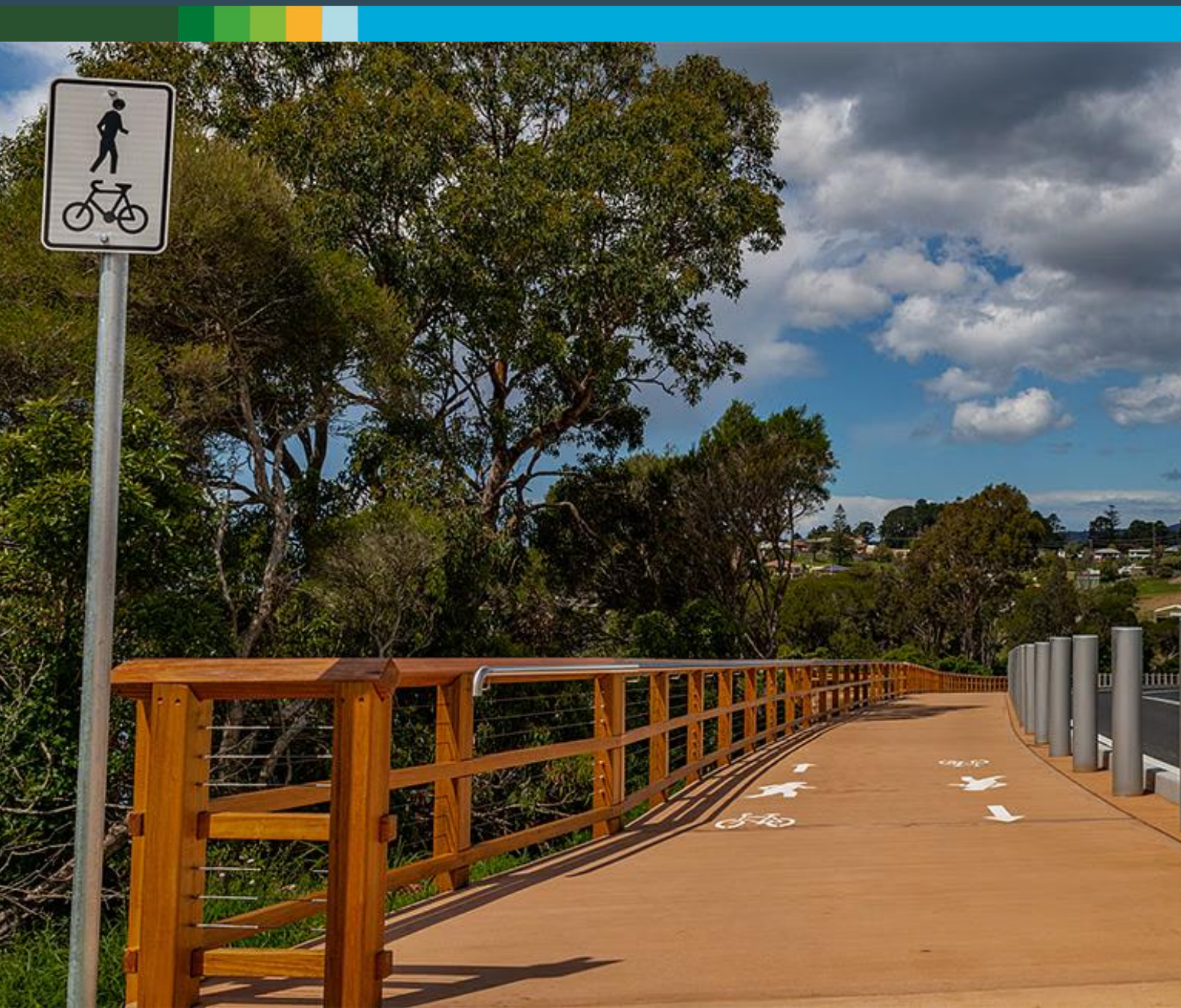


Bega Valley Shire Draft Active Transport Strategy



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Bega Valley Shire Council acknowledges and pays our respects to the traditional custodians of the lands, waterways and airspace of the shire.

Contents

INTRODUCTION.....	1
What is Active Transport?.....	1
How we produced the Strategy	2
STRATEGIC VISION AND OBJECTIVES	3
TRANSPORT NETWORK REVIEW	5
Bega Valley Shire.....	6
Bermagui	8
Active transport network.....	8
Elevation constraints	8
Flood constraints	9
Bega	9
Active transport network.....	9
Elevation constraints	10
Flood constraints	10
Tathra	11
Active transport network.....	11
Elevation constraints	11
Flood constraints	12
Merimbula	12
Active transport network.....	13
Elevation constraints	13
Flood constraints	13
Pambula	14
Active transport network.....	14
Elevation constraints	14
Flood constraints	15
Eden	15
Active transport network.....	15

Elevation constraints	16
Flood constraints	16
Wolumla	17
Active transport network.....	17
Elevation constraints	17
Flood constraints	17
WHAT YOU TOLD US	18
Online Survey	18
Map-based Survey	21
Pop-up Workshops.....	22
ACTION PLAN.....	24
Shire-Wide Actions	24
Bermagui	28
Bega	30
Merimbula	32
Eden	34
Tathra	36
Pambula	38
FUNDING AND COST ESTIMATES	40
Funding Sources.....	40
Get NSW Active Program	40
Walking and Cycling Infrastructure Program.....	41
Regional Tourism Activation Fund	41
Other funding sources	41
Cost Estimates.....	41
Monitoring and Evaluation	42
APPENDIX A - ELEVATION & FLOOD CONSTRAINT MAPS	43
Bermagui	43
Bega	44
Tathra	45
Merimbula	46
Pambula	47
Eden	48
Wolumla	49

INTRODUCTION

In 2012, Bega Valley Shire Council received state funding to develop a Shire-wide Bike Plan, intended to communicate the direction of cycling in the Shire and responsively plan and manage cycling assets and associated infrastructure. This Plan was adopted in 2014, however, with the evolution and development of Council's strategic plans and visions over the last decade, the Plan is no longer in alignment. Furthermore, Council has recognised the need to consider active transport more broadly, including walking and developing trends in micro-mobility, as part of its goal to develop healthier, safer, and more sustainable communities. This aligns with Council's goals in its Community Strategic Plan of 'good health and well-being' and 'sustainable cities and communities'.

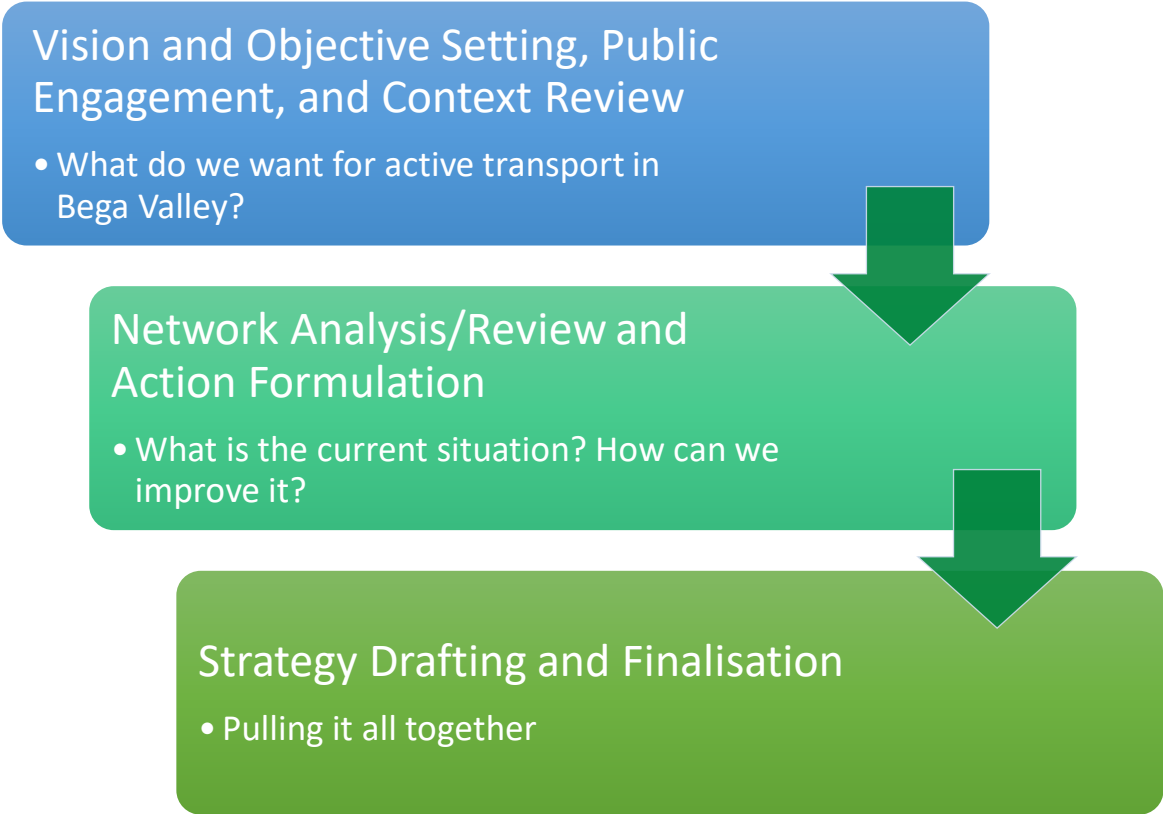
To this end, Council has developed a Shire-wide Active Transport Strategy that will shape Council's strategic active transport agenda over the next 7 years, supporting and promoting active transport as healthy, safe, fun, and a practical choice for transport and recreation. The Strategy integrates Movement and Place principles throughout to ensure people-centred outcomes no matter the location. In addition, where actions have been recommended, they are done so in alignment with Transport for NSW (TfNSW) guidance contained in their *Walking Space Guide* and *Cycleway Design Toolbox*.

What is Active Transport?

With regard to this Strategy, active transport is defined as walking, riding, or rolling, whether as a pedestrian, on a bicycle, an e-scooter, a wheelchair, or any other mobility device. At some point during every trip someone takes, they must use one of these methods, and this is part of what makes planning for active transport essential.

When referring to 'active transport', accessibility and inclusivity are key, so that when travelling between and within towns, everyone is able to utilise active transport infrastructure wherever possible. This Strategy recognises the benefits of recreational walking and riding on off-road trail networks which can extend active travel by many, however off-road trails and the like are naturally inaccessible to many and are therefore treated separately from inclusive active transport infrastructure.

How we produced the Strategy



This Strategy has been developed over several months in collaboration with the Bega Valley community and Council stakeholders. Beginning with a review of the current transport and land use of the Shire, surveying residents both online and in-person, and then moving to the development of an action plan, it has built on previous Council strategy and policy to recommend a path for the next seven years to improve the experience of using active transport in the Bega Valley.

STRATEGIC VISION AND OBJECTIVES

To guide the formulation of actions and overall direction of the Strategy, an overarching vision for active transport in Bega Valley has been developed, shown below:

Bega Valley has a safe, connected and easy to use walking and riding network that encourages active movement for people of all ages and abilities.

This vision was developed utilising a combination of a policy and literature review, community feedback, understanding of the key issues and opportunities of the Shire, and collaboration with Bega Valley Shire Council. It aims to encapsulate all these inputs and provide an impetus to create an active transport environment that increases the volume of people choosing to walk and cycle within Bega Valley.

To support this vision, a set of objectives have also been formulated, shown below in Figure 1.



Figure 1: List of objectives for the Bega Valley Active Transport Strategy.

TRANSPORT NETWORK REVIEW

In this section, the existing transport network of Bega Valley has been reviewed including roads, footpaths, and cycleways, in addition to potential constraints in the form of flood hazard and elevation change. These elements contribute to an overall understanding of where different designs or adaptation may be needed, an increase in infrastructure resilience, or avoiding a connection altogether and seeking alternative routes. Analysis was performed for an overall view of the Shire as well as the 7 major centres of Bermagui, Bega, Tathra, Merimbula, Pambula, Eden, and Wolumla.

Gradients of the road network can be a limiting factor in active transport, especially for those with mobility needs. Steep inclines make active transport less attractive as a mode choice for travel for the able-bodied and can present a barrier for people with a disability.

Flooding can be seen as less of a 'hard' constraint than elevation: where a connection is at risk of inundation, it suggests the need for flood-sensitive design in infrastructure solutions, and resilience in the network to provide alternative routes should a link be severed (either temporarily from being submerged or permanently from damage).

Maps of elevation and flooding constraints for each centre are available in APPENDIX A. (note that these maps are intended to be used for general understanding of constraints and are not to be relied upon for design. Additionally, contemporary flood hazard data was not available for Bermagui or Wolumla).

Bega Valley Shire

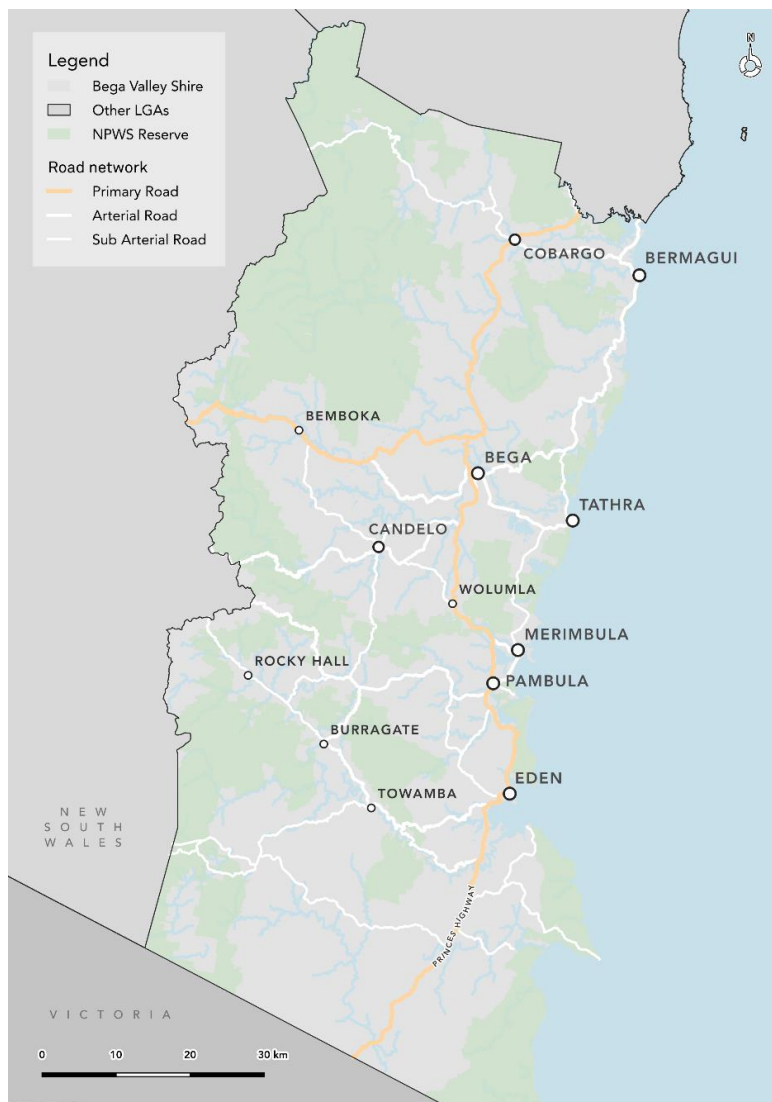


Figure 2: Bega Valley Shire road network, including primary, arterial, and sub-arterial roads.

Bega Valley spans roughly 130km along the south east New South Wales coast, with the primary north-south road connection being the Princes Highway. This corridor directly links the centres of Bega, Wolumla, Pambula, and Eden, with Merimbula, Tathra, and Bermagui accessible via short connections to the east including Tathra Road, Cobargo-Bermagui Road, and Merimbula Drive. Its connectivity for vehicles, however, has a severing effect for active transport – crossing opportunities are rare, particularly outside of main townships.

Westwards, the smaller townships of Candelo, Bemboka, Burragate, Wyndham, and Towamba are connected to the Princes Highway via a variety of sub-arterial-roads and vary in surface condition and gradient.

With regard to active transport specifically, the Bega Valley Cycleway set out in the original 2014 Bike Plan identifies 19 route sections that connect the various townships (shown in Figure 3). Currently, the majority of these do not have dedicated infrastructure for cyclists or pedestrians, with the exception of the Tathra to Kalaru and Merimbula to Pambula sections which both been constructed to provide high quality off-road shared paths.



Figure 3: Bega Valley Cycleway identified in the original Bike Plan.

