

Illawarra Shoalhaven

Strategic Regional Integrated Transport Plan

Final engagement report



September 2026

transport.nsw.gov.au

Acknowledgment of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.



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Cover image: Kiama Blowhole © Destination NSW

1. Executive summary

The Illawarra Shoalhaven Strategic Regional Integrated Transport Plan (the Plan) is focused on delivering integrated, long-term solutions to drive economic growth, improve connectivity and ensure transport infrastructure and services support everyone who lives, works or visits the region.

The vision for the region is one where communities have more travel choices, using high-quality infrastructure and services that are seamless and safe.

During the Plan's development in 2024 and 2025, Transport for NSW (Transport) engaged with stakeholders, such as local councils, government agencies, unions and advocacy groups, to validate insights heard from previous transport planning consultation as well as to obtain new feedback. This early engagement informed the development of the Draft Plan.

From 9 December 2025 to 9 February 2026, the Draft Plan was on public display, and community was invited to provide feedback on the Draft Plan's objectives and initiatives. Feedback was received via an online survey, submissions, face-to-face engagement and by dropping a pin on an interactive map via our Have Your Say engagement portal.

During the consultation period, Transport received more than 1000 pieces of feedback from residents, businesses, and transport users. We also received 78 submissions from individuals and stakeholders, including local councils, peak bodies, community organisations and groups with transport interests.

Feedback indicated strong support for all seven Objectives of the Plan, with most survey respondents agreeing the objectives were important or very important, highlighting the community's broad support of the vision for the region.

Community and stakeholder feedback highlighted:

- strong demand for more reliable, frequent and better-connected public transport to provide alternatives to private vehicle use
- safety is a major regional concern across roads, public transport and active transport
- active transport needs significant upgrades to create safer and connected walking and cycling networks
- transport infrastructure and services are not keeping up with population and housing growth, resulting in car dependency, reduced liveability and transport disadvantage
- poor road conditions and ongoing maintenance issues are impacting the reliability of the transport network
- limited east-west road and rail connections make the transport network more vulnerable during climate and natural disaster events.

To deliver the Plan, 45 initiatives were initially developed. This included infrastructure projects, programs, service improvements and policy changes in the short, medium or long-term. During consultation, the community had the opportunity to have their say on these and as a result, they have been updated to reflect feedback. This includes the addition of three initiatives.

Following substantial engagement, the final Plan for the Illawarra Shoalhaven region is complete.

View the final Plan at www.haveyoursay.nsw.gov.au/sritp/illawarra-shoalhaven



Family cycling on shared path at Warilla © Destination NSW

2. Introduction

The NSW Government is developing nine Strategic Regional Integrated Transport Plans (SRITP) across regional NSW. The SRITPs are Transport's response to the NSW Government's election commitment to deliver integrated strategic plans for roads and transport in regional NSW.

The Illawarra Shoalhaven Strategic Regional Integrated Transport Plan (the Plan) is focused on delivering integrated, long-term solutions to drive economic growth, improve connectivity and ensure transport infrastructure and services support everyone who lives, works or visits the region.

2.1 About the Illawarra Shoalhaven

The Illawarra Shoalhaven region features the dramatic Illawarra Escarpment, expansive rural landscapes and a stunning coastline. It is a place people choose for its lifestyle, and a destination visitors seek out when they want to escape the city. With a mix of busy urban centres as well as quieter rural and coastal towns, the region needs a transport plan that reflects the diverse needs of its communities.

The region covers the expanding cities of Wollongong and Shellharbour, the coastal town of Kiama, and the more rural and coastal communities of the Shoalhaven to the south. It is well-connected to surrounding areas, including southern and southwest Sydney, the Southern Highlands and Eurobodalla. These transport links enable daily commuting, support tourism and facilitate the efficient movement of goods.

Many of the current journeys carried out by people today have been travelled by Traditional Custodians for tens of thousands of years. All very much for the same purposes today, Traditional Custodians used these routes for trade, ceremonial purposes and songlines.



Seacliff Bridge © Destination NSW

Local Government Areas



4

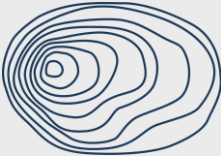
Wollongong

Shellharbour

Kiama

Shoalhaven

Local Aboriginal Land Councils



4

Illawarra

Nowra

Jerrinja

Ulladulla



Home to diverse urban, coastal, rural and natural landscapes

The region spans about

575,000

hectares



Southwest Sydney is linked to the region for employment, education and recreation

Over the next 20 years, the freight task for the Illawarra Shoalhaven is projected to increase by 1.8 per cent

54

million tonnes of goods carried per year by 2041



3. Purpose of this report

This report summarises the consultation activities and feedback during the public exhibition of the Draft Strategic Regional Integrated Transport Plan (Draft Plan) for the Illawarra Shoalhaven region.

The Draft Plan was placed on public exhibition for nine weeks from 9 December 2025 to 9 February 2026.

This report provides an overview of:

- consultation and engagement activities
- feedback methods and who we heard from
- summary of feedback by objectives and other feedback
- how feedback has been considered.

4. Previous community consultation

Future transport planning in the Illawarra Shoalhaven region has been the focus of significant community consultation over the past three years. Input from the broader community and stakeholders throughout consultation on the former Draft Regional Transport Plan (RTP) and the Draft SRITP has informed the final Plan.

A summary of engagement to date is shown in the table below.

Timing	Plan	Purpose
November 2020 to January 2021	Draft RTP	Community consultation to receive feedback on the former Draft Regional Transport Plan. An overview of this engagement is outlined in Appendix A .
October 2024 to March 2025	Draft SRITP	Key stakeholders were engaged during development of the Draft SRITP. The focus of this engagement was to validate feedback provided in late 2020 and early 2021 and build on it. Stakeholders were invited to provide additional feedback for consideration. An overview of this targeted engagement is outlined in Appendix B . Full details are available in the early engagement report .
December 2025 to February 2026	Draft SRITP	The Draft SRITP was displayed for community and stakeholder feedback from 9 December 2025 to 9 February 2026. Feedback gathered was used to inform the final version of the Plan. This report summarises what we heard during this consultation period.

5. How we consulted

5.1 Consultation objectives

The objectives of the consultation were to:

- raise community awareness of the Draft Plan including its vision and purpose
- provide an opportunity for feedback on the Draft Plan and tell us if we missed anything
- understand community priorities and gather feedback on the initiatives identified
- gain insight into the importance of the Draft Plan's objectives
- understand what transport improvements are important
- identify which key themes are of interest to the community
- obtain feedback on the objectives and build on what we have heard previously
- allow the opportunity for community and stakeholders to speak with Transport staff about what is important to them
- manage community expectations about transport opportunities and challenges in the Illawarra Shoalhaven region.

Target audience

Broader community:

- residents, workers and local businesses across the region
- Transport customers, including pedestrians, cyclists, public transport users and motorists
- visitors and tourists to the region.

Key stakeholders:

- State Members of Parliament
- local councils across the region
- Illawarra Shoalhaven Joint Organisation
- Local Aboriginal Land Councils
- NSW government agencies such as Department Planning, Housing and Infrastructure
- transport operators and freight industry
- other stakeholder and community groups with an interest in future transport planning.



The team met with the local community at Kiama and listened to feedback on the Draft SRITP

5.2 Public exhibition and engagement activities

Between December 2025 and February 2026, the Illawarra Shoalhaven community was invited to provide feedback on the Draft Plan.

A Have Your Say page was the primary method of gathering feedback. On this page, the community could choose to provide feedback via survey, quick poll, by dropping pins on an interactive map or by making a submission.

The Illawarra Shoalhaven SRITP Have Your Say landing page was updated to include the:

- Draft Plan
- Early engagement report
- Illawarra Shoalhaven StoryMap.

During this time, the Draft Plan was downloaded more than 2000 times and the landing page was viewed more than 7000 times.

Face-to-face engagement sessions were held in all Local Government Areas (LGAs) across the region, allowing community members to meet the team, ask questions, and share their feedback in person.

A summary of the consultation and engagement activities are listed below.

Method	Details
Local media	A media release was issued on 9 December 2025 to local media outlets across the region by the Hon Jenny Aitchison, Minister for Regional Transport and Roads - Appendix C. This was to announce the start of consultation and provide details on how to provide feedback. A second media release was issued on 19 January 2026 to remind the community to provide their feedback and to share details about the community pop-up events being held across the region – Appendix D.
Have Your Say page	A NSW Government Have Your Say page provided the community with the opportunity to complete an online survey, drop pins on an interactive map, upload a submission and complete a quick poll. The link to this page was promoted in media releases, printed collateral, social media and in emails to stakeholders.
Email	Emails were sent to stakeholders asking for their feedback. Key stakeholders included local councils, State and Federal Members of Parliament, Indigenous groups and NSW government agencies. Community and stakeholders were invited to provide feedback via email and the ‘Have Your Say’ page.
Stakeholder briefings	Seven briefings were held with key stakeholders to provide them with the opportunity to discuss the Draft Plan in detail and provide feedback - Appendix E.
Social media	A social media campaign was developed for the duration of the consultation and included three posts on the Transport for NSW Facebook page. Posts were geo-targeted to the Illawarra Shoalhaven region. Over the consultation period, more than 109,000 people were reached and the posts recorded more than 3500 interactions.

In-person community pop-up events	Face-to-face community pop-up events were held across the region in January and February 2026. The team met with more than 350 community members at 10 locations, including Thirroul, Wollongong, Oak Flats, Shellharbour, Shell Cove, Kiama, Berry, Nowra and Vincentia.
Council partnerships	Local councils within the Illawarra Shoalhaven region shared information about the Draft Plan and consultation with their communities through their channels and networks, including on social media.
Static displays	Static displays were located at Shoalhaven Visitor Centre, Kiama Library, and the administration buildings at Wollongong, Shellharbour and Shoalhaven city councils. These displays included a copy of the Draft Plan and a poster with a QR code to the Have Your Say page to encourage feedback.

Communication materials

A range of communication materials were created to support consultation and engage with the community. This included fact sheets, posters and flyers.

