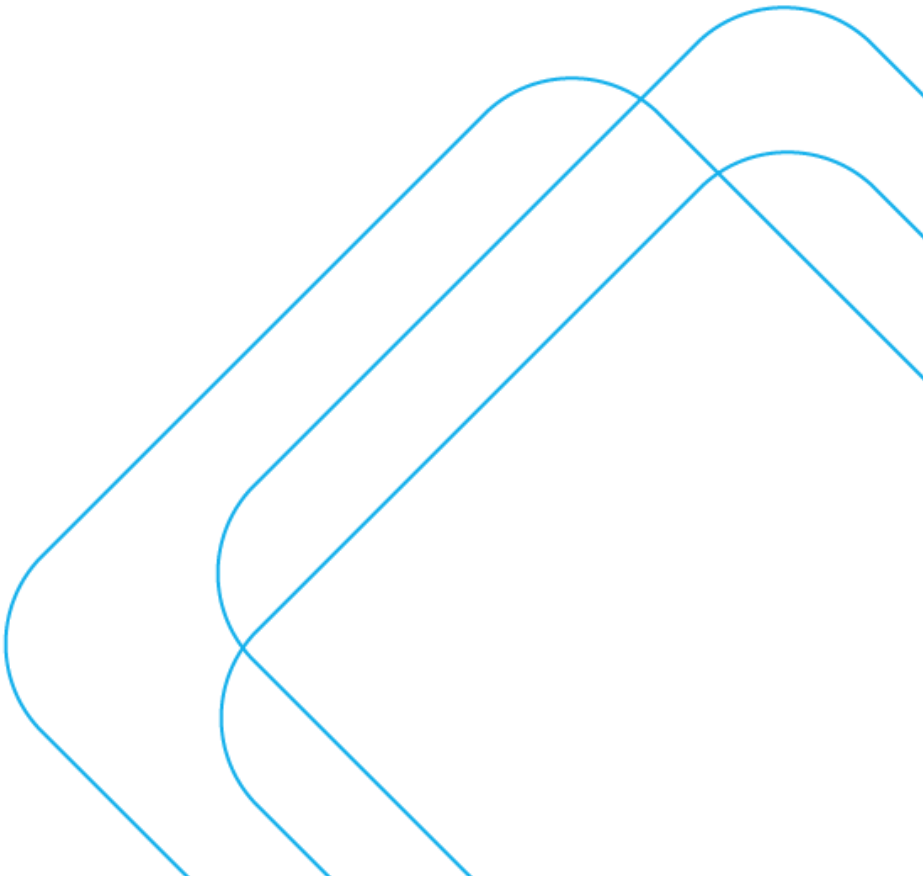
SCT Consulting

ULLADULLA HIGH SCHOOL UPGRADE

Transport Access Impact Assessment

17 JULY 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:	Ulladulla High School Upgrade		
Project Number:	SCT_00459		
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:	Rohan Shetkar Abigail O'Mahoney Kanella Dimos Jonathan Busch	Senior Consultant Undergraduate Consultant Director	
Reviewer:	Andy Yung	Director	
Authoriser:	Jonathan Busch	Director	

Version	Date	Details
1.0	4 February 2025	Draft Report
2.0	21 February 2025	Addressed RP Infrastructure and School Infrastructure comments
3.0	17 March 2025	Addressed RP Infrastructure and School Infrastructure comments
4.0	20 March 2025	Updated preamble
5.0	25 March 2025	Addressed RP Infrastructure and School Infrastructure comments
6.0	15 July 2025	Addressed SI comments
7.0	17 July 2025	Addressed SI comments

Contents

Appendices

Executive Summary

Purpose of report

This Transport Assessment and Impact Assessment (TAIA) has been prepared to support a Review of Environmental Factors (REF) for the Department of Education (DoE) for the construction and operation of the new Ulladulla High School.

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.

Proposal

The NSW Department of Education is proposing upgrades to Ulladulla High School, located at 55 South Street, Ulladulla, NSW 2539. The site is legally referred to as Lot 1 in Deposited Plan 595313 within the Shoalhaven Local Government Area and spans approximately 6.5 hectares.

The proposed activity at Ulladulla High School includes several upgrades to improve the school's infrastructure. Key elements of the project are the construction of a new two-storey home base building, new stairs, and covered walkways. Additionally, the plan entails upgrade works to the existing internal pedestrian pathways, the installation of solar panels, and associated landscape works.

Figure 1-1 Proposed site location

Source: Urbis; January 2024

Existing conditions

The existing site currently consists of 61 Permanent Teaching Spaces (PTS) and 8 Demountable Teaching Spaces (DTS), with playing fields located in the north-western portion of the site. Dense vegetation is located in the central and eastern portion of the site, separating the school buildings from the early learning centre. Vegetation is also concentrated along the site boundaries and around the playing fields. The surrounding locality is primarily residential to the west and south. Ulladulla Town Centre is located to the east of the site. Ulladulla Public School is located immediately to the north of the site along Green Street.

The site fronts four key roads, South Street, Camden Street, St Vincent Street and Green Street, which are all managed by Shoalhaven City Council. Existing footpath connectivity directly servicing the site is good, with footpaths on at least one side of the road providing access on all bordering streets. There are two adjacent bus stops on South Street which serve as the primary pick up and drop off point for Ulladulla High School students.

The latest available NSW Department of Education data for 2025 indicates an enrolment of 1,183. There are 864 existing high school students who are eligible for Student Subsidised Travel Scheme (SSTS), and it is estimated that 845 students will be eligible for SSTS in the future. Public transport coverage within the intake area for the proposed school is limited. There are significant gaps in the entire west section and south west of the catchment.

A kiss ‘n drop is located on the west side of St Vincent Street, between two of the pedestrian and vehicle access points. An additional kiss ‘n drop is located at the southern end of Camden Street.

Proposed upgrades to high school

The proposed activity is for infrastructure upgrades to the existing high school known as Ulladulla High School. The high school currently accommodates up to 1,208 students. The school currently has 61 Permanent Teaching Spaces (PTS) and 8 Demountable Teaching Spaces (DTS). The upgrades will provide a new two-storey home base building along with the removal of all existing demountables along with ancillary upgrades to existing school facilities.

Specifically, the proposal involves the following:

– Construction of a new two-storey home base building to replace 8 DTS

– Construction of new stairs and covered walkways.

– Upgrade works to existing internal pedestrian pathways.

– Installation of solar panels.

– Associated landscape works.

Any works relating to the existing demountables or associated with substations will be undertaken via a separate planning pathway.

These works will modify the school’s internal layout while maintaining the current number of teaching spaces by replacing demountable. With no plans to increase the school population or teaching spaces, there will be no material change in the existing traffic conditions. As a result, the current parking and access arrangements will be retained during construction and after commissioning. These arrangements are as:

– Main pedestrian entry on South Street with secondary entrance son St Vincent Street Green Street and Camden Street.

– Two onsite car parks with access via St Vincent Street.

– Kiss ‘n drop is located on the west side of St Vincent Street, between two of the pedestrian and vehicle access points. An additional kiss ‘n drop is located at the southern end of Camden Street.

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.

Table E-1-1 Mode share targets

Scenario	Metric	Walk	Bicycle/Scoot	Bus	Car
Existing	#	194	43	585	387
	%	16%	4%	48%	32%
Future Base Case	#	231	36	606	318
	%	19%	3%	51%	27%
Moderate case (preferred)	#	236	41	606	307
	%	20%	3%	51%	26%

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

Table E-1-2 Description of scenario development

Scenario	Investment
Future Base Case	– 100% of student enrolments within the intake area. The transport network should not be designed for out-of-area enrolments, as they represent a small share of the student body. – The new pedestrian crossing north of the intersection of Camden and South Streets already delivered by the council is in operation
Moderate case	As with the base case, plus: – An additional 10 skateboards, 20 scooters and 20 bicycle racks – An additional three kiss ‘n drop spaces to improve operational efficiency of existing kiss and drop off zone

No reach 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.

Conclusions

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 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 1-3 Mitigation measures

Project Stage	Measure	Reason for Mitigation Measure	Section of Report
O	Construction of racks or spaces to accommodate an additional 10 skateboards, 20 scooters and 20 bicycles.	To provide adequate facilities for active transport, promoting sustainable travel options.	**Section 3.2.1.2**
O	Subject to Traffic Committee approval, change parking signage for three existing unrestricted parking spaces on Camden Street (eastern 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 3.2.1.6**
C	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 4.0**
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**

*Note: Project stages include:

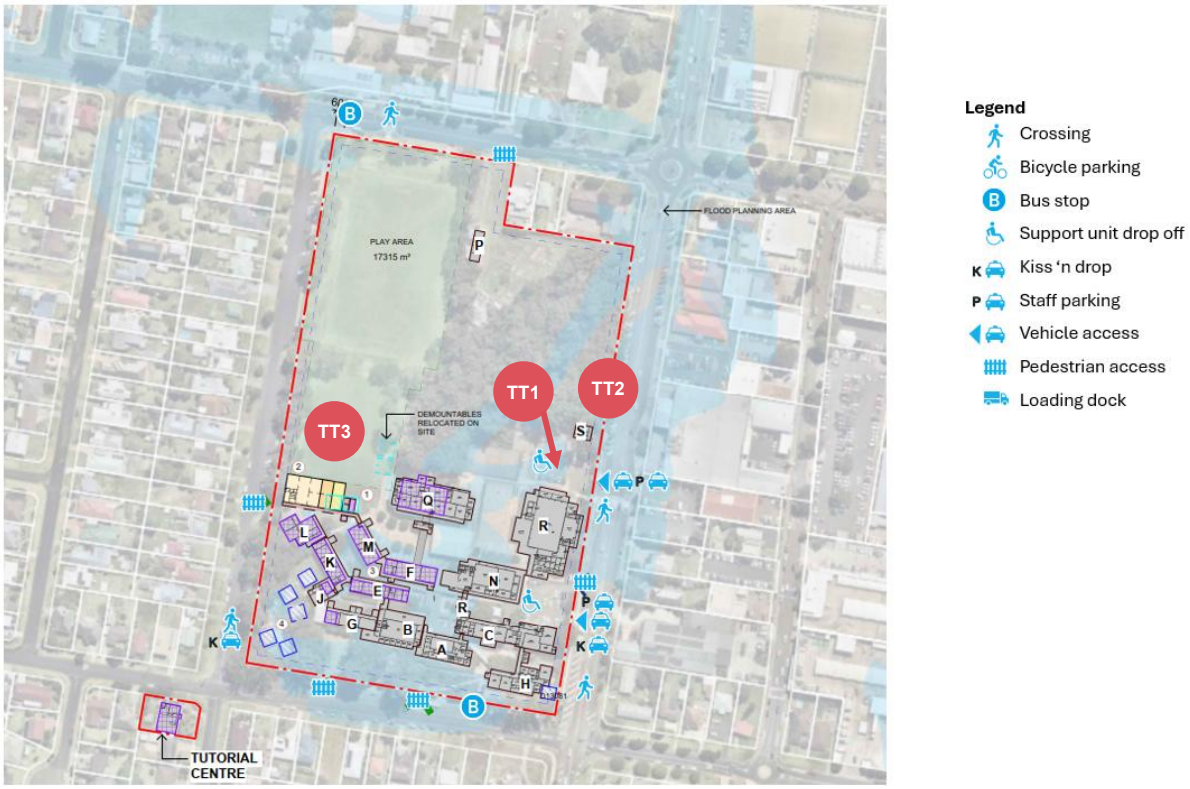
– (D) Design

– (C) Construction

– (O) Operation

The initiatives are illustrated in **Figure E-1-2**.

Figure E-1-2 Ulladulla High School – Mitigation measures



Source: NBRS Architects with annotations by SCT Consulting; 2025

1.0 Strategic Context

1.1 Project Context

1.1.1 School site

Ulladulla High School is located at 55 South Street, Ulladulla, NSW, 2539 and is legally referred to as Lot 1 in Deposited Plan 595313. The site is located within the Shoalhaven Local Government Area (LGA) and has an approximate area of 6.5 Hectares. An aerial photograph of the site is provided at **Figure 1-1.**

Figure 1-1 Aerial Photograph of the Site

Source: Urbis; January 2024

The site is zoned SP2 Educational Establishment and existing development comprises various buildings, a car park, landscaping, sports fields and sports courts associated with Ulladulla High School. Ulladulla High School currently comprises 61 Permanent Teaching Spaces (PTS) and 8 Demountable Teaching Spaces (DTS). Playing fields are located in the north western portion of the site.

The site is largely rectangular in shape, however, is indented in the north east corner where an early learning centre is situated outside of the site boundary on the corner of Green Street and St Vincent Street. The primary frontage to the school is along St Vincent Street to the east, with two vehicular access points to at-grade carparking areas.

Dense vegetation is located in the central and eastern portion of the site, separating the school buildings from the early learning centre. Vegetation is also concentrated along the site boundaries and around the playing fields. The surrounding locality is primarily residential to the west and south. Ulladulla Town Centre is located to the east of the site. Ulladulla Public School is located immediately to the north of the site along Green Street.

1.1.2 Proposed Activity Description

The proposed activity relates to upgrades to Ulladulla High School. Specifically, the proposed activity comprises the following:

– Construction of a new two-storey home base building

– Construction of new stairs and covered walkways

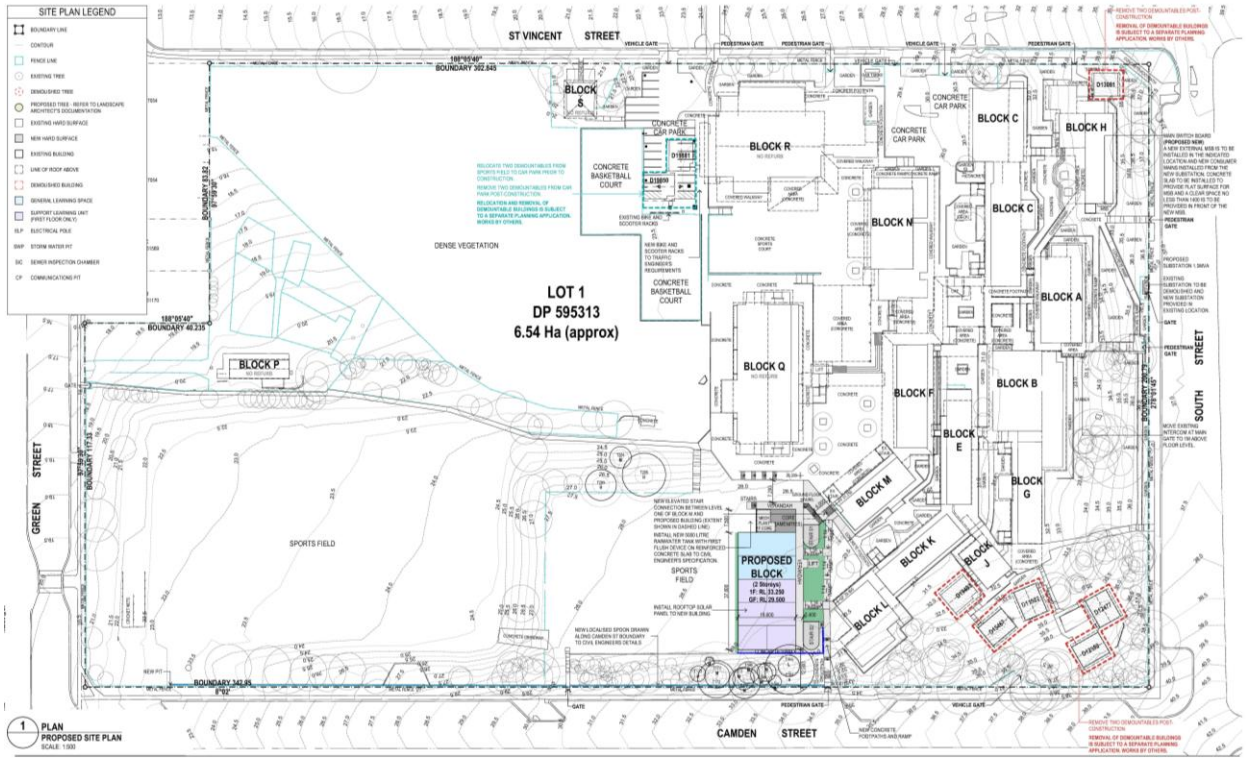
– Upgrade works to existing internal pedestrian pathways

– Installation of solar panels

– Associated landscape works.

Any works relating to the existing demountables or associated with substations will be undertaken via a separate planning pathway. **Figure 1-2** provides an extract of the proposed site plan.

Figure 1-2 Site Plan



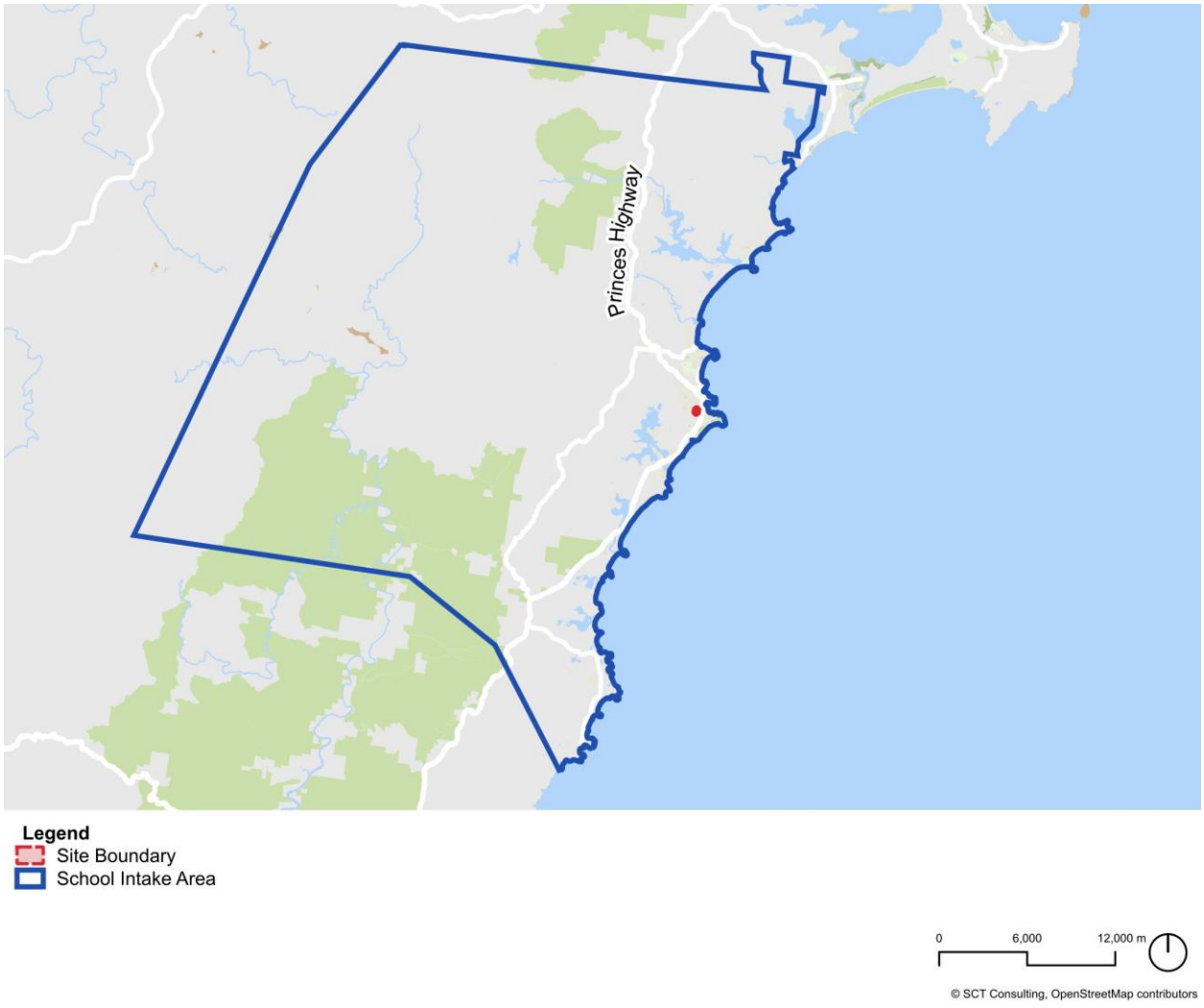
Source: Fulton Trotter, 2025

1.1.3 School Intake area

The intake area for Ulladulla High School falls within the Australian Bureau of Statistics' 'Statistical Area 2' (SA2) boundary of Ulladulla. Anonymised student data provided by NSW Department of Education indicates that there are 1104 school students currently residing within the proposed intake area. Ulladulla High School catchment area extends to Sussex Inlet (Sussex Inlet to South Nowra, falls within the Vincentia High School catchment), down south-east to Kioloa. The catchment extends approximately 50km along the Princes Highway which acts as the primary road link for Students outside of Ulladulla to access to school. No changes to this intake area are proposed.

