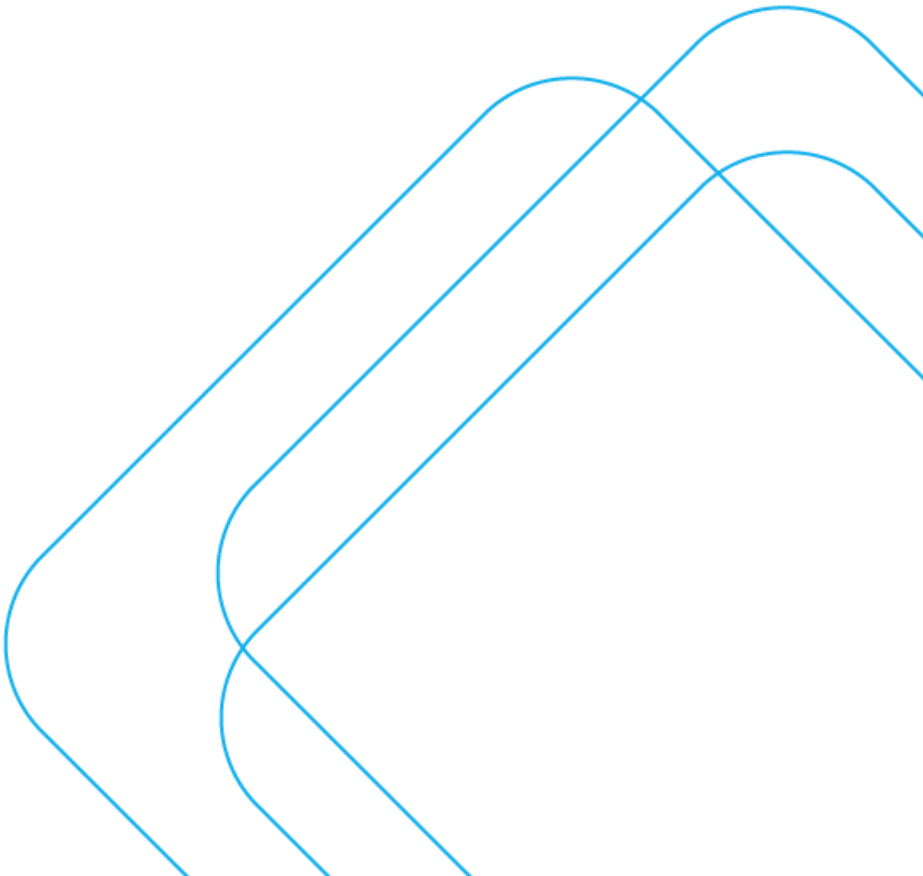
SCT Consulting

MILTON PUBLIC SCHOOL UPGRADE

Transport Access Impact Assessment

9 APRIL 2025

SCT Consulting acknowledges
the traditional owners of the lands
on which we work.
We pay our respects to Elders
past, present and emerging.



Quality Assurance

Project:	Milton Public School upgrade		
Project Number:	SCT_00485		
Client:	Department of Education c/o School Infrastructure	**ABN:**	40 300 173 822
Prepared by:	SCT Consulting PTY. LTD. (SCT Consulting)	**ABN:**	53 612 624 058

Information	Name	Position	Signature
Author:	Kanella Dimos	Consultant	
Reviewer:	Jonathan Busch	Associate Director	
Authoriser:	Jonathan Busch	Associate Director	

Version	Date	Details
1.0	24 March 2025	Draft Report
2.0	8 April 2025	Addressed comments by Department of Education
3.0	9 April 2025	Addressed comments by Department of Education

Contents

Appendices

Executive Summary

Site description

The site is located at 9 Thomas Street, Milton, NSW, 2538 (the site). The site is legally referred to as Lot 1 in Deposited Plan 861814 and is within the Shoalhaven Local Government Area (**LGA**) and has an approximate area of 4 hectares. An aerial photograph of the site is provided at **Figure E-1-1.**

Figure E-1-1 Aerial Photograph

Source: Urbis, April, 2025

The site is zoned SP2 Educational Establishment and existing development comprises various buildings, sports facilities and play space associated with Milton Public School. Milton Public School currently comprises 24 permanent teaching spaces (PTS) and 12 demountable teaching spaces (DTS). The site contains two locally heritage listed buildings (Building A and Q).

The site is predominantly cleared; however, there is existing vegetation interspersed throughout the site and significant trees are present along the northern and western boundary of the site. There is a gradual slope downwards from the south-east to the north-east. of the site.

The site is an irregularly shaped lot with a narrow frontage along Thomas Street. Pedestrian and vehicular access is provided from Thomas Street and from Wason Street. Milton Public School is adjoined by low density residential properties to the south, west and east and Milton Rainforest Reserve is located to the north.

Proposal

The proposed activity relates to upgrades to Milton Public School. Specifically, the proposed activity comprises the following:

– Construction of a new two-storey home base building.

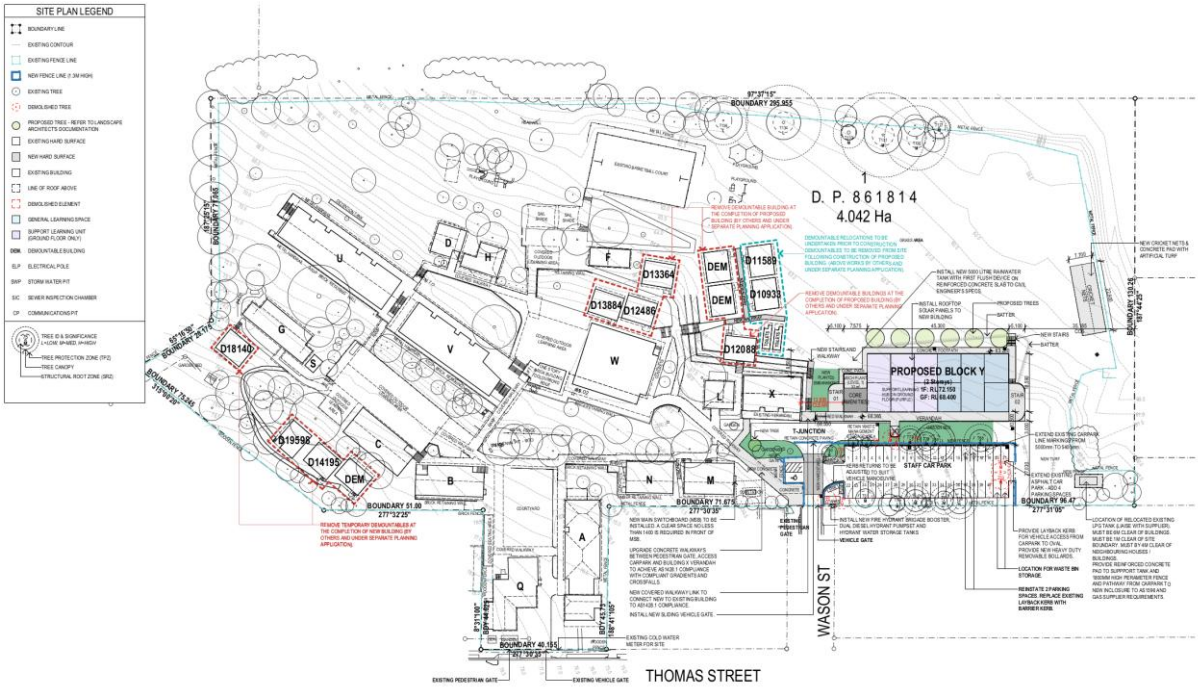
– Installation of additional solar panels.

– Relocation of existing cricket nets to the eastern boundary of site.
– Construction of new stairs and covered walkways linking the new building to the existing school.
– Construction of new fencing.
– Construction of new hardstand area.
– Minor alterations to the existing staff car park.
– Disconnection and relocation of existing LPG tank.
– Tree removal.
– External landscape works.

Any works relating to demountables or the water tank will proceed via a separate planning pathway.

Figure E-1-2 provides an extract of the proposed site plan.

Figure E-1-2 Site Plan



Source: Fulton Trotter, 2025

Existing Conditions

The existing site features 24 permanent teaching spaces (PTS) and 12 demountable teaching spaces (DTS) along with various buildings, sports facilities, and play areas. Two local heritage-listed buildings, Building A and Q are also present. Vegetation is scattered throughout the site.

The school has a narrow frontage along Thomas Street, where the heritage-listed buildings, Building A and Q, are located. Thomas Street is managed by Shoalhaven City Council. To the north, the site adjoins the Milton Rainforest Reserve, zoned RE1 for public recreation. The remaining boundaries are bordered by R2 low-density residential zoning, with houses along Princes Highway to the west, Thomas Street to the south, and Church Street to the east.

Wason Street intersects the school's southern boundary along Thomas Street, providing access to the school's gated off-street staff car park. The street also serves several driveways for residential developments fronting the school.

The Milton Town Centre lies to the south of the site.

Footpath connectivity to the site is adequate, with footpaths on at least one side of the road providing easy access to surrounding streets. A bus stop on Thomas Street serves as the primary pick-up and drop-off point for Milton Public School students, with additional stops at the intersection of Princes Highway and Thomas Street, as well as on Wason Street south of Thomas Street.

The current student population is 826. 586 students are eligible for subsidised school transport services. Public transport coverage within the school's intake area remains limited.

The current kiss n' drop off facilities located on the southern leg of Thomas Street has capacity for five vehicles, although, kiss n' drop behaviours were observed along all neighbouring streets.

Analysis & Transport proposals

Future year mode share targets were developed based on existing student travel mode share obtained from the hands-up survey, existing student locations (these have been depersonalised for privacy), future population growth, proposed infrastructure upgrades and transport encouragement programs. These are provided in **Table E-1**.

Table E-1 Mode share targets

Scenario	Metric	Walk	Bicycle / Scoot	Bus	Car	Total
Existing case	#	54	5	407	360	826
	%	7%	1%	49%	44%	100%
Future Base case	#	112	9	424	370	916
	%	12%	1%	46%	40%	100%
Moderate case	#	119	9	442	346	916
	%	13%	1%	48%	38%	100%

The upgrades and changes associated with each case are summarised in **Table E-1-2**.

Table E-2 Description of scenario development

Scenario	Investment
Future Base case	Nil.
Moderate case	– New wombat crossing on Wason Street north of Thomas Street – Transport Access Guide (TAG) to improve communication about school access arrangements and sustainable travel options Safety and operational measures (without mode share impact): – A "no stopping" zone enforced during school peak hours on Wason Street between Thomas Street and the school entrance gate. This measure aims to improve traffic flow and safety around the school and is not expected to impact mode share – The addition of three extra kiss 'n drop spaces on Thomas Street to improve operational efficiency and safety for drop-off activities, which currently occur at various locations around the school. This is not anticipated to increase car mode share, with existing kiss 'n drop behaviours maintained but now operating more safely.

It is noted that the future base case includes consideration of:

- 100% of student enrolments within the intake area . Ulladulla Primary School students within this area (based on anonymised data) were assumed to attend to Milton Primary School
- An increase in student population is also expected from nearby residential developments, with key growth areas located within 1,200m of the school, likely leading to more students walking to school.

No stretch case was analysed as all long-term initiatives by other entities (e.g. council and TfNSW) were either completed or deemed unsuitable following consultations with the council and TfNSW. Only NSW Department of Education funded initiatives remain, so the moderate case was adopted.

Mitigation Measures

Based on the identification of potential issues, and an assessment of the nature and extent of the transport and access impacts of the proposed development, it is determined that:

– The extent and nature of potential impacts are low and will not have significant impact on the locality, community and/or the environment.

– Potential impacts can be appropriately mitigated and managed to ensure that there is minimal impact on the locality, community and/or the environment.

The mitigation measures proposed to address the impacts are provided in **Table E-1-3**. These measures have been discussed and agreed by the TWG. The school is already operational with the full scale of student and staff demands, so there is not an impact associated with increased student population.

Table E-1-3 Mitigation measures

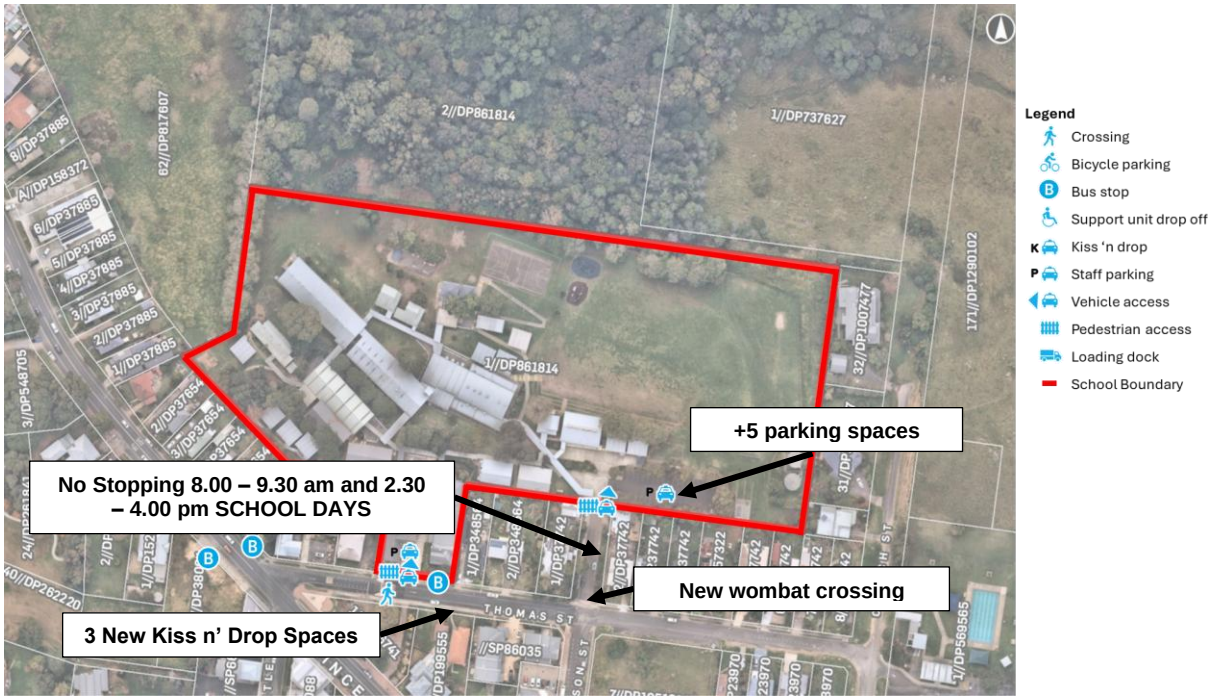
Project Stage	Measure	Reason for Mitigation Measure	Section of report
C	Pending approval from the Traffic Committee, implement “No Stopping” restriction on Wason Street between Thomas Street and school entrance gate, during school days from 8.00 – 9.30 am and 2.30 – 4.00 pm.	To manage traffic flow during peak drop off and pick up times and prevent kiss n’ drop activities from occurring on Wason Street.	**Section 3.3.1.6**
C	New wombat crossing on Wason Street north of Thomas Street.	To provide better segregate pedestrians from the road users to create a safer crossing environment for students and teachers.	**Section 3.3.1.6**
C	Subject to Traffic Committee approval, change parking signage for three existing unrestricted parking spaces on Thomas Street (southern side) to No Parking 8.00 – 9.30 am and 2.30 – 4.00 pm SCHOOL DAYS to manage traffic flow during peak drop off and pick up times.	To manage traffic flow and ensure availability of parking spaces for kiss n’ drop during peak periods.	**Section 3.3.1.4**
D	Prepare a Construction Traffic Management Plan (**CTMP**) inform construction workers and heavy vehicle movements on safe traffic flow and minimise disruption to the school and surrounding areas. The CTMP must include a Construction Worker Access Management Plan (**CWAMP**) to outline strategies and measures to manage how construction workers access a construction site including carpooling initiatives.	To minimise traffic disruptions and manage construction-related movement safely.	**Section 5.0**
O	Appoint a School Travel Coordinator, establish a School Transport Committee, and prepare a Travel Access Guide to address the fact that students prefer arriving by private vehicle, resulting in congestion and delays to other road users.	To reduce congestion caused by private vehicle use and improve overall traffic management.	**Section 5.1.3**
O	Update the School Transport Plan annually for the first two years.	To ensure the plan’s ongoing effectiveness and responsiveness to changing conditions.	**Section 5.5.2**
C	Workers will be required to avoid parking on residential streets and instead use the existing parking spaces on the schools' fronting streets. Construction worker parking can impact the safety and amenity of surrounding areas. This provision will be included as a clause in the CTMP following consultation with the construction team.	To prevent disruption to residential streets and maintain safety and amenity.	**Section 4.4**

Project Stage	Measure	Reason for Mitigation Measure	Section of report
C	Increase in staff parking spaces by 5 spaces which comply with AS2890.1-2004.	To better service staff parking and reduce reliance on on-street parking.	**Section 3.3.1.4**

*Note: Project stages include: (D) Design, (C) Construction, (O) Operation

The initiatives are illustrated in **Figure E-3**.

Figure E-3 Milton Public School – Mitigation measures



Source: NBRS Architects with annotations by SCT Consulting; 2025

1.0 Introduction

1.1 Project Context

1.1.1 Introduction

This Transport Access and Impact Assessment has been prepared to support a Review of Environmental Factors (REF) for the NSW Department of Education (DoE) for Milton Public School upgrade (the activity).

The purpose of the REF is to assess the potential environmental impacts of the activity prescribed by *State Environmental Planning Policy (Transport and Infrastructure) 2021* (T&I SEPP) as "development permitted without consent" on land carried out by or on behalf of a public authority under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The activity is to be undertaken pursuant to Chapter 3, Part 3.4, Section 3.37 of the T&I SEPP.

This document has been prepared in accordance with the *Guidelines for Division 5.1 assessments* (the Guidelines) by the Department of Planning, Housing and Infrastructure (DPHI) as well as the *Addendum Division 5.1 guidelines for schools*. The purpose of this report is to assess the transport and traffic conditions associated with the upgrade.

1.1.2 Site description

The site is located at 9 Thomas Street, Milton, NSW, 2538 (the site). The site is legally referred to as Lot 1 in Deposited Plan 861814 and is within the Shoalhaven Local Government Area (**LGA**) and has an approximate area of 4 hectares. An aerial photograph of the site is provided at **Figure 1-1.**

The site is zoned SP2 Educational Establishment and existing development comprises various buildings, sports facilities and play space associated with Milton Public School. Milton Public School currently comprises 24 permanent teaching spaces (PTS) and 12 demountable teaching spaces (DTS). The site contains two locally heritage listed buildings (Building A and Q).

The site is predominantly cleared; however there is existing vegetation interspersed throughout the site and significant trees are present along the northern and western boundary of the site. There is a gradual slope downwards from the south-east to the north-east. of the site.

The site is an irregularly shaped lot with a narrow frontage along Thomas Street. Pedestrian and vehicular access is provided from Thomas Street and from Wason Street. Milton Public School is adjoined by low density residential properties to the south, west and east and Milton Rainforest Reserve is located to the north.

Figure 1-1 Aerial Photograph

Source: Urbis, April, 2025

1.1.3 Proposal

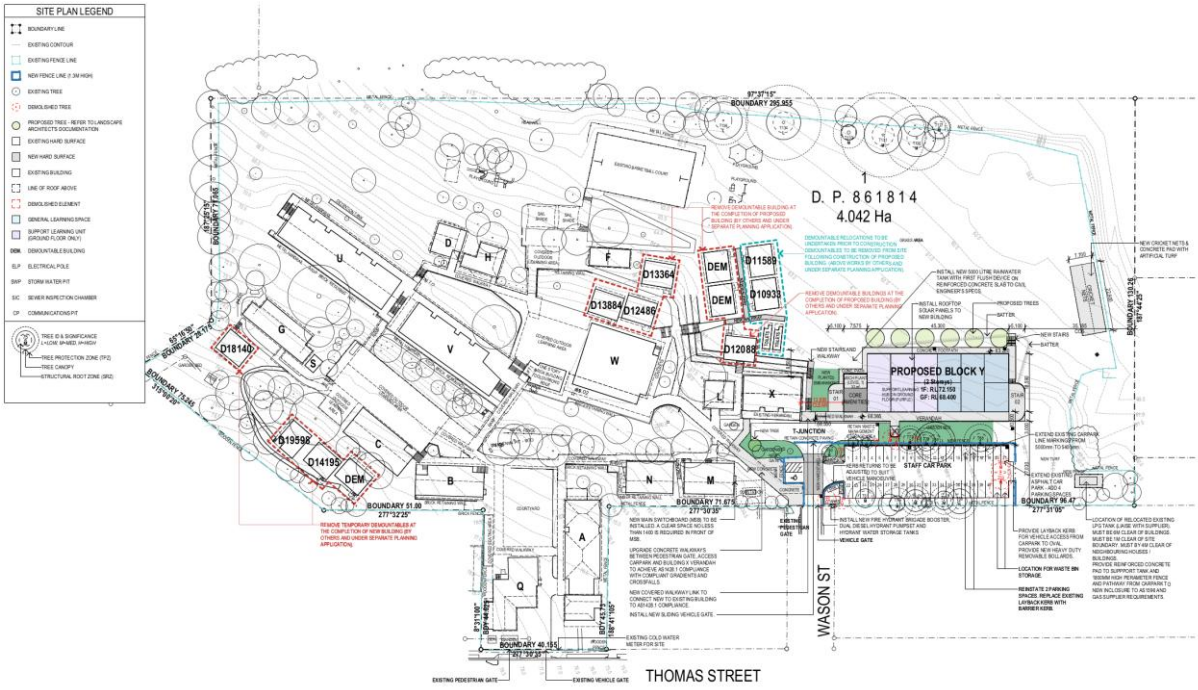
The proposed activity relates to upgrades to Milton Public School. Specifically, the proposed activity comprises the following:

– Construction of a new two-storey home base building.
– Installation of additional solar panels.
– Relocation of existing cricket nets to the eastern boundary of site.
– Construction of new stairs and covered walkways linking the new building to the existing school.
– Construction of new fencing.
– Construction of new hardstand area.
– Minor alterations to the existing staff car park.
– Disconnection and relocation of existing LPG tank.
– Tree removal.
– External landscape works.

Any works relating to demountables or the water tank will proceed via a separate planning pathway.

Figure 1-2 provides an extract of the proposed site plan.

Figure 1-2 Site plan.



Source: Fulton Trotter, 2025

1.1.4 Consultation and Technical Working Group summary

NSW Department of Education has consulted with the relevant agencies (including Shoalhaven City Council and Transport for NSW) during the development of the school design as well as the preparation of the TAIA. At the time of preparation of this report, two Technical Working Groups (TWGs) have been held on 19 August 2024 and 18 November 2024 and an additional meeting was held on the 6 February 2025 to finalise the agreed initiatives in the public domain which would not result in impacts to TfNSW's jurisdiction.

The full minutes of the two TWG meetings are included in **Appendix B** while the key discussion points are summarised as follows.

TWG #1 held on 19 August 2024

- *The NSW Department of Education mentioned that both current and forecasted student numbers are subject to change, with a likely decrease in numbers due to the enforcement of enrolment boundaries.*
- *The difficulty in determining bus routes was discussed, as different private bus companies provide services without clear route maps or publicly available information from TfNSW.*
- *Mode share analysis revealed that bus travel is the dominant form of transport for students traveling to and from school.*
- *TfNSW highlighted that implementing a pedestrian crossing on Princes Highway could be challenging, noting that a previously proposed crossing further south near the traffic lights in Milton has been removed.*
- *Shoalhaven City Council (SCC) shared that numerous studies have been conducted regarding crossings at this location, and any new crossing would impact Princes Highway. A Movement and Place assessment has identified a potential location southeast of the current crossing,*

TWG #2 held on 18 November 2024

- *The potential to widen the footpath on Thomas Street to 2m was discussed. It was concluded that the existing footpath width must be maintained, as SCC had already maximised the width within the guidelines during construction, considering factors like trees and utilities.*
- *It was concluded that bushfire requirements limit the extension of the school car park, and no additional parking is proposed due to existing parking constraints.*
- *SCC also noted that an additional crossing along Princes Highway does not align with their strategy.*

– *The extension of Myrtle Forest Drive with a link road to the Princes Highway was discussed. This could be made possible through contributions from the 'Milton Corks Lane Subdivision' on the west side of the highway. A roundabout was initially proposed for the intersection of the Link Road and Princes Highway, but this was rejected due to spatial constraints. Given the traffic impacts of the Milton Bypass, SCC has proposed a T-junction with a pedestrian refuge north of the school, near the petrol station.*

– *SCC requested that the project team consider active transport connectivity and explore interventions not directly in the school vicinity. They considered the potential of extending networks into Milton to encourage active transport and mitigate parking impacts. One such intervention included adding a refuge island on Princes Highway and a footpath connecting to the school. Representatives from TfNSW expressed support for the refuge island proposal and acknowledged the gap in pedestrian infrastructure surrounding the school.*

Meeting with SCC held on 6 February 2025

– *Four transport initiatives were endorsed to be implement by the project*

1. *Implement no stopping during school peaks at Wason Street between Thomas Street and school entrance gate, pending local Council/Traffic committee feedback*
2. *A new wombat crossing on Thomas St north across Wason St*
3. *Additional time limited no parking zone to extend kiss 'n drop spaces and reduce overspill, pending local Council/Traffic committee approval.*
4. *NSW Department of Education consultants to develop easy to use bus maps (TAG*).

1.1.5 Site Visit

A site visit was conducted on 19 September 2023 during the peak pick-up and drop-off times around the school bell. The aim was to assess the operational efficiency and traffic flow along Thomas Street and the surrounding residential streets. The school pick up and drop off periods were busy as it typical of school periods, with parents parking not only on Thomas Street but in the surrounding streets. No operational issues were identified.

Thomas Street, a one-way street, saw high utilisation of the existing kiss-and-drop zones. These spaces did not accommodate all of the kiss-and-drop demand, with many parents using nearby residential streets for informal kiss-and-drop. While congestion is expected at peak times, the current infrastructure surrounding the school supports the school's pick-up and drop-off needs. Expanding the existing kiss n' drop spaces could reduce the impact on residential streets.

Bus operations were observed to be efficient, with no significant queuing or delays. Additionally, it is recommended that bus operations continue to be monitored for ongoing efficiency, though no immediate concerns were observed during the visit.

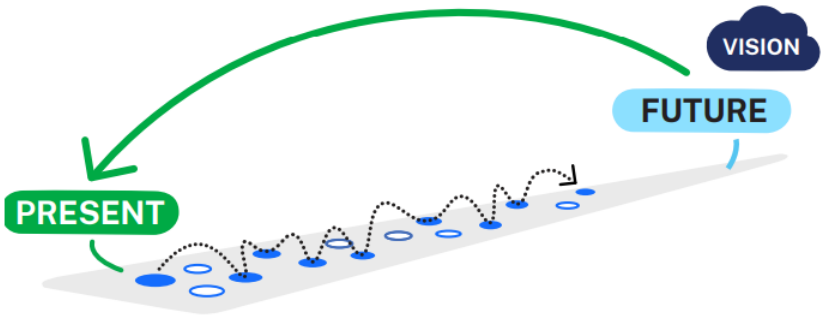
1.2 Project Context

1.2.1 Future Transport Strategy 2061

Future Transport Strategy is a strategic document providing future investment, planning, delivery, and operational direction focussed on improving New South Wales's transport system. The strategy adopts a customer-first approach based on Transport for New South Wales's (TfNSW) desired outcomes of improving customer connectivity, creating successful places for the community, and supporting economic activity. The strategy also supports the Government's vision of Six Cities. These six cities will be seamlessly connected and within each of the six cities, customers will be within 30 minutes by public transport to jobs, homes, essential services, and social connections.

A 'vision and validate' approach was adopted during the development of the strategy. As shown in **Figure 1-3**, the approach targets a long-term vision and sets out outcomes to ensure the delivery of the vision for the community.

Figure 1-3 The 'vision and validate' approach



Source: TfNSW; 2023

Relevant to schools, the strategy aims to facilitate students' independent mobility by improving safe walking and bike riding options for travel between home and school and integrating active and public transport. Actions targeted at meeting this aim are:

- Provide safer streets that will allow more students to walk or cycle to school.
- School children in the Six Cities Region should have good access to reliable, accessible public transport where possible. TfNSW will achieve this by partnering with the Department of Education and key stakeholders to:
  - Improve safe walking, cycling, and public transport access to schools.
  - Develop future transport plans to support sustainable travel for students of all abilities to and from school.
- Improve neighbourhood liveability and reduce road congestion alongside new housing through investments such a new walking connection to schools, and safety infrastructure for people riding bikes.
- Prevent an overprovision of parking by improving parking provision and management to encourage sustainable travel behaviour and improve road productivity.

Implication

Infrastructure upgrades within and around the school should prioritise sustainable travel modes and discourage private vehicle usage.

1.2.2 Road User Space Allocation Policy and Procedure

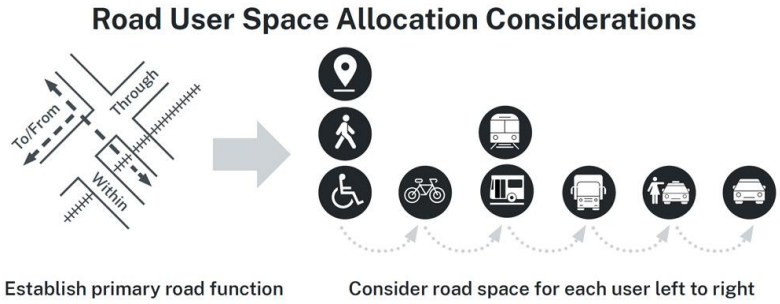
The policy prioritises road user space for different user groups to support road safety, equitable access of space, and to meet place objectives. This allocation can be a physical allocation (for example, a lane delineation) or temporal (e.g. time restricted kerbside use during school peak hours) and considers the following:

– Movement and place function of the road.

– Limited road space to accommodate all competing user needs.

Accordingly, **Figure 1-4** shows the ideal hierarchy of road users to be used in transport planning processes – consideration should be given to walking first and private cars last.

Figure 1-4 Road space user hierarchy



Source: TfNSW; 2024

Implication

In line with this policy, active and public transport have been prioritised over private vehicles in the infrastructure planning for Milton Public School, shaping the identified needs and requirements.

1.2.3 TfNSW Active Transport Strategy

The Active Transport Strategy draws on the Future Transport Strategy and outlines TfNSW's commitment towards delivering safe and connected active transport outcomes across New South Wales. It has the vision of doubling the 1.5 billion current walking and biking trips in New South Wales in the next 20 years. To do so, the strategy aims to remove the barriers to safe and equitable participation in active transport by targeting five focus areas of:

– Enable 15-minute neighbourhoods – walkable and connected neighbourhoods will increase the proportion of short trips by foot.

– Deliver connected and continuous cycling networks – an additional 1,000 km of cycleways and supporting infrastructure is intended to be delivered.

– Provide safer and better precincts and main streets – to halve fatalities and reduce serious injuries by 30 per cent for pedestrians and cyclists.

– Promote walking and riding and encourage behaviour change – to double the number of students walking or riding to school.

– Support our partners and accelerate change – the delivery of active transport projects should be accelerated.

In the context of schools, approximately 50 per cent of students are driven to school, despite most school students living within a 20-minute bike ride to school. The plan aspires to double the number of students walking or riding to school through the following key actions:

- Trial Active Travel to School Program in collaboration with Health and Education in more than 50 schools by 2028.
- Trial behaviour change interventions including campaigns that encourage sustainable mode shift by 2028.
- Work with councils to pilot infrastructure and traffic management initiatives, including temporarily restricting vehicle access on roads adjacent to schools.
- Work with Department of Education to provide active transport end-of-trip facilities in schools and ensure safety walking and cycle training are available.
- Investigate opportunities for workplace initiatives, incentives and interventions such as e-bike rebates or end-of-trip facilities, to promote active travel to work.