A sample of communication materials is below.

Fact sheet



Strategic Regional
Integrated Transport Plan

Illawarra
Shoalhaven

DECEMBER 2025



The Illawarra Shoalhaven Strategic Regional Integrated Transport Plan will provide a 20-year vision of the key transport priorities for the region.

About the plan

The Illawarra Shoalhaven Strategic Regional Integrated Transport Plan (SRITP) will offer an integrated planning approach to transport infrastructure and services in the region, reflecting the changing needs of our communities and providing coordinated solutions.

We are now inviting the community and stakeholders to have their say on the Draft Plan and initiatives. Feedback will help us refine the plan by understanding what is most important to you. This will guide decision-making about investments in future transport services and infrastructure across the region.



Starting with Country and Closing the Gap
All investment in the transport network, services, policy and technology take a Country-centred approach



Access to transport for all
A transport network that provides a range of travel choices to all people living and working in, or visiting the region



A safe transport network
Reduce fatalities and serious injuries on the transport and water network



Well located housing and successful places
Support the delivery of housing and successful places through sustainable transport options to address growth in the Illawarra Shoalhaven region



A thriving and diversifying economy
Provide an efficient transport network to support a diverse and growing economy, including tourism, agribusiness and the movement of freight



Resilient networks
Reduce the impact of transport network shocks and stresses to service interruptions and proactively plan for future impacts



Net zero emissions
Contribute to the net zero emissions 2050 target

Objectives of the plan

Starting with Country and Closing the Gap
All investment in the transport network, services, policy and technology take a Country-centred approach

Access to transport for all
A transport network that provides a range of travel choices to all people living and working in, or visiting the region

A safe transport network
Reduce fatalities and serious injuries on the transport and water network

Well located housing and successful places
Support the delivery of housing and successful places through sustainable transport options to address growth in the Illawarra Shoalhaven region

A thriving and diversifying economy
Provide an efficient transport network to support a diverse and growing economy, including tourism, agribusiness and the movement of freight

Resilient networks
Reduce the impact of transport network shocks and stresses to service interruptions and proactively plan for future impacts

Net zero emissions
Contribute to the net zero emissions 2050 target

Want to find out more?

Visit our Have Your Say portal to explore:

- the Draft Plan
- the initiatives list
- the interactive StoryMap
- early engagement report.

You can also see how we have developed the Draft Plan and what happens next.

Next steps

- ✓ Review feedback from the former Draft Regional Transport Plan
- ✓ Early engagement with key stakeholders to inform the Draft Illawarra Shoalhaven Strategic Regional Transport Plan
- ✓ Develop the Draft Plan and list of initiatives
- Display Draft Plan for community and stakeholder feedback
- Review feedback and refine the Plan
- Publish the Final Plan
- Implement the Plan

Have your say

If you live, work or play in the Illawarra Shoalhaven, we want to hear from you.

Haven't read the Draft Plan? That's okay, we have designed a quick survey to easily provide feedback. You can pick which themes relate to your concerns or ideas. You can also tell us what you think about the initiatives we've identified.

Want to provide more detailed feedback? Send us feedback by email or by uploading a submission via the have your say page.

Email: engage.SRITP@transport.nsw.gov.au
Submission upload: haveyoursay.nsw.gov.au/SRITP

Scan the QR code, complete the survey.



Feedback is open until Monday 9 February 2026

How we will deliver the plan

A list of 45 short and medium-term actions and initiatives have been identified to respond to the objectives and challenges of the region.

These initiatives are a mix of small and large infrastructure projects, programs, service improvements and policy changes.

The initiatives can be viewed at the back of the Draft Plan or you can comment on them in the online survey.

Contact us

If you have any questions or would like more information please contact our project team:

- engage.SRITP@transport.nsw.gov.au
- haveyoursay.nsw.gov.au/SRITP
- PO Box 477 Wollongong, NSW 2520

transport.nsw.gov.au

transport.nsw.gov.au

Flyers

Transport for NSW

Illawarra Shoalhaven

Strategic Regional Integrated Transport Plan



Draft Plan now on display

The Illawarra Shoalhaven Strategic Regional Integrated Transport Plan provides a 20-year vision of the key transport priorities for the region to support community, land use and transport needs, now and into the future.

We are now inviting the community and stakeholders to have their say on the Draft Plan. Whether you're passionate about walking, cycling, buses, trains, or roads, we want to hear from you.

Feedback closes Monday 9 February, 2026.



Your voice matters

If you live, work or play in the Illawarra Shoalhaven we want to hear from you.

Haven't read the Draft Plan? That's okay, we have designed a quick survey to easily provide feedback. You can pick which themes relate to your concerns or ideas and tell us what you think about the initiatives we've identified.

Want to provide more feedback?

- Upload a submission at www.haveyoursay.nsw.gov.au/sritp
- Email feedback to engage.sritps@transport.nsw.gov.au

Your feedback will guide future transport services and infrastructure across the region and help us understand what is important to help refine the Plan.

Have Your Say

Care about future transport solutions in the Illawarra Shoalhaven?



Scan the QR code to complete the survey. Feedback closes Monday 9 February, 2026.

w: www.haveyoursay.nsw.gov.au/sritp/illawarra-shoalhaven
e: engage.sritps@transport.nsw.gov.au

Illawarra Shoalhaven

Emails

Have your say

Draft Illawarra Shoalhaven Strategic Regional Integrated Transport Plan



Transport for NSW is committed to shaping the future of transport for regional NSW and we need your input.

You're invited to have your say on the Draft Illawarra Shoalhaven Strategic Regional Integrated Transport Plan (SRITP). Your feedback will help inform the Final Plan and transport priorities for the region.

These plans will shape how we tackle everything - road infrastructure, public transport services, freight challenges and safety improvements. Whether you're passionate about walking, cycling, buses, trains or roads - your feedback is important to us!

[View the Draft Plan](#)

Have your say

If you live, work or play in the Illawarra Shoalhaven, we want to hear from you. We appreciate that you may not have read the full Draft Plan, so we have designed a quick survey to easily provide feedback on the key themes we've heard so far.

You can pick which themes relate best to your concerns or ideas. You can also tell us what you think about the initiatives we've identified and if we've missed anything.

Feedback is open until **Monday 9 February 2026**.

You can also send us more detailed feedback by emailing engage.SRITPs@transport.nsw.gov.au or uploading a submission to the Have Your Say webpage.

[Complete the survey](#)

What is the Draft Plan?

The Draft Plan for the Illawarra Shoalhaven builds on the comprehensive work already completed on the previous Draft Regional Transport Plan and has been developed with input from key stakeholders.

The Draft Plan is focused on delivering integrated, long-term solutions that will drive economic growth, improve connectivity and enhance the quality of life for residents in the Illawarra Shoalhaven region. It also identifies actions we can take to deliver better transport policies, services and infrastructure to the region.

To view the Draft Plan, early engagement report and other resources, visit the project webpage.

[Visit the project webpage](#)

Social media advertising

Transport for NSW's post

Transport for NSW
16 December 2025

We're planning for the future of transport in the Illawarra Shoalhaven and want to hear from you!



Have your say
Transport in the Illawarra Shoalhaven

[HAVEYOURSAY.NSW.GOV.AU](#)
Have your say
For more information

43 20 comments 7 shares

Transport for NSW's post

Transport for NSW
16 December 2025

Have your say on the future of transport in the Illawarra Shoalhaven. We want to hear from you!

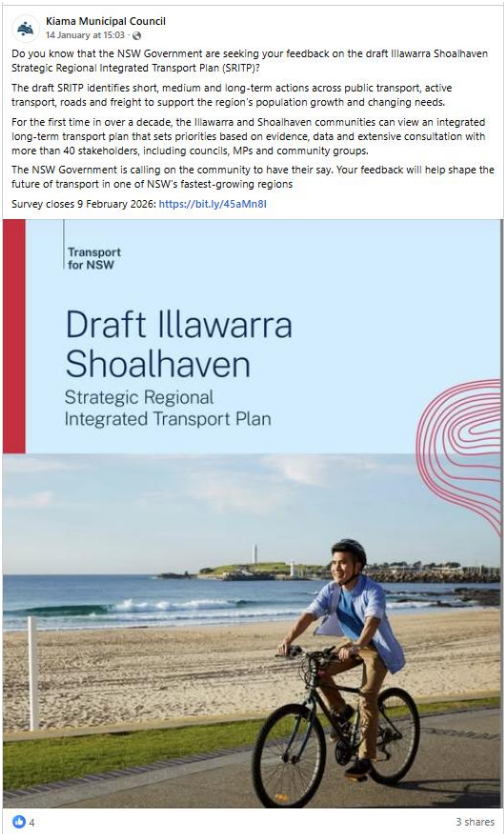
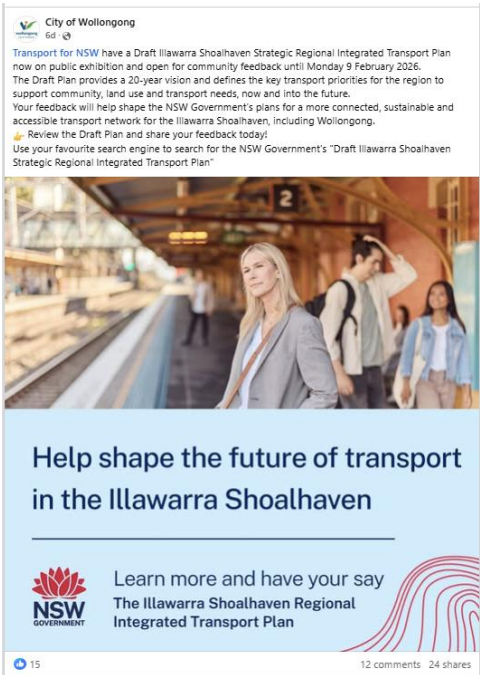


Have your say
Transport in the Illawarra Shoalhaven

[HAVEYOURSAY.NSW.GOV.AU](#)
Have your say
For more information

108 157 comments 18 shares

Council partners



Static displays



Static displays were located at multiple locations across the region. These displays allowed people to read a copy of the Draft Plan and scan the QR code to access the Have Your Say page, providing visitors with an accessible way to submit feedback.