In the year of completion of the works (2025), there will be approximately 1183 high-school-aged students who reside within the intake area. **Figure 1-3** shows the number of high-school-aged students in 2027, per SA1 zone, that reside within the intake area currently. With a target enrolment of 1,000 students, a little less than half of total student enrolments will come from existing residents.

Figure 1-3 Intake area



1.1.4 Consultation and Transport 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 Transport Working Groups (TWG's) have been held on 19 August 2024 and 5 November 2024.

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 site will feature a new build and upgrades to replace demountables, with ongoing master planning to refresh the scope; no changes in capacity are planned.
- The High School and Primary School function in a campus-style layout, with high car trip volumes to/from Ulladulla Public School indicating shared trips between the two schools.
- Bus mode share is high and dominant for trips from the school.
- Completed Initiatives:
  - Raised zebra crossing on Camden Street, north of the Camden/South Street intersection, already constructed. The crossing built as part of Initiative 2 was designed to accommodate a future roundabout, making Initiative 3 (provision of pedestrian refuges) unnecessary.
  - Additional footpath on the north side of South Street completed.
  - Camden/South Street intersection has been signalized with crossings on all four legs, funded by TfNSW.

TWG #2 held on 18 November 2024

- Council noted that a proposed additional crossing on South Street, west of Camden Street, is not ideally located due to the proposed roundabout 50 meters to the east.
- Council expressed willingness to reposition the crossing closer to the middle of the southern frontage, aligning with future design plans.
- Council highlighted that the highest priority measures from their funding package, in response to the student fatality, have already been completed.
- It was noted that there is no proposed increase in student accommodation.
- No DCP rates are available for bicycle infrastructure. However, the project team has provided a best estimate of demand.

TWG #3 held on 6 February 2024

- The NSW Department of Education provided the final response to the proposed transport initiatives as follows:
  - Additional 10 skateboard, 20 scooter, and 20 bicycle racks, funded by the NSW Department of Education.
  - Three new kiss 'n drop spaces, to be implemented in liaison with Council as a time-limited no-parking zone.
  - Transport access guide to be prepared by School Infrastructure's consultants. (This TAG is provided in **Appendix A**)

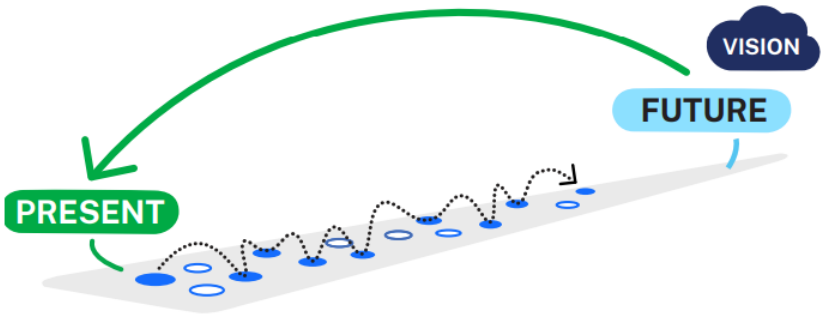
1.2 Strategic transport and land use context review

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 1-4,** the approach targets a long-term vision and sets out outcomes to ensure the delivery of the vision for the community.

Figure 1-4 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.

– Children in secondary schools 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 connections 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

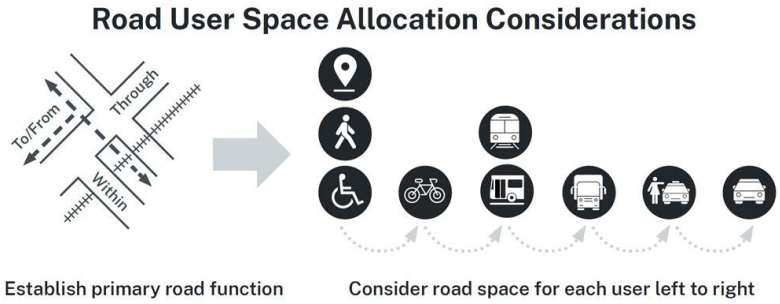
The policy prioritises road user space for different user groups to support road safety, equitable access of space, and to meet place objectives. This allocation can be a physical allocation (for example, a lane delineation) or temporal (e.g. time restricted kerbside use during school peak hours) and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

– Movement and place function of the road.

– Limited road space to accommodate all competing user needs.

Accordingly, **Figure 1-5** 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 1-5 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 Ulladulla High 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.

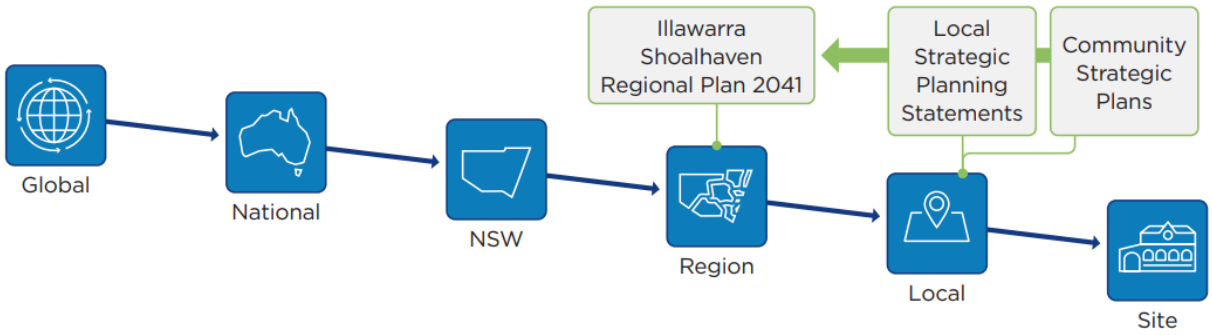
Implication

There is a strong emphasis on encouraging more students to travel more sustainably. Accordingly, the transport assessment discusses if existing active transport facilities are sufficient and what additional actions could be implemented to encourage Ulladulla High 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 1-6**. 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 1-6 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

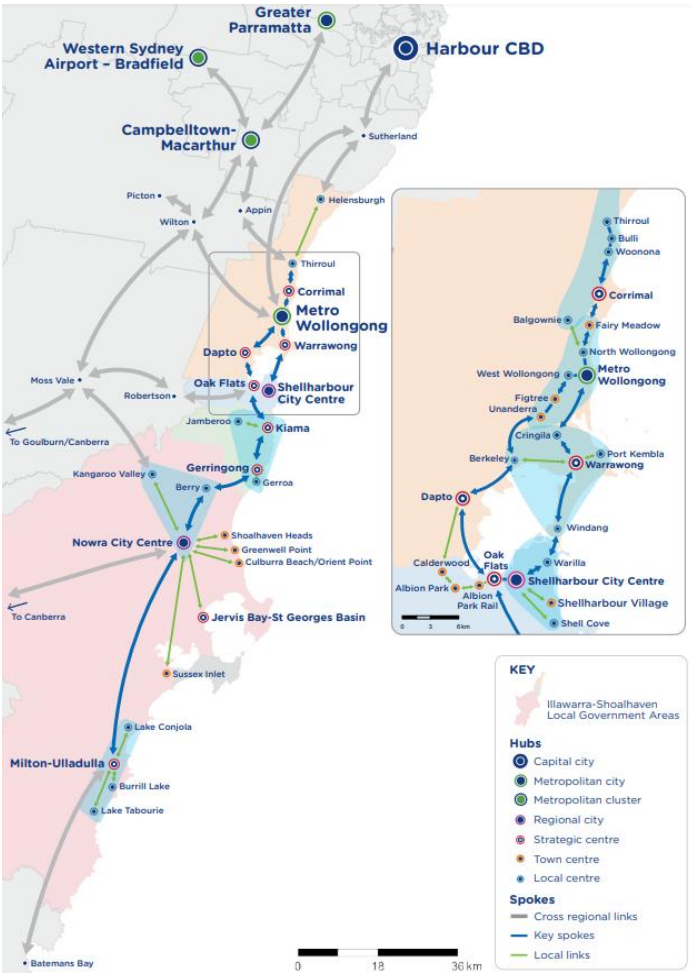
– Enhancing access for High Productivity Vehicles (HPVs) across the region

– 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 1-7.** 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 1-7 "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, TfNSW 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 high school site, 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 Ulladulla High 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 high 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 utilize the school's facilities, enhancing its role as a valuable community resource.

Implication

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

1.2.7 Pedestrian Accessibility & Mobility Plan Update and Bike Plan Update (draft)

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*.

At the time of conducting this TAIA, Shoalhaven City Council was in the process of finalising the *Draft Shoalhaven Active Transport Strategy Report* (22/08/2024). This draft Strategy had been on public exhibition since August 2024, with the finalisation initially scheduled for December 2024 but has since been extended.

The Draft Shoalhaven Active Transport Strategy aims to synthesise and update 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 draft Strategy includes mapping that outlines existing and proposed active transport infrastructure within the Shoalhaven region. **Figure 1-8** illustrates the active transport infrastructure in Ulladulla, with key existing features along the roads fronting Ulladulla High School, including:

– A wombat crossing on Green Street

– Pedestrian refuges at the St Vincent Street | Green Street roundabout

– A refuge at the Camden Street | South Street intersection

– A signalised crossing at St Vincent Street | South Street, and a zebra crossing on St Vincent Street.

– Footpaths along all fronting roads in both directions.

Proposed improvements to the fronting roads include:

– Two additional pedestrian refuges along Camden Street
– The signalisation of the Green Street | St Vincent Street roundabout.
– Extension of pedestrian paths at the South Street | St Vincent Street and Camden Street | South Street intersections.

Figure 1-8 Active Transport Ulladulla PAMP mapping

Source: Shoalhaven City Council, 2024

Implication

Ulladulla High School will be supported by appropriate road and active transport networks to encourage easy access to the school.

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 1-9** and **Figure 1-10** respectively with the outcomes summarised in **Table 1-1.**

Figure 1-9 Ulladulla potential residential infill sites

Source: Shoalhaven City Council; 2022

Table 1-1 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 1-10 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.

Implication

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

1.2.9 Delivery Program and Operational Plan & Budget 2024/25 (Draft)

Shoalhaven City Council received funding through the Federal and State Government's Road Safety Program to implement pedestrian safety improvements around Ulladulla High School. The capital works Draft for Delivery Program Operational Plan and Budget 2024-2025 (available at the time of preparing this report) has allocated funding in response to a recent student fatality on St Vincent Street. The planned improvements are depicted in **Figure 1-11** include:

– Installation of traffic signals at the South Street and St Vincent Street intersection,

– Construction of a raised pedestrian crossing on Camden Street, to north of South Street

– A shared user path link will be constructed along the northern side of South Street.

Figure 1-11 Pedestrian safety improvements around Ulladulla High School

Source: SCT, 2025

Implication

These enhancements will create a pedestrian priority crossing on all frontages of the high school, significantly improving safety for students and pedestrians in the area.

1.2.10 Shoalhaven Development Control Plan 2014

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

– A minimum of 1 parking space per 8 students.

– A pick-up/drop-off zone with sufficient length to accommodate 1 space per 35 students.

– A bus zone with adequate length to accommodate 1 bus space per 200 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

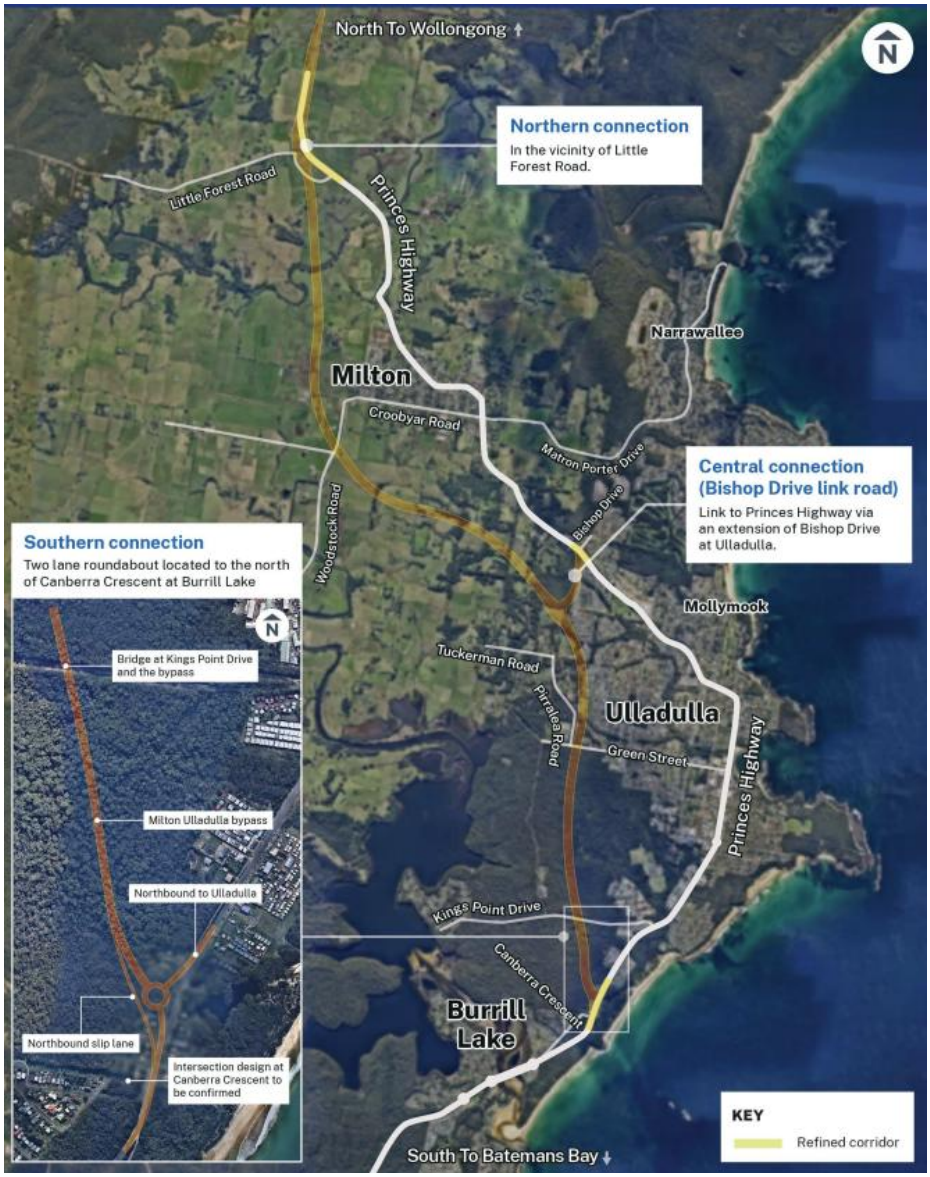
Ulladulla High School needs to be supported by appropriate road and active transport networks to encourage easy access to the school.

1.2.11 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 1-12 includes indicative mapping of the proposed bypass.

Figure 1-12 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 for both residents and visitors.
- **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 around Ulladulla High School but may alter access routes and traffic patterns in the area which may change the way that people travel to/from the site.

1.2.12 Road safety upgrades surrounding Ulladulla High School

Following a fatal traffic accident in 2020, in which a student pedestrian was involved in a collision with a bus, targeted infrastructure upgrades have been carried out and are planned with funding from the *Federal and State Government's Road Safety Program*. These improvements include several key initiatives aimed at enhancing safety and reducing congestion:

- A raised mid-block zebra crossing on St Vincent Street, adjacent to the school entrance
- Purpose-built pedestrian fencing, additional signage, revised parking and drop-off arrangements, and a widened concrete path at the intersection of South and St Vincent Streets.
- Line marking improvements along St Vincent Street, stretching from Deering Street to the existing pedestrian refuge crossing north of South Street.
- Bus coordination has been improved, with buses now leaving the school pick-up areas in a manner designed to ease onsite congestion. Left-turning buses depart before right-turning buses, a strategy that has been in place since January 2021 and is planned to continue.
- The signalisation of the intersection of St Vincent and South Street.
- A raised pedestrian crossing on Camden Street, along with a shared user path link on South Street.

Implication

The infrastructure upgrades and ongoing safety measures implemented around Ulladulla High School by TfNSW aim to improve pedestrian safety, ease traffic congestion, and ensure a safer environment for students and the broader community.

