



**PEDESTRIAN ACCESS  
AND MOBILITY PLANS FOR  
MITTAGONG, BOWRAL AND MOSS  
VALE**

**Final Report**

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prepared for:

**Wingecarribee Council**

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Wednesday , 31 January, 2001

## REPORT ISSUE

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**PROJECT:** Wingecarribee Pedestrian Access Mobility Plan

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Date	Copy	Report	Prepared by	Issued by
28 January, 2001	/2	Final	LH/JB	L. Hawley

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- A Moss Vale Action Plan
- B Bowral Action Plan
- C Mittagong Action Plan

## 1.0 INTRODUCTION

### 1.1 BACKGROUND

The objectives of the Pedestrian Access and Mobility Plan are:

- integrate walking into the transport system as a legitimate form of transport to encourage more walking;
- link pedestrian concentrations to the pedestrian facilities networks to facilitate accessibility and mobility;
- identify clusters and patterns of pedestrian accidents;
- develop and integrate intra and inter pedestrian concentration routes that complement 'Safer Routes to School' project and LATMs.

During the course of this project, three Working Papers were produced:

- Working Paper 1 addressed Stage 1 of the study - Data Collection/Survey and Analysis. It established pedestrian demand and needs.
- Working Paper 2 addressed Stage 2 of the study - Principles and Criteria and Conceptual Pedestrian Networks. The existing pedestrian attractors/generators to be used for pedestrian facility planning were identified taking into consideration the needs of various pedestrian users including the elderly and the access impaired.
- Working Paper 3 addressed Stage 3 of the study - Draft PAMP Routes. These were put to the Steering Committee for review and updated for the final report.

This volume constitutes the final recommendations of the PAMP. Included are the route descriptions and the Action Plans in the appendices. These contain the schedule of works which detail all items of new construction as well as upgrading of existing facilities where required.

Three types of route are proposed which reflect the type of the potential pedestrian:

- the blue routes are routes which would cater to able-bodied pedestrians to the town centre and to the schools;
- the red routes are intended to cater to seniors and mobility impaired and should comply with the Level 1 or Level 2 Accessible path standard described in Working Paper 2<sup>1</sup>;
- the green routes are recreation walking routes the purpose of which is to link to a recreation attractors; Council's existing and proposed Shared Paths are also included here.

Each crossing point is graded according to the above three categories. Clearly the red crossing points must cater to the mobility, aurally and vision impaired, and in the town centres, should include the kerb ramps and tactile ground surface indicators outlined in Working Paper 2.

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<sup>1</sup> Refer to Working Paper 2, page 14 for a description of the requirements.

## 1.2 GLOSSARY OF TERMS

**Pedestrian attractors** are defined as those land uses which present some level of choice to the pedestrian user. This implies that access may impact on the user's attraction to that facility as a pedestrian. Existing pedestrian facilities are pedestrian attractors in themselves.

**Pedestrian generators** are those land uses for which the user has less discretionary choice. Where access by foot is not ideal or possible, then other modes will have to be used.

**Walking catchment** of an attractor or to/from a generator is determined by the distance that a pedestrian is prepared to walk. AUSTRROADS<sup>2</sup> defines a practical limit of 1.5km walking distance for persons with no disabilities for a non recreational trip. This would be tempered by the physical and environmental conditions. Recreational trips may be longer at up to 4km.

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<sup>2</sup> AUSTRROADS (1995) Guide to Traffic Engineering Practice Part 13 - Pedestrians

## 2.0 MOSS VALE

### 2.1 ARGYLE STREET

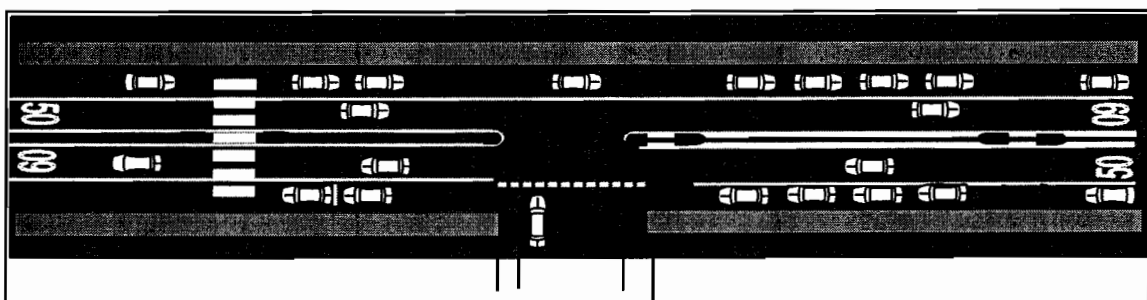
Argyle Street has been measured to carry over 19,000 AADT (1997). This volume indicates that the road is reaching capacity as a two lane road. As a consequence, during peak hours, there would be a constant stream of traffic along Argyle Street. This makes crossing of the street except for the able bodied adults, a hazardous task, because there are few gaps in the traffic flow at which time the pedestrian can cross two lanes of traffic without stopping in the centre. However because this street is also the Main Street and has a significant number of pedestrian attractors, and separates the town in two, pedestrian trips along and across it must be accommodated.

A particular feature of Argyle Street is the lack of provision for pedestrians to cross. Only the pedestrian signals by the primary school and a marked pedestrian crossing at Kirkham Street provide formal pedestrian access. The pedestrian surveys show pedestrians cross from the northern side of Argyle Street along the route between the rail access and the pedestrian traffic signals, with not one particular location having really concentrated pedestrian movements.

A concept for Argyle Street is presented in the diagram below illustrating a possible traffic calming of the most pedestrianised section of the road from Robertson Road roundabout to Yarrowa Street. The design components are:

- Parking lanes with painted centre median (preferably 2m),
- Raised concrete nibs at intersections,
- Pedestrian refuges with kerb extensions mid block and at intersections on pedestrian routes,
- 50km/h speed zone.

**Diagram 2.1 Argyle Street Main Street Treatment Concept**



While traffic signals at the intersection of Argyle Street and Kirkham Street would provide one formalised pedestrian crossing point, pedestrian kerb extensions in conjunction with pedestrian refuges are the most appropriate measure along the road to assist pedestrians. These would lessen the road pavement to be crossed as well as improving visibility between pedestrians and vehicles prior to crossing manoeuvres being commenced.

The locations of these formalised crossing points (refuges) are shown on the route maps as circles.



### **2.1.1 Argyle Street North/West Access to CBD - Route 1a**

This route connects areas to the north of Argyle Street with the town centre from Willow Drive to Suttor Road..

There are three branches to this route to the north. To the west Willow Drive connects the caravan park and residential areas to Argyle Street. Further north, it branches up Hawkins Street connecting residential areas to Argyle Street.

Another link is the railway access route . This route runs over the railway line from Argyle Street on the southern side of the access road. Trimming of vegetation is required as the path nears Argyle Street. A pedestrian refuge across Argyle Street would link with the eastern side of Argyle Street.

Visibility between approaching vehicles heading from the railway station and pedestrians having just crossed the northern overbridge (from Lackey Road) is severely restricted by vegetation. Warning signs for motorists should be installed on approaches to the overpass to Lackey Road.

**Sketch 1** illustrates the treatments required from Lackey Road to Arthur Street. This is a crossing area used by children to the primary school as well as seniors to the bowling centre and is allocated a higher priority for these reasons.

### **2.1.2 Argyle Street South/East Access to CBD - Route 1b**

This route follows the southern and eastern side of Argyle Street and is paved throughout its length.

A short branch from this route accesses the tennis club, car parks and community centre. A formalised path for disabled persons is required on the northern side of the car park to connect to the community centre.

The route should be of a higher standard to cater to mobility impaired.

## **2.2 SOUTH EASTERN MOSS VALE**

These routes lie to the south and east of Argyle Street. Most of the pedestrian attractors are on this side of town, including the main supermarket in town, Council Administration Centre, the swimming pool, Bevan Badgery Park, TAFE College, Moss Vale showground, Moss Vale High School and the RSL club.

### **2.2.1 Robertson Road, High School Route - Route 2**

This route starts from Moss Vale High School in Young Street, continues on the southern side of Robertson Road to the roundabout at Argyle Street, then continues on the eastern side of Argyle Street north to Kings Road. East of Elizabeth Street the path on the southern side of the Robertson Road is presently unpaved.

This path will also services walking trips to Henderson Park and the show ground.