Early engagement report



An Early Engagement Report was published in December 2025 when the Draft Plan went on public display. This report summarised the engagement activities carried out with stakeholders while developing the Draft Plan including who we engaged with and what we heard.

StoryMap



Illawarra Shoalhaven StoryMap

Explore our interactive maps and dashboards and learn more about your region.

Learn more →

A [StoryMap](#) was created to share valuable data and insights that inform the vision, challenges and opportunities for the region. The StoryMap is a tool designed for storytelling and provides key information about the Plan.

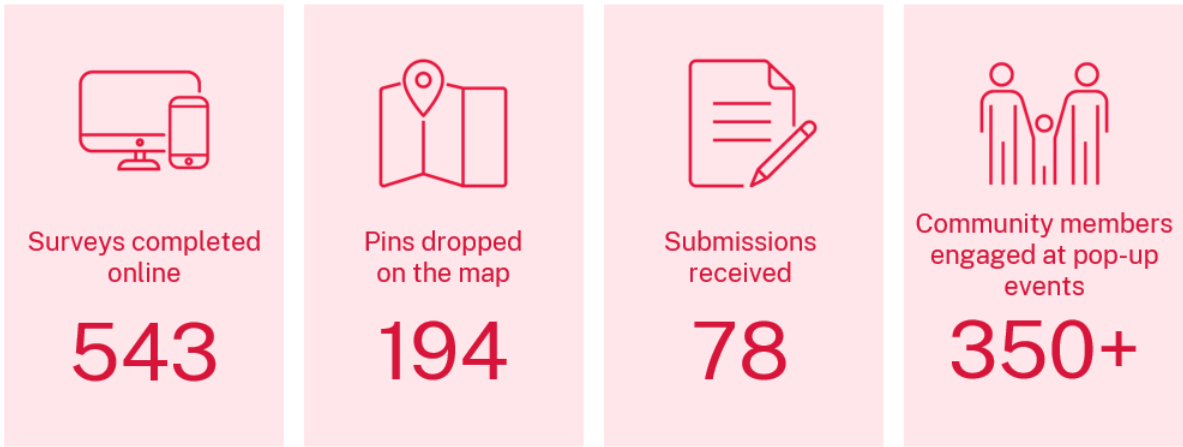
6. Engagement snapshot

A total of 1018 pieces of feedback were received during the consultation period. This included:

- 543 online survey responses
- 78 submissions
- 194 pins dropped on the interactive map
- 203 responses to the quick poll.

Opportunities were also provided to talk to the project team. This included:

- 7 briefings with key stakeholders
- 10 face-to-face community pop-up events.



Transport staff speaking with the community at the Wollongong markets

7. Who we heard from

7.1 Survey respondents

Of the 543 online survey responses, we heard from 532 individuals and 11 organisations. This equals about 98 per cent of respondents providing feedback on behalf of themselves, and about two per cent providing feedback on behalf of an organisation.

Of all survey respondents, there was an even split between those who identified as being over 60 years of age (37 per cent) and the 40-59 age group (38 per cent). Of the remaining respondents, 22 per cent were in the 20-39 age group and less than three per cent were under 20 years of age.

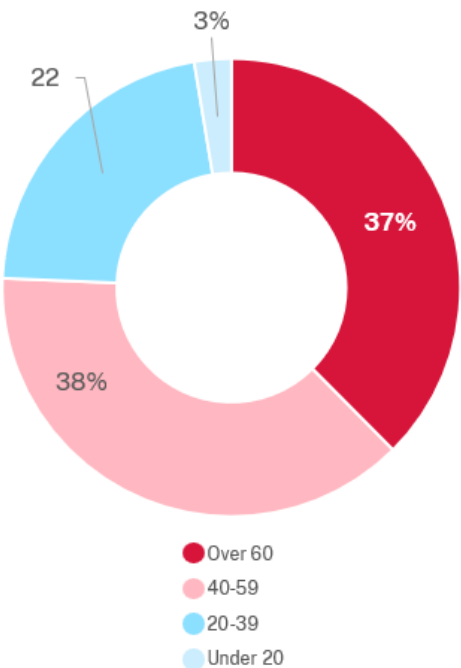
Almost 60 per cent of survey respondents identified as female and about 36 per cent as male. Less than two per cent of respondents identified as non-binary and less than two per cent preferred not to say.

To help us better understand the context of feedback, we asked respondents to name the LGA where they live and work.

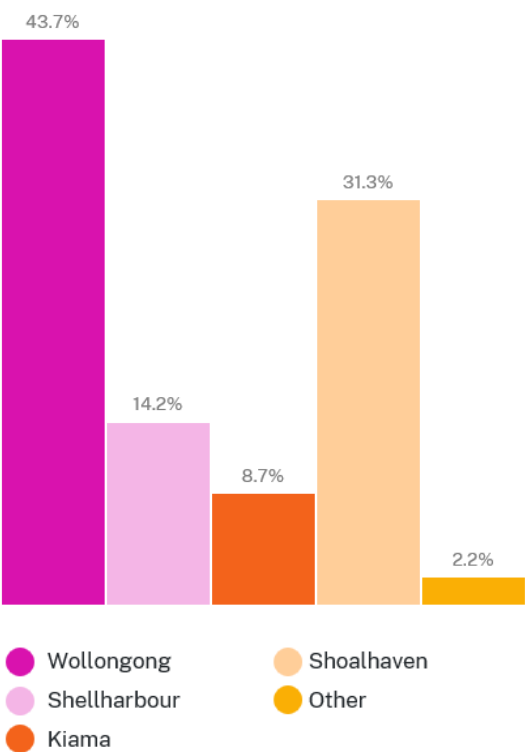
The largest percentage of feedback was received from respondents living in the Wollongong LGA (43.7 per cent). This was closely followed by respondents in the Shoalhaven LGA (31.3 per cent), Shellharbour LGA (14.2 per cent) and Kiama LGA (8.7 per cent). About 2.2 per cent of respondents live outside the region, including the wider Sydney area and Eurobodalla LGA.

Most respondents who completed the online survey did not work in the region (40 per cent). This included those retired or not working as well as those working in Sydney, Eurobodalla LGA, Southern Highlands and interstate. Of the respondents, 30 per cent work in the Wollongong LGA, 23 per cent in the Shoalhaven LGA, and about four per cent each in the Kiama and Shellharbour LGAs.

Age of respondents
(survey respondents)



Distribution of residential LGA
(survey respondents)



7.2 Map pins

The interactive online map on the Have Your Say page gave the community and stakeholders the opportunity to drop a pin on a specific location of interest and leave a comment.

People were asked to align their comment with one of the seven Draft Plan objectives.

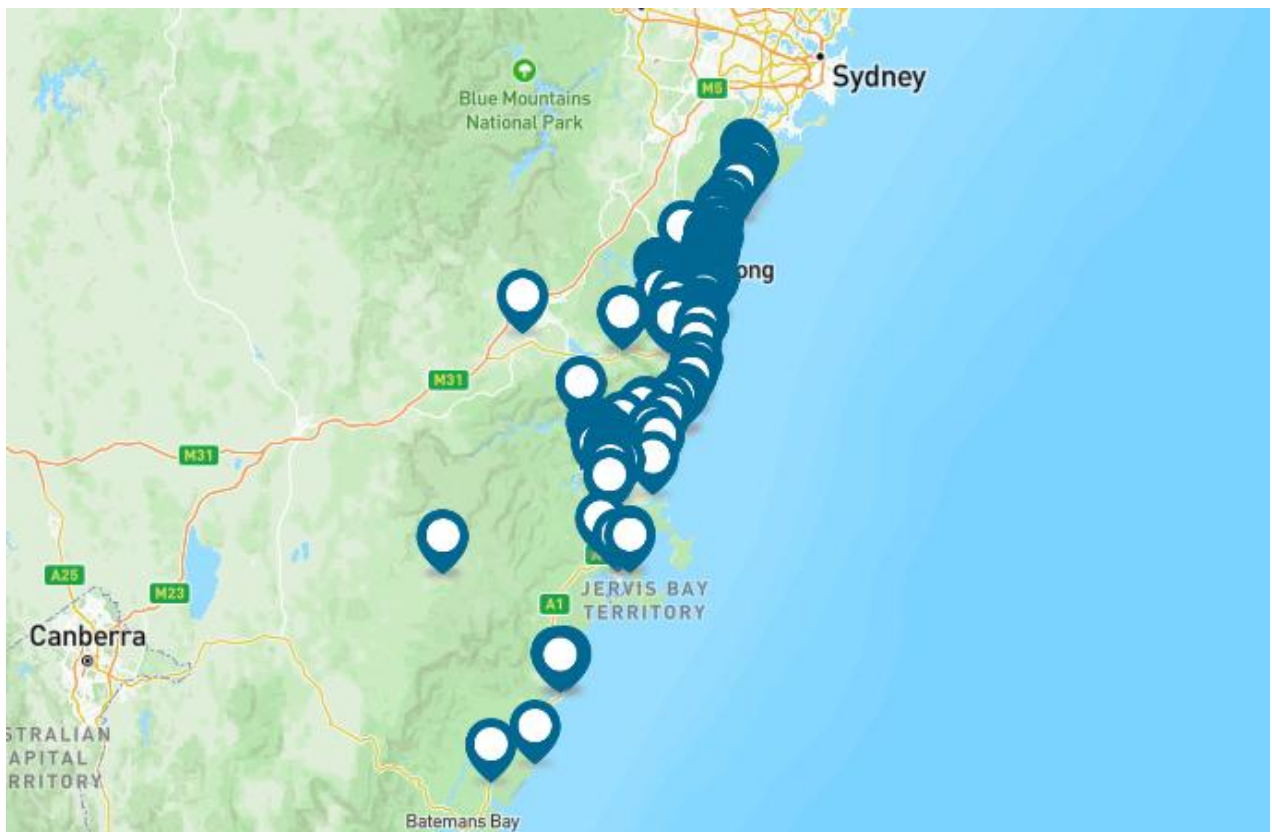
At the end of public exhibition, there were 194 comments provided against six of the objectives. Participants were from a range of locations across the Illawarra Shoalhaven region with key suburbs including:

- Wollongong
- Bomaderry
- Warrawong
- Nowra
- Port Kembla
- Towradgi
- Warilla
- Gwynneville
- North Wollongong
- Helensburgh.