Bermagui

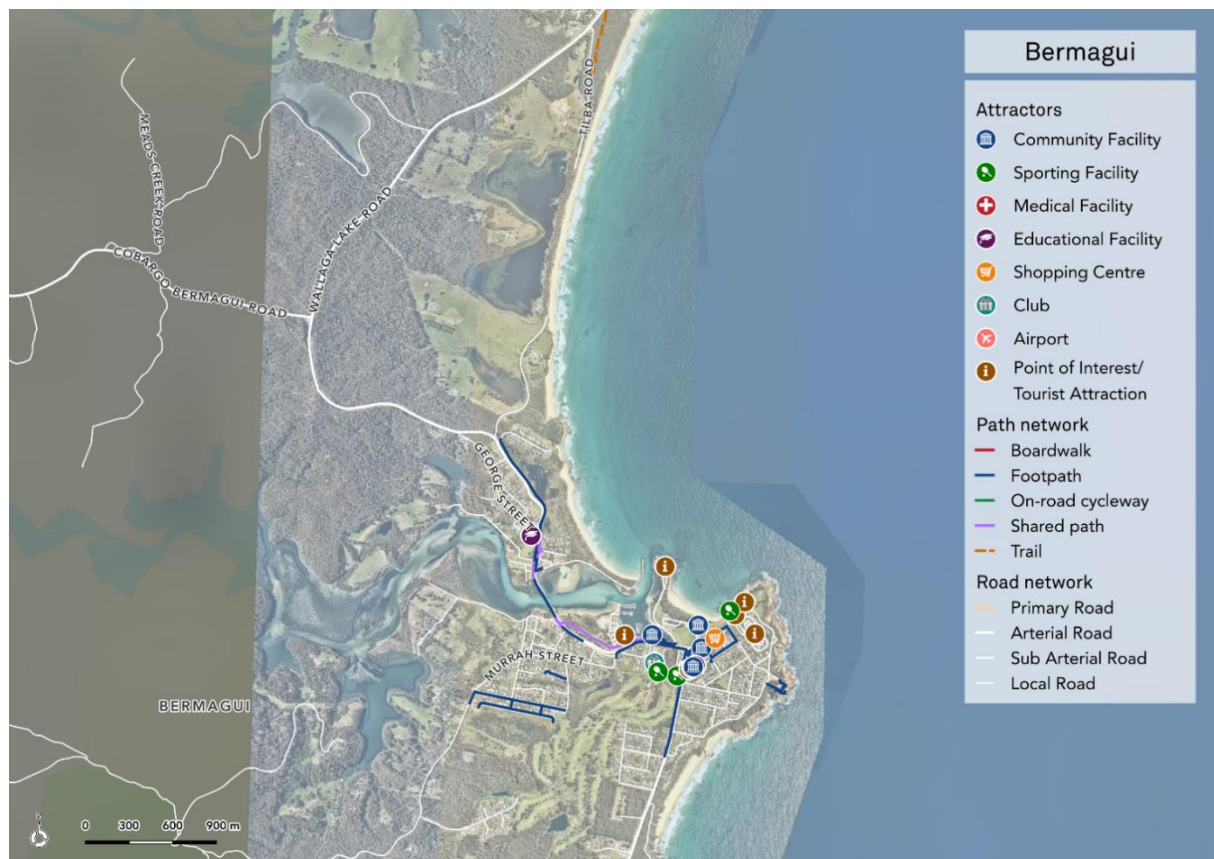


Figure 4: Active transport network and POIs for Bermagui.

Active transport network

- Footpaths are present on Bunga Street, Lamont Street, sections of Wallaga, Montague, and Young Streets, and on Wallaga Lake Road between Keating Drive and Lamont Street, though outside of this they are frequently absent from residential streets
- Crossing facilities in Bermagui are limited to pedestrian refuges near the intersection of Bunga/Lamont Streets and Lamont/Wattle Streets, as well as a wombat crossing on Wallaga Lake Road near Narira Street adjacent the Bermagui Public School
- A 2.4m wide shared path is present that links Lions Park with the Wallaga Lake Road bridge on the northern side of Lamont Street (though is not accessible from its eastern entry point for a mobility-impaired individual if they are on the southern side of Lamont Street)
- Access to Wallaga Lake to the north is via Old Wallaga Lake Road running from South Tilba Road to Camel Rock Road, but this is not necessarily commutable depending on the mobility of the pedestrian or cyclist
- No on-road cycle lanes are present in Bermagui
- No separated cycle or walking connections exist between Bermagui and towns to the south

Elevation constraints

- Gradients are, broadly speaking, not a major constraint in Bermagui, with most of the road network sitting relatively flat

- There are short stretches of 3-8% gradient which may present a barrier to those with mobility needs on Murrah Street, Pacific Drive, and Scenic Drive, as well as the initial section of South Tilba Road which may impact the accessibility of a connection north to Wallaga Lake
- The connection down to the Bermagui Blue Pool is extremely steep and would be essentially impossible for a non-able-bodied person to navigate outside of a vehicle

Flood constraints

Data not available.

Bega

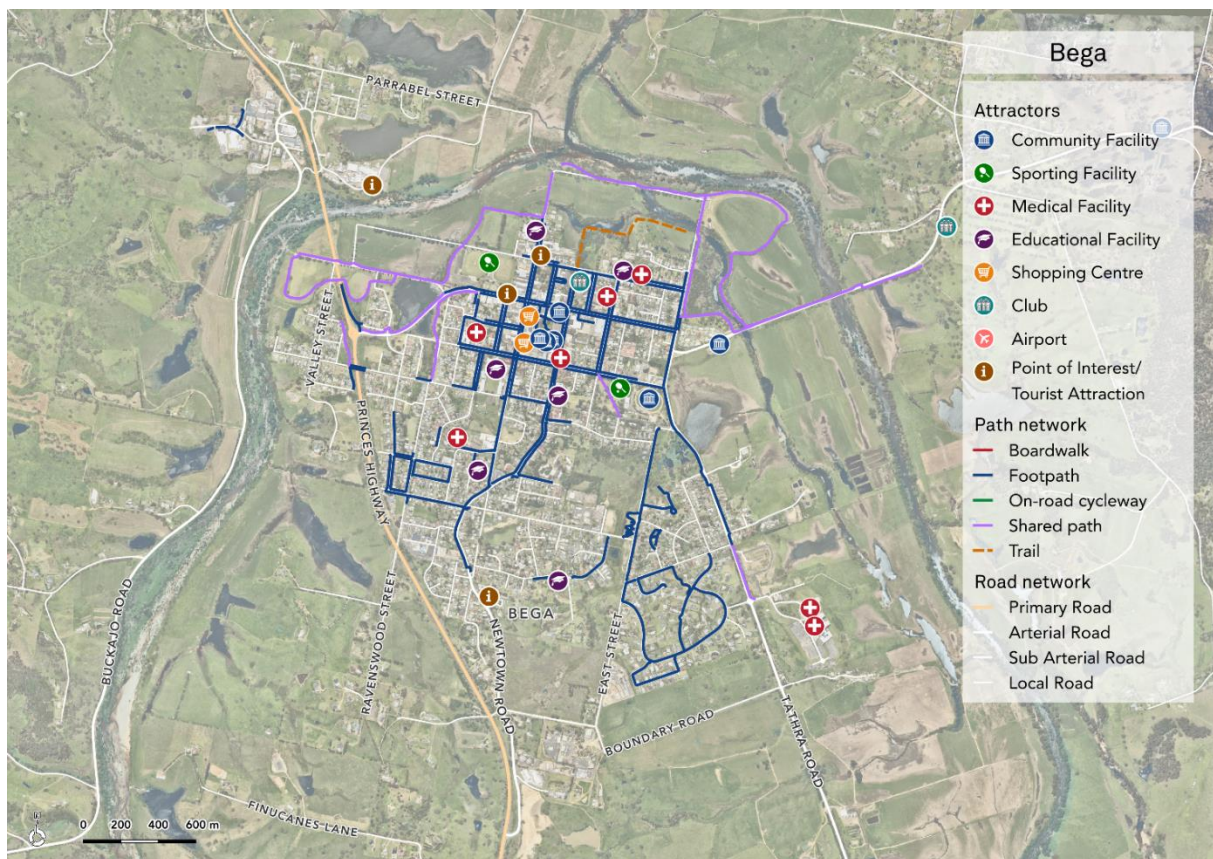


Figure 5: Active transport network and POIs for Bega.

Active transport network

- Bega has extensive footpath coverage with a majority of this network comprised of 1.2m wide paths
- While a majority of streets in the inner core have footpaths, many residential streets in the surrounding area lack pedestrian infrastructure
- Significant shared paths include the Bega River Path to the east, and the Poplar Avenue and Roy Howard/Valley Fields paths to the west
- Crossing facilities in the inner are at signalised intersections, with wombat crossings in place outside Bega High School, St Patrick's Primary School, Bega Valley Public School, and Mumbulla School for Rudolf Steiner Education. Outside of this, however, crossings are mostly informal

- No on-road cycle lanes are present in Bega
- No separated cycle or walking connections exist between Bega and surrounding towns

Elevation constraints

- Bega sees gentle gradients on most of its main and side streets
- Main streets with slopes of note include Parker Street, High Street, Auckland Street, and the eastern side of Bega Street
- A variety of other suburban streets have more significant gradients (occasionally over 20%) which would be difficult to cycle and inaccessible for a non-able-bodied person without assistance

Flood constraints

- Bega's proximity to the Bega River causes it to be susceptible to flooding, with the shared paths along Bridge Street, Lagoon Street, Bega Street, and Poplar Avenue likely to be submerged in a flood event
- Carp Street, Baker Street, Upper Street, and High Street in the western section of Bega may be susceptible as well
- The entrance to the town from the south east via Tathra Road would also be affected, potentially cutting this link off, as would Tarraganda Lane as the eastern entrance to the town
- The Princes Highway is elevated heading south into Bega and likely would be secure from flooding effects

Tathra

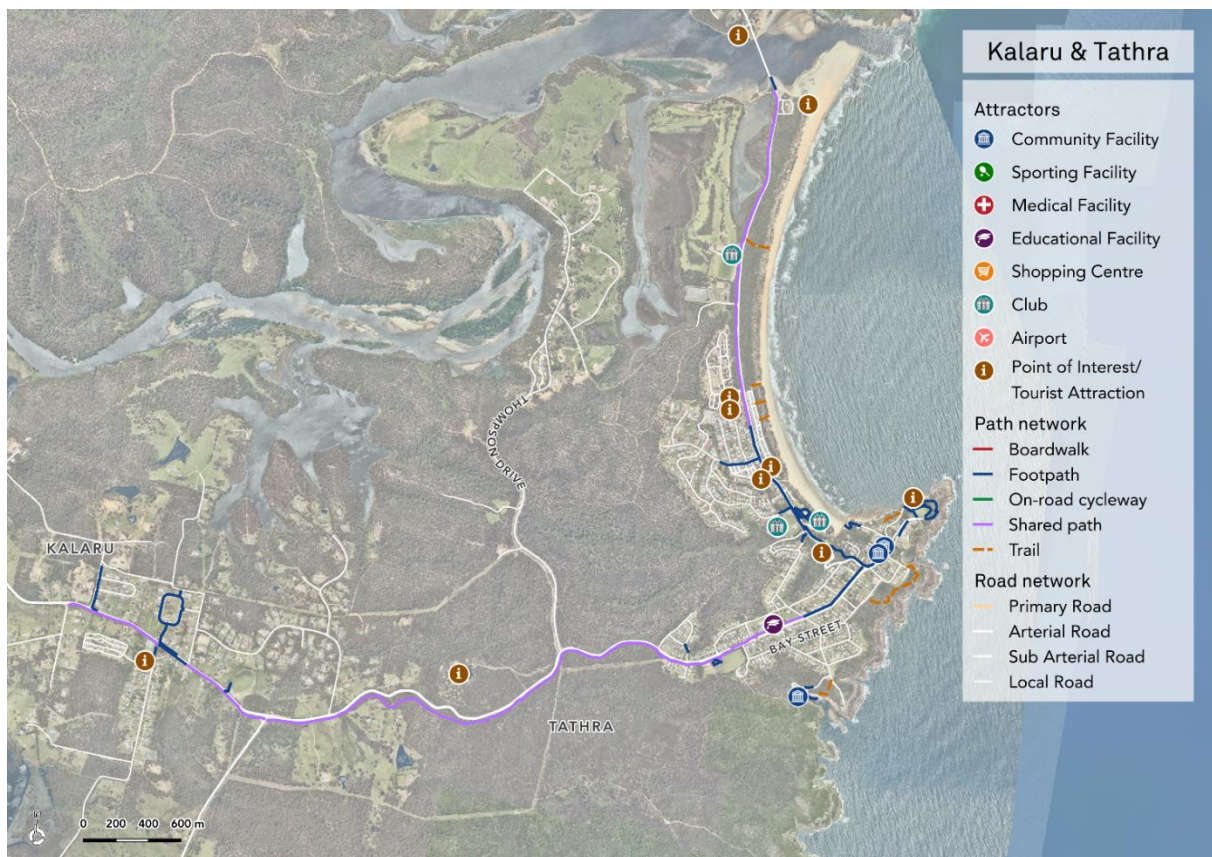


Figure 6: Active transport network and POIs for Tathra & Kalaru.

Active transport network

- Tathra has a separated shared path linking it to Kalaru to the west, terminating outside Tathra Public School
- Additionally, a separated shared path runs from Frances Hollis Drive to the Tathra Bermagui Road bridge at Mogareeka along Andy Poole Drive
- These two paths also connect with the recreational mountain bike trails in the reserve to the east of Thompson Drive
- Footpaths are present along Bega Street and Andy Poole Drive, as well as a recreational boardwalk at the headland from Wharf Road to Bega Street and the Tathra Headland Path. Beyond these, the majority of streets do not have footpaths
- Crossing facilities are limited to a wombat crossing outside Tathra Public School and a small number of build-outs along Bega Street and Andy Poole Drive
- Excluding the shared path connecting to Kalaru, Tathra does not have active transport connections to other major centres

Elevation constraints

- Tathra, given its location on a headland, has significant elevation challenges – while the main stretch of Bega St has a maximum gradient of around 7%, access from this street down to Andy Poole Drive at the beach's edge is via a steep 10-15% road, which currently has no

provision for walking or cycling, or an even steeper path to the east involving stairs, presenting a connectivity barrier from the top to the bottom of the town

- A similar situation exists for access between Bega Street and Tathra Wharf, though a gently sloping (albeit circuitous) boardwalk provides an alternative to either Wharf Road or the staircase between it and Bega Street
- The Kianinny Bay boat ramp in the south of Tathra is inaccessible without a vehicle for a non-able-bodied person due to the topography
- Once on Andy Poole Drive, the shared path running north is flat all the way to the Tathra-Bermagui Road bridge
- Kalaru, meanwhile, is generally not affected by topography, save for some residential streets to the north

Flood constraints

- Tathra and Kalaru are generally unaffected by flooding, save for the northern section of Andy Poole Dr and the western section of Tathra Road exiting Kalaru, the latter of which may pose a constraint on connections to Bega

Merimbula

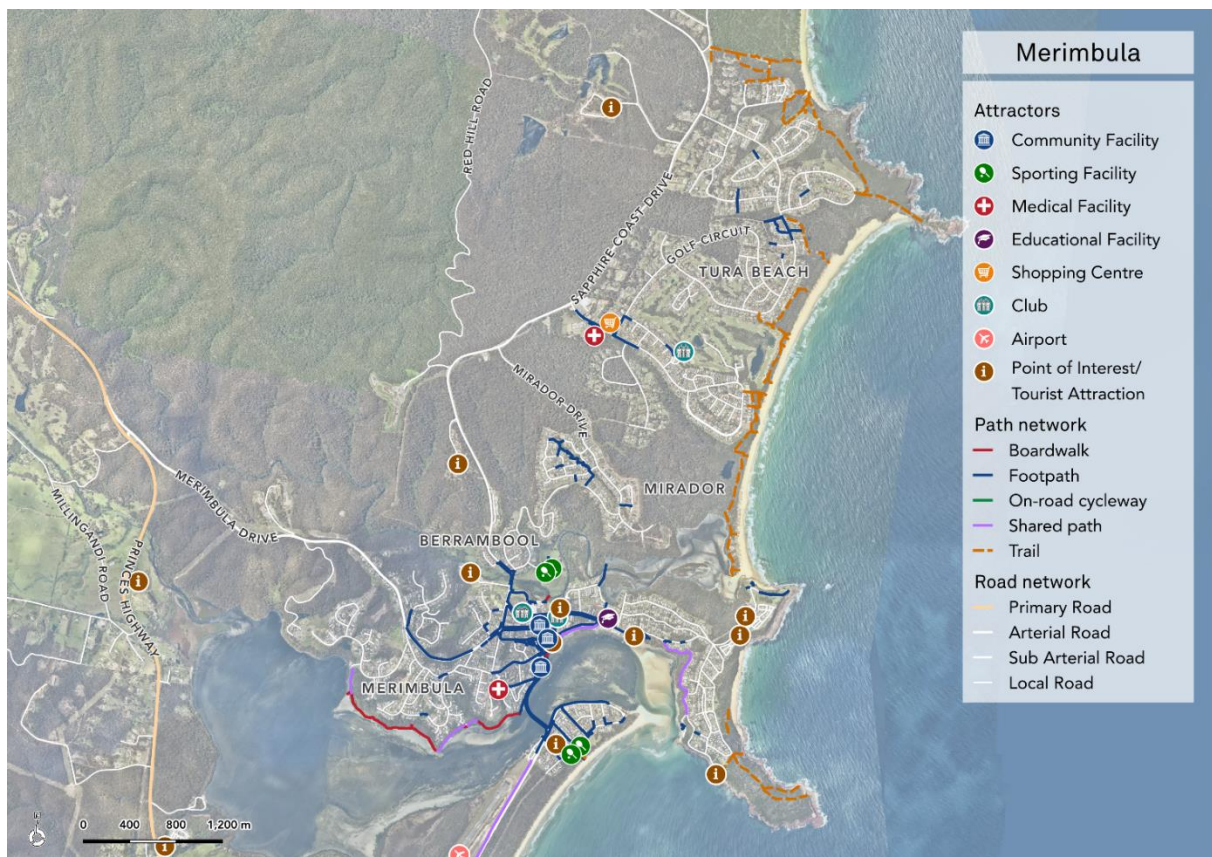


Figure 7: Active transport network and POIs for Merimbula.