### **2.2.2 Elizabeth Street, Town Centre Route - Route 3**

This route utilises existing paved footpaths. A crossing facility is required at the intersection with Valetta Street. Such a facility would involve pedestrian kerb extensions with a central median. The provision of a roundabout at this intersection would allow for a pedestrian facility to be installed. Elizabeth Street east of Valetta Street also has footpaths, but of varying quality in sections. Some upgrading is required to make these footpaths usable particularly in poor weather.

There is a pedestrian desire line between the pedestrian access to the shopping centre and a car park located on the southern side of Elizabeth Street next to the Masonic Centre. A pedestrian facility should be placed adjacent to the shopping centre access; pedestrian movements were counted as in the mid range (50-80 per hour) and this is not of high priority.

Because of the medical clinics, the early childhood clinic and Council administration centre, it is recommended that a higher standard of path is maintained from Kirkham Street to the walkway to Tuckerbag and the Post Office, so that seniors can use the footpath system with ease.

### **2.2.3 Valetta Street, High School Route - Route 4**

This route is all paved and primarily follows the northeastern side of Valetta Street.

The crossing of Elizabeth Street on its northern side is particularly unsatisfactory since there is a vast expanse of road pavement to be crossed because of the intersection geometry. A narrower crossing point should be established, perhaps in conjunction with channelisation of the whole intersection (possibly the installation of a roundabout).

Further to the east of the route there are instances of vegetation restricting the full use of the paved footpath.

### **2.2.4 Clarence Street, Town Centre Access - Route 5**

This route provides for pedestrians from Kirkham Street to access the main shopping area and associated car parks. Large numbers of pedestrians cross Clarence Street as they move from shopping areas and car parks.

One particularly unsatisfactory aspect is the at the southern end of Clarence Street where a footpath connects with the northern footpath on Kirkham Street. However this footpath abruptly ends requiring pedestrians to either cross Clarence Street or use Clarence Street itself to travel to the north. Consideration needs to be given to acquiring property so that this footpath can be extended to the car park.

A raised pedestrian crossing is provided across Clarence Street adjacent to the pedestrian walkway to Argyle Street. However many pedestrian movements also occur to the north of this crossing. A further pedestrian facility could also be considered towards the northern end of the car park.

### **2.2.5 Kirkham Street East, CBD and TAFE Connectors - Route 6a**

On the north/eastern side, the footpath is paved as far as the swimming pool on this route. However there is a good quality footpath on the western side of Kirkham Street all the way to the TAFE entry (Route 6b). This should be sufficient for the foreseeable future for TAFE use.

In the longer term, consideration could be given after the construction of the Shared Bike/Pedestrian path on Mack Street and through the sportsfields and TAFE linking with Narellan Road (Recreation Route 15), to extend the Shared Path up the eastern side of Kirkham Street to the swimming pool.

### **2.2.6 Kirkham Street West, CBD and TAFE Connectors - Route 6b**

This route runs along the southern/western side of Kirkham Street and is paved to opposite the entrance to the TAFE. With the development of the new supermarket, there will be greater pedestrian traffic from the existing car parks to this new supermarket with greater traffic volume at the intersection of Elizabeth Street and Kirkham Street where a roundabout is proposed.

The following should be taken into consideration with the planning of the traffic management associated with the proposed new supermarket:

- Between Argyle Street and Elizabeth Street there is a high volume of cross street pedestrian movements. Formalised pedestrian crossing facilities (kerb extensions and pedestrian refuges) would be desirable just to the north of both Clarence and Elizabeth Streets.
- Because of the number of pedestrian movements, a median treatment, similar to that suggested for Argyle Street could also be appropriate on the section of Kirkham Street between Elizabeth Street and Argyle Street.
- Traffic signals at the intersection of Kirkham Street with Argyle Street would allow the regulation of pedestrian crossing movements across Kirkham Street at this intersection.
- The eastern side of this Kirkham Street route should be upgraded to a higher standard Level 1 or Level 2 accessible pathway to the swimming pool, this would also assist seniors accessing the new supermarket
- The western side of Kirkham Street from Argyle Street to the pedestrian entry to the new supermarket should also be upgraded to a higher standard Level 1 or Level 2 accessible pathway.

### **2.2.7 Arthur Street, Town Centre Connector - Route 7**

This route runs along Arthur Street from Argyle Street to Spencer Street. A footpath presently exists to Mack Street south of which only the western side has a footpath. Some new footpath construction is required to connect with Spencer Street.

### 2.2.8 Arthur/Throsby Street, Town Centre Connector - Route 8a

This route runs along the western side of Arthur Street and eastern side of Throsby Street from Arthur Street to Spencer Street.

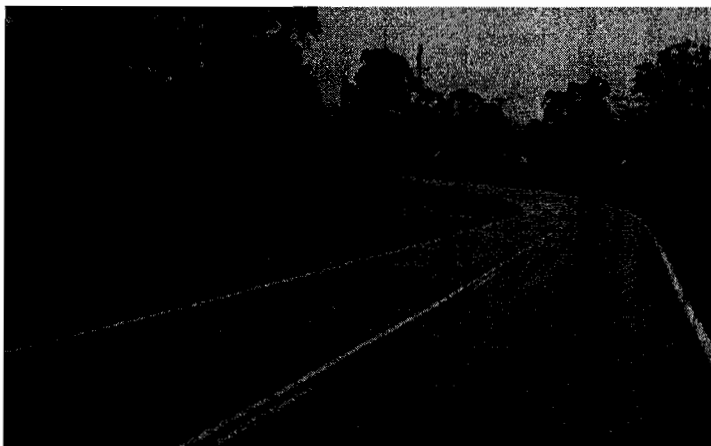
A satisfactory crossing point should be formed from the eastern kerb of Arthur Street to the eastern kerb of Throsby Street at the Arthur/Throsby intersection, as the existing arrangements for pedestrians are not desirable.

Most of this route is paved, however the paving should be extended to the south so that the route continues past the convenience store located south of Spring Street then on to Yarrowa Road on the eastern side as far as Spencer Street where a pedestrian crossing facility (refuge) should be installed to cater for people crossing from the public housing area around Darren Road.

### 2.2.9 Harbison Hostel to Seymour Park Link - Route 8b

To assist seniors to walk to the closest open space area, a Level 1 or Level 2 Access Route is proposed on the eastern side of Yarrowa Road, then on Spencer Street to the park. It is recommended that on this route seating is also placed at about 150m intervals.

For part of the route on Yarrowa Road, the road edge is unformed. A pedestrian facility consisting of a 1m sealed shoulder separated from the travel lane by an edge line and timber bollards would be the most appropriate treatment as illustrated below. Special attention should be paid to an even surface as this is intended for use by seniors.



**Photo 2.1**

Example of sealed 1 metre road shoulder separated from the travel lane by timber bollards (Ocean Drive - Laurieton, Hastings Shire).

### 2.2.10 Railway/Spring Streets, Access to Bowling Club - Route 9a

Most of this route is paved footpath. However there is a short missing link towards the eastern end of Spring Street. An upgrade of this route to an Access Route is recommended, including into the club from Spring Street.

On Railway Street a good quality paved path exists to the retirement village mid block between Spring and Yarrowa Streets.

### **2.2.11 Railway Street/Yarrawa Road Link - Route 9b**

An extension of Route 9a is recommended to Yarrawa Street.

From Yarrawa Street a hotmix sealed path across the railway line to Throsby Street is proposed. This appears to be a well used route by pedestrians. This section is not suitable as a seniors route however.

## **2.3 NORTH WESTERN MOSS VALE**

These routes lie to the west of Argyle Street. The main pedestrian attractors on this side of town include two primary schools and a secondary school, Lackey Park and stadium, a small shopping centre in Willow Drive, the shared path in Cosgrove Park and Moss Vale railway station. Additionally, this area has to be linked across Argyle Street to the town centre.

### **2.3.1 Waite Street / Berrima Road / Innes Road - Route 10a**

This route would service the school pedestrian desire lines in the area.

A formed footpath runs on the western side of Waite Street. Although there is some evidence that the eastern side of the road is used by pedestrians, the trees, gradient and the lack of formed footpath make this unsuitable for pedestrians.

Where Waite Street intersects with Argyle Street, channelisation (kerb extensions and/or pedestrian refuge) could be installed to make crossing easier for pedestrians.

On Berrima Road, a new footpath is recommended on the southern side as far as Watson Road where it links with the pedestrian crossing which is included as part of Route 13 (Watson Road Route) recommendations.

### **2.3.2 Browley Street to Willow Drive - Route 10b**

This route is an access route to the primary school. Paved footpaths already exists on both sides of Browley Street. A school crossing is already provided adjacent to Moss Vale Primary School.

