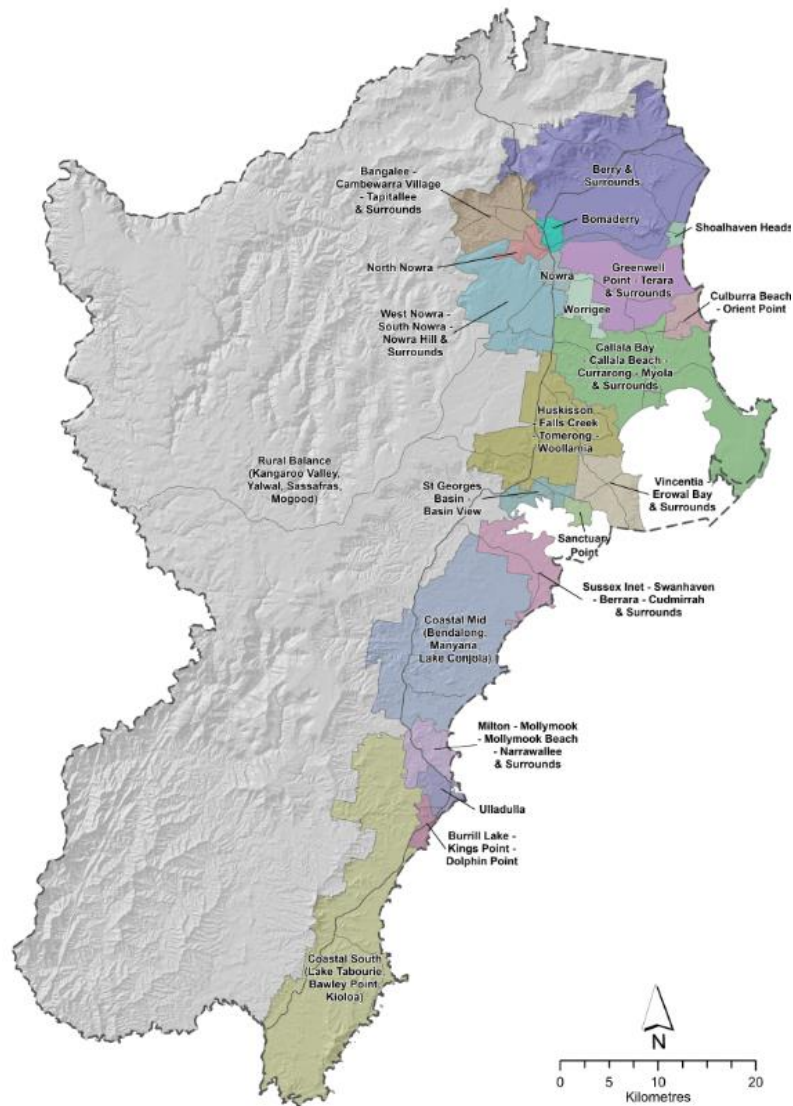
*Note: As the Audit report is 90% complete and has not yet been reviewed, there may be errors or omissions on some pages. Errors and omissions will be addressed through the internal review process.*

The following examples have been selected to:

- Provide summary information on open space and community facilities developed through the Audit process (**Figures C – I**).
- Provide examples of how maps and tables are included at the LGA and Village / District scale (**Figures J – M**).
- Provide examples of how condition, utilisation and customer satisfaction data is incorporated into the Audit report (**Figures N – S**).

|                         |                       |                                |                 |
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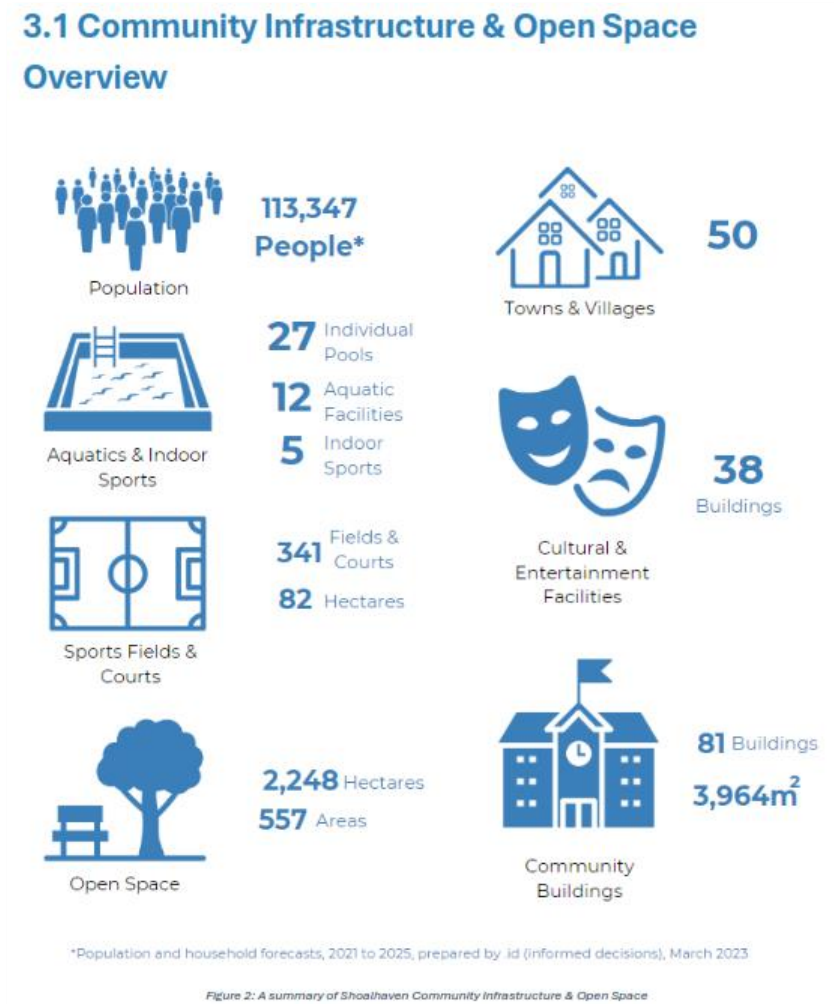
**Figure B: Planning Districts used in the Shoalhaven City Council Community Infrastructure Audit 2024**