Active transport network

- Within its central core, footpaths are present on most streets, but as with other centres the network tends to fall away once on purely residential streets, with the exception of southern Merimbula (e.g. Marine Parade, Fishpen Road)
- Shared paths are present on Beach Street, Lake Street, and sections of the boardwalk along Merimbula Lake
- Crossing facilities are present along Market and Main Streets, with a combination of wombat crossings, signals, and build-outs/pedestrian refuges, as well as two wombat crossings outside Merimbula Public School – outside of these areas, very few formalised crossings exist
- Off-road trails are present in the suburbs of Tura Beach and Mirador to the north, with various private or otherwise unsigned connections to these trails seemingly able to be utilised
- A shared path links Merimbula to Pambula to the south along Arthur Kaine Drive from the Market Street bridge to Narregol Street – this also provides an active transport connection to the Bega Valley region’s airport
- No on-road cycle lanes are present in Merimbula
- With the exception of the shared path connecting to Pambula, no other separated cycling or walking connections exist between Merimbula and surrounding towns

Elevation constraints

- The main streets of Merimbula generally have mild gradients, with the exception of Sapphire Coast Drive as it enters the township from the north and Reid Street as it meets Monaro Street
- Many of the residential streets, particularly in the south-west, have significant slopes
- Potential connections north via Mirador Drive may experience elevation constraints due to the hilly topography of the area

Flood constraints

- Most of Merimbula is unaffected by predicted flood hazard
- The Merimbula Lake Boardwalk and trails along Short Point and Fishpen Road are likely to be susceptible to flooding

Pambula

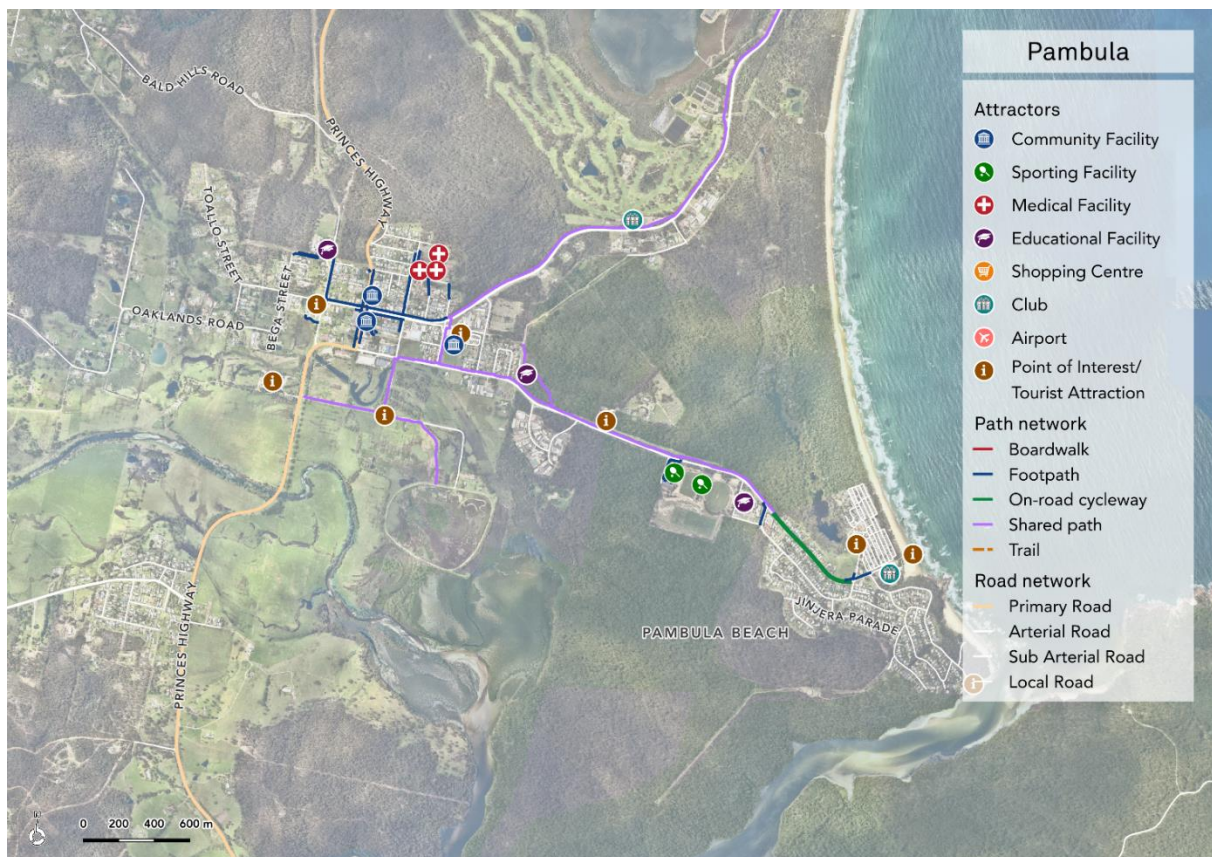


Figure 8: Active transport network and POIs for Pambula.

Active transport network

- A shared path links Pambula with Pambula Beach to the east, running from the Arthur Kaine Drive path – linking north to Merimbula – until Lumen Christi Catholic College, where it becomes an on-road cycle lane. From here, a footpath is present for the final stretch to the beach itself
- With the exception of the above, no paths exist in Pambula Beach or in South Pambula
- There is an additional shared path that connects Bullara Street with Yowaka Street along Merimbola Street – this also cuts west to link with Monaro Street
- In Pambula itself, footpaths currently exist on the main streets of Quondolo Street, Toallo Street, and for Monaro Street north of Toallo (linking to Pambula Public School) – outside of these and the shared paths, footpaths are not present on most streets
- Formal crossings are primarily limited to pedestrian refuges at the Toallo Street/Quondolo Street roundabout as well as a wombat crossing outside Pambula Public School
- Compared to other townships, Pambula is well-connected to the north and west via the shared paths to Merimbula and Pambula Beach, though lacks a connection to nearby South Pambula or Eden further to the south

Elevation constraints

- With its location on a floodplain, Pambula is generally unaffected by topographical constraints

- Monaro Street linking to Pambula Public School and Merimbola Street linking to the hospital are the two exceptions of note, with consistent 10% gradients for their length
- Its connection to Pambula Beach sees no significant elevation changes
- Pambula Beach itself has a number of steep residential streets, particularly Leumeah Street and Jinjera Parade

Flood constraints

- While Pambula’s general lack of elevation is helpful in its own respect, it presents a challenge in the case of flood risk – Bullara Street and Monaro Street are affected by high flood hazard, with the shared path along Yowaka Street likely to be inundated. This suggests the need for flood-sensitive design along these corridors
- Pambula Beach is not susceptible to flood hazard in a significant way

Eden

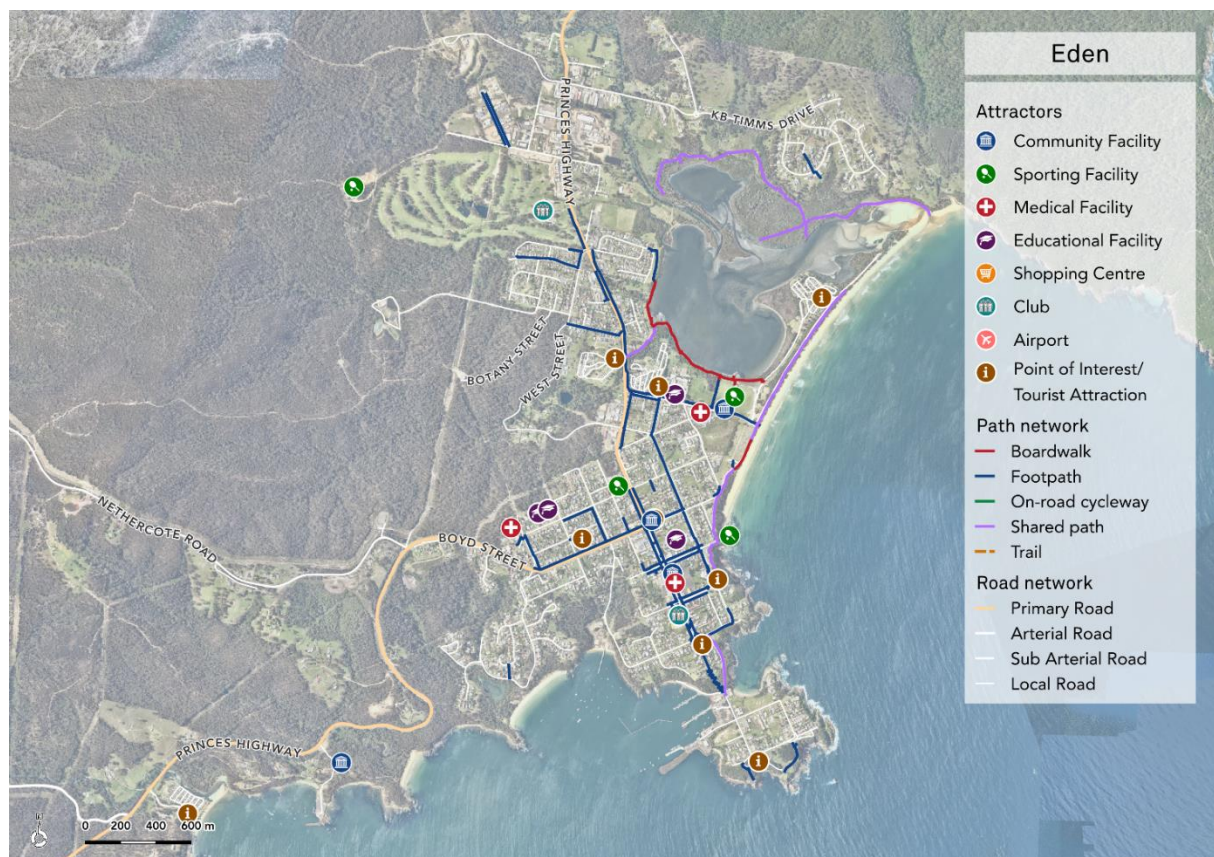


Figure 9: Active transport network and POIs for Eden.

Active transport network

- Eden has footpaths on both sides along its central spine of Imlay Street in the town centre, with connections along Mitchell, Chandos, Bass, Museum, and Calle Calle Streets
- These footpaths provide a traversable route from the Eden Marine High School and Uniting Eden Nursing Home to the town centre along Barclay and Calle Calle Streets

- A shared path is present on Albert Terrace, connecting upper Imlay Street with its lower section near the Port of Eden, providing an alternative to the more circuitous route just to the west
- Additionally, a shared path connects the Eden War Memorial to just before the Historic Cemetery, where it becomes a coastal boardwalk along Asling Beach Road
- Another boardwalk is present along the edge of Curalo Lagoon to the north of Eden Marine High School, connecting to Lakeside Drive in the north and the Princes Highway/Imlay Street in the south
- Crossing facilities include pedestrian refuges at some roundabouts, a wombat crossing outside Eden Public School, a zebra crossing near the Port of Eden and two non-prioritised formal crossings on Imlay Street in the town centre
- No on-road cycle lanes are present
- Given its isolation relative to other townships, Eden does not have active transport connections to other centres

Elevation constraints

- Eden is, broadly, gently undulating, with the exceptions of the southern end of Imlay Street (16% gradient), the Albert Terrace connection to the cruise ship terminal (10% gradient), and sections of Bungo and Mitchell Streets (10-15% gradient)
- The residential section to the south east of the town is very steep, presenting accessibility barriers for many via active transport

Flood constraints

- The main street its connections are not susceptible to flood hazard
- However, the boardwalk and shared paths around Curalo Lagoon in the town's north east may be inundated in a flood event
- Additionally, the Imlay Street/Princes Highway connection near West Street may be severed in a significant flood event

Wolumla

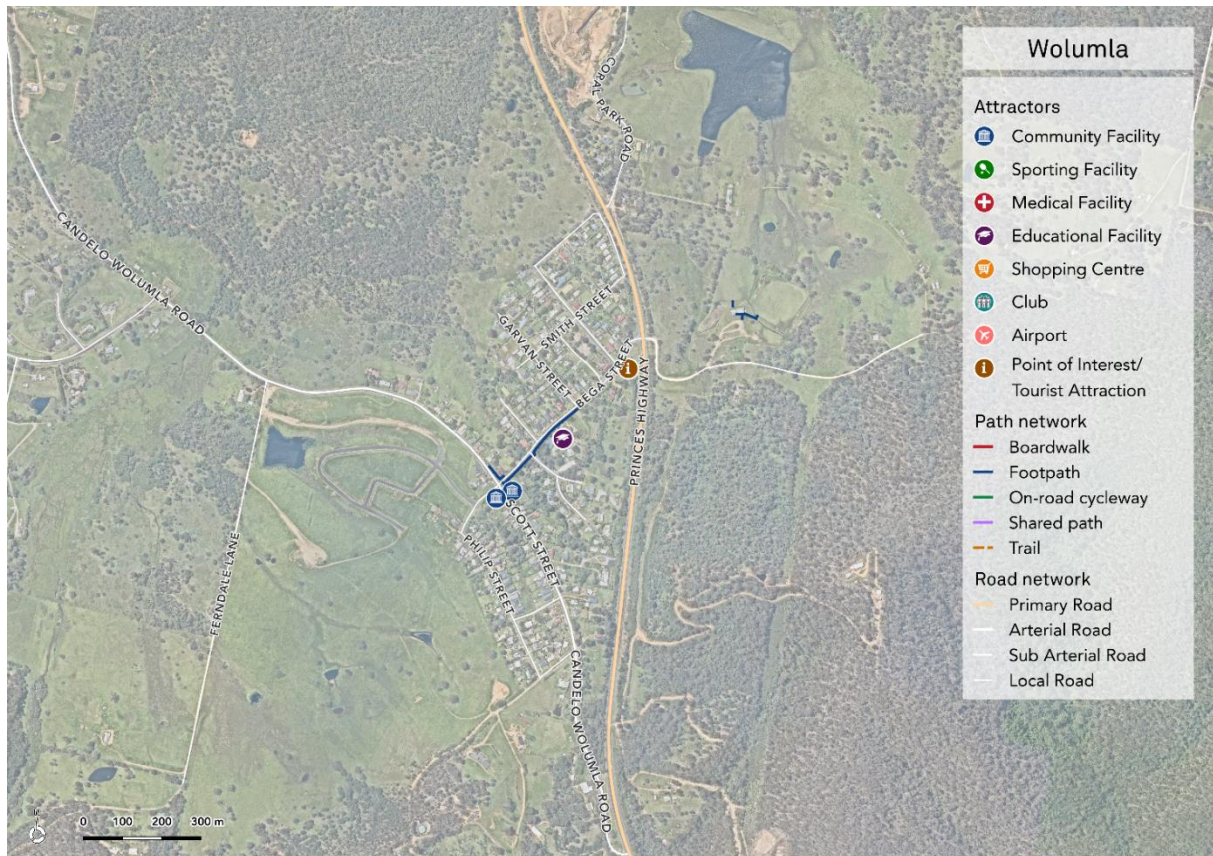


Figure 10: Active transport network and POIs for Wolumla.

Active transport network

- Wolumla has footpaths along its main street of Bega Street and onto Scott Street, which connect Wolumla Public School with the Post Office and Wolumla Hall
- No crossing or cycling facilities are present
- No active transport connections currently exist between Wolumla and other centres to the north or south

Elevation constraints

- The entry to Wolumla from the south via Candelo-Wolumla Road possesses a 10% gradient on average, which continues for a short 50m segment onto Bega Street to the east
- The residential streets to the west and east of Scott Street have occasional gradients around 10%
- Elevation does not pose significant constraints

Flood constraints

Data not available at the writing of the Active Transport Strategy but is now under development.

WHAT YOU TOLD US

Stakeholder engagement is fundamental not only to the development of the Active Transport Strategy, but also its subsequent implementation over time. A variety of consultation was undertaken to inform the Strategy’s vision, objectives, and actions.

In addition to the activities outlined below, the project team also received a number of direct emails and letters from residents regarding a variety of specific active transport issues in Bega Valley. These were reviewed and taken into account when formulating the Strategy.

Online Survey

An online survey was available on BVSC’s Have Your Say website from 14 November to 14 December 2023. This survey was designed to gather information on how people travel in Bega Valley Shire, and what key values residents hold for future active transport infrastructure. The survey received a total of 254 responses.

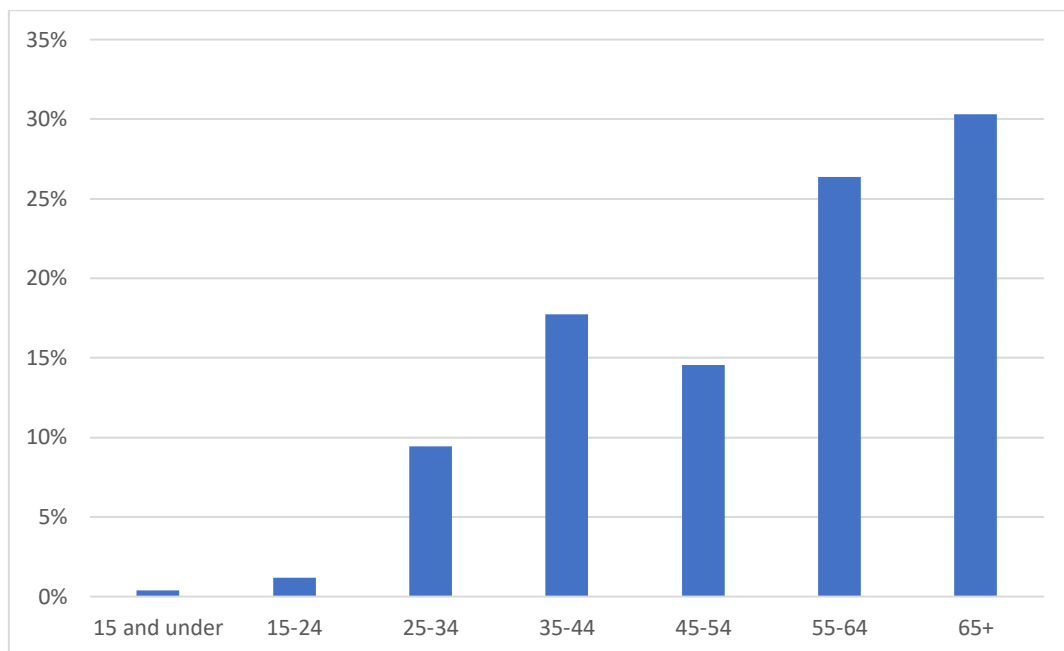


Figure 11: Age group split of responses from Active Transport Survey.

Given the demographic split of Bega Valley Shire as a whole, the survey saw an expected trend towards older age groups, with over **56%** of respondents aged over 55 (as seen above in Figure 11). In total, **6.3%** of respondents indicated they require temporary or permanent assistance from a mobility device, or were otherwise limited in their mobility due to caring responsibilities.