Map pin comments indicated safety and accessibility were key priorities for map pin respondents with 75 comments relating to 'A safe transport network' and 56 comments relating to 'Access to transport for all'. This was followed by 23 comments about 'Resilient networks', 17 comments about 'A thriving and diversifying economy', 12 comments about 'Net zero emissions' and 11 comments about 'Well-located housing and successful places'. No map pins related to 'Starting with Country'.

Participants were also asked to align their feedback to a specific initiative where applicable. Of the 194 map pins, 39 called out draft initiatives. This represented 20 per cent of the total comments received.

Comments from the map pins highlighted a range of transport-related concerns and priorities for the region, focusing on improving public transport, easing road congestion, improving active transport infrastructure and addressing safety and accessibility across the network.



Pins dropped on the interactive map during the consultation period

7.3 Submissions

In addition to these feedback methods, the community and stakeholders were invited to provide feedback via written submission. This could be done via email or through the Have Your Say page.

During the consultation period, we received 78 submissions from various stakeholders and community members. Submissions were received from:

- 5 local councils
- 6 NSW government agencies
- 9 peak bodies
- 17 community groups, businesses or organisations
- 41 individuals.

Of the 78 submissions, 23 were received through the online Have Your Say portal and 55 were received via email.

Submissions provided valuable and detailed insights into transport needs for individuals, local communities and organisations. Feedback aligned with the Plan's objectives with a focus on public transport, active transport, infrastructure upgrades and supporting the region's economy.

We heard from community groups with a specific interest in their towns, industry organisations with feedback on how transport can better support them and individuals providing their perspectives and suggesting solutions. We also heard from local councils with detailed submissions highlighting what is important to their LGAs.

This feedback has been included in Section 8.



Transport staff speaking with the community at Stockland Shellharbour

7.4 Stakeholder briefings

During the display period, Transport attended multiple online and face-to-face briefings with stakeholders.

This included briefings with:

- Wollongong City Council and councillors
- Kiama Municipal Council
- Shoalhaven City Council
- South East Australia Transport Strategy (SEATS)
- TAFE NSW
- Illawarra Shoalhaven Local Health District (Aboriginal Health and Workforce).

More details about these briefings can be found in **Appendix E**.

These briefings added to the previous engagement carried out in the development of the Draft Plan. They provided an opportunity to discuss the Draft Plan, including the objectives, challenges and initiatives.

Stakeholders broadly acknowledged the value of the SRITP as a strategic planning tool and its recognition of existing transport issues across the region.

Key discussion points across the sessions included how Transport can better support councils and other stakeholders across the region, what the key transport issues are and suggestions on how these can be managed effectively.

These briefings were then followed by formal submissions that were reviewed by Transport and included in the feedback analysis.

This feedback is included in Section 8.

7.5 Community pop-up events

Transport engaged with the community at 10 pop-up events at various locations in the region during the display period.

This included events at:

- Kiama Farmers Market
- Wollongong Crown Street Market
- Markets at the Marina at Shell Cove
- North Wollongong train station
- Boonaree Rotary Nature Play Park at Berry
- Vincentia HomeCo
- Oak Flats train station
- Stockland Shellharbour
- Thirroul train station
- Nowra Show.

Transport spent more than 40 hours out in the community and received a high volume of feedback during this time with more than 350 people engaging with the team.

These face-to-face events allowed the community to discuss what was important to them with many highlighting key issues, concerns and priorities for their area.

The feedback received at these events was dependent on the location of the event. For example, rail service reliability, connectivity and safety were raised as key themes when speaking to commuters at local train stations.

Overall, the feedback emphasised the importance of a safe, reliable and accessible transport network. Key themes included public transport accessibility, reliability and frequency, active transport safety, road congestion, microbility (e-bike) safety and regulation, road infrastructure upgrades, road and rail maintenance and freight.

This feedback is included in Section 8.



Transport staff helping the community at Wollongong train station

8. What we heard

8.1 Overview

This chapter summarises all feedback during public consultation, including submissions, survey responses, map pins and face-to-face engagement.

Each piece of feedback has been reviewed and grouped under each objective. These have then been categorised into common themes.

- Feedback on the overall objectives of the Draft Plan:
 - starting with Country
 - access to transport for all
 - well-located housing and successful places
 - a thriving and diversifying economy
 - a safe transport network
 - resilient network
 - net zero emissions
- other feedback and insights
- feedback on transport improvements.



Feedback was received about public transport reliability, frequency and accessibility

8.2 Plan objectives

As part of consultation, we asked survey respondents what they thought of the Draft Plan's objectives.

The objectives represent the key priorities fundamental to strategic transport planning and describe the outcomes we aim to achieve. They will demonstrate how the Plan's vision has been realised and were used to categorise the feedback during public display.

The community was invited to provide direct feedback on the objectives within the survey or via quick poll on the Have Your Say page.

8.2.1 Objectives of the Draft Plan



Starting with Country

All investment in the transport network, services, policy and technology take a Country-centred approach.



Access to transport for all

A transport network that provides a range of travel choices to all people living and working in, or visiting the region.



Well located housing and successful places

Support the delivery of housing and successful places through sustainable transport options to address growth in the Illawarra Shoalhaven.



A thriving and diversifying economy

An efficient transport network to support a diversifying and growing economy including tourism, agribusiness and the movement of freight.



A safe transport network

Reduce fatalities and serious injuries on the transport and water network.



Resilient networks

Reduce the impact of transport network shocks and stresses to service interruptions and proactively plan for future impacts.



Net Zero Emissions

Contribute to achieving the emissions reductions targets as outlined in the Net Zero and Climate Change Policy.

In October 2025, Transport released its new state-wide transport strategy, Connecting NSW. The Strategy outlines six priority areas to guide how and where Transport invests resources to ensure efforts are coordinated to make the greatest difference to passengers, customers, and communities.

This, coupled with what we heard from community and stakeholders, prompted a reassessment of the SRITP Objectives to ensure they clearly contextualise Transport's state-wide vision into regionally specific outcomes for each SRITP region.

On assessment, the Objectives have been reworded to provide a clear line of sight from Connecting NSW's priorities. Updated SRITP Objectives are:

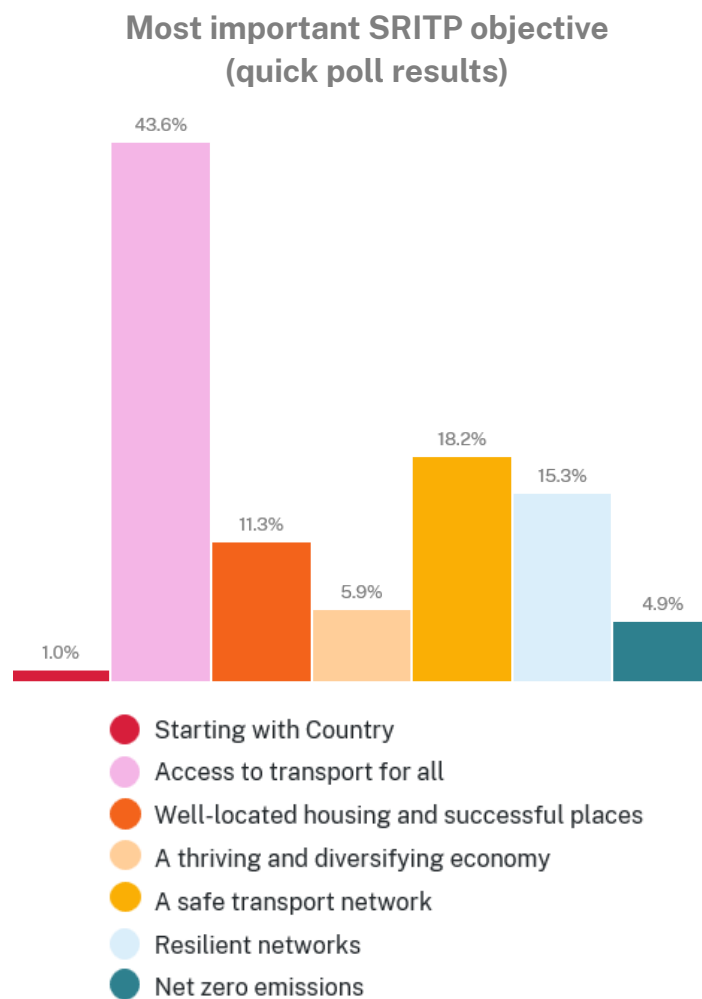
- A safe transport network changes to **A safe transport network working towards zero trauma**
- Resilient networks changes to **Reliable and resilient network**
- Net zero emissions changes to **Transition to net zero emissions**

- Access to transport for all changes to **Reduce transport disadvantage by providing access to transport for all**
- A thriving and diversifying economy –no change
- Starting with Country–no change
- Well located housing and successful places –no change

8.2.2 Quick poll results

When visiting the Have Your Say page, an optional quick poll asked: **Which SRITP objective is most important to you?**

Respondents were presented with the list of seven objectives of the Draft Plan and asked to select only one objective that was most important to them. The results of the quick poll are outlined below.