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|                         |                       |                                |                 |
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Figure C: LGA-Scale Open Space & Community Facilities – Overview



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|                         |                       |                                |                 |
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Figure D: LGA-Scale Provision by Asset Typology – Aquatics



|                         |                       |                                |                 |
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Figure E: LGA-Scale Provision by Asset Typology – Sports Fields & Courts



|                         |                       |                                |                 |
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Figure F: LGA-Scale Provision by Asset Typology – Open Space

## 4.3 Open Space

### 4.3.1 Overview

Open Space includes Parks, Foreshores, Waterways and Playgrounds. Shoalhaven has 557 Open Space locations totalling 2,248 Hectares of open space.

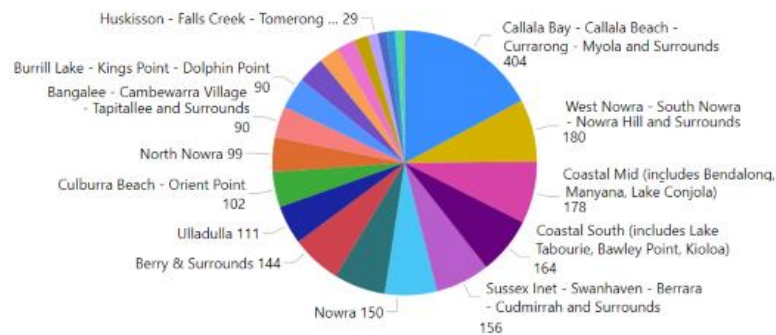


Figure 26: Open Space by Village (Hectares)

|                         |                       |                                |                 |
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Figure G: LGA-Scale Provision by Asset Typology – Cultural & Entertainment Facilities

## 4.4 Cultural & Entertainment Facilities

### 4.4.1 Overview

Shoalhaven's cultural and entertainment facilities include Libraries, Museums, Art Galleries and the Shoalhaven Entertainment Centre.



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Figure H: LGA-Scale Provision by Asset Typology – Community Buildings

## 4.5 Community Buildings

### 4.5.1 Overview

Shoalhaven's Community buildings include meeting rooms, public halls, community centres, art schools, men's sheds and surf life saving clubs.



## 81 Community Buildings



6 Men's Sheds



8 Surf Life Saving Club Buildings



2 Youth Centres



34 Meeting Spaces  
3,964m<sup>2</sup> Total Area

|                         |                       |                                |                  |
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Figure I. Example Summary Infographic at the Village / District Scale

## 6.1 Bangalee – Cambewarra Village – Tapitallee and Surrounds

### 6.1.1 Village Summary

Bangalee – Cambewarra Village – Tapitallee and Surrounds has a current population of 3,166 which is expected to grow to 9,266 by 2051. The Village has 18 open space areas and three sports fields and court areas. Sports catered for in the area include Cricket and Equestrian



Figure 73: Bangalee – Cambewarra Village – Tapitallee and Surrounds Summary

|                         |                       |                                |                  |
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Figure J. Example LGA-Scale Map by Asset Typology – Aquatics & Indoor Sports