Question 5 asked respondents about their level of confidence when riding a bike – Figure 12 below shows the results compared to New South Wales’ results as a whole at the last National Walking and Cycling Participation Survey (NWCPS) in 2021. Note that the NWCPS allocates confidence levels slightly differently; as such, its results are presented here for broad comparative purposes only. The results from this question suggest the survey captured a much higher proportion of existing frequent active transport users than the state at large, and a much lower proportion of those ‘not interested or able’. This is possibly reflective of the portion of the community who were motivated to complete the survey and more engaged in issues of active transport.

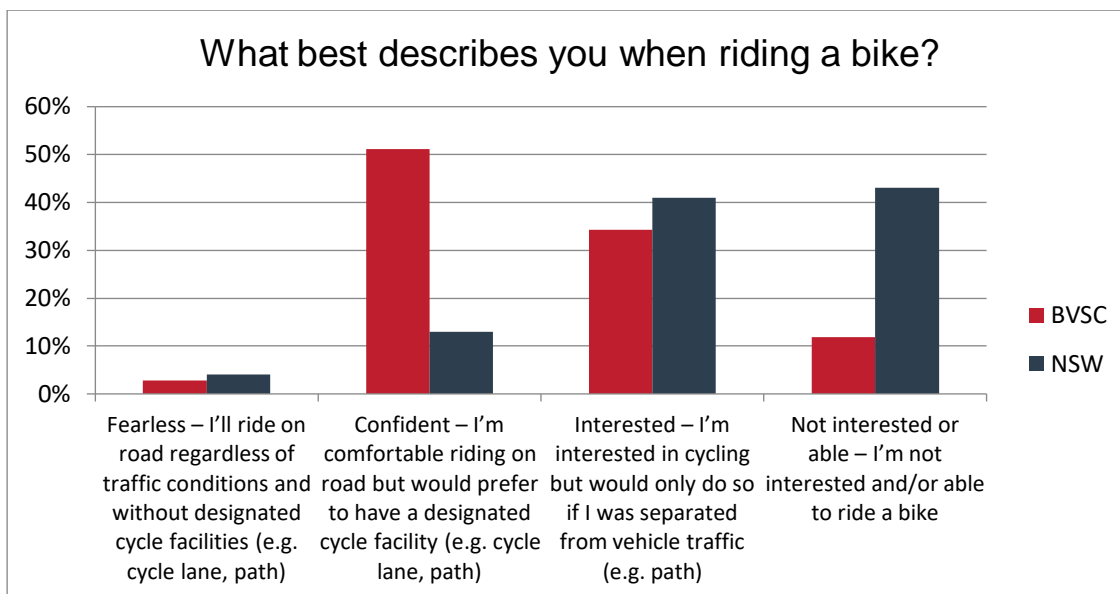


Figure 12: Question 5 asked respondents to describe themselves when riding a bike.

Other key takeaways include:

- Private vehicle was the primary form of transport in Bega Valley Shire, and that other modes were primarily used for recreation or when there was no private vehicle available to use.
- More than 80% of survey respondents stated that their primary purpose for walking or riding was for exercise or recreation
- The majority of respondents had not travelled by bus (92%) or taxi (95%) in the past year. 40% of respondents had not travelled by bike or wheeled device, but 20% agreed that they “may in the future if the network was improved”
- Safety was shown to be the first priority for Bega Valley residents, both from the results of question 31 summarised in Figure 13 below and the free text comments provided in question 33

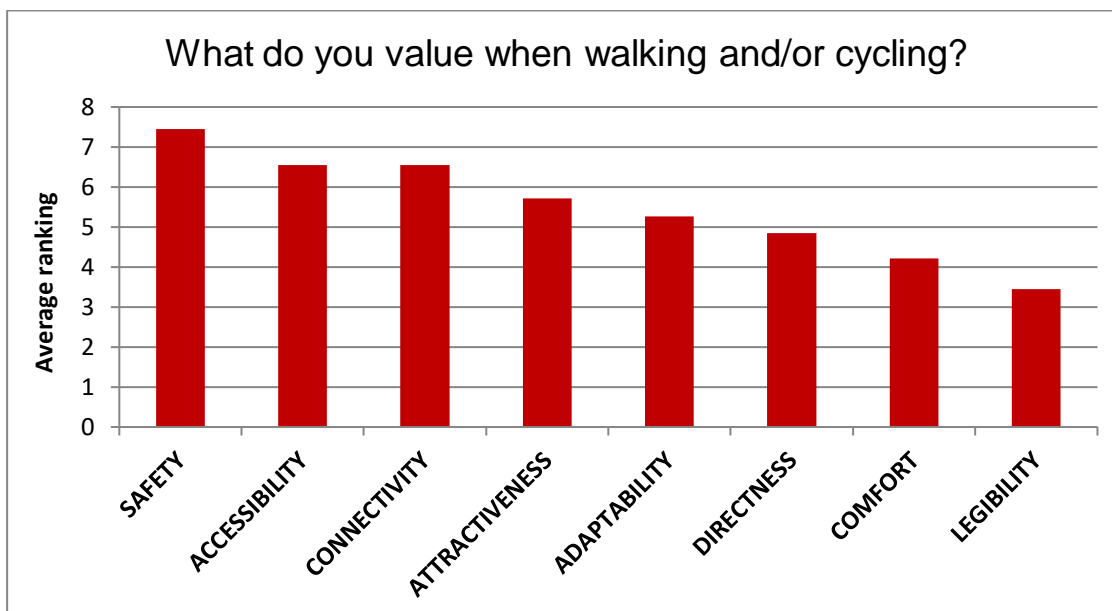


Figure 13: Question 31 from the community survey asked respondents to rank the above values.

- With regard to elements that may prevent someone from choosing to walk or cycle for a given trip, safety was also selected as the top issue, with lack of facilities and distance of the trip also ranked highly

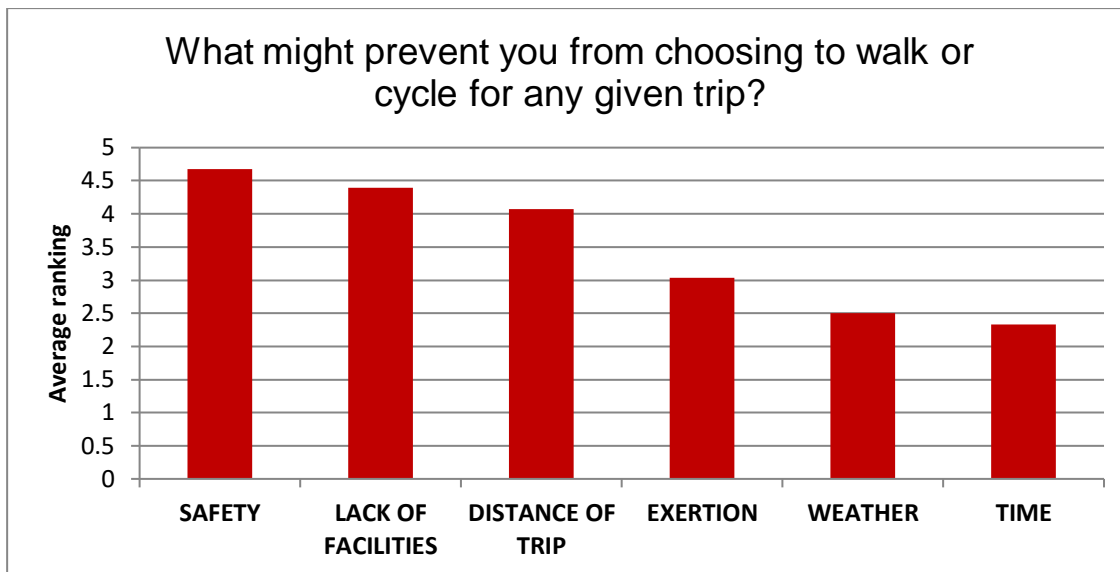


Figure 14: Question 32 asked respondents to rank the most significant barriers to using active transport.

- A number of main themes emerged from survey free-text responses:
 - There was a strong support for the Bega to Kalaru bike path and other connections between towns, primarily expressed by members of the local Bega Tathra Safe Ride community group. However, many respondents also emphasised smaller scale connections within towns to allow residents to access popular destinations, particularly recreational areas
 - There was also support for shorter routes linking nearby areas, particularly Pambula to South Pambula and Merimbula to Tura Beach and Mirador. Cycling on arterial roads (with no dedicated lanes) is currently the only option for these routes. The new residential development in South Pambula was also referenced in regard to a demand for a Pambula to South Pambula path
 - Footpaths and crossings were a major concern in all parts of the shire.
 - Comments agreed that the lack of footpaths are a safety issue, particularly for people using mobility devices or for children.
 - Several respondents stated that they would prefer to walk more but do not feel safe to do so
 - Connections to popular destinations such as parks and beaches were a priority, with conflicts between cars and people walking being especially prominent in these locations
 - In Bermagui, crossing the road was identified a safety issue, particularly at Lamont St near the park
 - There was also a desire for more recreational walking and cycling tracks in scenic locations, for the benefit of residents and tourists
 - Several respondents noted a need to consider e-mobility in the strategy as well as potential impacts and benefits from tourism
 - Cycle paths were seen as important to allow children to ride to school and allow young people to have more freedom. Several respondents also stated that they would like to ride to work more often, but that it is unsafe

- The Bermagui Bridge and Pambula River bridge (Monaro Street) were described as problematic, as they have narrow shoulders with no active transport paths provided
- 6% of respondents (16 out of 254) stated that they have ridden to work in the last 12 months

Map-based Survey

In addition to the main online survey, an optional map-based survey was available to complete. This survey allowed participants to drop a pin on a point and specify the type of issue they were reporting. In total, it received 34 responses, broken down by type in Figure 15 below as well as shown geographically.

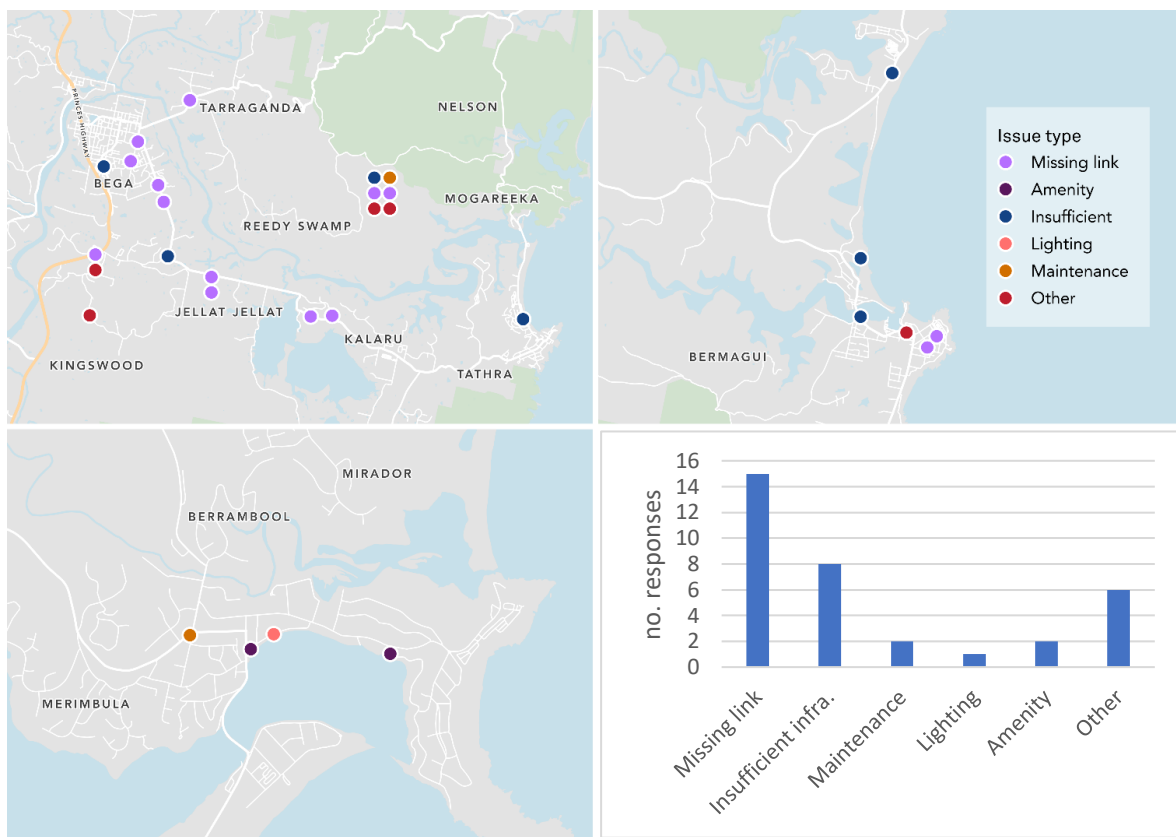


Figure 15: Resident noted issues in Bega/Kalaru/Tathra, Bermagui, and Merimbula (top left, top right, bottom left). Bottom right displays the number of issues by type (examples of issues categorised as ‘other’ included specific concerns about driver behaviour, traffic congestion, and tourism).

While this questionnaire is intentionally more specific than the main survey, a number of trends in the responses can still be identified. Key issues from this survey include:

- The need for a crossing on Lamont Street, Bermagui
- The lack of an active transport path from Kalaru to Bega
- The need for a footpath on Montague Street, Bermagui
- Widening the Bermagui River bridge crossing on Lamont Street
- Speed of private vehicles, particularly around schools

All responses were reviewed and incorporated into this Strategy.

Pop-up Workshops

The following pop-up workshops were held in November 2023 to inform the development of the Active Transport Strategy:

- Merimbula - Monday 27 November
- Bermagui - Tuesday 28 November
- Bega - Tuesday 28 November
- Eden - Wednesday 29 November



Figure 16: Workshop feedback in Bega and Bermagui.

These workshops were attended by an estimated 40-50 people covering a wide range of Bega Valley residents. Attendees were encouraged to mark up sets of maps showing each of the population centres and identify any issues or opportunities. Key points of feedback are summarised below:

- **Bega**
 - Missing links on Howard Avenue near Tathra Road and Harry Scanes Avenue
 - New subdivisions between East Street/Newtown Street, on Finucanes Lane, and at the end of Finucanes Lane near the creek will create new demand for transport options
- **Kalaru and Tathra**
 - Ike Game Road is good for cycling due to it avoiding the Jellat Jellat bends (though has a significant gradient)
 - Private vehicles appear to speed through the Kalaru town centre
 - Suggestions for a wombat crossing along Andy Poole Drive accompanied by speed limit reductions
 - The Bega to Kalaru shared path remains a desired connection to complete the Bega to Tathra link
- **Merimbula**
 - Track connections near Mirador Drive to Nolan Drive and beach already exist and are utilised (though are not official or mapped)
 - Riding from North Tura Beach to Pambula Beach is largely possible save for a few missing parts
 - Existing fire trail near Mirador would benefit from improved wayfinding
- **Bermagui**
 - Lamont Street currently does not have a formalised pedestrian crossing point – this was a particularly important issue for Bermagui residents. Children attending the

local preschool and their guardians find it difficult - if not dangerous - to attempt to cross this road to reach Lions Park and all-abilities playground. Nearly 40 drawings from these children describing their feelings of exposure and danger were submitted to the project team at the in-person workshop

- It should also be noted that attendees stated there are inadequate crossing facilities throughout Bermagui, rather than being limited to Lamont Street
 - There appears to be an issue with on-verge parking of vehicles and blocking existing footpaths, it was suggested that more enforcement of parking restrictions is needed
 - The Lamont Street bridge represents a conflict point for cyclists, with little room to ride on the footpath and safely pass a pedestrian, and the road seeing high levels of medium to heavy vehicle traffic. Residents suggested there is adequate road width to construct a build out and create a shared path, with a cantilevered bridge as an alternative option
 - Montague Steet, Wallaga Street, and Young Street (the area directly around the local preschool and library) lack footpaths
 - A dirt track from Wallaga Lake to Bermagui currently exists and could be made commutable, however there are flora/fauna concerns around the resilience of the sand dunes if this connection was concreted
 - Pacific Drive and Scenic Drive, co-located with a number of caravan parks and holiday accommodation, lack paths
- **Overall Bega Shire comments**
 - A public campaign for active transport education and safe behaviour around pedestrians and cyclists was suggested
 - Tourism was raised as a significant opportunity for active transport
 - There was some commentary around balancing the need for filling small missing links versus implementing large flagship projects
 - Opportunities around engaging the community in a hands-on basis on active transport (e.g. maintaining infrastructure) were raised
 - The need for wayfinding as well as on-path directional arrows was also noted

ACTION PLAN






Based on the extensive background review, community consultation, and collaboration with Bega Valley Shire Council, a set of recommended actions has been produced in line with the vision and objectives of this Strategy and the identified issues and opportunities. These are split into two categories: Shire-wide actions and centre-specific actions.

The actions were then assessed for their alignment to the vision and objectives, their relative cost, achievability over the timescale of the Strategy, and their alignment to existing policies and plans. They have been assigned a proposed timeline based on this assessment, with the following categories:






- Short-term: 0-2 years
- Medium-term: 2-4 years
- Long-term: 4-7 years






Note that all actions presented here are subject to availability of local, state, or federal funding.