The quick poll was completed by 203 respondents. Of these responses:

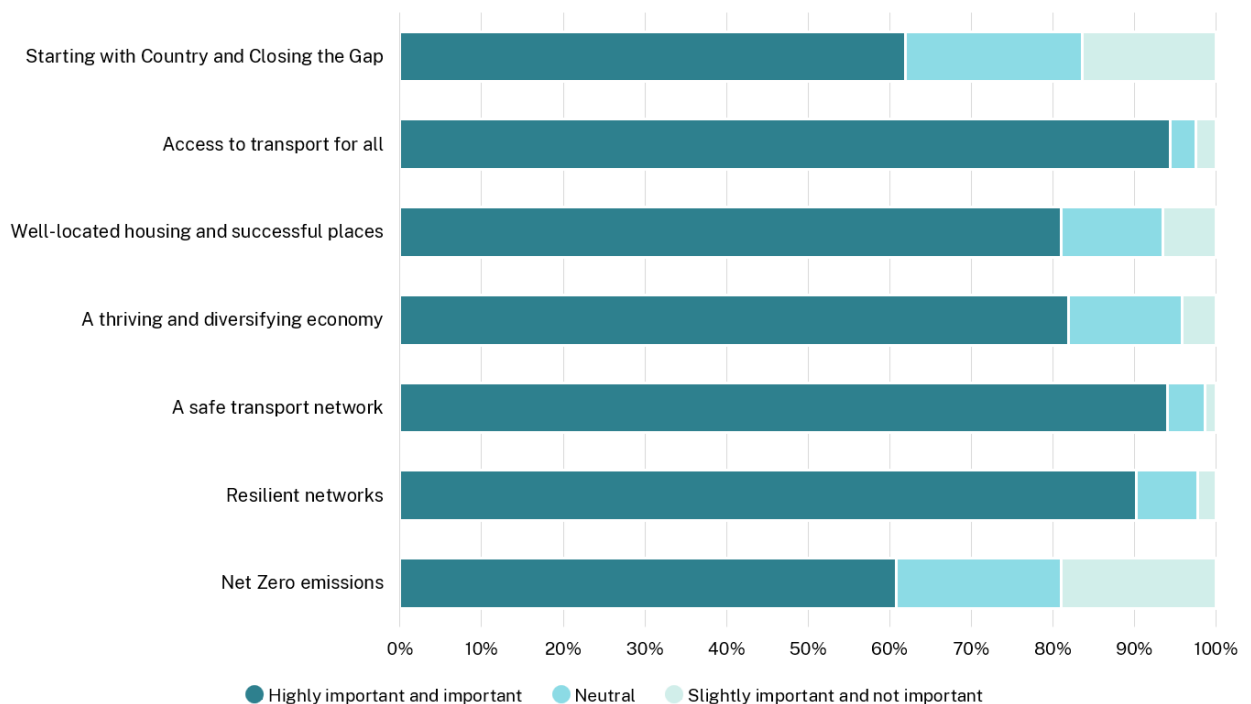
- the most selected objective was ‘Access to transport for all’ with 43.6 per cent of votes
- this was followed by ‘A safe transport network’ with 18.2 per cent of votes
- 15.3 per cent of quick poll participants thought that ‘Resilient networks’ was the most important objective
- 11.3 per cent of participants voted for ‘Well-located housing and successful places’.

These results align with what we heard through other feedback channels.

8.2.3 Survey results

- More than 60 per cent of survey respondents considered all seven objectives to be either ‘very important’ or ‘important’. This highlights that the Plan’s objectives are broadly supported by the community.
- ‘Access to transport for all’ was the top priority, with 78 per cent of survey respondents rating it ‘very important’ and 16 per cent rating it ‘important’.
- ‘A safe transport network’ was the second highest priority, with 75 per cent of survey respondents rating it ‘very important’ and 19 per cent of quick poll respondents ranking it ‘important’.
- This strongly reflects what we also heard in submissions and open comments, where feedback focused heavily on improving equitable access to transport options and services, as well as the importance of safety.
- These two objectives deliver benefits to everyone across the region, no matter where they live or how they travel.
- The next most selected objectives considered as ‘very important’ were ‘Resilient networks’, selected by 61 per cent of survey respondents. This was followed by ‘Well-located housing and successful places’, selected by 46 per cent of survey respondents.

Importance of objectives to survey respondents



8.3 Feedback received

Extensive feedback was received from stakeholders during the early engagement phase. This feedback informed the development of the Draft Plan, including the challenges, objectives and initiatives identified for the region. A summary of this feedback can be found in the early engagement report.

During public display of the Draft Plan, we asked the community to provide feedback and tell us if we missed anything.

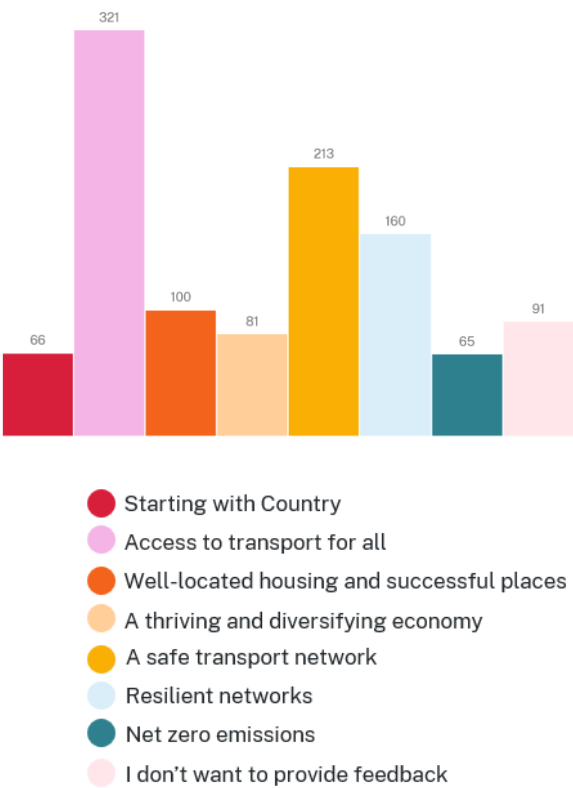
Survey respondents could choose which objectives were important and provide comments on each one. The graph adjacent shows how many survey respondents gave feedback on each objective.

The Draft Plan also included a list of 45 initiatives, which are identifiable actions to be delivered in the short, medium or long-term. The initiatives are aligned to one or more objective and the community had the opportunity to provide feedback on them by selecting which were most important to them.

All feedback has been reflected in the below sections.

While all feedback has been taken into consideration during preparation of the Plan, some comments are beyond the scope of the Plan. This may be because feedback or suggestions did not fall within Transport's area of influence. An example of this is specific minor maintenance issues such as pothole repair. This feedback has been forwarded to the appropriate departments within Transport or to other government agencies and organisations as required.

Number of pieces of feedback provided on each of the objectives (survey respondents)



Access to transport for all is a key objective of the Plan



8.3.1 Starting with Country

Indigenous Australians continue to shape how people move across Country, drawing on deep cultural knowledge and long-standing relationships with place. What we heard highlights the importance of transport in supporting stronger connections between communities and Country.

Transport engaged with Indigenous stakeholders across the region when developing the final Plan. This included Local Aboriginal Land Councils (LALCs), Illawarra Shoalhaven Local Health District, and other key organisations.

Feedback emphasised the need for improved connectivity for rural and discrete Aboriginal communities, including Wreck Bay, Coomaditchie and Jerrinja-Orient Point.

There was a strong call for affordable, safe and reliable transport options to ensure equal access to medical services, education, employment and participation in cultural and social activities.

The importance of Country-led approaches and co-designed local Aboriginal transport plans was highlighted by stakeholders to embed community priorities in planning and delivery.

Consultation gaps, limited timely information, and confusion about the meaning and practical impact of 'Starting with Country' were identified as barriers. Stakeholders called for deeper, more genuine collaboration in shaping transport projects, along with tangible results that reflect their input.

Some stakeholders also noted a preference for integrating Indigenous perspectives within mainstream transport planning rather than creating standalone systems, reinforcing the importance of an inclusive, integrated transport network that works for everyone.

Transport is an enabler for Closing the Gap, and it is important that this is reflected in our transport planning and strategies.

Starting with Country means that when we make decisions, we take into consideration our cultural obligations to the land and each other. It shapes our identity, responsibility, relationships and creates a sense of belonging.



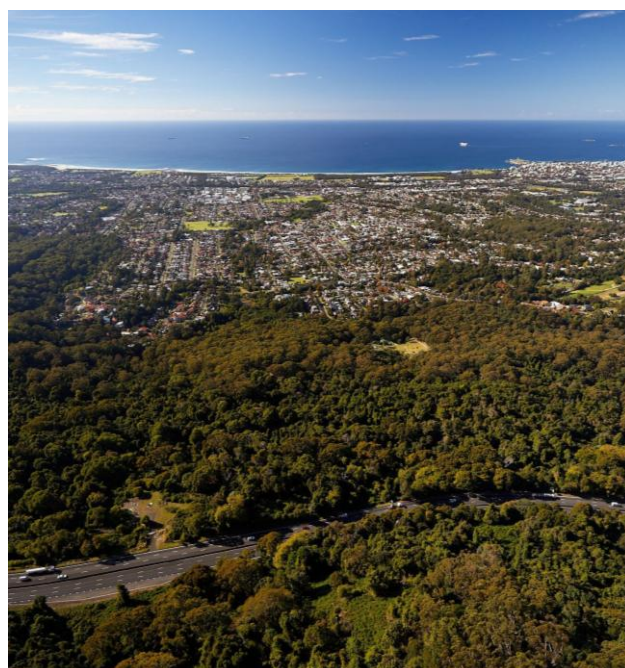
66

Survey respondents provided feedback on this objective



4

LALCs are located in the Illawarra Shoalhaven region



Wollongong escarpment

Summary of feedback

Themes	Summary of feedback
Transport and accessibility	- Feedback showed there is a need for better connectivity for rural Aboriginal communities. - A key concern of Aboriginal stakeholders was the connection of discrete communities, like Wreck Bay, Coomaditchie, Jerrinja-Orient Point, to essential services. - Access to affordable, safe and reliable transport options was called for to allow equal opportunity to access medical services, employment and education. This could include lower speed limits, safe crossings, increased public transport options and other ways to physically slow down traffic. - The importance of transport in the participation in social and cultural activities was raised to ensure Indigenous people continue to feel connected to their broader cultural networks. - There was a call to expand on-demand and community transport options to connect rural and discrete Aboriginal communities to the wider public transport network. This was particularly important for Elders and young people accessing services and culture.
Cultural landscape, Country-led approaches and engagement with First Nations stakeholders	- Feedback indicated that Country-led approaches should be embedded in all aspects of transport planning. - Stakeholders emphasised the importance of co-design in local Aboriginal transport plans to embed Country-led priorities into transport planning and delivery. - Plan transport services for the Aboriginal communities as part of an integrated transport network that works for everyone. - It was noted that gaps in consultation and engagement with key Indigenous stakeholders has a significant impact in including Starting with Country in transport planning. - The importance of Indigenous stakeholders receiving information in a timely manner was emphasised. - A strong desire was expressed by stakeholders for genuine engagement in the development of transport projects and for tangible outcomes to be achieved. - There was some confusion around the term 'Starting with Country' with stakeholders unsure of the meaning and impact. - Feedback suggested a lack of clarity about how 'Starting with Country' will drive actual transport outcomes.

