

Draft Eurobodalla Pathways Strategy Submission Summary

Summary Of ALL Comments from Survey and Submissions

182 survey responses were received (online and hard copy), and an additional 52 submissions were received by email

44% of survey respondents stated the draft Strategy met their requirements as a pedestrian, and a further 35% stated it met their requirements in part

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Respondent Suburb	Suburb	Street	Comments	Proposed Outcome	
EuroBUG	Princes Highway	Princes Highway	Install signs alerting motorists of cyclists	Princes Hwy is an RMS responsibility. Some signs have already been provided. We have also spoken to RMS about rotating this message through their variable message boards occasionally.	1
Durras Community Association	South Durras	Durras Drive	Footpath Durras Lake Road to Headland is Priority 1. DCA will undertake fundraising for this priority, and have already raised with Hon Andrew Constance.	This footpath is proposed in the Strategy. The current score is a relatively low priority, but community fundraising has potential to increase its priority.	2
Durras Community Association	South Durras	Durras Lake Road	Road crossing at Durras Lake Road is Priority 2.	This crossing is proposed.	3
Durras Community Association	South Durras	Dilkera Street	Footpath Headland to Allambee Street is Priority 3	This footpath is proposed in the Strategy. The current score is a relatively low priority, but community fundraising has potential to increase its priority.	4
Durras Community Association	South Durras	Banyandah Street	Footpath end of residences to Allambee Street is Priority 4. Allambee Street to end of residences requires community consultation. Alternate proposal: construct footpath behind the dunes of Cookies Beach to connect beachside reserve at Dilkera Street with reserve at Cookies Beach next to toilets.	This footpath is proposed in the Strategy. The current score is a relatively low priority, but community fundraising has potential to increase its priority.	5
Durras Community Association	South Durras	Durras Lake Road	Road crossing opposite Big4 Caravan Park is Priority 5	This is a low priority given there are adequate sightlines at this location.	6
Durras Community Association	South Durras	Allambee Street	Dilkera Street to Banyandah Street and Banyandah Street to Village Road requires community consultation	All proposed footpaths will be subject to consultation with the community.	7
Durras Community Association	South Durras	Corilla Street	Village Road to Banyandah Street requires community consultation	All proposed footpaths will be subject to consultation with the community.	8
Durras Community Association	South Durras	Lakeside Drive	The DCA is not supportive of the proposed continuation of the shared pathway along Lakeside Drive from Canberra Avenue to the lake boat ramp (red Map 1). Adjacent property owners are unlikely to support this project. An alternate route for the shared pathway to the Durras Lake boat ramp could be a continuation of the existing shared pathway along Durras Lake Road (western side) towards Lakesea Caravan Park then turning west along the entrance road to Innes Cabins then through the existing right of way behind the houses on the north side of First Street. The DCA questions whether the connections between the shareway extension to Lakesea Caravan Park and the boat ramp area needs to be via a constructed new path or instead the route could just be indicated by signs.	Discussed with Durras Community Association at onsite meeting held 24/01/17. It was agreed to reduce to footpath only. Access already exists between Durras Lake Road and Canberra Avenue cul-de-sac back to Lakeside Drive via First Street.	9

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	Long Beach	Cullendulla Creek	Bridge (pedestrian/cycle) over Cullendulla Creek so that Long Beach residents can access Batemans Bay by cycle or by walking.	If constructed this would link Long Beach and Surfside by a pedestrian bridge over Cullendulla Creek with the potential to open up opportunities for a low key coastal route from Durras to Batemans Bay utilising existing tracks through the National Park and foreshore areas. The construction of such a footbridge is within the National Park and across the Batemans Bay Marine Park, and is therefore a matter for the NSW Government to build and maintain. This matter has been referred to the National Parks and Wildlife Service for consideration.	10
	Long Beach	Cullendulla Creek, etc	Prioritise off road cycle path from Long Beach to Batemans Bay CBD, tourism, dog bubblers, high usage numbers, Cullendulla Nature Reserve crossing and linkages	As above.	11
	Long Beach	Northcove Road	Prioritise Northcove Road	This footpath is proposed.	12
	Long Beach - Batemans Bay		I have a bike but do not use it to access B Bay because the roads are too dangerous for a cyclist. I don't use it around Long Beach as I prefer to walk in this area. I would cycle to B Bay if it was safe to do so.	Council is currently planning for widening of parts of Cullendulla Drive (sealed shoulders). This is outside the scope of this Strategy.	13
	North Batemans Bay	Princes Highway	The missing link on SH1 from Wharf Road to the school	There is an existing footpath linking Wharf Road to the primary school along Mundarra Way. Children under 12 years of age can ride on a footpath, as well as an adult supervising them. A shared path is also proposed along the Princes Hwy which is relatively high on the priority list.	14
	North Batemans Bay	Princes Highway	Council fund the Wharf Road to Peninsular Drive section as No1 priority	A shared path is also proposed along the Princes Hwy which is relatively high on the priority list.	15
	North Batemans Bay	Princes Highway	Request an update on the overpass from Bayridge Estate to the school	This DA was not submitted through Council, but through the NSW Department of Planning. Development conditions are not under Council's control.	16
	North Batemans Bay	Reserve (Timbara Crescent - Existing Path)	Needs a proper pathway from Timbara Crescent to meet up with path that runs from Palana Street to the Batemans Bay Public school	A footpath is proposed.	17
	Batemans Bay	Beach Road	Signpost private driveways eg motels for pedestrian safety/ Improve safety where (business) driveways cross footpaths	This needs further investigation. Too many signs can actually be a distraction. It makes it difficult for people to detect changes and undermines people's ability to keep to the speed limit and follow traffic signs. Sometimes other measures are preferable such as speed humps, or clearing vegetation to improve sightlines to pedestrians.	18
	Batemans Bay	Beach Road	Create shared path along Beach Road to Mackay Park precinct	A footpath was already proposed (not shared path). But we propose to incorporate this as an amendment to the Strategy.	19
	Batemans Bay	Orient Street, Clyde Street	Reduce slope of footpaths in Batemans Bay CBD	Orient Street and some of Clyde Street have been reconstructed at a lesser cross fall as part of the streetscaping project	20