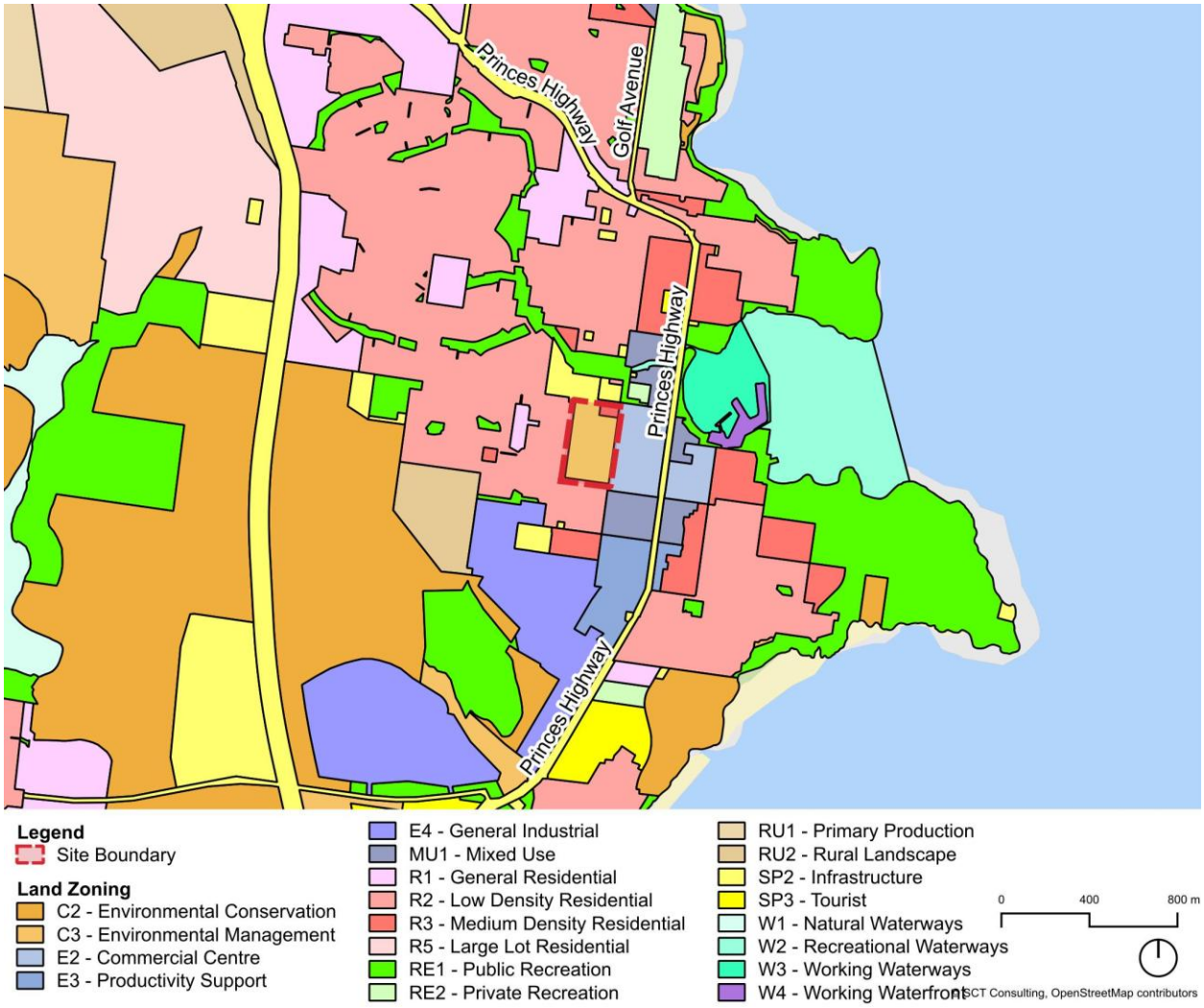
2.0 Existing Conditions

2.1 Site location

The site is located at 55 South St, Ulladulla NSW 2539. The main entry is at the southern end of the school along South Street, with access points on all bordering streets.

The land zoning surrounding Ulladulla High School is shown in **Figure 2-1**.

Figure 2-1 Land zoning within intake area



The school is SP2 Educational Establishment, the eastern side of the site is commercial and mixed-use land, serving as the town centre of Ulladulla. 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 200-meter-long frontage to South Street along its southern boundary. The school can be accessed from all bordering streets, with most students observed entering the school from South Street and St Vincent Street. Footpaths are located on at least one side of the road on all bordering streets.

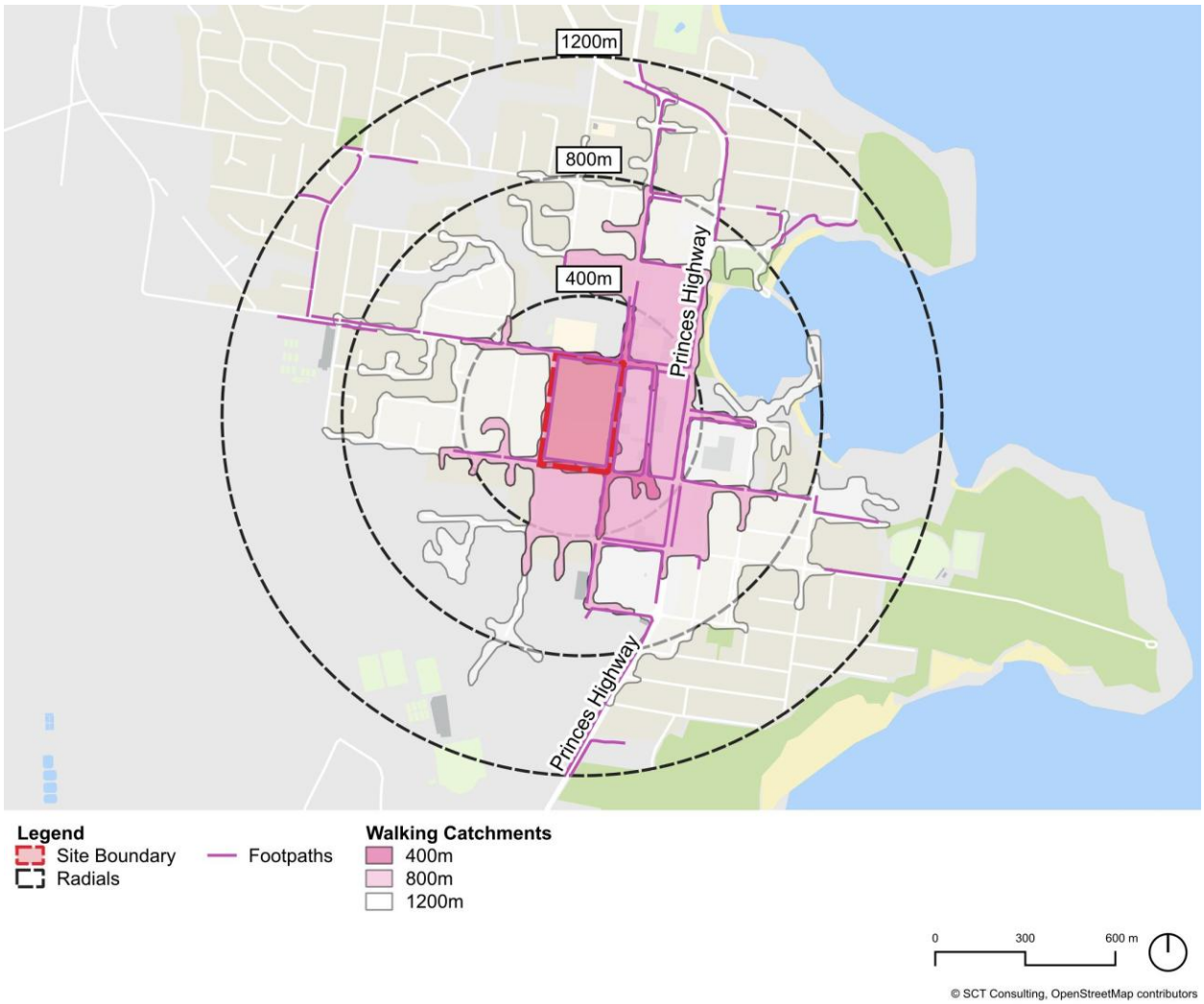
The site is located to the West of Princes Highway, primarily serviced by two adjacent bus stops on South Street. The existing transport context close to Ulladulla High School is shown in **Figure 2-2**.

Figure 2-2 Transport context

2.2.2 Walking network

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

Figure 2-3 Existing footpaths within 1200m



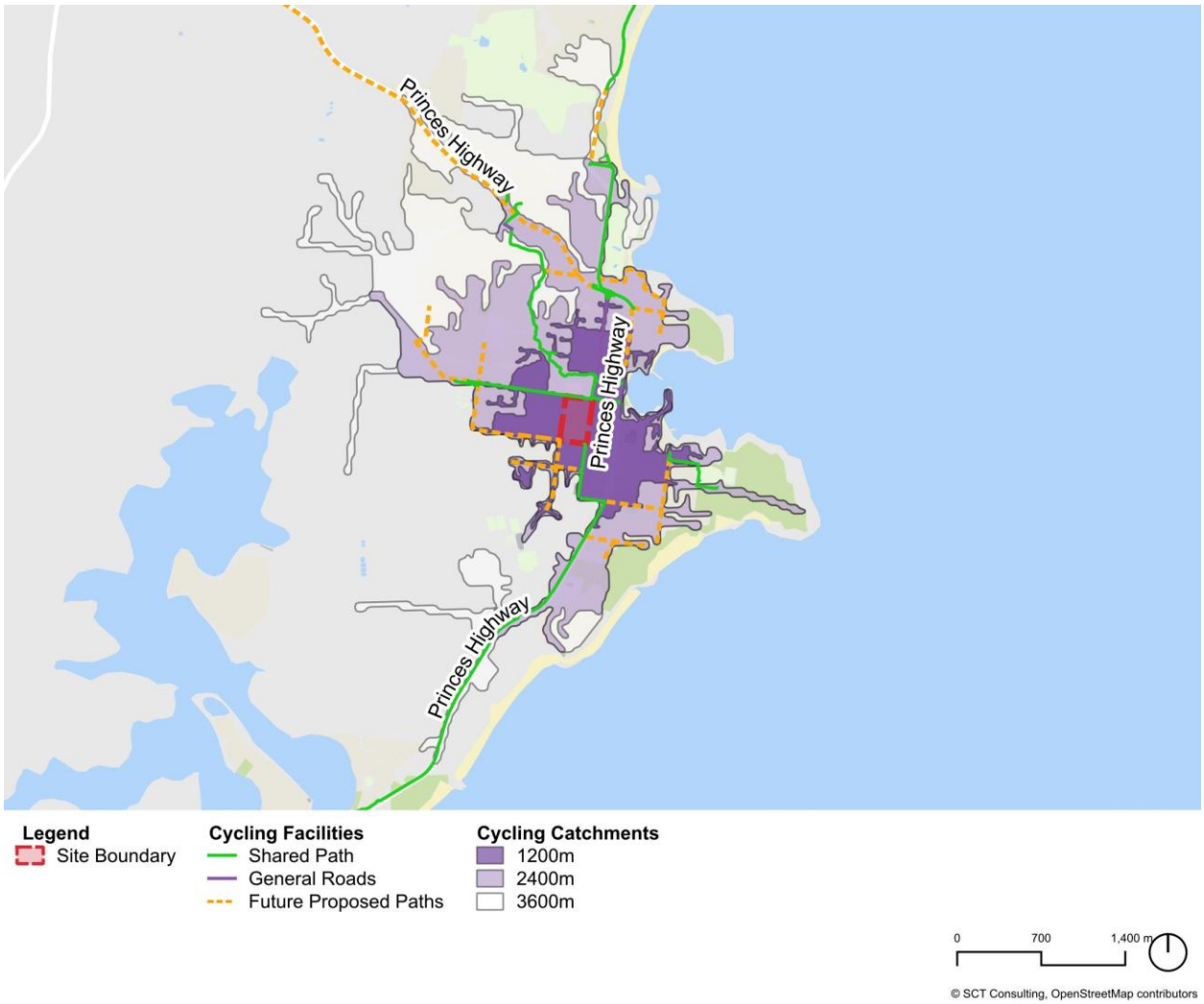
Existing footpath connectivity directing servicing the site is good with footpaths on at least one side of the road providing access on all bordering streets. Other local streets within residential areas 1,200m of the site have limited pedestrian facilities including footpaths and crossings.

The 1,200m walking catchment of the school is good, with strong connectivity, however it is poorer to the south-west due to a lack of 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. There is a shared path along Princes Highway and St Vincent Street providing direct access to Ulladulla High School. 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.

Some of the proposed and current cycleways are inhospitable, in particular along Princes Highway for school students supporting the observed 2 per cent mode share. However, other surrounding cycle infrastructure within the cycle catchment offers more suitable facilities, providing access directly to the school.

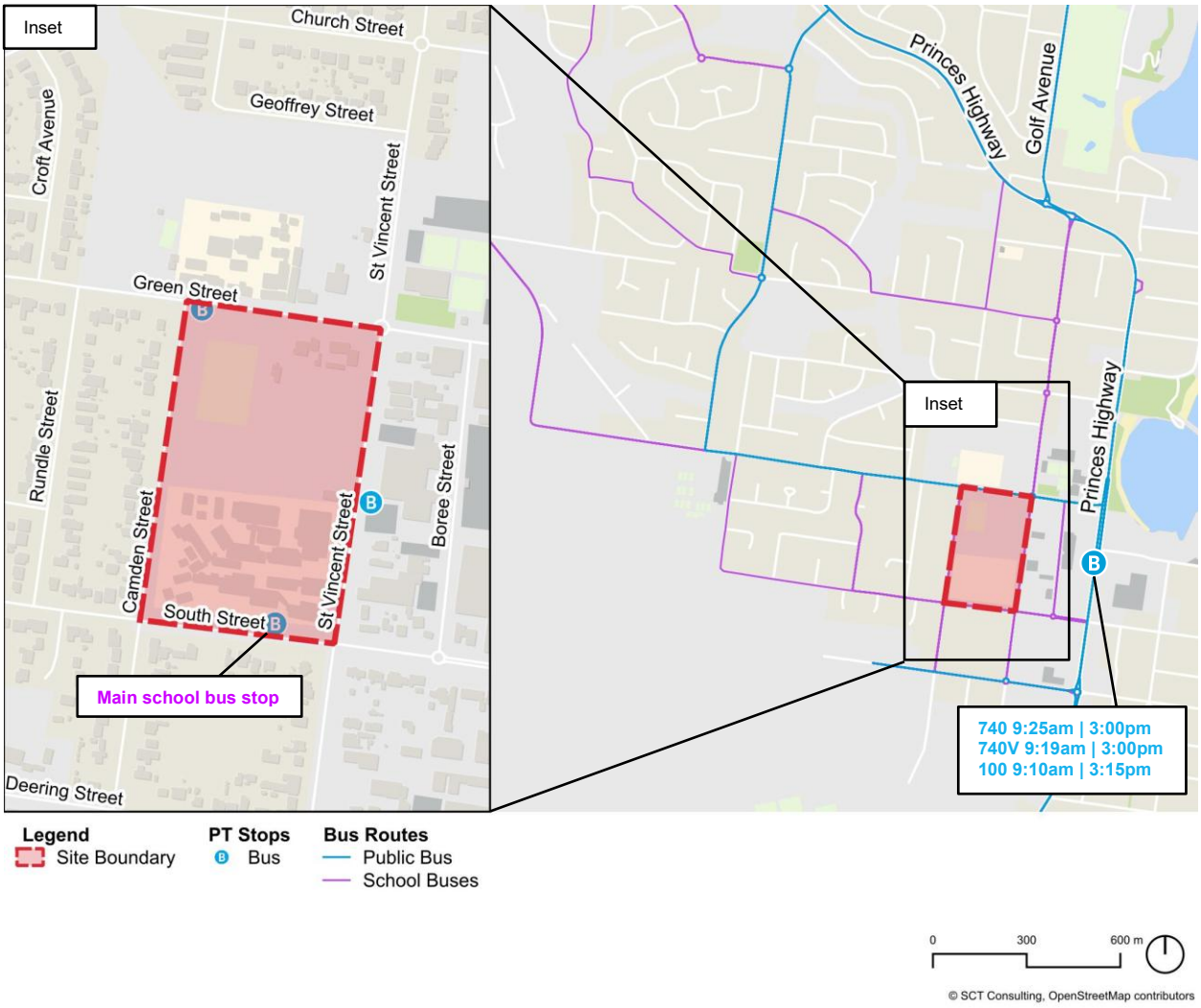
As there is limited cycle infrastructure, children 16 and under can choose to cycle on footpaths. However, as the surrounding footpath network connecting to the school is also limited, it is expected that the cycle mode shares will continue to be low if no improvements are made to the existing cycle infrastructure. Although **Figure 2-4** reflects fairly large cycle catchments, it assumes that cyclists 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**. The existing buses service both Ulladulla High School and Primary School and approximately 1040 high school students are within 400m of a designated school bus route.

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



School buses to and from Ulladulla High School are primarily run by Ulladulla Buslines with some additional services provided by Shoal Bus. Ulladulla Buslines operates eleven AM and twelve PM services (denoted by animals). Shoalbus operates the S505 route. Bus route information is provided in **Table 2-1** and **Table 2-2**.

Table 2-1 Surrounding AM school bus routes

Route	Origin (AM)	Arrival time (AM) at Ulladulla Public School
S674	Cunjourong Point	8:40
S416	Huskisson	8:45
S505	Sussex	8:47
S799	Mollymook	8:55
S675	Little Forest	8:58

Route	Origin (AM)	Arrival time (AM) at Ulladulla Public School
S793 (Horse)	Kioloa	9:16
S790 (Frog)	Lake Tabourie	9:14
S788 (camel)	Kioloa	8:35
S789 (Rhino)	Bawley Point	9:05
S791 (Penguin)	Burrill Lake	9:15
S795 (Ladybug Bus)	Ulladulla	9:18
S797 (Zebra)	Narrawallee	9:16
S798 (lion)	Narrawallee	9:16
S800 (Giraffe)	Lake Tabourie	9:07
S671	Milton	8:49
S673	Lake Conjola	8:44

Table 2-2 Surrounding PM school bus routes

Route	Destination (PM)	Departure time (PM) from Ulladulla Public School
S505	Sussex	3:20
S671	Morton	2:54
S675	Little Forest	3:15
S676	Fishermans Paradise	3:18
S674	Bendalong	3:21
S672	Lake Conjola	3:22
S673	Lake Conjola	2:50
S416	Milton	3:32
S790 (Frog)	Burrill Lake	3:40
S792 (Panda)	Lake Tabourie	3:45
S793 (Horse)	Kioloa	3:43
S788 (Camel)	Bawley Point	3:25
S794 (Owl)	Mollymook	3:27
S795 (ladybug)	Milton	3:46
S789 (Rhino)	Bawley Point	3:34
S796 (Hippo)	Kings Point	3:45
S800 (Giraffe)	Bawley Point	3:05

The public bus stops are equipped with shelters, seating and 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 43-46 per cent of journeys are by bus – a high rate of uptake compared to most high 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