No paved footpaths are provided from the western end of Browley Street to provide connections from the surrounding residential areas, although a paved off road path travels through the park diagonally to Dangar Street.

A route is proposed to Willow Drive along the northern side of Mann Crescent where a pedestrian crossing facility is required at the intersection with Willow Drive to the Moss Vale Village Park to assist in crossing this high speed street.

### **2.3.3 Parkes -Garrett- Lackey Road - Route 11a**

This route is a link to school and the town centre. It runs along the western sides of Lackey Road and Garrett Street where paved footpaths are provided (as far as Parkes Road). The route then continues on the southern side of Parkes Road as far as Berrima Road which is just

outside the walking catchment boundary to the town centre.

In the past, a track existed across vacant land from Garrett Street to the rail overbridge, but this has now been blocked by a development which makes the construction of the northern footpath on Innes Road from Garrett Street to Lackey Road a requirement.

A footpath exists on the southern side of Innes Road between Lackey Road and Garrett Street, although this is poorly maintained.

The paved footpath on the western side of Lackey Road extends as far as the railway foot bridge which provides pedestrian access to Moss Vale Railway Station. A formalised crossing point is required to provide a satisfactory pedestrian connection between the rail overbridge and the paved footpath on the western side of Lackey Road.

Where Lackey Road nears Argyle Street there is evidence that pedestrians cross Lackey Road north of the hotel. This crossing point which is on the pedestrian path from Lackey Road to the town centre can be assisted with a centre refuge. An extension of the paved footpath is required on the eastern side of Lackey Road from Argyle Street to the crossing desire line.

The existing ramp on the western side of Lackey Road at the intersection with Argyle Street has a verandah post placed in the middle of it and is unusable. A new ramp should be built some metres to the north (see **Sketch 1**) to accommodate pedestrians walking on Argyle Street. A splitter island with a pedestrian gap could be installed at the intersection (these are costed as part of Route 1a on Argyle Street).

#### **2.3.4 Innes Road - Route 11b**

This can be a convenient route to the CBD via the railway overbridge on Lackey Road as well as a route servicing the Moss Vale public school and the Catholic primary school in Garrett Street.

To create a facility on Innes Road poses some difficulty because of the unformed road edges and lack of frontage development. West of the formed kerb on the southern side of Innes Road, it is proposed that a 1m sealed shoulder separated from the travel lane by timber bollards would be the most appropriate treatment as illustrated in **Photo 2.1** previously. As this route approaches Waite Street, it is possible to construct a short section of footpath. A pedestrian refuge would be required to assist school children across Waite Street.

#### **2.3.5 Suttor Road - Route 12**

This route runs on the western side of Suttor Road from Argyle Street to Hoskins Street, it then crosses over to the eastern side and continues as far as Semkin Street which forms the outer walking catchment to the town centre and Moss Vale High School.

## **2.4 RECREATION ROUTES**

### **2.4.1 Watson Road - Route 13**

A footpath along the southern side of this road with a pedestrian crossing facility over Berrima Road forms a link to the shared path and recreation facilities in Cosgrove Park.

### **2.4.2 Lackey Park Links - Route 14**

To create pedestrian links to Lackey Park, footpaths are required on the western side of Lackey Road from the proposed pedestrian crossing facility at the railway overpass. Another footpath is proposed on Parkes Road on the southern side to join with Route 11a at Garrett Street.

A small link from Parkes Road to the oval entrance is also proposed.

The Parkes Road paths are recommended in the short term as sealed (hotmix) paths to overcome a situation where pedestrians are walking on Lackey Road together with heavy vehicles. In the longer term after redevelopment of the existing sites has occurred, concrete footpaths can be installed.

### **2.4.3 Whites Creek Shared Path - Route 15**

This route is partially implemented north and south of Argyle Street. A further upgrading will occur with the construction of the new supermarket. Council is to extend the shared path up Mack Street to travel through the oval and then link with Narellan Road to the High School.

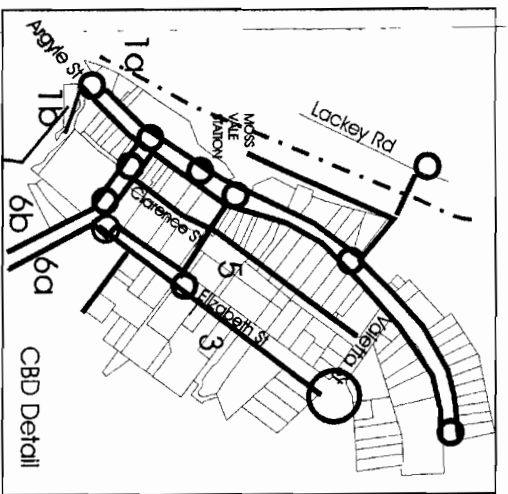
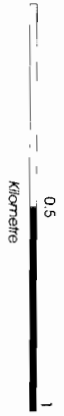
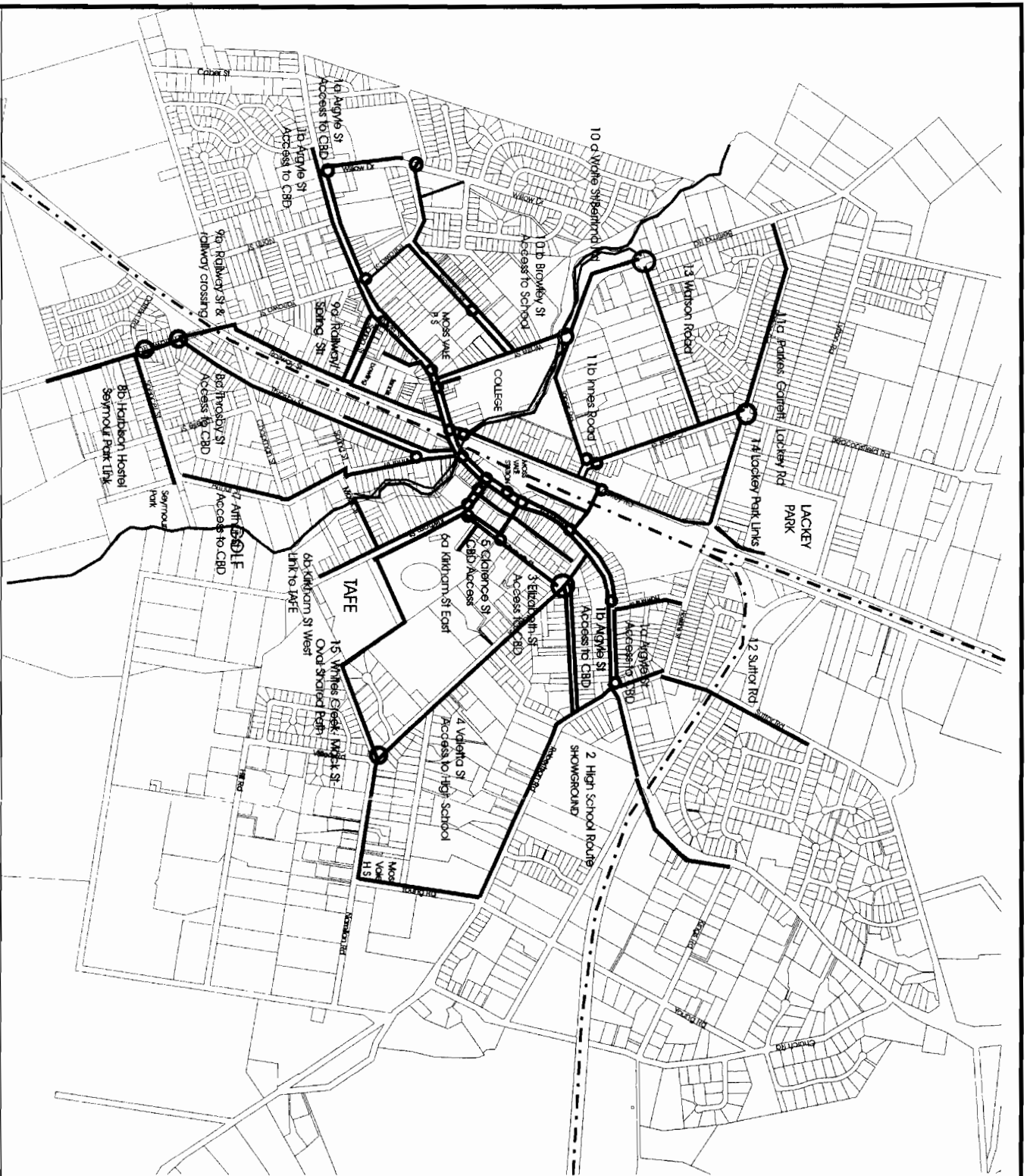
There will be a need for cyclists as well as pedestrians to cross Argyle Street. The crossing treatments proposed on Argyle Street in the vicinity of Lackey Road will assist this route.