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	Batemans Bay	Princes Highway / Vesper Street	Build shared path on western side of Princes Highway from the bridge to Mackay Park	A shared path is proposed (Western side part of way, Eastern Side the rest)	21
	Batehaven	Edward Road	High priority due to expected increase in traffic	A footpath is proposed along Edward Road. One section has been completed, and another section is programmed this financial year. The scores for each section are relatively high priority.	22
	Batehaven	Beach Road	Doesn't address the area from Sunshine Bay school to Corrigans Beach /request a pathway from Sunshine Bay School to the Corrigans All Inclusive Playground	There is a combination of footpath and shared path the whole way along this route. It is too constrained to facilitate an off-road shared path. Cyclists can travel on-road, and children under 12 can use the footpath.	23
EuroBUG	Batehaven	Beach Road	Create a shared pathway from Batehaven to Surf Beach	As above. It is proposed to fill the missing (footpath) links on Beach Road at Denhams Beach and Sunshine Bay, which will provide a continuous footpath. An alternative route will exist along Hume Road and Edward Road (some will be footpath but the road is lower volume).	24
	Denhams Beach		No shared pathway near where I live - not confident to cycle on the road.	Denhams Beach has a shared path linking to Sunshine Bay along Hume Road.	25
	Surf Beach	Surf Beach Avenue	Provide pathway along Surf Beach Avenue	A footpath is proposed along Surf Beach Avenue.	26
	Surf Beach, Denhams Beach, Sunshine Bay, Batehaven, Batemans Bay	George Bass Drive / Beach Road	I work in Batemans Bay CBD and live in Surf Beach, to cycle to work I need to cross some pretty busy roads.	An alternative route will exist along Hume Road and Edward Road (some will be footpath but the road is lower volume). There is also an existing shared path alongside Beach Road. George Bass Drive has wide shoulders sufficient to allow on-road cycling.	27
	Mogo	Charles Street	Signage and accessible pathway for people with walking disabilities from Charles Street car park to Princes Highway, Mogo	A gravel footpath has been constructed from the Charles Street carpark to Annett Street. Footpaths are proposed along Tomakin Road linking back to the Princes Hwy and along Annett Street linking back to the Princes Hwy. The connection at the Northern end is scheduled this financial year.	28
	Batemans Bay - Moruya	George Bass Drive, North Head Drive	Building a signposted tourist shared pathway from Batemans Bay to Moruya would be a significant addition to the Coastline Cycleway	This proposal is not practicable, even with funding due to the limits on the physical road reserve. Council will widen sealed shoulders over time on narrow sections of George Bass Drive as renewal is due.	29
	Woodlands	Dunns Creek Road	Extend and clean verges on Dunns Creek Road	This is outside the scope of this Strategy. There is no proposal to widen the road.	30
EuroBUG	Malua Bay - Tomakin / Broulee to Tomakin	George Bass Drive	Broader verges on George Bass Drive between Tomakin and Malua Bay / Broulee to Tomakin / between Tomakin and Moruya/ Safer journeys along George Bass Drive	Propose sealed shoulders be provided on narrow sections of George Bass Drive as renewal is due. This is a long term outcome due to cost. Council supports widening the shoulders, and will use recycled materials.	31
	Rosedale	Bevian Road	Fix up Bevian Road, Tomakin	This road is not maintained by Council. This area is marked for future subdivision.	32
Tomakin Community Association	Tomakin		Bicycle racks at 3 Tomakin beaches are required. Install viewing platforms at the end of pathways to beaches.	Council shall investigate demand for bike racks at Tomakin beaches and install where they are warranted.	33