#### 4.1.2 Aquatics & Indoor Sports Centres Map

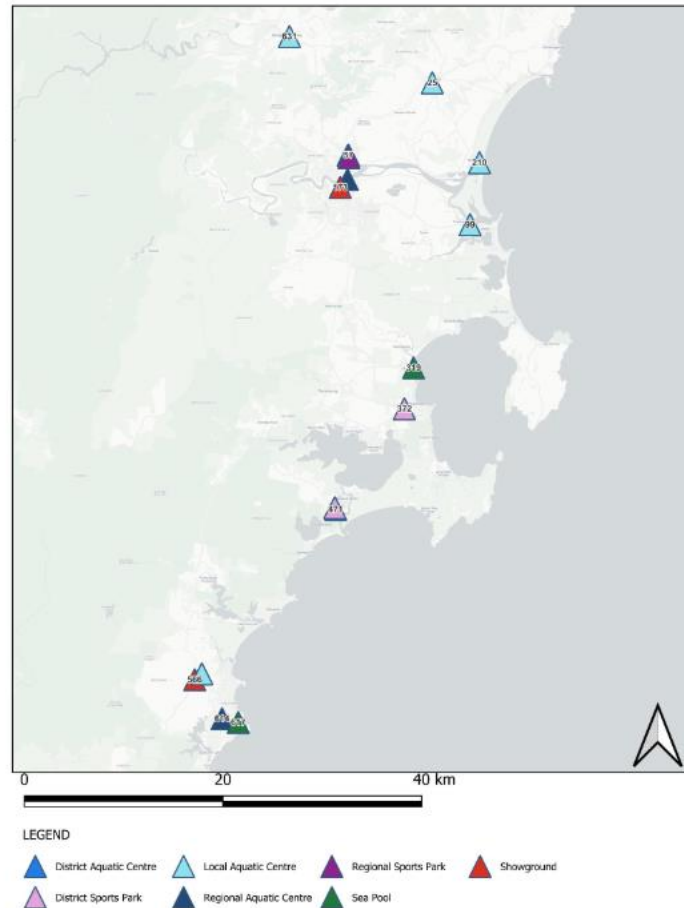


Figure 6: Aquatics & Indoor Sports Centres Map

|                         |                       |                                |                  |
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**Figure K. Example LGA-Scale Asset Register Table by Asset Typology – Aquatics & Indoor Sports**

### 4.1.3 Aquatics & Indoor Sports Asset Register

Table 2: Aquatics & Indoor Sports Centres Asset Table

| Planning Area | Town/Village  | Index No. | Facility Name   | Hierarchy/Asset Type    | Overall Condition <sup>3</sup> | Average Remaining Life (Years) | Area (m2) | Lease & Licence Holders | Management Committees <sup>4</sup> |
|---------------|---|-----------|---|-------------------------|--------------------------------|--------------------------------|-----------|-------------------------|------------------------------------|
| Area 1        | Berry & Surrounds   | 25        | Berry Village Pool  | Local Aquatic Centre    | 2.8                            | 18.1                           | 2,333     | 0                       | 0                                  |
|               | Bomaderry   | 54        | Artie Smith Oval/Croquet & Bomaderry Sporting Complex (SCaRP) | Regional Sports Park    | 2.0                            | 14.7                           | 90,755    | 0                       | 0                                  |
|               |   | 57        | Bomaderry Aquatic Centre (SCaRP)                              | District Aquatic Centre | 3.1                            | 17.6                           | 14,356    | 0                       | 0                                  |
|               |   | 83        | Shoalhaven Indoor Sports Centre (SCaRP)                       | Regional Sports Park    | 1.5                            | 22.1                           | 85,381    | 1                       | 0                                  |
|               | Greenwell Point - Terara and Surrounds                              | 99        | Greenwell Point Village Pool                                  | Local Aquatic Centre    | 3.0                            | 16.3                           | 5,499     | 0                       | 0                                  |
|               | Nowra   | 165       | Nowra Aquatic Park  | Regional Aquatic Centre | 2.8                            | 18.2                           | 11,464    | 0                       | 0                                  |
|               |   | 173       | Nowra Showground  | Showground              | 2.3                            | 17.7                           | 149,562   | 2                       | 0                                  |
|               | Shoalhaven Heads  | 210       | Shoalhaven Heads Village Pool                                 | Local Aquatic Centre    | 2.8                            | 19.6                           | 5,165     | 0                       | 0                                  |
|               | Huskisson - Falls Creek - Tomerong - Woolamia                       | 319       | Huskisson Sea Pool  | Sea Pool                | 3.9                            | 14.7                           | 1,528     | 0                       | 0                                  |
|               | Vincentia - Errowal Bay and Surrounds (Includes Hyams Beach)        | 372       | Bay and Basin Leisure Centre                                  | District Sports Park    | 1.7                            | 20.2                           | 27,500    | 0                       | 0                                  |
| Area 4        | Sussex Inlet - Swanhaven - Berrara - Cudmirrah and Surrounds        | 471       | Sussex Inlet Aquatic Centre                                   | District Aquatic Centre | 1.3                            | 20.1                           | 16,451    | 0                       | 0                                  |
|               |   | 477       | Thomson St Sports & Community                                 | District Sports Park    | 2.4                            | 13.8                           | 120,562   | 2                       | 2                                  |
| Area 5        | Milton - Mollmook - Mollmook Beach - Narrawallee and Surrounds      | 566       | Milton Showground   | Showground              | 2.1                            | 21.3                           | 74,830    | 0                       | 1                                  |
|               |   | 569       | Milton Village Pool   | Local Aquatic Centre    | 2.9                            | 17.2                           | 8,619     | 0                       | 0                                  |
|               | Ulladulla   | 614       | Ulladulla Leisure Centre                                      | Regional Aquatic Centre | 1.9                            | 18.8                           | 17,638    | 0                       | 0                                  |
|               |   | 617       | Ulladulla Sea Pool  | Sea Pool                | 2.9                            | 23.2                           | 9,616     | 0                       | 0                                  |
| Remaining     | Rural Balance (Includes Kangaroo Valley, Yalwal, Sassafras, Hogood) | 631       | Kangaroo Valley Village Pool                                  | Local Aquatic Centre    | 1.9                            | 20.1                           | 1,581     | 0                       | 0                                  |