Importance of draft initiatives

Survey respondents were provided a list of four draft initiatives that aligned with Starting with Country and were asked to select up to three that were most important to them.

	Top three draft initiatives
1	Progress planning and implementation of short and medium-term improvements to local bus services across Illawarra Shoalhaven to provide better connectivity to services, education, employment, recreation, and other transport modes by expanding services.
2	Expand the coverage of on-demand and community transport services across the Illawarra Shoalhaven to connect difficult to access, developing and discrete Aboriginal communities to the wider public transport network.
3	Co-design an Aboriginal cultural landscape management program for the Illawarra Shoalhaven to use traditional and cultural land and water management to build resilience to natural disasters into transport infrastructure.

The full list of initiatives which have been developed is provided in the final Plan.

How the Plan reflects this feedback

Transport’s commitment to taking a County-centred approach to planning and delivery of transport infrastructure and services is demonstrated through the Starting with Country objective. Starting with Country recognises the need for all transport investment, services, policy and technology to take a Country-centred approach to meaningfully support the economic and social independence for Aboriginal people. Transport is committed to ensuring Indigenous communities are connected to jobs, education, health services, recreation and social needs through transport options. These options need to be safe, affordable, equitable, culturally appropriate and drive transformative action to deliver systemic change.

This Plan recognises the high levels of transport disadvantage experienced by Indigenous communities, especially discrete Aboriginal communities such as Wreck Bay, Coomaditchie and Jerrinja-Orient Point. This Plan identifies systemic barriers that further add to transport disadvantage and calls out the need for cultural recognition on the transport network.

This Plan emphasises the importance of partnering with Indigenous stakeholders, including LALCs to develop local Aboriginal transport plans, ensuring the right services are connecting communities to the right places, at the right times, and in culturally appropriate ways.

Feedback has been captured in the Plan with opportunities and initiatives highlighting the importance of co-design with key stakeholders and Aboriginal communities and using this co-design to ensure we are caring for Country when developing transport infrastructure.



8.3.2 Access to transport for all

Transport accessibility was a central topic raised during the display period. Public transport and active transport are essential in allowing people to get from one place to another and it is important these services are accessible to all.

Community and stakeholders provided strong feedback about the need for more frequent, reliable, and better-connected public transport across the region. Many respondents highlighted limited evening and weekend services, slow travel times to Sydney, and poor timetable coordination between buses and trains.

Positive feedback for services like the Wollongong free shuttle bus emphasised the desire for more of these services across the region.

There was broad support for improved train coverage and for major rail upgrades, including electrification of the rail line south of Kiama, track duplication, and long-term extensions beyond Bomaderry.

Feedback also emphasised the importance of an accessible, safe, and affordable transport network that supports all users.

Community and stakeholders also stressed the need for better walking and cycling connections.

These insights reflect a desire for a more inclusive, connected, and dependable transport system that reduces car dependency and improves access to essential services.



Accessible transport was a key theme across the feedback received



321

Survey respondents provided feedback on this objective



281

Comments on this objective were received in submissions



1st

Most selected objective to provide feedback on in the online survey



56

Map pins provided feedback on this objective

Summary of feedback

Themes	Summary of feedback
Bus service reliability and frequency	- Community input highlighted the need for more frequent and reliable services, including express routes, longer operating hours, and improved weekend and evening coverage. This was particularly common feedback in Shoalhaven Heads, Jervis Bay, Nowra, Ulladulla, and other coastal areas. - The frequent nature of the free shuttle bus service in Wollongong received significant positive feedback. - Strong calls were received for expanded route coverage to growing and under-served areas such as Otford, Nowra, Bomaderry, Berry, and southern Shoalhaven, with a focus on meeting the needs of vulnerable community members. - Feedback suggested infrastructure and facility upgrades would enhance accessibility and convenience on buses. This could include peak-hour bus lanes, real-time information, bike racks on buses, improved fare integration, and extended express bus links. - Suggestions were received for the introduction of smaller shuttle services in low-demand areas to improve efficiency, reduce car dependency and decrease environmental impacts. - We heard shift workers and students are particularly impacted by infrequent early-morning and late-night bus services, limiting access to employment and education. - Some feedback expressed concern bus service reliability is impacted by driver shortages and congestion, particularly during peak periods.
Rail service reliability and frequency	- Strong demand was shown for more frequent, faster, and more reliable rail services. - Feedback focused on half-hourly trains all day, reduced travel times to Sydney, and improved timetable coordination across the network. - At face-to-face events, a significant amount of people indicated they currently drive to Sutherland or Waterfall when catching the train to Sydney due to the unreliability of trains in the Illawarra. - Feedback suggested major upgrades are needed, including track duplication, added passing loops, and tunnel and viaduct improvements. - There was a strong call for the electrification of the rail line between Kiama and Bomaderry. - A large amount of feedback was received about extending the rail network beyond Bomaderry to Nowra, Batemans Bay or Victoria to allow for more accessible transport options in the far South Coast. - The need to deliver strategic links like the Maldon–Dombarton rail line was a common theme. - We heard some people find the train to Sydney Airport unreliable and unaffordable so choose to take other modes of transport instead. - Feedback was received about train station and onboard facilities requiring significant upgrades. Key focuses included the need for

	more carriages, bike and luggage spaces, additional toilets, Wi-Fi, safer and more accessible stations (including secure parking and amenities), and upgrades at key hubs such as Wollongong, Port Kembla, and Bomaderry. • Community frustration was heard with suggestions of bold, long-term investment in transformative rail solutions including fast rail, light rail corridors, enhanced freight rail networks, and innovative tourism transport options. • The community advocated for express or limited-stop services to reduce the commute time between the Illawarra and Sydney. There were also requests to increase the train speed. • Calls for additional platforms at key stations were heard to manage increased passenger volumes. • Some stations like Port Kembla and Cringila were raised as being poorly located relative to residential areas, leading to suggestions for station relocations or realignments to improve accessibility. • Feedback highlighted frustration with rail replacement buses during trackwork, particularly where services did not stop at smaller stations or didn't align with train arrival times. • We heard single-track sections and conflicts with freight trains cause delays and less frequent services on the South Coast Line. • Some submissions noted unreliable rail services have a greater impact on people without access to a car, worsening existing transport inequities.
Public transport connectivity	• The importance of better integration between buses and trains was emphasised, noting poor timetable coordination leads to long waits and discourages public transport use. • We heard improved real-time information, including the installation of electronic timetables and more reliable service updates at stations and bus stops would be beneficial. • Integrating public transport and active transport networks would encourage seamless connectivity for commuters, students, and seniors. This included support for secure bike parking, bike-friendly stations, bike racks on buses, and facilities to allow bicycles on trains and buses. • Feedback highlighted gaps in east-west transport connections, especially between coastal communities, escarpment suburbs, and inland growth areas. • We heard poor public transport connectivity between train stations and nearby town centres, such as Bomaderry and Nowra, makes people less likely to use public transport, even where rail services exist.
Accessibility on public transport	• Safety concerns on public transport, particularly during late-night travel, reduce accessibility for vulnerable users. • The need for facility upgrades including improved lighting, more shelters, and secure parking was raised. • Transport accessibility was highlighted as a critical issue for older adults and mobility-impaired passengers across the public transport network.

	• Accessibility on buses was raised with a need for more accessible handles, level entry onto buses for those with walkers and more cautious driving. • Accessibility on trains was raised with the narrow doors on the train between Kiama and Bomaderry preventing easy wheelchair or mobility scooter access. • Feedback indicated overcrowding on buses and trains reduces accessibility for older people, people with mobility aids, and passengers with luggage or prams. • Community input suggested clearer signage and better-designed interchanges would make the transport network easier to navigate and improve connections.
Affordability of transport options	• We heard the cost of the train to Sydney Airport is a significant barrier to using that service. • Communities in the Shoalhaven (including the Bay and Basin community) would benefit from Opal card access, with pensioners currently disadvantaged without concession fare options. • Strong support for introducing Opal or other cashless ticketing options in Nowra and Shoalhaven more broadly to improve affordability and ease of use of public transport. • While cashless ticketing is needed across the region, keeping cash options is still essential for older populations. • Affordable public transport options between Wollongong and Nowra are valued, especially by pensioners who do not drive. • Submissions noted transport costs add extra pressure for people travelling frequently to health and education services. • Free or low-cost local shuttle services are seen as an effective way to improve affordability while increasing access to key centres.
Active transport accessibility	• Feedback highlighted the need for more continuous and wider pathways to support safe and accessible local walking connections. • It was noted there are gaps in pedestrian infrastructure, including missing footpaths near schools, non-connecting pathways in Nowra, and insufficient footpaths in areas such as Dapto and Shellharbour Village. • Feedback emphasised the need for expanded, safe, and well-connected cycling facilities, including separated cycleways and widened shared paths linking suburbs and coastal communities. • Improved cycleways, including upgrades between Wollongong and Thirroul and new links such as Kiama to Gerringong were called for. • Feedback supported integrating dedicated cycle lanes into road infrastructure to improve cyclist safety and accessibility. • More accessible pathways were requested to better support people with walkers, wheelchairs, and other mobility aids.