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Tomakin Community Association	Tomakin	Sunpatch Parade	Tomakin Sports and Social Club; Access to club required	A shared path is proposed along Sunpatch Parade, including the missing link near the club entrance.	34
Tomakin Community Association	Tomakin	Sunpatch Parade	Reflections Barling Beach Estate; Connection from new estate to old Tomakin	Proposed (via Red Hill Parade footpath, Sunpatch Parade shared path and Yarralumla Crescent footpath)	35
Tomakin Community Association	Tomakin	George Bass Drive	Tomakin Caravan Park; Permanent residences to be added to Caravan Park, increasing population of Tomakin	Noted.	36
Tomakin Community Association	Tomakin	George Bass Drive	Complete pathway from Tomakin to shopping precinct / The Moorings	This pathway is the responsibility of the developer.	37
	Tomakin / Broulee	George Bass Drive	Needs to extend from The Moorings (George Bass Drive) to Train Street, Broulee / George Bass Drive intersection to enable children to cycle to schools - Broulee Public School. Carroll College and St Peters	The area north of the Tomaga River is heavily constrained environmentally. Additionally, Carroll College has a drop-off only policy as part of their development consent. Council recommends parents drop off their children in this area. This path would encourage school children to traverse near high speed vehicles. Therefore this proposal is not recommended.	38
Tomakin Community Association	Tomakin, Mossy Point, Broulee	George Bass Drive	Tomakin to Broulee Road	As above.	39
	Mossy Point	Surfside Avenue, Pacific Street	The pathways along Surfside Avenue and Pacific Street, are not needed as the nature strip is flat on both streets	Surfside Avenue is relatively flat, but it is well used by pedestrians as is evident from the desire lines, and a footpath would provide all-weather access and disabled access. Parts of Pacific Street have a steeper cross fall, and pedestrians have to negotiate uneven driveways and swale drains, therefore a path is recommended. This will also provide access to the Muffin Shop and foreshore.	40
	Mossy Point	Headland	Path Improvement from car park at the boat ramp at Mossy Point to the base of the steps. Not readily accessible at the moment. This path is very overgrown, uneven, isolated and dangerous. / suggest boardwalk. / Also the top of the stairs needs attention as well.	This pathway is not a formed pathway (more a coastal track), and is outside the scope of this Strategy. Propose instead to relocate steps to the carpark when they are due for renewal.	41
	Mossy Point	Reserve	The northern entrance to the Mossy Point Reserve is not well marked, is lonely and is overgrown./ Path from Annetts Parade to the reserve on the estuary / It has a huge tree in the middle of it and the grass is very high.	(Near cul-de-sac). Maintenance only. This is not a formed footpath (it's a bush track/informal walk), and is outside the scope of this strategy.	42
BMPCA	Mossy Point	Annetts Parade	Prioritise construction of pathway along Annetts Parade, Mossy Point between Surfside Avenue and Connells Close.	A footpath is proposed in the draft Strategy. A meeting held with the Broulee Mossy Point Community Association indicates they may also fundraise to elevate the priority of this footpath.	43