Shire-Wide Actions

ID	ACTION	FUNDING OPTION(S)	PROPOSED TIMELINE	ALIGNMENT TO OBJECTIVES				
								
S1	Conduct audit of pedestrian crossing 'black-spots' and plan, design, and construct infrastructure to remedy highest priority according to criteria within Council's available resourcing	TfNSW Get NSW Active Grant (for design and construction)	Medium-term	✓	✓			

ID	ACTION	FUNDING OPTION(S)	PROPOSED TIMELINE	ALIGNMENT TO OBJECTIVES				
								
S2	Connect existing infrastructure with highest priority, best value key missing links and take advantage of opportunities for asset provision through developer contributions	TfNSW Get NSW Active/Walking and Cycling Infrastructure Program Grants	Long-term	✓	✓			✓
S3	Engage local accessibility consultant to assess centres, identify mobility impediments/obstacles and map accessible routes	BVSC Internal	Short-term	✓		✓		
S4	Conduct educational campaign for motorists to improve compliance with speed limits and awareness of on-road cyclists	BVSC/TfNSW	Short-term			✓		✓
S5	Improve visibility of off-road recreational trails through increased signage and review of GIS data, noting accessibility and publishing as a community resource	BVSC Internal	Short-term	✓	✓	✓	✓	
S6	Convene staff working group to engage community regularly on active transport matters, encourage participation, and leverage community interest	BVSC Internal	Short-term			✓		✓
S7	Explore issues and opportunities of e-mobility as well as future infrastructure requirements	BVSC Internal	Short-term	✓	✓			✓

ID	ACTION	FUNDING OPTION(S)	PROPOSED TIMELINE	ALIGNMENT TO OBJECTIVES				
								
S8	Install wayfinding and signage at key junctions to improve navigation for residents and tourists alike	BVSC Internal	Medium-term		✓		✓	
S9	As part of future road projects and resealing, assess opportunities for active transport provision including on road cycle lanes or wider shoulders on key routes	BVSC Internal TfNSW Grant Funding	Long-term	✓	✓			✓
S10	Develop standard conditions for development approvals that require positive active transport outcomes	BVSC Internal	Medium-term		✓	✓		✓
S11	Review and align future works programs with outcomes of Strategy	BVSC Internal	Short-term					✓
S12	Continue Rural Road Route upgrades as appropriate in conjunction with programmed Council or TfNSW works and development	TfNSW	Long-term	✓	✓			✓
S13	Develop BVSC Active Transport Network map, identifying key inter and intra centre routes, building off previous work in the Bike Plan and other local plans	BVSC Internal	Short-term	✓	✓	✓		

ID	ACTION	FUNDING OPTION(S)	PROPOSED TIMELINE	ALIGNMENT TO OBJECTIVES				
								
S14	Following S5's identification of recreational trails and facilities, assess gaps in active transport connections to these and plan for provision of access from centres	BVSC Internal TfNSW Grant Funding	Medium-term	✓	✓		✓	

Bermagui

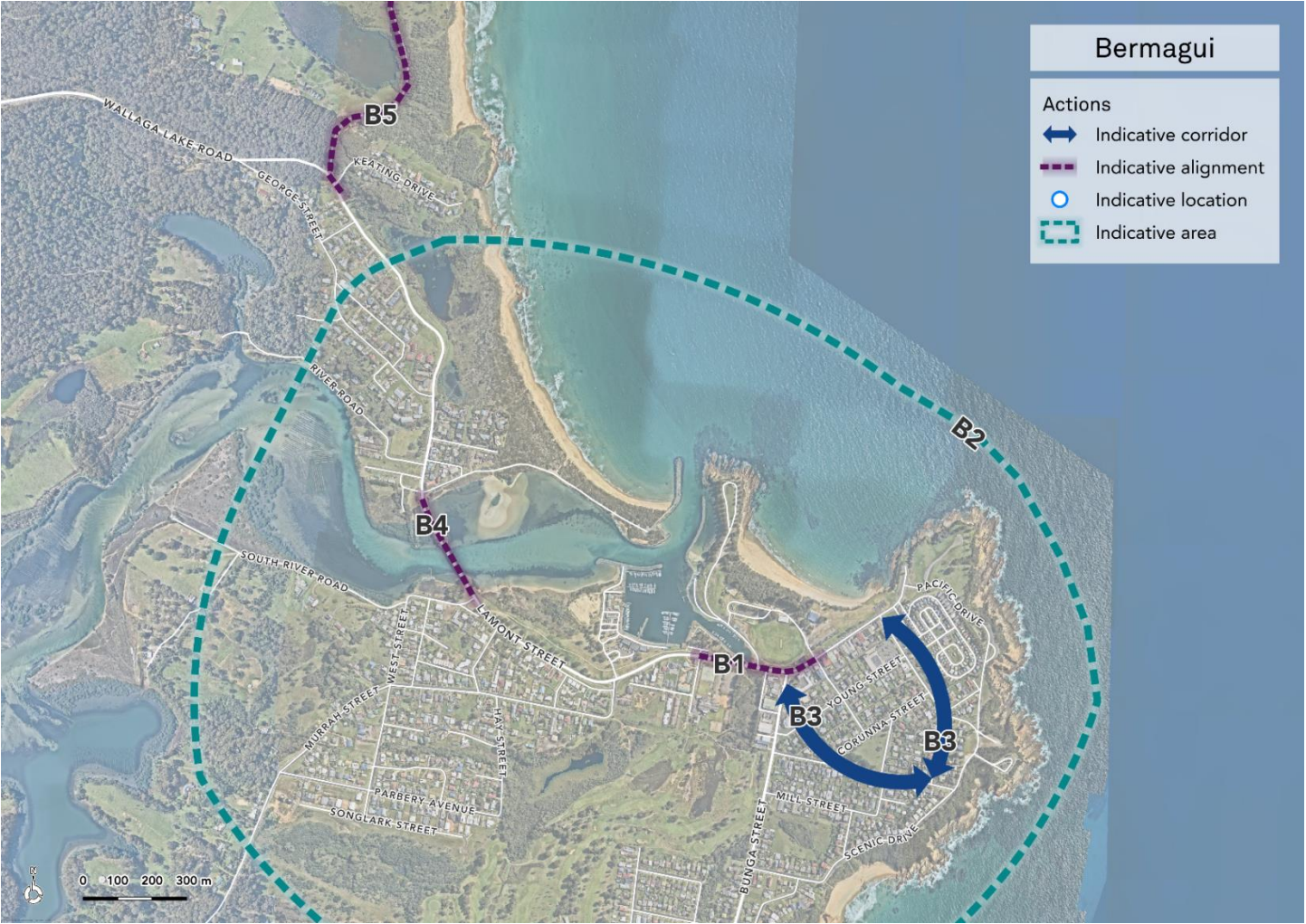







Figure 17: Active transport actions for Bermagui.

ID	ACTION	FUNDING SOURCE	PROPOSED TIMELINE	ALIGNMENT TO OBJECTIVES				
								
B1	Conduct traffic planning study, considering Movement and Place, for installation of priority pedestrian/cycle crossing and shared zone on Lamont St between Tuross St and Wallaga St	TfNSW Get NSW Active/Walking and Cycling Infrastructure Program Grants	Short-term	✓	✓	✓		
B2	Conduct pedestrian crossing audit across township to identify highest priority sites for new crossings	BVSC Internal	Short-term	✓				
B3	Enhance connectivity from holiday accommodation in east and south of town to the beach and marina	TfNSW Get NSW Active/Walking and Cycling Infrastructure Program Grants	Medium-term		✓			
B4	Investigate widening (or similar intervention) of Lamont Street bridge footpath to a shared path facility to ensure safe passage	TfNSW Get NSW Active/Walking and Cycling Infrastructure Program Grants	Long-term	✓	✓			
B5	Explore active transport connection to the residential and tourist facilities at Wallaga Lake incorporating mix of off-road (Fairhaven to Wallaga Lake Heights), shared on-road (Old Tilba Rd) and environmentally-sensitive options for the popular link past Long Swamp	TfNSW Get NSW Active/Walking and Cycling Infrastructure Program Grants	Long-term		✓		✓	✓

Bega

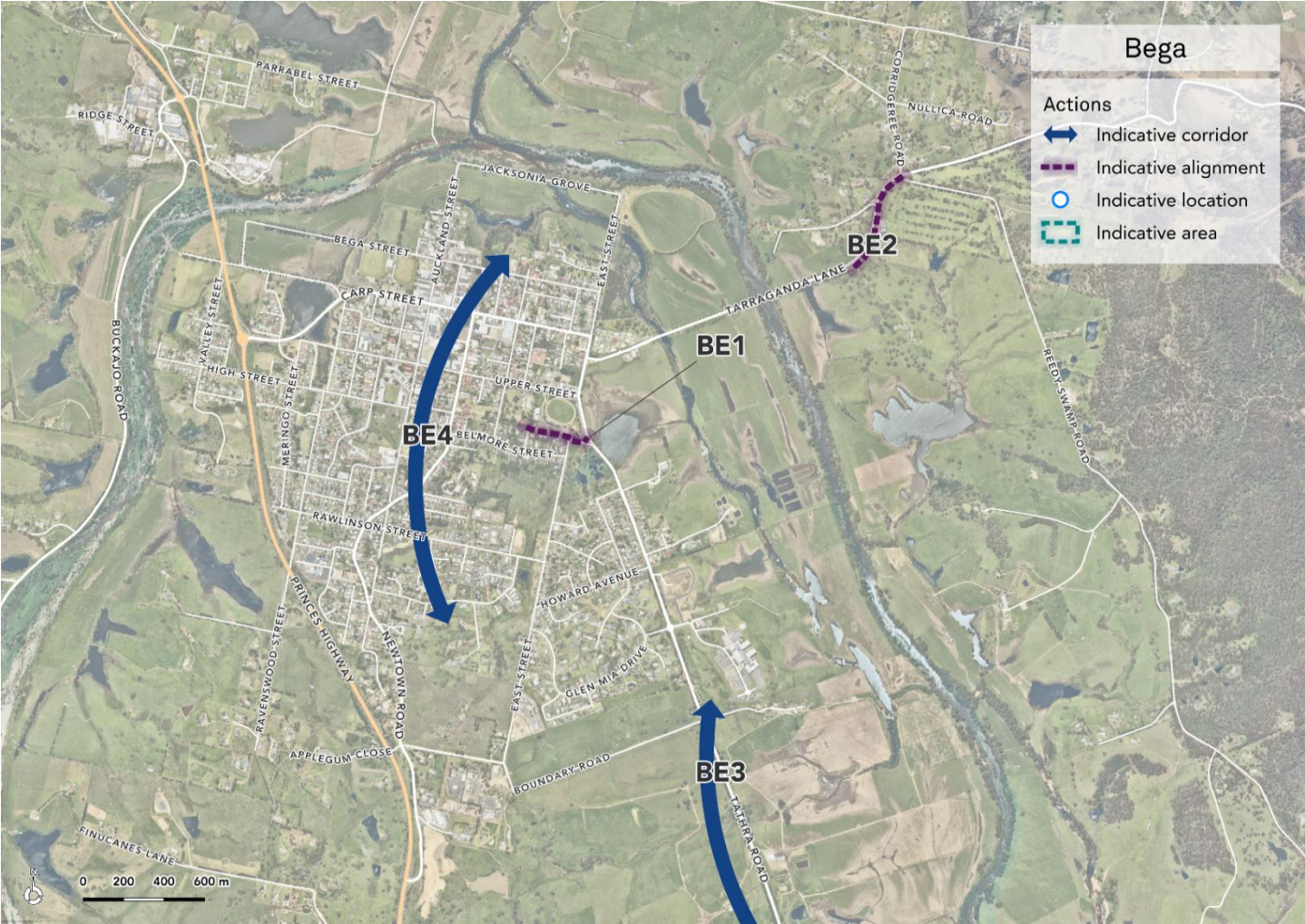







Figure 18: Active transport actions for Bega.

ID	ACTION	FUNDING SOURCE	PROPOSED TIMELINE	ALIGNMENT TO OBJECTIVES				
								
BE1	Investigate provision of shared path along Park Ln and East St to Tathra Rd	TfNSW Get NSW Active/Walking and Cycling Infrastructure Program Grants	Medium-term		✓	✓		
BE2	Investigate extension of existing Tarraganda pathway to Country Club and Corridgeree Rd	TfNSW Get NSW Active/Walking and Cycling Infrastructure Program Grants	Medium-term		✓	✓		
BE3	Continue to explore potential funding sources for land acquisition and development of high-priority, strategic sections of the Bega-Tathra cycle connection that enhance safety and connectivity to existing residential areas	NSW Government Regional Tourism Activation Fund TfNSW Get NSW Active/Walking and Cycling Infrastructure Program Grants	Medium-term					✓
BE4	As part of a proposed Master Network Plan, identify key routes that link the planned growth area at South Bega with the existing residential area of North Bega	BVSC Internal	Short-term	✓	✓		✓	

Merimbula

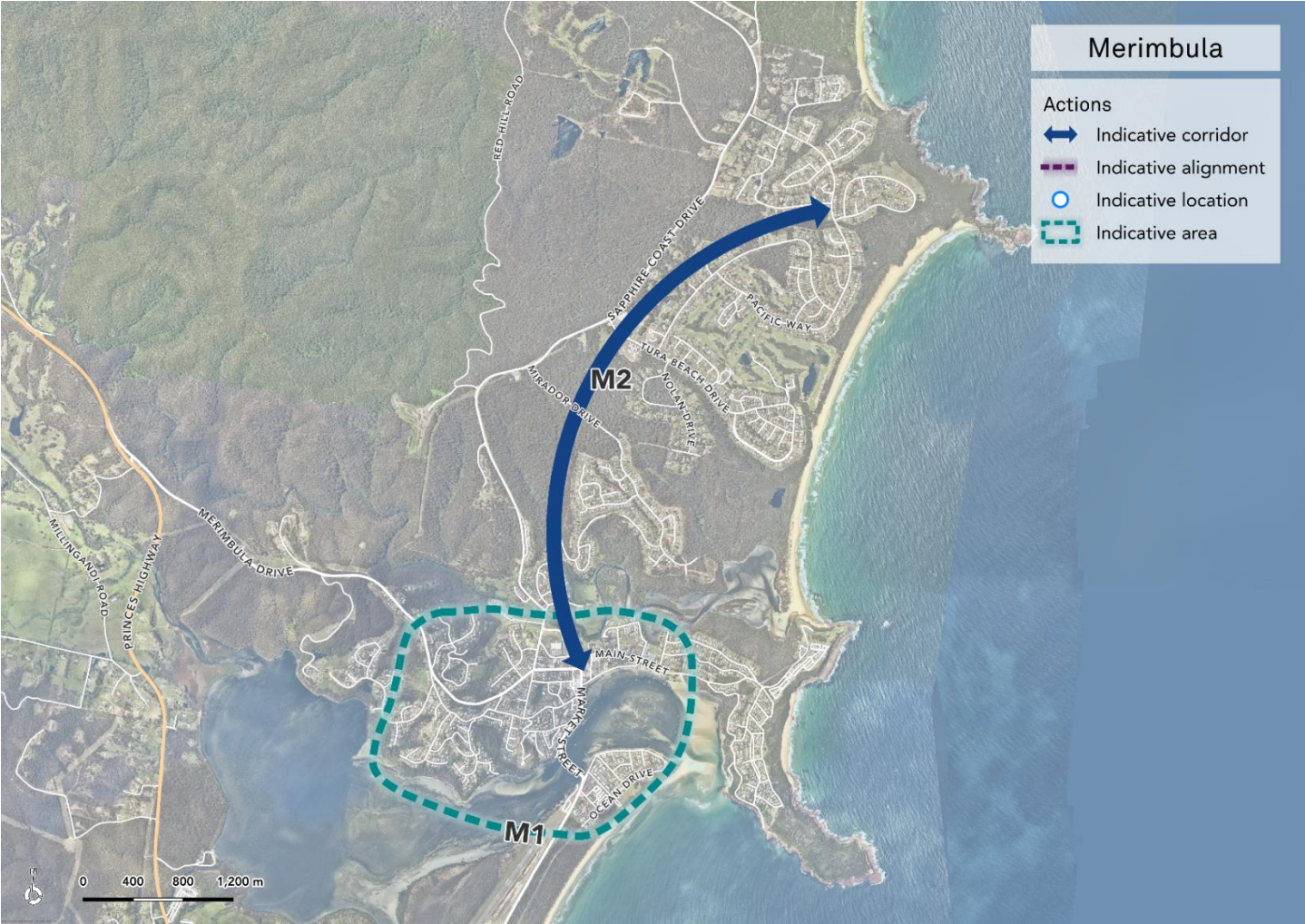







Figure 19: Active transport actions for Merimbula.