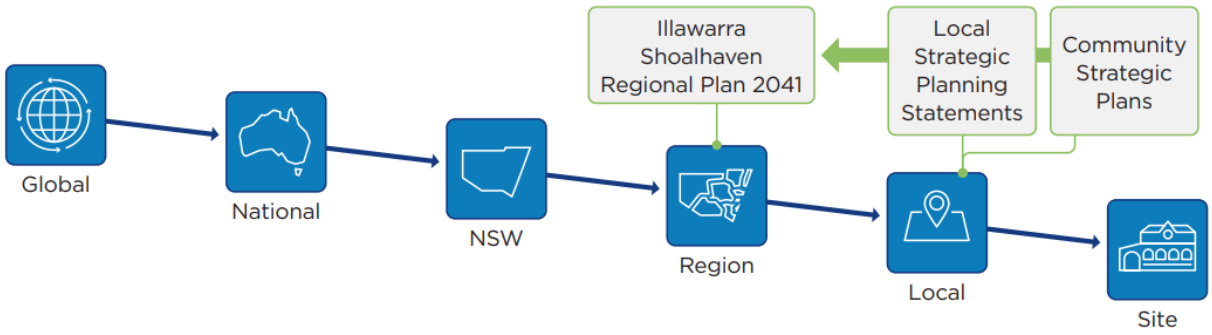
Implication

There is a strong emphasis on encouraging more students to travel more sustainably. Accordingly, the transport assessment identifies where improvements can be made to encourage Milton Public School students to travel via active transport.

1.2.4 Illawarra-Shoalhaven Regional Plan 2041

The Illawarra-Shoalhaven Regional Plan is a 20-year strategy focused on promoting sustainable growth, with an emphasis on growth areas such as Milton-Ulladulla for new development. This regional plan is a key component of the planning framework established by the *Environmental Planning and Assessment Act 1979*, as depicted in **Figure 1-5**. It provides specific guidance to help the Illawarra Shoalhaven region achieve the outcomes outlined in statewide planning schemes. Additionally, the plan links regional planning to local implementation by outlining outcomes for strategic planning statements developed by local councils, as detailed below in **Section 1.2.5**, which provide more specific directions for the Ulladulla subject site. These statements align with community plans, ensuring a coordinated approach to land use, infrastructure, and development across all levels of government.

Figure 1-5 Planning framework context



Source: NSW Government; 2021

The regional plan was developed alongside Transport for NSW's *Illawarra Shoalhaven Regional Transport Plan*, which presents a multimodal, integrated vision for how transport planning will support land use in the region. Together, the Transport Plan and the Regional Plan set a coordinated vision for managing growth and change in the Illawarra Shoalhaven, addressing social, economic, and environmental factors, and supporting the outcomes of the NSW Government's *Future Transport 2056 Strategy*.

1.2.5 Illawarra-Shoalhaven Regional Transport Plan

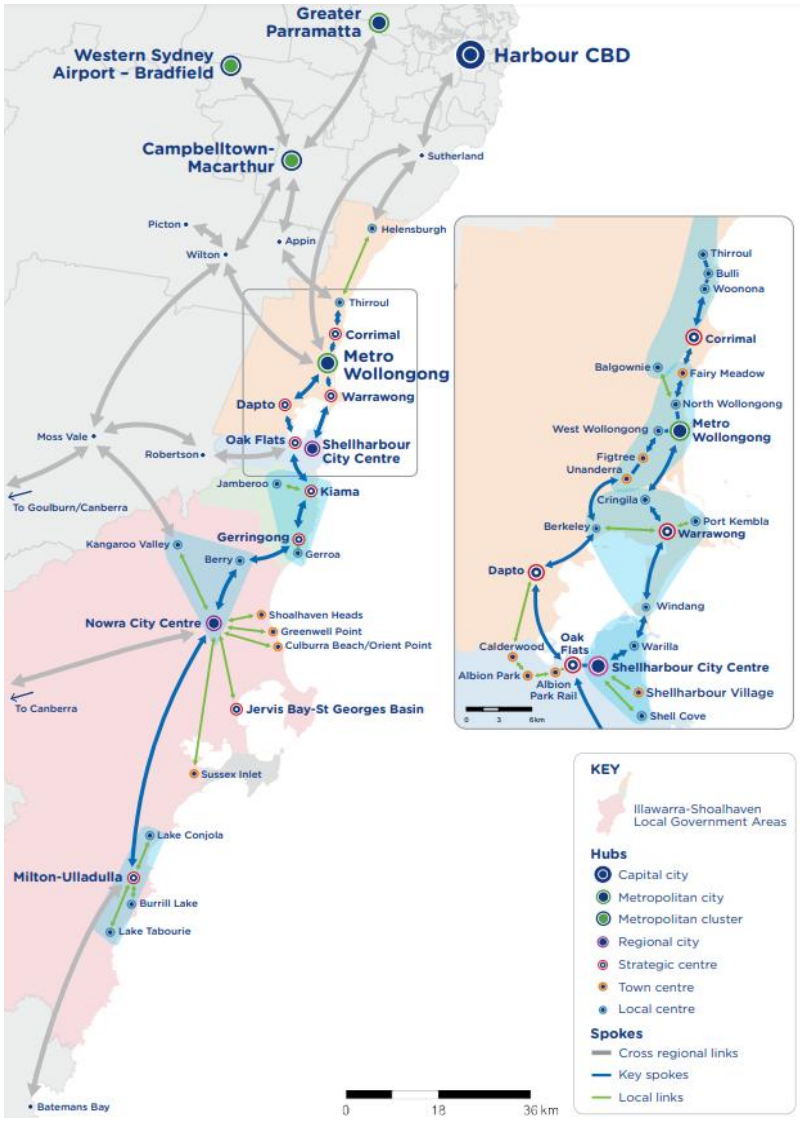
By 2041, the Illawarra-Shoalhaven region is expected to grow by an additional 100,000 people, significantly increasing the demand for regional transport services and infrastructure. To address this, the Illawarra-Shoalhaven *Regional Transport Plan* (RTP) was developed by Transport for NSW in collaboration with the Department of Planning, as a supporting plan of the Future Transport 2056 Strategy. This plan outlines key actions to meet future transport needs, responding to changes in population, land use, and travel demand. The plan's primary focus areas include:

- One in every five trips will be made by walking, cycling or public transport across the region by 2041

– Increased population within a 30-minute public transport trip of a regionally significant centre – Metro Wollongong, Shellharbour City Centre, Kiama, Nowra-Bomaderry, Milton-Ulladulla
– Enhancing connectivity between the Illawarra-Shoalhaven and Greater Sydney
– Reducing road fatalities and serious injuries, aiming for the "Towards Zero" goal
– Enhancing access for High Productivity Vehicles (HPVs) across the region
– Increased uptake of emissions-free vehicles in-line with the NSW Government target of net zero emissions by 2050
– Greater use of technology to support a safer, more efficient, and accessible transport network.

The planning for the region adopts a "hub and spoke" model, which focuses on key regional centres (hubs) like the Ulladulla-Milton area, which act as transport focal points, as shown in **Figure 1-6.** These hubs are connected to surrounding areas (spokes) and Greater Sydney, improving regional accessibility and efficiency. This approach aims to enhance connectivity, support population growth, and create a more sustainable and integrated transport network.

Figure 1-6 "Hub and Spoke" Network for the Illawarra-Shoalhaven



Source: TfNSW; 2022

To improve connectivity between transport hubs, the RTP outlines the **16 Regional Cities Services Improvement Program**, which focuses on enhancing bus services to key regional transport hubs. As part of this initiative, Transport for NSW plans to strengthen bus connections across the region. Specifically, for the Milton-Ulladulla locality, additional services are planned to provide connections to Nowra City Centre. Furthermore, bus-rail links will be strengthened by establishing connections to Bomaderry Station, improving the integration of rail and bus services.

The Illawarra-Shoalhaven RTP outlines **seventy-one initiatives** to realise the region's transport vision over the next 20 years. These initiatives are categorised as, "in delivery," "in planning" and "for investigation." Transport for NSW aims to begin investigations for all new initiatives within the next 10 years to proactively address future transport needs.

For the Milton-Ulladulla area, which directly impacts the Milton Public School, the key actions include:

– Planning for the Princes Highway Upgrade and the Milton-Ulladulla Bypass.

– Investigating 30-minute public transport catchments for Shellharbour City Centre, Kiama, and Milton-Ulladulla.

– Investigating improved bus services between Milton-Ulladulla and Nowra City Centre.

Implication

These initiatives are crucial in shaping the future of transport in the Milton-Ulladulla area, ensuring better connectivity and accessibility, which will directly benefit Milton Public School students and the wider community.

1.2.6 Local Strategic Planning Statement - Shoalhaven 2040

Shoalhaven City Council's Local Strategic Planning Statement (LSPS) identifies the work required to help realise the community's vision for the next 20 years.

The LSPS highlights the construction of the Milton - Ulladulla Bypass as a city-shaping opportunity. The bypass will provide more pedestrian friendly environments and increase the amenity and attractiveness of the centres.

The LSPS also emphasises the importance of transport infrastructure in connecting schools to surrounding urban areas, employment hubs, and other key community facilities. Roads, pathways, cycleways, and public transport services are all critical to ensuring students and families can easily access educational opportunities. Additionally, the plan highlights the importance of freight connections, which support local economic activity that can, in turn, benefit educational services and resources.

Specific to the land use of the public school site, the LSPS highlights the importance of collaborating with the NSW Department of Education to identify and deliver new and upgraded schools (under Collaboration Activity CA2.5). This partnership also aims to explore opportunities for the broader community to access and utilise the school's facilities, enhancing its role as a valuable community resource.

Implication

The Milton-Ulladulla Bypass would improve the accessibility of Milton Public School, enhancing the surrounding environment and contributing to the overall attractiveness and amenity of the area.

1.2.7 Active Transport Strategy 2025

Over the past 20 years, Shoalhaven City Council has implemented significant improvements to active transport through the *2002 and 2005 Pedestrian Accessibility* and *Mobility Plans* (PAMP) and the *2013 Bike Plan*.

The Shoalhaven Active Transport Strategy aims to synthesises the *2005 PAMP* and the *2013 Bike Plan*, prioritising the delivery of new paths, pedestrian crossings, and cycleway infrastructure across the city and provides a new ranking methodology to prioritise councils active transport projects. This draft strategy has been adopted in this assessment to ensure that the report aligns with Council's plans to prioritise transport investments and infrastructure.

The Strategy includes mapping that outlines existing and proposed active transport infrastructure within the Shoalhaven region. **Figure 1-7** illustrates the active transport infrastructure in Ulladulla, with key existing features along the roads fronting Milton Public School, including:

– A crossing on Wason Street (after the intersection with Thomas Street)

– A crossing on Thomas Street (adjacent to the school entrance)

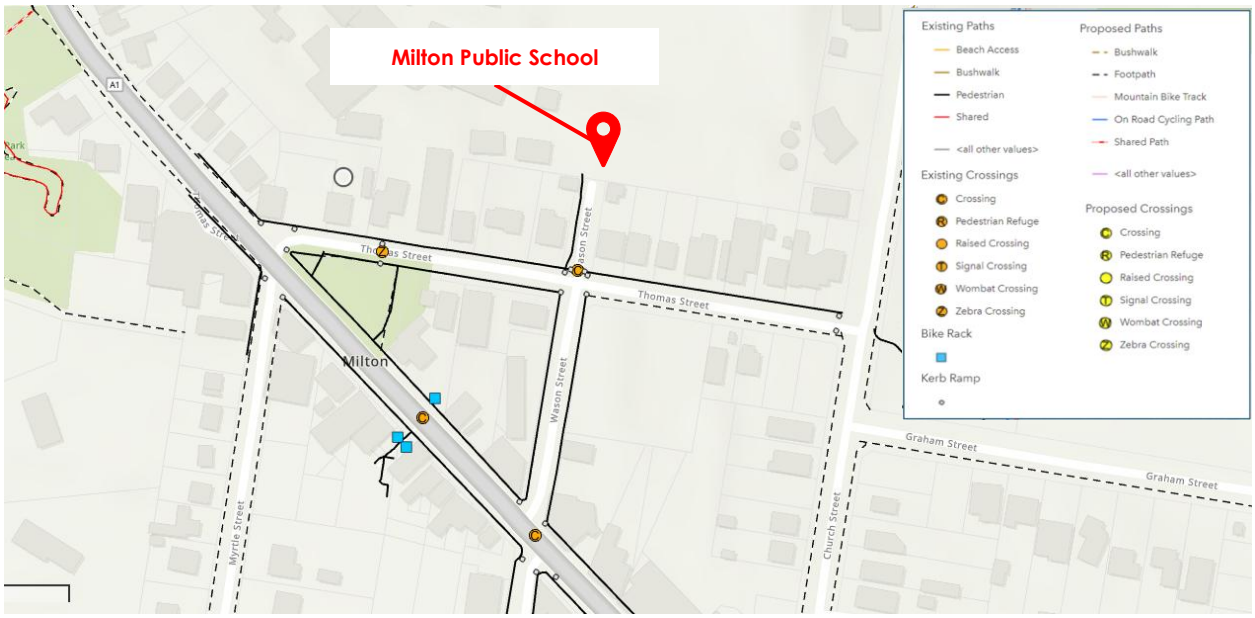
Proposed improvements to the fronting roads include:

– Proposed footpath on the southern side of Thomas Street

– Proposed footpath on the eastern side of Church Street

– Proposed footpath on the Princes Highway

Figure 1-7 Active Transport Milton PAMP mapping



Source: Shoalhaven City Council, 2024

Table 1-1 summarises the road upgrades outlined in the Shoalhaven Bike Plan (2013) within Milton and have been identified as priority projects. The maximum possible weight score for these projects is 10 which represents the relative priority for implementing the upgrade

Table 1-1 Milton bike infrastructure upgrades identified in the Shoalhaven Bike Plan (2013)

Route Type	Road/ Path	Works description	Rational/ Comment	Weight score
Local (20)	Matron Porter Drive / Bannister Head Road / Mitchell Parade	Provide shared path	This is a proposed off-road cycling route to connect cyclists between the Princes Highway at Milton to the existing shared path at Mollymook Beach.	7
Connector (20)	Princes Highway (Milton – Ulladulla)	Provide road shoulder lane / install signage	This is an on-road cycling route that connects cyclists to the adjacent settlements of Milton and Ulladulla	6
Local (20)	Croobyar Road	Extend existing shared path	This is an off-road cycling route that connects Milton Showground to the Princes Highway	4
Scenic / recreational (20,21)	Woodstock Road - Wheelbarrow Road - Princes Highway	Widen road shoulder / install signage	This is an on-road cycling route that connects cyclists from Milton to Burrill Lake as an alternative route to the Highway.	5

Implication

The active transport network around Milton Public School is being expanded over time which will help and encourage students travelling to/from school by walking, riding and public transport.

1.2.8 Milton-Ulladulla Structure Plan Review

Shoalhaven City Council is revisiting its long-term land use planning for Milton, Ulladulla, and surrounding areas. The *Milton-Ulladulla Structure Plan* (MUSP), published in 1996, set actions for the following 25-30 years, many of which have now been completed.

In response to population growth, Council has proposed a balanced growth approach, combining both infill and greenfield developments. The population is projected to increase by 18 per cent adding an extra 3,076 people between 2021 and 2036. The proposed plan outlines the capacity to accommodate 1,450 to 1,950 new homes, with 66 hectares of greenfield and 12 hectares of infill options. The proposed infill and greenfield sites within the Ulladulla region have been illustrated in **Figure 1-8** and **Figure 1-9** respectively with the outcomes summarised in **Table 1-2.**

Figure 1-8 Ulladulla potential residential infill sites

Source: Shoalhaven City Council; 2022

Table 1-2 Ulladulla residential Greenfield and Infill sites

Type	Location	Area (Ha)	Potential no. of Homes
Greenfield	Croobyar Road South	43 +	650 – 800 homes
	Corks Lane West	14	200 – 250 homes
	Bishop Drive West	9	130+ new homes
Infill	Ulladulla CBD East	2.7	100 – 180 units
	Wason Street East	1.6	100 – 130 units
	Owens Street	3.6	30 – 100 dwellings
	Camden/ St Vincent Street	4	50 – 130 dwellings

Figure 1-9 Ulladulla potential greenfield sites

Source: Shoalhaven City Council; 2022

Three additional sites are being investigated in Ulladulla and while not essential in meeting housing needs could provide a potential residential outcome.

The proposed infill and greenfield sites within the Ulladulla CBD will add to local traffic. The flow of traffic across the region will be altered, even though the sites are not directly within the Milton locality.

Implication

The anticipated population growth and new housing developments near Milton Public School will increase local demand for infrastructure, necessitating upgrades to traffic management and pedestrian safety across the LGA.

1.2.9 Shoalhaven Development Control Plan 2014

The DCP requirement outlined in *Chapter G21: Car Parking and Traffic*, specifies the following car parking provisions for primary school educational establishments:

– 1 space per 5 students, minimum

– Pick up/drop off zone of minimum length sufficient to allow 1 space per 20 students

– Bus zone of minimum length to be sufficient to allow 1 bus space per 75 students.

– Appropriate bicycle parking and storage facilities.

These requirements are based on local traffic surveys and include provisions for staff parking, which covers both regular staff and ancillary personnel such as volunteers.

The DCP stipulates that Council may consider reducing the general vehicle pick-up/drop-off zone length by up to 50 per cent, provided that the reduced spaces are transferred to car parking at a 1:1 ratio (in addition to the base car parking calculation).

Additionally, the bus zone length must account for the operational needs of bus services, including provisions for concertina buses and 14.5-meter rigid buses.

By ensuring the provision of these minimum car parking and bus zone requirements on site, the proposed provisions aim to help alleviate parking and congestion issues around future school developments.

Implication

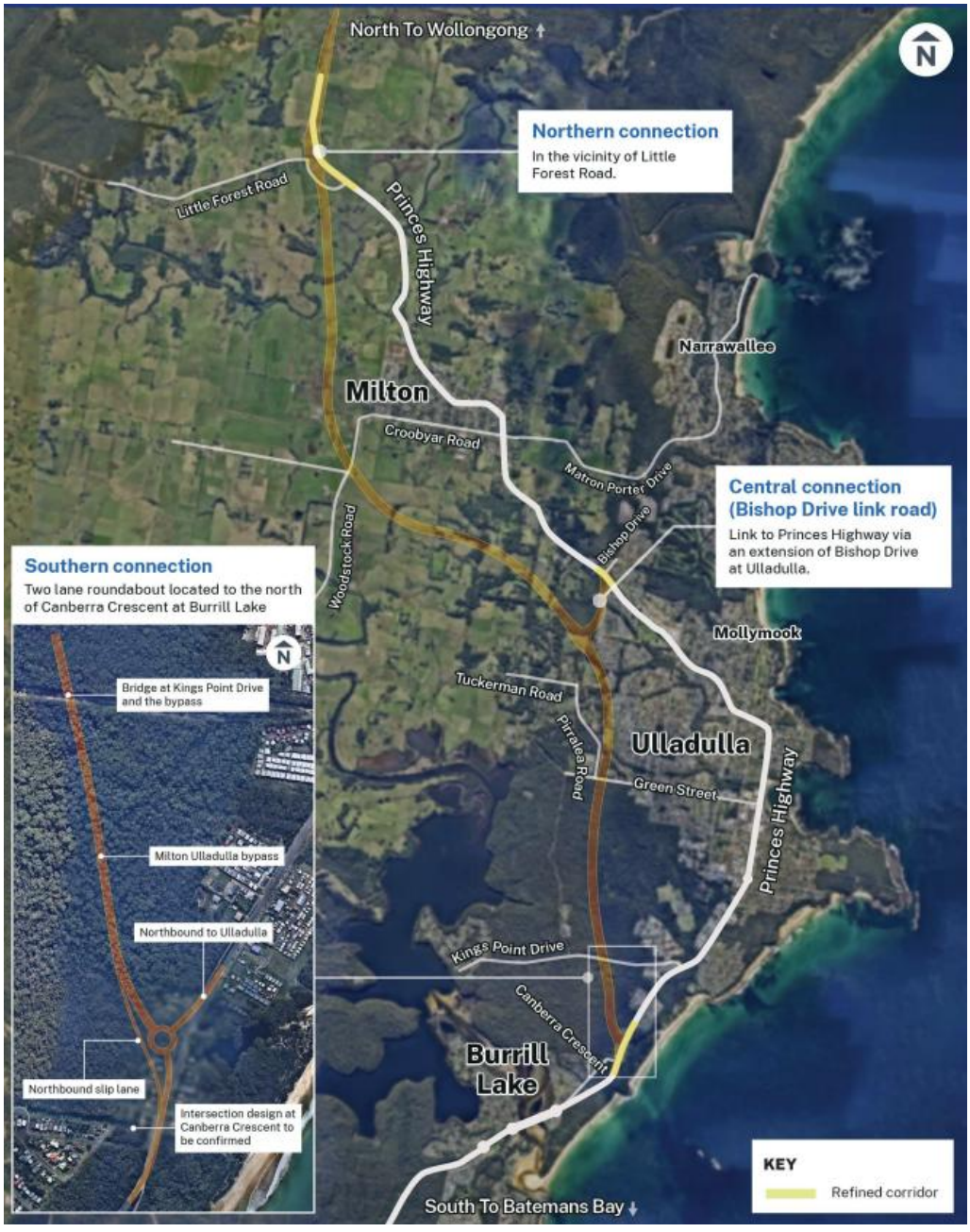
Milton Public School needs to be supported by appropriate road and active transport and public transport networks to encourage safe and sustainable access to the school.

1.2.10 Milton-Ulladulla Bypass

In June 2003, a corridor was gazetted in the *Shoalhaven City Council Local Environmental Plan* (LEP) for a future bypass of Milton and Ulladulla. In 2019, the NSW Government announced the bypass as one of several priority projects, the project is currently in the concept design phase, with a refined corridor due imminently.

Figure 1-10 includes indicative mapping of the proposed bypass.

Figure 1-10 Milton Ulladulla bypass corridor map



Source: TfNSW, 2022

The Princes Highway serves as a vital transport route for local communities, tourism, and freight. Several key reasons for the bypass have been identified:

– **Traffic:** Seasonal increases in holiday traffic significantly hinder movement, reducing efficiency and limiting access for local communities.

– **Freight Access**: Heavy vehicles, which make up 13% of traffic, pass through the town centres of Milton and Ulladulla. This traffic can negatively affect the local amenity, safety, and overall character of these areas

– **Movement and Place**: The Princes Highway is classified as a 'high-activity high street' through Ulladulla under the 'Design of Roads and Streets' guidelines. The bypass would help balance pedestrian traffic and multi-modal transportation needs while enhancing the town's atmosphere.

– **Road Safety:** The safety of vulnerable road users, such as pedestrians and cyclists, is a concern. High traffic volumes, along with key services and on-street parking in Milton and Ulladulla, increase the risk of pedestrians crossing mid-block. Between 2014 and 2018, 111 crashes occurred within the study area for the bypass, including 13 involving pedestrians.

The bypass would:

– Improve safety and efficiency for all road users.

– Reduce congestion and improve access to local roads through Milton and Ulladulla.

– Enhance the atmosphere of the town centres.

– Accommodate the future growth of Milton and Ulladulla.

– Support network reliability and ensure safe access, particularly during emergencies.

Planning for the Milton Ulladulla bypass has progressed to the next phase with a contract awarded for the development of the concept design and environmental assessment.

Implication

The proposed bypass could improve road safety and reduce congestion on Princes Highway Milton Public School but may alter access routes and traffic patterns in the area which may change the way that people travel to/from the site.

1.2.11 Movement and Place – Milton Bypass interventions

Interventions to increase the place function of Milton have been proposed, capitalising on the reduction in vehicle volumes as a result of the Milton-Ulladulla Bypass. These are presented in the Safe System Assessment Framework for Movement and Place Practitioners (2021). Key interventions are:

– A raised wombat crossing out the front of the public library across the Princes Highway, near the intersection with Thomas Street,

– Lowering the sign posted speed limit through the town centre to 30 km/h,

– Reducing vehicle lane width,

– Removal of some on street parking,

– A two-way bike lane running parallel to the Princes Highway, and

– Raising the height of the intersection of the Princes Highway / Wason Street to be level with the footpath and installing zebra crossings on each leg of the intersection.

Detailed schematics of the proposed mid-block and intersection treatments are presented in **Figure 1-11** and **Figure 1-12**.

Figure 1-11 Movement and Place – Milton Bypass mid-block intervention

Source: NSW Centre for Road Safety, May 2021

Figure 1-12 Movement and Place – Milton Bypass intersection intervention

Source: NSW Centre for Road Safety, May 2021

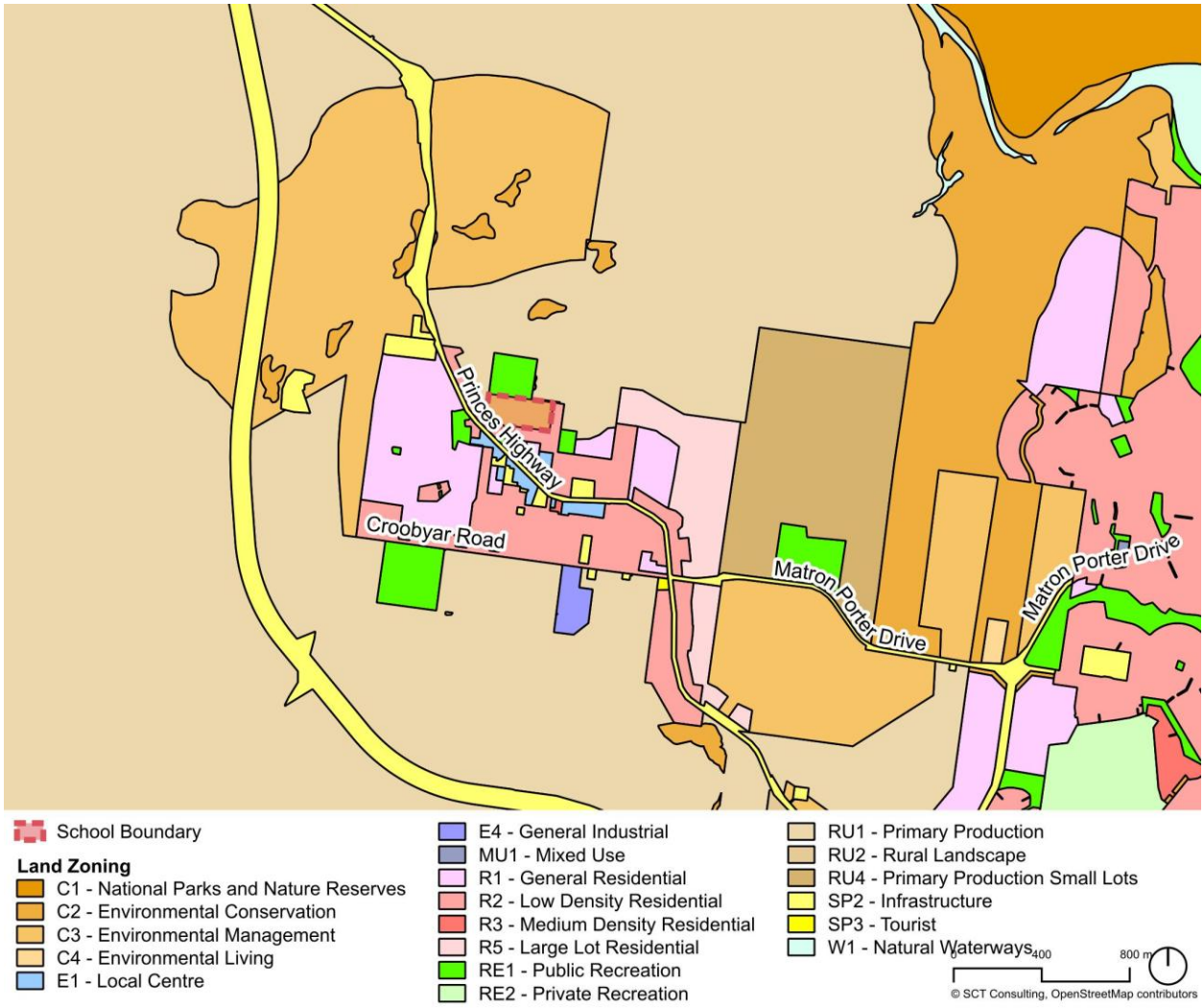
2.0 Existing Conditions

2.1 Site location

The site is located at 9 Thomas Street, Milton NSW 2538. The main entry is at the southern end of the school along Thomas Street, with additional access provided on Wason Street adjacent to the staff carpark.

The land zoning surrounding Milton Public School is shown in **Figure 2-1**.

Figure 2-1 Land zoning within intake area



The school is an SP2 Educational Establishment, with the Milton Rainforest Reserve located along the northern boundary, zoned as RE1 recreational land. To the east and south, there are low-density R2 residential areas, while the western boundary features a mix of R2 residential and RU1 rural zoning.

The other surrounding land uses are primarily residential, mainly low-medium density residential.

2.2 Transport networks

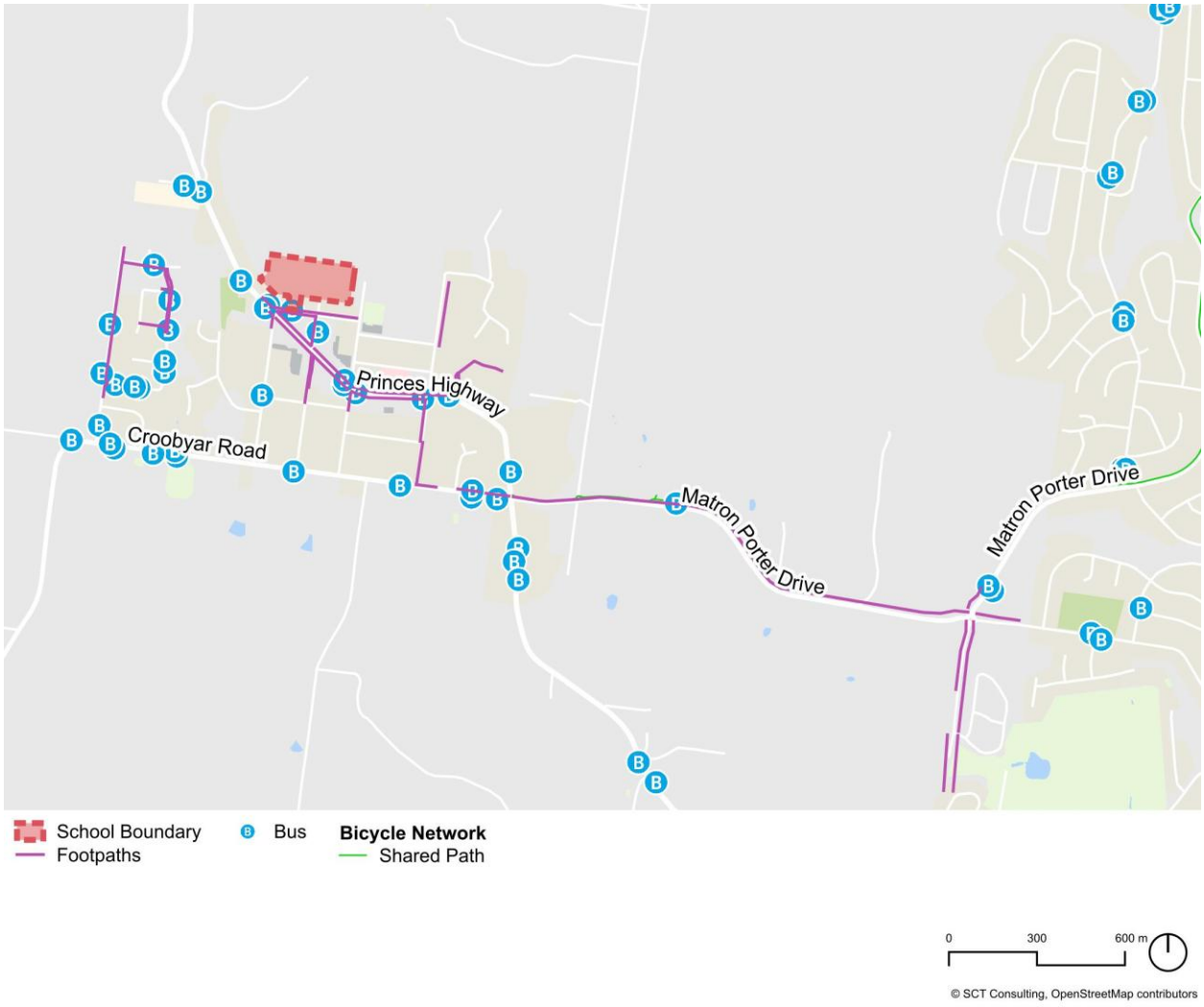
2.2.1 Transport overview

The site has an approximately 40-meter-long frontage to Thomas Street along its southern boundary. The main pedestrian access is via the Thomas Street Frontage. Access is also provided further east from Wason Street. Footpaths are located on at least one side of the road on all neighbouring streets.