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	Mossy Point		Pathway in Mossy Point not designed for cyclists / Give thought to cyclists in Mossy Point	On-road cycling is appropriate in Mossy Point. Mossy Point is also close to the Broulee Shared path. Children under the age of 12 are permitted to cycle on footpaths, and be accompanied by an adult.	44
	Mossy Point - Broulee	Candlagan Bridge	Either allow cycling on the footpath on the new Candlagan Bridge or adjust the approaches so that cycle lane is at least 0.75 metre wide	This bridge has 3.3m lanes, 1.2m shoulders, and 1.8m footpath. This is suitable for both cyclists and pedestrians.	45
	Mossy Point, Tomakin	Tomaga River	A footbridge over the Tomaga River from Mossy Point public jetty, and boardwalk along east bank of Tomaga River to launching ramp at Kingston Place Tomakin	We don't have the funding capacity to build this significant project. The boardwalk would traverse sensitive areas of a habitat protection zone of the Batemans Bay Marine Park. The land has also been identified as Department of Natural Resources (DNR) Category 1 - Environmental corridor, to provide biodiversity linkages by maintaining connectivity for the movement of aquatic and terrestrial species along the riparian corridor and between key destinations. Its also listed as a Aboriginal Place of Heritage Significance in the ESC Stage 2 Eurobodalla Heritage Cultural Study. Include in Appendix 1 Catchment Analysis.	46
	Broulee	Grant Street	Section from the corner of Heath and Grant Streets to the Broulee Supermarket	This footpath is proposed. Currently this is a relatively low priority due to the existing shared pathway along this road.	47
EuroBUG	Broulee	Coronation Drive	Widen narrow section of pathway between northern toilet block in Broulee and Candlagan Creek Bridge	The site is quite constrained, particularly at the bus shelter. Council proposes to investigate options for widening this section in association with upgrades to the bus shelter expected to occur in the next couple of years. Appropriate warning signage will be added.	48
		Mossy Point to the windsock via Bengello Track	Keep motorbikes off gravel track Windsock to Broulee	Signage to be investigated by the Local Traffic Committee and in consultation with the Broulee / Mossy Point community associations.	49
	Moruya: North Head	North Head Drive	Shared pathway or wider shoulder from town to North Head linking to the pathway to Broulee	For parts of North Head Drive (Moruya to the Weir) improving the sealed shoulders is possible and will be investigated when undertaking pavement rebuilding. Other sections are cost prohibitive due to physical site constraints (eg rock cliffs, salt marsh, environmental and aboriginal heritage, etc). Council has already widened the sealed shoulders from east of Moruya Quarry to Malabar Weir.	50
EuroBUG	Moruya: North Head	North Head Drive	Provide gravel pathway on northern side of road from Moruya to Malabar Weir, widen other sections of North Head Drive from Weir to Garlandtown	As above.	51
	Moruya	Queen Street	Pathway adjacent to Moruya Bicycles southern side to allow pedestrian access from carpark at rear to all business fronting Ford Street	Agreed, there is a track worn to dirt. We propose to incorporate this as an amendment to the Strategy.	52

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	Moruya	Princes Highway	Create a shared pathway from Moruya CBD to North Moruya Business Park, situated 2km to the north of Moruya bridge	The Princes Highway is the responsibility of the RMS. This path would be cost prohibitive and require land acquisition and a bridge crossing. We support sealed shoulders on the highway for on-road cycling and will highlight the request for improved shoulders by writing to the RMS.	53
	Moruya		Extend shared pathway around Moruya town to link up existing paths and provide loop	A loop exists already via the showground. This will be expanded once the Bergalia Street pathway is built. The Strategy also proposes a footpath to link the loop.	54
	Moruya	Dwyers Creek Road	Create shared path from Summer Hill Road to Moruya Public and High Schools	Paths are not considered justified for outer-rural areas, and are beyond available resources. Where outer-rural areas become outer-urban due to urban growth, this will be reassessed.	55
	Moruya	Moruya River	Create path next to river including boardwalks	We have existing paths next to the river, for example along River Street, and southern bank under the bridge. Also Riverside Park. No additional pathways are considered to be warranted.	56
	Moruya: South Head	South Head Road	Completion of the shared pathway between Moruya Heads and Moruya township	<p>Completion of the shared pathway between South Head and Moruya township was advocated by residents during the public submission period. Council acknowledges there is some community support for this proposal. The construction of an off-road link will be a high cost relative to other projects due to the length, numerous physical, environmental and land tenure challenges, along with the construction of the actual pathway. This project would also mandatorily require a full environmental impact statement to cross the wetlands on the route.</p> <p>South Head Road between Moruya and South Head has been constructed with wide sealed shoulders to improve the safety of on-road cycling with appropriate signposting added to highlight cyclists using the road. Many of these cyclists are road cyclists who tend to ride on the road regardless of the presence of an off-road pathway. Within the town limits where pedestrian movements are frequent, off-rad shared pathways have already been constructed.</p> <p>Due to the numerous other higher priority pathways across Eurobodalla, the high cost to achieve an off-road pathway and the anticipated low usage of this link by pedestrians, the pathway link between Moruya and South Head is not included within this Eurobodalla Pathway Strategy 2017. Grant opportunities will be focussed on other pathways within this strategy in preference to the link to South Head noting the pathway strategy includes \$11.7m of works, with a ten year funding projection from Council of \$3.5m. The Moruya to South Head off-road linkage will be reconsidered when the pathways strategy is next reviewed in five years.</p> <p>Comments included in Appendix 1 Catchment analysis.</p>	57