	• Active transport infrastructure improvements were widely seen as essential to making walking and cycling viable and reduce car dependency. • Disconnected and inadequate walking and cycling paths prevent people's ability to get to and from bus stops and train stations easily. • Secure bicycle parking and end-of-trip facilities would encourage active transport use, particularly at stations and bus interchanges. • Some submissions noted active transport infrastructure must be designed for everyday users, not just confident cyclists, to be genuinely accessible. • Some feedback outlined the need for a clear forward pipeline for investing in active transport initiatives.
On-demand and community transport	• On-demand and community transport was identified as a key service that will enhance accessibility and improve transport outcomes in the community. These on-demand services should be better integrated with bus and rail networks to provide reliable and convenient access to and from bus or rail services • A lack of taxis and rideshare options in areas such as Kiama and Berry were raised as a key disadvantage in these communities. • Clearer eligibility rules and better awareness of community transport services are needed to improve use. • Staffing and capacity issues limit how well on-demand and community transport services operate.
Transport disadvantage	• Reliable and equitable access was highlighted as a key factor influencing people's ability to reach health care, education, and employment opportunities in the region. • Strong support was expressed for innovative services to improve convenience, support regional growth, and better serve disadvantaged communities. • Need for better accessibility features on services, including better facilities for hearing and vision-impaired individuals. • Concerns raised about the lack of public toilets at train stations, noting this has a bigger impact on elderly people, families, and those with medical needs. • Cheaper transport options needed to ensure low-income households, pensioners, and people reliant on public transport are not excluded from essential travel. • Transport disadvantage is worse on weekends and in the evenings when services are infrequent or don't run. • Inconsistent rail replacement or connecting services can increase social isolation for people already facing transport challenges. • Some submissions emphasised reducing transport disadvantage requires tailored, local solutions rather than applying the same fixes across the entire network.

Importance of draft initiatives

Survey respondents received a list of 17 draft initiatives aligned with ‘Access to transport for all’ and were asked to choose up to three they considered most important.

	Top three draft initiatives
1	Finalise and implement the in-progress Rail Service Improvement Program (formerly More Trains, More Services) on the South Coast Line to increase services between Sydney and Wollongong and improve local connectivity within metropolitan Wollongong.
2	Finalise the Illawarra Rail Resilience Plan and initiate detailed investigations that support a more resilient South Coast rail network for passengers and freight.
3	Progress planning and implementation of short and medium-term improvements to local bus services across Illawarra Shoalhaven to provide better connectivity to services, education, employment, recreation, and other transport modes.

The full list of initiatives which have been developed is provided in the final Plan.

How the Plan reflects this feedback

The Plan is focused on addressing significant transport-related challenges within the region. It recognises the need to tackle issues of transport disadvantage, particularly for certain groups such as women, those from economically disadvantaged backgrounds, people with disabilities, the elderly, children, and those without access to a car or the ability to drive.

The Plan acknowledges communities require realistic travel choices to access essential services like education, employment, and healthcare. This is currently limited by spread-out towns and communities, and the lack of high-quality, affordable, and reliable public transport services. To address this, the Plan places a strong emphasis on improving public transport networks across the region, including initiatives like 'high frequency core bus corridors' and the provision of flexible transport options to bridge service gaps.

The Plan also identifies the disconnected nature of walking and cycling infrastructure, which is partly due to the region's unique topography and settlement patterns. To address this, the Plan focuses on improving active transport connections at both the strategic and local levels, as well as integrating these with public transport services.

The Plan recognises the challenges faced by public transport users, particularly those who need to transfer between modes (for example, rail to bus, or bus to bus) in the absence of an integrated ticketing solution beyond Bomaderry. The Plan acknowledges a statewide effort is currently being carried out to deliver an integrated ticketing solution to address this issue.

We have updated the Plan to reflect what we heard from community and stakeholders about ‘Access to transport for all’ and added or revised initiatives based on this feedback.

Key updates in the final Plan:

- plans to improve connections to south-west Sydney now cover the Shoalhaven
- new opportunities have been added to Chapter 5 to reflect this feedback, especially around active transport needs.

Key updates to initiatives:

- initiative scopes have been expanded to include the whole urban release area
- a new medium-term initiative has been added for a bus route from Nowra to Moss Vale via Moss Vale Road.



8.3.3 Well-located housing and successful places

Well-located housing plays an important role in creating thriving, liveable communities. These successful places are dependent on strong, reliable and sustainable transport options.

Feedback showed when new homes are built close to reliable public and active transport, people have safer, easier and more affordable ways to get around. This helps reduce congestion, supports healthier lifestyles and strengthens local town centres.

Transport heard from community current services are not meeting demand and this leads to high car use and reduced liveability in growing areas.

Planning housing growth alongside transport investment is essential to ensure neighbourhoods remain accessible, vibrant and well-connected.

The region is expected to grow, and it is crucial housing growth is integrated with a transport network that is safe, efficient and well-connected.



100

Survey respondents provided feedback on this objective



61

Comments on this objective were received in submissions



11

Map pins provided feedback on this objective



Aerial view of Ulladulla Harbour

Summary of feedback

Themes	Summary of feedback
Reduce dependency and usage of cars	Current public and active transport options are viewed as inadequate, contributing to a high car dependency and limiting the creation of well-connected places. • High reliance on private vehicles is seen as making congestion worse, having negative environmental impacts, and impacting the overall liveability of growing communities. • Several submissions supported the need for clearer mode-shift expectations and targets in transport planning to reduce the use of private vehicles as new housing areas are developed.
Transport infrastructure and connectivity	There was community preference for transport planning that supports sustainable, long-term solutions rather than continued road expansions. • Strong concern over current network bottlenecks, such as single-track rail lines and limited river crossings, are restricting access to growing housing areas and weakening long-term regional connections. • Need for walking, cycling and local bus access to be treated as essential infrastructure supporting major transport corridors.
Active transport connections	• Mixed opinions emerged about recent pop-up cycleways in Wollongong, with some viewing them as underused and disruptive. This prompted suggestions for dedicated cycle paths instead. • Strong demand for pedestrian bridges or crossings over major roads be installed to allow safe passage and reduce the isolation of suburbs. • Active transport is repeatedly linked to successful places, helping to create safer streets, healthier communities, increased local activity, and more inviting town centres. • Disconnected walking and cycling paths make it hard for people to use them for everyday trips, even when places are nearby. • Active transport was widely described as essential daily infrastructure for reaching stations, town centres, schools and beaches, rather than being limited to recreational use.
Water transport	• Submissions noted water transport could benefit commuting and tourism if supported by suitable wharf facilities and easy connections to public transport on land. • A smaller amount of feedback identified ferries could offer a quicker option than long road detours, especially for people living in or visiting the Shoalhaven and Jervis Bay areas.
Land use planning	• Feedback highlighted the importance of aligning housing density and infill growth with suitable public and active transport to avoid long-term car dependency. Protecting environmental and heritage values was considered essential through the feedback when planning for growth and well-located housing.

Population growth	• Concern over existing transport infrastructure already under strain and not adequately able to support the scale of population growth projected across the region. • Sustainable transport is required early. Submissions highlighted if population growth continues without proper planning, congestion will get worse, overall liveability will decline and it will become harder for people to get around.
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Importance of draft initiatives

Survey respondents were provided a list of 21 draft initiatives aligned to ‘Well-located housing and successful places’ and asked to select up to three that were most important to them.

	Top three draft initiatives
1	Progress early planning to determine the feasibility of a bypass of Nowra-Bomaderry and identify further opportunities to ease congestion and improve safety and connectivity.
	Progress a business case to determine the feasibility of a bypass of Bulli town centre and identify further opportunities to improve safety, accessibility, vibrancy, and efficiency on Princes Highway through Bulli.
2	Progress the implementation of the Wollongong Station Precinct Master Plan to improve connectivity with Crown Street, the CBD, and the Wollongong Health Precinct.
	Progress planning and implementation of short and medium-term improvements to local bus services across Illawarra Shoalhaven to provide better connectivity to services, education, employment, recreation, and other transport modes.
3	Start investigations to best utilise the existing road corridor, including Crown and Flinders streets, through North Wollongong and Wollongong city centre.

The full list of initiatives which have been developed is provided in the final Plan.

How the Plan reflects this feedback

Transport’s commitment to supporting well-located housing and successful places in the Illawarra Shoalhaven is demonstrated through its focus on integrating land use and transport planning to deliver sustainable, connected communities. As one of its core objectives, the Plan recognises transport infrastructure and services must be planned and delivered alongside housing growth, with an emphasis on reducing car dependency, improving accessibility, and creating liveable communities. This includes prioritising public and active transport networks from the start of development and ensuring communities have balanced multimodal options to connect to jobs, services and recreation.

The Plan responds directly to feedback on high car dependency and inadequate transport alternatives by identifying gaps in public transport service frequency, span and coverage, particularly in growing centres and new release areas. It outlines initiatives to strengthen the public transport network, including improving the passenger rail network, developing high-frequency bus corridors, and enhancing integration between modes. These actions are complemented by a strong focus on expanding walking and cycling networks, recognising active transport as essential daily infrastructure

that supports access to stations, centres, schools and local destinations, rather than only recreational use.

In response to concerns about transport infrastructure and services keeping pace with population growth, the Plan emphasises the need to deliver transport early in both infill and greenfield developments. It identifies the risks associated with delayed provision of infrastructure and services and includes actions to ensure new communities are supported by accessible, affordable and sustainable transport options from the beginning. This approach aligns with stakeholder feedback calling for clearer integration between housing density, transport provision and long-term regional connectivity.

The Plan also reflects feedback on network constraints and bottlenecks by identifying key limitations, including single-track rail sections, constrained road corridors and limited east–west connectivity. It outlines opportunities to address these challenges through targeted infrastructure upgrades, improved network configuration and better operational management, supporting more reliable and efficient movement across the region. These measures respond to stakeholder concerns about existing infrastructure being under strain and the need for long-term, sustainable solutions rather than continued reliance on road expansion alone.

Feedback on active transport and place-based outcomes is addressed through the Plan's focus on improving connectivity, safety and amenity within towns and centres. It includes initiatives to enhance pedestrian and cycling infrastructure and apply frameworks such as Movement and Place to balance transport function with local amenity. This supports the creation of vibrant, accessible centres and responds to concerns about disconnected networks, safety and the impact of traffic on community wellbeing.