The site is primarily serviced by adjacent bus stop on Thomas Street located to the north east of Princes Highway.

. The existing transport context close to Milton Public School is shown in **Figure 2-2**.

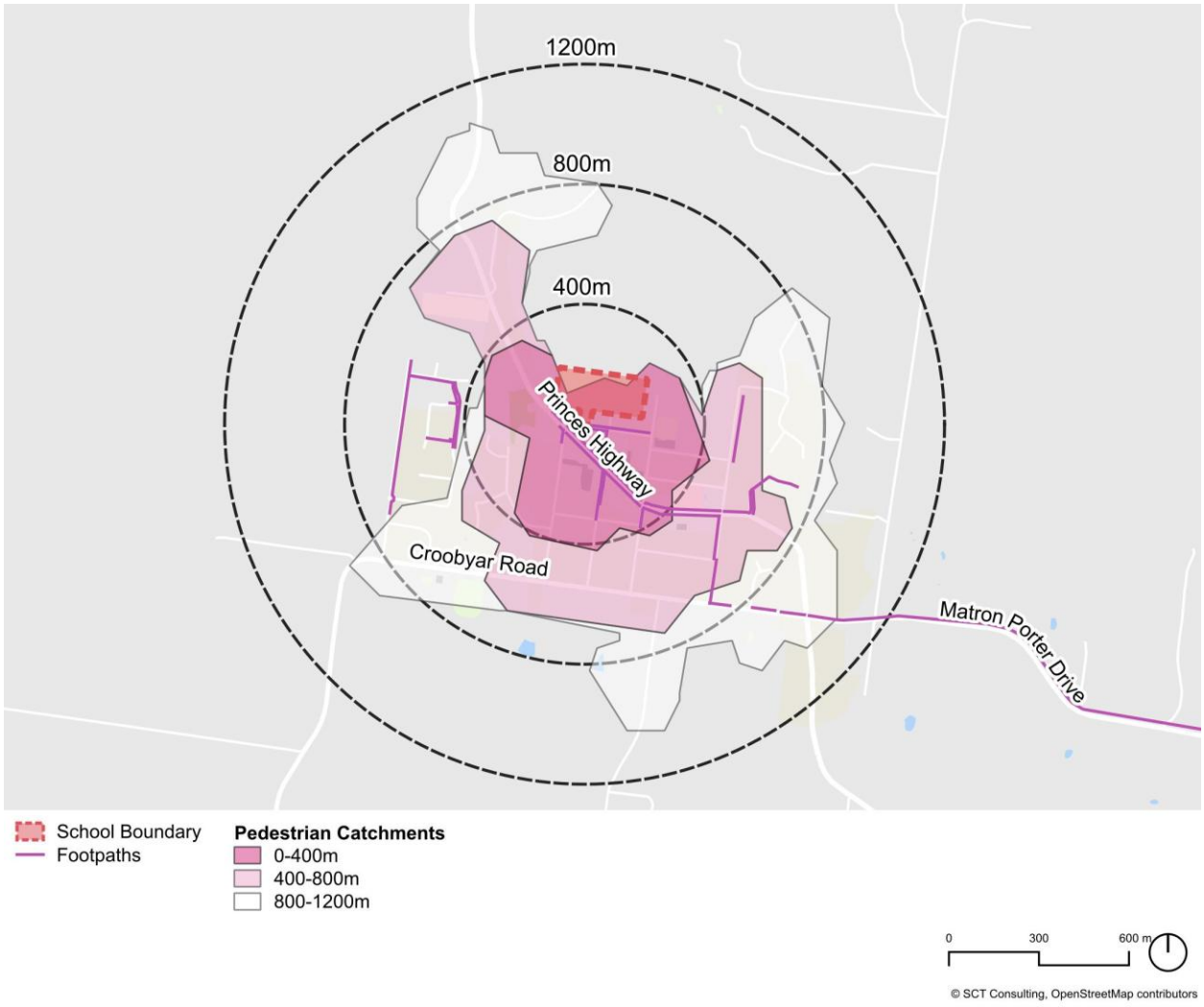
Figure 2-2 Transport context



2.2.2 Walking network

Footpath coverage within 1,200m straight line distance and on-path walking catchments to the school site is shown in **Figure 2-3**.

Figure 2-3 Existing footpaths within 1200m



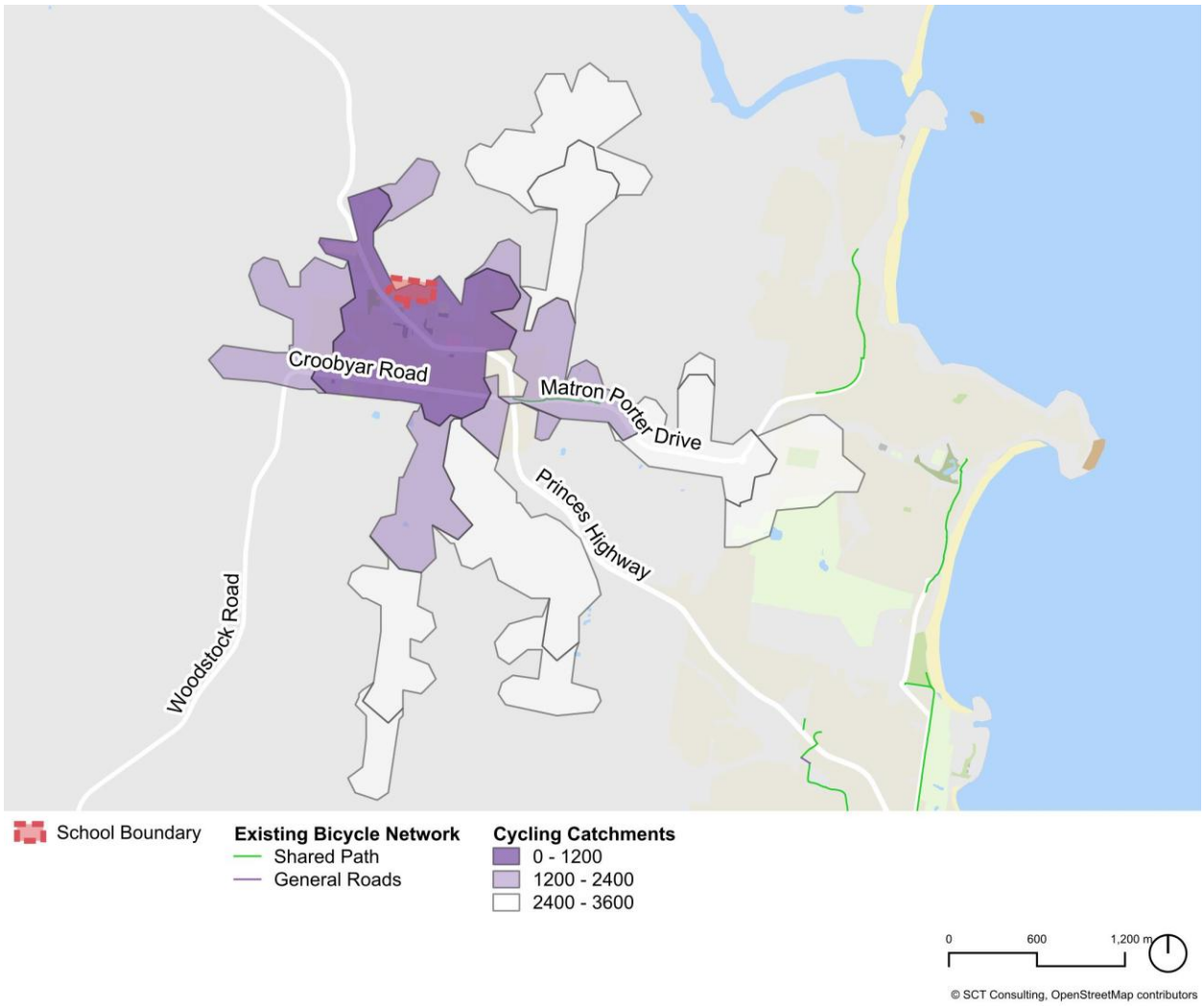
Footpath connectivity directly servicing the site is adequate, with footpaths on at least one side of the road on all bordering streets.

Other local streets within 1,200m of the site have limited pedestrian facilities. Connectivity is better to the southeast, towards Milton Town Centre, while footpaths to the north terminate at the intersection of Thomas Street and the Princes Highway, creating a gap in infrastructure.

2.2.3 Cycling network

The cycling catchment, existing and proposed cycling infrastructure are shown in **Figure 2-4**.

Figure 2-4 Existing and proposed cycling network



Cycling infrastructure within the school intake area is limited. The Shoalhaven Council 2023 Pedestrian Access and Mobility Plan (PAMP) outlines future proposed cycling infrastructure within the LGA. A majority of the proposed cycling infrastructure is yet to be constructed as there were no plans proposed in the 2023/2024 budgetary documents provided by Shoalhaven Council.

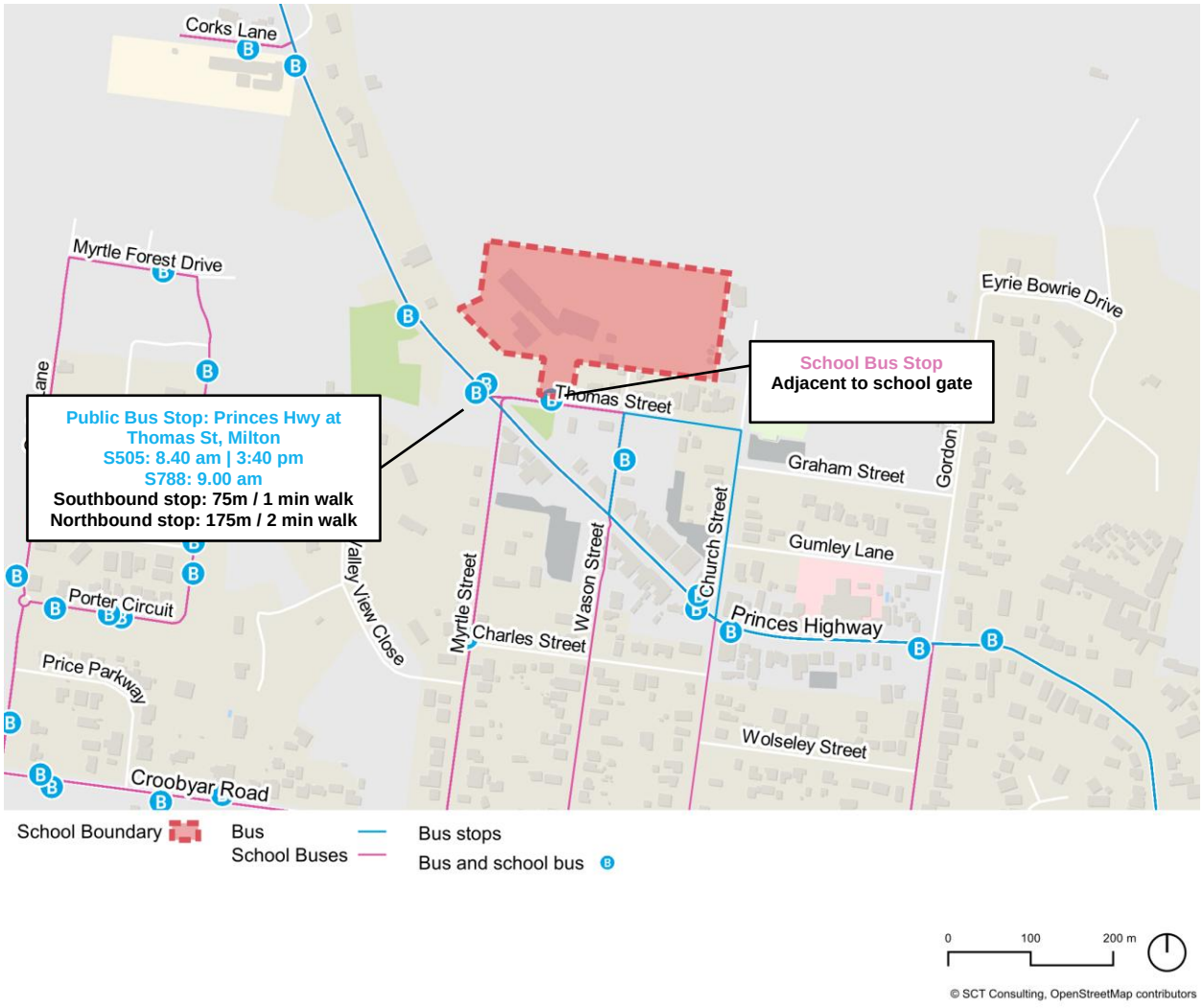
There is no separated cycling infrastructure around the school, and so for students to be able to ride separately from vehicles they would rely on a connected footpath network. However, as the surrounding footpath network connecting to the school is also limited, it is expected that the cycle mode shares will continue to be low if no improvements are made to the existing cycle infrastructure. Although **Figure 2-4** reflects fairly large cycle catchments, it assumes that students riding to school will cycle in mixed traffic conditions, which would lead to a limited take-up for students travelling long distances.

2.2.4 Public transport

2.2.4.1 Bus routes

The existing public bus routes and their timetables for stops close to the site around school peak hours (8am to 9am and 3pm to 4pm) are highlighted in **Figure 2-5**. Many of the existing bus services also service both Ulladulla High School and Primary School.

Figure 2-5 Existing bus routes and departure times in proximity to the site (8-9am, 3-4pm)



School buses to and from Milton Public School are primarily run by Ulladulla Buslines with some additional services provided by Shoal Bus. Ulladulla Buslines operates eight AM and seven PM services (denoted by animals). Shoalbus operates the S505 route.

Bus route information for the Milton Public School, Thomas Street bus stop is provided in Table 2-1 and Table 2-2. Table 2-1 Surrounding AM school bus routes

Route	Origin	Arrival time at Milton Public School
S674	Cunjurong Point	8.31 am
S795 (Ladybug)	Ulladulla	8.32 am
S677	Fisherman's Paradise	8.37 am
S505*	Sussex	8.43 am
S676	Fisherman's Paradise	8.46 am
S675	Little Forest	8.48 am
S670	Manyana	8.53 am
S672	Lake Conjola	8.53 am
S790 (Frog)	Lake Tabourie	8.55 am
S791 (Penguin)	Burrill Lake	8.57 am
S416	Huskisson	8.58 am
S796 (Hippo)	Kings Point	8.58 am
S788 (Camel)*	Kioloa	9.00 am
S798 (Lion)	Narrawallee	9.02 am
S972 (Panda) - Transfer to AM07^	Kings Point	9.05 am
S794 (Owl) - Pick up at AM05^	Burrill Lake	9.15 am

*From Princes Hwy at Thomas St, Milton, ^Transfer at Ulladulla High School (between Ulladulla bus line Services)

Table 2-2 Surrounding PM school bus routes

Route	Destination	Departure time from Milton Public School
S672	Lake Conjola	3.22 pm
S790 (Frog)	Burrill Lake	3.25 pm
S670	Milton	3.26 pm
S791 (Penguin)	Burrill Lake	3.26 pm
S793 (Horse)	Kioloa	3.29 pm
S797 (Zebra)	Narrawallee	3.35 pm
S674	Bendalong	3.36 pm
S675	Little Forest	3.36 pm
S416	Milton	3.39 pm
S676	Fisherman's Paradise	3.39 pm
S505	Sussex	3.40 pm
S798 (Lion)	Milton	3.40 pm
S799 (Rosella)	Ulladulla	3.40 pm
S677	Fisherman's Paradise	3.45 pm
S795 (Lady bug)	Milton	3.46 pm

The morning bus services **Table 2-1** align with the 9.25 am school bell time. Five of afternoon services outlined in **Table 2-2** (S672, S790, S670, S791 and S793) occur before the 3.25 pm school bell. The bus operator is closely connected with the school and has organised the timetable to align with the school's requirements.

The road reserve adjacent to the Thomas Street entry includes a designated 'Bus Zone' that extends for approximately 70 meters. This zone can accommodate around 4 to 5 buses at the simultaneously. The fleet primarily consists of 14.5-meter coaches and 12.5-meter standard buses, with some medium-sized buses also in use.

The public bus stops are equipped with signage, clearly identifying the stop. The large number of bus services is a key strength of the transport network to the school. Mode share surveys indicated that approximately 50 per cent of journeys are by bus – a high rate of uptake compared to most primary schools.

2.2.4.2 Train and Metro

The site is not located within proximity to a train or metro station and is therefore serviced by buses.

2.2.5 Student Subsidised Travel Scheme

The student Subsidised Travel Scheme (SSTS) provides subsidised public transport for students to and from their homes and school. Under the SSTS students in K-2 receive free travel.

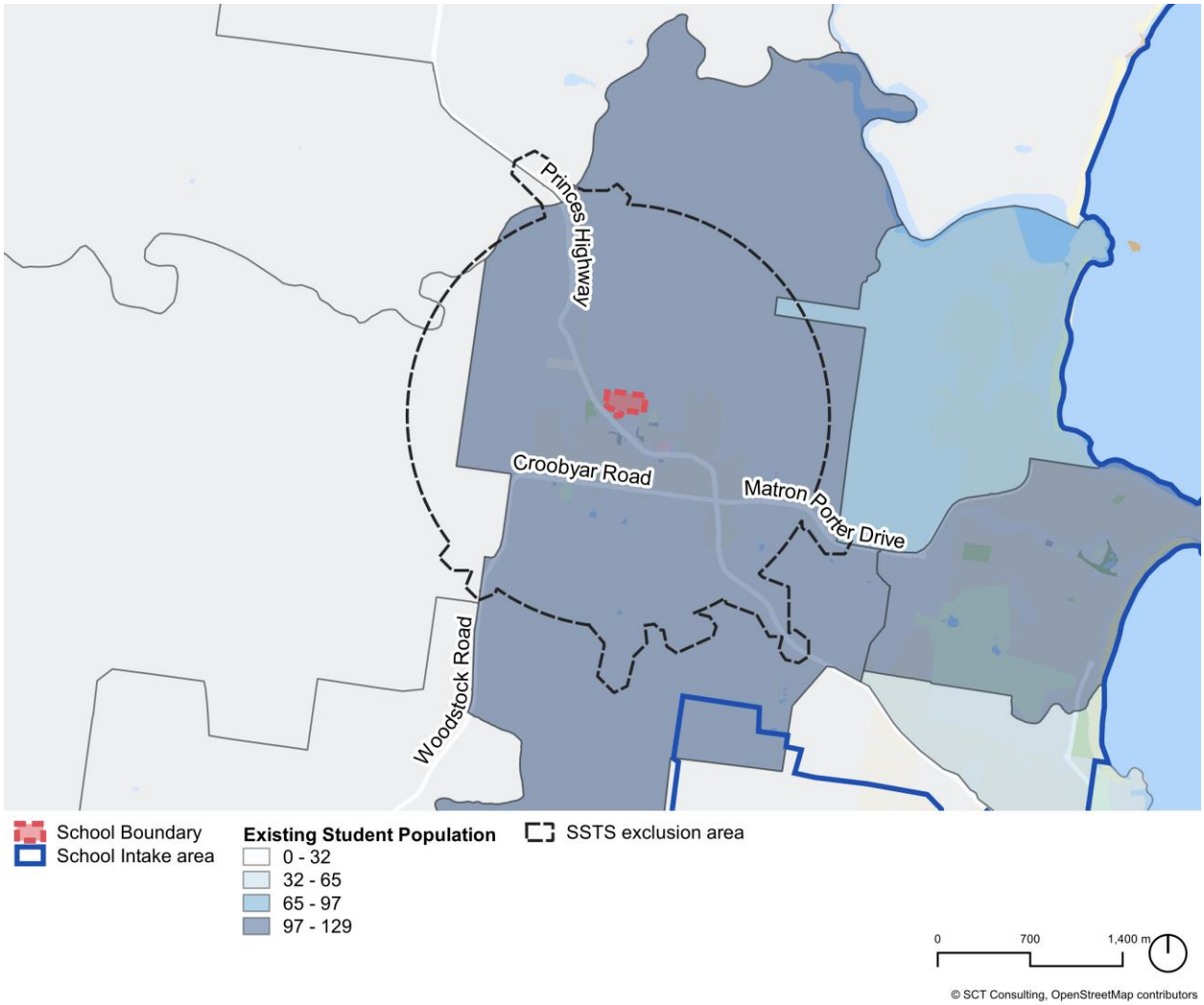
For year 3-6 students, the following criteria apply:

– The distance to school exceeds 1.6km (straight line distance)

– The walking distance to school exceeds at least 2.3 km

Figure 2-6 visualises the location of existing students living within the Milton Public School intake area in relation to the SSTS boundary.

Figure 2-6 Subsidised School Transport Scheme exclusion area



There are currently 594 primary school students eligible for SSTS. With the forecasted 2041 student population of 881, it is estimated that 586 students will be eligible for SSTS in the future.

2.2.6 Road network

Milton Public School is bounded by Thomas Street to the south, Wason Street to the east and Princes Highway to the west. The road hierarchy around the school is shown in **Figure 2-7**.

Figure 2-7 Road hierarchy around Milton Public School

The characteristics of the key road network surrounding the site are:

– **Princes Highway** is a classified State Road and provides access to Milton Public School and Milton town centre. Running north-south, it is a two-way road with one lane in each direction. The posted speed limit ranges from 50 to 70km/h. Princes Highway generally has a footpath on both sides within the study area. Locations with no footpath have been identified in the PAMP as being proposed to have a footpath . Princes Highway provides access to Milton Public School for students living within the catchment area outside of Ulladulla.

– **Thomas Street** is a one-way local street which permits vehicles to travel in an eastbound direction. It provides direct access to Milton Public School at with a 40m wide frontage to the sites two heritage buildings, Building A and Q. It has a posted speed limit of 50km/h and an enforced 40km/h school zone along the entire length of the road. Pedestrian facilities on Thomas Street include footpaths on at least one side of the road, one pedestrian crossing.

– **Church Street** is a local road intersecting with the easternmost end of Thomas Street with a 50 km/h speed limit. To the north of Thomas Street, the road serves several residential driveways and provides access to the Milton Rainforest Reserve. This section of Church Street has a narrow carriageway with no formal line markings or kerb and gutter arrangements. South of Thomas Street, Church Street becomes a two-way road, with line markings, kerb and gutter and parking available on both sides. The street lacks formal pedestrian infrastructure, with no footpaths on either side and no designated crossings.

– **Wason Street** is a two-way local street with a speed limit of 50 km/h. A school zone is in place before the intersection with Thomas Street, which is located to the north, while the southern end of Wason Street connects to the Princes Highway. Footpaths are available on only one side of the street, and there are currently no formalised crossings. A traffic calming measure, in the form of a speed bump, is employed at the intersection with Thomas Street on the northern leg of Wason Street. The northern end of Wason Street provides direct access to the school's staff car park, and also services driveways for residential houses located along the street

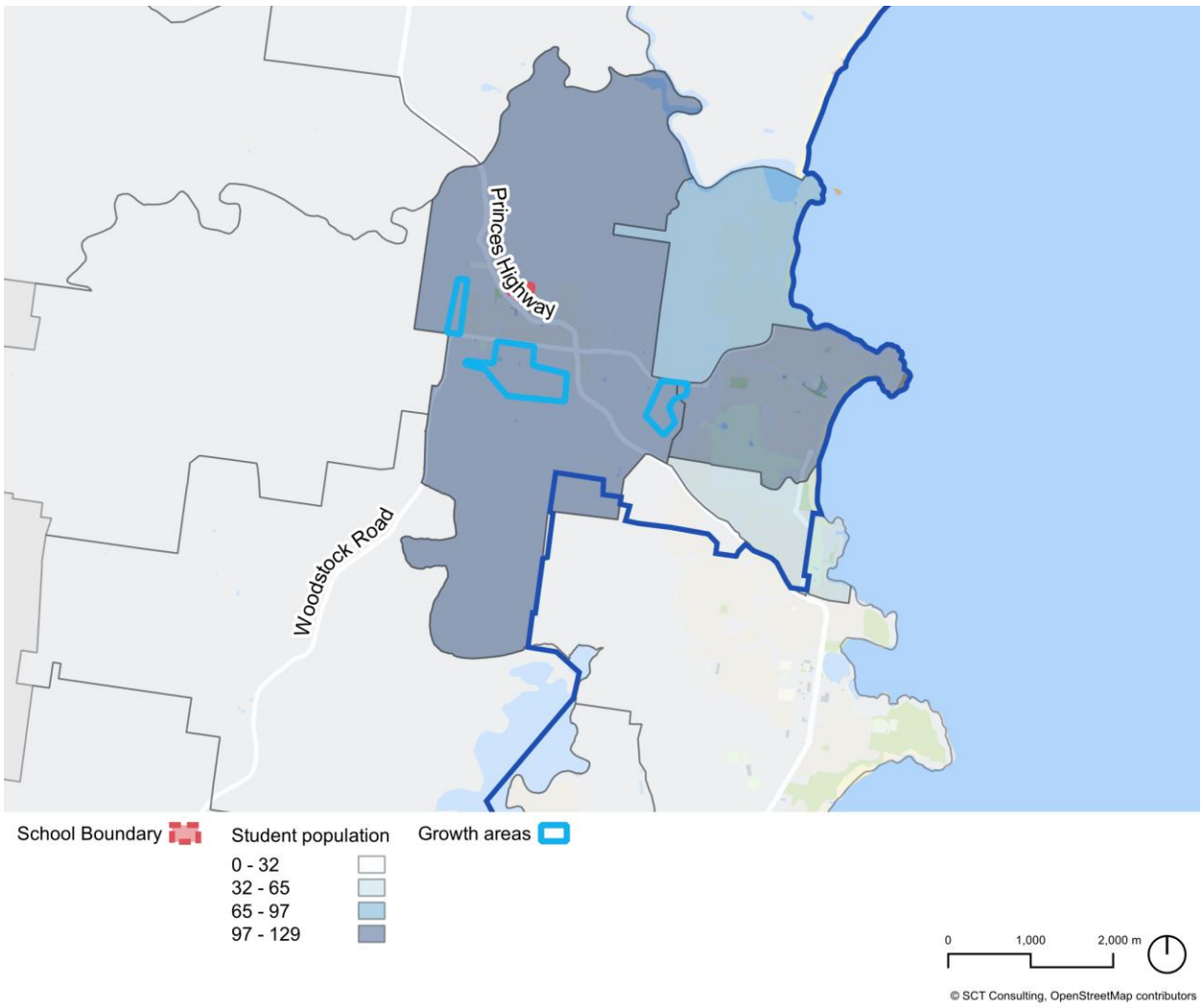
Site observations indicated that there was some congestion along the Princes Highway during peak periods. The school pm peak (3-4pm) appeared to be busier than the typical commuter peak (5-6pm). This was associated with the popularity of Milton as a destination (there are popular retail and food destinations along the highway) and the on-street parking on Princes Highway as well as school traffic. Congestion was observed on Thomas Street immediately around bell times, Wason Street and Pacific Highway through the town area.

2.3 Travel demand

2.3.1 Student locations

Figure 2-8 shows the forecasted locations of school students within the intake area. Future student enrolment is expected to intensify in the surrounds of Milton, in line with future residential growth areas.

Figure 2-8 Anonymised future student locations and growth areas



2.3.2 Travel demand

Milton Public School's intake area lies within the 2016 Australian Bureau of Statistics (ABS) Statistical Level 2 (SA2) boundary of Milton. **Table 2-3** summarises the travel patterns of residents within the Ulladulla SA2 boundary, which encompasses the suburbs of Milton, Mollymook, Kings Point, Burrill Lake, Dolphin Point and Ulladulla, comparing them to the Shoalhaven LGA and Greater Sydney. To understand how the community travelled, 2016 data was used as 2021 census data was impacted by COVID-19 and could not reflect typical conditions. As it is a journey-to-work statistic, it largely reflects how parents and commuter's travel.

Table 2-3 2016 Census method of travel to work

Method of travel	Ulladulla Region –SA2 boundary	Shoalhaven LGA	Greater Sydney
Train	0%	1%	16%
Bus	0%	0%	6%
Car, as driver	67%	68%	54%
Car, as passenger	5%	5%	4%
Truck	1%	1%	1%
Motorbike/scooter	1%	1%	1%
Bicycle	1%	1%	1%
Walked only	3%	3%	4%
Worked at home	9%	6%	4%
Did not go to work	12%	12%	8%
Other	1%	2%	1%

Source: Australian Bureau of Statistics; 2016

The SA2 data reflects a similar travel mode share to Shoalhaven LGA's mode share, with car travel being the dominant travel mode (almost 70 per cent) and very minimal active transport usage (less than 5 per cent). However, for public transport use, residents in the SA2 boundary use slightly less public transport (0 per cent train, 0 per cent bus) than residents in Shoalhaven LGA (1 per cent train, four per cent bus). Although there is a low proportion of public transport usage journey to work, it is assumed that the majority of students will use the allocated school bus services, with over 594 existing students who are eligible for the student Subsidised Travel Scheme (SSTS).

Table 2-4 summarises the 2022/23 Household Travel Survey (HTS) for Shoalhaven (SA3) and Shoalhaven LGA.

Table 2-4 Household Travel Survey 2022/23

Travel mode	Shoalhaven–SA3 boundary	Shoalhaven LGA
Car, as driver	60%	61%
Car, as passenger	18%	18%
Public Transport	5%	5%
Walk only	14%	14%
Other	3%	3%

Source: Transport for New South Wales; 2024

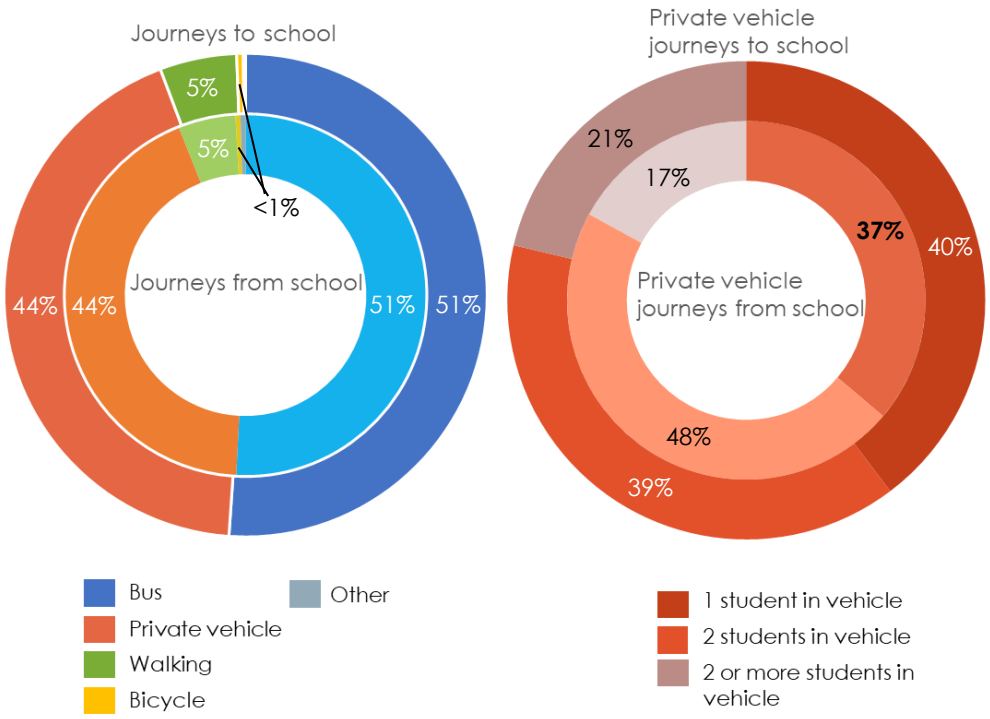
Compared to method of travel to work surveys, the HTS shows a similar overall trend of high dependence on car use (between sixty to seventy per cent) and lower public transport use with zero per cent usage in the Milton-Ulladulla region. However, as HTS includes different trip types, the data shows that there is a higher propensity for residents to walk for non-work trips (14 per cent) compared to journey-to-work trips (people are less likely to work within walking distance). In addition, the public transport mode share for household trips (five per cent) is higher than for journey-to-work trips (0 per cent) as it includes a variety of ad-hoc trips, which are difficult to plan around irregular bus transport

timetables. However, the public transport mode share is expected to be higher for the school as it will be serviced by buses catered to school bell times.