ID	ACTION	FUNDING SOURCE	PROPOSED TIMELINE	ALIGNMENT TO OBJECTIVES				
								
M1	Enact recommendations of recently completed Merimbula Transport Study, in line with recommended staging	BVSC Internal TfNSW Get NSW Active/Walking and Cycling Infrastructure Program Grants	Long-term	✓	✓	✓	✓	✓
M2	Investigate providing active transport link north from Merimbula to Tura Beach via Mirador as part of Master Network Plan	BVSC Internal TfNSW Get NSW Active/Walking and Cycling Infrastructure Program Grants	Medium-term		✓			

Eden

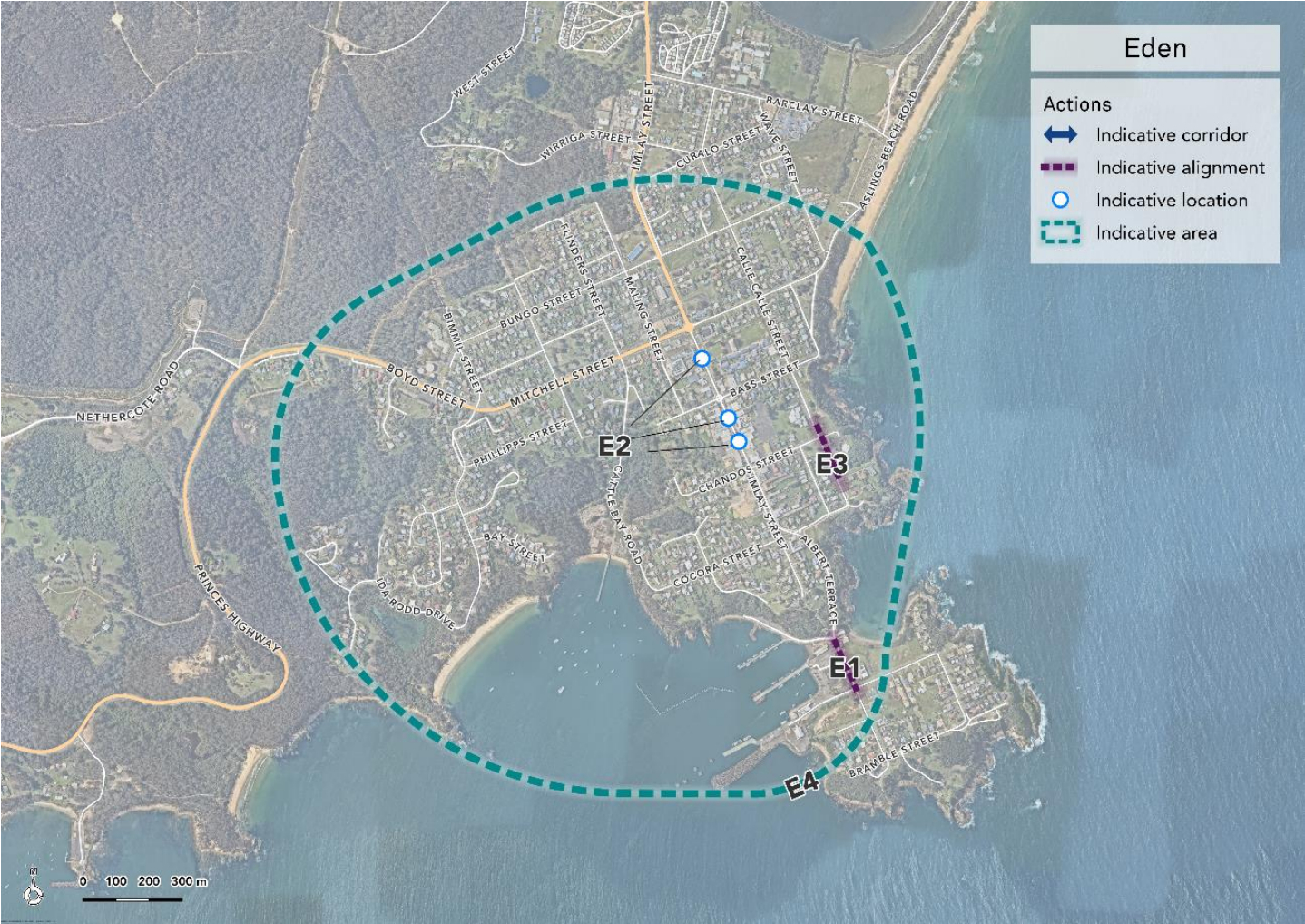







Figure 20: Active transport actions for Eden.

ID	ACTION	FUNDING SOURCE	PROPOSED TIMELINE	ALIGNMENT TO OBJECTIVES				
								
E1	Enhance connectivity from cruise ship terminal in the south to the main street through provision of shared path the bottom of Albert Terrace and Warrens Walk footpath	BVSC Internal TfNSW Get NSW Active/Walking and Cycling Infrastructure Program Grants	Medium-term		✓			
E2	Formalise Imlay Street pedestrian crossings between Mitchell St and Chandos St to raised pedestrian crossing style or similar	BVSC Internal	Short-term	✓		✓		
E3	Connect Museum St shared path to path at Calle Calle St	BVSC Internal TfNSW Grant Funding	Medium-term		✓			

Tathra

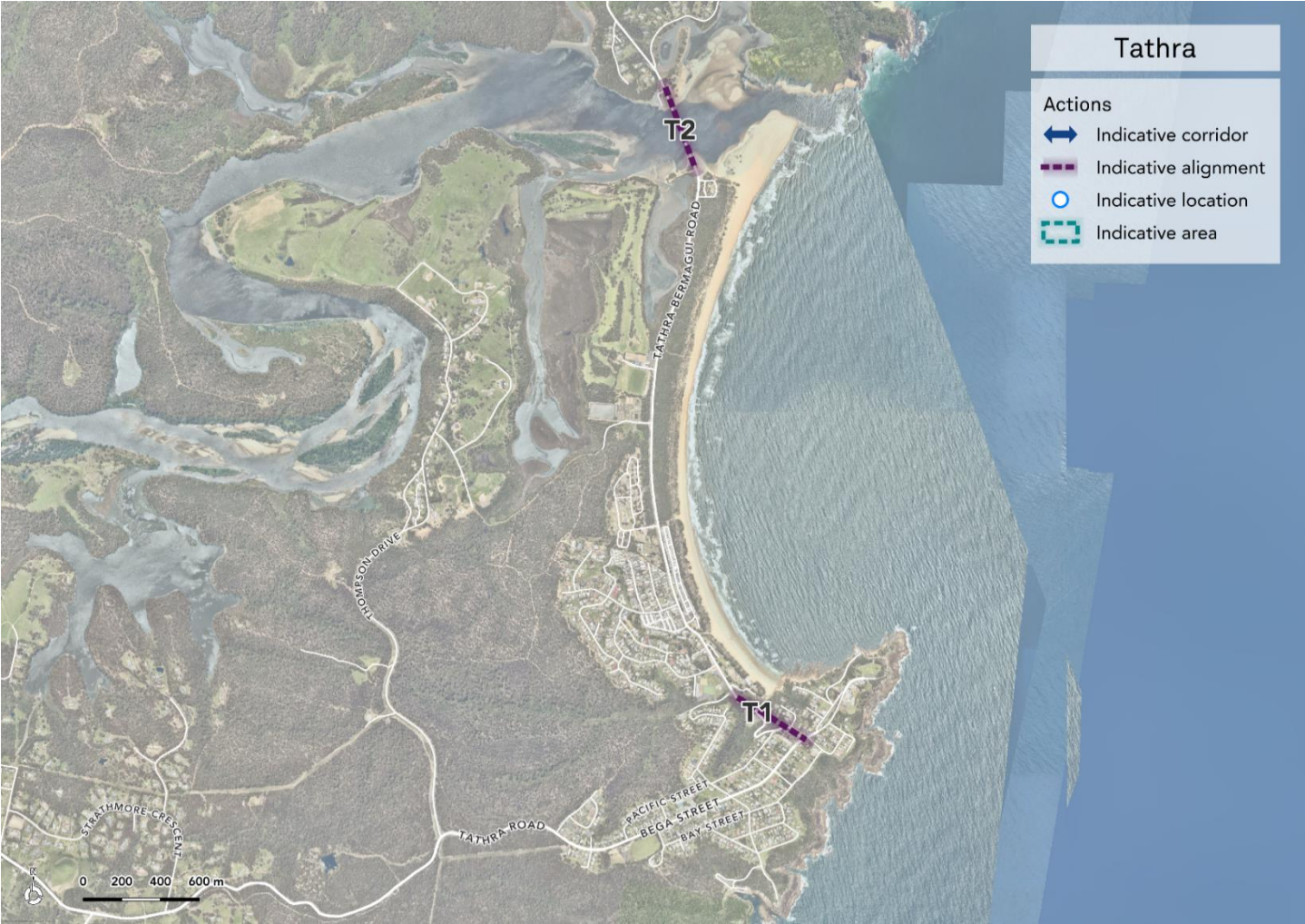







Figure 21: Active transport actions for Tathra.

ID	ACTION	FUNDING SOURCE	PROPOSED TIMELINE	ALIGNMENT TO OBJECTIVES				
								
T1	Improve connectivity between Bega St and Andy Poole Dr	TfNSW Get NSW Active/Walking and Cycling Infrastructure Program Grants	Medium-term	✓	✓			
T2	Investigate options for widening pathway across Hancocks Bridge at Mogareeka	TfNSW Get NSW Active/Walking and Cycling Infrastructure Program Grants	Long-term	✓	✓			

Pambula

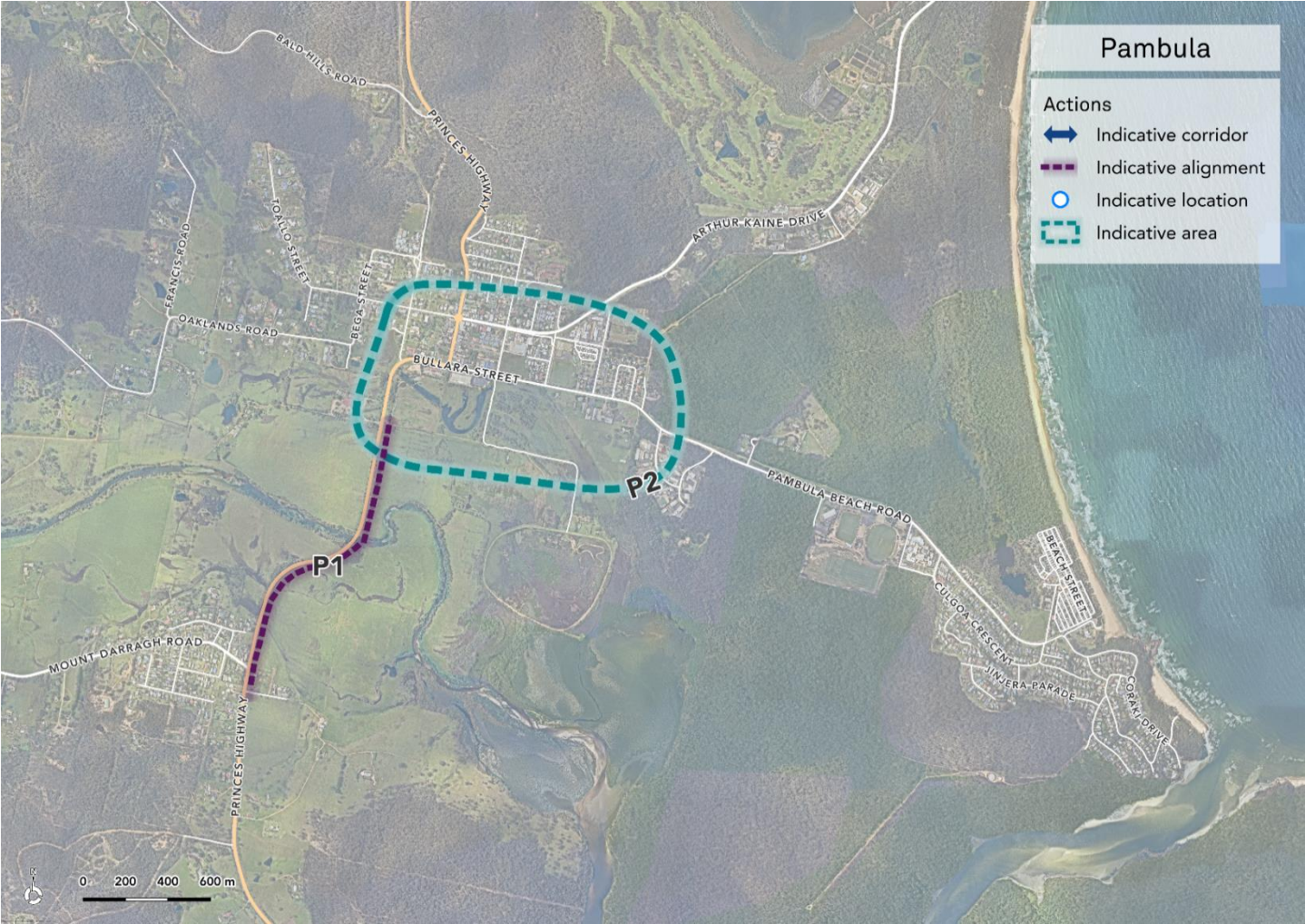







Figure 22: Active transport actions for Pambula.

ID	ACTION	FUNDING SOURCE	PROPOSED TIMELINE	ALIGNMENT TO OBJECTIVES				
								
P1	Plan and design provision of shared path from Pambula to South Pambula in partnership with TfNSW	TfNSW Get NSW Active/Walking and Cycling Infrastructure Program Grants	Medium-term	✓	✓			
P2	Undertake works associated with Pambula Masterplan	BVSC Internal	Short-term	✓	✓	✓	✓	✓

FUNDING AND COST ESTIMATES

Funding Sources

Given BVSC's restricted fiscal envelope, the seeking of external funding sources to implement the Strategy's action plan will be essential, particularly in the case of significant infrastructure projects. A variety of options have been identified and will be targeted for application during their selection rounds.

Get NSW Active Program

The Get NSW Active program provides local councils with funding for projects that create safe, easy, and enjoyable walking and bike riding trips. Eligible types of projects include:

- Active transport strategy/plan projects
- Design projects
- Walking connections
- Raised pedestrian or shared crossings and for 'wombat' crossings
- Continuous footpath treatments
- Kerb extensions
- Separated bike paths
- Quietways
- Shared paths
- Shared zones
- Road closures
- Other (applicants will need to demonstrate alignment with the program objectives).



The breadth of project type available for funding and size of the total funding pool (for FY24/25, \$60m was available across NSW) means this program is the primary funding source for much of the Strategy's actions.

Note, however, the exclusions of this program:

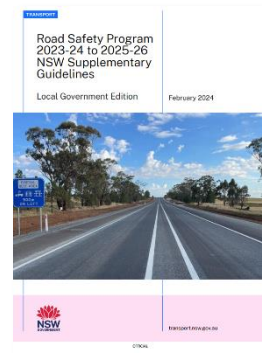
- Painted on-road cycling lanes and mixed traffic cycling projects with design speeds above 30km/h and/ or unsuitable street environments
- Stand-alone pedestrian refuge projects (note: in some cases, pedestrian or cycling refuges may be acceptable as part of a broader walking or cycling upgrade project where providing for a low demand movement and where an alternative facility type likely cannot not be provided)
- Maintenance of existing assets
- Projects that primarily deliver bike parking (for example bike storage cages)
- Closed loop recreational projects, e.g., walking/cycling circuits within open space that do not contribute to the broader network
- Non-infrastructure projects such as behavioural change campaigns, events, promotions, or maps
- Projects that predominately focus on vehicular traffic improvements
- Standalone signage or wayfinding projects
- Standalone lighting projects or lighting of an existing facility

These exclusions mean actions such as S3 or S8 are not eligible for funding through this program.

Walking and Cycling Infrastructure Program

The Walking and Cycling Infrastructure Program is a subprogram of the broader Road Safety Program, aiming to deliver footpath, shared path and cycling infrastructure upgrades and improvements across urban and regional areas of NSW. It may represent an alternative or additional funding source for this Strategy's actions to the aforementioned Get NSW Active Program. Jointly funded as a 50:50 split between the NSW Government and the Australian Government. Works covered as part of this program include:

- Shared pathways
- Separated footpath and cycleway
- Cycleway only
- Footpath only
- Ancillary treatments, if they connect to the above, including:
 - Raised zebra crossing
 - Standard zebra crossing
 - Kerb extensions
 - Pedestrian refuges
 - Kerb ramps
 - Driveway and other works



In total, \$91.8m of funding for NSW councils is available for FY2023/24-2025/26. The current round of applications is closed but is expected to re-open for the subsequent round of funding in future.

Regional Tourism Activation Fund

The Regional Tourism Activation Fund is a grant administered by the Department of Regional NSW, aiming to increase the national and international appeal of destinations in regional NSW and boost the visitor economy. Local councils and other not-for-profit organisations are able to apply for projects that demonstrably contribute to this goal. BVSC was previously successfully in receiving a grant for this program for the Merimbula Lake Boardwalk and Foreshore Path.

Currently, rounds of funding for this program are closed but may reopen in future. Certain elements of active transport infrastructure – such as action BE3, for example – may qualify for this type of funding and will be targeted for submission to the fund.



Other funding sources

The Federal Government recently announced the establishment of a National Active Transport Fund, committing \$100m to delivering new bicycle and walking paths. The program is expected to begin 1 July 2025 at time of writing, with full guidelines and eligibility established in the coming months. Dependent on the final program form, this may become another available avenue for funding this Strategy's actions.

Cost Estimates

For the purposes of strategic cost estimation, a list of unit costs for common active transport infrastructure requirements has been provided below in Table 1. This is based on a selection of recent projects completed or in progress in Bega Valley Shire and should be used as a broad guide to estimation – final design and construction costs of any action recommended herein will need to be confirmed prior to implementation.

Table 1: Unit cost estimates for BVSC infrastructure projects, based on historical rates.