Further crossing assistance may be required at the intersection of Narellan Road with Villiers Road and Valetta Street.

It is also recommended that in the longer term, the shared path is extended to the swimming pool on the eastern side of Kirkham Street. This would primarily assist smaller children cycling to the swimming pool unsupervised.

**MOSS VALE  
PEDESTRIAN ACCESS MOBILITY PLAN**

**GEOPLAN**  
January 2001



- LEGEND**
- ROUTE
  - CROSSING REQUIRED
  - SENIORS ROUTE
  - ABLE PEDESTRIAN ROUTE
  - RECREATION ROUTE OR SHARED PATH
  - SENIORS ROUTE
  - ABLE PEDESTRIAN ROUTE
  - RECREATION ROUTE OR SHARED PATH

**FIGURE 1  
PEDESTRIAN ROUTE NETWORK**



### 3.0 BOWRAL

#### 3.1 TOWN CENTRE CAR PARKS

The Woolworths and Coles car parks are not only used by vehicle drivers who have parked their cars in the parking areas, but also by pedestrians as walk through areas to various shops. In order to give pedestrians a higher level of security, *Shared Zones* in these two car parks may be considered. However in order to achieve the 10km/h speeds required in such zones, direct vehicle slowing will be required as outlined in the RTA Shared Zone Guidelines.

In the Coles car park, this can be achieved by raising the level of the existing marked foot crossings thereby creating a continuous raised threshold for pedestrians to walk on. Additionally a raised platform may also be required near the Boolwey Street and Wingecarribee Street entrances.

The Woolworths car park already has raised devices with marked foot crossings. Many pedestrians presently do not use the existing path at the school boundary, but prefer to 'mix it' with cars after walking on the northern short footpath outside the shops. If the use of the existing path is to be encouraged then a fence at the end of this short footpath can be constructed together with some planter tubs to stop this path of travel. On the other hand, a *Shared Zone* would legitimise an already existing situation for adult pedestrians. Children and the elderly would probably still prefer to use the pathway to Woolworths.

The traffic/pedestrian situation at the Boolwey Street roundabout has been complained of extensively by residents. While able pedestrians can cope with this vehicle - dominated environment, this is less so with seniors, primary-aged children or those with impairments. Further detailed study would be required if the option of decreasing some of the vehicular access at this point were to be pursued. Traffic reassignments would be required to determine the impacts on surrounding streets and vehicle circulation.

#### 3.2 BONG BONG STREET -MOSS VALE ROAD

##### 3.2.1 Moss Vale Road /Bong Bong Street (west) - Route 9a

This route services the residential areas to the south of the town centre including Mt Eymard retirement village. Some of the footpath already exists south of Funston Street while a substantial proportion will have to be constructed.

A pedestrian refuge (in the form of a magpie crossing) will be required near the Mt Eymard bus stop to assist seniors across the road. An upgrading of the crossing at the Funston Street leg of the roundabout should also be redesigned as a magpie crossing for senior pedestrians in the centre splitter island.

The condition of the western footpath on Bong Bong Street will have to be upgraded to access path standard including ramps, crossfall and surface to comply with the guidelines in Working Paper 2.

At Wingecarribee Street which is now one-way, it is not necessary to maintain the existing width. Kerb extensions into the parking lanes are recommended. If large enough, these could

be used as café blisters for lease to businesses. Presently the café on the corner of Wingecarribee Street spills out onto the existing footpath space.

There has been a great deal of complaint regarding the relocation of the pedestrian crossing from the Westpac Bank site to the Mall. It is recommended that kerb extensions are constructed at that location to assist pedestrian visibility as that location is at an existing crossing point in the block which is the retail node of the town centre.

At Merrigang Street, due to the post office, there is a crossing desire line - a splitter island with a pedestrian gap is recommended here with kerb extensions in the parking lanes at the intersection.

A *Main Street Study*<sup>3</sup> should be undertaken in Bong Bong Street at the least from Banyette Street to Merrigang Street to coordinate the traffic/pedestrian and land use environment in partnership with the commercial community.

### **3.2.2 Bong Bong Street (east) - Route 9b**

This route extends from Kangaloon Road to Merrigang Street. It forms the eastern side of the north-south CBD route.

The condition of the pavement and the attendance to the clearance required on the pavement for access by people who are mobility impaired. The cluttering of the footpath by retail sandwich boards is particularly disruptive.

The multiple ramp situation at the intersection of Bong Bong Street and Banyette Street should be addressed.

The footpath section from Boolwey Street to Merrigang Street is particularly heavy with pedestrians, with a significant proportion of elderly accessing the post office. This section should have a clear 2m path of travel at all times.

## **3.3 INNER BOWRAL**

### **3.3.1 Boolwey Street to Bradman Oval - Route 1a**

This route commences at Bong Bong Street and follows the footpath on the southern side of Boolwey Street to Bradman Oval. From there, a paved footpath is required on the western side of St Jude Street between Boolwey Street and Bowral Street. A crossing point on St Jude Street is required adjacent to the Bradman Museum.

The design of angle parking on the eastern side of St Jude Street precludes the use of this side for a formal footpath.

There is a worn path across the park from Bowral Street to the southern end of the Bradman Museum. This path should be formalised with a paved footpath.

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<sup>3</sup> The RTA *Sharing the Main Street Guidelines* should be used.

As the footpath on Boolwey Street approaches Bendooley Street angle parking on Boolwey Street encroaches well onto the footpath making it too narrow for pedestrian usage given the overhanging vegetation.. This would be an impediment for this path being used by the mobility impaired. Better regulation of this angle parking is required - this could be achieved by wheel stops in the angle parking area to stop the encroachment.

### **3.3.2 Shepherd Street to Railway Station - Route 1b**

This route commences at Holly Street on the southern side of Shepherd Street and continues through the library complex and thus to Bendooley Street and on to the Coles car park.

The footpath is mostly in place and is in good condition. New path construction is required from Holly Street to Glebe Street.

This route has links into Wingecarribee Street to the police station and then to the railway station past Corbett Gardens. On Wingecarribee Street from Shepherd Street to the Mall, the footpath already exists and is in good condition. The treatments recommended at the intersection with Bendooley Street (Route 8b) will assist pedestrian movement on this route as well. The route continues through the Mall and across the existing marked foot crossing on Bong Bong Street.

The route crosses over to the northern footpath of Wingecarribee Street from Bong Bong Street to Station Street.. The northern footpath of Wingecarribee Street from Bong Bong Street to Station Street consists of a patchwork of cement and hotmix. The present levels are satisfactory for able walkers, but cannot be classified as an access route as there are minor level differences which would not comply with the standards for the mobility impaired as discussed in Working Paper 2. If this is to be a seniors route, the surface will need to be upgraded. This can be done as part of a Main Street upgrading of Bong Bong Street.

The new footpath proposed through the railway driveway access would also require grab rails if seniors are to descend down this section to the railway station entrance.

### **3.3.3 Bowral Street (mostly northern side) - Route 2a**

In its western section, this route is a direct access to the CBD, medical centre and the hospital where it is indicated as a seniors route. A paved footpath already exists except for its eastern section. The paving should be extended to the eastern end of Bradman Park. All kerb ramps should of the appropriate design for accessible paths.

Two crossing points should be established in the vicinity of Bradman Park. One should be opposite the western kerb of St Jude Street, the other near Mona Road and coincide with the diagonal pathway across the path (mentioned as part of Route 1a). Both these crossing points are across Bowral Street to link up with the southern kerb.

This route then continues almost the full length of Bowral Street to west of MacDonald Street. From west of MacDonald Street to Old South Road it runs on the southern side where there are residential frontages and then continues on the western side of Old South Road to the pedestrian refuge which is to link with the eastern path on Old South Road. This route would be used by high school students.

### **3.3.4 Bowral Street (southern side) - Route 2b**

This route starts from Bong Bong Street and ends at the entrance to Park Lynn Haven Village. This is paved throughout its length. Along the frontage of the hospital and to the retirement village, this should be an accessible path.

### **3.3.5 Aitken / Loseby / Mona Road Link to Kangaloon Road - Route 3**

This route would link Kangaloon Road via Aitken Street, Loseby Street and Mona Street to Bowral Street.