2.3.3 School travel behaviour

Travel mode share was obtained from a 'hands up' survey to/from school, which was conducted on 22 June 2023. It also included car occupancy data. **Figure 2-9** summarises the mode share surveys for Milton Public School.

Figure 2-9 Mode share survey results



Source: SCT Consulting, 2025

Bus services are the predominant mode of transport for students attending Milton Public School (51 per cent), surpassing private vehicle usage (44 per cent). This indicates a strong reliance on bus transportation, likely due to the school's broad catchment area. Bus usage remains consistently high during both morning and afternoon periods. Walking and cycling are less common modes of travel, suggesting opportunities to promote these sustainable transport options further.

The car occupancy data indicates an average student occupancy of 1.8 students per vehicle. The survey did not distinguish between students of Milton PS and other schools.

3.0 Analysis of strategic context and existing transport network/demands

3.1 Testing school transport targets

3.1.1 Student mode share scenarios

The mode share for the base case scenario was identified using a hands-up survey at Milton Public School.

The school currently has 24 Permanent Teaching Spaces (PTS) and 12 Demountable Teaching Spaces (DTS). The planned project will add 15 new PTS, including 3 Support Teaching Spaces (STS). Following the project's completion, the 12 existing DTS will be removed, resulting in a net increase of 3 teaching spaces.

Assuming a maximum of 30 students and 1 teacher per teaching space, there will be a maximum of 90 new students and 3 additional teachers accommodated by the project. As of 2025 there are 826 students enrolled in the school, the three additional teaching spaces will therefore result in a maximum student population of 916 students and 3 new teachers.

The school has a staff entitlement of 58 staff members (full time equivalent). With a net increase of three additional teaching spaces as part of the project, the total number of teaching staff is expected to rise to 61 to accommodate the additional learning spaces.

Rather than adopt the mode share directly, **an accessibility-propensity method** was used. The accessibility-propensity method includes the following:

– NSW Department of Education provides anonymised student location data, which SCT Consulting grouped into levels of transport **accessibility** (1-400m walk, 400-800m walk, 800-1,200m walk, eligible for the School Student Transport Scheme, and everyone else).

– It is assumed that students within each of these accessibility groups have a certain **propensity** to pick walking, cycling, public transport and driving. It is assumed that the propensity to walk drops over distance, cycling initially rises then falls, and public transport rises with distance.

– Based on the mode share data from hands-up surveys and anonymised student location data, the mode share for each accessibility group was set to solve the propensities.

Future mode share forecasts are based on the number of students who benefit from the proposed infrastructure. Two scenarios are assessed:

– **Future Base Case**: considers the current operating conditions of the school and forecasts the potential maximum student population of 916 students. The projection also assumes that bus services will expand to meet the demand from the growing population in these areas. It assumed:

  - 100% of student enrolments within the intake area . Ulladulla Primary School students within this area (based on anonymised data) were assumed to attend to Milton Primary School.

  - An increase in student population is anticipated due to nearby residential developments identified in the Milton-Ulladulla Structure Plan Review (refer to **Section 1.2.8**). The key development areas fall within a 1,200m radius of the school site which should result in a higher proportion of students walking to school.

– **Future Moderate case:** the delivery of the upgraded school, along with the proposed initiatives from the NSW Department of Education, will allow for the assessment of the mode share benefits of these initiatives in comparison to the future base case.

These scenarios are assessed as detailed in **Table 3-1**.

Table 3-1 Description of scenario development

Scenario	Investment
Future Base case	– Nil
Moderate case	– New wombat crossing on Wason Street north of Thomas Street – Transport Access Guide (TAG) to improve communication about school access arrangements and sustainable travel options Safety and operational measures (without mode share impact): – A "no stopping" zone enforced during school peak hours on Wason Street between Thomas Street and the school entrance gate. This measure aims to improve traffic flow and safety. – The addition of three kiss 'n drop spaces on Thomas Street to improve operational efficiency and safety for drop-off activities, which currently occur at various locations around the school.

Table 3-2 summarises the mode share targets for two scenarios.

Table 3-2 Mode share targets

Scenario	Metric	Walk	Bicycle/Scoot	Bus	Car
Existing conditions	#	54	5	407	360
	%	7%	1%	49%	44%
Future base case	#	112	9	424	370
	%	12%	1%	46%	40%
Moderate case	#	119	9	442	346
	%	13%	1%	48%	38%

The mode share targets are based on a projected student population of 916, reflecting a potential increase of 90 enrolments facilitated by the addition of three teaching spaces.

A range of infrastructure initiatives were discussed throughout the project, and a shortlist of proposed improvements was prepared. The improvements from this shortlist that were expected to be delivered by other entities (e.g. council and TfNSW) have already been completed. The only remaining initiatives are those to be delivered by NSW Department of Education.

As a result, no stretch case has been prepared for this analysis, as it typically includes long-term initiatives delivered by other entities. Instead, the moderate case was adopted for the transport assessment. The initiatives in the moderate case are proposed to be funded by NSW Department of Education.

3.1.1.1 Future Base case

The future base mode shares are derived from existing mode shares, with an additional increase in walking mode share to account for new residential developments near the school. The proximity of the new residential developments to the school will likely result in more students walking. Additionally, the enforcement of the school intake area ensures that students residing outside the designated zonewill not attend Milton Public School.

Table 3-3 outlines the mode shares for the future base case, which are based on the following assumptions:

– No investment in transport infrastructure

– Current school access points are retained

– Adequate bus services are provided to cater to the student population

Assuming 1.5 students per car for kiss ‘n drop use, the future base case will generate:

– 247 cars per pick up/drop off session. However, as inbound and outbound vehicle trips relating to pick up and drop off are generated within the same hour, the road network will have to accommodate twice the number of trips per hour. These are student-only trips.

– 90 per cent of students are assumed to arrive during the peak hour and all staff will arrive outside the peak hour. This results in a peak period traffic generation of 223 vehicles in the peak hour. An Out of Hours School Care operates at the school. A regular proportion of students are also unwell.

– The daily traffic generation relating to student trips is 1,104 trips.[1]

By comparison, the existing traffic generation of the site is 201 pick up / drop off trips. Under the base case, the school would generate an additional 46 pick up/drop off trips.

[1] Daily traffic generation is calculated as $4 \times kiss\ 'n\ drop\ demand + 2 \times staff\ car\ demand$. The kiss 'n drop movements are generated when drivers enter and exit the study area (x2) for two peaks (x2).

Table 3-3 Future base case scenario

Accessibility group	Notional (as the crow flies)		Actual (on path)		Students in accessibility group	Propensity to pick each mode			
	#	%	#	%		Walk	Bicycle	Bus	Car
1-400m	23	3%	18	2%	18	40%	0%	0%	60%
400-800m	158	17%	55	6%	55	30%	5%	15%	50%
800-1,200m	118	13%	100	11%	100	10%	5%	25%	60%
Not eligible for SSTS but beyond 1,200 walk			157	17%	157	50%	1%	40%	9%
Eligible for SSTS			586	64%	586			56%	44%
Number of students predicted by mode						112	9	424	370
Proportion of students predicted by mode						12%	1%	46%	40%
Car Trips									
Peak Hour Pick Up/Drop Off demand									**223**
Daily traffic Generation									**1,104**

Assumptions:

– The school is upgraded as proposed

3.1.1.2 Moderate case (preferred)

A moderate case was developed based on a list of interventions designed to encourage a mode shift towards more sustainable transport options. The most suitable upgrades include a new wombat crossing on Thomas Street, north of Wason Street, and a TAG to improve communication about school access and promote sustainable travel options.

Two safety and operational measures are to be implemented to improve conditions around the school, though they are not included in the moderate case scenario and are not expected to impact mode share. A "no stopping" zone will be enforced during school peak hours on Wason Street between Thomas Street and the school entrance gate to enhance traffic flow and safety. Additionally, three extra kiss 'n drop spaces will be added on Thomas Street to improve operational efficiency and safety for drop-offs, supporting existing behaviours without increasing car mode share. These measures were primarily aimed at improving the safety and operation of the surrounding streets rather than influencing mode share.

Table 3-4 outlines the mode shares for the future moderate case, which are based on the following assumptions:

– Current school access points are retained

– Adequate bus services are provided to cater to the student population

– Wombat crossing on Thomas Street, north of Wason Street

– TAG distributed to students, parents and staff

Safety and operational measures (without mode share impact):

– A "no stopping" zone enforced during school peak hours on Wason Street between Thomas Street and the school entrance gate. This measure aims to improve traffic flow and safety around the school and is not expected to impact mode share

– The addition of three extra kiss 'n drop spaces on Thomas Street to improve operational efficiency and safety for drop-off activities, which currently occur at various locations around the school. This is not anticipated to increase car mode share, with existing kiss 'n drop behaviours maintained but now operating more safely.

Assuming 1.5 students per car for kiss ‘n drop use, the future moderate case will generate:

– 231 cars per pick up/drop off session. However, as inbound and outbound vehicle trips relating to pick up and drop off are generated within the same hour, the road network will have to accommodate twice the number of trips per hour. These are student-only trips.

– 90 per cent of students are assumed to arrive during the peak hour and all staff will arrive outside the peak hour. This results in a peak period traffic generation of 208 vehicles in the peak hour.

– The daily traffic generation relating to student trips is 1,040 trips[2]

By comparison, the existing traffic generation of the site is 201 pick up / drop off trips. Under the moderate case, the school would generate an additional 7 pick up/drop off trips.

[2] Daily traffic generation is calculated as $4 \times kiss\ 'n\ drop\ demand + 2 \times staff\ car\ demand$. The kiss ‘n drop movements are generated when drivers enter and exit the study area (x2) for two peaks (x2).

Table 3-4 Moderate case scenario – change in mode share per intervention

Intervention	Type	Walk	Cycle	Bus	Car	# students potentially benefited
Wombat crossing on Thomas Street, north of Wason Street	Infrastructure	7	0	17	-24	173
An additional three kiss ‘n drop spaces	Infrastructure	-	-	-	-	-
Net change in number		7	0	17	-24	
Future base case number		112	9	424	370	
Future base case mode share		12%	1%	46%	40%	
Moderate case projected number		119	9	442	346	
Moderate case projected mode share		13%	1%	48%	38%	
Car trips						
Peak Hour Pick Up/Drop Off demand					**208**	
Daily traffic generation					**1,040**	

3.2 Assessment of vehicle impacts

Under the project, the projected increase in pick up / drop off is 208 veh/h in both peak periods. This is an increase in traffic by 7 pick up / drop offs. Each of these drivers would enter and exit the study area, so the traffic generated by the increase would be 14 additional vehicle movements per hour. The proposals to improve the transport situation around the school are the primary mitigation for the increase in student population, improving student safety and convenience for sustainable modes of transport.

Traffic modelling is not warranted for this small increase in traffic demands. The increase in traffic is minor and would be less than the typical variation in traffic occurring day to day network. This scale of traffic increase would not warrant any intersection upgrades.

3.3 Proposed Supporting Transport Infrastructure scenarios

3.3.1 School transport infrastructure

Milton Public School has a high bus and active transport mode share. The bus zone on Thomas Street was observed operating with high efficiency, picking up large numbers of students with no spillovers impacting local traffic.

The project is proposing several initiatives to enhance the existing school transport infrastructure. The final list of infrastructure is provided in **Table 3-5** with the indicative location of the initiatives illustrated in **Figure 3-1**.

Table 3-5 Proposed transport initiatives

Proposed Initiative		Funding	Approval
1.	Signage to prevent stopping during school peak hours on Wason Street between Thomas Street and school entrance gate	NSW Department of Education	Subject to approval by the local traffic committee
2.	A new wombat crossing immediately on Thomas Street North across Wason Street		
3.	An additional 3 kiss ‘n drop spaces on Thomas Street		
4.	Provide Transport Access Guide		Internal Department of Education

Figure 3-1 Proposed Supporting Transport Infrastructure

Source: SCT Consulting, 2025

These initiatives were prepared in consultation with Shoalhaven City Council and TfNSW and were endorsed during transport working groups.

3.3.1.1 Pedestrian facilities

To improve walkability and safety for students, staff, and parents around the primary school, the surrounding streets currently offer appropriate pedestrian facilities, with footpaths on at least one side of the road. There is one pedestrian crossing on Thomas Street that connects the southern leg of the footpath to the school frontage at the pedestrian gate.

As part of this project, a new wombat crossing will be installed on Thomas Street, immediately north of Wason Street. This improvement is particularly beneficial as Wason Street serves the staff car park and several residential driveways yet lacks formal crossing infrastructure. This new crossing will enhance pedestrian connectivity, improving safety and overall walkability in the area.

No further upgrades to the pedestrian network are required as a result of this project.

3.3.1.2 Bicycle/rideable parking and end-of-trip facilities

The school currently provides a single bicycle rack, which lacks shelter, or other features that would encourage cycling. However, the development plan does not propose changes to this arrangement, as the mode share for cycling and other rideable transport is relatively low. Providing additional end-of-trip facilities or secure bicycle parking would likely have minimal impact on increasing the mode share. The Shoalhaven Development Control Plan (DCP) does not specify an exact number of bicycle parking spaces but requires 'appropriate bicycle parking/storage facilities.' This allows flexibility in determining the number of spaces based on demand. Given the current low demand for bicycle parking, the development plan does not propose any further racks beyond the existing one.

In contrast, the development focuses on enhancing pedestrian facilities around the school, with improvements made to surrounding roads to better accommodate walking as the preferred mode of transport.

3.3.1.3 Bus access and service frequency

To improve the quality and safety of the bus stops on Thomas Street and achieve the target of 50-55 percent bus mode share for future students, several initiatives were proposed to enhance the school's existing bus services including easy to use bus maps (TAG). When the site was originally reviewed, bus routes were difficult to understand, with the operator providing a list of streets the bus used, but no map. Since this original site visit, TfNSW has digitised the bus routes, which are now available like all routes on transportnsw.info.

Bus route information for the Milton Public School, Thomas Street bus stop is provided in **Table 3-6** and **Table 3-7**.

Table 3-6 Surrounding AM school bus routes

Route	Origin (AM)	Arrival time (AM) at Milton Public School
S674	Cunjurong Point	8.31 am
S795 (Ladybug)	Ulladulla	8.32 am
S677	Fisherman's Paradise	8.37 am
S505*	Sussex	8.43 am
S676	Fisherman's Paradise	8.46 am
S675	Little Forest	8.48 am
S670	Manyana	8.53 am
S672	Lake Conjola	8.53 am
S790 (Frog)	Lake Tabourie	8.55 am
S791 (Penguin)	Burrill Lake	8.57 am
S416	Huskisson	8.58 am
S796 (Hippo)	Kings Point	8.58 am
S788 (Camel) *	Kioloa	9.00 am
S798 (Lion)	Narrawallee	9.02 am

Route	Origin (AM)	Arrival time (AM) at Milton Public School
S972 (Panda) - Transfer to AM07^	Kings Point	9.05 am
S794 (Owl) - Pick up at AM05^	Burrill Lake	9.15 am

*From Princes Hwy at Thomas St, Milton
^Transfer at Ulladulla High School

Table 3-7 Surrounding PM school bus routes

Route	Destination (PM)	Departure time (PM) from Milton Public School
S672	Lake Conjola	3.22 pm
S790 (Frog)	Burrill Lake	3.25 pm
S670	Milton	3.26 pm
S791 (Penguin)	Burrill Lake	3.26 pm
S793 (Horse)	Kioloa	3.29 pm
S797 (Zebra)	Narrawallee	3.35 pm
S674	Bendalong	3.36 pm
S675	Little Forest	3.36 pm
S416	Milton	3.39 pm
S676	Fisherman's Paradise	3.39 pm
S505	Sussex	3.40 pm
S798 (Lion)	Milton	3.40 pm
S799 (Rosella)	Ulladulla	3.40 pm
S677	Fisherman's Paradise	3.45 pm
S795 (Lady bug)	Milton	3.46 pm

Milton Public School is served by several local bus routes connecting Milton and nearby towns. School buses to and from Milton Public School are primarily operated by Ulladulla Buslines, with some additional services provided by Shoal Bus. Ulladulla Buslines operates eight AM and seven PM services (denoted by animals), while Shoal Bus runs the **S505** route.

The **S795** (Ladybug) and **S796** (Hippo) buses (Hippo only operates in the AM) link Ulladulla and Milton Schools, providing a loop between the two locations. Other local routes, such as the **S799** and **S797** (Zebra) operate afternoon services also connect Ulladulla and Milton Schools with **S798** buses also providing a morning service.

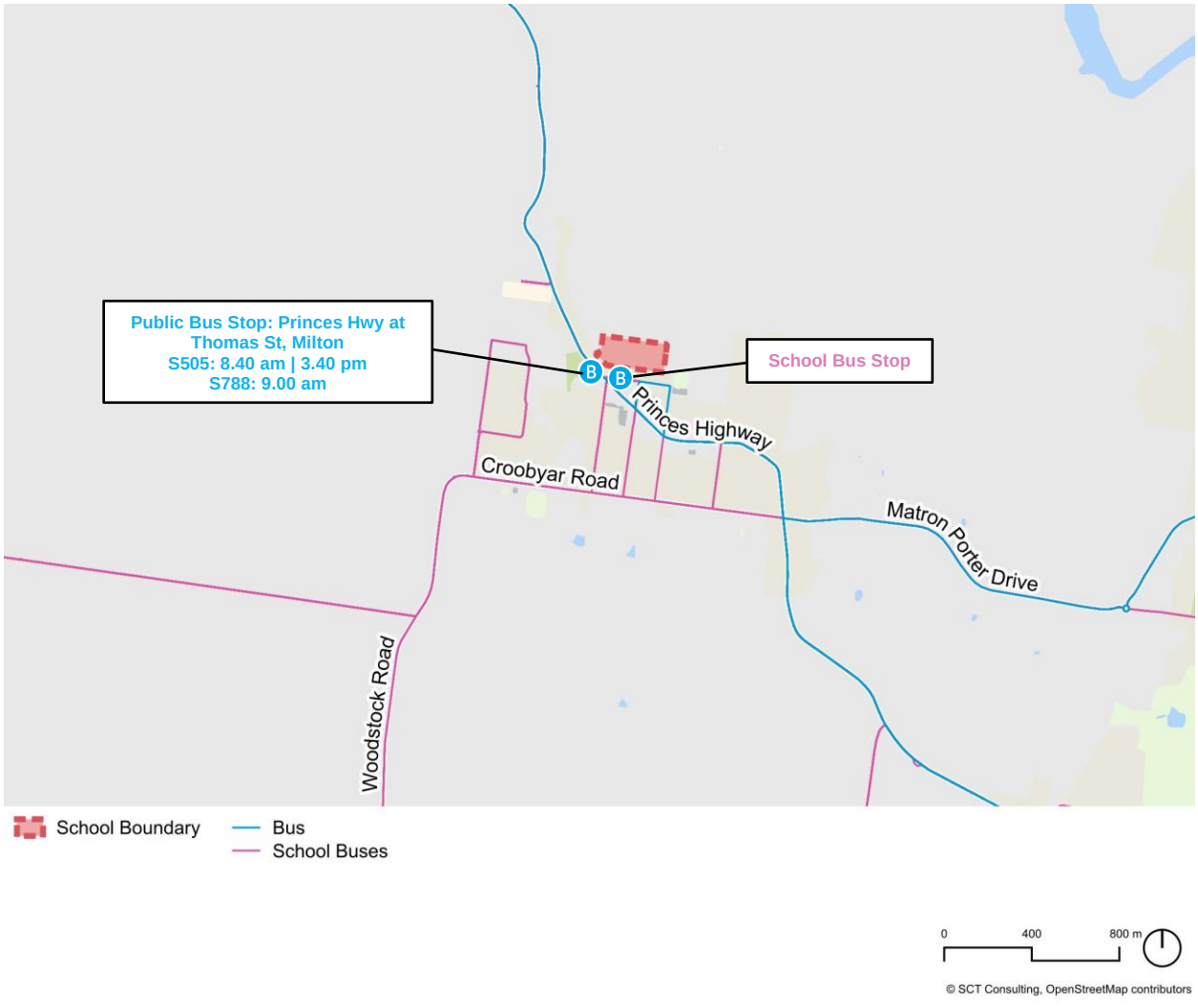
Several routes provide key connections to the north. The **S416** bus runs from Huskisson, passing through Sanctuary Point, Vincentia, and Milton Schools, continuing north along the Princes Highway to Falls Creek. The **S505** bus provides a morning service from Sussex, traveling south to Berrara and serving Ulladulla Public School, St. Mary's Primary School, and Milton Public School. The **S673** bus services Lake Conjola, passing through Conjola Park and Milton Schools on its way to Ulladulla. Additionally, the **S674** bus connects Cunjurong Point to Ulladulla via Manyana, Bendalong, and Milton, servicing St. Mary's Primary School, Ulladulla Public School, and Milton Public School. **S675** bus connects Ulladulla in the south to Fisherman's Paradise in the north, serving Ulladulla Public School and St. Mary's Primary School in the morning service. Of these northern routes, the **S416** covers longest distance, extending up to Huskisson and continuing north to Falls Creek.

To service the north east, The **S672** bus operates an afternoon service between Milton Public School and Lake Conjola in the north, also serving Ulladulla Public School. The **S670** bus links Milton with the north, passing through Conjola and continuing east to Manyana. It also serves St. Mary's Primary School, Ulladulla Primary School, and Milton Public School.

For areas south of Milton, several routes provide reliable connections to the school. The **S788** (Camel) operates in the morning, traveling from Kioloa to Ulladulla via Milton Schools. The **S791** (Penguin) bus connects Burrill Lake and Dolphin Point, looping through Milton Schools and returning to Ulladulla. Additionally, the **S798** (Lion) bus serves the route from Narrawallee to Ulladulla and Milton Schools, while the **S793** (Horse) bus travels from Kioloa and Kings Point, passing through Narrawallee and Mollymook on its way to Ulladulla Schools. The **S676** bus connects Milton and Ulladulla, continuing south-west via Woodstock to Morton, serving Ulladulla Public School and St. Mary's Primary School. The **S790** (Frog) bus connects Milton and Ulladulla, servicing all schools in the region. The **S674** bus connects Ulladulla in the south with Little Forest in the west via Cunjurong Point, also serving Ulladulla High School, Ulladulla Public School, and St. Mary's Primary School. Finally, the **S677** bus services Cooribah, west of Milton, connecting Milton with Ulladulla. It only serves Milton Public School in the morning but also serves Ulladulla High School in the afternoon.

There is a reduced services for students living to the immediate northeast, and north west of the school illustrated in **Figure 3-2**.

Figure 3-2 Primary bus routes servicing the school site



It is assumed that students will arrive and depart within 30 minutes of school bell times at 9.25am and 3.30pm and that each bus can hold 30 students on average. With 442 and 424 students in the future base and moderate cases expected to take the bus (respectively), it is estimated that the following number of services are required:

– Approximately fourteen – fifteen bus services will be required. Assuming all the walking mode share of 112-119 students (**Section 3.1.1**) would occur from within 1,200m of the school.

– There are fifteen existing AM and PM school bus routes which along with additional Shoal Bus and public bus services which is sufficient to meet the moderate case bus demands.

3.3.1.4 Staff parking, loading dock and waste management

Table 3-8 summarises DCP parking requirements and compares it to the existing site arrangement and the recommended provisions.

Table 3-8 Shoalhaven City Council DCP requirements for carparks

EDCP requirement	Supply	DCP requirement based on expansion		Recommended Provision
		Yield	Requirement	
1 space per 5 students, minimum	38 spaces	+90 students	+24 spaces	+5 spaces
Pick up/drop off zone of minimum length sufficient to allow 1 space per 20 students	5 spaces		+4.5 spaces	+3 spaces
Bus zone of minimum length sufficient to allow 1 bus space per 75 students	5 spaces		+1.6 spaces	+0 spaces
Bicycle parking	One rack	"Appropriate bicycle parking /storage facilities"		+0 spaces

To encourage sustainable travel, fewer car parking spaces are proposed than the DCP recommends. The site currently has 38 spaces, with a DCP requirement of 143, resulting in a 'parking credit' of 105 spaces.

Based on the student increase of 90, the site would need to provide an additional 24 spaces. Due to the significant environmental constraints on site as well as the need for play space, the car park is proposed to be expanded by 5 spaces only. This sufficiently accommodates for the three additional teachers that would occur as a result of the project.

The five spaces have been sized according to AS2890.1-2004, including an over-run area to assist manoeuvring. Swept path assessments are not required because the spaces are provided in accordance with the requirements. A swept path assessment has been conducted in **Appendix C**. The parking spaces at the end of the aisle can be accessed by a B85 car, however opportunities for widening the manoeuvring area should be considered in detailed design.

The DCP's parking rate of 1 space per 5 students exceeds current and projected staff demand and the combined off-street and on-street parking should be sufficient. In line with TfNSW and NSW Department of Education's expectation for more sustainable travel for proposed schools, staff are also encouraged to shift from using private vehicles, with 10% of staff expected to travel to school by public transport (bus), cycle to school or car pool with other teachers (estimated mode share for students in **Section 3.1.1**). However, even if staff do not take public transport or walk, there is sufficient parking for the increased staff numbers associated with the project.

There are currently five kiss 'n drop spaces on Thomas Street. Drivers use the other unrestricted parking areas on the surrounding streets, as shown in **Figure 3-3,** for informal kiss 'n drop activities. This practice is standard for an educational facility and is concentrated around the school peak periods having a short and predictable impact on the residential street network surrounding the school.

Figure 3-3 On-street parking restrictions

Source: SCT Consulting

The kiss-and-drop area on Thomas Street is proposed to accommodate eight vehicles (three additional). Based on the kiss ‘n drop assessment (in **Section 3.3.1.5**), the increase in kiss ‘n drop spaces is more than sufficient to mitigate the impacts of additional kiss ‘n drop demands.

Bus operations are already comprehensive, so no additional bus zones are deemed necessary.

Delivery and waste collection will take via the existing and operational waste and loading area, accessed from Thomas Street.

3.3.1.5 Kiss and drop provision

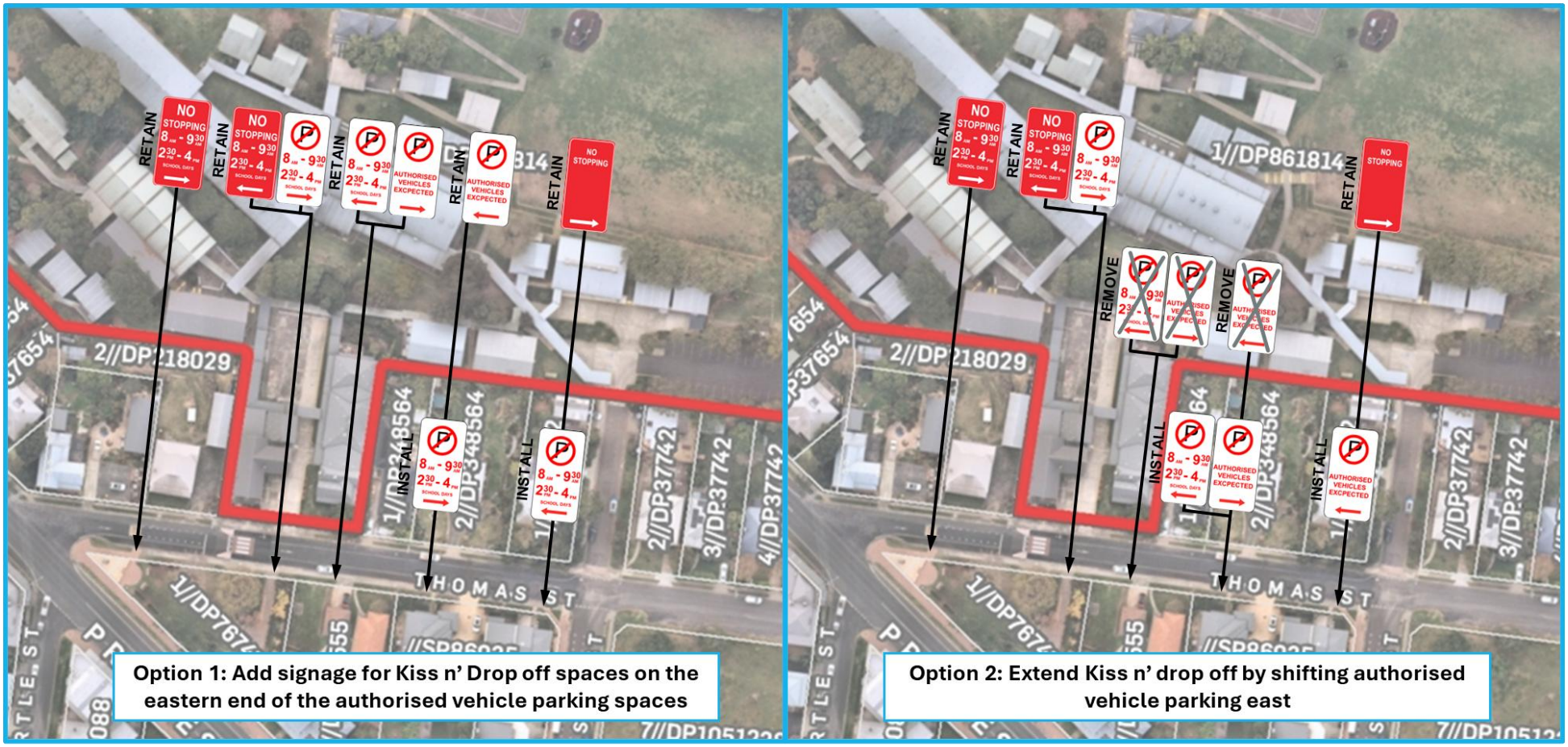
In its existing form the school has one kiss 'n drop off area, on the southern side of Thomas Street has capacity for five vehicles. This area is adjacent an 'Authorised Vehicle' parking area servicing the Milton Courthouse.

Based on the DCP assessment conducted in **Section 3.3.1.4** there are 4.5 additional kiss n’ drop spaces provided. Three additional kiss 'n drop spaces have been proposed along the southern side of Thomas Street as part of this development.

During the site visit, informal kiss 'n drop activities were observed along the residential streets surrounding the school, particularly in the immediate south east of the school which is primarily residential. No significant operational issues were identified. Congestion levels increased before and immediately after school bell times, which aligns with patterns typically observed around educational facilities.

Two potential arrangements for the extension of the kiss 'n drop area on Thomas Street are illustrated in **Figure 3-4** below. Option 1 involves retaining the existing 'Authorised Vehicle' parking area, while Option 2 proposes shifting the 'Authorised Vehicle' parking east to allow for a continuous kiss 'n drop zone.

Figure 3-4 Kiss n' Drop off arrangement



Legend

- School Boundary
- Remove Signage

As illustrated in **Figure 3-4,** option 1 involves maintaining the existing 'Authorised Vehicle' parking area and adding an additional kiss-and-drop area to the east towards the Thomas and Wason Street intersection. Option 2 involves shifting the 'Authorised Vehicle' parking to the east (approximately 25m), towards the intersection with Wason Street, and extending the existing kiss-and-drop area.

From an operational perspective, extending the existing kiss-and-drop location (Option 2) is preferable to creating a new kiss-and-drop area interrupted by an 'Authorised Vehicle' parking zone. An interrupted area could cause confusion for drivers and increase the risk of drop-off activities spilling into the 'Authorised Vehicle' zone, leading to delays.

These spaces are to form part of a public domain plan approved by the local traffic committee. The arrangement (option 1 or 2) will be confirmed with Council as part of the Local Traffic Committee approvals.

The proposed Kiss n' drop off area will be 25m for option 1 and 21m option 2 (assuming a parking bay length of 6.5m, as per AS2890.5 - *On-street parking*).