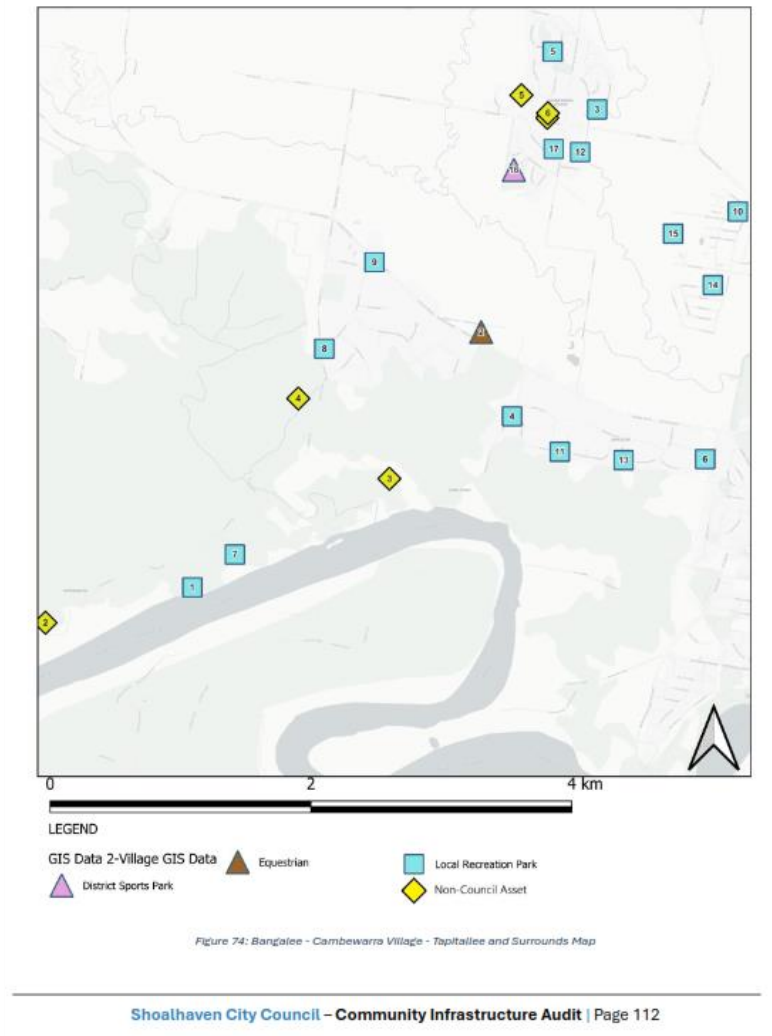
<sup>3</sup>Condition is measured using a 1-5 grading system being: 1 – Very Good, 2 – Good, 3 – Fair, 4 – Poor, 5 – Very Poor.

<sup>4</sup>Where facilities are listed as having a management committee, lessee, or licensee, this may refer to governance arrangements for parts of the facility only. All data is accurate as of the last data transfer on 16 July 2024, however errors may still be present.

|                         |                       |                                |                  |
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Figure L. Example Village/District-Scale Map

6.1.2 Bangalee – Cambewarra Village – Tapitallee and Surrounds Map



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|                         |                       |                                |                  |
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Figure M. Example Village/District-Scale Asset Register Table

### 6.1.3 Village Asset Register

Table 13: Bangalee - Cambewarra Village - Tapitallee and Surrounds Asset Table

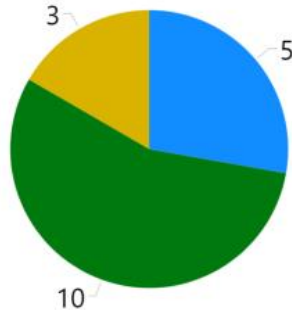
| Index No. | Facility Name                           | Hierarchy/Asset Type  | Component Assets   |
|-----------|---|-----------------------|--|
| 1         | Bangalee Reserve                        | Local Recreation Park | Barbeque<br>Bushwalk<br>CIVIC Public Amenity<br>Open Space Area<br>Shelter<br>Sign<br>Table<br>Watercraft Mooring              |
| 2         | Cambewarra Pony Club                    | Equestrian            | CMTY Clubhouse & Sport Amenity<br>Open Space Area<br>Sporting Area   |
| 3         | Good Dog Creek Reserve                  | Local Recreation Park | Open Space Area<br>Seating   |
| 4         | Gypsy Point Reserve                     | Local Recreation Park | Open Space Area  |
| 5         | Howell Faulks Park                      | Local Recreation Park | Barbeque<br>Open Space Area<br>Outdoor Lighting<br>Play Equipment<br>Seating<br>Shelter<br>Sign<br>Sporting Equipment<br>Table |
| 6         | Karana Reserve                          | Local Recreation Park | Open Space Area  |
| 7         | Koloona Reserve                         | Local Recreation Park | Bushwalk<br>Open Space Area<br>Seating<br>Sign<br>Table  |
| 8         | Koloona-Bangalee Reserve                | Local Recreation Park | Open Space Area  |
| 9         | Koloona-Illaroo Reserve                 | Local Recreation Park | Open Space Area  |
| 10        | Lancaster Drive Reserve                 | Local Recreation Park | Open Space Area  |
| 11        | Lochaven Drive Reserve                  | Local Recreation Park | Open Space Area  |
| 12        | Main Road Reserve                       | Local Recreation Park | Open Space Area  |
| 13        | Moondara Reserve                        | Local Recreation Park | Open Space Area  |
| 14        | Moss Vale Road URA - Taylors Lane South | Local Recreation Park | Open Space Area  |
| 15        | Moss Vale Road URA - Taylors Lane West  | Local Recreation Park | Open Space Area  |
| 16        | Ray Aboud Sports                        | District Sports Park  | CMTY Clubhouse & Sport Amenity<br>Irrigation<br>Open Space Area<br>Play Equipment<br>Seating<br>Shelter<br>Sporting Area       |