Presently the routes service the high school; in the future however, due to the construction of a retirement village opposite the school in Aitken Road, the northern section will become a connector to the hospital and link with routes north of Bowral Street. Those sections of the route are recommended as access pathways suitable for seniors. Kerb ramps and crossings would need to be constructed of a suitable standard.

The southern section of the this route to the south of the High School is presently not paved. this is recommended together with a refuge opposite the future retirement village which could partially fund this pedestrian facility in conjunction with the construction of a paved footpath on the eastern side of Aitken Street.

The pedestrian crossing on Park Road adjacent to the High School is deficient in a number of respects, including not being conspicuous for approaching vehicles and objects (poles, post boxes) on crossing approaches for pedestrians. Geometric and signing approaches would be desirable for this marked pedestrian crossing.

The crossing point on Ascot Road between Loseby Street and Mona Vale Road is not satisfactory. Trees in the road pavement restrict pedestrian visibility. A formalised crossing point which improves pedestrian visibility and the length of road pavement to be crossed is required.

### **3.3.6 Northern Bendooley Street - Route 8b**

This part of the route covers the area from Bowral Street to Merrigang Street. This is the part of the Bowral town centre with a number of churches, the library, court house and primary school. This should be seen as second only to Bong Bong Street in terms of its importance as a pedestrian node. If 40km/h were to be introduced into the town centre, then this part of Bendooley Street should be included in the lowered speed environment.

It is proposed that the paths should be upgraded to a higher standard than presently exists, especially on the eastern side of the street. There are missing kerb ramps and poor quality footpath surfaces which will need to be addressed.

### **3.3.7 Glebe Street Bowls Club Link - Route 10**

This route connects the bowls club to the south down Glebe Street. This would need to be an access path for seniors.

### **3.3.8 Merrigang Street Railway Station Link - Route 11**

This is a route to the railway station and to the post office in Bong Bong Street from the residential areas to the north-east. A footpath already exists for most of this route. This should be cleared of any overhanging vegetation.

West of Bong Bong Street, the route continues on the southern side then into Station Street where a refuge with kerb extensions is proposed just south of the Station Street intersection. Through the station parking area, where a gap already exists, car spaces will have to be moved to make room for a marked up pedestrian crossing to join up with the footpath leading to the station entry.

### **3.3.9 Bundaroo Street - Route 12**

This route services the Catholic primary school and joins with the shared path. The condition of the footpath in Bendooley Street from Merrigang Street to Bundaroo Street is very poor and resealing is required.

There is a childrens school crossing in Bundaroo Street and this should be sufficient to service the school. The condition of the footpaths in Bundaroo Street also requires attention.

### **3.3.10 Oxley Road Link to CBD - Route 13**

This route starts north of Merrigang Street and continues on the eastern side of Mittagong Road to Oxley Road where it then continues on the southern side of Oxley Road as far as Rose Street. In some sections, the footpath is very poor condition on Mittagong Road and in Oxley road, construction is required. Elderly residents were observed walking on this route to the CBD.

### **3.3.11 Kirkham Road - Route 14**

This route requires the construction of a footpath on the western side of Kirkham Road from Centennial Road to link with the existing short section on the eastern side outside the railway station.

Pedestrian crossing facilities are required at the creek underpass to link with the swimming pool and north of the Wingecarribee Street entrance to the railway station.

An access route standard is recommended on the railway overpass footpath and then as far as Gib Cottage to service IWI and Gib Cottage on Kirkham Road.

## **3.4 SCHOOL ROUTES**

### **3.4.1 Park Road - Route 4**

This route follows the northern side of Park Street. No paved footpath is provided to the east of Gordon Road and this is recommended.

On the southern side, the route crosses over Purcell Street where a centre median is

recommended at the intersection and continues up Purcell Street into Albert Street to join up with the existing shared path.

#### **3.4.2 Retford Road - Route 4a**

This is another connector high school route which lies within the walking catchment of the high school. A footpath is proposed on the southern side to Old South Road where a pedestrian crossing facility (refuge) is recommended to join up with the existing off road path.

#### **3.4.3 Westwood Drive - Route 5**

This route would follow the northern side of Westwood Drive to service the High School. At present no paved footpath is provided here. This area is within easy walking distance of the high school and should be upgraded for all weather usage.

#### **3.4.4 Sheffield Road - Route 6**

This is a connector route to Bowral High School. This route provides a link from Bendooley Street via Bowral Street (southern side) to the High School around the western side of Loseby Park. The eastern section of the route on the northern side of Park Road does not have a paved path. Observation of the track in the nature strip indicates that this unformed section of the route is well used by pedestrians.

On the western footpath of Sheffield Road east of Bowral Street, vegetation is encroaching over the footpath.

A crossing point is desirable just north of Warendra Street to provide a connection between the paved footpaths, since the paved footpath on the western side of Sheffield Road ends at Warendra Street.

### **3.5 EASTERN BOWRAL**

#### **3.5.1 Kangaloon Road - Route 7**

This route connects Kenilworth Village to the Bowral Golf Course clubhouse and the CBD. It provides an easily graded access from the retirement village on Kangaloon Road to the CBD. Because on the northern side of Kangaloon Road the paved footpath ends at Martha Street, and the geometry of the road shoulder on the northern side of Kangaloon Road to the west of Bendooley Street would make the construction of a satisfactory footpath difficult, it is proposed that a paved footpath be extended on the southern side of Kangaloon Road. This would be to the east of the Golf Club with a pedestrian crossing point provided just east of Bendooley Street.

Another crossing point is required on Kangaloon Road to the north of Martha Street so that existing footpath on the western side of Kangaloon Road has a connection to the path on the eastern side (and thence to the CBD).

To the east of the retirement village no footpath is provided. The paved footpath should be extended progressively to the east on the northern side of Kangaloon Road to the East Bowral

residential area.

### **3.5.2 Southern Bendooley Street - Route 8a**

This is an access route to Bowral Primary School and the town centre. The paved footpath switches between the western side of Bendooley Street to the eastern side to the south of Warena Street. A crossing point is desirable so that pedestrians can cross Bendooley Street and continue on the paved footpath.

On the eastern side of Bendooley Street between Bowral Street and Warena Street no paved footpath is provided. However a trodden path in the nature strip suggests that a paved footpath on this section of the route would fit with pedestrian desire lines.

## **3.6 RECREATION ROUTES**

### **3.6.1 Rose Street/Oxley Drive - Route 15**

This walking route joins the shared path in Rose Street to the beginning of the Mt Gibraltar walking track. This could be constructed and signed as part of the recreation network of Bowral.

### **3.6.2 Wingecarribee Creek Shared Path - Route 16**

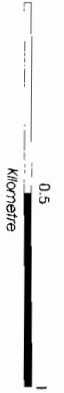
A substantial part of this shared path is already in place. Further extensions are to be constructed west of Kirkham Road.

### **3.6.3 East Bowral Shared Path - Route 17**

This shared path is substantially in place on Old South Road. Further extensions are to be completed into the east Bowral residential area as funds become available.

**BOWRAL**  
PEDESTRIAN ACCESS MOBILITY PLAN

GEOPLAN  
January 2001



**LEGEND**

- ROUTE CROSSING REQUIRED
- SENIORS ROUTE
- ABLE PEDESTRIAN ROUTE
- RECREATION ROUTE

**FIGURE 2**  
PEDESTRIAN ROUTE NETWORK



## 4.0 MITTAGONG

### 4.1 SOUTH OF OLD HUME HIGHWAY

#### 4.1.1 Oxley Drive/Waverley Parade - Route 1

This route uses the existing parts of the footpaths on Waverley Parade (northern side) and Oxley Drive (eastern side). On Oxley Drive, the route extends as far as Tyndall Street.