Based on the mode share analysis, a pick up / drop of period of 30 minutes, and a dwell time of 2 minutes, **Table 3-9** documents the number of kiss 'n drop spaces required.

Table 3-9 Kiss 'n drop spaces required based on first principles assessment

Condition	Number of students by kiss 'n drop	Total spaces required	Formal spaces available
Existing conditions	201	9	5
Moderate Case (with Proposed kiss 'n drop expansion)	208	9	8

The first-principles assessment indicates that the school requires 9 Kiss n' Drop spaces, assuming staff management of the area. This is fewer than the 1 space per 20 students recommended by the Development Control Plan (DCP), which adopts a conservative approach. The DCP's higher requirement could negatively impact residential parking, requiring longer no parking zones. Site observations show a concentrated traffic peak around school bell times, which is brief and predictable. Oversupplying Kiss n' Drop spaces to accommodate this peak could worsen residential parking availability for local residents.

Additionally, given the relatively small increase in student numbers (from 201 to 208), the first-principles assessment, which takes into account actual demand and site-specific conditions. The improvement from 5 to 8 spaces will enhance overall site conditions and reduce the need for informal kiss n' drop practices on surrounding residential streets.

.

3.3.1.6 Offsite transport infrastructure

The proposed activity is a response to the increasing school population. To accommodate this, three offsite transport infrastructure changes have been proposed. These changes are illustrated in **Figure 3-5.**

Figure 3-5 Proposed offsite transport infrastructure

Source: NBRS Architects with annotations by SCT Consulting; 2025

The first item in **Figure 3-5**, is a proposed "No Stopping" zone on Wason Street between Thomas Street and the school entrance gate during the peak drop-off and pick-up times of 8:00 – 9:30 am and 2:30 – 4:00 pm on school days. This measure aims to manage traffic flow during these high-traffic periods, reduce congestion, and prevent kiss-and-drop activities from spilling onto Wason Street.

The second item is a new wombat crossing aimed at better segregating pedestrians from road users, creating a safer crossing environment for students and teachers. This is particularly important given that Wason Street has a staff car park and a number of residential driveways. Creating a formalised crossing will help improve safety by clearly designating pedestrian routes and reducing the risk of accidents.

To improve the kiss-and-drop facilities, the project proposes adding three new spaces on Thomas Street (item 3), increasing the total capacity to eight vehicles. There are two options for the location of the kiss n' drop spaces as shown in **Figure 3-5** and discussed in **Section 3.3.1.4**.These additional zones will enhance safety and reduce congestion by minimising illegal parking, ensuring that students can safely move to and from vehicles.

4.0 Preliminary Construction Traffic Management Plan

This section summarises the construction methodology and approach with regards to potential traffic and transport impacts, as well as mitigation measures that could be implemented. This preliminary Construction Traffic Management Plan should be finalised by the builder prior to construction, including preparation of Traffic Guidance Schemes outlining any traffic control measures proposed.

4.1 Preliminary construction management approach

The contractor responsible for delivering the building modules and components will need to finalise the Construction Traffic Management Plan (CTMP) before the construction works, which may require approval from the relevant authorities before construction begins. Key elements of the CTMP will include Temporary Traffic Management Plans (TTMP) and a Driver's Code of Conduct.

As oversized vehicles may be used for transporting building parts and modules, deliveries will need to be scheduled outside of peak travel hours. This will minimise disruptions to the broader traffic network and reduce the risk of damage to the components.

For access, it is anticipated that heavy vehicles will use the Princes Highway when approaching the site and then continue onto various local roads. The Princes Highway is an arterial state road that runs through Milton in a north-south direction. As shown in **Figure 4-1** the Princes Highway is an approved B-double route under both the General Mass Limit (GML) and Concessional Mass Limit (CML) regulations.

Figure 4-1 Approved B-double routes (23m) on the GML and CML network near the proposed high school

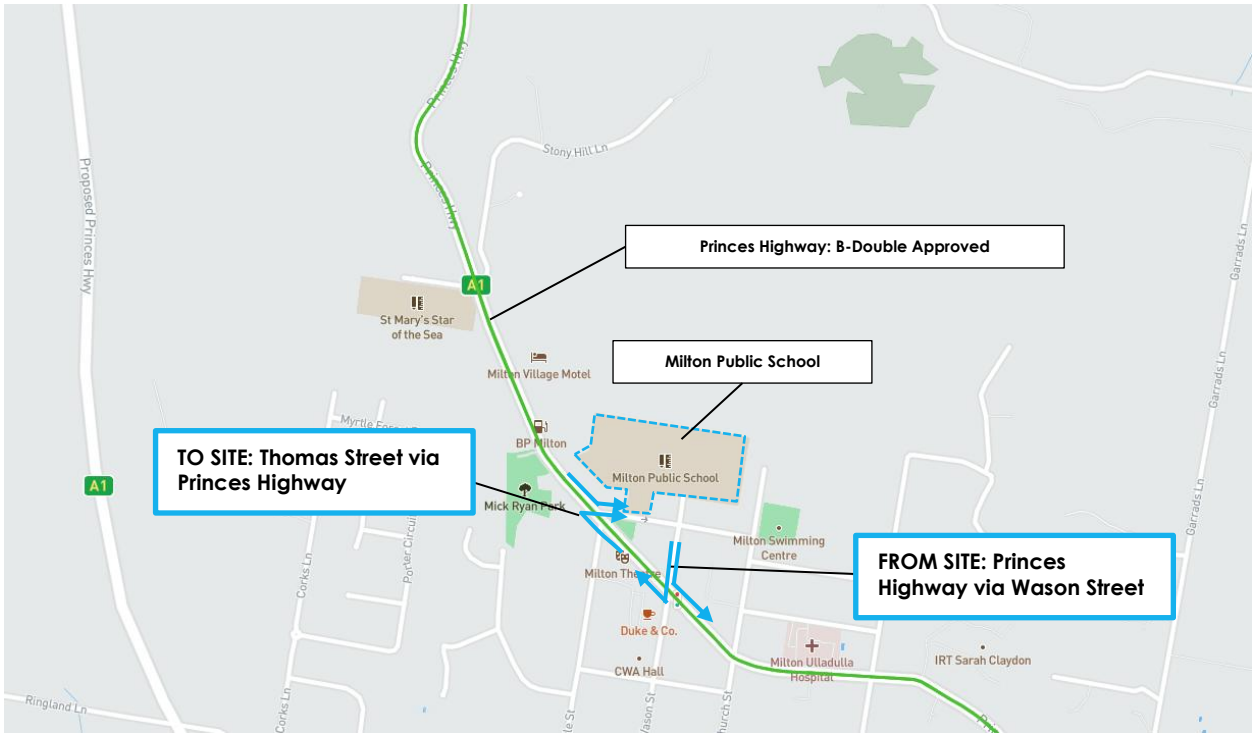
Source: National Heavy Vehicle Register, 2025

There is one potential haulage route from the state road network to the site Princes Highway > Thomas Street. Vehicles can use this route when travelling from either the north or the south, as there are no turning restriction off the Princes Highway onto Thomas Street in either direction.

There is one potential haulage route from the site back to the state road network: Thomas Street > Wason Street > Princes Highway. Since Thomas Street is a one-way road, vehicles are required to access the Princes Highway from Wason Street.

These haulage routes are illustrated in **Figure 4-2**. Swept path assessment should be undertaken of key turns prior to construction for the design heavy vehicle.

Figure 4-2 Haulage routes to school site



Source: SCT Consulting, 2025

4.2 Road safety considerations

Traffic management will require approval from Shoalhaven City Council. It is expected that traffic management measures will only be required within the immediate surrounds of the site. Traffic management requirements need to be defined to ensure all users of the site, including construction staff and users of the general transport network can access the site safely.

Road safety measures must also be considered during the construction phase to exclude pedestrian and vehicle conflicts during unloading of materials and parts. In addition, delivery and unloading must be carried out outside of peak commuter periods to minimise risks to vehicles and congestion arising from deliveries. Temporary diversions to footpaths or walking paths need to provide safe crossing facilities, clear sightlines for vehicles and pedestrians, and even footpaths of at least the width of the footpath replaced. Where this is not achievable in the same corridor, diversions should be proposed in the construction traffic management plan, prepared in consultation with Council.

4.3 Construction program

The current approximate milestones for the construction program for the project are shown in **Table 4-1**.

Table 4-1 Estimated construction milestone program summary

Milestone	Estimated completion date
Planning approval	August 2025
Construction contract tender released	April 2025
Construction Contract Awarded	July 2025
Construction commencement onsite	**August 2025**
Anticipated construction completion and handover	**Late 2026**
Opening date	Day 1 Term 1 2027

4.4 Construction traffic impacts and mitigation measures

The estimated peak workforce is approximately up to 100 full-time equivalent (FTE) workers. Due to the limited public transport to the site, it is estimated that:

– 100 per cent would take private vehicle transport to the site, with a vehicle occupancy of 2.0 is assumed (typical of construction sites).

– Based on an estimated 100 full-time site workers, the maximum number of cars during the peak hours generated by the site is 50 light vehicles per day – resulting in approximately 100 light vehicle trips.

– It has been assumed that approximately 10 heavy vehicles will enter and exit the site for construction purposes throughout the day.

It is assumed that the 50 light vehicles generated can park on site (outside of school operating hours), or on-street on the surrounding road networks. The contractors will confirm the maximum number of car parking can be provided on site to minimise the impacts of on-street parking on the surrounding local residential streets. Workers would generally start earlier and end earlier than the commuter peak periods and would likely not coincide with the school or road network periods.

The entirety of the school frontage is a bus or no stopping zone, limiting the potential for a work zone on this stretch. Workers in light vehicles may require the use the southern side of Thomas Street with a time limited work zone, which should be limited to outside of pick up drop off hours.

Final construction vehicle numbers are still being confirmed. At the submission of this draft, a preliminary estimate of 10 heavy vehicle truck movements is anticipated on a typical day. The 100 light vehicle trips are relatively small demand in the context of the typical road demands and hence this level of traffic increase during the peak construction periods is expected to have negligible impacts on the surrounding street network.

The construction approach may require traffic management measures, such as full or partial road closures, which will be confirmed at a later stage. These measures will be detailed in a CTMP, to be submitted to the relevant road authorities prior to the commencement of construction and before obtaining the Construction Certificate (CC).

Other mitigation measures would be adopted during the construction phase to ensure traffic movements have minimal impact on surrounding land uses and the community in general. These would include the following:

– Construction workers will be encouraged to carpool.

– Truck loads would be covered during transportation off-site.

– Neighbouring properties would be notified of construction works and timing. Any comments would be recorded and taken into consideration when planning construction activities.

– All activities, including the delivery of materials, would not impede traffic flow along local roads.

– Materials would be delivered, and spoil removed during standard construction hours.

– Avoidance of idling trucks alongside sensitive receivers.

– Deliveries would be planned to ensure a consistent and minimal number of trucks arriving at the site at any one time.

To manage driver conduct, the following measures are to be implemented:

– All truck movements will be scheduled

– Vehicles are to enter and exit the site in a forward direction along the travel path shown on delivery maps

– Drivers are to always give way to pedestrians and plant.

To mitigate potential conflicts with other construction vehicles and general traffic, traffic controllers will be used to stop traffic on the public street(s) to allow trucks to enter or leave the site. Where possible, vehicles must enter and exit the site in a forward direction. They must wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site, the vehicles already on the road have the right-of-way. Vehicles entering, exiting, and driving around the site will be required to always give way to pedestrians.

It is not expected that there will be other major concurrent construction activities. A further review of potential concurrent construction should occur as part of the construction traffic management plan to ensure that this remains the case or that mitigations are proposed.

5.0 Draft School Transport Plan

5.1 Vision

This draft School Transport Plan (STP) is written as if the school has been delivered in accordance with the TAIA and plans, so it uses the present tense for all initiatives.

As Milton Public School is an existing school, there are several differences in the preparation of the STP compared to a plan for a new school:

– Staff have already been appointed to their roles.

– The Parents and Community group is already established.

– Baseline mode shares are available, based on current data.

– Following the implementation of any updates or changes, the school will need to accept this STP and identify the individuals responsible for each action.

5.1.1 Vision and objectives

The purpose of a STP is to promote the use of active and sustainable transport modes. It seeks to support the delivery of infrastructure, policy, and programs to meet school travel demand in a way that enhances connectedness to the neighbourhood and community, increases the safety of the journey to school, maximises the use of active and public transport, and reduces car traffic and congestion on the road networks.

The effect of a well-implemented STP should empower children and young people to be safe road users, reduce the administrative burden on schools and meet the Department of Education's duty of care of students which extends beyond the school boundary.

School Transport Vision

Milton Public School is a sustainable travel school with students and staff choosing to walk, cycle or take public transport to access the school. The catchment is within a realistic walking or cycling distance for most students, multiple bus services and slow streets presents an opportunity to have a higher sustainable transport mode share.

The objectives for this STP are:

– **Objective 1:** staff have information about the sustainable ways of accessing the school.

– **Objective 2:** students and their parents/guardians are aware that kiss 'n drop will be congested.

– **Objective 3:** students and their parents/guardians are aware of sustainable modes of access to school.

These objectives are reflective of the school being a new facility – the first priority is establishing a good information about how to travel to school sustainably so students can make sustainable choices.

5.1.2 Mode share targets

Transport catchment analysis of the student population guided by a hands up survey as indicated in **Section 2.3.3**. The proposed mode share targets are shown in **Table 5-1**.

Table 5-1 Mode share target for students

Mode	Student target	Staff target
Walking	14%	5%
Cycle/Scoot	1%	2%
Bus (including from rail)	48%	3%
Car	38%	90%

The monitoring and review process identified in **Section 5.5**, documents how the STP will be updated over time, which includes checking on progress towards mode share goals.

As the mode share targets cannot yet be baselined, interim targets have not been set. If there is a significant difference between the travel behaviour of students and the objectives as observed after school opening, the update process needs to consider mechanisms to address shift to more sustainable modes of transport.

5.1.3 Specific tools and actions

Milton Public School implements the following actions to achieve the targeted mode share (**Table 5-2**).

Table 5-2 Tools and actions to achieve the targeted mode share

Activity	Description and target outcomes	Frequency	Responsibility
School Travel Coordinator	A School Travel Coordinator (STC) will be engaged in the first year of operations to promote travel behaviour change for all school stakeholders (students, parents/carers, and all staff). The role of an STC goes beyond just improving access to the school via infrastructural measures but also involves communication of the availability and benefits of sustainable modes of transport. The STC is responsible for organising programs and events to encourage sustainable travel via: – Implementing transport programs to achieve travel behaviour change – Driving communication of transport options to raise awareness of sustainable transport modes – Monitoring and evaluate the progress of the school in reaching its target mode shares – Processing feedback and recommendations from the school community on transport-related matters – Coordinating initiatives and events to promote mode shift away from cars – Working closely with the Green Travel Plan (GTP) Parents and Citizens (P&C) to identify the needs of the school community – Reporting data collection and evaluation to stakeholder groups.	Ongoing role	STC
Coordinate a STP Committee	A STP Committee (chaired by the School Travel Coordinator (STC)) performs the role of promoting sustainable school transport initiatives identified in the STP. The STP Committee ensures multi-party input and fair distribution of allocated tasks and would be important at the inception of any new project as they provide the required leadership, resources, and attentiveness for initiatives to be realised. The STP Committee liaises with both internal and external stakeholders such as TfNSW and NSW Police to inform them of any school initiatives which require their respective expertise and/or funding. The committee meets once a quarter and will comprise of members of the Parents and Citizens Association (PCA), and representatives	Quarterly	The STC is be appointed by Department of Education within 12 months of the school opening. The STC works with the school to coordinate appropriate members of the STP Committee

Activity	Description and target outcomes	Frequency	Responsibility
	from Council and NSW Department of Education. All initiatives are promoted through newsletters, both internal and external, on the school website and in the classroom.		
Provision of a Travel Access Guide (TAG)	A TAG is a pamphlet provided to staff parents and students that provides information about how to access the school safely and efficiently, in alignment with this STP. The TAG provides maps of the school and surrounding area, noting the location of entrances to the school site, local bus routes and stops, the local train station, and pedestrian and cycling infrastructure. The TAG is used to discuss the location of pickup/drop-off points for the walking school bus or used in future consultation with TfNSW regarding public and school bus routes. The TAG is provided on the school website for staff and parents to easily find. The TAG also forms part of new starter orientation and handbooks.	The TAG has been completed as part of the STP process and should be reviewed and updated as necessary	The school updates to the TAG as they are required.
Transport information on the website	The school website provides an easily accessible, logical location for all school transport information. Providing clear and easily accessible information allows for wide distribution among the intended audience creating a level of understanding and acceptance. The information is provided either under its specific header on the school website page or found under the 'Location and Transport' sub-header. The information on the website gives an overview of active transport initiatives, a TAG, and rules and expectations regarding car parking and kiss and drop routines.	Information on the website will remain topical and relevant as it is updated periodically by the STC	The STC coordinates updates to content and work with the NSW Department of Education website team to ensure the updates are made online.
NSW Police Road Safety Training	Milton Public School liaises with NSW Police, the Department of Education, and other external facilitators to introduce ad-hoc road safety sessions (e.g. how to cycle safely) as required.	Annually	The STC communicates with the NSW Police to coordinate this event.
Bicycle check-up	A bicycle check-up station is hosted by an accredited external organisation to demonstrate to staff and students how to best take care of their bikes. The STC promotes the event through the school website, newsletter, and social media. The school may choose to re-promote other active transport initiatives as part of the day to encourage and reinforce a shift away from car travel to and from the school. These days are supported by road safety education and could be tied in with the timing of the PDHPE curriculum content on safe walking. Funding is available through the Sporting Schools and Premier Sports Challenge Programs.	The bicycle check-up will be arranged to occur annually or more periodically in conjunction with other sustainable transport initiatives	The STC will seek funding, promote and coordinate the event. The school supports its success by tying the event in with the PDHPE curriculum.

Activity	Description and target outcomes	Frequency	Responsibility
	Successful funding applications may expect to receive an average of $1,500-$3,500 per term over three consecutive terms.		
Walk Safely to School Day and/or National Ride Day	Walk Safely to School Day and National Ride Day are Australia-wide coordinated efforts to encourage walking or cycling to school on one day of the year. The Walk Safely to School Day is organised by the Pedestrian Council of Australia. Their website provides free downable resources and advice to enable schools to host successful events. The event occurs in May each year. The National Ride Day is coordinated by the Bicycle Network in NSW, the charity encourages schools to register to join a community of other schools taking part in the event. The charity provides free downloadable resources, activities as well as advice on how best to deliver the day and what can be done to maintain momentum. The school may choose to re-promote other active transport initiatives as part of the day to encourage and reinforce a shift away from car travel to and from the school. These days are supported by road safety education and will be tied in with the timing of the PDHPE curriculum content on safe walking. Free resources and advice (potentially funding) are provided on the Bicycle Network website for hosting a National Ride. The STC will be required to coordinate with the council and police and may wish to register the school with the charity. A competition with a suitable prize is used to encourage more students to cycle to school where possible. A suggested way to organise the competition is described below: – During a selected competition period (e.g. a week), a teacher will ask students during class who arrived by bicycle or scooter that day – Each student will be provided one entry into a raffle for each day they cycled to school – Three winners will be selected at the end of the competition period randomly. This initiative requires funding for prizes.	Annual	The STC promotes the event through the school website, newsletter, and the Parents and Community Association social media. It is important to communicate with the local Council, as the local NSW Police unit to ensure the road rules are correctly followed by cars when interacting with students riding, scooting, or walking to the site.
Workplace walking/cycling group	Staff members who live within walking or cycling distance of the school are invited to walk or cycle together to work. Walking or cycling to work in a group could make the daily commute a more enjoyable and safer experience, which would encourage a higher uptake of sustainable travel. A prize is awarded to those who consistently walk or cycle to work. The STC coordinates with other staff on their interest levels and to organise prizes.	Ongoing	STC
Workplace car-pooling group	It is not feasible to expect all staff to commute via public or active transport as it is likely that they live outside of active travel distances or	Ongoing	STC

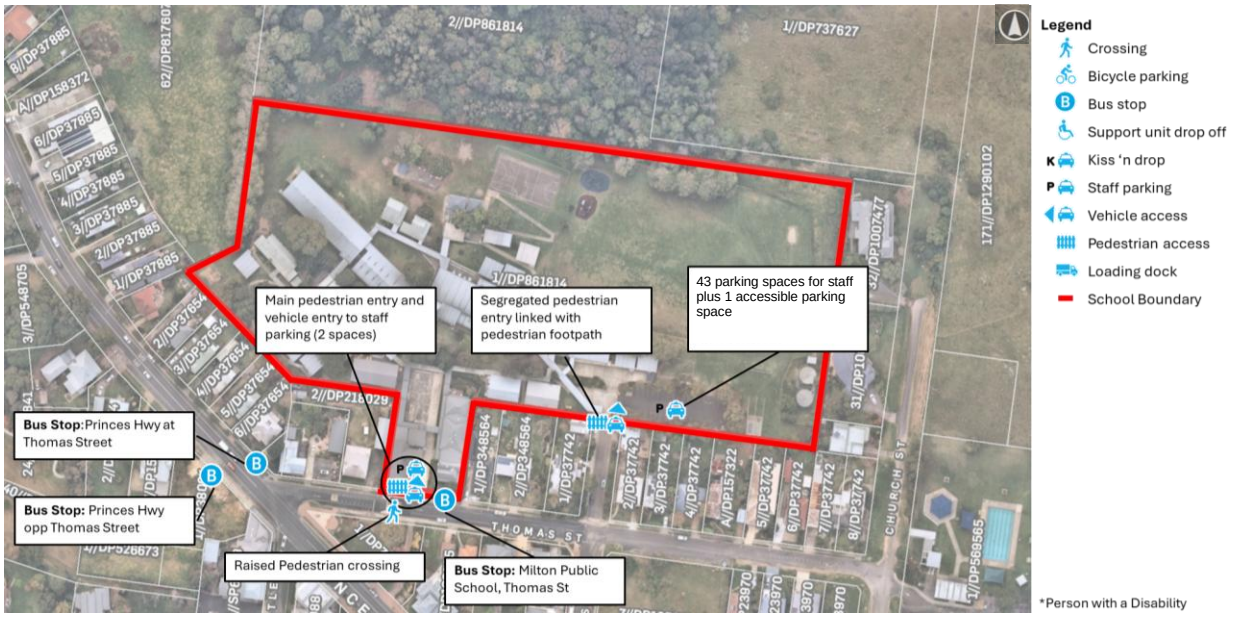
Activity	Description and target outcomes	Frequency	Responsibility
	public transport is inconvenient. Carpooling or carsharing is an important alternative whereby staff who live close together commute together. To encourage staff to carpool, designated parking can be reserved for those who carpool in the staff carpark. The STC gathers interest from other staff and to organise the carpooling groups based on staff locations.		
NSW PDHPE syllabus	The NSW PDHPE syllabus includes content on "healthy, safe and active communities" (or similar) in stages 1 through 5. This includes suggested content on road safety for each stage. In the delivery of the curriculum, teachers emphasise safe transport network behaviours through classroom teaching, excursions, assessments, and homework.	Teacher and classroom time are required to deliver curriculum content on road safety. Timing/frequency of delivery will differ depending on teacher approach.	Teachers deliver the content. The STC and willing volunteers also be able to aid in the delivery of the syllabus.

5.2 School transport operations

5.2.1 Site transport access

Figure 5-1 shows the access arrangements for the school.

Figure 5-1 Milton Public School – Transport Access



Source: NBRS with annotations by SCT Consulting; 2025

The school has a brief 40m frontage to Thomas Street, South Street. There are four gates (pedestrian access) to Milton Public School:

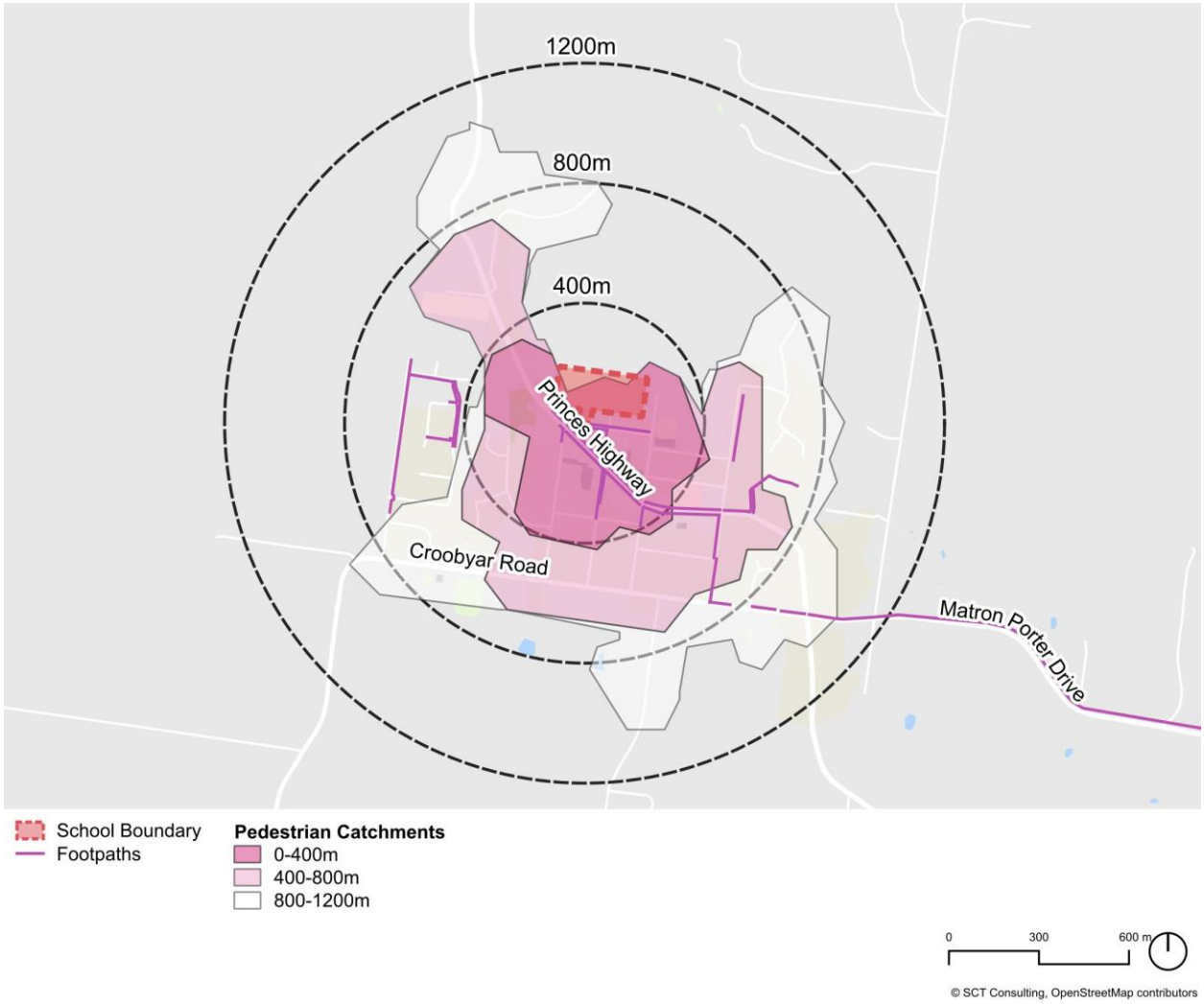
– **Thomas Street Main** on **Entry:** the main entrance of the school, one pedestrian gate aligning with the raised pedestrian crossing Thomas Street along with a driveway, providing access to the two parking spaces adjacent to Heritage Building Q.

– **Wason entrance:** secondary entrance is on Wason Street adjacent to the staff car park.

5.2.2 Pedestrian access

Footpath coverage within a 1,200m radius of the school site is shown in **Figure 5-2.**

Figure 5-2 Existing footpaths within 1200m



The footpath along the school's frontage on Thomas Street is present on at least one side of the road. Specifically, the section of Thomas Street to the west of Wason Street features footpaths on both sides, while the section to the east of Wason Street includes footpaths solely on the northern side, closest to the school. Additionally, Wason Street has a pedestrian footpath located on the eastern side, nearest to the school.

The absence of a continuous footpath on both sides of the street near the school limits accessibility and convenience, requiring pedestrians to cross the road to utilise available footpath facilities.

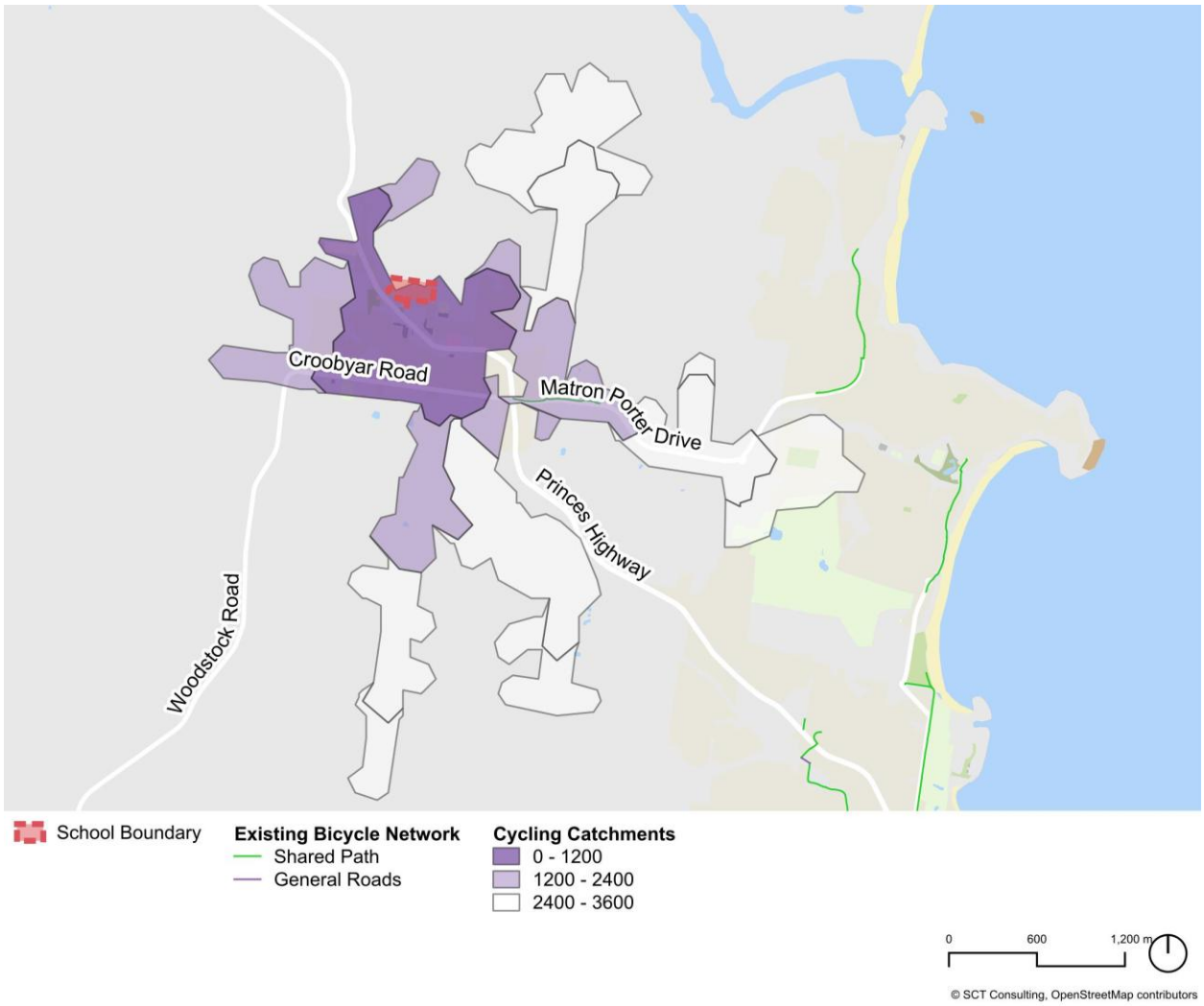
The 1,200m walking catchment of the school is lacking, with the strongest connectivity to the east towards Milton town centre and poorer to the west of the Princes Highway due to a lack of infrastructure.