|                         |                       |                                |                  |
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**Figure N. Example of Condition Data in the Audit Report – Aquatics & Indoor Sports**

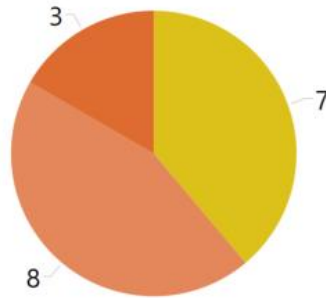
#### 4.1.4 Aquatics & Indoor Sports Condition & Remaining Life

Condition is measured using a 1-5 grading system being: 1 – Very Good, 2 – Good, 3 – Fair, 4 – Poor, 5 – Very Poor.<sup>5</sup>



Overall Condition ● 1 ● 2 ● 3

Figure 7: Average Weighted Condition Score for Aquatics & Indoor Sports



Remaining Life Av (Years) ● 20 ● 15 ● 10

Figure 8: Aquatics & Indoor Sports Average Remaining Life

<sup>5</sup> IPWEA, 2015, IIMM, Sec 2.5.4.

|                         |                       |                                |                  |
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**Figure O. Example of Customer Satisfaction Data in the Audit Report – Aquatics & Indoor Sports**

#### 4.1.5 Aquatics & Indoor Sports Community Satisfaction

The community and selected stakeholders were invited to participate in a survey for 25 sites across the Shoalhaven area. The selected sites, and responses received, are summarised in Appendix 5. A Community Engagement Summary Report is included in Appendix 6.

Number of Sites Surveyed: 4

Number of Responses: 101

Table 3: Aquatics and Indoor Sports Community Satisfaction

| Question   | Response                               | %   |
|--|--|-----|
| How Satisfied are you with this facility?  | Extremely satisfied                    | 23% |
|  | Satisfied                              | 25% |
|  | Somewhat satisfied                     | 17% |
|  | Neutral                                | 8%  |
|  | Somewhat unsatisfied                   | 14% |
|  | Unsatisfied                            | 14% |
|  | Extremely unsatisfied                  | 0%  |
| Which aspects of the facility have contributed to this satisfaction rating?              | Access                                 | 14% |
|  | Capacity / availability                | 16% |
|  | Cost                                   | 11% |
|  | Location                               | 13% |
|  | Quality of facility / maintenance      | 19% |
|  | Range of facilities at site / services | 16% |
|  | Safety                                 | 8%  |
|  | Other                                  | 3%  |
| What type(s) of activities do you or other household members undertake at this facility? | Active recreation - organised          | 41% |
|  | Active recreation - non organised      | 25% |
|  | Passive recreation                     | 17% |
|  | Community education / meetings         | 4%  |
|  | Community events                       | 2%  |
|  | Community participation activities     | 2%  |
|  | Social events                          | 9%  |
|  | None / not applicable                  | 1%  |