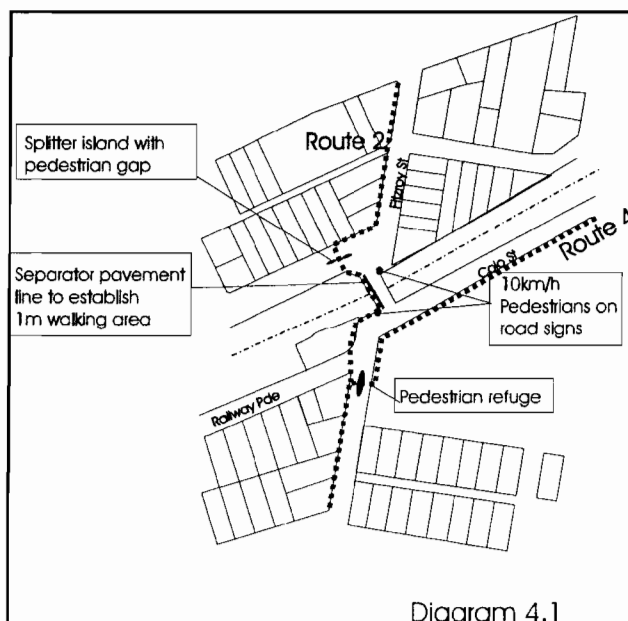
At Railway Parade, the route continues through the existing refuge across the railway line to Princess Street. Here the construction of a footpath is needed on the eastern side to the Princess Street intersection. A refuge is required to assist pedestrians across Regent Street to link up with Route 6 on Princess Street.

A short length of footpath should also be constructed on the southern side of Waverley Parade outside the preschool.

#### 4.1.2 Range Road/Fitzroy Street - Route 2

This is a school link route as well as for the residential area in the vicinity to the newsagent, post office and swimming pool. The route extend from Waverley Parade northward on the western side of Range Road, across the railway bridge into Fitzroy Street and then to Main Street.

The situation on the railway bridge is very unsatisfactory. Pedestrians presently walk over the railway bridge which has no warning signs at all. The bridge is narrow, however a 1m space could be allocated to pedestrians on the western side. A solid separator pavement line is suggested supported by warning signs and lowering of the speed limit to 10km/h as this is effectively a shared environment between cars and pedestrians. Cars are not going to be inconvenienced by slowing down to a walking speed in this short section where pedestrians need protection. This is particularly important in view of the school and the fact that Range Road is a though road to Bowral.



Additionally a splitter island is recommended on Regent Street west of the railway bridge as illustrated in **Diagram 4.1**.

Kerb extensions are recommended on Main Street at the intersection with Fitzroy Street.

#### **4.1.3 Railway Parade/Albion Street - Route 3**

This route travels on the southern side of Railway Parade from Oxley Drive to Range Road. Most of the footpath is in place here. Kerb extensions are recommended at the crossing point from the railway overbridge so that crossing pedestrians are within view of motorists.

#### **4.1.4 Colo Street/Mary Street - Route 4**

This is a link route to Tangara and Frensham schools as well as the eastern end of the town centre (newsagent and post office).

A footpath is proposed on the southern side of Colo Street, it then continues on the western side of Mary Street to Bong Bong Road.

A pedestrian refuge is required to assist child pedestrians across Bong Bong Road at this point.

#### **4.1.5 Bong Bong Road/Ferguson Crescent - Route 5**

This is a link route from this residential area to the swimming pool, Tangara School, the Catholic Primary school in Alfred Street. All these attractors are within walking distance of this area.

The route extends on the eastern side of Bong Bong Road to Ferguson Crescent. The route continues on the northern side of Ferguson Crescent over the railway line where pedestrians presently walk. Part of the fencing is loose and hangs in the path of the pedestrians - this should be reconstructed.

A pedestrian refuge is required across Old Hume Highway opposite the ovals.

#### **4.1.6 Belmore Street Link - Route 5a**

A short footpath link to the preschool is recommended on the northern side of the street.

#### **4.1.7 Regent Street/Princess Street - Route 6**

This route extend from the entry to the railway station in Regent Street on the northern side to Princess Street on the eastern side. It also services a preschool, the police station and the Village Green.

The route continues on the southern side of Bowral Road along the frontage of Home Hardware to a refuge which should be constructed north of the Pioneer Street intersection. A pedestrian facility in the form of an intersection splitter island with pedestrian gap should also be constructed on Princess Street at its intersection with Bowral Road.

This route should be constructed as an accessible route with appropriate ramps and pavement surface.

#### **4.1.8 Bessemer Street/Bowral Road - Route 7**

This route extends from the RSL complex in Bessemer Street on the western side to the signals, then on the northern side of Bowral Road to the Main Street signals. This would form the main walking approach route from the north and east. It should be an accessible route.

#### **4.1.9 Main Street (southern side) - Route 8**

This route starts at Fitzroy Street on the southern side of Main Street and continues to the signals at Bowral Road. The route should be a higher standard accessible route from the pedestrian signals to Bowral Road.

### **4.2 NORTH OF OLD HUME HIGHWAY**

Eight routes are proposed in this part of Mittagong. Substantial sections of footpath already exist along many of these routes.

#### **4.2.1 Main Street (northern side) - Route 9**

This route extends from the ovals and swimming pool in the east to Queen Street. Between Alice Street and Queen Street this should be an accessible route which will require the readjustment of ramps and the footpath pavement. The route links with the existing Willow Vale path to the east.

#### **4.2.2 Alfred Street - Route 10**

This route extends from the Catholic church and primary school on the northern side to Beatrice Street, then on the eastern side of Beatrice Street to Old Hume Highway to the refuge.

This route, by linking with route 5 south of Old Hume Highway becomes an important access route to the school.

#### **4.2.3 Alice Street - Route 11**

This is an accessible route on the western side of Alice Street from Main Street to Edward Street, then on the eastern side to Alfred Street. This route services a church, residential care units, and the bowling club.

#### **4.2.4 Victoria Street/Edward Street - Route 12**

This route requires footpath construction in Edward Street on the northern side as well as on the eastern side of Victoria Street eastside north to Alfred Street.

This route extends the accessible network to the bowls club and the Catholic Church.

#### **4.2.5 Queen Street - Lake Alexandra Link - Route 13**

This street is to be the main accessible route to Lake Alexandra as well as the library and the

Seniors Citizens Centre. Footpaths are already in place on the western side, however there are missing kerb ramps at the intersections.

On the eastern side, a footpath will have to be constructed north of Albert Street to Lake Alexandra. From the lake reserve this route links with Mount Alexandra bush walks.

#### **4.2.6 Pioneer Street - Route 14**

This route services Mittagong Primary School. A footpath already exists on the western side. This should be properly formed to the intersection with Main Street.

A splitter island with pedestrian gap is required at the intersection so that children can cross over Pioneer Street to the petrol station side. A separation of the station driveway and the footpath is required perhaps with planting boxes. The footpath by the petrol station is in very poor condition and should be reaved.

With the construction of a roundabout at this intersection, a splitter island to the north should accommodate pedestrians as this is an important crossing desire line.

In the interim it is considered necessary to slow vehicles travelling from the west before they are in the retail node. It is recommended that a 40km/hr speed limit is introduced on the Old Hume Highway west of Pioneer Street. This would be physically formalised with the roundabout.

#### **4.2.7 Bessemer Street (north) - Route 15**

This route services the school as well as seniors who may wish to cross over to the RSL complex on Bessemer Street south of Old Hume Highway.

The route includes a footpath on the eastern side of Bessemer Street from Alfred Street - presently there is no footpath in the bus stop area by the school. The path would switch over to the western side of Bessemer Street immediately south of Albert Street as the steepness on the eastern side is prohibitive to easy construction.

A pedestrian refuge is recommended over Old Hume Highway west of the intersection.

#### **4.2.8 Welby Link - Route 16**

Presently there is no continuous sealed path from Welby to the town centre and pedestrians walk on the road. The footpath can be constructed on the northern side of Old Hume Highway from Bessemer Street to Meranie Street.

### 4.3 SOUTH OF OLD HUME HIGHWAY/ NORTH OF BOWRAL ROAD

This area is generally poorly served with footpaths. Substantial works are proposed in this precinct. The industrial area separates the west Mittagong residential area from the CBD through which there are no footpaths at all.

#### 4.3.1 Old Hume Highway (south) - Route 17

This is a section of footpath is proposed from Bessemer Street to Brewster Street on the southern side of Old Hume Highway to link up with Rainbow Street.

#### 4.3.2 Priestley Street/Rainbow Street/Henderson Street - Route 18

This is the main link route from the western residential area to the CBD.

A footpath is proposed on Priestley Street from Lyell Street to Brewster Street. It continues on the western side of Brewster Street to Rainbow Street, then continues on Rainbow Street southern side to Henderson Street.

On Henderson Street the route continues on the eastern side to Bowral Road.

A link path is also proposed on Brewster Street from Rainbow Street to the Old Hume Highway to link with route 17. The route is proposed on the western side of Brewster Street due to vegetation and topographical difficulties on the eastern side, until the last 20m or so before the Old Hume Highway where it is transferred to the eastern side.