While footpath connectivity within the 1,200-meter walking catchment of the school is generally lacking, there is improved connectivity to the southeast, towards Milton Town Centre. Footpaths to the north terminate at the intersection of Thomas Street and the Princes Highway, creating a gap in pedestrian infrastructure.

5.2.3 Cycling/ridable access

The cycling network with the intake area and the surrounds is shown in **Figure 5-3.**

Figure 5-3 Existing and proposed cycle network



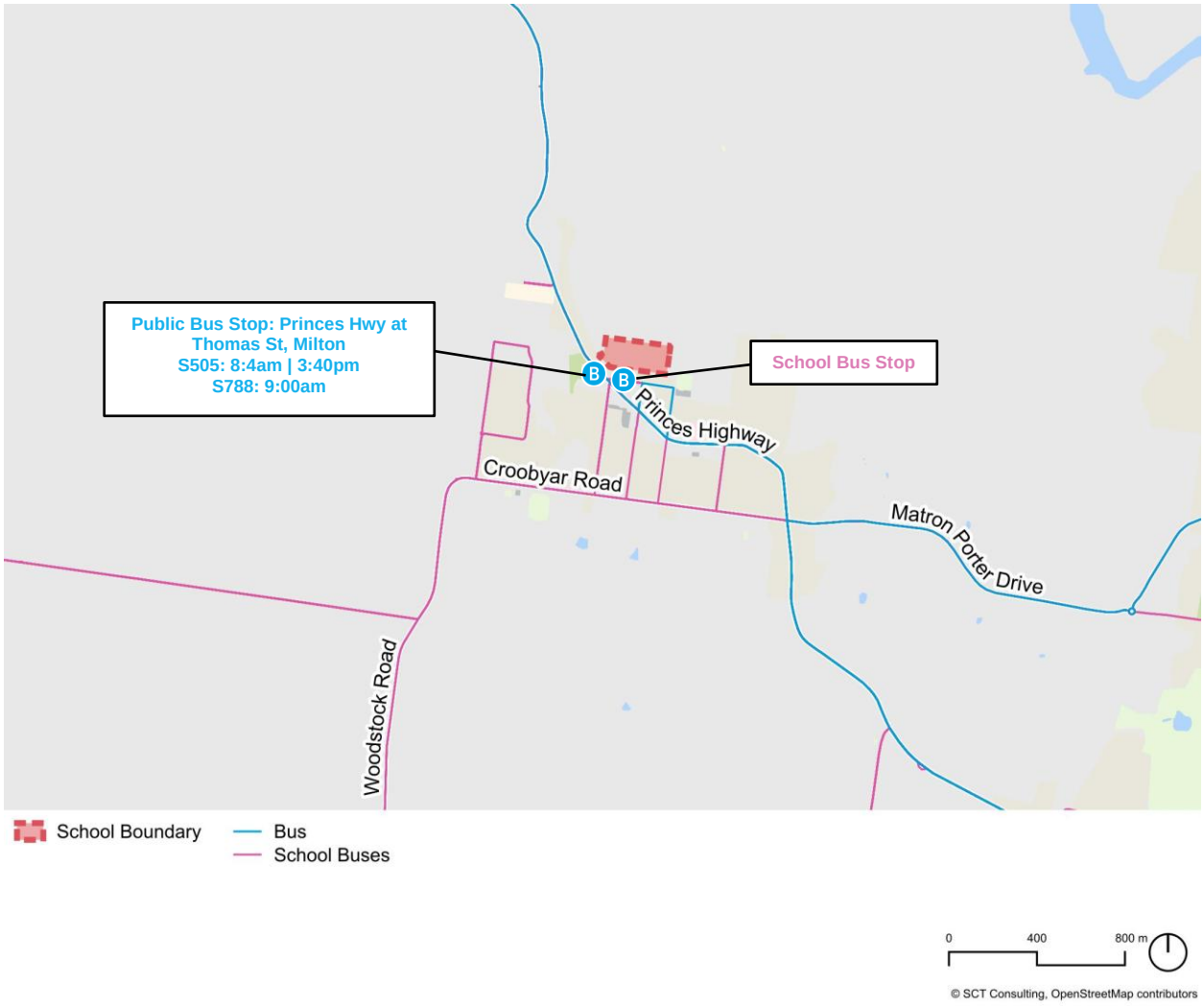
Cycling infrastructure within the school intake area is limited. The Shoalhaven Council 2023 Pedestrian Access and Mobility Plan (PAMP) outlines future proposed cycling infrastructure within the LGA. A majority of the proposed cycling infrastructure is yet to be constructed as there were no plans proposed in the 2023/2024 budgetary documents provided by Shoalhaven Council.

Due to the limited cycle infrastructure, children aged 16 and under can opt to cycle on footpaths. However, the footpath network connecting to the school is also limited, making it likely that the cycle mode share will remain low without improvements to the current infrastructure.

5.2.4 Bus access

School buses to and from Milton Public School are primarily operated by Ulladulla Buslines, with additional services provided by Shoal Bus. Ulladulla Buslines runs eight AM and seven PM services (denoted by animals), while Shoal Bus operates the S505 route. In total, there are fifteen AM and fifteen PM services serving the school. The stops and routes in the vicinity of the school are shown in **Figure 5-4.**.

Figure 5-4 Stops and routes in the vicinity of the school site



Bus users should refer to the Transport for NSW timetable for up-to-date route and stop times at https://transportnsw.info/routes/bus.

5.2.5 Kiss 'n drop

A kiss 'n drop is located on the southern leg of Thomas Street, to the west of Wason Street.

The kiss 'n drop is signposted with a No Parking zone (8.00 – 9.30am and 2.30 – 4.00pm). During this time, drivers must only stay for two minutes and may not leave their vehicles.

The current on street no parking/kiss 'n drop location has capacity for approximately eight vehicles. No operational issues were observed on site.

5.2.6 Staff car parking

The school provides a total of 42 off-street parking spaces for staff and 2 spaces designated as accessible parking. There are two staff car parks, both accessible one accessible off Thomas Street and one accessible off Wason Street.

5.2.7 Waste collection

Waste occurs within the dedicated waste and loading area, which is accessed from Wason Street. Waste collection to occur between 5am – 7am and not during times when students are at school.

5.2.8 Deliveries

Deliveries occurs within the dedicated waste and loading area, which is accessed from St Vincent Street, in the southernmost carpark.

5.2.9 Emergency vehicles

Emergency vehicles may park in any location they deem appropriate under the road rules. Thomas Street provides on-street parking as well as a dedicated loading zone which restricts parking during the morning and afternoon peaks. This location would be suitable for emergencies during these hours. The staff car park is also a suitable location for emergency vehicles to stop.

5.2.10 Day to day operations

Day to day operations and policies are laid out in **Table 5-3.**

Table 5-3 Day to day operations by mode

Mode	Where provided	Parents/carers	School
Walking and riding	Footpaths and crossing facilities are shown in **Figure 5-1.**	**Walking** – Parents/carers are responsible for the student's safety travelling to and from school. **Riding** – Students who wish to ride to school should always wear a helmet. – Students riding to school should avoid riding on the road and be cautious of vehicle conflict when crossing driveways. – Children under 16 years of age can ride on a footpath. An adult rider who is supervising a bicycle rider under 16 may also ride with the young rider on the footpath.	– For the school, learning activities that reinforce being a safe pedestrian are part of the NSW 7-12 PDHPE syllabus. – The school publishes a TAG (**Appendix A**) which is a visual guide advising staff and parents/carers which are the safer routes to the school and the location of road crossings.
Public transport	Offsite bus stops in the locations shown in **Figure 5-4**.	– Parents/carers are responsible for the student's safety travelling to and from school.	– The school provides links to the NSW Department of Education's 'Safe Travel' page on their website to inform and advise parents/carers what is expected of them. – **Appendix A** is a TAG indicating the location of bus stops and routes close to the school site.
Driving and Kiss and drop	Along Thomas Street as shown in **Figure 5-1**	– Parents/carers are responsible for the student's safety travelling to and from school. – Parents/carers are advised by NSW DoE and TfNSW to drive cautiously around schools, park legally, and not perform U-turns or three-point turns next to a school.	– Shoalhaven City Council imposes time limits on the duration of car parking to prevent congestion around the school which could potentially lead to unsafe parking. – Staff supervise the kiss and drop to ensure students safely enter the school and to discourage unsafe driving practices.

Mode	Where provided	Parents/carers	School
		– Parents/carers will be expected to follow the school's instruction regarding kiss and drop.	– The school provides links to the NSW Department of Education's 'Safe Travel' page on their website to inform and advise parents/carers what is expected of them.
Staff parking	Staff parking of 42 spaces provided, two of which are an accessible space	N/A	– Staff to be encouraged to car pool by STC.
Deliveries and service vehicles	Waste servicing and deliveries are provided within the off-street staff carpark access via Wason Street.	N/A	– Waste collection occurs between 5am – 7am and not during times when students are at school. – Low impact deliveries, such as mail or small goods may be delivered at any time. Large or hazardous materials should be delivered at a time when there is no conflict with students, such as between 5am and 7am or after school hours.

5.3 Event operations

There are limited events which occur in the school calendar that have a transport impact. There may infrequent small-scale events which only involve one year group.

Events will be managed by:

– Communicating with parents and guardians in advance that there is no on-site parking available and that the car parks surrounding the school are privately operated and should not be parked in. Drivers should park on-street.

– Send the Transport Access Guide so that parents and guardians have access to information about non-car options for the event.

Large scale events should occur outside of peak periods to reduce impact on the surrounding community. residents in the area have off-street parking, so impact to on-street parking should not impede their ability to park.

5.4 Communications plan

5.4.1 Channels

Good communication of the available transport modes, infrastructure and the benefits of sustainable transport options is critical for building uptake of walking, cycling and public transport. The following are channels and strategies through which transport information is communicated.

5.4.1.1 Transport information on the website

The aim of providing transport information on the Milton Public School website is to ensure that all staff and parents are informed about the transport options available for the school. The Milton Public School website's "Location and Transport" page currently includes information, with hyperlinks to the NSW Department of Education "Promoting safe travel" resources, covering the following topics:

– Getting to and from school safely

– For independent travellers

– Subsidised school travel.

There is also a hyperlink to a PDF map, which shows the building arrangement but does not clearly identify parking, access arrangements, or active transport infrastructure.

Additional information will be available within the school admin building and also electronically via the website, which will include an overview of active transport initiatives, the Transport Advisory Group, and rules and expectations regarding car parking and Kiss and Drop activities.

The information is updated periodically by the STC so the information on the website remains topical and relevant.

5.4.1.2 New starter orientation

The new starter orientation provides new staff, students, and parents of students with information regarding public transport routes and times, safe walking routes to the school, and expectations surrounding parking on site. The TAG provided in **Appendix A** (and also available on the school website) is provided to all new starting staff and students as part of the new starter orientation pack.

New starters will be directed to the transport information on the school website and be provided with a physical copy of transport information in the staff handbook. The new starter orientation pack also provides a map of the school site, including the location of bicycle parking and end of trip facilities.

5.4.1.3 Parent and Community Association social media

Buy-in from the Parent and Community Association (P&C) is a major factor for encouraging more sustainable modes of transport, particularly as the travel mode of a student is often the decision of their parents or carers.

Social media channels are used to promote active and public transport modes. The P&C raises awareness of the available alternatives to car use and their benefits, while at the same time improving safety of these modes by increasing awareness of these user groups.

5.4.1.4 School newsletters/official communication from the principal

The school provides weekly newsletter updates to parents and staff that highlight various events and notable information during the school year. Newsletter articles that promote and detail the benefits, provision and safety of active and public transport modes will be drafted by the STC and included regularly at least once per quarter in newsletter updates.

This will also be shared the schools' social media channels (outlined above).

5.4.1.5 Classroom content

The NSW PDHPE syllabus includes content on "healthy, safe and active communities" (or similar) in stages 1 through 5. This includes suggested content on road safety for each stage.

In the delivery of the curriculum, teachers emphasise safe transport network behaviours and encourage active transport through classroom teaching, excursions, assessments, and homework.

5.4.1.6 Awareness days and initiatives

A minimum of three days during the school year are set aside to host and participate in activities that encourage walking or cycling to school. Events such as National Ride or Walk to School Day, or Bicycle check-up days raise awareness of active transport alternatives and encourage mode shift away from car travel to and from the school.

The school also plans a short period during the school day for all students to complete a "Journey to School" survey to collect travel data for planning and monitoring purposes.

5.4.1.7 Assemblies

School assemblies are a core part of school-wide communications and occur regularly in the school timetable. This is a great forum to present information on the benefits of active and public transport options. Assembly segments include interviewing students or teachers who walk or ride to school.

5.4.1.8 Provision of a Transport Access Guide

A TAG is a pamphlet showing school locality and the wider area and provides staff, parents, and students with useful information about how to access the school safely and efficiently. The TAG is provided in **Appendix A**.

5.4.2 Messages

Messages issued by the STC aims to inform students, parents, and staff about the active and public transport options available to them and their associated benefits. To this end, the following are suggested examples that can be followed:

Message
Walking to school safely Walking to school with your child is the best way to teach them about safe pedestrian behaviours. Consider accompanying your student to school until they are comfortable (or too embarrassed) to have you join them.
We must not be complacent! Children are most likely to be injured close to home, often in their street or their driveway. Children can often talk about keeping safe long before they can behave safely. Accidents can occur at anytime, anywhere and to anyone. **As adults, we are responsible for young children's safety around traffic whether they are pedestrians, passengers, or playing.**
DO ✓ – Look out for cars entering or leaving driveways – Take your time whenever you're crossing a road – Keep an eye on drivers **DON'T ✗** – Use your mobile phones while walking with your child – Cross the road in unsafe places
Bike safely for you and your children – Children under 16, and one supervising adult, are allowed to ride on the footpath – Always wear a helmet, even when it is a short ride – Watch out for cars entering or leaving driveways – Take extra care near busy roads like the Thomas Street or the Princes Highway
You and your children can incorporate more walking into your daily travel to school. Consider: – Encourage your children to walk rather than being dropped off – Get to know the bus route, timetable and pick routes with spare seats – If you must drive, park the car a few blocks away from the school – they can walk the rest of the way – Active kids are healthy kids! Regular exercise reduces the chances of a multitude of health problems including heart disease, obesity, and diabetes.
Make walking to school fun! Here are a couple of ways to make the walk to school a bit more fun: – Organise for your children to walk/cycle/scoot to school with some of their friends – Reward – the right incentives might be all it takes! – Make it a competition. See if you or your children can do more steps each day.
Walking is great exercise Did you know that more than 80% of the world's adolescent population is not active enough (World Health Organisation)? Children between 5 to 17 years need several hours of light exercise a week – like walking! Walking can work wonders. It can help prevent heart disease, stroke, type 2 diabetes, and high blood pressure. It increases energy levels, strengthens your immune system, and improves mood. We could all benefit from more steps each day.

Message

School speed zones

The dates below are the gazetted school days for *2025* so please make sure you're observing the 40km/h speed limit:

Term 1: 6 February to 11 April, 2025

Term 2: 30 April to 4 July, 2025

Term 3: 22 July to 26 September, 2025

Term 4: 14 October to 19 December, 2025

Message

- On average, up to 30,000 people across NSW have their tickets checked every day
- While most people pay the correct fare, some people don't do the right thing
- The chances of getting caught are high because officers will be travelling across the whole transport network and at different times of the day

When everyone pays their fares, it means there is more money to spend on extra services and new infrastructure, and we can better plan for future services and develop accurate real-time information for you.

It's now easier than ever to pay for public transport because contactless payments are available on all public transport in NSW.

Remember, it is an offence to travel on public transport in NSW without being in possession of a valid ticket.

Tap on every time to avoid a hefty $200 fine (maximum fine amount of $550).

Tap on and off every time

If you forget to tap on or to tap off with the same card or device:

- You will be charged the default fare for an incomplete trip which is the maximum possible fare for that service, based on your Opal card type.
- You will miss out on Opal benefits
- You could also be fined for travelling without a valid ticket.

Transport for NSW uses Opal data to determine where new services should be funded. If you don't tap on and off our school might miss out on new services.

Driving and parking safely near the school

Help your children be safe by:

- You can pick up or drop off your student on Thomas Street
- Never call out to them from across the road - it is very dangerous
- Always take extra care in 40km school zones
- Follow all parking signs - these help keep your child as safe as possible
- Park responsibly even if it means you have to walk further to the school gate
- Never double park - it is illegal and puts children at risk
- Never do a U-turn or a three-point turn outside the school as it puts children at risk of harm
- Model safe and considerate pedestrian and driver behaviours to your child
- Always give way to pedestrians, particularly when entering and leaving driveways.

Kiss 'n Drop

To reduce congestion and to ensure the safe collection of your child:

- Limit driving to the school
- Always have a clear plan about where you will collect your child
- Communicate with your child about which side of the road they should expect you on
- Wait in your car for your student to arrive.

5.5 Data collection and monitoring

5.5.1 Data collection

Data collection is important to monitor the successful implementation of sustainable transport targets. Data collection ambitions must not be overly complex or time consuming, and able to be run by volunteers in the case where a STC is no longer funded. An annual Journey to School questionnaire for staff and parents (or students) will be organised by the STC, and include questions on:

– Mode of transport used to get to school

– What would encourage mode shift to public transport or walking and cycling

– Any suggestions on how to improve the journey to school

– Participation and feedback on specific transport awareness events if applicable.

The questionnaire will also identify the suburb of residence so that the data can be paired with student location data for transport catchment and demographic analysis. The survey is to be implemented on a set day (such as National walk/ride to school day) to encourage participation and raise awareness of sustainable transport modes.

The STC will also include observations of travel behaviour to complement the mode share survey, such as the number of filled bicycle racks each day over a week.

These actions will be undertaken annually. A typical weekday should be selected for the observations, which should be a normal school day (with no excursions). The number of bicycle racks should be observed ten minutes after the last morning bell announcing commencement of classes.

TfNSW is responsible for the management of bus occupancy and will monitor the occupancy of routs to determine if additional services are required. The school is responsible to encourage students to tap on and off every time to ensure that bus occupancy data is accurate and provide evidence to justify route expansions (should this be required).

Bus occupancy data is available on Transport for NSW's open data page https://opendata.transport.nsw.gov.au/dataset/boam-bus-opal-assignment-model which is used to suggest new services.

5.5.2 Program evaluation

The effectiveness of the transport plan will be monitored by the STC or the STP Committee as well as the P&C. The STC will monitor progress on initiatives and suggest if amendments are required. The findings of the evaluation will be published on the school website for members of the wider school community to assess progress for themselves.

Results from the annual Journey to School questionnaire will be analysed to produce an annual school mode share. This mode share will be compared to the school target as a measure of performance, and recommendations will be produced from the feedback received in the questionnaire.

The overarching goal of the STP is to achieve safe travel and mode share targets identified in **Section 5.1.2.** In order to reach the targets, it is important that the school provide encouragement, information and support for students, parents and staff to ensure that active and public transport modes are preferred ways to travel to school.

In addition to the above, the STC will review of the adequacy of school bus services (based on questionnaires, hands up surveys and general feedback) to cater for school demand. The STC will consult with TfNSW should changes to bus services be required to meet demand.

5.5.3 Report findings

The STC will report the findings of the STP evaluation to the school and will also make it available for NSW Department of Education. Recommendations that can be implemented internally, such as improvements to events and communication will be actioned internally, while recommendations that require additional funding or state intervention will be presented to Department of Education for consideration. The responsibilities of each stakeholder group are presented in **Table 5-4**.

Table 5-4 Reporting responsibilities by stakeholder group

STC	Students/parents	NSW Department of Education	State/local government
– Annual update of Journey to School mode share. – Consideration of suggestions and recommendations from the annual questionnaire. – Evaluate the performance of STP in achieving target mode share. – Implement or refer to recommended actions because of the evaluation.	– Reporting of transport-related issues to the STC. – Reporting of Journey to School data and suggestions during annual questionnaire.	– Receive future STPs including survey results. – Receive travel evaluation reports.	– Consideration of issues. – Review school and public transport network and service.

The STC will work collaboratively with NSW Department of Education, Council and TfNSW to implement measures to improve mode share as required.

5.6 Governance framework

5.6.1 Governance structure

The proposed governance framework for the STP Committee and the initiatives identified in this plan is outlined in **Table 5-5**.

Table 5-5 Internal and external governance

STP Committee	Transport Working Group	NSW Department of Education
– STC. – P&C volunteers. – Council representative. – Department of Education representative and/or school representative.	– Representatives from Council. – Representatives from TfNSW. – STC. – NSW Department of Education.	– Principal. – Road Safety Education Officer.

As the school has not yet commenced operation, individual names and responsibilities have not been assigned for each action.

5.6.2 STC roles and responsibilities

The role of the STC will be as follows:

– Implementing transport programs to achieve travel behaviour change

– Driving communication of transport options to raise awareness of sustainable transport modes

– Monitor and evaluate the progress of the school in reaching its target mode shares

– Processing of feedback and recommendations from the school community on transport-related matters
– Coordinate initiatives and events to promote mode shift away from cars
– Working closely with the STP Committee and the P&C to identify the needs of the school community
– Reporting of data collection and evaluation to stakeholder groups.
– NSW Department of Education will appoint a STC to implement the STP in the first 4 terms of the schools' operation.

5.6.3 Internal school

The STC and the STP Committee provides insight into all school travel matters. Representatives from Council and the Department of Education will consult internally regularly to inform the STC and STP Committee accordingly.

5.6.4 External state and local transport

External state and local transport organisations will be invited, where appropriate, to help facilitate planning around the school site.

5.6.5 Funding arrangements

The School Travel Coordinator is funded for the first year of operation and this role will be handed over to the Department of Education for one of the Asset Management Officers to continue in the role on an ongoing basis.

6.0 Conclusion

In summary, this document has assessed the traffic impact of the proposed upgrades to Milton Public School. Key findings for the transport assessment include:

– The mode share surveys suggested a future baseline mode share of 40% car, 46% public transport, 12% walk, 1% bicycle.

– Footpath connectivity directly servicing the site is adequate, with footpaths on at least one side of the road on all bordering streets. However, the lack of a continuous footpath near the school limits accessibility, requiring pedestrians to cross the road. A new wombat crossing at the Wason Street and Thomas Street intersection will improve pedestrian connectivity. Other local streets within 1,200m of the site have limited pedestrian facilities. Connectivity is better to the southeast, towards Milton Town Centre, while footpaths to the north terminate at the intersection of Thomas Street and the Princes Highway, creating a gap in infrastructure.

– Bus coverage within the intake area is extensive, accommodating the sprawled distribution of students across the area. Dedicated school bus stop is located along the southern side of the school site on Thomas Street. While this bus stops lack formal amenities like a bus shelter, this is not considered essential, as students can make use of the school's internal facilities while waiting for their buses.

– The two existing staff car parks provide 41 spaces. As part of this development an additional 5 spaces will be installed in the Wason Street Carpark. The supply of 46 parking spaces along with on-street parking on all fronting streets, sufficiently accommodates 90% of staff to drive to work. Despite Council's typical DCP requirements, which require additional staff parking spaces, the existing arrangements are considered acceptable as staff are also encouraged to shift from using private vehicles, with 10% of staff expecting to travel to school by public transport (bus, train and metro), cycle to school or car pool with other teachers.

Based on the identification of potential issues, and an assessment of the nature and extent of the impacts of the proposed development, it is determined that:

– The extent and nature of potential impacts are low will not have significant impact on the locality, community and/or the environment.

– Potential impacts can be appropriately mitigated or managed to ensure that there is minimal impact on the locality, community and/or the environment.

7.0 Mitigation measures

The impacts of the proposed school are considered acceptable and able to be mitigated by the transport infrastructure proposed (refer **Table 7-1**). The mitigation measures are shown in **Figure 7-1**. These measures have been discussed and agreed by the TWG.

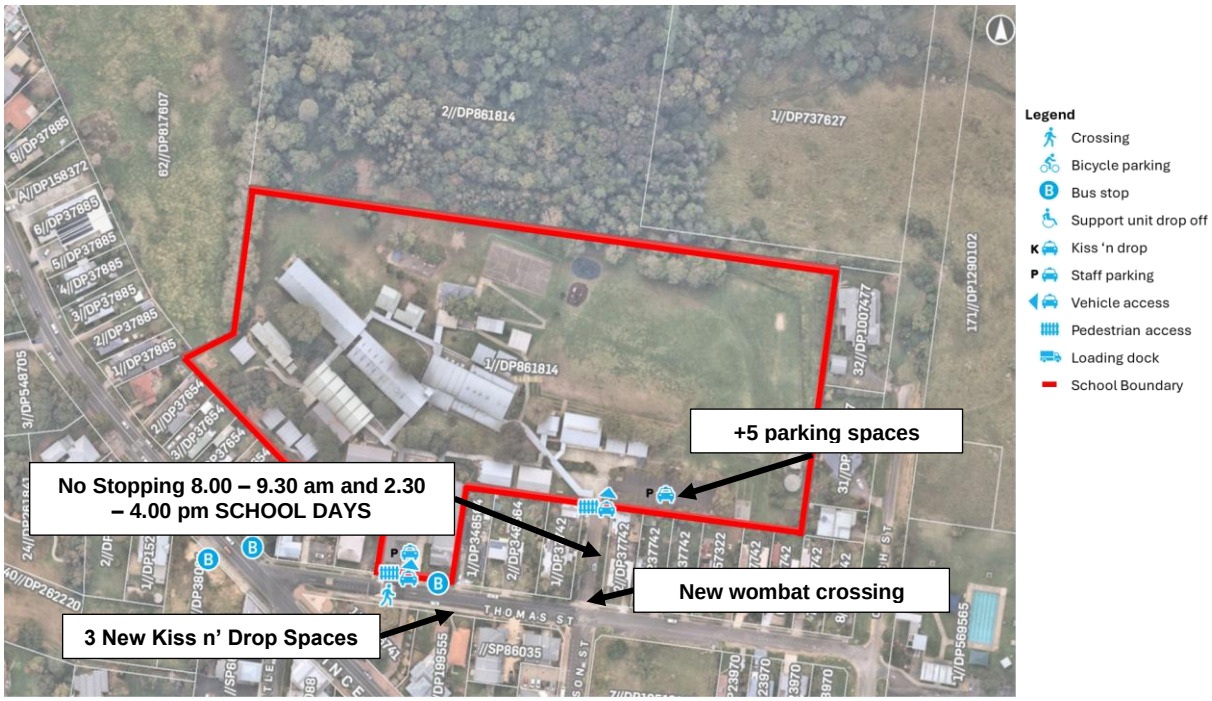
Table 7-1 Mitigation measures

Project Stage	Measure	Reason for Mitigation Measure	Section of report
C	Pending approval from the Traffic Committee, implement “No Stopping” restriction on Wason Street between Thomas Street and school entrance gate, during school days from 8.00 – 9.30 am and 2.30 – 4.00 pm.	To manage traffic flow during peak drop off and pick up times and prevent kiss n’ drop activities from occurring on Wason Street.	**Section 3.3.1.6**
C	New wombat crossing on Wason Street north of Thomas Street.	To provide better segregate pedestrians from the road users to create a safer crossing environment for students and teachers.	**Section 3.3.1.6**
C	Subject to Traffic Committee approval, change parking signage for three existing unrestricted parking spaces on Thomas Street (southern side) to No Parking 8.00 – 9.30 am and 2.30 – 4.00 pm SCHOOL DAYS to manage traffic flow during peak drop off and pick up times.	To manage traffic flow and ensure availability of parking spaces for kiss n’ drop during peak periods.	**Section 3.3.1.4**
D	Prepare a Construction Traffic Management Plan (**CTMP**) inform construction workers and heavy vehicle movements on safe traffic flow and minimise disruption to the school and surrounding areas. The CTMP must include a Construction Worker Access Management Plan (**CWAMP**) to outline strategies and measures to manage how construction workers access a construction site including carpooling initiatives.	To minimise traffic disruptions and manage construction-related movement safely.	**Section 5.0**
O	Appoint a School Travel Coordinator, establish a School Transport Committee, and prepare a Travel Access Guide to address the fact that students prefer arriving by private vehicle, resulting in congestion and delays to other road users.	To reduce congestion caused by private vehicle use and improve overall traffic management.	**Section 5.1.3**
O	Update the School Transport Plan annually for the first two years.	To ensure the plan’s ongoing effectiveness and responsiveness to changing conditions.	**Section 5.5.2**
C	Workers will be required to avoid parking on residential streets and instead use the existing parking spaces on the schools' fronting streets. Construction worker parking can impact the safety and amenity of surrounding areas. This provision will be included as a clause in the CTMP following consultation with the construction team.	To prevent disruption to residential streets and maintain safety and amenity.	**Section 4.4**
C	Increase in staff parking spaces by 5 spaces which comply with AS2890.1-2004.	To better service staff parking and reduce reliance on on-street parking.	**Section 5.2.6**

*Note: Project stages include: (D) Design, (C) Construction, (O) Operation

The initiatives are illustrated in **Figure 7-1**.

Figure 7-1 Milton Public School – Mitigation measures



Source: NBRS Architects with annotations by SCT Consulting; 2025

APPENDIX A

TRAVEL ACCESS GUIDE

Milton Public School

Travel Access Guide

April 2024

Project overview

Welcome back to your school! This guide summarises your public and active transport options to school.

Using public transport to get to school

School and public buses

Milton Public School is well serviced by multiple school bus services in both the AM and PM.

- AM: S674, S795, S677, S505, S676, S675, S670, S672, S790, S791, S416, S796, S788, S798, S972, S794
- PM: S672, S790, S670, S791, S793, S797, S674, S675, S416, S676, S505, S798, S799, S677, S795

Students can also access public transport on Princes Highway:

- 100: Ulladulla to Nowra & Bomaderry
- 740: Milton to Ulladulla via Narrawallee & Mollymook
- 740v: Milton to Ulladulla via Village Drive

Be cautious around roads for other motor vehicles and cyclists and always cross at designated crossings.

Plan your trip to school

You can plan ahead to make sure you get to school on time! Visit transport.info or download an app to help:

- Trip View
- Next There

Message from your Principal

We are thrilled to have you back at school. As we begin another school term, I want to remind everyone to travel safely to and from school. Whether you are using public transport, walking, cycling, or being driven, please take extra care on the roads and footpaths.

I encourage you all to make safe and sustainable travel choices. Where possible, please travel to school via public or active transport. Our school is supported by a well connected school bus network and has a good footpath network and crossing opportunities. These facilities ensures that those living close to school can easily and safely walk to school.

Safety is a shared responsibility and together we can ensure that every student arrives at school, and returns home, safely. Stay on the footpaths, do not run across the road and look before you cross to ensure that you are visible to oncoming traffic as you are cross the road.

Let's all do our part to make our community safer and more sustainable!