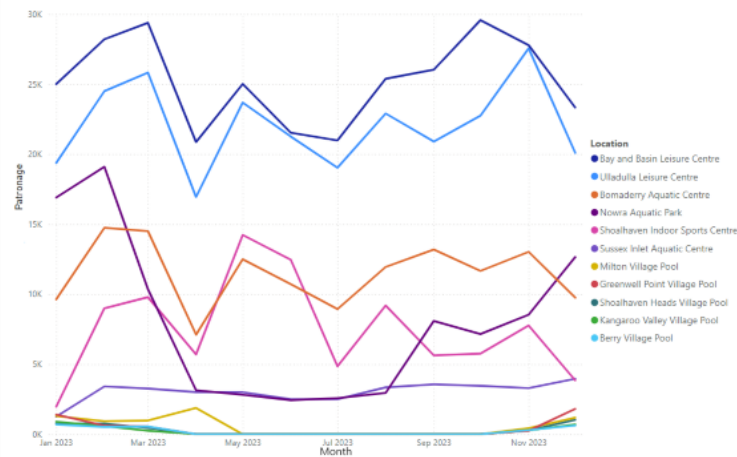


Figure 9: Aquatics and Indoor Sports Community Satisfaction

|                         |                       |                                |                  |
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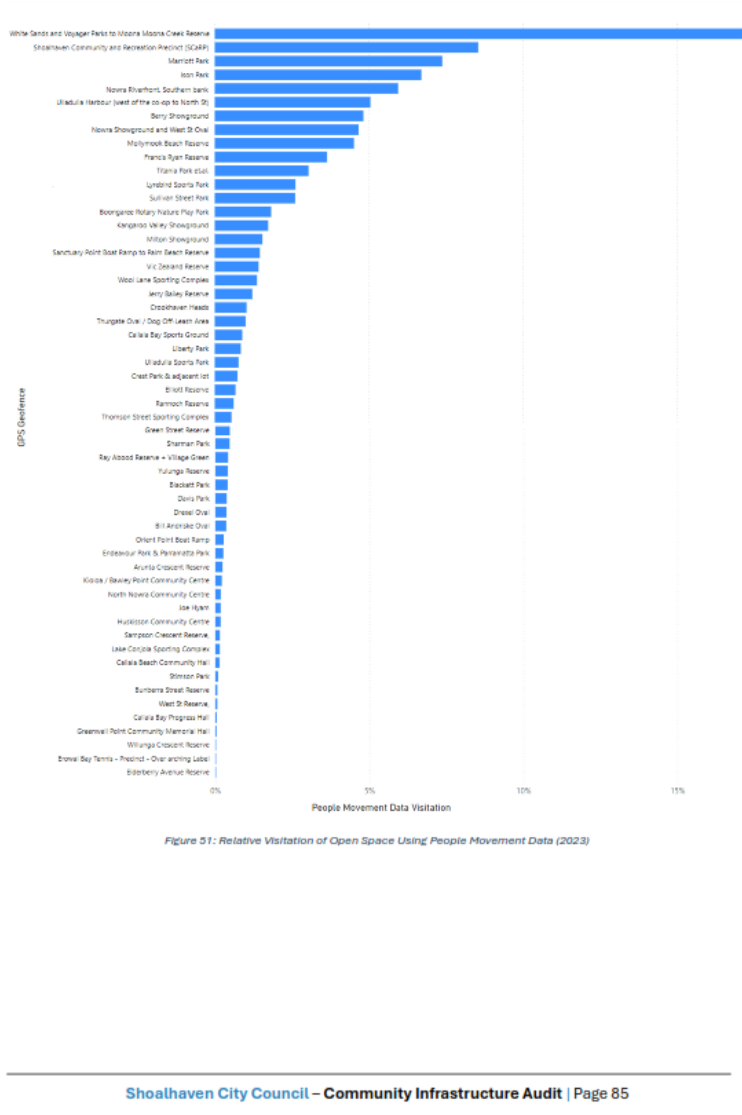
Figure P. Example of Utilisation Data in the Audit Report – Aquatics & Indoor Sports

#### 4.1.6 Aquatics & Indoor Sports Utilisation



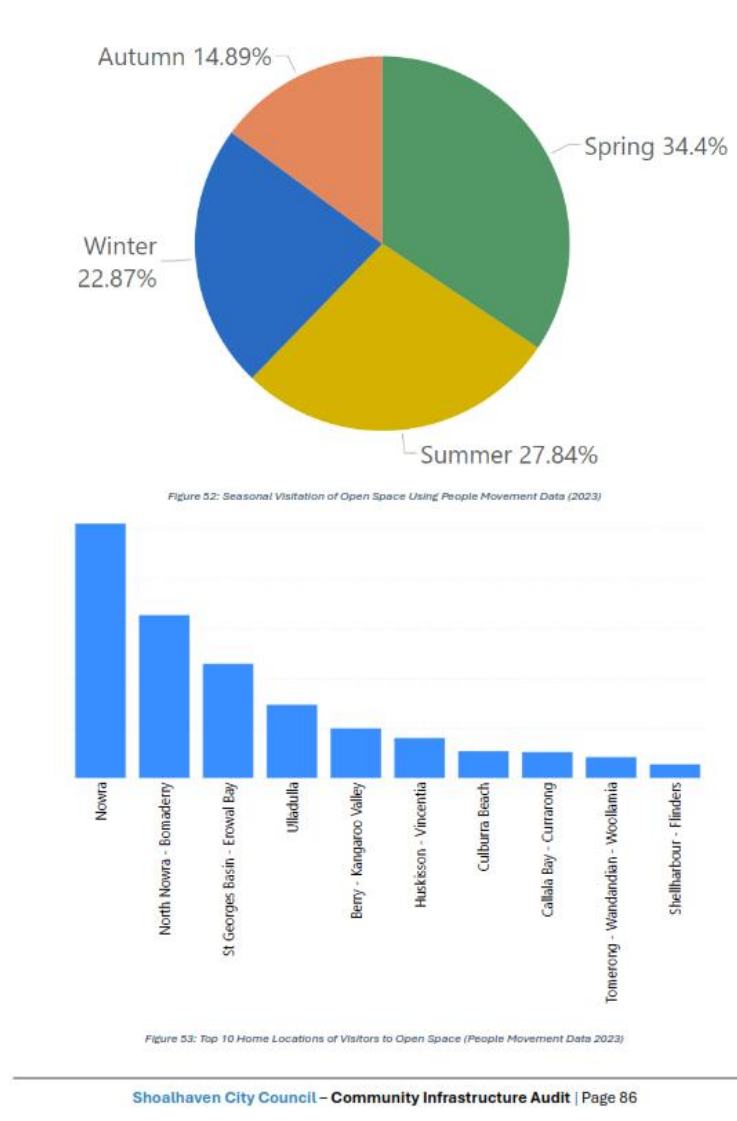
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Figure Q. Example of People Mobility Data in the Audit Report – Open Space