#### 4.3.3 Lyell Street/Bowral Road - Route 19

This route starts at the Old Hume Highway and travels on the western side of Lyell Street to Bowral Road where it branches to the west to the Gib Gate bus shelter and eastward on the northern side of Old Bowral Road and Bowral Road to Bessemer Street to link with route 7.

A small section of path is also recommended on the eastern side of Lyell Street near the phone booth at Old Hume Highway where wear in the grass clearly indicates that this is a well used phone box.

On Old Bowral Road, after crossing Cavendish Street, it will be necessary to accommodate pedestrians on the road section near the metal crash barrier (refer to **Sketch 2**). This can be done by sealing the road section to the barrier and refreshing the worn road edge line. It will be necessary to do this as far as house number 77 where the kerb edge commences. From that point, a footpath can be built to Brewster Street. From Brewster Street eastward, the footpath already exists.

In the longer term, it may be possible to upgrade a path through the RSL complex to link Rainbow Street and Bessemer Street. As this is through private property, this would have to be negotiated with the land owners.

## 4.4 RECREATION ROUTE

### 4.4.1 Railway Parade/Mount Gibraltar Link - Route 20

This route consists of a path on the southern side of Railway Parade from Oxley Drive to link with the Mount Gibraltar walking path.

While this track is marked on the maps, there is no indication on the ground of the existence of the track in the reserve. Further development of the track is required in the form of an information sign with map and occasional route signage through the reserve.

## 5.0 ADDITIONAL RECOMMENDATIONS

In addition to the works proposed in the three townships, additional initiatives which would upgrade the safety and amenity for walking in Wingecarribee are discussed below.

### 5.1 BONG BONG STREET - MAIN STREET PLAN

Bowral is the largest urban centre in the Shire and also a substantial tourist attractor. Council has developed Corbett Gardens as a Tulip Festival attractor. Further benefits could be gained by making the centre of town more attractive for pedestrians. Specifically, Bong Bong Street could benefit from a co-ordinated approach to the visual and pedestrian environment. If outdoor cafés are to be permitted in Bong Bong Street, then additional footpath widths must be provided as presently, the footpaths are only adequate for pedestrian movement.

Lack of vegetation and an uncoordinated visual built environment undermine the potential of this street to be a pedestrian attractor in its own right. There is also potential to create stronger links between Bong Bong Street, the Mall, Corbett Gardens and the historic precinct on Bendooley Street.

The RTA's *Sharing the Main Street Guidelines* give direction to the process of undertaking an integrated traffic and land use study in a Main Street. Funds are made available for such studies and for infrastructure works by the RTA<sup>4</sup>. The RTA is in the process of releasing the latest version the guidelines. Applications for funding of a study should be made through the regional RTA office.

### 5.2 SPEED ZONES

Speed of vehicles are a major contributor to the intensity of pedestrian trauma in urban areas. There has been an initiative state-wide for Councils to adopt a 50km/h urban speed limit. In the urban areas of the Shire, lowering the speed limit on all streets together with education campaigns would serve to upgrade the safety of pedestrians overall.

On main shopping streets, where pedestrian activity is concentrated, the speed limit should be lowered to 40km/h. Contenders for this would be sections of Kirkham Street, Argyle Street and Elizabeth Street in Moss Vale; Bong Bong Street, Bendooley Street, Boolwey Street and Wingecarribee Street in Bowral; Main Street, Bowral Road and Pioneer Street in Mittagong.

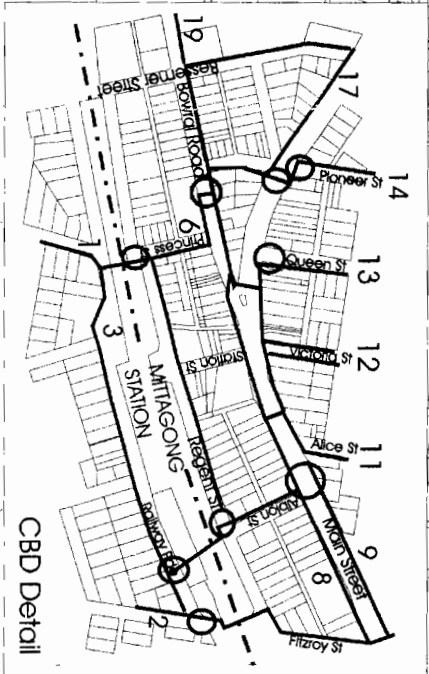
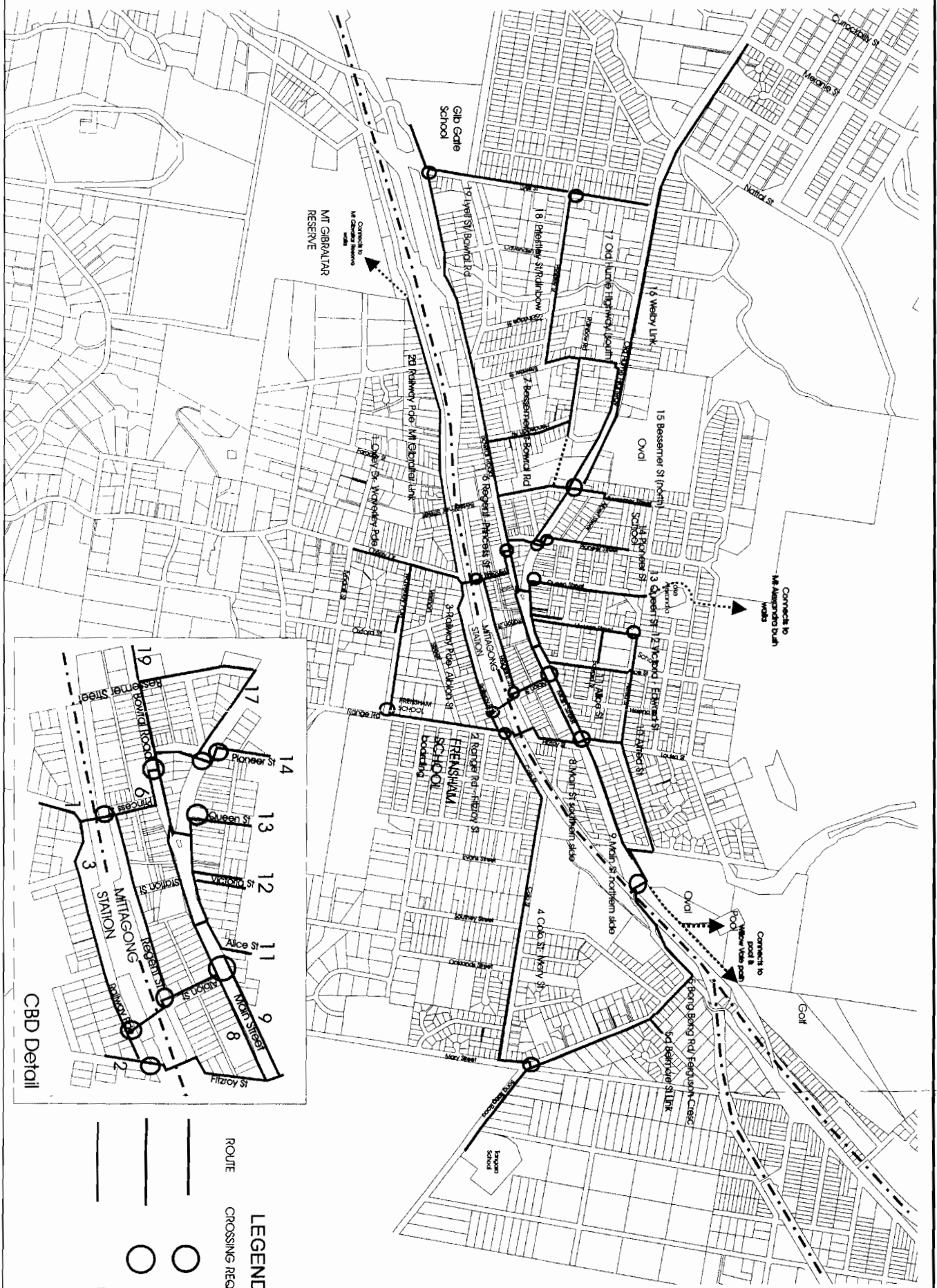
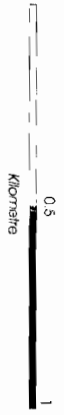
### 5.3 BUS STOPS

This project has concentrated on the more urbanised areas of the Shire. However outside the boundaries of the study areas, there are bus stops which are attractors for pedestrians. Along Moss Vale Road in Bowral through Burradoo for example, there are bus stops which require school aged and elderly pedestrians crossing over 60km/h roads with no assistance. These crossing locations should be serviced by pedestrian refuges.