For more information contact:
School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT

Existing school bus services

Destination/Origin	AM Service	PM Service
Bendalong		S674
Burrill Lake	S791 | S794	S790 | S791
Cunjourong Point	S674	
Fishermans Paradise	S677 | S676	S677 | S676
Huskisson	S416	
Kings Point	S796 | S972	
Kioloa	S788	S793
Lake Conjola	S672	S672
Lake Tabourie	S790	
Little Forest	S675	S675
Milton		S670 | S416 | S798 | 795
Manyana	S670	
Narrawallee	S798	S797
Sussex	S505	S505
Ulladulla	S795	S799

When taking public transport

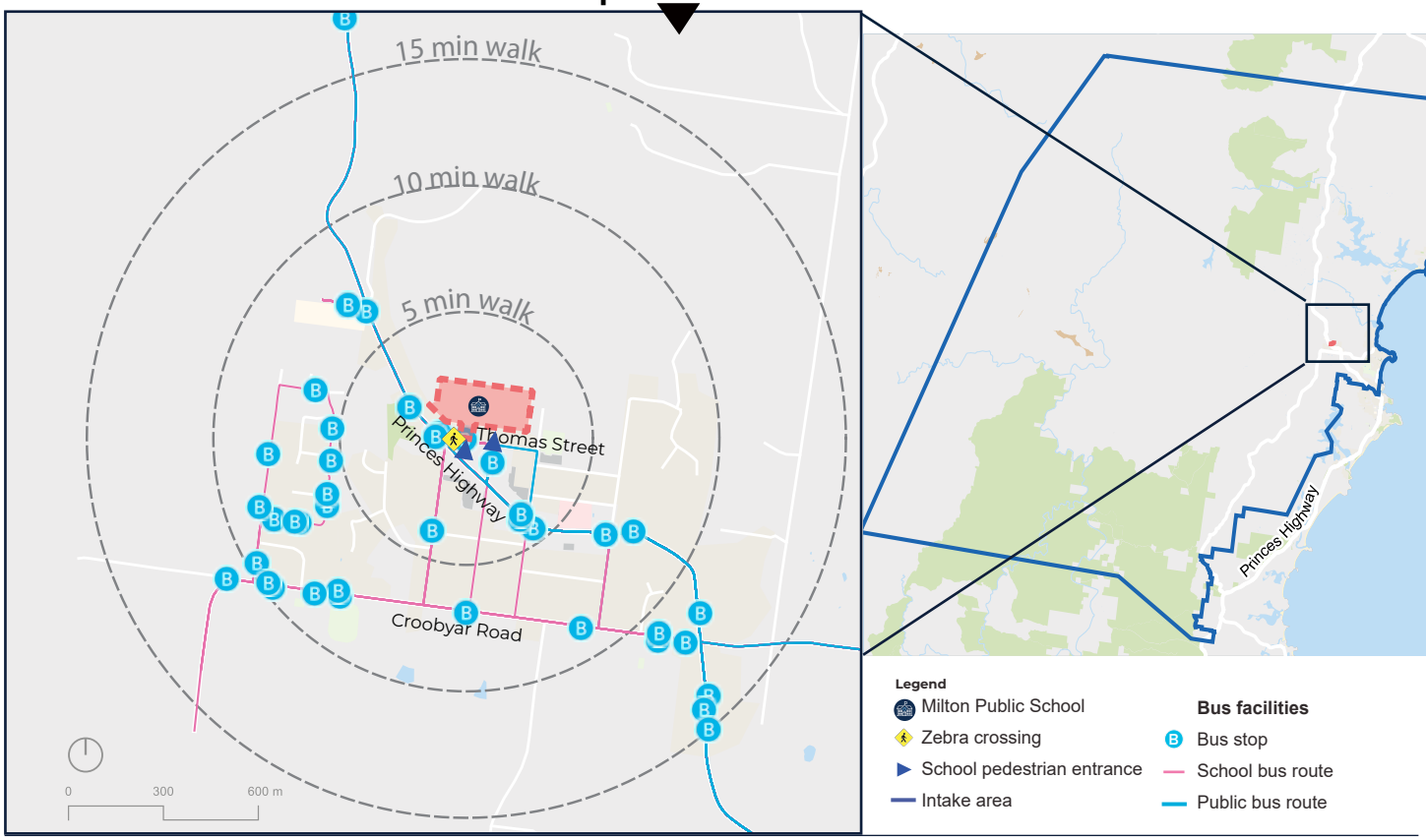
- Remember to always:
- Tap your opal card on and off
- Be respectful of public
- Be safe around roads
- Offer your seat to the public if the bus is crowded

Tap on and tap off every time

Use your School Opal card every time you catch public transport to school.

It tells us how many people are using public transpor to help us plan buses, trains and ferries to suit you.

The public transport network



For more information contact:
School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT

Active travel options to school

Walking is a healthy, active way to get to school

- Look out before you step out - you might be in a car's blind spot. Always check before you cross.
- Use the designated crossing on Green Street
- Stayawareofyoursurroundingsanddon'tuseyourphone while you walk.

Ride your bike or scooter

- Always wear a helmet when you ride your bike.
- Take special care at driveways where vehicles may be driving in or out.
- Where possible, do not cycle on the roads.

Kiss and drop code of conduct

- Always drive with extra caution in school zones and be mindful of where you park. Do not stop within the bus zone and follow all road rules to ensure a safe and efficient environment for student pick up and drop offs.
- Be careful of traffic and only cross Green Street using the zebra crossing when it is safe.

Something broken on the way to school?

Use the Snap Send Solve app or website to report issues to the people who can fix them.

DownloadittodayfromtheAppStoreorGooglePlay.Orvisit www.snapsendsolve.com

The active transport network

Legend

- Milton Public School
- Existing cycle network
- Footpaths
- Bus stops
- Zebra crossing
- School pedestrian entrance
- Kiss and drop

For more information contact:
School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT

APPENDIX B

TRANSPORT WORKING GROUP MEETING MINUTES

Meeting minutes:

Milton Public School Transport Working

Meeting Information			
Project Name	Milton Public School Transport Working Group (TWG)		
Project Number	SCT_00485		
Client	School Infrastructure New South Wales		
Date	19 August 2024	**Time**	03:00PM – 4:30PM
Venue	Microsoft Teams		
Subject	Milton Public School Transport Working Group and initiatives		
Attendees	Russell Humble, SINSW (RH) Paul Nickson, SINSW (PN) Jonathan Busch, SCT (JB) Nicholas Bradbury, SCT (NB) Lovedeep Singh, SINSW (LS) Bishal Pandit, SINSW (BP) Martin Mende, SINSW (MM) Sarah Kelly, SINSW (SK) Blair Oliver, TfNSW (BO)		Salma Cook, TfNSW (SC) Nicole Brodie, TfNSW (NB) Joshua Tang, TfNSW (JT) Jeanette Carney, RP Infrastructure (JC) Matthew Spooner, RP Infrastructure (MS) Alex Kearton, SINSW (AK) Scott Wells, SCC (SW) Troy Punnett, SCC (TP) Jonathan Ash, (JA)
Apologies	Dane Graham, TfNSW (DG) Chris Millet, TfNSW (CM)		Greg Isaac, Fulton Trotter (GI) Jimmy He, Fulton Trotter (JH) Martin Mende, SINSW (MM)
Circulation	Attendees		

Matters discussed or arising		Action
1.0	**Item 1 Introductions and purpose of meeting**	
1.1	Introductions made and purpose of meeting as a TWG for Milton Public School stated	N/A
2.0	**Item 2 Project overview**	
2.1	Project overview and introduction provided by PN from TWG Slide Pack	N/A
3.0	**Item 3 Milton Public School Rapid Transport Assessment presentation (JB from SCT)**	
3.1	Current and proposed enrolment boundary shown	
3.2	RH notes that current and forecasted student numbers are subject to change, noting that student numbers are likely to drop. A key reason for this change could be the enforcement of enrolment boundaries.	
3.3	Walking catchment, cycling catchment and active transport infrastructure shown, noting that active transport opportunities along the Princes Highway has limitations JB notes that bus routes were difficult determine due to different private bus companies providing services with no maps of routes or no publicly available information from TfNSW	
3.4	School Student Travel Scheme shown, with 121 students not being eligible	

Matters discussed or arising		Action
3.5	Mode share analysis shown, bus is the dominant form of transport to and from school for students. Initiatives and set against 'target' which translates to a modest change such as adjustment to trip moderation rates that are evidence based. No major changes to the school transport environment. PN noted that the demand scenario used tends to fluctuate overtime and may be different there is a net increase in enrolment instead of population data. Enrolment policies are enforcement and are going to their catchment schools.	
4.0	**Proposed transport initiatives**	
4.1	SC noted that the school bus routes servicing Milton Public School are now available through Transport Connected Bus and on Trip Planner	
4.2	BO raised that the implementation of a pedestrian crossing on the Princes Highway (initiative 5) could be challenging, noting a proposed crossing further south near the traffic lights in Milton has been removed. NB from SCT provides context that a crossing at this location would be most appropriate once the Milton-Ulladulla Bypass is operational. RH asked whether the Princes Highway will become a classified road after the bypass. Response from BO was that it is not yet known. SW noted that there have been numerous studies done in relation to crossing at this location and that a crossing would impact Princes Highway. A Movement and Place assessment has been completed, which identifies a location to the southeast. Council funding is limited due to natural disasters, with any contribution from the project being appreciated.	
4.3	SW requested a copy of the slides to distribute with other Council staff for more detailed comment. JB noted that minutes will be prepared as part of the meeting and will be included in the slide pack. JC notes that open collaboration is encouraged and welcomes council/transport advise. JB will provide a copy attached with meeting minutes for all three schools as part of the TWG meeting.	JB

List of attachments:

Attachment 1: TWG slides

Milton Public School

TWG #1

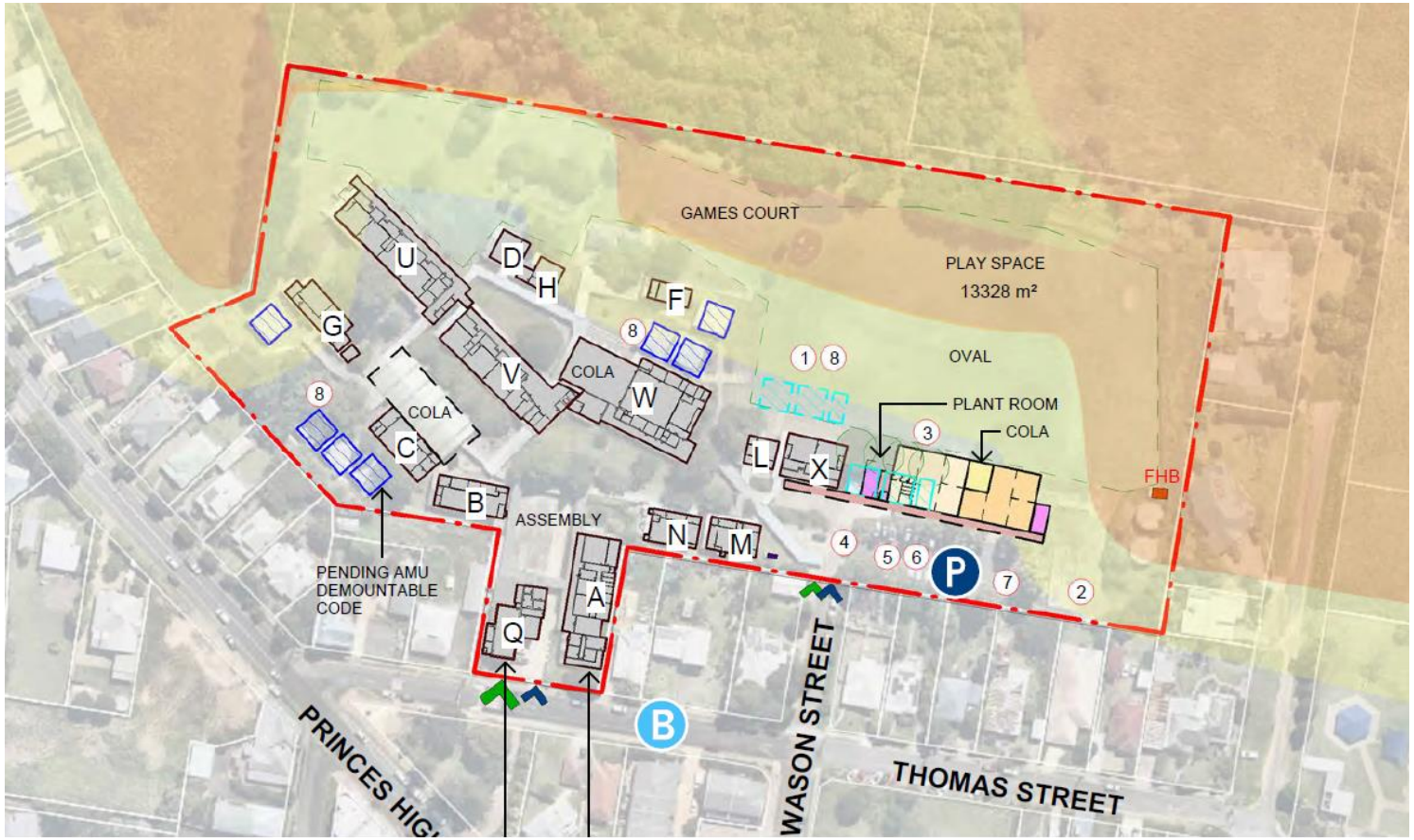
19 August 2024 | Final

Background

- The school accommodates an approx. 4.05Ha parcel of land.
- The site has a frontage to Thomas St to the south and is bound by residential properties to the east and south, and vegetated land to the north and west.
- MPS has current enrolment of 802 students, including 29 support students in 2024.
- The existing site accommodates 34 total teaching spaces (including 10 demountables).
- The project increases capacity to 38 permanent teaching spaces (PTS)

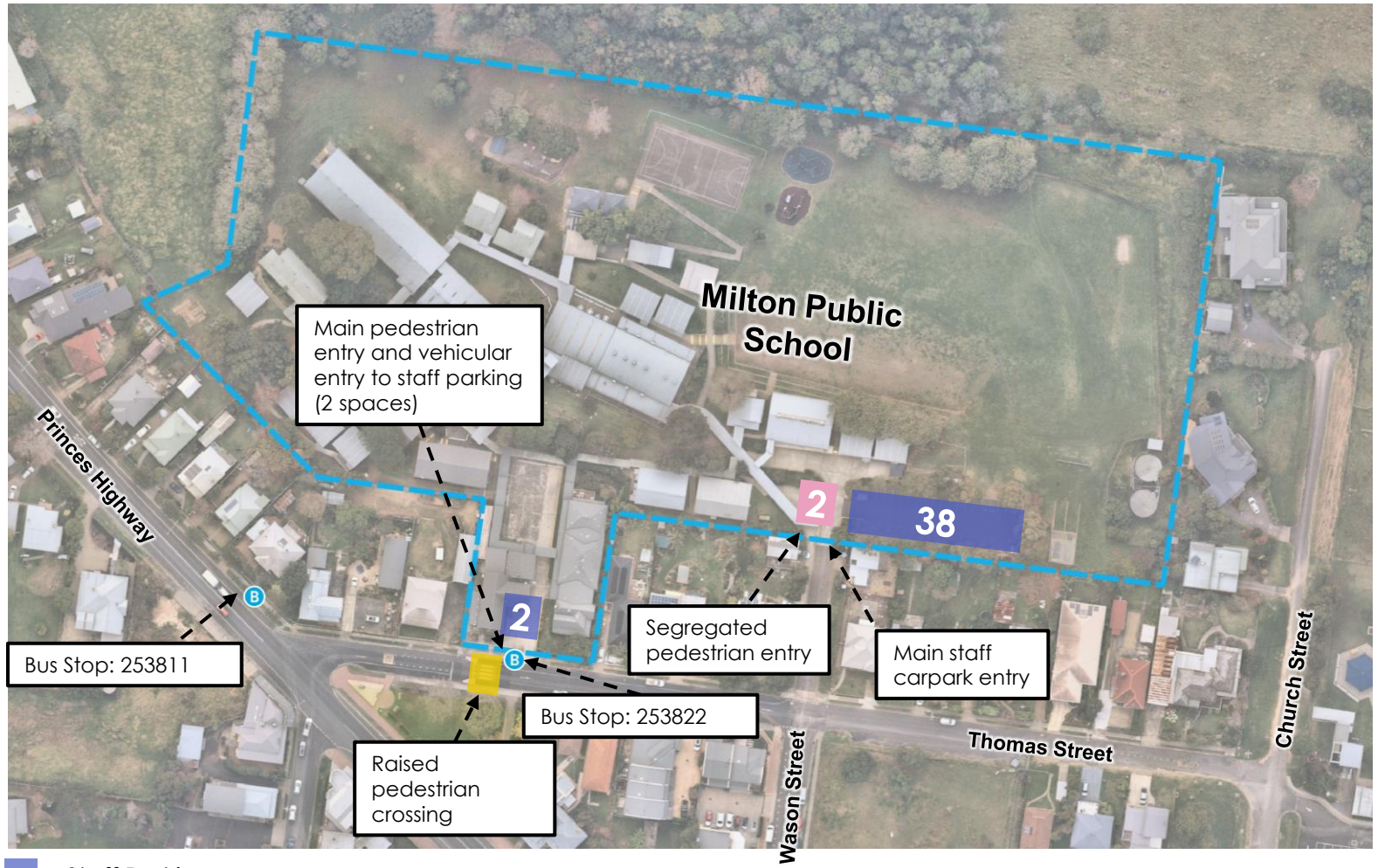
Master plan overview

- Relocate 2 Homebase demountables and 1 Amenity demountable.
- New Homebase building (14 General Learning Spaces).
- Reconfigure existing loading area as plaza space and parking safety improvements.
- Fence off carparking as per EFSG requirements.
- Remove all demountable buildings.



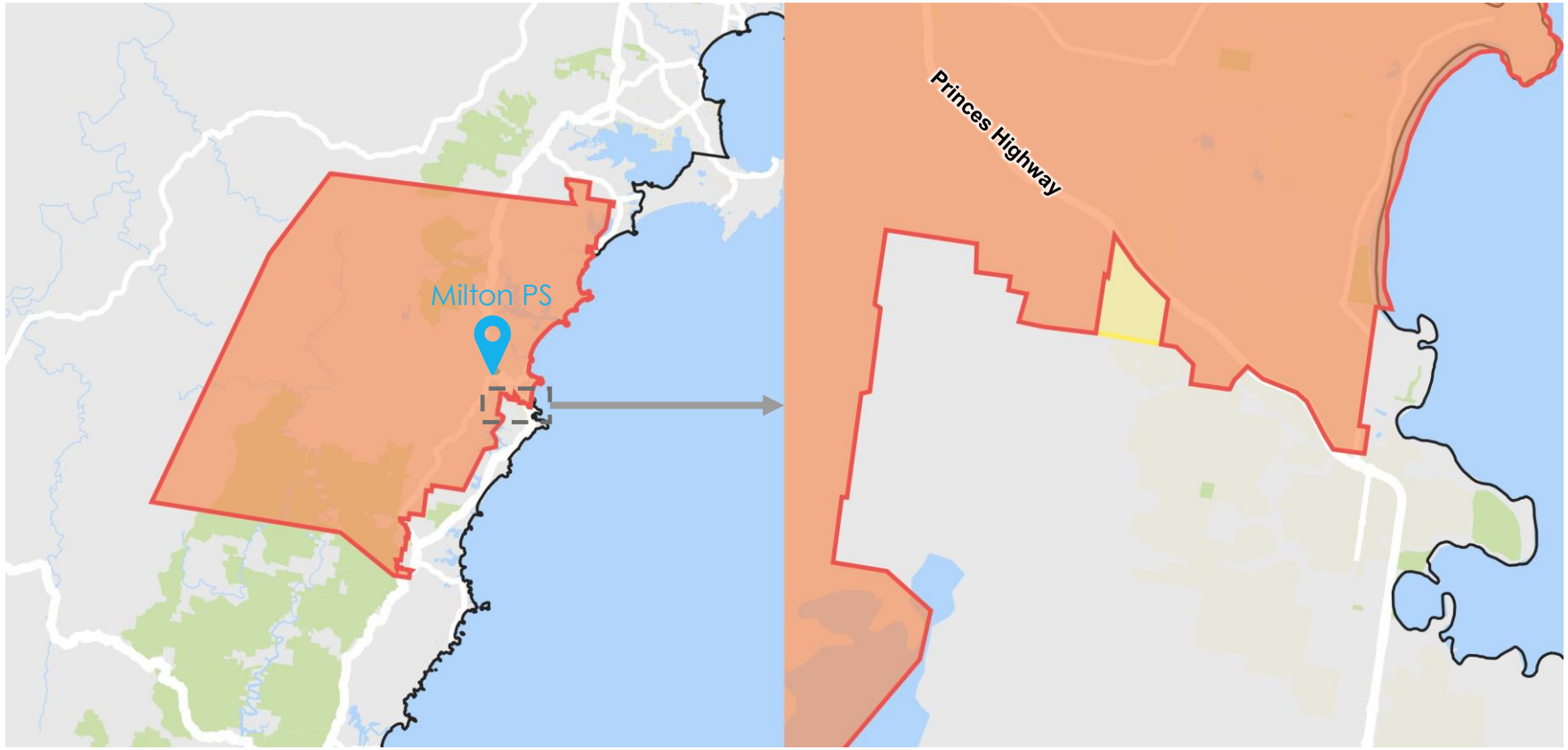
School overview

- At the time of the RTA being developed, 715 students lived within the school intake boundaries
- The Thomas Street (main) entrance has a raised pedestrian crossing (zebra) adjacent.
- There is a total of 42 spaces (including two accessible spaces) within the school boundary.
- Two bus stops are present within the immediate surroundings of Milton Primary School.
- Bell times are 9.25am and 3.30pm.
- A 40-50 place OOSH is provided at Ulladulla PS for both Ulladulla PS and Milton PS students. Milton PS students are transferred to Ulladulla PS OOSH via a shuttle bus service.



Enrolment boundary

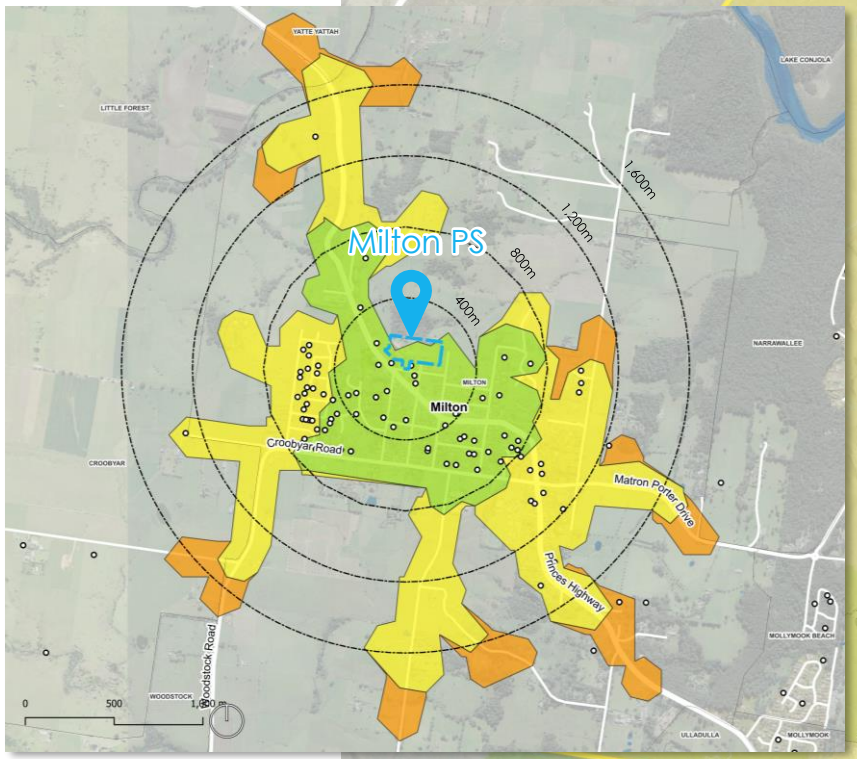
- The current and future proposed enrolment boundaries are largely consistent.
- A small section of the existing catchment in the north of Ulladulla is proposed to be reallocated to Ulladulla PS as part of a future catchment change.

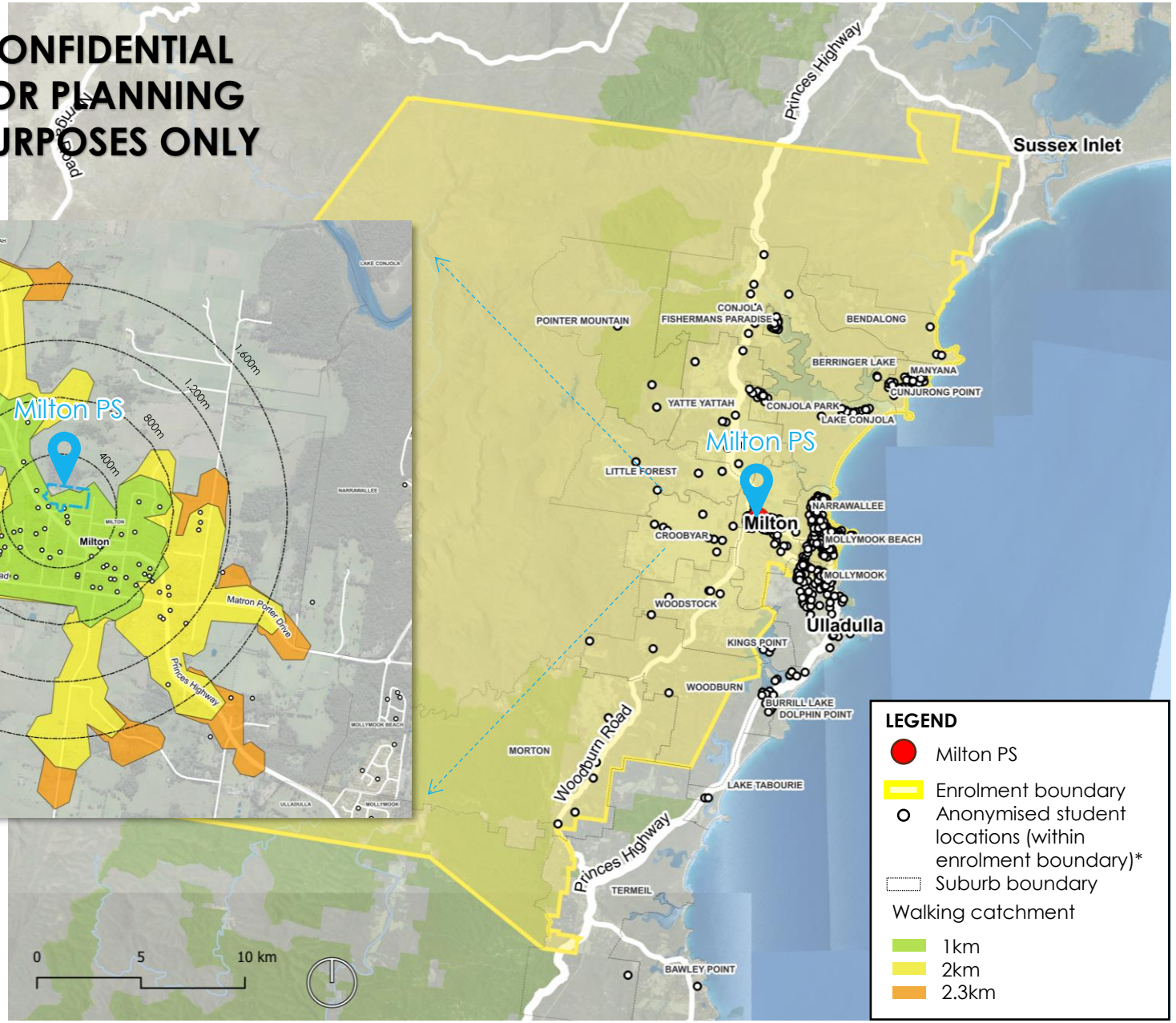


School enrolment

- The suburbs with the highest student enrolments* are:
  - Mollymook Beach – 129 students
  - Milton – 121 students
  - Ulladulla – 92 students
  - Narrawallee – 88 students
  - Manyana – 46 students
- Enrolment is scattered, with areas of concentrated enrolments in the above suburbs.
- The average travel distance for students at Milton Public School is 7.3km*.
- 129 of the 715 (18%)* anonymised student locations are out of area enrolments.

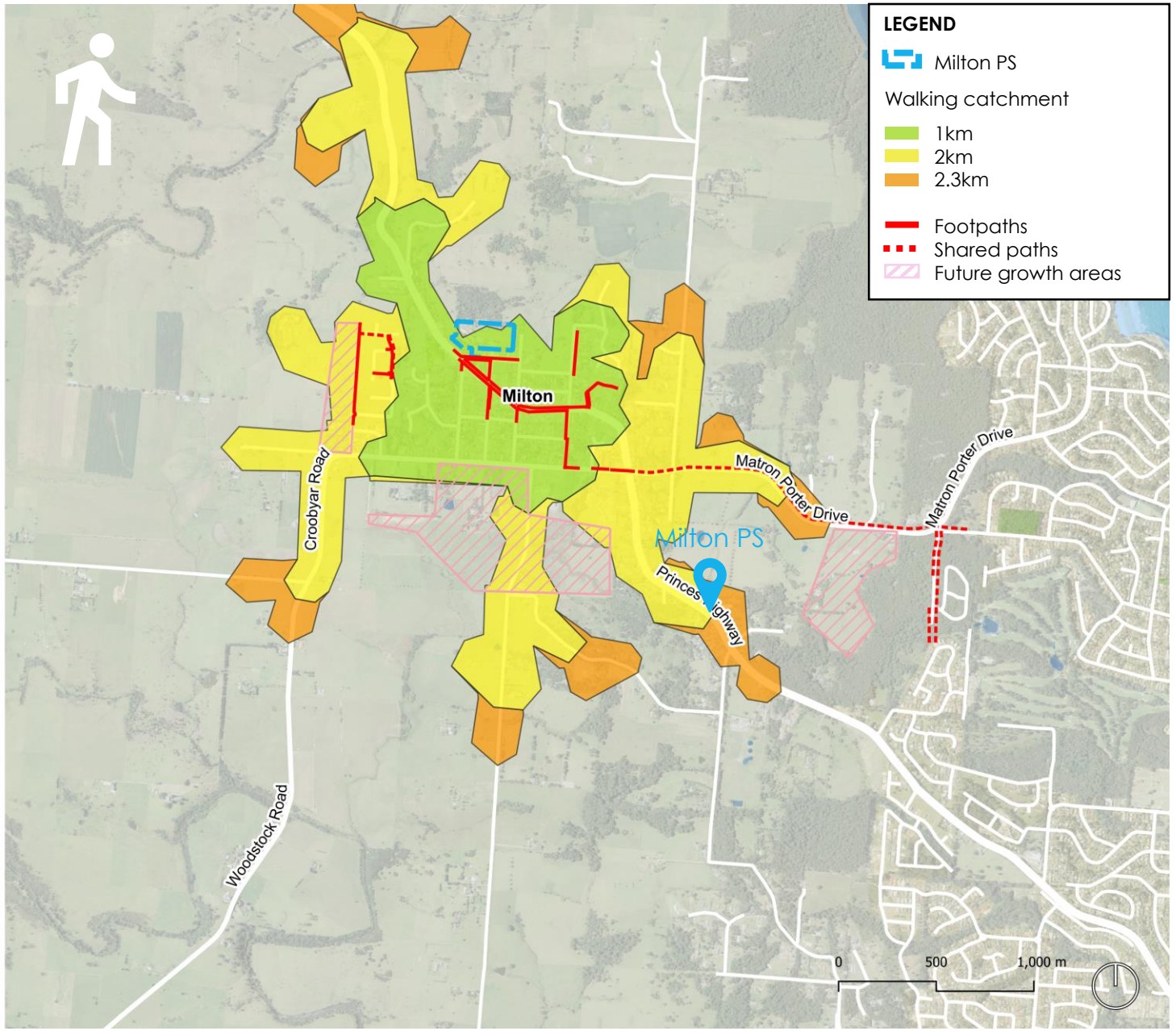
based on anonymised enrolment locations provided by SINSW, August 2023





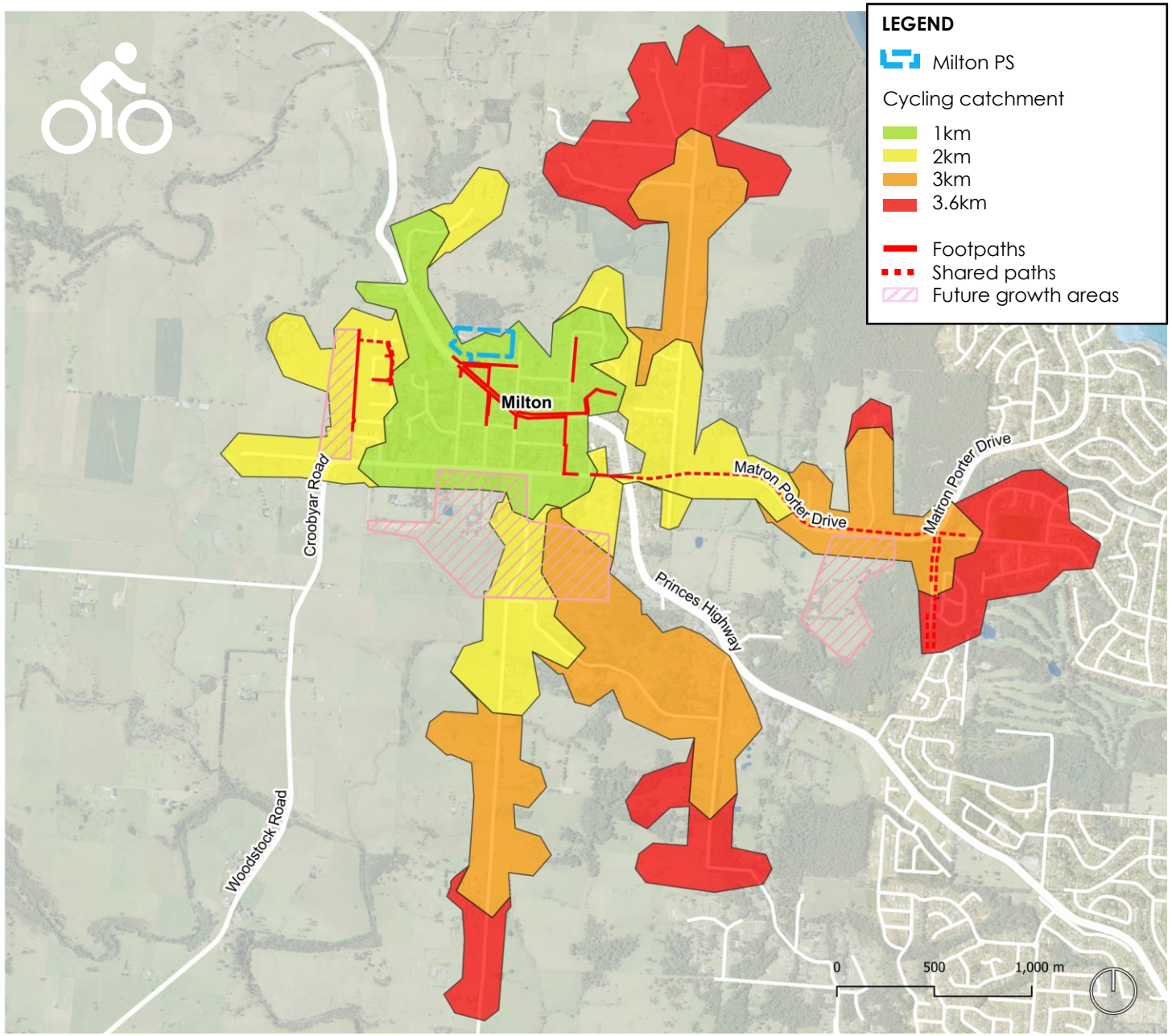
Walking catchment

- The figure opposite demonstrates the 1km, 2km and 2.3km walking catchment with existing footpaths and shared paths overlaid. It also shows the location of future growth areas.
- Dedicated pedestrian infrastructure is primarily along:
  - The 'main street' on the Princess Highway, between Thomas and Gordon St
  - Along the entire north side of Thomas Street and on the southside between the Princes Highway and Wason Street
  - Running north / south along Wason Street
  - Along Matron Porter Drive towards Mollymook.
- Streets within the catchment typically do not have footpaths.
- A road shoulder for parking is generally present on both sides of most streets.