Description	Unit	Rate
Project Documentation		
Traffic Management Plan	Lump Sum	\$ 12,000
Environmental Management Plan	Lump Sum	\$ 20,000
Cultural Heritage Plan	Lump Sum	\$ 16,000
Bulk Excavation – Excavate and remove from site	m3	\$ 250.00
Construction Costs		
Install signage and pedestrian management devices as required	Lump Sum	\$ 4,400
Service relocation	Lump Sum	\$ 30,000
Kerb	m	\$ 100
Asphaltic Concrete	Tonne	\$ 600
Concrete Path 2.4m wide (material only)	m2	\$ 240
Pedestrian refuge splitter island	each	\$ 7,500
Construct Wombat Crossing	each	\$ 80,000
Centre Lines	m	\$ 1.50
Construct footpath connection	each	\$3,000
Traffic Control	each	\$1,870
Install Gutter Bridge	each	\$ 3000

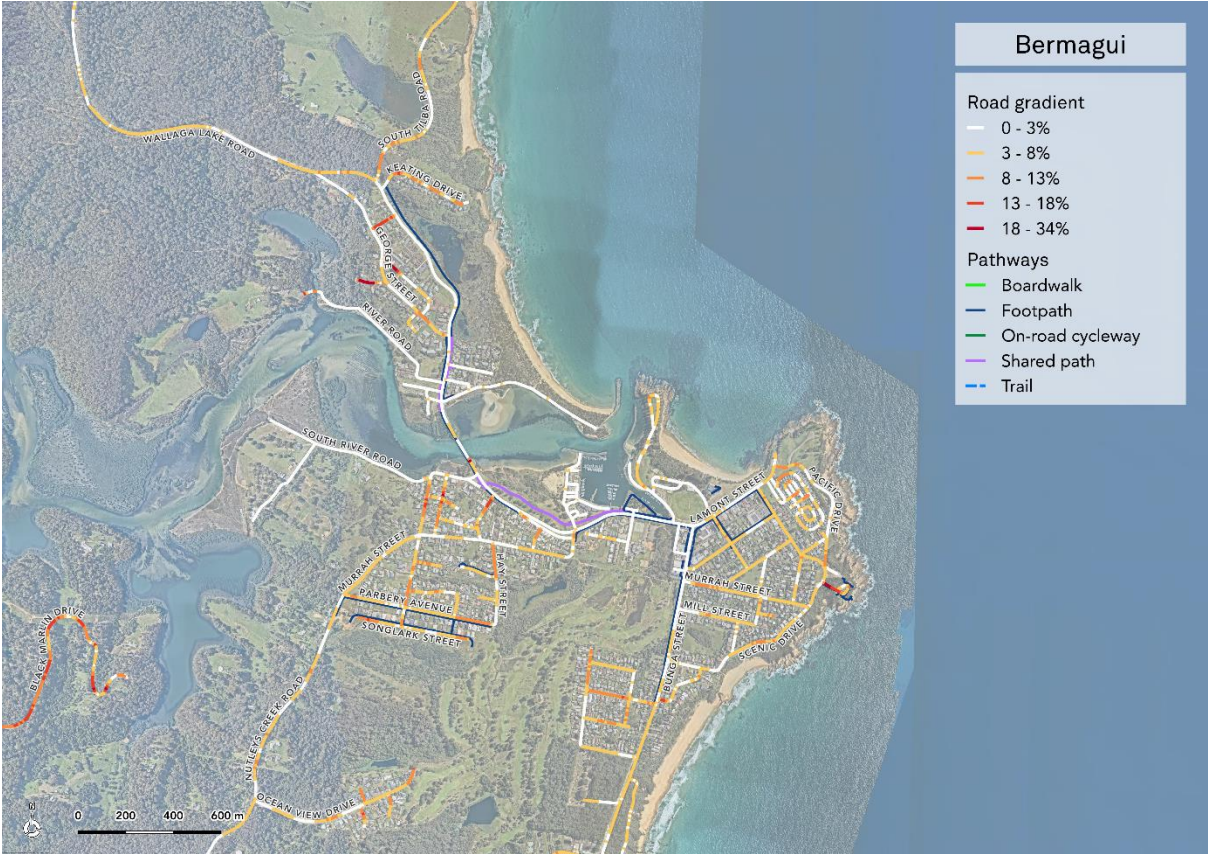
Monitoring and Evaluation

As the custodian of this Strategy, Bega Valley Shire Council will be responsible for monitoring the implementation of the actions and for reviewing the intent and scope of the Strategy more broadly.

Monitoring will be undertaken annually to determine the progress of the actions against proposed timeframes and to identify potential barriers which may affect implementation. This will be aligned with annual funding/program development timings.

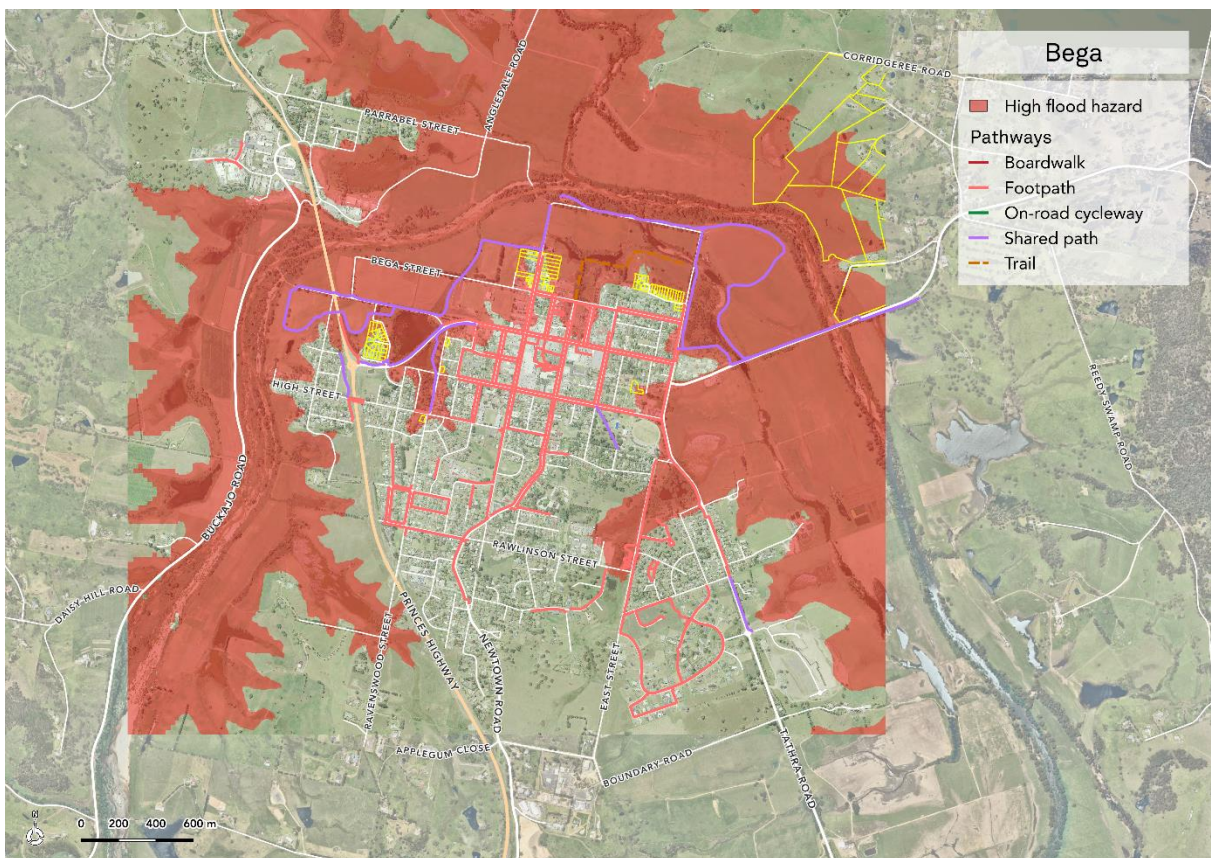
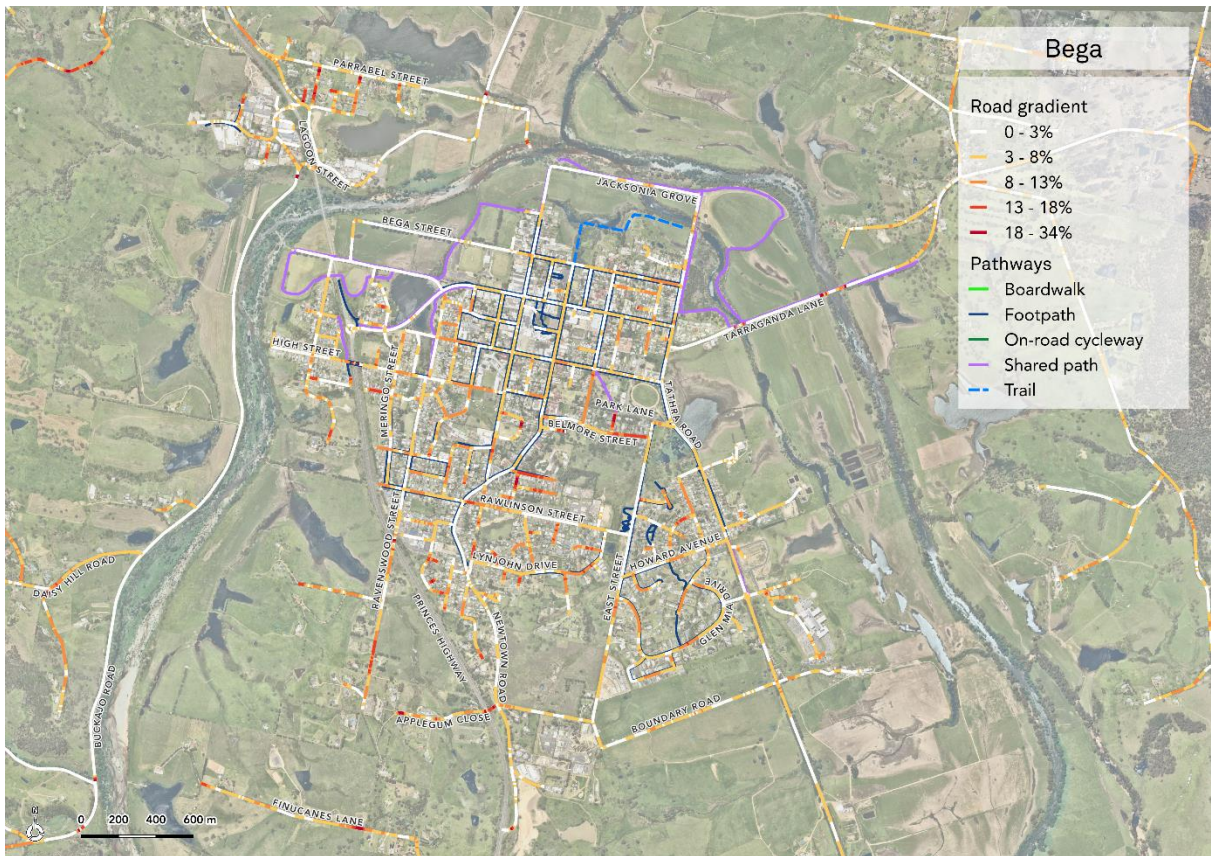
APPENDIX A - ELEVATION & FLOOD CONSTRAINT MAPS

Bermagui

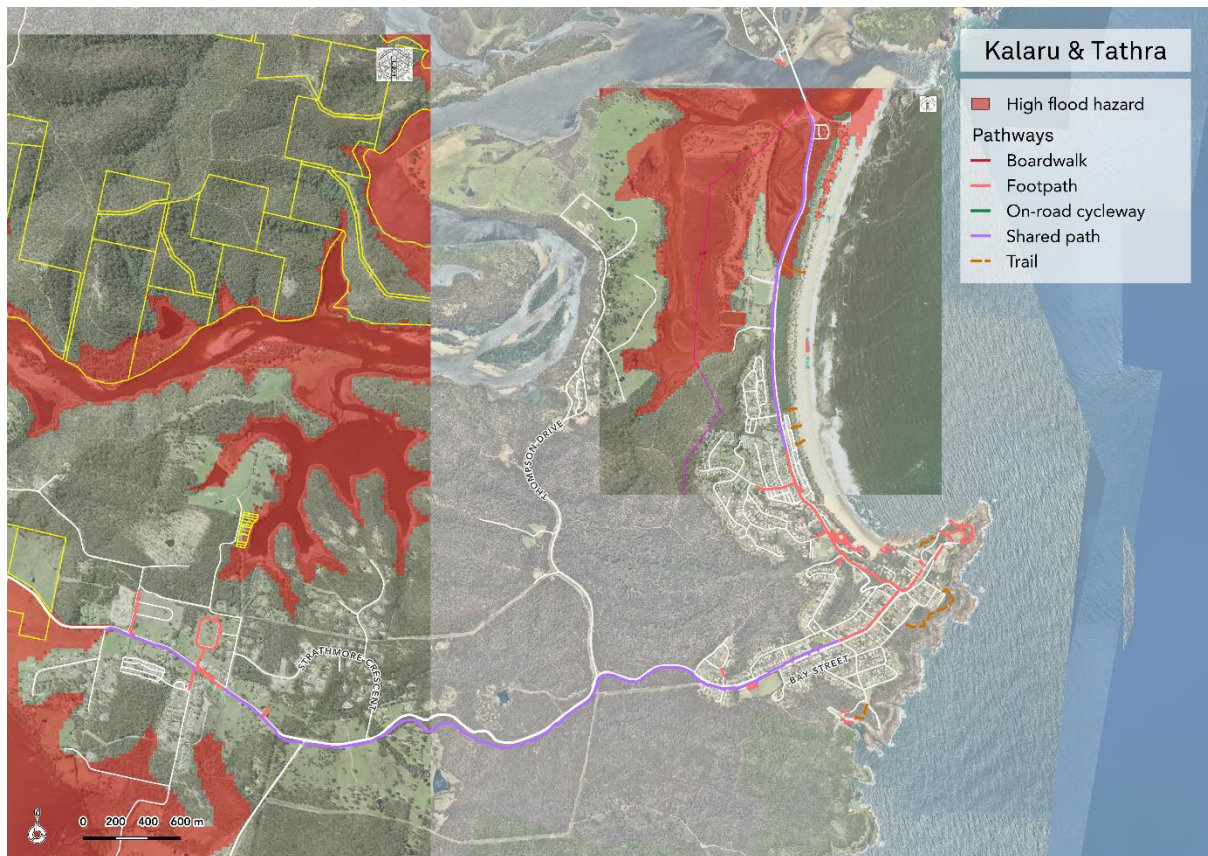
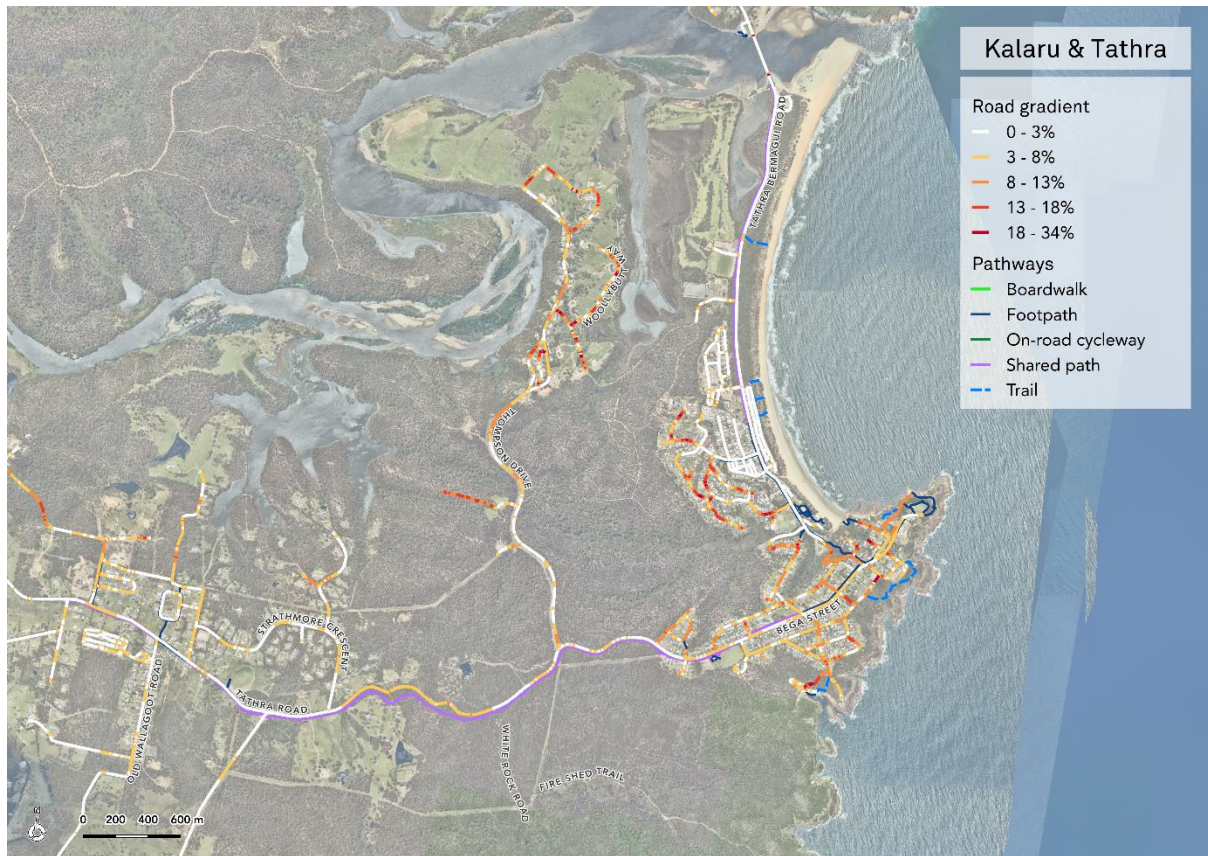