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	Moruya: South Head	South Head Headland	I would like to have an environmentally safe pathway around the headland. The one way road is very narrow and pedestrians are often compromised when cars use the road.	The area of the one way road is within the National Park and not a Council responsibility. This matter has been referred to the National Parks and Wildlife Service for consideration.	58
	South Head	Pedro Point Road	1. Charles Moffitt Drive/Native Way and the Dolphin Beach Holiday Park; Objection to construction of this pathway due to loss of amenity for permanent residents, beach access, no requirement for it / 2. From Regional Manager of Easts Holiday Parks: I would like to formalize our support for the proposed pathway at Moruya Heads. This will provide a safer option for our guests when walking and cycling from the park.	The shared pathways is shown in the draft Strategy and is supported (as per the East Holiday Park Manager's request). This pathway will be designed in consultation with the community.	59
EuroBUG	Congo	Congo Creek	Provide a footbridge and gravel path across Congo Creek at Congo	This proposal is not currently supported.	60
EuroBUG	Bingi	Bingi Dreaming Track	Provide a gravel surface on the section of the marked Dreaming Track from near to Bingi Treatment Works south to the Coila Lake Bar	The Bingi Dreaming Track is a coastal walk, approximately 14km long, from Congo in the north to Tuross Head in the south, that traces the ancient Song Lines of the Yuin Aboriginal people. NSW National Parks and Wildlife Service (NPWS), are responsible for maintaining tracks through our National Parks. Most of the track is within National Park, however, this section of the track (Bingi Treatment - Coila Lake) is owned by ESC. Being a coastal track, this is outside the scope of this Strategy. Include in Appendix 1 Catchment Analysis.	61
Tuross Head Progress Association	Tuross Head	Anderson Avenue	Priority 1. End Monash Avenue (west) at bottom of Anderson Avenue heading east to connect with the end of the shared pathway adjacent to Coila Lake / Unsealed section from Kyla Oval to North Tuross	The THPA advise they are currently reconsidering their priorities. This shared path is proposed, and will be constructed by the developer in conjunction with the subdivision of the adjoining land. The existing gravel shared pathway link will continue to be maintained until the developer completes the link.	62
Tuross Head Progress Association /EuroBUG	Tuross Head	Nelson Parade	Priority 2. Nelson Parade from the boat ramp entrance at Lavender Bay and the toilet block in Sandy Point Reserve above the boatshed	This pathway is proposed. Due to physical site constraints, this footpath will need to be constructed as part of the reconstruction of Nelson Parade as part of the envisaged reconstruction of Nelson Parade.	63
Tuross Head Progress Association	Tuross Head	Hector McWilliam Drive	Priority 3. Northern side of Hector McWilliam Drive from Lake Street to intersection with Allenby Road	This footpath is proposed.	64
	Tuross Head	Hector McWilliam Drive	Lower vehicular speed limit	Speed limit is a matter for the RMS and not a matter for consideration within the Pathway Strategy.	65
	Tuross Head	Hector McWilliam Drive	Cycling path to the Tuross turn off would be helpful / The current narrow road without sealed side going to the intersection from Tuross is not safe to ride on.	Council will progressively widen the sealed shoulders as sections of road are due for renewal over the long term.	66

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	Tuross Head	Hector McWilliam Drive	Bicycle storage facility at the Tuross turn off would help getting lifts with others and catching bus to Sydney	As above.	67
EuroBUG	Tuross Head	Hector McWilliam Drive	Pathway along Hector McWilliam Drive from Lakeside Caravan Park to Allenby Road / Provide a pathway from the Tuross Lake Caravan Park on Hector McWilliam Drive to Kyla Oval entrance	A footpath is proposed from Allenby Road, as far as Lake Street. A link already exists from Lake Street into Kyla Oval. Due to physical site constraints, the section between Lake Street and the Caravan Park is very challenging to construct. The shoulder was recently sealed when part of this section of road was rebuilt.	68
Tuross Head Progress Association	Tuross Head	Allenby Road	Priority 4. Corner of Allenby Road and Hector McWilliam Road along western side of Allenby Road to corner of Monash Road and Bridges Avenue to connect with existing pathway.	A footpath is proposed along Allenby Road, to connect to the existing shared pathway at Coila Beach.	69
EuroBUG	Tuross Head	Clive Court	Create shared zone in car park behind Tuross Beach Holiday Park	This has previously been to the Local Traffic Committee in 2013. The Committee agreed that the implementation of a 10km/h shared zone was not suitable at this location. The Committee further agreed that the implementation of parking restrictions would generate problems elsewhere in the vicinity, therefore, it is not supported. The street already operates as a low speed environment.	70
	Bodalla	Princes Highway	Path from Bodalla public school to Bodalla Oval / Pathway from Potato Point Rd to Bodalla Oval	A shared path is proposed. There may be opportunities to leverage grant funding through an Aboriginal towns infrastructure grant (in our Shire, only Bodalla and Wallaga have been recognised as eligible). We propose to split this path in the Strategy due to apparent higher priority for the southern section to link the school with the oval.	71
	Bodalla		Because we don't have many pathways in Bodalla	The draft Strategy includes additional pathways. Bodalla has sections of existing footpath along the Princes Highway and Potato Point Road. Several others have been identified in this Strategy, including the missing links along the highway, Sutcliffe Street, and a section of Eurobodalla Road. Refer to Map 20.	72
	Dalmeny	Mort Avenue	The northern side of Mort Avenue from the Highway to the Dalmeny Bowling Club is not on the plan / Pathway from the IRT (Mort Avenue Retirement Village) to the Princes Highway to access the bus stop. / including fence with gate at bus stop end.	This bus stop is currently under review in consultation with the bus service providers, following concerns about safety of the bus stop, and crossing the Princes Highway. It is not appropriate to provide a pathway link and encourage walkers to access a high hazard location. The site is also very physically constrained, and it would be very costly to build a footpath in this location. We will continue to advocate moving the bus stop which will remove the risk of pedestrians crossing the highway.	73
	Dalmeny	Acacia Close	Re: path in the industrial area on Acacia St, there is no retail sales in this area, the path would flood in wet weather. The road is used mainly by tradies, therefore would be driving	Although a lower priority, it is considered that a pathway be provided from the existing shared pathway to the industrial area.	74
EuroBUG	Dalmeny	Brou Lake Road	Provide a shared pathway in National Park from the Dalmeny footbridge north to gravel track at Brou Lake Road	This land is National Park, and is not covered by this Strategy. This matter has been referred to the National Parks and Wildlife Service for consideration.	75