Cycling catchment

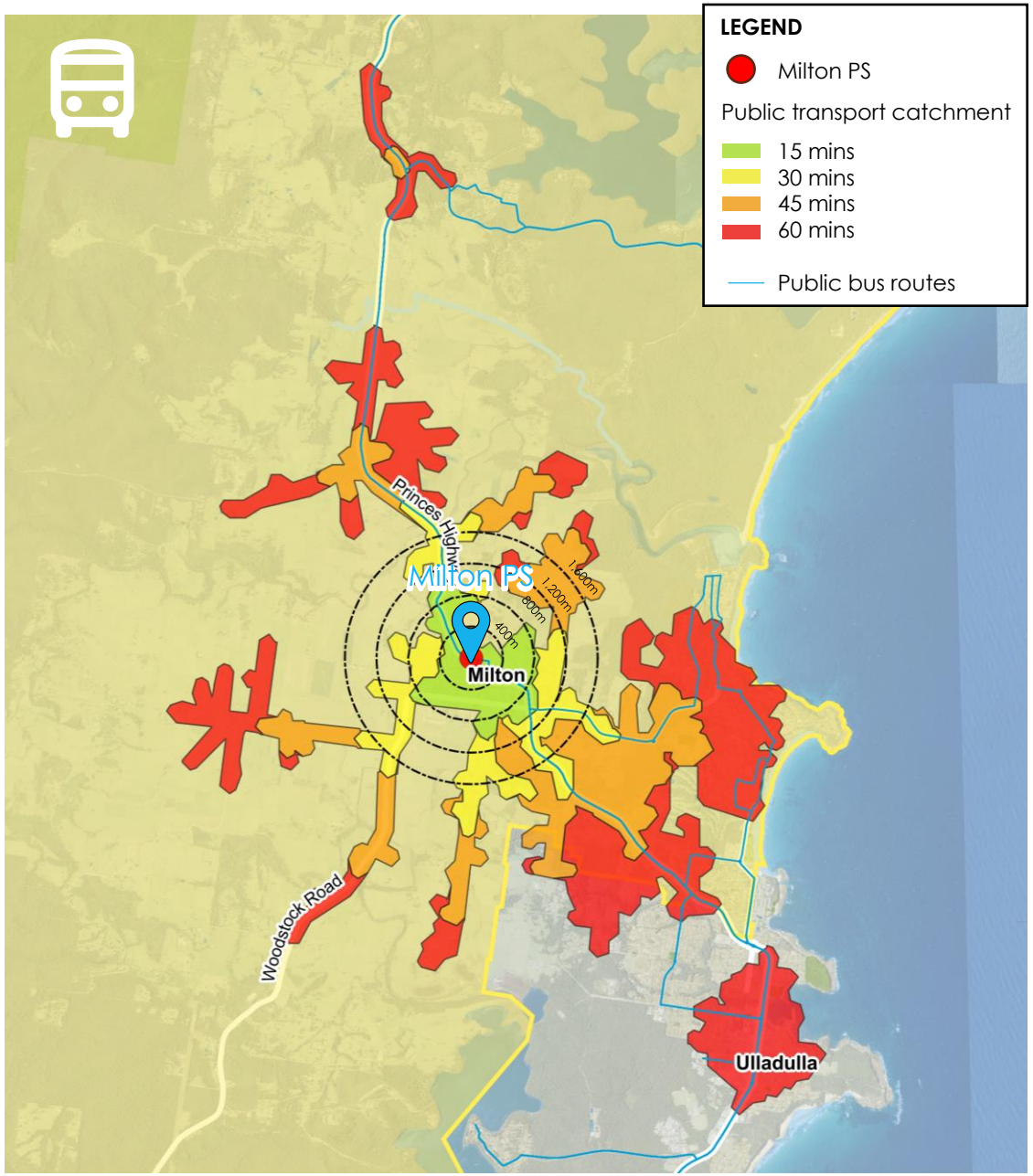
- The cycling catchment was analysed to 3.6km from Milton PS.
- The catchments were determined using the following criteria:
  - along local roads that do not serve as key movement corridors
  - Along roads with a speed limit of less than 60km/h
  - Catchments were not extended on primary roads unless consistent pedestrian or cycling infrastructure was present along its length.
- Based on this analysis, cycling to school is only possible approximately 200m north along the Princes Highway and approximately 700m south.



Public transport catchment

- The figure opposite shows an indicative public transport (bus) catchment that services Milton, Mollymook in the east, and approximately half of the urban area of Ulladulla.
- It demonstrates long wait / travel times due to limited services and indirect routes from areas including Narrawallee and Mollymook which are typically only a 5-10 minute drive away.

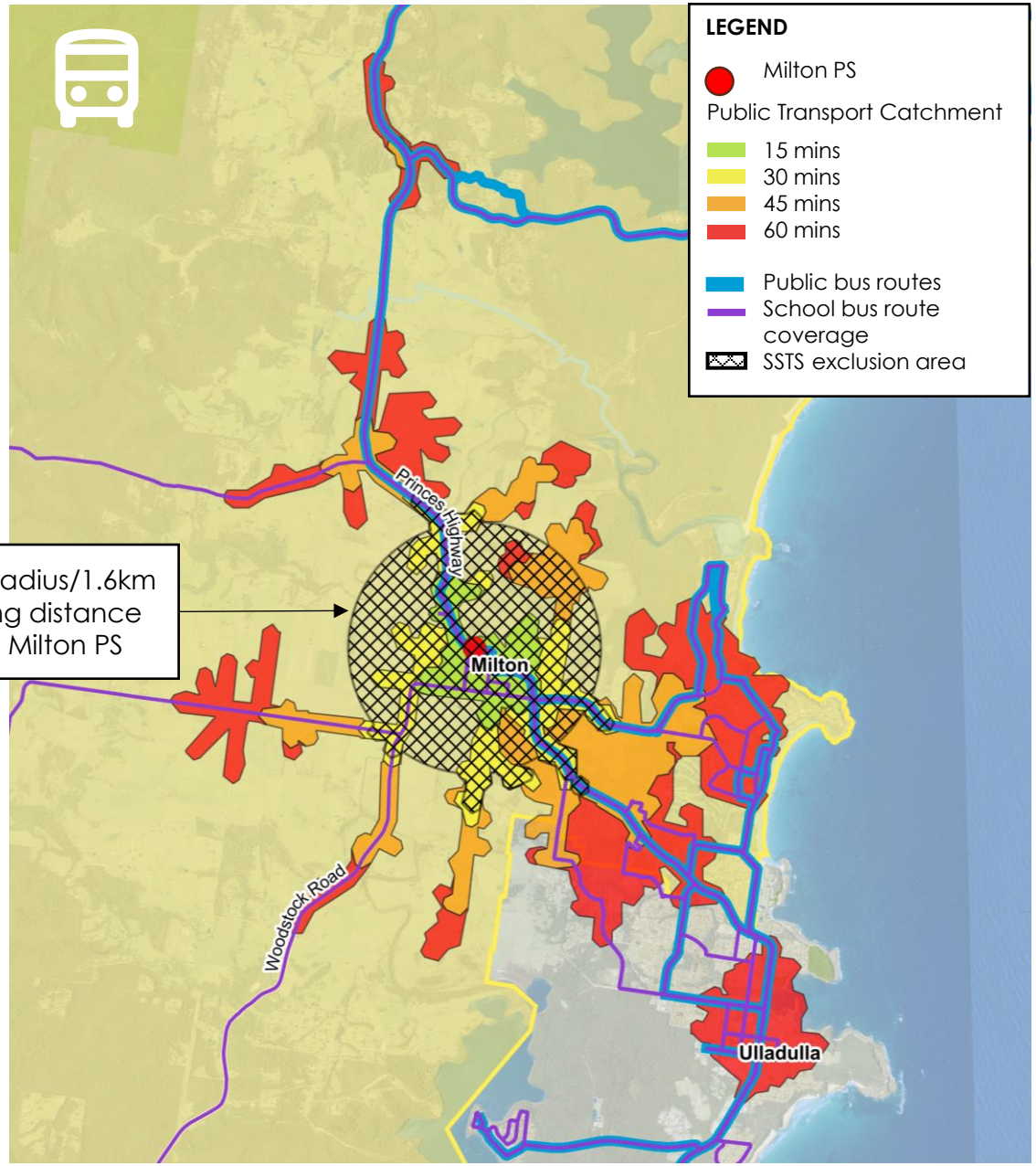
NOTE: The public transport catchment is only based on routes contained in the GTFS feed (public buses) which varies by time of day, which does not include school bus services provided by Ulladulla Buslines, Kellam Buslines or Shoalbus.



School Student Travel Subsidy (SSTS) exclusion area

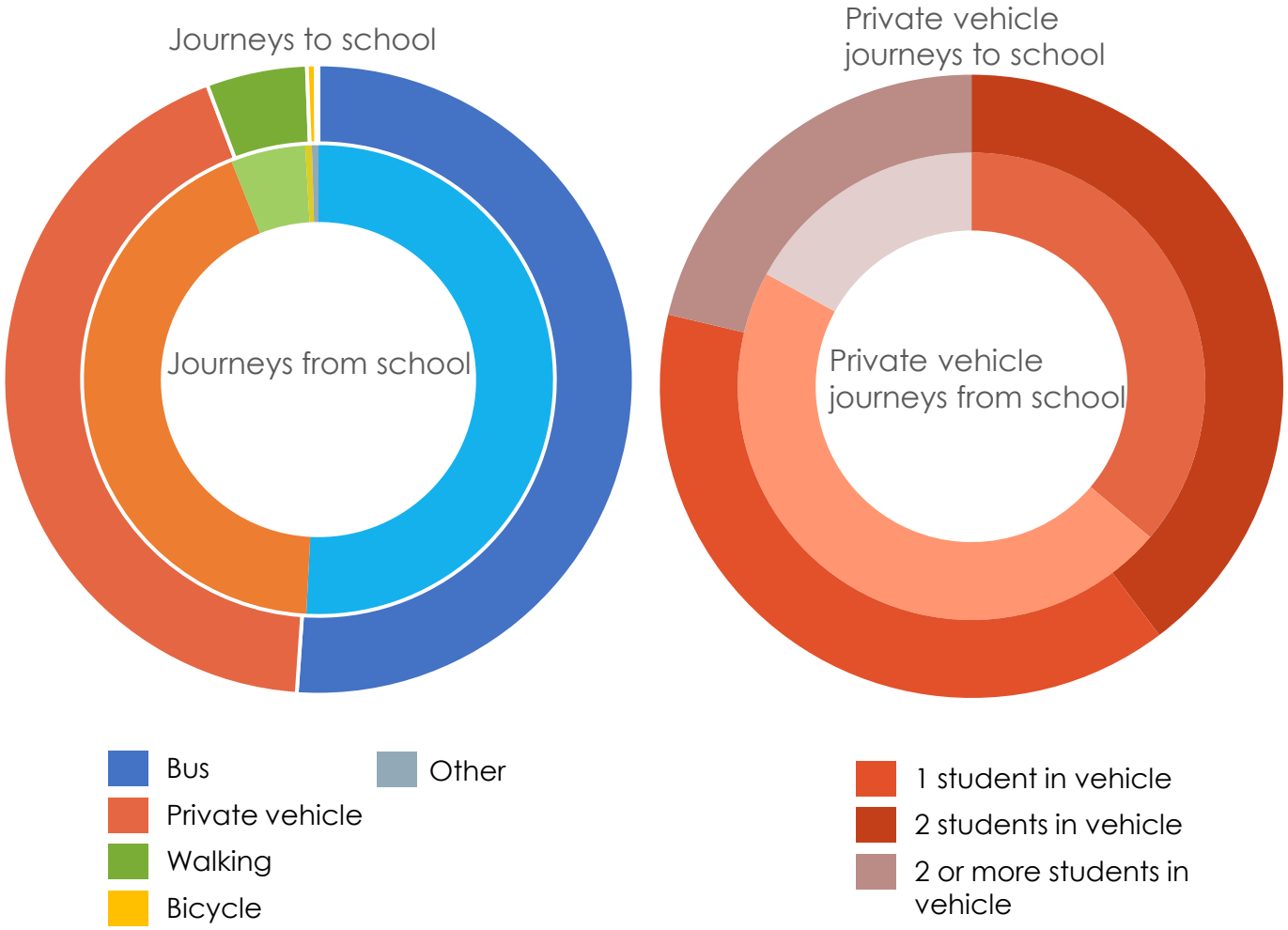
TfNSW utilise the following criteria to determine application for a free opal card/school travel pass :

- Students in K – 2 there is no minimum walking distance – all students can apply.
- Students in years 2 - 6, the criteria for SSTS is:
  - The distance to school exceeds 1.6km (straight line distance) or is at least 2.3km walking distance
  - The distance to the nearest transport pick up point (where available) exceeds 1.6 km (straight line distance) or is at least 2.3 km walking distance.
- The map shown represents a 1.6km radial and 2.3km walking distance from Milton PS. **121 students are <u>within</u> this boundary, meaning they are <u>not</u> eligible for a SSTS**.
- The figure opposite indicates that travel by a <u>public</u> bus may not be an efficient option for those students who are able to apply for a school travel pass. Travel by privately operated <u>school</u> bus however is a popular choice.



Milton Primary School Mode Share

- Travel mode share from hands up survey to school*:
  - 51% bus trips (347)
  - 44% private vehicle trips (293)
  - 5% walking trips (35)
  - Less than 1% were bicycle trips (3)
  - Less than 1% were 'Other' travel modes (1).
- Travel mode share from hands up survey from school^:
  - 51% bus trips (337)
  - 44% private vehicle trips (286)
  - 5% walking trips (34)
  - Less than 1% were bicycle trips (3)
  - Less than 1% were 'Other' travel modes (3).
- Private vehicle passenger numbers were found to be:
  - 40% / 37% of trips with 1 student to and from school
  - 39% / 48% of trips with 2 students to and from school
  - 21% / 17% of trips with 2+ students to and from school
- **Bus mode share is dominant, reflective of a highly effective solution.**



** Total number of responses = 679*
^ Total number of responses = 663

Proposed initiatives

In order to improve safety and encourage sustainable travel to and from school, the following initiatives are proposed:

1. School street intervention (no stopping during school peaks).
2. Improved pedestrian crossing (raised zebra treatment).
3. Improved pedestrian crossing (raised zebra treatment).
4. Footpath and raised zebra treatment.
5. Pedestrian crossing of Princes Highway (raised zebra treatment).
6. Additional time limited no parking zone to extend kiss 'n drop spaces and reduce overspill.
7. Upgrade/new footpaths (as per PAMP).
8. Provide easy to use bus maps (TAG).

Mode share summary

Scenario	Walk	Cycle/scoot	Bus	Car	Initiatives
Now (715 students)	39 (5%)	4 (1%)	361 (50%)	312 (44%)	Current
Future base (881 students)	112 (13%)	9 (1%)	405 (46%)	355 (40%)	• Enrolment boundary enforced • Growth occurs in greenfield areas near Milton PS • Bus numbers expand to meet population
Future moderate (881 students)	119 (14%)	9 (1%)	422 (48%)	331 (38%)	1. School street intervention (no stopping during school peaks) 2. Improved pedestrian crossing (raised zebra treatment) on Wason Street North 3. No parking extension on Thomas Street 7. Easy to use bus maps (TAG)
Future stretch (881 students)	133 (15%)	9 (1%)	422 (48%)	317 (36%)	Moderate case plus: 3. Improved pedestrian crossing (raised zebra treatment) on Wason Street south 4. Footpath and raised zebra treatment to connect to pool 5. Pedestrian crossing of Princes Highway (raised zebra treatment)

Thank you

sctconsulting.com.au

SCT Consulting

Transport Working Group 01 (TWG) Meeting Minutes
Milton Public School

Date:	18/11/2024
Time:	1:00 pm to 3:00 pm
Location:	MS Teams

Invitees	Organisation	Role	Attendance (Y, N)
Paul Nickson (PN)	SINSW	Senior Project Director, Infrastructure Planning	N
Martin Mende (MM)	SINSW	Senior Project Director, Infrastructure Delivery	Y
Russell Humble (RH)	SINSW	Transport Planning Manager, Infrastructure Planning	Y
Bishal Pandit (BP)	SINSW	Project Lead, Infrastructure Planning	N
Lovedeep Singh (LS)	SINSW	Senior Project Officer, Infrastructure Planning	N
Sarah Kelly (SK)	SINSW	Project Officer	N
Alex Kearton (AK)	SINSW	Cadet Support Officer	N
Blair Oliver (BO)	TfNSW	Lead Community & Safety Partner	N
Chris Millet (CS)	TfNSW	Manager Development Services, South	N
Salma Cook (SC)	TfNSW	Commercial Manager, South	N
Nicole Brodie (NB)	TfNSW	Transport for NSW	Y
Joshua Tang (JT)	TfNSW	Manager, Operational Planning	Y
Scott Wells (SW)	SCC	Principal Traffic Engineer	Y
Troy Punnett (TP)	SCC	Engineering Design Services Manager	N
Jonathan Ash (JA)	SCC	Transport Engineer	Y
Nicholas Bradbury (NB)	SCT	Consultant	Y
Jonathan Busch (JB)	SCT	Associate Director	Y
Matthew Spooner (MS)	RP Infrastructure	Project Manager	N
Jeanette Carney (JC)	RP Infrastructure	Senior Project Manager	N
Dane Graham (DG)	TfNSW	Senior Manager	N
Greg Isaac (GI)	FT	Director	Y

Jimmy He (JH)	FT	Architect	N
Alex Fergusson			Y
Christopher Croucamp	Urbis	Senior Planning Consultant	Y
Jodi Gleeson	SINSW	Project Director	Y
Micaiah Tipton	SCC	Manager – Design Services	Y
Pieter Muller	RPI Infrastructure	Senior Project Manager	Y
Santi Botross	SINSW	Senior Sustainable Transport Officer	Y
Dan Woods			Y
David Paisley-Topp	SCC	Roads Manager	Y
Holly Parker	SINSW	Cadet Planner	N

Item	Description	Responsibility	Date
1.0	**Item 1 Project Overview**		
1.1	Agenda, overview and background presented by JB		
2.0	**Proposed transport initiatives, previous comments from TWG members and actions**		
2.1	Footpath locations proposed to be funded by TfNSW presented by JB. SW notes that when Council put footpaths on Thomas St, they made the footpaths as wide as they could be within the guidelines, trees, utilities etc. It could therefore be a struggle to expand to 2m. JB noted that the project team would accept that the footpath cannot be widened.		
2.2	SW reiterated that a crossing along Princes Highway does not align with Council Strategy. On the west side of the highway ('Milton Corks lane Subdivision') contributions have been put together for a link road which would extend Myrtle Forest Drive to highway. A roundabout a this intersection was proposed but cannot be fit. With the Milton Bypass, Council has proposed a T-junction. As part of the T-junction Council proposes a pedestrian refuge towards the petrol station, north of the school. SW noted that is no funding from the contributions plan for the refuge island. SW requested that the crossing be considered for funding by SINSW. SW to provide a copy of the design for consideration..	SW	29/11/24
3.0	**DCP requirements assessment**		
	JB notes that bush fire requirements mean that carpark extension is constraine. No extra carparking is proposed SW agrees that parking is highly constrained.		

Item	Description	Responsibility	Date
	SW notes that action on Thomas Street would result in parking loss. SW asks Project team to look at active transport connectivity and to consider interventions that are not directly in the vicinity of the school and to extend networks into Milton to encourage active transport as a way of mitigating parking impacts – such as the delivery of a refuge island on Princes Highway and a footpath to connect to the school. NB from TfNSW would support the refuge island proposal, and notes that TfNSW has acknowledged pedestrian gap. JB stated that the project team would consider and revert to Council.	JB	TBC

Council Meeting 01 Meeting Minutes
Milton Public School

Date:	6/02/2025
Time:	12.00 pm to 1:00 pm
Location:	MS Teams

Invitees	Organisation	Role	Attendance (Y, N)
Martin Mende (MM)	SI	Senior Project Director, Infrastructure Delivery	Y
Santi Botross (SB)	SI	Senior Sustainable Transport Officer	Y
Jodi Gleeson (JG)	SI	Project Director	Y
Anju Ramachandran (AR)	SCC	Civil Engineer	Y
David Paisley-Topp (DPT)	SCC	Asset Construction & Maintenance Manager	Y
Scott Haylett (SH)	SCC	Senior Engineer Coordinator	Y
Scott Wells (SW)	SCC	Principal Traffic Engineer	N
Jimmy He (JH)	FT	Architect	Y
Jonathan Busch (JB)	SCT	Associate Director	Y
Matthew Spooner (MS)	RP Infrastructure	Project Manager	Y
Pieter Muller	RPI Infrastructure	Senior Project Manager	Y
Alex Jellie (AJ)	RP Infrastructure	Project Manager	Y

Item	Description	Responsibility	Date
1.0	**Introductions**		
1.1	Introductions were conducted		
2.0	**Proposed transport initiatives, previous comments from TWG members and actions**		
2.1	MS presented the attached presentation. The infrastructure list is finalised per the presentation. There were no comments from Council.		

NSW Department of Education

Ulladulla High School, Ulladulla Public School, Milton Public School Upgrades

Shoalhaven City Council Meeting

6 February 2025

NSW GOVERNMENT

Acknowledgement of Country

We acknowledge the Traditional Custodians of all the land on which we meet today, and pay respect to Elders past, present and emerging, and extend that respect to any Aboriginal people joining us today.

NSW GOVERNMENT

Agenda

1. Introductions and Apologies
2. Purpose of Meeting
3. Ulladulla High School
   - Initiatives & Proposed Implementation
4. Ulladulla Public School
   - Initiatives & Proposed Implementation
5. Milton Public School
   - Initiatives & Proposed Implementation

1. Introductions and Apologies

2. Purpose of Meeting

Following the previous Transport Working Group meetings, School Infrastructure NSW is providing their proposed implementation to Shoalhaven City Council based on previous feedback.

NSW Department of Education

3. Ulladulla High School

NSW GOVERNMENT

3.1 Original Proposed Initiatives

Item	Proposed Initiative
1.	An additional 10 skateboard, 20 scooter and 20 bicycle racks
2.	An additional crossing immediately north of the intersection of Camden and South Street
3.	An additional crossing on South Street west of Camden Street
4.	An additional three kiss ‘n drop spaces
5.	Easy to use bus maps (TAG)
6.	Footpaths on South Street, southern side.

3.2 Responses to Proposed Initiatives

Item	Initiative	Final Response	Funding
1.	An additional 10 skateboard, 20 scooter and 20 bicycle racks.	To be implement by the project.	SI
2.	An additional crossing immediately north of the intersection of Camden Street and South Street.	Already implemented by Council.	N/A
3.	An additional crossing on South Street west of Camden Street.	Previously advised by Council that future planned roundabout would make this option redundant. Not proposed to be implemented.	N/A
4.	An additional three kiss 'n drop spaces.	Liaise with Council to implement. Time limited no parking zone.	SI
5.	Easy to use bus maps (TAG)	SI consultants to develop TAG. Individual bus maps are available on the TfNSW website.	SI

3.3 Responses to Proposed Initiatives

Item	Initiative	Final Response	Funding
6.	Footpaths on South Street southern side.	Existing full-length footpath on South Street on the northern side in front of school. No increase in student population. Not proposed to be implemented.	N/A
7.	**Council request**: Additional crossing on Camden Street between South Street and Green Street.	No increase in student population. Not proposed to be implemented.	N/A

4. Ulladulla Public School

4.1 Original Proposed Initiatives

Item	Proposed Initiatives
1.	40 additional bicycle racks and 10 scooter racks – insufficient existing facility
2.	Repair of broken shower in End Of Trip (EOT) facilities to encourage cycling and active
3.	Implement a westbound kiss ‘n drop zone, to replace existing unrestricted parking to mitigate poor driver behaviour, and drivers using the church carpark adjacent to the school
4.	Easy to use bus maps (TAG)
5.	Painted red bus zones to reduce illegal parking
6.	Zebra crossing on St. Vincent.

4.2 Responses to Proposed Initiatives

Item	Proposed Initiatives	Final Response	Funding
1.	40 additional bicycle racks and 10 scooter racks – insufficient existing facility.	To be implement by the project.	SI
2.	Repair of broken shower in End Of Trip (EOT) facilities to encourage cycling and active.	Repaired	N/A
3.	Implement a westbound kiss 'n drop zone, to replace existing unrestricted parking to mitigate poor driver behaviour, and drivers using the church carpark adjacent to the school.	Kiss 'n drop to be extended on Green Street north side along the entire frontage of the school. Proposed no parking zone would be restricted to pick up and drop off hours only. To be implement by the project.	SI
4.	Easy to use bus maps (TAG)	SI consultants to develop TAG with individual bus maps. To be implement by the project.	SI

4.3 Responses to Proposed Initiatives

Item	Proposed Initiatives	Final Response	Funding
5.	Painted red bus zones to reduce illegal parking.	To be implemented by the project	SI
6.	Zebra crossing on St. Vincent Street.	Previously advised by Council that due to projected traffic growth, future planned signals at Green Street and St Vincent Street would make this redundant therefore not proposed to be implemented.	N/A

5. Milton Public School

5.1 Original Proposed Initiatives

Item	Proposed Initiatives
1.	School street intervention (no stopping during school peaks)
2.	New wombat crossing
3.	New wombat crossing
4.	Footpath and wombat crossing
5.	Pedestrian crossing of Princes Highway (raised zebra treatment)
6.	Additional time limited no parking zone to extend kiss ‘n drop spaces and reduce overspill
7.	Upgrade/new footpaths (as per PAMP)
8.	Provide easy to use bus maps (TAG)

5.2 Responses to Proposed Initiatives

Item	Proposed Initiatives	Final Response	Funding
1.	Wason Street between Thomas Street and school entrance gate: School street intervention (no stopping during school peaks)	To be implement by the project, pending local Council/Traffic committee feedback.	SI
2.	New wombat crossing on Thomas St north across Wason St	To be implement by the project	SI
3.	New wombat crossing on Thomas St south across Wason St.	Thomas Street southern side can't have footpath unless parking is lost. Pedestrians can cross at signals further south on Wason Street. Not proposed to be implemented.	N/A
4.	Footpath and wombat crossing on Thomas St north across Church St.	Pedestrian demand and vehicle use too low to provide meaningful benefits. Not proposed to be implemented.	N/A
5.	Pedestrian crossing(raised zebra treatment) of Princes Hwy close to the intersections with Myrtle St.	Transport for NSW did not support. Not proposed to be implemented.	N/A

5.3 Responses to Proposed Initiatives

Item	Proposed Initiatives	Final Response	Funding
6.	Additional time limited no parking zone to extend kiss 'n drop spaces and reduce overspill.	To be implement by the project Pending local Council/Traffic committee approval.	SI
7.	Upgrade/new footpaths (as per PAMP).	Previously advised by Council that existing footpaths on Thomas Street are already at the maximum width. Not proposed to be implemented.	N/A
8.	Provide easy to use bus maps (TAG).	SI consultants to develop TAG with individual bus maps. To be implement by the project.	SI
9.	Contribution funding for a pedestrian refuge as part of the new Myrtle Forest Drive T-junction to the Princes Hwy.	Not proposed to be implemented. Project scope revised to now include the provision of 4 additional carpark spaces.	SI

NSW Department of Education

8. Other Business

- Meeting Re-cap

NSW GOVERNMENT

APPENDIX C

SWEPT PATH ASSESSMENT

FFL 68.400

(2 Storey)
1F: RL 72.150
GF: RL 68.400

HAY BALES.
REFER TO DRAWING
C-0065 FOR DETAILS

GEOTEXTILE FABRIC
TO PROPOSED
DRAINAGE PIT

GEOTEXTILE FABRIC TO
EXISTING DRAINAGE PIT

TEMPORARY STOCKPILE WITH
SEDIMENT FENCE - LOCATION
TO BE DETERMINED ON SITE.

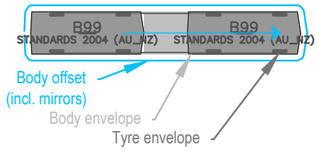
B85
STANDARDS 2004 (AU_NZ)

CRICKET NETS

METAL FENCE

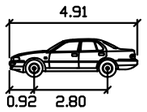
277°31'05"

Legend



This swept path assessment is based on:

- 300mm body offset
- Vehicle speed of 5km/h
- A B85



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	6.0
Steering Angle	: 34.1

Not for construction

SCT Consulting

V	Description	Date
1.0	REF Lodgement	8/04/2025

Prepared for:
School Infrastructure

Quality information	
Date	04/25
Prepared	JB
Reviewed	JB
Authorised	JB

Scale @ A3
0 2 4
Scale 1:200

Project
Milton Public School Upgrade
Review of Environmental Factors

Title
Swept path assessment (B85)

Project Number
SCT_00485_Milton_CAD_01

Sheet number
01

A3

SCT-NAS-1\Server\Projects\SCT_00485_Milton SAS Schools\4. Tech Work\5. Engineering\02\SCT_00485_Milton_CAD_01_v1.1

XREF DATE | FILE NAME | PROVIDER

Thoughtful Transport Solutions

Suite 4.03, Level 4, 157 Walker Street, North Sydney NSW 2060
sctconsulting.com.au