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Contact Mr Goudanis in the Road Environment & Light Vehicle Safety Section of the RTA on 02 9218 3571

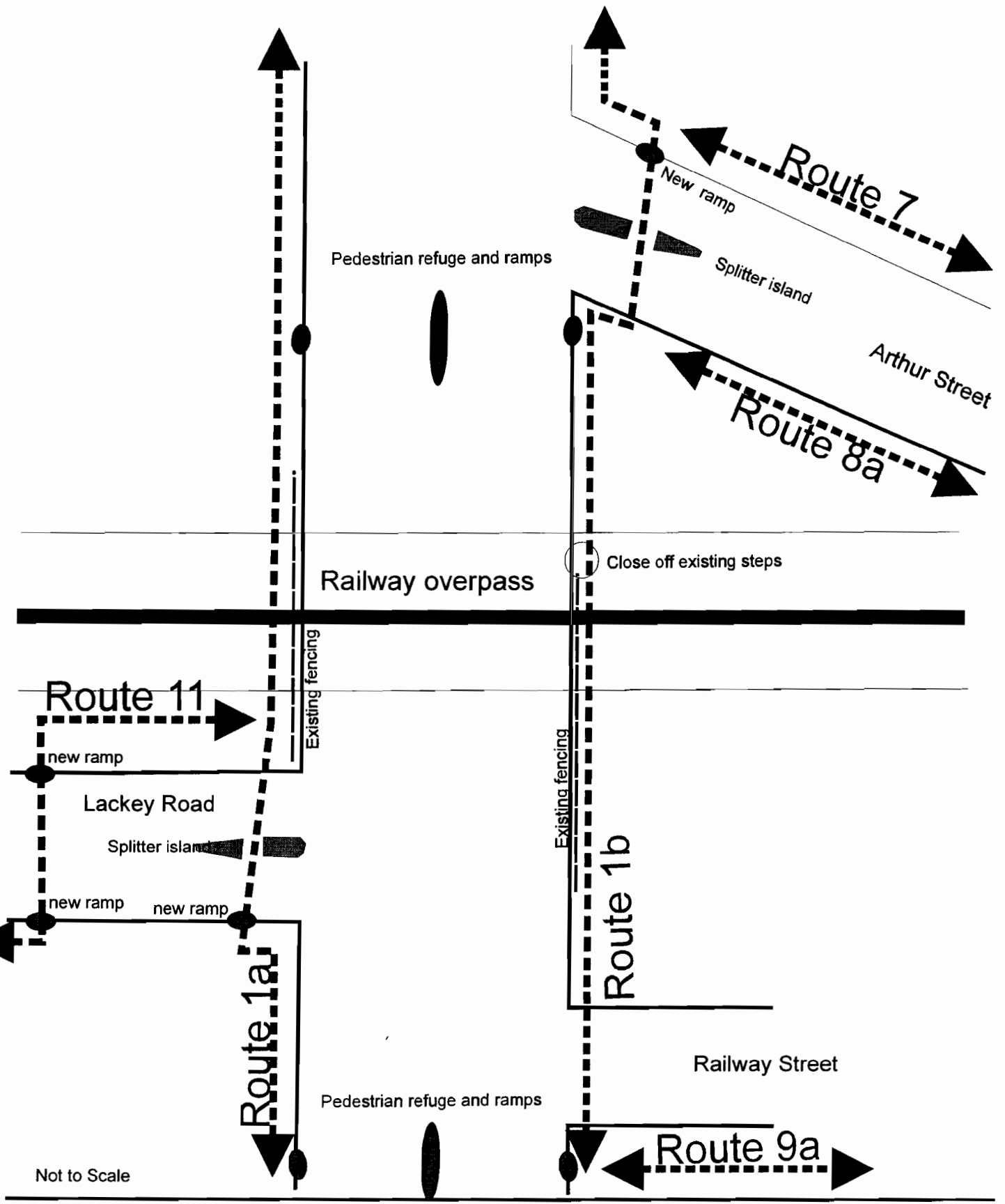


- LEGEND**
- ROUTE
  - CROSSINGS REQUIRED
  - SENIORS ROUTE
  - ABLE PEDESTRIAN ROUTE
  - RECREATION ROUTE

FIGURE 3  
PEDESTRIAN ROUTE NETWORK



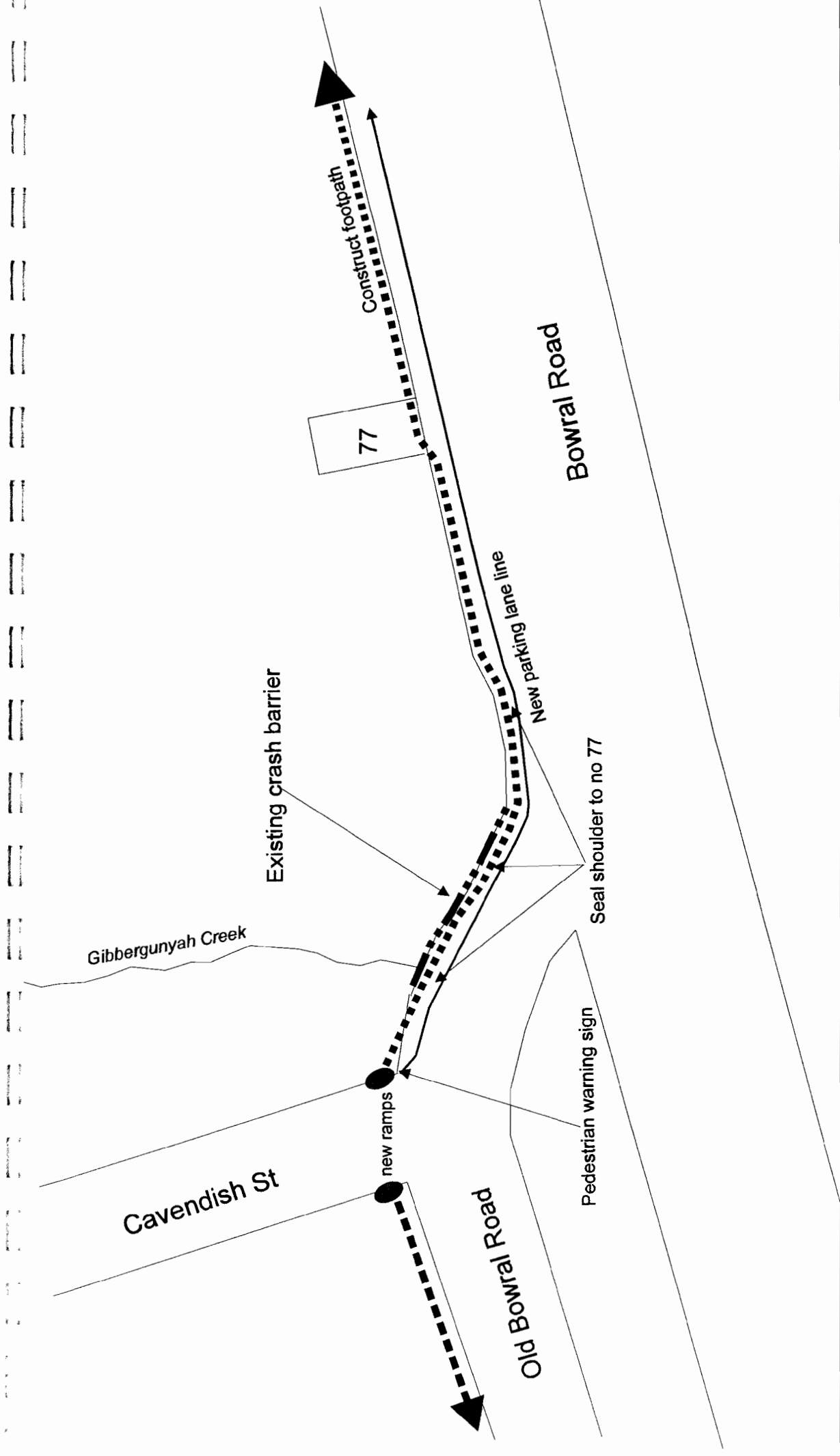
# SKETCHES



Not to Scale

Argyle Street, Moss Vale  
 Location: Between Arthur St & Railway St





Route 19 Old Bowral Road / Bowral Road, Mittagong  
 Location: Between Cavendish St & Bowral Rd



Not to Scale

GEPLAN  
 January 2001

Sketch No: 2