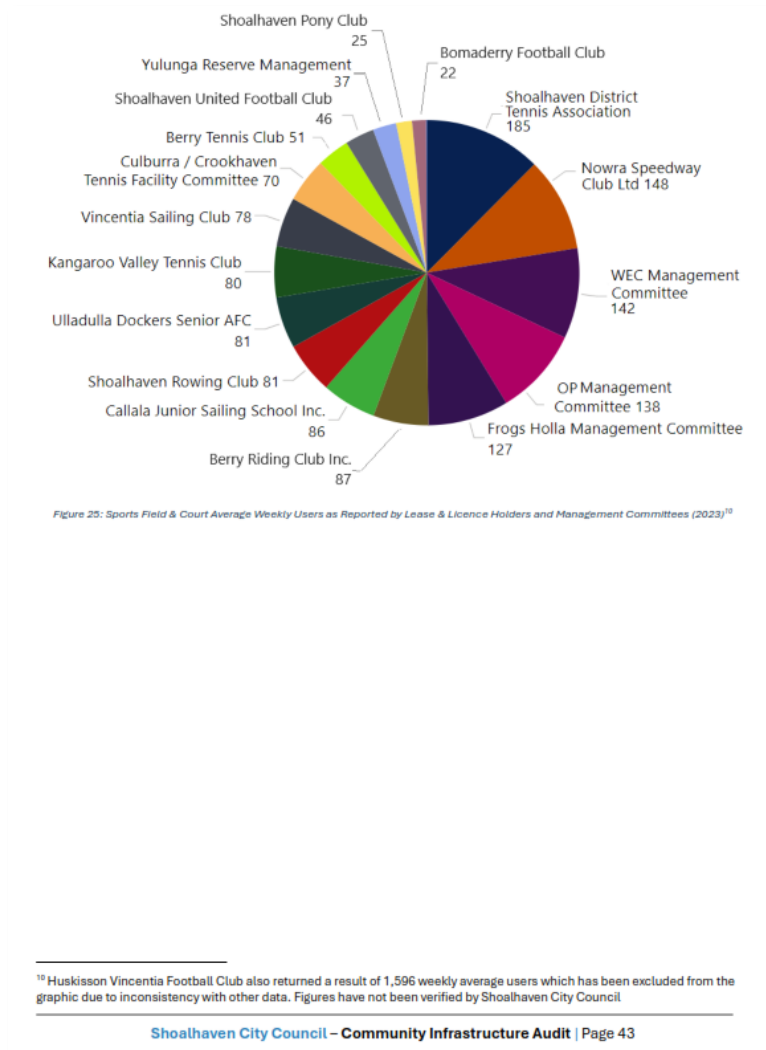
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Figure R. Example of People Mobility Data in the Audit Report – Open Space



|                         |                       |                                |                  |
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**Figure S. Example of Stakeholder Survey Data (Utilisation) in the Audit Report – Sports Fields & Courts**



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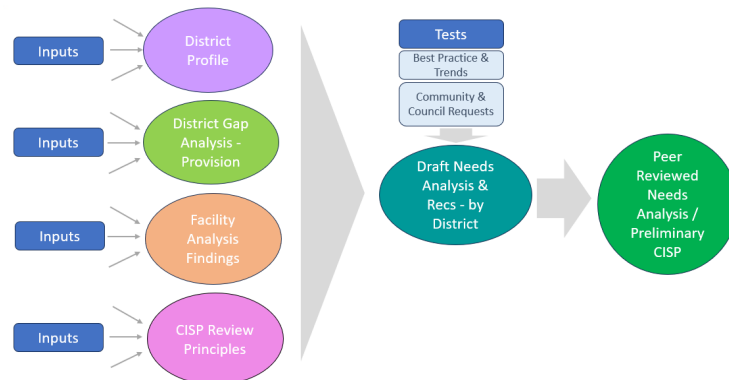
## Attachment 2

### Proposed Methodology – Community Infrastructure Needs Analysis

*This attachment should be read in conjunction with the **Interim Report: Phase 1 of the Community Infrastructure Strategic Plan - Community Infrastructure Audit** report tabled at the Ordinary Council Meeting held on 12 August 2024.*

The proposed methodology for the Community Infrastructure Needs Analysis (Needs Analysis) is outlined in **Figure A** below. The Needs Analysis will form a significant part of a preliminary draft of the revised Community Infrastructure Strategic Plan (CISP) and is the second major output of the CISP Review project.

**Figure A: Proposed methodology - Community Infrastructure Needs Analysis**



It is proposed that 4 key components will inform the draft Needs Analysis / Preliminary draft CISP 2025-26. These are:

1. District Profiles
2. District Gap Analysis – Provision
3. Facility Analysis Findings
4. CISP Review Principles

Further information about these 4 key components is provided below.