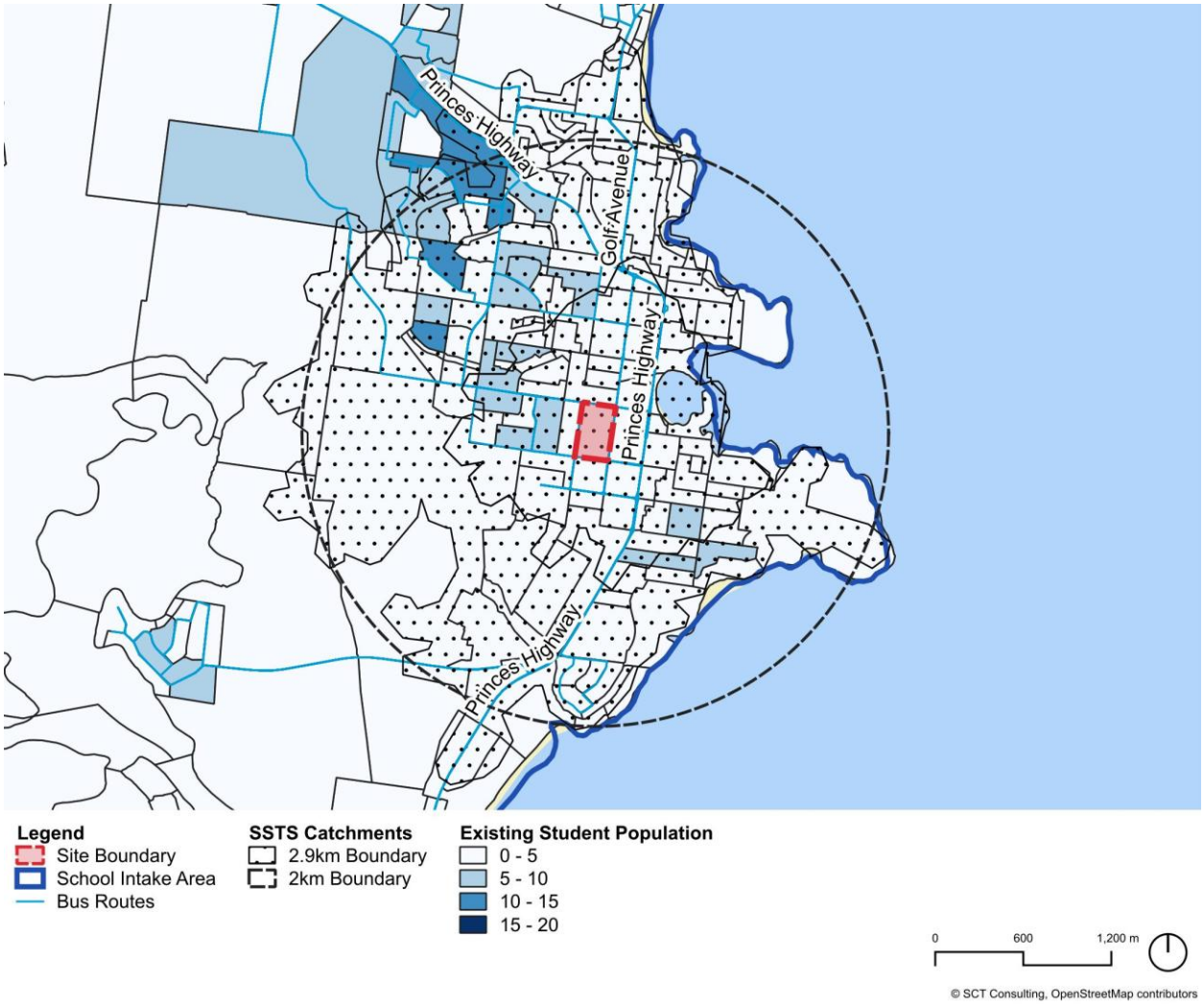
The student Subsidised Travel Scheme (SSTS) provides subsidised public transport for students to and from their homes and school. For secondary school students, the following criteria apply:

– They live more than 2km (straight line distance) from school, or

– 2.9km or more by the most direct practical walking route to the nearest entry point to the school.

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

Figure 2-6 SSTS 2.9km walking catchment



There are 864 existing high school students who are eligible for SSTS, and it is estimated that 845 students will be eligible for SSTS in the future.

2.2.6 Road network

Ulladulla High School is bounded by Green Street and South Street to the north and south (respectively) and St Vincent Street and Green Street to the east and west (respectively).

The road hierarchy around the school is shown in **Figure 2-7**.

Figure 2-7 Road hierarchy around Ulladulla High School

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

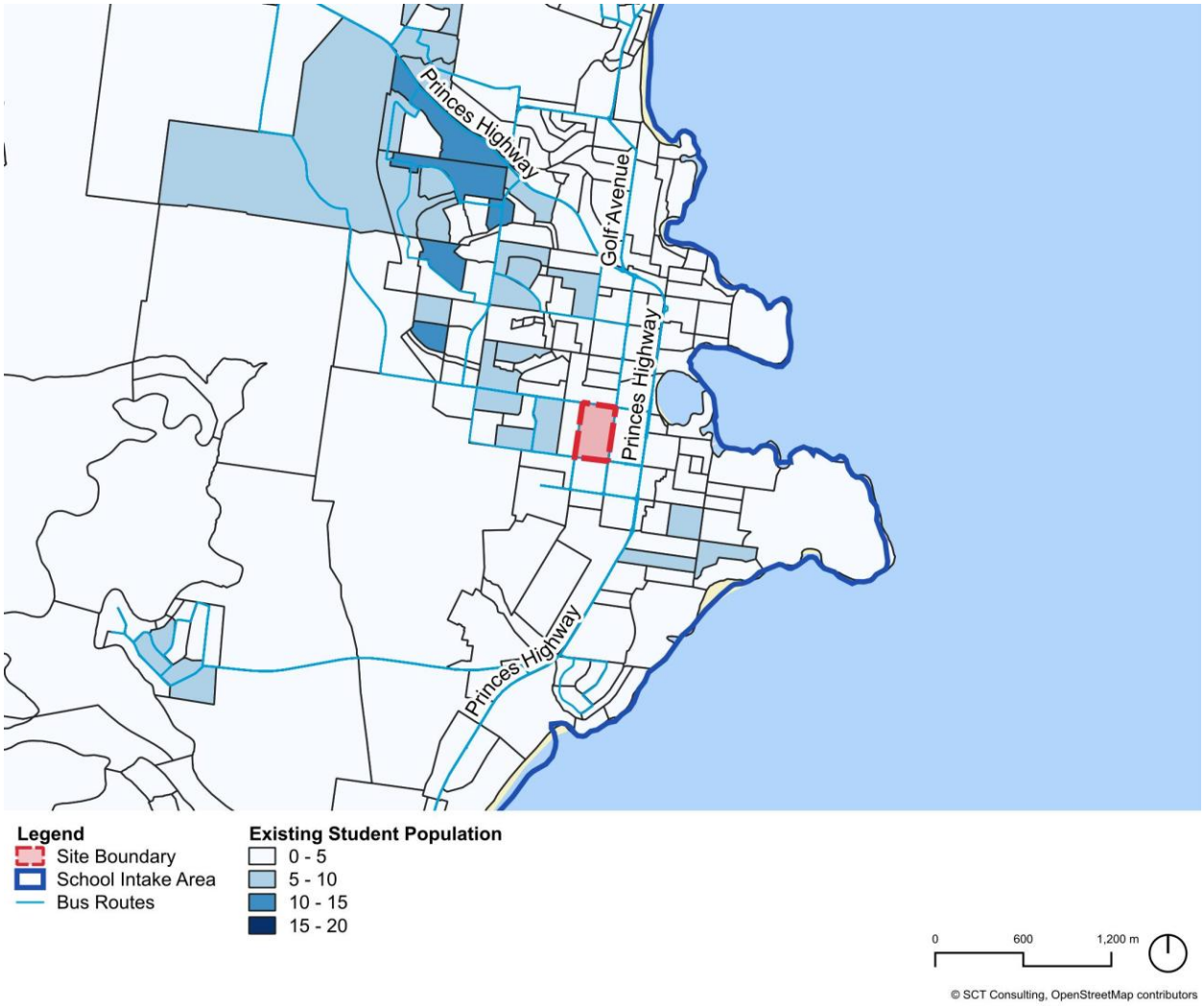
- **Princes Highway** is a classified State Road and provides access to Ulladulla High School and Ulladulla town centre. Running north-south, it is a two-way road with one lane in each direction. The posted speed limit ranges from 50 to 70km/h. A shared path is either located on or proposed along the west side. Princes Highway provides access to Ulladulla Highschool for students living within the catchment area outside of Ulladulla.
- **St Vincent Street** is a north-south local road providing direct access to Ulladulla High School on the west and Ulladulla town centre on the east. It is a two-way road with one lane in each direction and a posted speed limit of 50km/h. Pedestrian facilities on St Vincent Street are extensive, with footpaths on at least one side of the road, and numerous crossings including signalised and wombat crossings.
- **South Street** is a local street that runs along the south boundary of the school providing the key entrance. It has a posted speed limit of 50km/h and is a two-way road providing the primary access point to Ulladulla High School. Footpaths are provided along at least one side of the road when close to the school and has signalised crossing either side of the school. South Street provides access to and from Princes Highway and Ulladulla town centre.
- **Green Street** is a local street that runs along the north boundary of the school. It has a signposted speed limit of 50km/h and is a two-way road with one lane in each direction. It has footpaths on at least one side of the road, and both sides of the road along the boundary of the school. Green Street provides access to and from Princes Highway and Ulladulla town centre.

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 on the eastern side of the intake area, in line with future residential densification.

Figure 2-8 Anonymised future student locations



2.3.2 Travel demand

Ulladulla High School's intake area lies within the 2016 Australian Bureau of Statistics (ABS) Statistical Level 2 (SA2) boundary of Ulladulla. **Table 2-3** summarises how residents in the Ulladulla SA2 boundary travelled compared to 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 commuters travel. High school students who often travel to school independently, are not explicitly represented. Despite this, the travel mode shares provide an overall indication of travel behaviour and preferences of residents in the area.

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 Blacktown 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 utilise the allocated school bus services, with over 864 existing high school 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

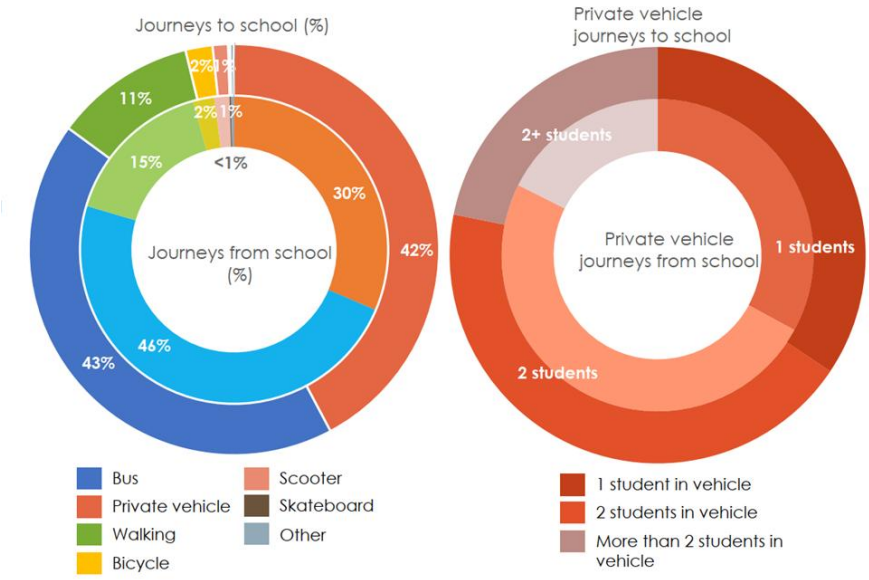
Compared to journey-to-work travel surveys, the HTS shows a similar overall trend of high dependence on car use (between sixty to seventy per cent) and lower public transport use with zero per cent usage in the Ulladulla region. However, as HTS includes different trip types, the data shows that there 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. **Figure 2-9** summarises the mode share surveys for Ulladulla High School.

Figure 2-9 Mode share survey results



Source: SCT Consulting, 2025

Mode share is evenly split between bus and private vehicles for trips to school. For students leaving school, most students are using the bus and active transport (combined mode share of approximately 69 per cent).

The mode share data for Ulladulla High School highlights a strong reliance on bus transport, particularly in the afternoon, where it exceeds car use. This suggests that the school community benefits from robust bus services, likely serving students from a broader catchment area. Car use is significant in the morning but drops in the afternoon, reflecting a common trend of students being picked up after school. Walking remains a secondary mode of transport, while train and bicycle usage are minimal, pointing to limited active transport and public transport infrastructure. Overall, the data shows that while buses are the dominant mode of travel, there is potential to further promote walking, cycling, and other sustainable transport options.

3.0 Analysis of strategic context and existing transport network/demands

3.1 Testing school transport targets

3.1.1 Student mode share scenarios

Based on the hands-up survey, the mode share was identified for the base case scenario.

The school currently has 61 Permanent Teaching Spaces (PTS) and 8 Demountable Teaching Spaces (DTS). Six of the eight DTS are for support classes. The upgrades will provide a new two-storey home base building along with the removal of all existing demountables along with ancillary upgrades to existing school facilities. A total of eight new permanent General Learning Spaces (GLS) and three new permanent Support Teaching Spaces will be added. The eight DTS will then be removed from the school. Any works relating to the existing demountables or associated with substations will be undertaken via a separate planning pathway. There is therefore a net increase in teaching spaces by three. It is noted that DTS may not be identical in student capacity to the new classrooms.

Despite the increase in student capacity, it is not expected that these classrooms will be required within the planning horizon. Table 3-1 identifies the forecasted number of students and teaching space demand until 2041.

Table 3-1 Forecasted students and teaching space demand

	2023 (actual)	2026	2031	2036	2041
Students	1131	1106	1131	1177	1240
Teaching space demand	61	56	57	59	62
Teaching space capacity (no project)	69				
Teaching space capacity (with project)	72				

The forecast is that the teaching space capacity will always be greater than the teaching space capacity, even if the project were not to occur. The purpose of this project is to upgrade facilities and remove demountables from the school rather than to support a demand increase. So, while there is a theoretical capacity increase afforded by the project, the actual operational impacts are expected to be a net reduction in students until 2036, followed by a forecasted uplift by 2041.

Noting that there is only a demand increase by an additional 109 students by 2041 and that this is still within the capacity of the current school, this project is concluded as not functionally increasing the transport demands associated with the school.

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:** the delivery of the upgraded school does not include offsite network upgrades conducted by NSW Department of Education. This case incorporates the recent upgrade of the Camden and South Street crossing, completed by Shoalhaven City Council, as it was not in place during the survey period. The inclusion of this upgrade ensures that the analysis accurately reflects the current site conditions.

– **Future Moderate case:** the delivery of the upgraded school with the proposed initiatives that will be delivered by NSW Department of Education, enabling the assessment of the mode share benefits of the proposed initiatives compared to the base case.

The rationale for the assessment is that by including the base case, there is a way to assess the benefits of the mitigation measures.

Two scenarios were assessed as detailed in **Table 3-2**.

Table 3-2 Description of scenario development

Scenario	Investment
Base case	– 100% of student enrolments within the intake area. The transport network should not be designed for out-of-area enrolments, as they represent a small share of the student body. – The new pedestrian crossing north of the intersection of Camden and South Streets already delivered by the council is in operation
Moderate case	As with the base case, plus: – An additional 10 skateboards, 20 scooters and 20 bicycle racks – An additional three kiss 'n drop spaces to improve operational efficiency of the existing spaces

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

Table 3-3 Mode share targets

Scenario	Metric	Walk	Bicycle/Scoot	Bus	Car
Existing conditions	#	194	43	585	387
	%	16%	4%	48%	32%
Base case	#	231	36	606	318
	%	19%	3%	51%	27%
Moderate case	#	231	50	606	303
	%	19%	4%	51%	25%

The mode share analysis conducted during the Rapid Transport Assessment stage was based on a projected student enrolment of 1,190. The latest available NSW Department of Education data for 2025 indicates an enrolment of 1,183, representing only a marginal change. Given this, it is concluded that school operations are unlikely to undergo significant changes following the planned school upgrades, as per the future base scenario.

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 installation of the additional bicycle/scooter parking spaces and kiss 'n drop spaces were identified as the only appropriate initiatives that aligned with the project's scope and budgetary constraints, while supporting sustainable transport objectives.

As a result, no reach 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.

Ulladulla High School student data indicated that there were students outside of the intake area who were enrolled at the school. Noting that this is a small share, and the transport network should not be designed for out of area enrolments, the mode shares were adjusted to focus on servicing the intake area.

Infrastructure improvements have also been factored into the analysis. Notably, a new pedestrian crossing was delivered immediately north of the intersection of Camden and South Streets after the mode share surveys were conducted. The impact of this new infrastructure, expected to increase walking mode share, has been incorporated into the future base mode share calculations.

Table 3-4 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

– The new pedestrian crossing north of the intersection of Camden and South Streets already delivered by the council is in operation

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

– 212 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 191 vehicles in the peak hour.

– The daily traffic generation relating to student trips is 1,075 trips.

Table 3-4 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	48	4%	20	2%	20	95%	5%	0%	0%
400-800m	108	9%	99	8%	99	90%	5%	0%	5%
800-1,200m	112	9%	85	7%	85	70%	10%	0%	20%
Not eligible for SSTS but beyond 1,200 walk	-	-	140	12%	140	45%	15%	10%	30%
Eligible for SSTS	-	-	845	71%	845	0%	0%	70%	30%
					Number of students predicted by mode	**231**	**36**	**606**	**318**
					Proportion of students predicted by mode	**19%**	**3%**	**51%**	**27%**
Car Trips									
						Peak Hour Pick Up/Drop Off demand			**212**
						Daily traffic Generation			**1,075**

Assumptions:

– The school is upgraded as proposed

– The additional crossing immediately north of the intersection of Camden and South Street which has been delivered by the council is in operation

3.1.1.2 Moderate case (adopted)

A moderate case was developed based on a list of interventions designed to encourage a mode shift towards more sustainable transport options. Following discussions with the project team, the only initiative deemed suitable was the addition of 10 skateboard racks, 20 scooter racks, and 20 bicycle racks.

The moderate case mode share assessment estimated 50 students are expected to ride to school (**Table 3-3**). To support this demand and promote a shift towards more sustainable travel, the provision of additional active transport infrastructure is proposed. Currently, 20 bike parking spaces are available on-site. The proposed upgrade would increase total capacity to accommodate up to 70 rideables (bicycles and scooters), meeting the moderate demand and providing additional capacity should uptake in active transport exceed projections. This ensures the site is responsive to future increases in sustainable travel behaviour by both students and staff.

Another infrastructure initiative, adding three additional kiss-and-drop spaces, was also included in this scenario. However, this measure was primarily intended to improve operational conditions at the school rather than to influence mode share.

Table 3-5 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

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

– 202 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 182 vehicles in the peak hour.

– The daily traffic generation relating to student trips is 1,036 trips.