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	Dalmeny		Telephone boxes, Undercover seating, Bins with bags for dog walkers, Bike racks from Dalmeny to Narooma	Telephone boxes are not a Council Asset. Comms companies have removed many due to limited usage and vandalism. Ancillary facilities are being provided across the Shire at specific nodes. Most seating along pathways are not provided with shelter unless at high-use nodes where ancillary facilities are clustered (to minimise maintenance costs and the demand to keep adding facilities). We will review the demand for seats, bike racks and bins along this route.	76
	Narooma	Old Highway	Footpath on Old Highway (between Cole Crescent and Princes Hwy). See separate submission attached. / Between intersection with Cole Crescent and highway - safety issue - no footpaths.	This footpath is proposed.	77
	Narooma	Bowen Street	A continuous footpath from Club Narooma to the Whale Motor Inn (Bowen St)	When the road is reconstructed we propose to incorporate this missing link as an amendment to the Strategy.	78
	Narooma	Sheaffe Street	Give consideration for pathway up Sheaffe St Narooma for children going to school	This would be very low priority and we don't believe it is warranted at this stage. Instead we would recommend Corunna Street from Tilba Street to Montague Street, linking with the crossing on Montague.	79
	Narooma	Clarke Street	Pathway up Clarke Street Narooma it is quite hilly	This would be very low priority and we don't believe it is warranted at this stage.	80
	Narooma	Ross Street	Need pathway in Ross Street for people going to the beach	This would be very low priority and we don't believe it is warranted at this stage.	81
	Narooma	Princes Highway	Shoulders on Princes Highway that allow safe cycling through the town (Narooma)	To be investigated in consultation with the RMS. A separate shared pathway loop exists on Narooma Flat. A pathway/shared pathway link also exists via Bluewater Drive/Ballingalla Street/Willcocks Avenue/Princes Highway to the Narooma High School.	82
	Narooma	Princes Highway	Access required for school and shops. Would like safety island on Princes Highway near intersection with Old Highway	This will be discussed with the Design Team.	83
Tilba District Chamber of Commerce	Central Tilba	Bate Street	Concerned with gradient and camber causing slips, impeding accessibility and causing issues for prams. / The pathway on the western side of Bate Street, slopes sharply to the roadway and is not easy to traverse in parts.	The path is constructed to the physical constraints of the street including slopes, driveways and services. A review will be undertaken to see if further aids can be provided to assist near steps, and/or steeper sections.	84
Tilba District Chamber of Commerce	Central Tilba	Corkhill Drive	Support this proposal	This footpath is proposed.	85
	General		Consider runners in the strategy	The draft Strategy has been revised to consider running, including participation rates.	86
	General		Eurobodalla Pathways Week - create as annual event to promote safety and benefits of pedestrian activity on pathway network	This will be considered in conjunction with the Road Safety Officer program and is subject to RMS funding. Council continues to support Bike Week.	87

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182 survey responses were received (online and hard copy), and an additional 52 submissions were received by email

44% of survey respondents stated the draft Strategy met their requirements as a pedestrian, and a further 35% stated it met their requirements in part