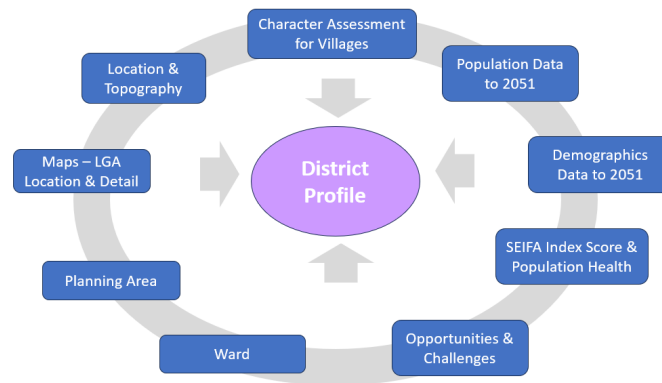
The term 'districts' in the proposed methodology refers to the 21 planning districts used in the *Shoalhaven City Council Community Infrastructure Audit 2024* and are illustrated in **Figure B** (see: **Attachment 1**). The 21 planning districts order Shoalhaven's 50 villages and towns into manageable groupings with reference to geography and the local road network. The 21 planning districts have been developed by Council's Strategic Planning section in collaboration with a 3<sup>rd</sup> party forecasting services provider.

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### District Profiles

District profiles for each of the 21 planning districts will be created by considering multiple inputs as illustrated in **Figure B** below.

**Figure B: Inputs - District Profiles**



### District Gap Analysis – Provision

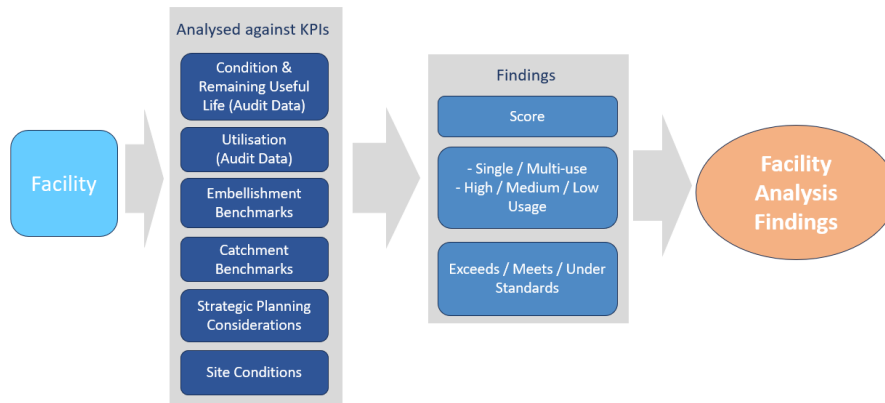
The District Gap Analysis – Provision involves analysing the provision of open space and community facilities against agreed benchmarks. Agreed benchmarks are being developed with reference to Parks & Leisure Australia guidelines for community infrastructure (*PLAWA Guidelines for Community Infrastructure 2020*), and actual provision of open space and community facilities per capita at neighbouring councils and at comparable Category 5 councils.

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### Facility Analysis Findings

The Facility Analysis component involves analysing individual facilities against Key Performance Indicators (KPIs), as illustrated in **Figure C** below.

**Figure C. – Inputs - Facility Analysis**



KPIs for the Facility Analysis include embellishment and catchment benchmarks. Embellishment benchmarks relate to the component assets (features) expected to be present at parent facilities, according to asset type and classification. Catchment benchmarks relate to the distance of parent facilities from residential dwellings, considering both the walkable catchment, and distance by car / public transport.

Embellishment and catchment benchmarks are being developed with reference to guidelines provided in the NSW Government Architect's *Draft Greener Places Design Guide 2020* and best practice local government examples.

Further KPIs in **Figure C** above are Strategic Planning Considerations and Site Considerations. Strategic Planning Considerations may include co-location (with other recreational facilities) and accessibility. Site considerations may include street frontage (urban design and placemaking considerations) and slope.

### CISP Review Principles

A discrete set of guiding principles for the CISP Review are being developed with reference to those set out in the *Local Government Act 1993* – 'equity, access, participation and rights'. The community and stakeholders will be invited to comment on these principles as part of the comprehensive community engagement activity planned for early 2025.

### Tests

As indicated in **Figure A**, the Needs Analysis and associated findings will be run through a series of tests, broadly grouped into 'Best Practice & Emerging Trends' and 'Community & Council Requests'. This will ensure that the Needs Analysis findings and recommendations will be checked for alignment with best practice and emerging trends in sport and recreation. The Needs Analysis findings will also be

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**Open Space and Recreation Planning**  
Recreation Projects – Planning & Delivery

considered against records of community and councillor requests for social infrastructure, with an accompanying analysis.

Peer Review

It is proposed that the Needs Analysis / preliminary draft of the revised CISP will be peer reviewed by well-established academic / consultant in the community infrastructure planning field.

Peer review will ensure transparency and provide confidence to Council and the community on the neutrality and reliability of the Needs Analysis findings and associated recommendations in the revised CISP and Implementation Plan.

Community Engagement

The Needs Analysis / preliminary draft of the revised CISP will be published ahead of the comprehensive community engagement activity planned for early 2025.

|                                |                              |                                       |                       |
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