Table 3-5 Moderate case scenario – change in mode share per intervention

Intervention	Type	Walk	Cycle	Bus	Car	# students potentially benefited
An additional 10 skateboards, 20 scooters and 20 bicycle racks	Infrastructure	0	15	0	-15	50
An additional three kiss ‘n drop spaces	Infrastructure	-	-	-	-	-
Net change in number		**0**	**15**	**0**	**-15**	
Future base case number		**231**	**36**	**606**	**318**	
Future base case mode share		**19%**	**3%**	**51%**	**27%**	
Moderate case projected number		**231**	**50**	**606**	**303**	
Moderate case projected mode share		**19%**	**4%**	**51%**	**25%**	
Car trips						
Peak Hour Pick Up/Drop Off demand					**182**	
Daily traffic generation					**1,036**	

3.2 Proposed Supporting Transport Infrastructure scenarios

3.2.1 School transport infrastructure

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

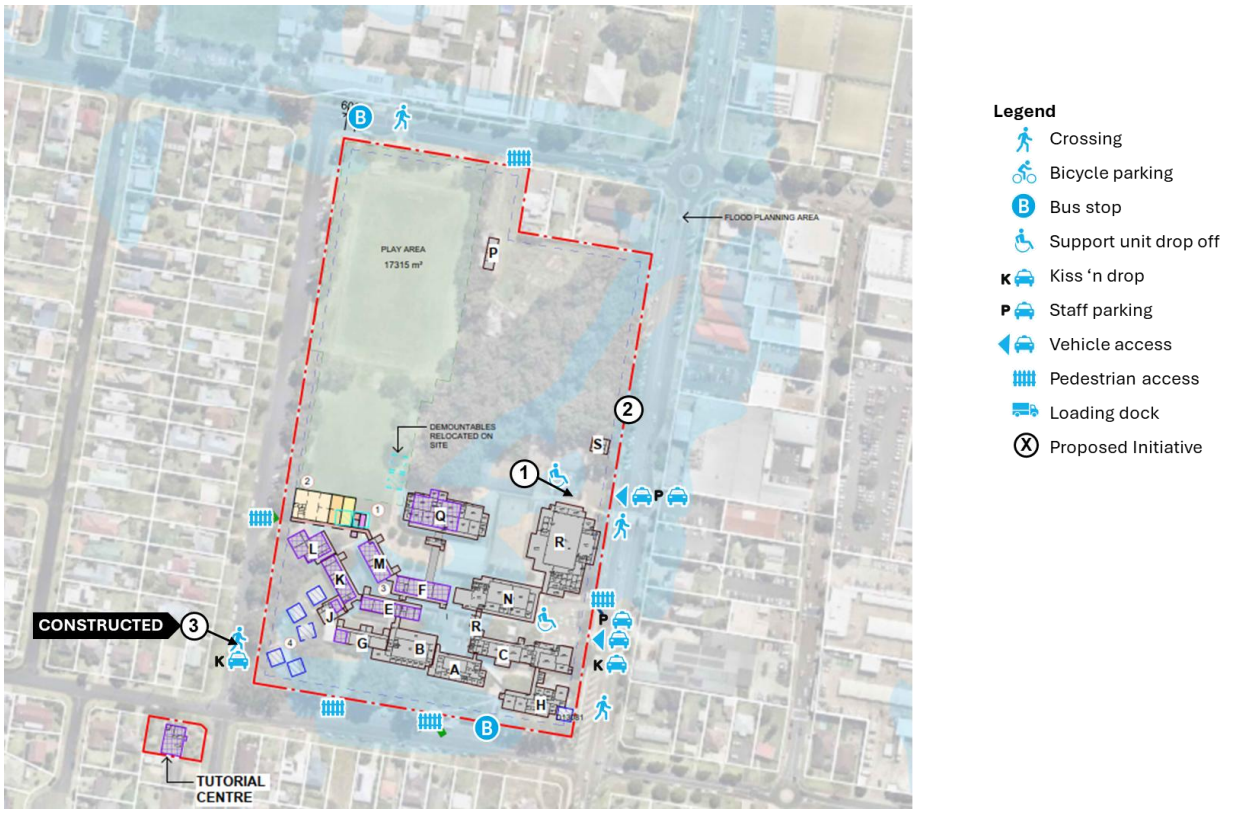
Recent upgrades on St Vincent Street as well as planned upgrades to the two intersections on its southern boundary represent strong measures to improve student safety.

In addition to these upgrades the project team proposed several other initiatives to enhance the existing school transport infrastructure. The final list of infrastructure is provided in **Table 3-6** with the indicative location of the initiatives illustrated in **Figure 3-1**.

Table 3-6 Proposed transport initiatives

Item	Proposed Initiative	Proposed Action	Funding	Approval
1.	An additional 10 skateboard, 20 scooter and 20 bicycle racks	To be implement by the project	NSW Department of Education	REF
2.	An additional three kiss 'n drop spaces	Liaise with Council to implement	NSW Department of Education	To be approved by the local traffic committee as part of a public domain plan
3.	An additional crossing immediately north of the intersection of Camden and South Street	Constructed by council and currently operational Implemented by Council	Already completed by Council	Existing

Figure 3-1 Proposed Supporting Transport Infrastructure



Source: SCT Consulting, 2025

Item 3 – the pedestrian crossing – has been included as it was not in place when the mode share surveys were conducted. It has since been completed by council.

3.2.1.1 Pedestrian facilities

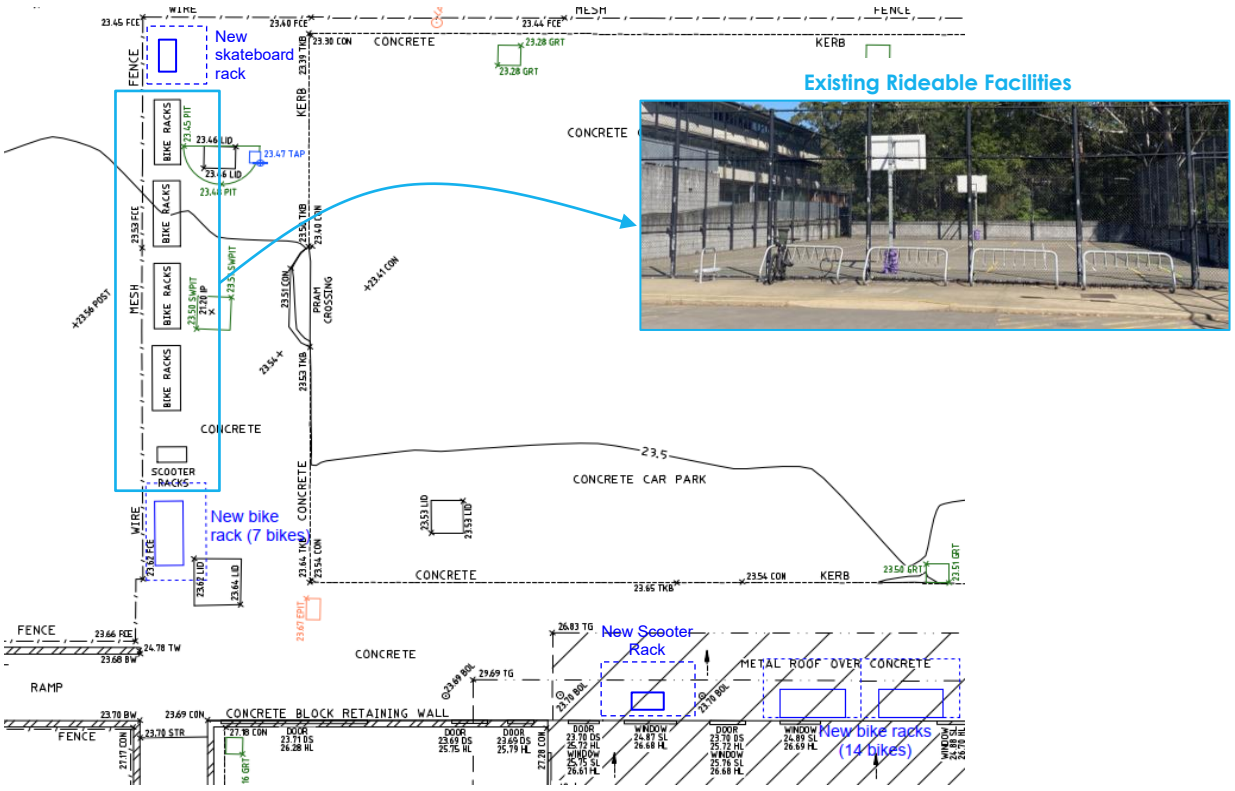
To improve walkability and safety for students, staff, and parents around the high school, several pedestrian facilities have been delivered by Council. This includes the recently completed crossing of Camden Street north of South Street, which was installed by the Council. This crossing improves safe access to the school's main entrance on South Street, enhances connections to the school's two main gates, and improves access to the primary bus service on South Street. No further upgrades to the pedestrian network are required as a result of this project.

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

In its existing arrangement the school has a single bike rack which can accommodate approximately 20 bikes, with no associated end of trip facilities. Although there is no requirement for bicycle/rideable parking and end-of-trip facilities in the DCP improved security for students riding and securing rideables on campus could lead to more acceptance of riding to school. To address this, an additional 10 skateboard spaces, 20 scooter spaces, and 20 bicycle spaces have been proposed as part of the project, and these works will be carried by the NSW Department of Education.

The additional 50 bicycle/rideable spaces (10 skateboards, 20 scooters and 20 bicycles) are expected to make a tangible contribution to student cycling uptake. Site visits indicated that the bicycle/rideable parking was currently constrained and rideables were parked without dedicated facilities, security concerns from students/staff. Currently, bike and scooter racks are located in the school's northernmost carpark on St Vincent Street, the location of the proposed ridable facilities within the carpark is illustrated in **Figure 3-2.**

Figure 3-2 Location of new Rideable facilities

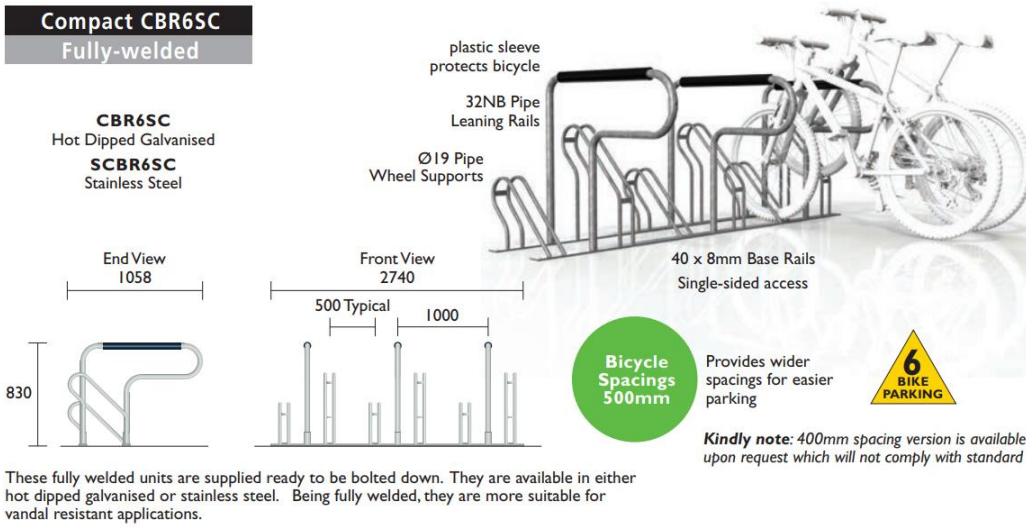
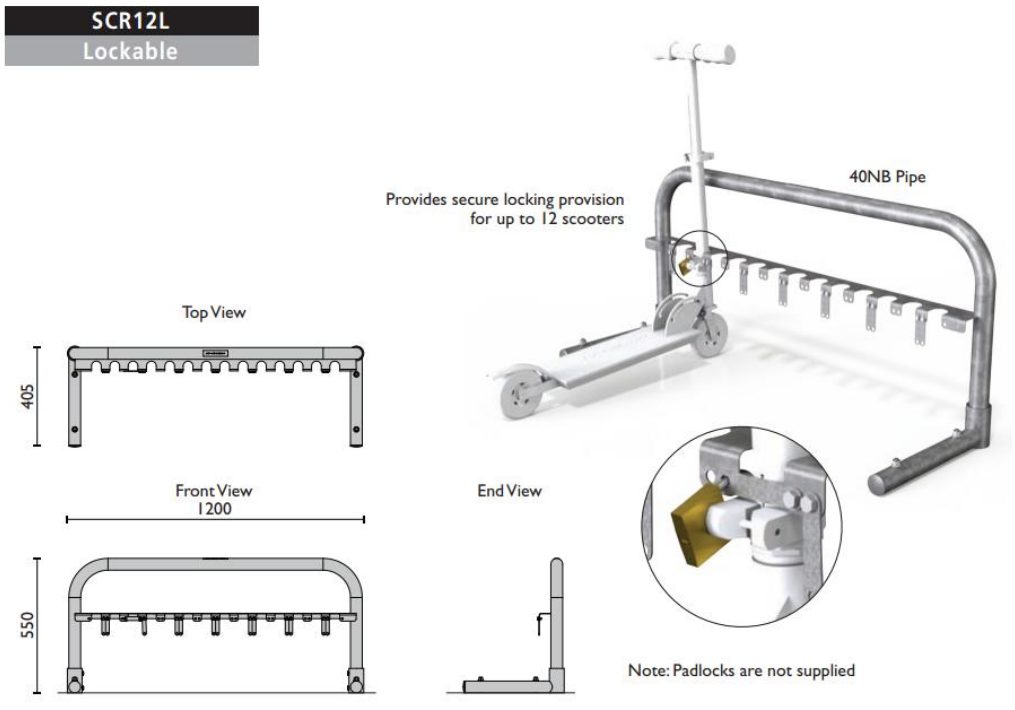


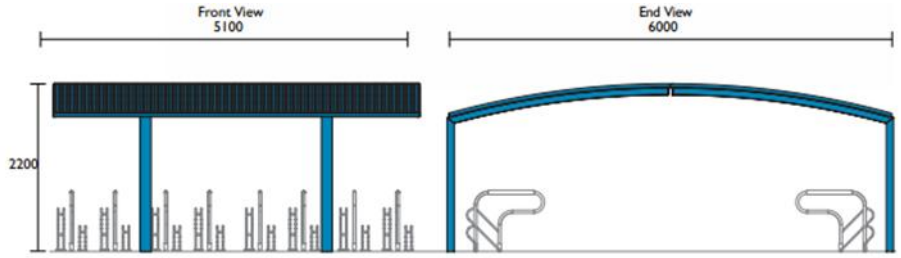
Source: CMS surveyors with annotations by SCT Consulting

With 90 per cent of staff expected to drive to school (and provision with off-street car park), it is expected up to four per cent of staff could be cycling to school (similar to moderate case student cycling mode share targets) and the remaining 6 per cent of staff could travel to and from school by bus and walk. The bicycle parking spaces are able to be used by staff also.

The facilities will be designed to the requirements summarised in **Table 3-7**.

Table 3-7 Bicycle and scooter parking design standards

Element	Design
Access to bike racks	AS 2890.3 recommends a minimum width of 1500mm for a one-way access path and a width of 2500mm for a two-way access path. Due to the temporal flow of typical day school pedestrian traffic (towards the school in the morning, and out of the school in the afternoon), we can make the argument that the path would generally operate as one way (1,500 mm). However, there may be some use cases where the access way would need to cater for bidirectional traffic. Where possible, it would be recommended to have sections of 2,500 mm width for passing, like what is done in tight street network passing bays. Bike ramps should also not exceed 1:12 and not contain stairs.
Bicycle racks	The EFSG does not provide specifications for bicycle racks. A recommended rack is as follows:  These fully welded units are supplied ready to be bolted down. They are available in either hot dipped galvanised or stainless steel. Being fully welded, they are more suitable for vandal resistant applications.
Scooter racks	The EFSG does not provide specifications for scooter racks. A recommended rack is the following: 

Element	Design
Spatial design requirements	Aisle widths must be 2.0m between racks as these would be considered “multi-tier” (AS2890.3 Table 2.1). Aisles are one-way during school operations, so the 2.0m can drop to 1.5m. The total aisle dimensions are 6m from the extremity of one track to the extremity of another.  There are no Australian Standards for scooters. From product brochures, a scooter rack plus a scooter takes indicatively 0.7-0.8m. An aisle width of 1.2m is recommended, which is the minimum aisle width for accessible access.

3.2.1.3 Bus access and service frequency

To improve the quality and safety of the bus stops on South 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.

Four bus services directly service the site or alight passengers in its vicinity on South Street, directly outside the school site. The existing bus schedules are summarised in **Table 3-8** and **Table 3-9**.

Table 3-8 Surrounding AM school bus routes

Route	Origin (AM)	Arrival time (AM) at Ulladulla Public School
S674	Cunjourong Point	8:40
S416	Huskisson	8:45
S505	Sussex	8:47
S799	Mollymook	8:55
S675	Little Forest	8:58
S793 (Horse)	Kioloa	9:16
S790 (Frog)	Lake Tabourie	9:14
S788 (camel)	Kioloa	8:35
S789 (Rhino)	Bawley Point	9:05
S791 (Penguin)	Burrill Lake	9:15
S795 (Ladybug Bus)	Ulladulla	9:18
S797 (Zebra)	Narrawallee	9:16
S798 (lion)	Narrawallee	9:16
S800 (Giraffe)	Lake Tabourie	9:07
S671	Milton	8:49
S673	Lake Conjola	8:44

Table 3-9 Surrounding PM school bus routes

Route	Destination (PM)	Departure time (PM) from Ulladulla Public School
S505	Sussex	3:20
S671	Morton	2:54
S675	Little Forest	3:15
S676	Fishermans Paradise	3:18
S674	Bendalong	3:21
S672	Lake Conjola	3:22
S673	Lake Conjola	2:50
S416	Milton	3:32
S790 (Frog)	Burrill Lake	3:40
S792 (Panda)	Lake Tabourie	3:45
S793 (Horse)	Kioloa	3:43
S788 (Camel)	Bawley Point	3:25
S794 (Owl)	Mollymook	3:27
S795 (ladybug)	Milton	3:46
S789 (Rhino)	Bawley Point	3:34
S796 (Hippo)	Kings Point	3:45
S800 (Giraffe)	Bawley Point	3:05

Ulladulla High School has several localised routes which service Ulladulla and nearby towns. The **S671** bus operates from Morton, traveling through Milton and directly serving Ulladulla High School. The **S678** bus runs from Croobyar through Milton to Fisherman's Paradise, exclusively for Ulladulla High School students. Additionally, the **S792** bus connects Kings Point to Ulladulla High School, starting at St. Mary's Primary School and covering surrounding areas. The **S795** and **S796** buses also link Ulladulla and Milton Schools, providing a loop between the two locations. Other local routes such as the **S799** and **S797** buses serve Ulladulla and Milton Schools, with the **S799** specifically running along Mollymook Beach.