42% of survey respondents stated the draft Strategy met their requirements as a cyclist, and a further 37% stated it met their requirements in part

Respondent Suburb	Suburb	Street	Comments	Proposed Outcome	
	General		Safe off road facilities for young and old and those on bike and with prams and pushers / No pathway safety reasons / Am afraid on the road where there is no separate cycle path	Support for separated paths for safety as identified in the draft Strategy.	88
	General		Wider and safer pathways beside major roadways	The draft Strategy identifies pathways in urban areas on major routes, giving higher priority to the busier collector and distributor roads.	89
	General		Having paths that are not so close to the road but not so tucked away	Agreed. Wherever possible pathways are located to provide a level of natural surveillance using safer desing principles.	90
	General		Safely join the places people live with where they work	Pathways identified to the draft Strategy are prioritised giving consideration to key destination points such as CBD areas.	91
	General		Control speed of wheeled vehicles on paths for pedestrian safety / Safety issues require education and warning signage re: use of footpaths by motorised and wheeled vehicles	Under the NSW road rules, a pedestrian includes: (a) a person driving a motorised wheelchair that cannot travel at over 10 kilometres per hour (on level ground), and (b) a person in a non-motorised wheelchair, and (c) a person pushing a motorised or non-motorised wheelchair, and (d) a person in or on a wheeled recreational device or wheeled toy. Under the NSW road rules, mobility scooters are limited to 10km/h. A person travelling in or on a wheeled recreational device or wheeled toy on a footpath or shared path must: (a) keep to the left of the footpath or shared path unless it is impracticable to do so, and (b) give way to any pedestrian (except a person travelling in or on a wheeled recreational device or wheeled toy) who is on the footpath or shared path.	92
	General		Better signage at crossing with private driveways - give way signs and lines painted for vehicles	Too many signs can actually be a distraction, and it is not practical or beneficial to signpost driveways.	93
	General		More signage to indicate shared road usage by cyclists and motorists	Warning signs have already been provided at key locations (eg North Head Drive). Requests for signposting of additional roads will be considered on a case by case basis.	94
	General		Additional pedestrian refuge areas on busy roads at logical crossing points. Smoother paving / 'On & Off' ramps at road crossings with pedestrian refuges on major roads	Key locations for crossing facilities are identified in the draft Strategy.	95

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	General		In ACT pedestrians and cyclists happily share footpaths, should be the same for NSW	Under the NSW Road rules, the rider of a bicycle who is 12 years old or older must not ride on a footpath unless: (a) if the rider is an adult—the rider is accompanying a child under 12 years of age who is riding on the footpath and the child is under the rider’s supervision, or (b) if the rider is not an adult—the rider is under the supervision of an accompanying adult as referred to in paragraph (a), or (c) the rider is a postal worker who is riding the bicycle in the course of his or her duties as a postal worker, or (d) the rider is carrying a person who is under 10 years old as a passenger on the bicycle or in or on a bicycle trailer towed by the bicycle and the bicycle is not a pedicab.	96
	General		Cyclists should use shared paths for safety to remove danger of onroad cycling	Noted. Cyclists are legally entitled to, and often still utilise, the roadway even where shared paths are provided (particularly road cyclists).	97
	General		Construction: Current 2m+ wide concrete paths are overkill and high environmental impact / cost. OK for heavy use paths perhaps, but limited funds could be spread further by lower cost [and low impact !] compacted gravel paths	2.5m wide shared paths is in line with industry best practice, and is the appropriate width for most shared pathways. Austroads recommends a minimum of 2.5m. The RMS also requires all shared paths that are co-funded by them must be a minimum of 2.5m. Footpaths are constructed to 1.5m wide. Gravel paths are usually not preferred due to the high ongoing maintenance. Cycling on footpaths is legally permitted for children under 12, including an adult companion. Where shared paths are provided, the width is suited to cyclists and pedestrians sharing the pathway.	98
	General		Where paths are not possible, better road verges should be provided /wider verges on roads / Wider verge on main roads [highways] and single and double file cyclist usage lanes/verges in high cycle usage areas / To allow a space for cyclists to ride safely / Road cyclists [20-60kph] are not suitable for any shared pathway / Needs more cycleways	Council continues to provide sealed shoulders on major routes where appropriate.	99
	General		I think that council would be better using resources in more important areas than cyclist pathways	The draft Eurobodalla Shared Pathways Strategy has been prepared in response to ongoing calls from the community for improved pathways in the Shire.	100
	General		Too much emphasis on cyclists and not enough on frail aged and disability. / HAND WRITTEN refer scan. Strategy emphasizes cyclists. elderly and disabled need more consideration.	The draft Strategy has been revised to ensure equal emphasis.	101
	General		Lights on all of the pathways	Lighting is provided to pathways on a priority basis as funding becomes available. Lighting is not proposed along existing pathways between towns (eg Dalmeny-Kianga-North Narooma).	102