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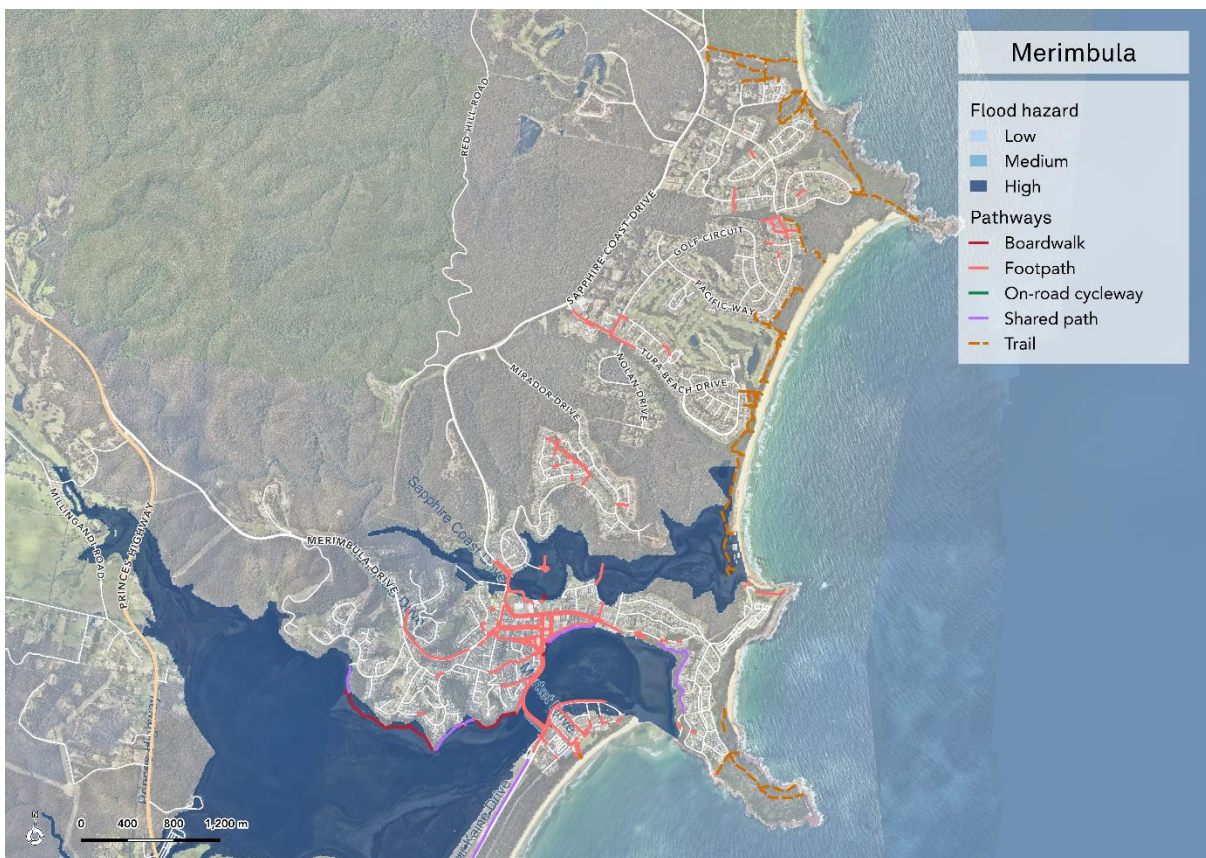
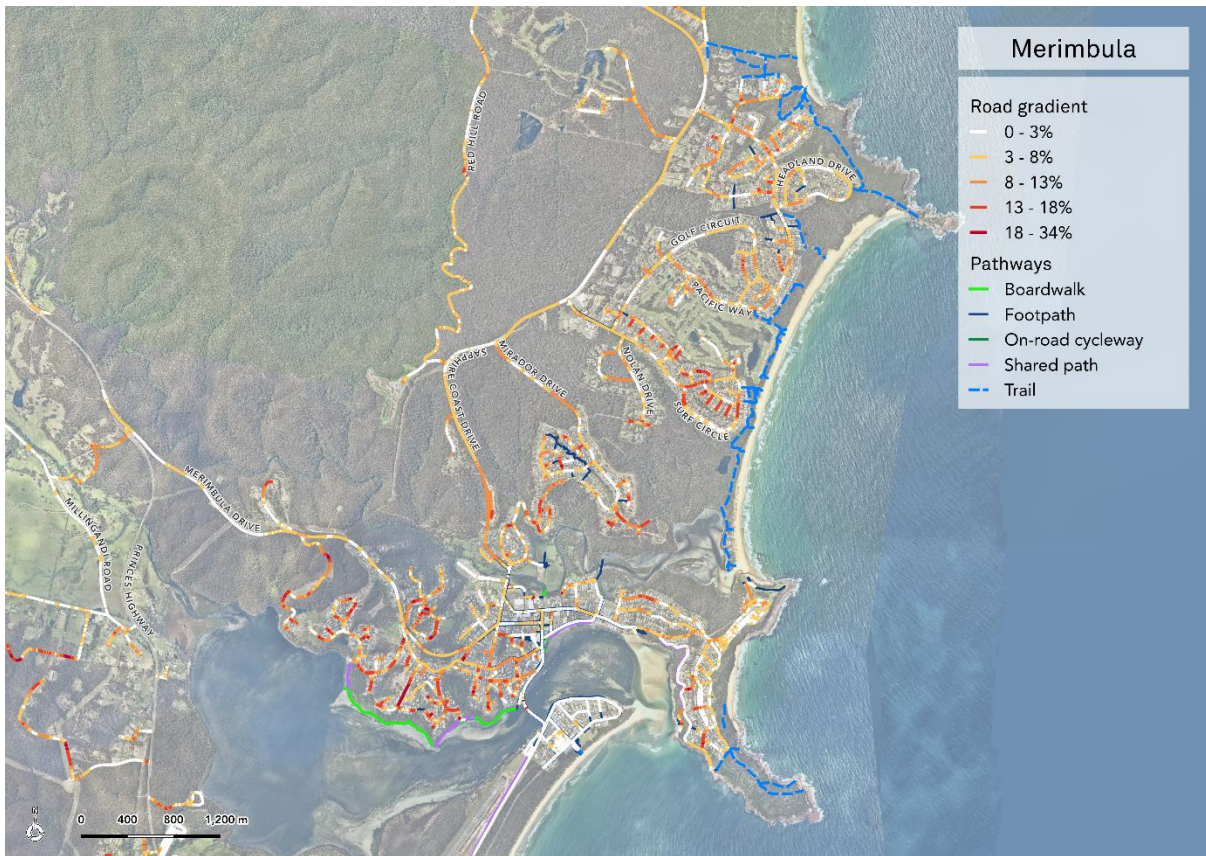
Bega



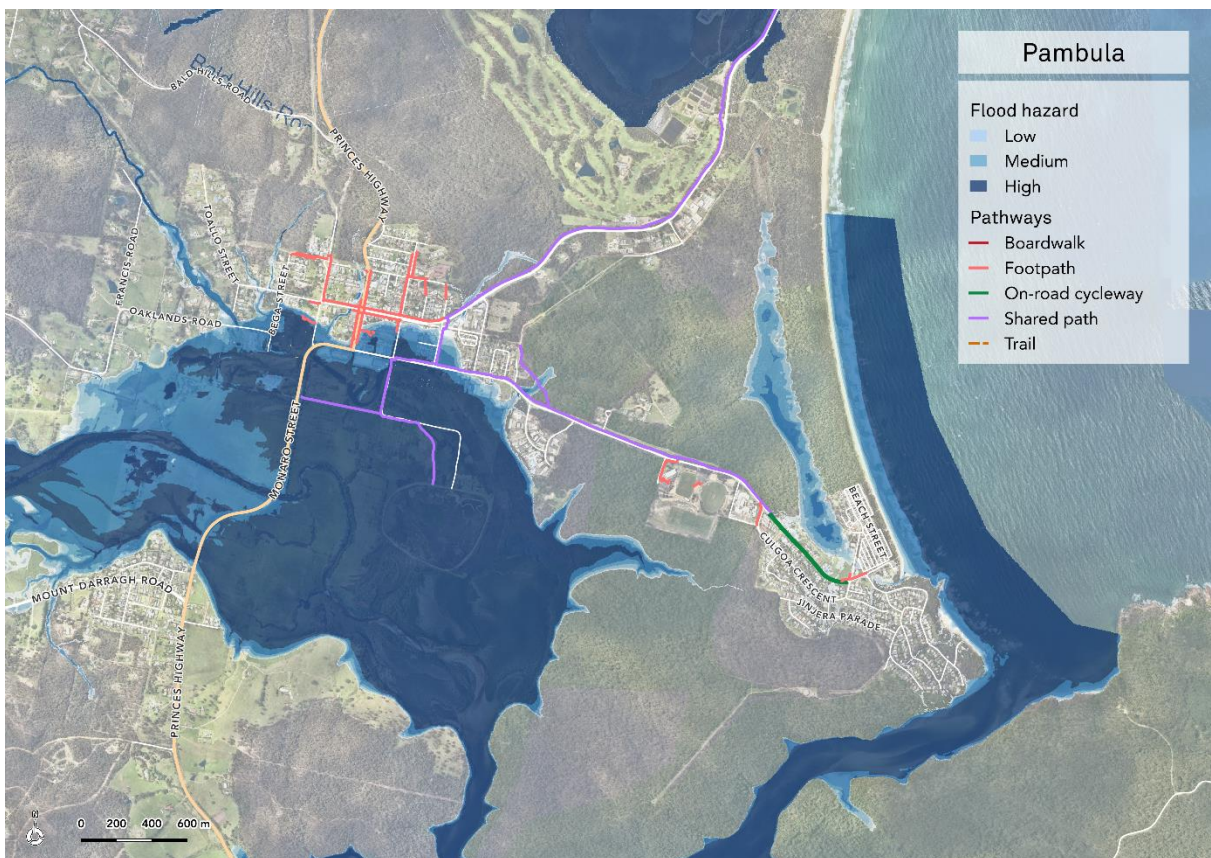
Tathra



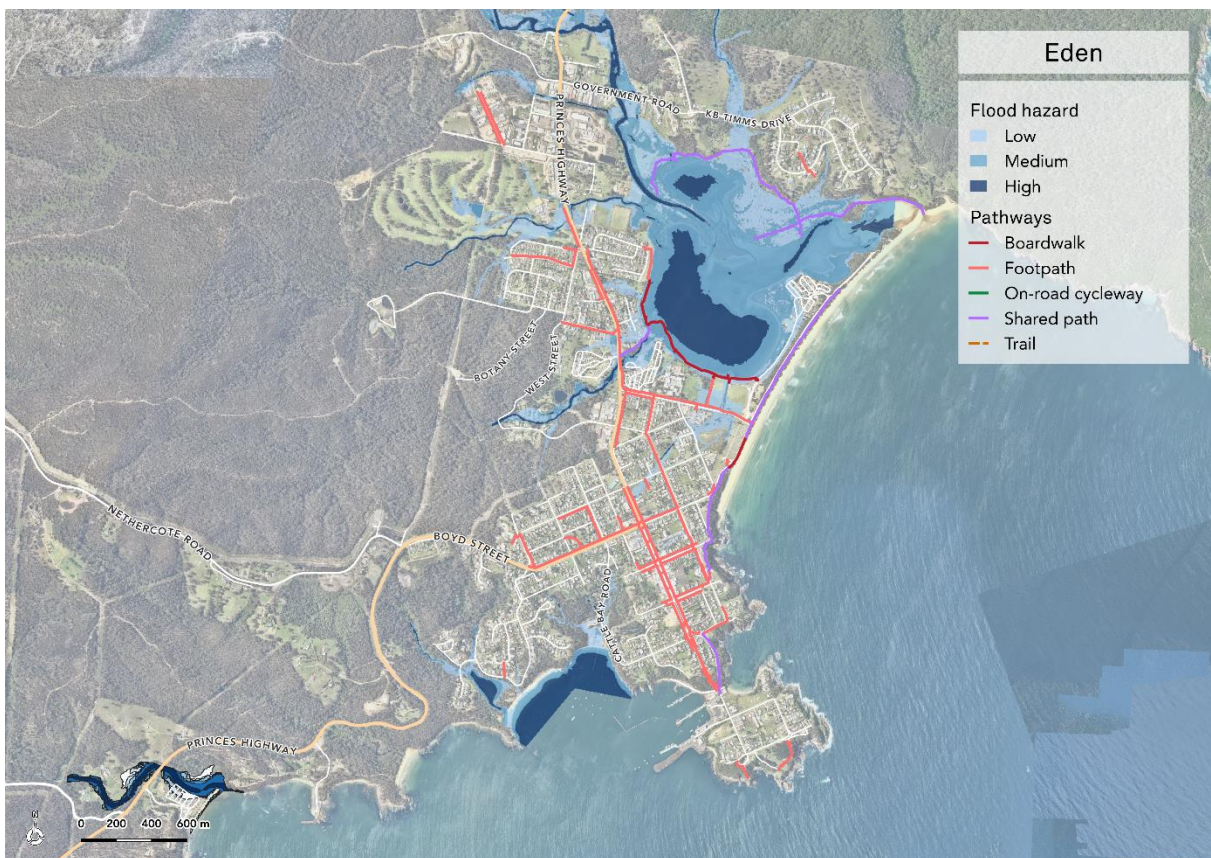
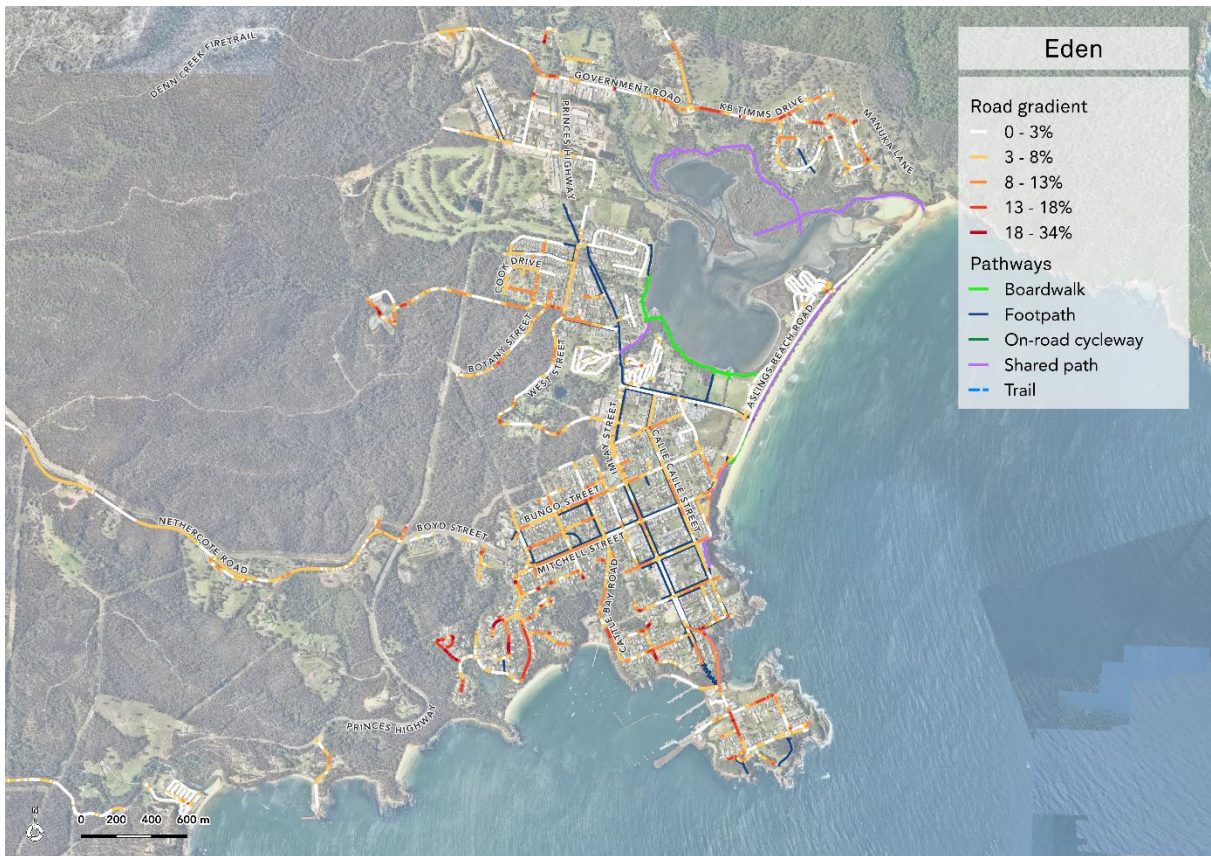
Merimbula



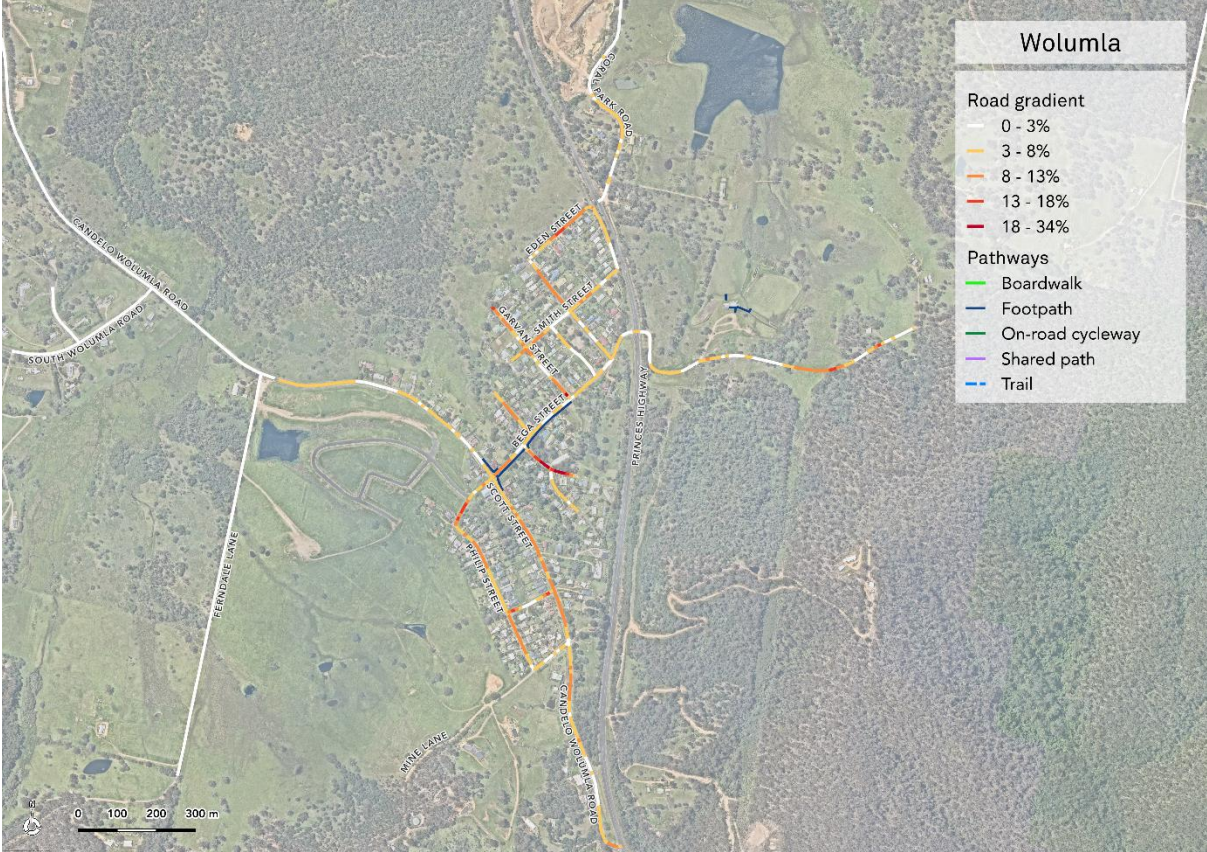
Pambula



Eden



Wolumla





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