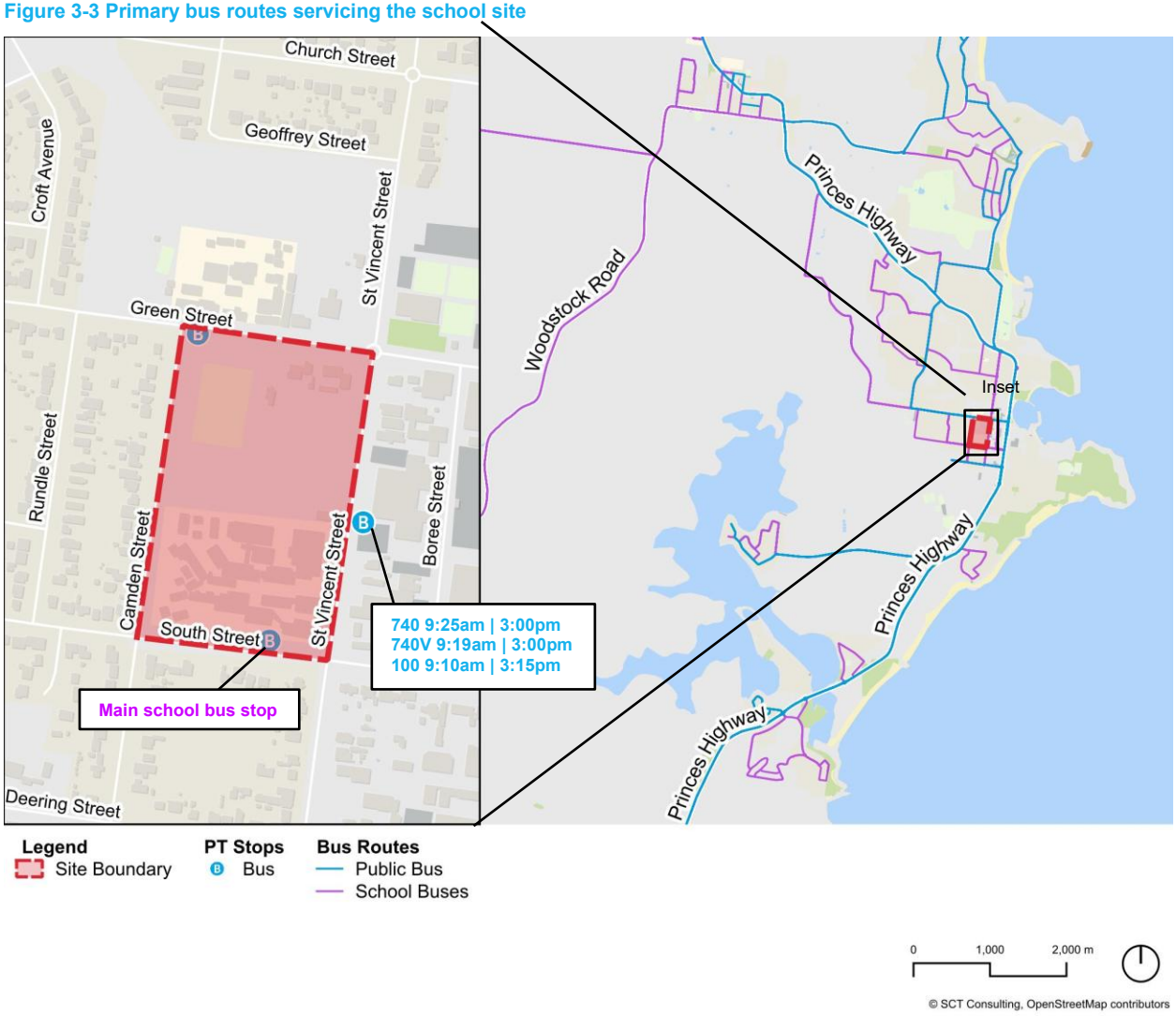
There are several routes that provide key connections to the north. The **S416** bus runs from Huskisson, passing through Sanctuary Point, Vincentia, and Milton Schools, continuing north along the Princes Highway to Falls Creek. The **S505** bus operates from Sussex, traveling south to Berrara while also 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. These northern routes also serve longer distances, particularly the **S416**, which travels up to Huskisson and continues northward to Falls Creek, making it one of the longest routes in this direction.

For areas south of Ulladulla, several routes provide reliable connections to the school. The **S788** bus travels from Kioloa to Ulladulla, passing through Milton Schools. The **S789** bus runs from Bawley Point to Ulladulla, traveling through Dolphin Point, Milton, and Mollymook, and serves Ulladulla High School exclusively. The **S791** bus connects Burrill Lake and Dolphin Point, looping through Milton Schools and returning to Ulladulla. The **S800** bus travels from Lake Tabourie to Ulladulla Schools, passing through Termeil. Additionally, the **S798** Lion Bus offers a PM service from Narrawallee to Ulladulla and Milton Schools, while the **S793** bus travels from Kioloa and Kings Point, passing through Narrawallee and Mollymook on its way to Ulladulla Schools. Among the southern routes, the **S788** from Kioloa is notable for covering a longer distance, serving the communities of Kioloa, Bawley Point, and Dolphin Point before reaching Ulladulla.

The South Street bus stop at Ulladulla High School provides bus services from Ulladulla Buslines, with additional routes offered by Shoal Bus. Ulladulla Buslines operates sixteen morning and seventeen afternoon routes, each

identified by an animal symbol. Additionally, Shoal Bus runs the **S505** route. There is a reduced services for students living to the immediate west, southwest and east the school as illustrated in **Figure 3-3**.

Figure 3-3 Primary bus routes servicing the school site



It is assumed that students will arrive and depart within 30 minutes of school bell times at 8.50am and 2.50pm and that each bus can hold 30 students on average. With 606 students in the future base and moderate cases expected to take the bus, it is estimated that the following number of services are required:

– Approximately 20 bus services will be required. Assuming all the walking mode share of 231 students (**Section 3.1.1**) would occur from within 1,200m of the school.

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

3.2.1.4 Kiss and drop provision

In its existing form the school has two Kiss n' drop off areas, one at St Vincent Street, between two of the pedestrian and vehicle access points. An additional kiss 'n drop is located at the southern end of Camden Street.

Three additional Kiss 'n drop spaces have been proposed along Camden Street along the school's western frontage these spaces are to form part of a public domain plan approved by the local traffic committee. The proposed Kiss n' drop off area will be 19.5m, (assuming a parking bay length of 6.5m, as per AS2890.5 - *On-street parking*). This will be sufficient for the moderate mode share case for a student population of up to 1183, of which 307 students could be expected to arrive by private vehicles (getting pick up and drop off by others), assuming typical occupancy of 1.5 students per car, average dwell time of 2 minutes. A plan is shown in **Section 3.2.1.6**.

3.2.1.5 Staff parking, loading dock and waste management

Per discussion

Table 3-10 summarises DCP parking requirements and compares it to the existing site arrangement and the recommended provisions.

Table 3-10 Shoalhaven City Council DCP requirements for carparks

DCP requirement	Current Provision	DCP required requirements	Recommended Provision
1 space per 8 students, minimum	43	0 additional spaces	No additional spaces proposed
Pick up/drop off zone of minimum length sufficient to allow 1 space per 20 students	7	0 additional spaces	No additional spaces proposed
Bus zone of minimum length sufficient to allow 1 bus space per 75 students	11	0 additional spaces	No additional spaces proposed
Bicycle parking	One rack (~20 spaces)	"appropriate bicycle parking/storage facilities"	1 skateboard rack (10 spaces) Replace existing bike rack & provide total 40 spaces 20 scooter spaces

As the proposed development will not affect the staff population, existing parking arrangements will be maintained. No parking spaces will be provided for year 12 students as access to the school shall be supported by public transport and walking facilities in its vicinity. NSW Department of Education does not encourage students to use their private vehicles for trips to and from school. 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 expecting 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**). Under the National Construction Code Volume 1 D4D6, the number of accessible parking spaces is a ratio of the total parking spaces provided. As there is no increase in parking proposed, no additional accessible parking spaces are required.

The school population will not increase as a result of the project. Site constraints would likely make any provision of additional parking a trade-off with play space or other facilities.

The current on-street no parking/kiss 'n drop location has space for seven vehicles, with three additional spaces provided as part of the development. Although the DCP requires seven more spaces, this is not being supplied as the development prioritises sustainable transport options, and the existing facilities function well without contributing to further congestion around the school.

Bus operations are already comprehensive, so no additional bus zones are deemed necessary. Improvements in security for students riding and securing rideables on campus could encourage more students to ride to school.

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

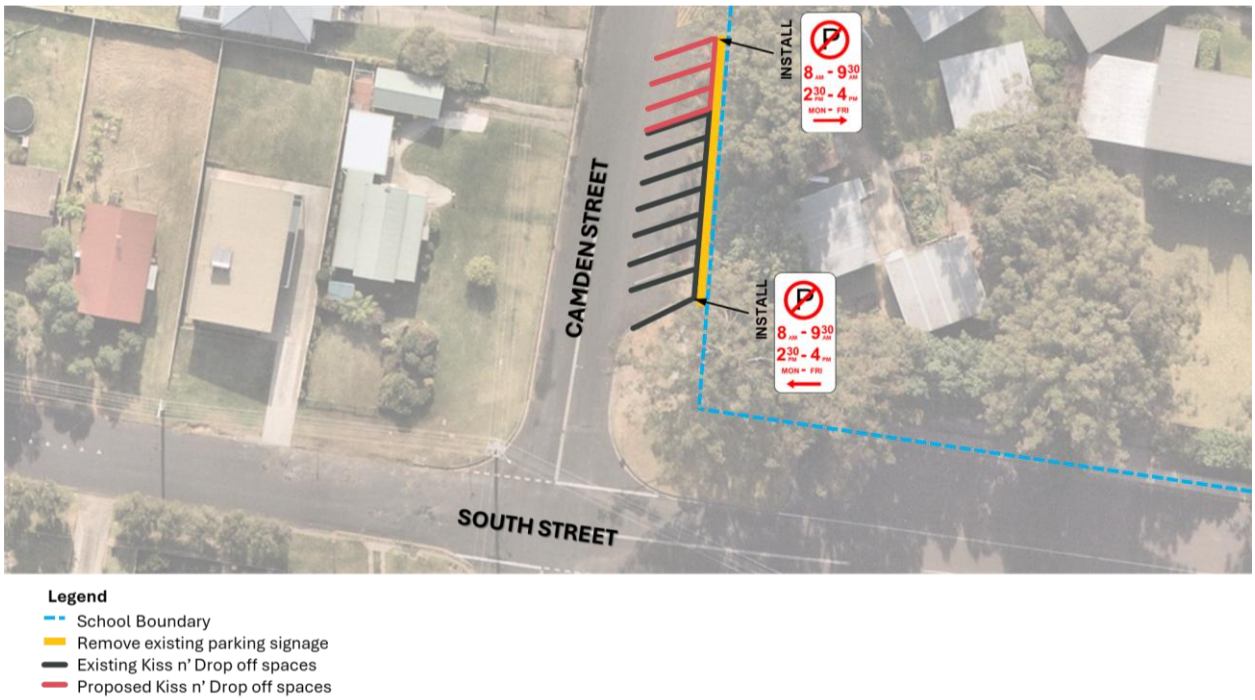
3.2.1.6 Offsite transport infrastructure

The proposed activity will not result in an increase to student numbers, therefore no additional offsite transport infrastructure upgrades are required.

To improve the current kiss 'n drop off facilities, the project team has proposed the addition of three new kiss 'n drop spaces on St Vincent Street to increase the total capacity to approximately 10 vehicles. Kiss n' drop off zones provide a safety and congestion benefits, by reducing illegal parking which reduces congestion and enhances road safety by allowing students to securely move to/from vehicles during drop-offs and pick-ups.

The proposed changes are outlined in **Figure 3-4**.

Figure 3-4 Kiss n' Drop off arrangement



There are seven existing spaces on-street, which are used for pick up and drop off. The proposal is to update signage for the seven spaces and to extend by three additional spaces (to a total of ten spaces) with revised parking signage. This would be subject to Local Traffic Committee approval.

Council has already implemented several initiatives to enhance safety and reduce congestion around the school following a fatal traffic accident in 2020, in which a student pedestrian was involved in a collision with a bus. These upgrades were carried out under the *Federal and State Government's Road Safety Program* and include the follow key infrastructure upgrades:

- A raised mid-block zebra crossing on St Vincent Street, adjacent to the school entrance
- Purpose-built pedestrian fencing, additional signage, revised parking and drop-off arrangements, and a widened concrete path at the intersection of South and St Vincent Streets.
- Line marking improvements along St Vincent Street, stretching from Deering Street to the existing pedestrian refuge crossing north of South Street.
- Bus coordination has been improved, with buses now leaving the school pick-up areas in a manner designed to ease onsite congestion. Left-turning buses depart before right-turning buses, a strategy that has been in place since January 2021 and is planned to continue.
- The signalisation of the intersection of St Vincent and South Street.
- A raised pedestrian crossing on Camden Street, along with a shared user path link on South Street.

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 Ulladulla in a north-south direction. As shown in **Figure 4-2**, the Princes Highway is an approved B-double route under both the General Mass Limit (GML) and Concessional Mass Limit (CML) regulations. Within the vicinity of the school, St Vincent Street and Deering Street are "approved with conditions" B-double routes and therefore, making them preferable to other local roads for access.

There are two potential haulage routes from the state road network to the site, one from the south and one from the north:

– From the North: Princes Highway > St Vincent Street (Route 1)

– From the South: Princes Highway > Deering Street > St Vincent Street (Route 2)

These haulage routes are illustrated in **Figure 4-1**.

Figure 4-1 Haulage routes to school site

Source: National Heavy Vehicle Register, 2025

Swept path assessment should be undertaken of key turns prior to construction for the design heavy vehicle.

Figure 4-2 shows the approved B-double routes on the General Mass Limit (GML), Concessional Mass Limit (CML) network.

Figure 4-2 Approved B-double routes (23m) on the GML and CML network near the proposed high school

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 suburbs of Ulladulla. 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	July 2025
Construction contract tender released	November 2024
Construction Contract Awarded	May 2025
Construction commencement onsite	**August 2025**
Anticipated construction completion and handover	**September 2026**
Contract/Construction completion	December 2026

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.

– 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.

Workers with heavy tools can drop them off at a work zone/loading zone before parking longer term on St Vincent Street. 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 50 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

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 discouraged from parking in residential areas and utilise the on-street unrestricted parking available on the street frontages of the school

– 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.

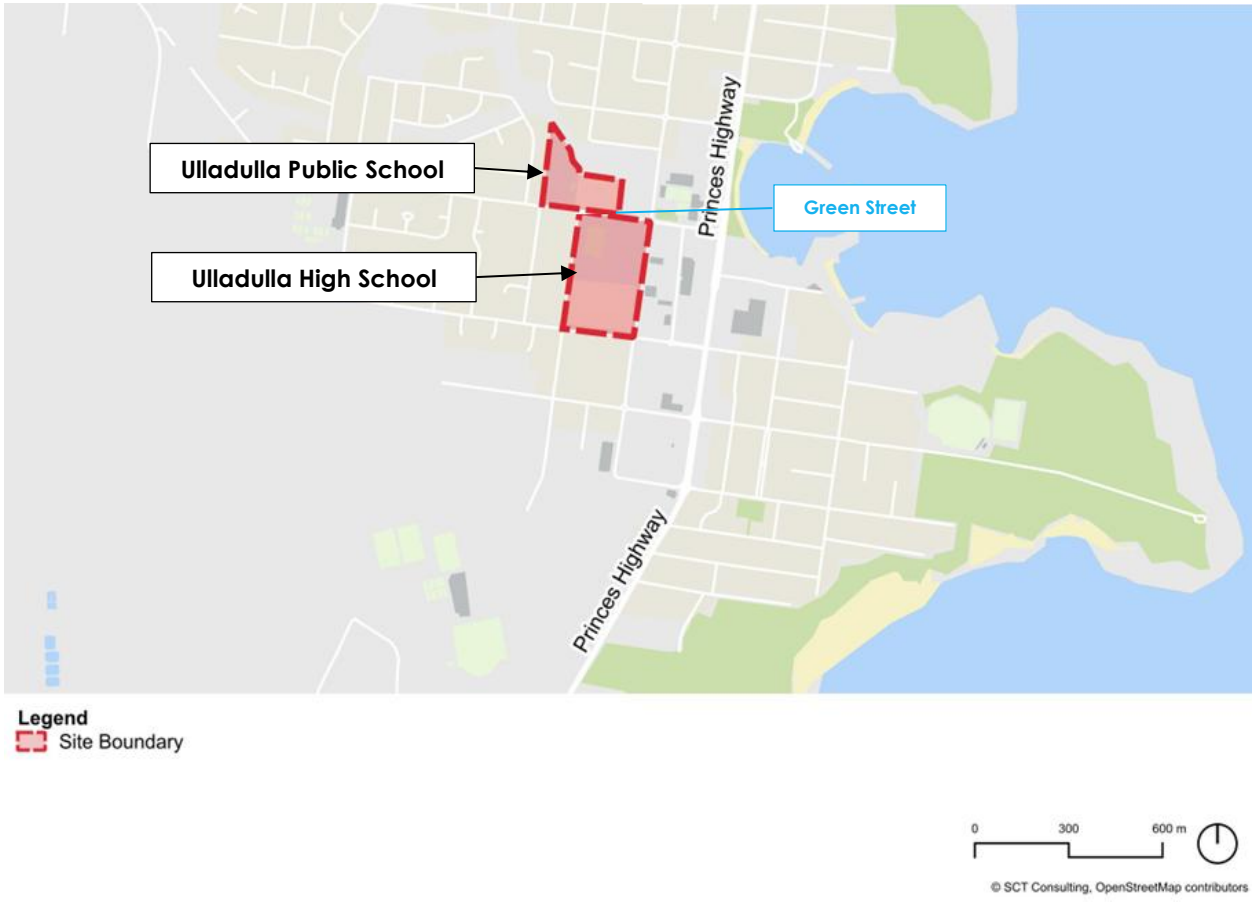
To mitigate potential conflicts with other construction vehicles and general traffic, traffic controllers will be used to stop traffic on the public street(s) to allow trucks to enter or leave the site. Where possible, vehicles must enter and exit the site in a forward direction. They must wait until 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.

4.5 Cumulative Construction impact

Ulladulla Primary School is located immediately north of the high school, with both schools having boundaries along Green Street as illustrated in **Figure 4-3.** Construction works at the primary school may overlap with those at the high school. The cumulative construction impacts of both sites are expected to be manageable through key traffic management measures.

Figure 4-3 High school and primary school proximity



Source: SCT Consulting

Both sites are anticipated to have similar traffic generation, with the high school anticipated to produce up to 50 light vehicle trips per day based on 100 full-time workers, and a similar amount of traffic for the primary school. Since the sites share key access routes, it is crucial that traffic management strategies are consistent across both locations.

To mitigate impacts on the surrounding area, construction workers will be discouraged from parking in local streets and encouraged to use unrestricted on-street parking on roads fronting the schools, limiting parking in residential areas. On-site parking availability will be confirmed to further minimise on-street parking in nearby residential areas. Additionally, workers will be incentivised to carpool to reduce the overall number of vehicles.

Workers would generally start earlier and end earlier than the commuter peak periods and would likely not coincide with school or road network peak times. As a result, the impact on surrounding roads is expected to be negligible. Heavy vehicle movements will be carefully controlled, with scheduled truck arrivals and departures to avoid congestion. All vehicles will enter and exit the site in a forward direction to maintain smooth traffic flow. The main construction vehicle entry and exit points for each school will be designated in the CTMP, following consultation with the construction teams. Major deliveries and concrete pours should occur outside of school pick up and drop off periods.

Traffic management plans will also ensure that delivery and spoil removal activities occur during standard construction hours to avoid disrupting traffic. Materials will be securely covered during transportation, and regular communication will be maintained with neighbouring properties to notify them of construction schedules and address any concerns. Through these combined efforts, the cumulative traffic impacts from both construction sites can be effectively managed, ensuring minimal disruption to the surrounding community.