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	General		Ancillary Requests: Perhaps consideration of rubbish bins for people who walk their dogs to dispose of collected waste / Include seating along paths where appropriate / Drinking water on all of the pathways / More filtered water points located on existing paths / Bike racks in town and at beach / Shelter at all beach lookout areas / Compressed air facility at the start of each current and proposed cycle path eg Narooma -Dalmeny	Ancillary facilities are being provided across the Shire at specific high-use nodes. We try to have ancillary facilities clustered (to minimise maintenance costs and the demand to keep adding facilities). Council will review the demand for seats, bike racks and bins across the shire. Water refill stations are being provided at 14 suitable locations identified at key community, tourist and recreation destinations. The first stage of construction was underway during the time of writing this Strategy. Sheltered lookout structures are not proposed.	103
	General		Build foot and cycle paths and provide warning signage. Make every road in the shire foot and cycle assessable / Not enough footpaths, after rain the green strip is muddy and flooded / I am currently restricted where I walk due to limited pathway facilities / More extensive network / No footpaths and speed limit on roads too high to allow motorists to see you on the road / Needs more shared pathways / More footpaths everywhere /	The Strategy supports these comments.	104
	General		Walking on the road is the only option. This is particularly a problem on bridges with no provision for pedestrians	Noted.	105
	General		Bus services that can carry bicycles like in Canberra, more and regular bus services especially in Tuross to catch the Sydney bus / Regular bus services and the bus to be able to carry the bicycle coming to the Tuross turn off would be helpful	The public transport system is privately owned (and public passenger services are regulated by the NSW Government). A network of pathways that is integrated and linked to public transport networks is seen as having the potential to increase utilisation of those services. The more viable public transport services become, the greater the opportunity exists to further extend these services. There is currently limited provision for taking your bicycle with you (some buses have space under the bus). Council will continue to advocate to local bus service providers to provide more integrated transport options.	106
	General		Pathways that don't end suddenly with nowhere to go but 'off road' / Some missing links / Current shared paths lead nowhere / Connectivity. eg. Paths need to connect destinations and not end abruptly.....	Missing links and destination prioritisation are proposed in the draft Pathways Strategy.	107

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	General		Disability and Accessibility related: I am going blind, need security where I walk / Limits walking to 1km every second day / Enjoin the flat area and the different scenery along the pathway / Because of my disability I use the pathway system more regularly / Vision impaired. OK on existing pathway. Walking on road rather insecure / Visually impaired people and fast moving traffic [20+kph] on pathways is not a good mix / Walking where there is no pathway, can cause my back and hips to be painful afterwards / My movement is restricted because necessary and inexpensive maintenance on potential walking routes has not been carried out / The lack of decent pathways in this area	The draft Pathways Strategy supports the expansion of the pathways network.	108
	General		Police off-leash dogs - dangerous to cyclists and pedestrians	This issue is policed within the available Ranger resources.	109
	General		Reasons for operating as a pedestrian: walking the dog (several similar comments) / I don't drive / Community Service / To perform daily living / To pick up litter	Noted.	110
	General		Reason why NOT a Pedestrian: I am rather sedentary / Nowhere to go	Noted.	111
	General		The point score to show the priority list	The priority list is a live document, to take advantage of opportunities to combine footpaths with other works, grants and partnerships, all of which influence the final priorities set by Council. The community has a further opportunity to comment on the priorities when the Operational Plan is advertised for comment prior to adoption by Council.	112
	General		The strategy lacks any great vision. It just suggests doing incrementally a little bit more of the same over a very long timeframe.	Funding limitations mean that Council has to prioritise and perform works incrementally. Taking a strategic approach as outlined in the draft Strategy allows an integrated outcome to be achieved.	113
	General		Continue to plan for the entire Eurobodalla for shared pathways for locals and tourist usage / In general I believe this strategy is a good and important start and is very inclusive	The draft Pathways Strategy supports these comments.	114
	General		Create a better connected plan and pathway to allow access to more areas without concern of riding on roads	The draft Pathways Strategy supports these comments.	115
	General		Promote cycling tourism similar to Victoria with an extensive coastline shared path	Tourism facilities that provide dual benefit to permanent residents (eg beaches), are recognised through points for "major recreation". Extra points are also allocated to major tourism-related businesses that provide "tourism/economic benefit". Council will continue to build on the tourism promotion (eg cycling brochures and web pages).	116

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	General		Get a wriggle on and make it happen / Full access in a timely fashion	The draft Pathways Strategy supports these comments.

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