By coordinating these efforts, both projects can minimise congestion and maintain smooth traffic flow throughout the construction phases

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 Ulladulla High 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

Ulladulla High 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	20%	5%
Cycle/Scoot	3%	2%
Bus (including from rail)	51%	3%
Car	26%	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

Ulladulla High 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	Ulladulla High 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

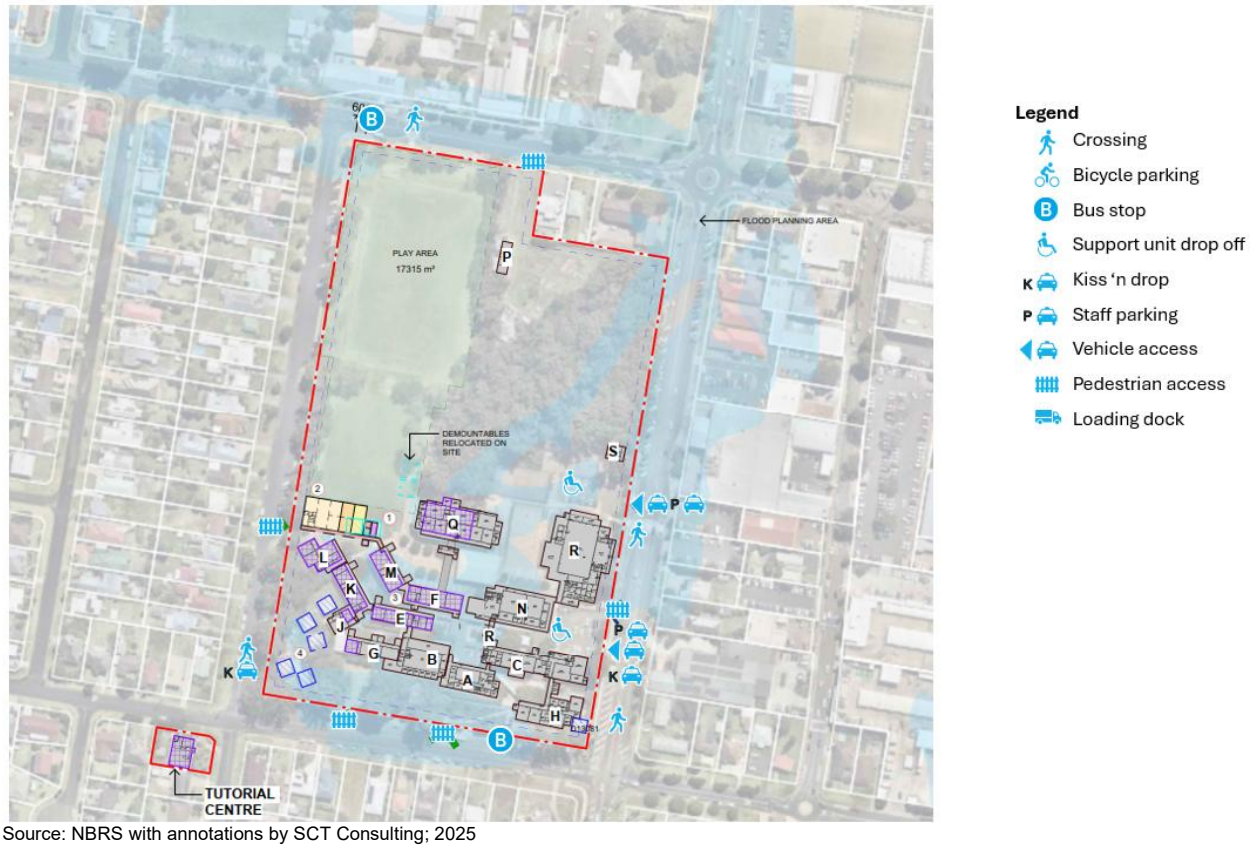
Activity	Description and target outcomes	Frequency	Responsibility
	public transport is inconvenient. Carpooling or carsharing is an important alternative whereby staff who live close together commute together. To encourage staff to carpool, designated parking can be reserved for those who carpool in 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 Ulladulla High School – Transport Access



Source: NBRS with annotations by SCT Consulting; 2025

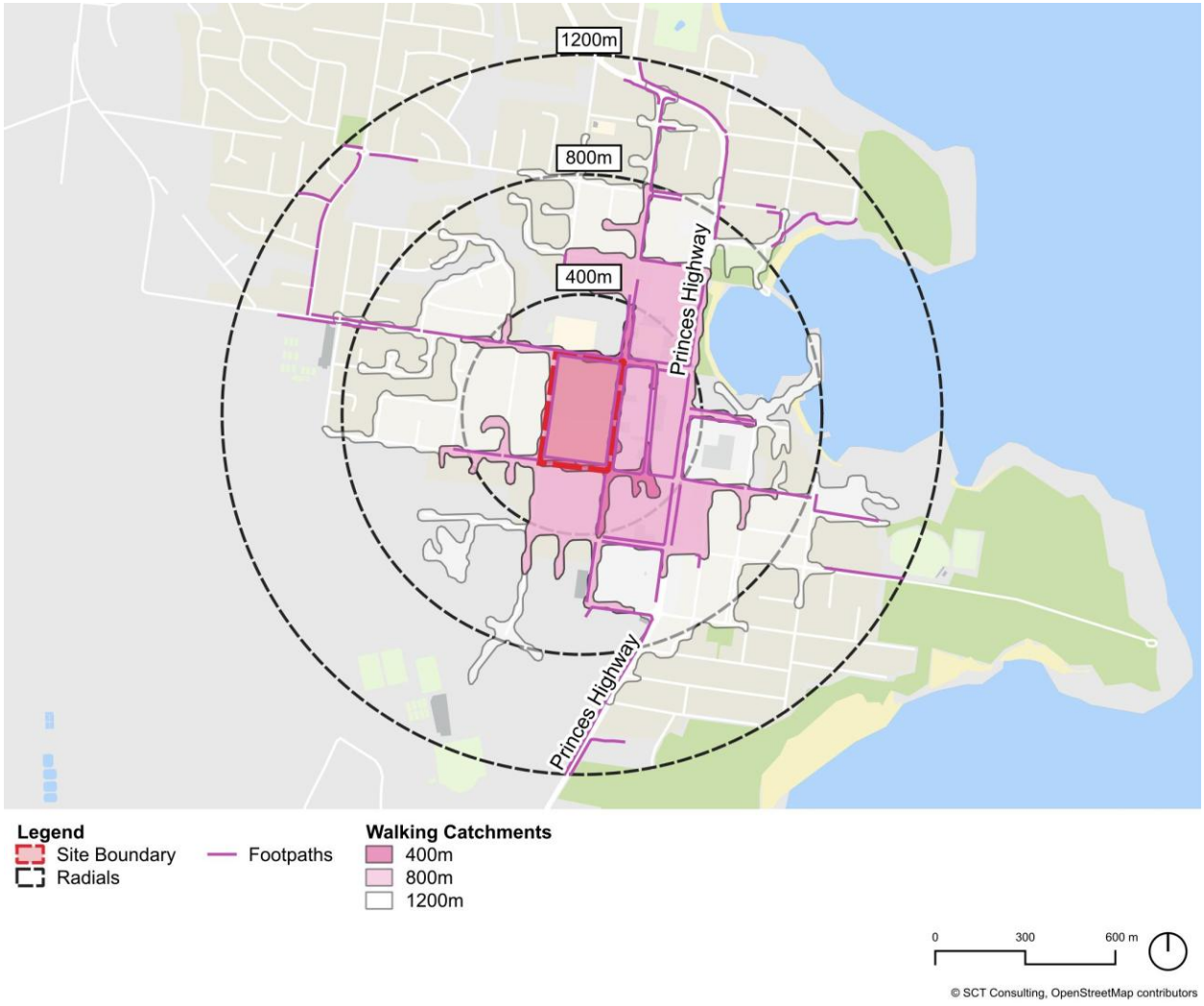
The school has frontage to St Vincent Street, South Street, Camden Street and Green Street. There are four gates (pedestrian access) to Ulladulla High School:

- **South Street main entry:** the main entrance of the school, two gates which sit on either side of the school bus stop. This entrance provides access to the school's admin building.
- **St Vincent Street entrance:** secondary entrance is on St Vincent Street adjacent to the staff car park. It provides access to Block C facilities.
- **Green Street entrance:** a secondary entrance providing access to the school from the north and the play area/ sporting oval facilities.
- **Camden Street entrance:** secondary entrance providing access to the school from the west. The entrance provides the most direct access to the proposed two-storey home base facilities.

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



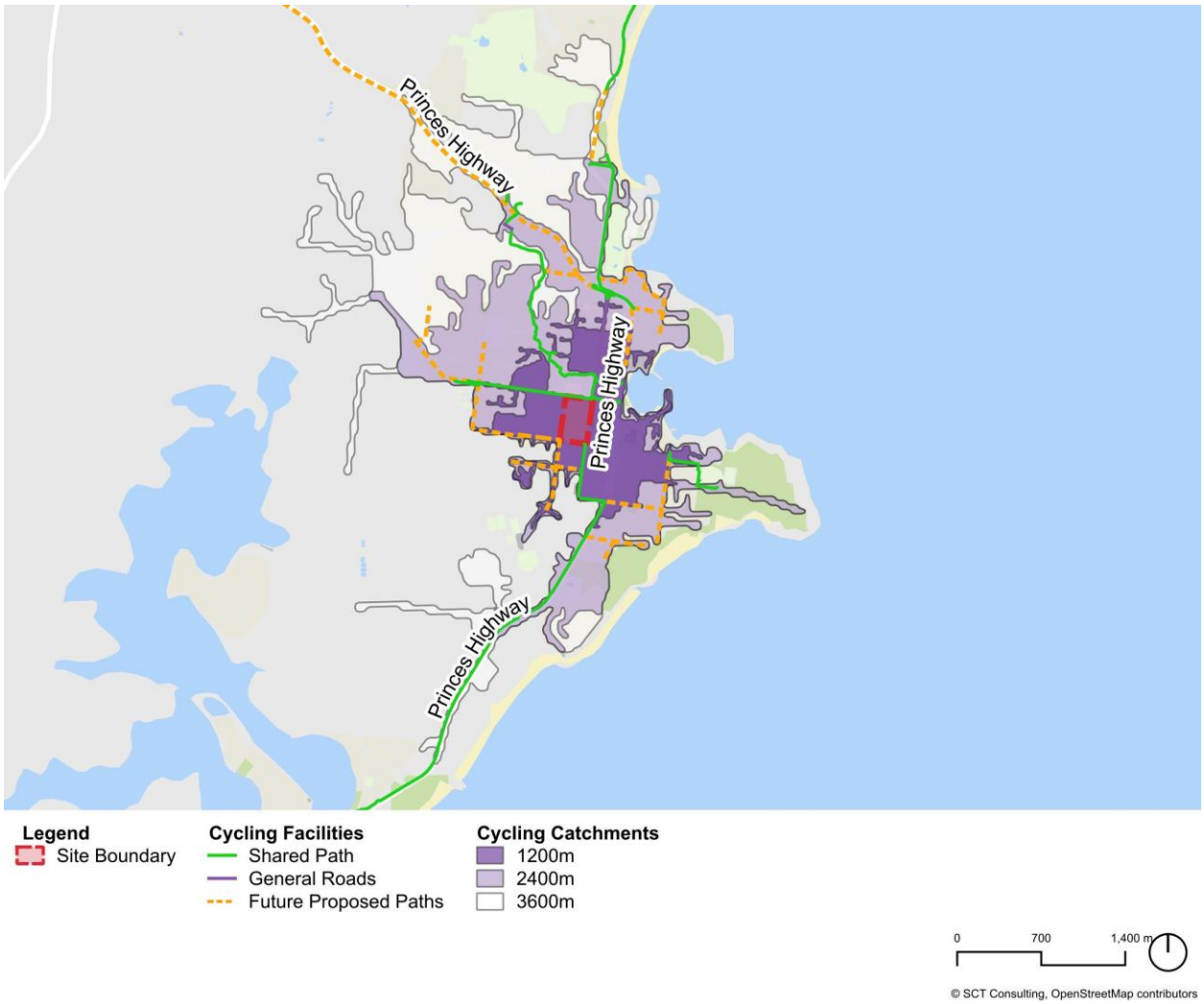
The footpath along the school's frontage is well connected, providing good access for pedestrians. However, there is currently no footpaths on the southern side of South Street, directly opposite the school.

While footpath connectivity within the 1,200m walking catchment of the school is generally good, the lack of a formalised footpath on the southern side of South Street creates a gap in pedestrian infrastructure. The absence of a continuous path on both sides of the street limits the accessibility and convenience requiring pedestrians to cross the road to utilise footpath facilities.

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



There is a shared path along Princes Highway and St Vincent Street that provides direct access to Ulladulla High School. The Shoalhaven Council's 2023 Pedestrian Access and Mobility Plan (PAMP) proposes future cycling infrastructure within the Local Government Area (LGA). However, most of the proposed cycling infrastructure has not yet been built as there were no provisions for it in the 2023/2024 Shoalhaven Council budget.

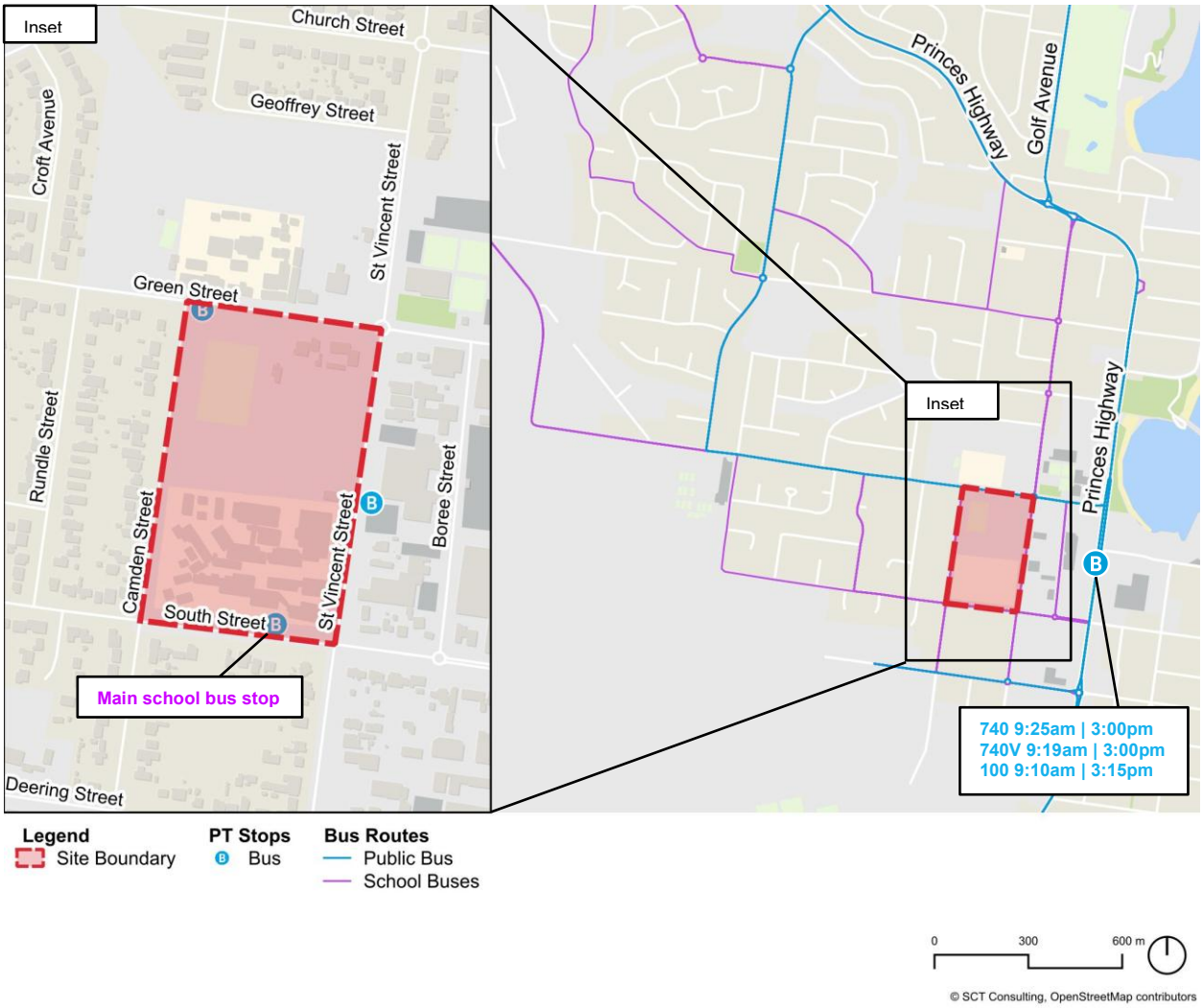
Due to the limited cycle infrastructure, children aged 16 and under can opt to cycle on footpaths. However, the footpath network connecting to the school is also limited, making it likely that the cycle mode share will remain low without improvements to the current infrastructure.

The site has 40 bicycle spaces, 10 scooter spaces, and 10 skateboard spaces, located on the concrete pedestrian area behind the northernmost St Vincent Street carpark. These spaces are easily accessible a connected pedestrian entrance, with a continuous footpath separated from vehicles, allowing riders to reach the storage area.

5.2.4 Bus access

The South Street bus stop at Ulladulla High School provides bus services from Ulladulla Buslines, with additional routes offered by Shoal Bus. Ulladulla Buslines operates eleven morning and twelve afternoon routes, each identified by an animal symbol. Additionally, Shoal Bus runs the S505 route, as 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 west side of St Vincent Street, between two of the pedestrian and vehicle access points. An additional kiss ‘n drop is located at the southern end of Camden 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 seven vehicles. No operational issues were observed on site.

5.2.6 Staff car parking

The school provides a total of 43 off-street parking spaces for staff. There are two staff car parks, both accessible from St Vincent Street. The northernmost car park offers 24 spaces, including three bus spaces, while the southernmost car park has 19 spaces.

In the northernmost car park, two spaces are designated as accessible parking, and there is one accessible parking space in the southernmost car park.

5.2.7 Waste collection

Waste occurs within the dedicated waste and loading area, which is accessed from St Vincent 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. St Vincent 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. Children aged 16 or 17 can ride on the footpath when accompanied by a child under 16 and a supervising adult. Children aged 16 or 17 can ride on the footpath when accompanied by a child under 16 and a supervising adult.	– 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.

Mode	Where provided	Parents/carers	School
			– **Appendix A** is a TAG indicating the location of bus stops and routes close to the school site.
Driving and Kiss and drop	Along Camden 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. – Parents/carers will be expected to follow the school's instruction regarding kiss and drop.	– 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. – 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 43 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 as a standalone facility with access from St Vincent 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 Ulladulla High School website is to ensure that all staff and parents are informed about the transport options available for the school. The Ulladulla High 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:

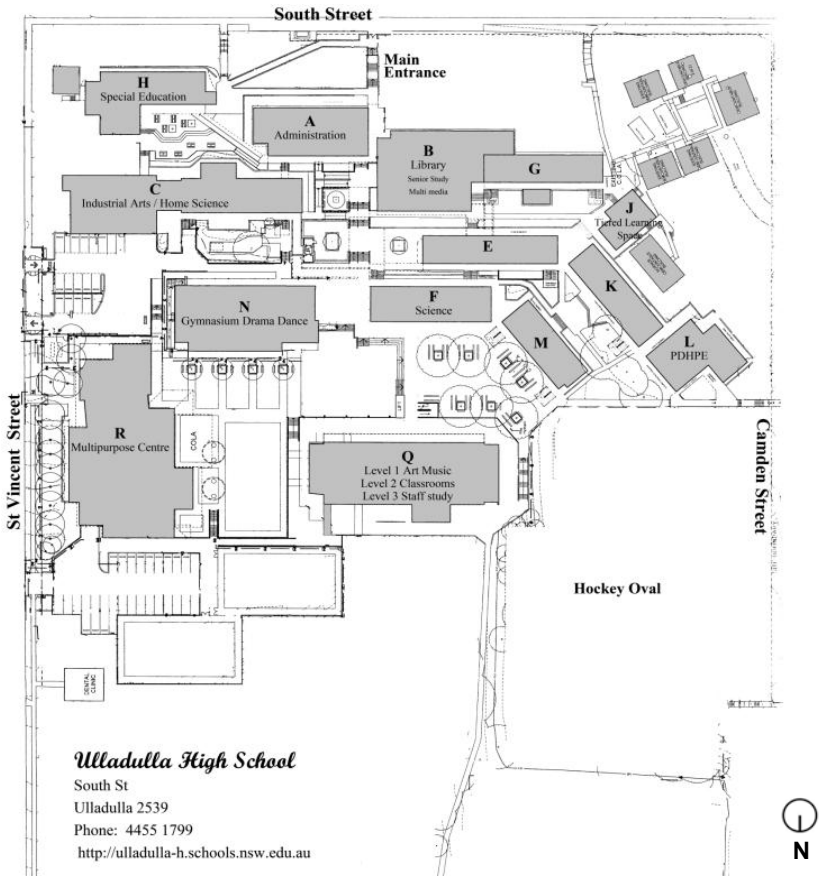
– Getting to and from school safely

– For independent travellers

– Subsidised school travel

There is also a hyperlink to a PDF map, reproduced in **Figure 5-5**, which shows the building arrangement but does not clearly identify parking, access arrangements, or active transport infrastructure.

Figure 5-5 School Map



Source: NSW Department of Education, 2013

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.**

Message	
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 South Street

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 Camden Street or St Vincent 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. The School Transport Plan should be updated annually for at least the first two years.

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 Ulladulla High School. Key findings for the transport assessment include:

– The mode share surveys suggested a baseline mode share of 27% car, 51% public transport, 19% walk, 3% bicycle.

– Footpath connectivity directly servicing the site is good with footpaths on at least one side of the road providing access on all bordering streets. Since the proposed upgrades will not result in additional staff and student numbers no upgrades are proposed for the external pedestrian network. The existing pedestrian network is adequate especially given the recent road safety implemented by council including the raised mid-block zebra crossing on St Vincent Street, signalisation of the St Vincent and South Street intersection and raised crossing on Camden Street. Other local streets within residential areas 1,200m of the site have limited pedestrian facilities including footpaths and crossings.

– The proposed upgrades to the site prioritise pedestrian and cycling modes of transport. The addition of bicycle parking spaces and end of trip facilities and no increase to parking supply shall help support sustainable transport.

– Bus coverage within the intake area is extensive, accommodating the sprawled distribution of students across the area. Dedicated school bus stops are located along the southern side of the school site on South Street. While these two 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 43 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
O	Construction of racks or spaces to accommodate an additional 10 skateboards, 20 scooters and 20 bicycles.	To provide adequate facilities for active transport, promoting sustainable travel options.	**Section 3.2.1.2**
O	Subject to Traffic Committee approval, change parking signage for three existing unrestricted parking spaces on Camden Street (eastern side) to No Parking 8.00 – 9.30 am and 2.30 – 4.00 pm SCHOOL DAYS to create 3 additional kiss-n-drop spaces.	To manage traffic flow and ensure availability of parking spaces for kiss-n-drop during peak periods.	**Section 3.2.1.6**
C	Prepare a Construction Traffic Management Plan (**CTMP**) to the satisfaction of Shoalhaven City Council. 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 4.0**
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**

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

Figure 7-1 Ulladulla High School – Mitigation measures

Source: NBRS Architects with annotations by SCT Consulting; 2025

APPENDIX A

TRAVEL ACCESS GUIDE

Ulladulla High School

Travel Access Guide

February 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

- Ulladulla High School is well serviced by multiple school bus services in both the AM and PM.
  - AM: S674, S416, S505, S799, S793, S790, S675
  - PM: S505, S675, S676, S674, S672, S416, S790, S792, S793, S788, S794, S795, S789, S796

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.

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 transport to help us plan buses, trains and ferries to suit you.

Message from your Principal

As we kick off a new term, I just want to remind you to stay safe on your way to and from school. Whether you're catching a bus, walking, cycling, or getting a lift, make sure you're paying attention to the roads and footpaths.

If you can, try using public transport or walking—it is better for the environment and helps get cars off the road. Our school has great bus connections, safe footpaths, and plenty of crossings on South Street, Green Street and St Vincent Street, making it easy to get here without a car.

Remember, road safety is everyone's responsibility. Stick to the footpaths, don't rush across the road, and always check for traffic before crossing. Let's all do our part to keep our school community safe and sustainable!

Stay safe and have a great term!

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

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
Bawley Point	S789	S788 | S789 | S800
Bendalong		S674
Burrill Lake	S791	S790
Cunjourong Point	S674	
Fishermans Paradise		S676
Huskisson	S416	
Kings Point		S796
Kioloa	S793 | S788	S793
Lake Conjola	S673	S672 | S673
Lake Tabourie	S790 | S800	S792
Little Forest	S675	S675
Milton	S671	S416 | S795
Mollymook	S799	S794
Morton		S671
Narrawallee	S797 | S798	
Sussex	S505	S505
Ulladulla	S795	

When taking public transport

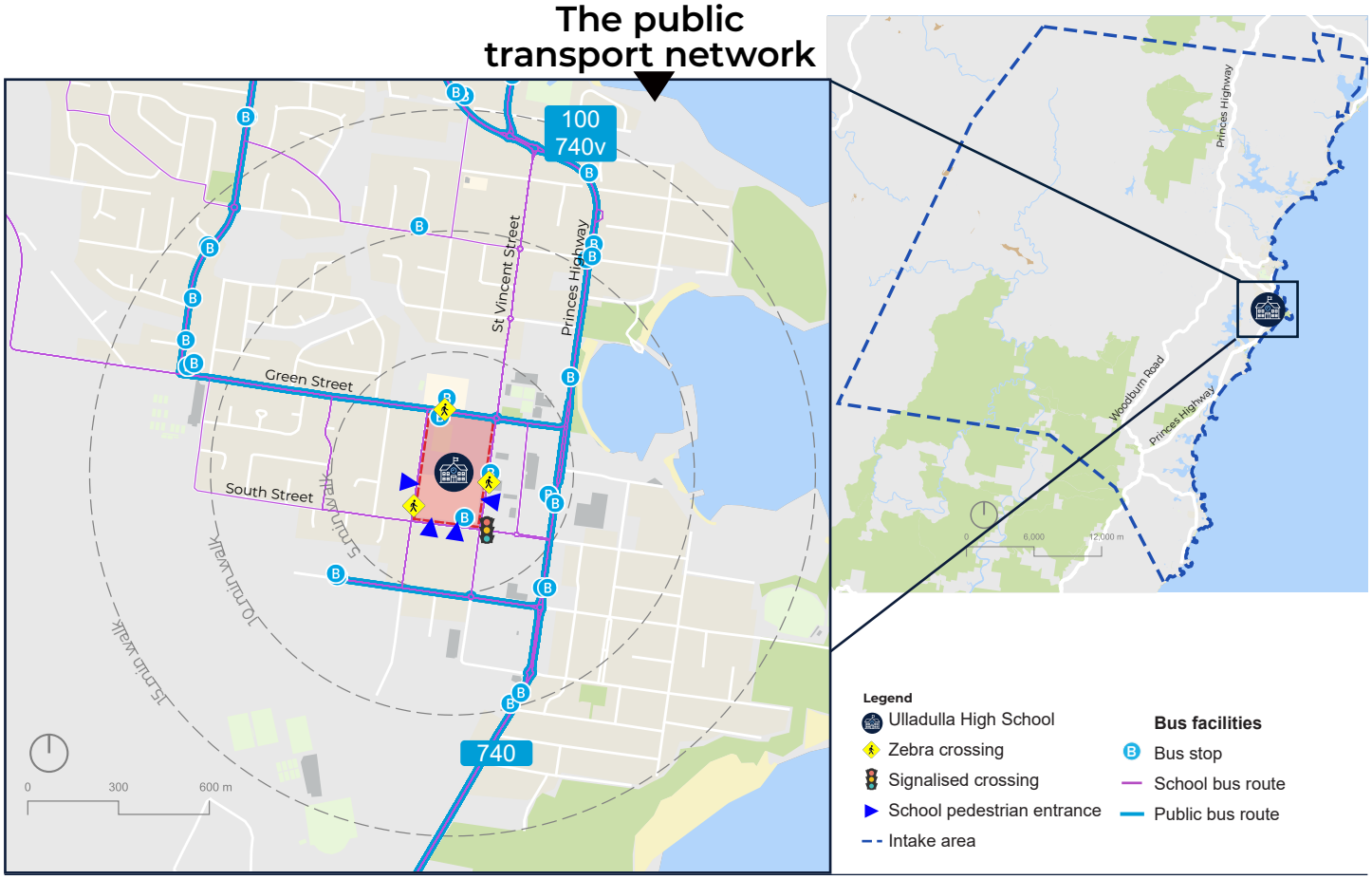
- Remember to always:
- Tap your opal card on and off
- Be respectful of public
- Be safe around roads
- Offer your seat to the public if the bus is crowded

Let's do our part!

Help reduce traffic, cut emissions, and start your day stress-free! Taking public transport is an easy, eco-friendly way to get to school while giving you extra time to read, listen to music, or catch up with friends.

Give it a go this week!

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 crossings to get to school safely:
  - Signalised crossing at the South Street / St Vincent Street
  - Zebra crossing on Camden Street and Green Street
- Stay aware of your surroundings and don't use your phone 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

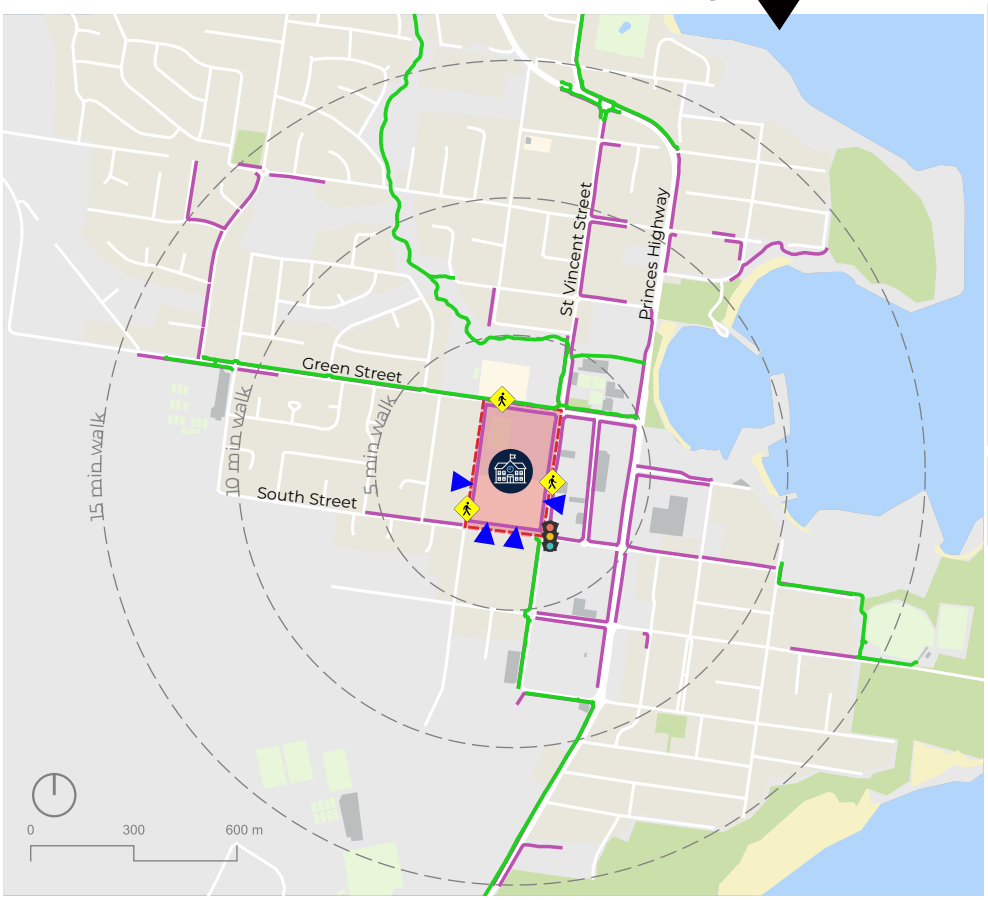
- Always drive with extra caution in school zones and be mindful of where you park. Do not stop within bus zones and no stopping zones. Follow all road rules to ensure a safe and efficient environment during student pick up and drop offs.

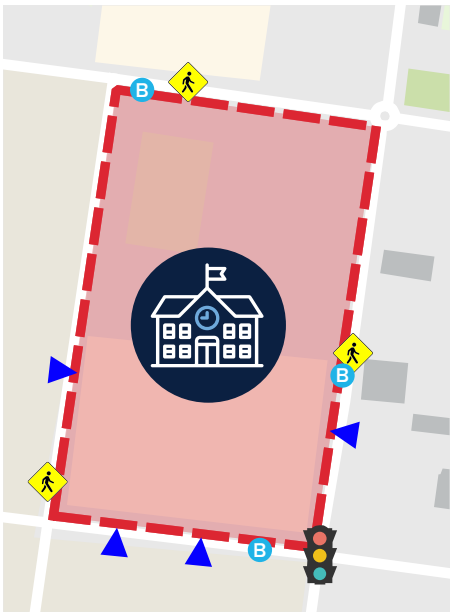
Something broken on the way to school?

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

Download it today from the App Store or Google Play. Or visit www.snapsendsolve.com

The active transport network





Legend

- Ulladulla High School
- Existing cycle network
- Footpaths
- Bus stops
- Zebra crossing
- Signalised intersection
- School pedestrian entrance

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

APPENDIX B

TRANSPORT WORKING GROUP MEETING MINUTES

Meeting minutes:

Ulladulla High School Transport Working Group

Meeting Information			
Project Name	Ulladulla High School Transport Working Group (TWG)		
Project Number	SCT_00459		
Client	School Infrastructure New South Wales		
Date	19 August 2024	**Time**	03:00PM – 4:30PM
Venue	Microsoft Teams		
Subject	Ulladulla High 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) Chris Millet, TfNSW (CM)		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) Martin Mende, SINSW (MM)		Greg Isaac, Fulton Trotter (GI) Jimmy He, Fulton Trotter (JH)
Circulation	Attendees		

Matters discussed or arising		Action
1.0	**Item 1 Project overview**	
1.1	Project overview and introduction provided by PN from TWG Slide Pack	
1.2	PN notes new build and upgrades to replace demountables. Undergoing master planning, to validate due diligence and some refresh in scope, no changes in capacity	
2.0	**Item 2 Ulladulla High School Rapid Transport Assessment presentation (JB from SCT)**	
2.1	Enrolment boundary shown, noting that it is proposed to remain the same	
2.2	JB notes that the High School and Primary School function in a campus style. PN concurs based on the high passenger numbers for car trips to/from Ulladulla Public School immediately to the north of the schools frontage, indicating shared trips for both schools.	
2.3	Mode share has a larger proportion of active transport to and from school compared to Milton and Ulladulla, likely due to greater autonomy for older students. Bus mode share is also high and dominant for trips from school	
3.0	**Proposed Transport Initiatives**	

	Matters discussed or arising	Action
3.1	JB stated that due to a student fatality on St Vincent Street outside the school, TfNSW has provided funding to improve student safety TP noted that initiative 2 – a raised zebra crossing on Camden Street immediately north of the intersection of Camden Street / South Street has already been constructed as well as additional footpath on the northside of South Street TP mentioned that the intersection of Camden Street / South Street has now been signalised with crossings on all four legs. Part of the funding provided by TfNSW SW said that Camden St footpaths and crossings were and have been considered by Council, but other initiatives that have been rolled out and planned were considered to be more prescient. SW stated that the crossing built (as it relates to initiative 2) was built with the intention in the future for a roundabout at this location nullifying 'initiative 3' which pertained to the provision of pedestrian refuges. SW requested TWG slides for mark up of planned and implemented initiatives by Council JB noted that further engagement for the 'stretch' mode share case may be required given that some of the initiatives have already been rolled out and that Councils comments on initiatives may change the provision of advice from SCT on the matter	SW, TP, RH, PN & JB

List of attachments:

Attachment 1: TWG Slides

Transport Working Group 02 (TWG) Meeting Minutes
Ulladulla High School

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

Invitees	Organisation	Role	Attendance (Y, N)
Martin Mende (MM)	SI	Senior Project Director, Infrastructure Delivery	Y
Jodi Gleeson (JG)	SI	Project Director, Infrastructure Delivery	Y
Russell Humble (RH)	SI	Transport Planning Manager, Infrastructure Planning	Y
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	Associate Director	N
Dane Graham (DG)	TfNSW	Senior Manager	N
Greg Isaac (GI)	FTA	Director	Y
Jimmy He (JH)	FTA	Architect	N
Christopher Croucamp (CC)	Urbis	Senior Planning Consultant	Y
Micaiah Tipton (MT)	SCC	Manager – Design Services	Y
Pieter Muller (PM)	RPI Infrastructure	Senior Project Manager	Y
Santi Botross (SB)	SI	Senior Sustainable Transport Officer	Y
David Paisley-Topp (DPT)	SCC	Roads Manager	Y

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	SW noted that Item 3 (an additional crossing on South Street west of Camden Street) from the proposed initiatives is not well positioned given the proposed provision of a roundabout 50m to the east. SW notes southern footpath on northern frontage is heavily used with township wanting another footpath on the north side. SW notes Council would be happy to reposition Item 3 closer to the middle of the southern frontage which will align with future designs. RH asks if Council will provide designs. SW notes MT from Council will provide designs. SW notes the highest priority measures from their funding package in response to the student fatality were completed. SW notes Camden St had plans for a crossing, however, funding was consumed already. SW notes that improvements could be made on Camden St due to heavy usage but was seen as not as high priority as Vincent St. SW notes there are no set plans, but to consult PAMP which shows two indicative crossing locations. JB said that the project team would revert about the requests to consider a crossing in Camden Street and on South Street.	MT JB	29/11/24 TBC
3.0	**DCP requirements assessment**		
3.1	JB notes that there is no proposed increase in student accommodation. JB notes No DCP rates on bicycle etc. rates. A best estimate on demand has been done by the project team. SW has no comment on this noting it should be based on demand.		

Council Meeting 01 Meeting Minutes
Ulladulla High 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.		

Thoughtful Transport Solutions

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