Through the list of initiatives, the Plan reflects a coordinated, forward-looking approach that aligns transport investment with land use, supports sustainable growth, and responds to community expectations for more connected, liveable and resilient places across the Illawarra Shoalhaven region.

We have updated the Plan to reflect what we heard from community and stakeholders about 'Well-located housing and successful places' and added or revised initiatives based on this feedback.

Key updates in the final Plan:

- opportunities have been updated to include targeted infrastructure upgrades associated with public transport improvements
- a new opportunity has been added to work with the NSW Department of Planning, Housing and Infrastructure (DPHI) through its Urban Development Program and related Infrastructure Opportunity Plans
- minor updates have been made to future growth forecasts.

Key updates to initiatives:

- Nowra has been added to the scope for initiatives supporting additional housing growth
- the Western Ring Road has been added to the initiative for Northcliffe Drive extension.



8.3.4 A thriving and diversifying economy

A thriving and diversifying economy relies on strong connections between industries, visitors and communities across the region.

Feedback showed a strong desire for a more diverse and resilient regional economy supported by better transport connections. Stakeholders highlighted the importance of improving access for visitors, strengthening freight networks, and supporting local industry so the region can grow sustainably.

Across the feedback, there was a consistent message that efficient transport is essential for creating jobs, attracting investment, supporting local businesses and building long-term economic resilience.

Key industry bodies and organisations provided a large number of detailed submissions over the consultation period. This feedback highlighted several key economic issues across the region and gave us important insights and ideas that will help guide transport planning into the future.



81

Survey respondents provided feedback on this objective



182

Comments on this objective were received in submissions



17

Map pins provided feedback on this objective



Port Kembla port

Summary of feedback

Theme	Summary of feedback
Tourism	• Interest in transport solutions for tourist areas to support regional growth and improve visitor experiences. Suggestions included light rail, electric trolley buses, escarpment cable cars and improved bus networks. • Improved regional airport connectivity was identified as an important factor in boosting tourism and broader economic development. • Need for better management of visitor numbers in busy tourism areas like Hyams Beach and Jervis Bay. Suggestions included seasonal park-and-ride shuttles and smart parking to protect local amenity while supporting tourism. • Improve cycling-tourism facilities. This includes long-distance coastal paths, shared paths and trail connections, to encourage visitors to stay longer and spread economic benefits to smaller towns. • New marine access options, such as local ferry services and seasonal cruise berth and terminal at Port Kembla, to give visitors more ways to arrive in the region and ease pressure on local roads.
Road freight	• Freight movement strategies that reduce heavy vehicle traffic on roads through rail links and bypasses were suggested to improve safety and congestion. • Feedback highlighted the need to strengthen east-west freight resilience across the Illawarra Escarpment including improving Nerriga Road and alternatives to Hampden Bridge. • Strong concern was raised about heavy vehicle safety issues and frequent incidents on Mount Ousley and Picton roads with calls for targeted upgrades, better-placed rest areas and improved network operations. • Submissions recognised high truck volumes on Mount Ousley Road as growing economic risk and asked for investigations into corridor capacity, safety upgrades and shifting freight to other modes.
Rail freight	• The need to develop and reopen regional and freight rail links, such as the Maldon-Dombarton line, was highlighted in feedback to improve freight efficiency and regional connectivity. • Support for targeted rail capacity improvements including passing loops, longer siding, yard extensions, improved signalling and key junction upgrades to separate freight and passenger services and allow more trains to operate. • Stakeholders highlighted the importance of ensuring reliable freight rail access for industries and manufacturing in the Bomaderry area to western NSW and ports to protect production and jobs. • Stakeholders believe operational upgrades on the rail line may be more effective than electrification south of Kiama for maintaining freight capacity and improving reliability.

Port connections	Port Kembla should be treated as a major gateway requiring improved road capacity on Picton Road and the M1 Princes Motorway as well as dedicated rail upgrades to the port to support future trade growth. Improved connections between industrial areas and Port Kembla are needed so freight can move more efficiently, and businesses can benefit from broader economic opportunities.
Other	- Strong desire to prioritise Australian-made products to boost local employment and the economy. - Improving public and active transport access to employment, education and health precincts was identified to lift workforce participation. - Support for marine and waterfront precinct upgrades, including the Huskisson marine transport hub, to help tourism operators and local supply chains create jobs in coastal towns.

Importance of draft initiatives

Survey respondents were provided a list of 11 draft initiatives aligned with ‘A thriving and diversifying economy’ and were asked to select up to three that were most important to them.

	Top three draft initiatives
1	Finalise and implement the in-progress Rail Service Improvement Program (formerly More Trains, More Services) on the South Coast Line to increase services between Sydney and Wollongong and improve local connectivity within metropolitan Wollongong.
2	Progress planning and implementation of short and medium-term improvements to local bus services across Illawarra Shoalhaven to provide better connectivity to services, education, employment, recreation, and other transport modes.
3	Commence planning for the prioritisation and implementation of high-frequency, all-day bus corridors and infrastructure connecting centres and destinations across the Illawarra, offering enhanced passenger experience.

The full list of initiatives which have been developed is provided in the final Plan.

How the Plan reflects this feedback

Transport’s commitment to supporting a thriving and diversifying economy in the Illawarra Shoalhaven is reflected through its focus on improving access to key employment, health and education precincts, strengthening freight connections, and enhancing transport options that support tourism and regional growth. The Plan recognises the importance of connecting people and goods to the right places at the right times, particularly as the region undergoes economic transition and increasing demand is placed on both passenger and freight networks.

The Plan responds to feedback on improving access to employment and activity centres by identifying key challenges in connecting residential areas to emerging precincts such as Wollongong CBD, Shellharbour city centre and major health and education hubs. It outlines targeted initiatives to improve public transport connectivity, including the development of a stronger passenger rail network,

high-frequency bus corridors and improved walking and cycling networks. These initiatives aim to support workforce participation, reduce reliance on private vehicles and improve access to essential services, directly addressing stakeholder feedback on accessibility and connectivity.

In response to strong feedback on freight movement and network resilience, the Plan identifies the Illawarra Escarpment as a key structural constraint and highlights the need to improve east-west connections and the performance of critical corridors such as Picton Road, Mount Ousley Road and the Princes Highway. The Plan includes actions to enhance road freight corridors, improve operational management of key routes and investigate strategic connections such as the Outer Sydney Orbital. It also recognises the importance of Port Kembla as a major freight gateway and includes measures to strengthen road and rail links to the port, supporting more efficient freight movement and addressing concerns about heavy vehicle safety, congestion and reliability.

The Plan also reflects feedback on the need to improve rail freight capacity and reliability. It identifies the limitations of the shared passenger and freight rail network and outlines opportunities to optimise network operations, improve freight paths and investigate targeted infrastructure upgrades such as passing loops, junction improvements and enhancements to the Unanderra–Moss Vale line. These actions respond to stakeholder priorities to increase rail freight efficiency, support key industrial areas such as Bomaderry, and reduce reliance on road freight where possible.

Tourism and visitor transport are also a key focus of the Plan, reflecting feedback on the need to better manage seasonal demand and improve access to key destinations. The Plan identifies challenges associated with peak period congestion and limited transport options and includes initiatives to expand multimodal access, including improved public transport connections, walking and cycling infrastructure, and demand management approaches in high-visitation areas. These measures support more sustainable tourism, improve visitor experiences and help protect local communities and environments.

The Plan further acknowledges feedback on the potential for diverse transport modes and improved regional connectivity, including marine access and active transport networks. While not all proposed solutions are committed initiatives, the Plan supports ongoing investigation of emerging and place-based transport options and emphasises the importance of integrated, multimodal solutions that respond to local needs. Through this approach, the Plan provides a framework for continued collaboration with stakeholders, ensuring transport solutions evolve alongside the region's economic, social and environmental priorities.

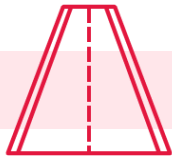
We have updated the Plan to reflect what we heard from community and stakeholders about 'A thriving and diversifying economy' and added or revised initiatives based on this feedback.

Key updates in the final Plan:

- plans to improve connections to south-west Sydney now cover the Shoalhaven
- the Government's commitment to support rezoning and master planning of surplus industrial land at Port Kembla has now been included
- the rail network map has been corrected based on feedback.

Key updates to initiatives:

- initiatives have been updated to include a range of multimodal options.



8.3.5 A safe transport network

Safety was raised as a critical priority across the transport network. There was a strong demand for better road maintenance and infrastructure improvements to enhance safety, reduce congestion and expand road capacity.

The safety of freight on key corridors was a concern, with a focus on heavy vehicle traffic through town centres and increased speeds.

Safety on public transport was also frequently raised, with requests for better lighting, staffing, and secure facilities at stations and on services.

Active transport safety emerged as another strong theme, particularly around unsafe pedestrian environments and conflicts on shared paths. The rapid rise in e-bike and scooter use generated concern, with calls for clearer regulation, enforcement, and safer infrastructure to protect all road and path users.



Town gate entry treatments in Tomerong



213

Survey respondents provided feedback on this objective



91

Comments on this objective were received in submissions



75

Map pins provided feedback on this objective



2nd

Most selected objective to provide feedback on in the online survey

Summary of feedback

Theme	Summary of feedback
Road maintenance and safety	• Need to secure long-term road maintenance funding to maintain safe road conditions. • Safety concerns extended to aging infrastructure, dangerous roundabouts, and narrow tunnels, highlighting the need for targeted maintenance and safety upgrades. • Debris on road bike lanes were named as a key maintenance issue directly increasing the risk of incidents for cyclists.
Road infrastructure upgrades	• Urgent need to upgrade and expand major road corridors to fix bottlenecks, reduce incident risks, and improve overall traffic flow. • Major congestion and safety issues were raised on key corridors including the M1 Princes Motorway, Memorial Drive, Picton Road, and high-risk intersections. • Lack of safe pull-over areas on key routes, including the Princes Highway, creating safety risks for drivers. • Frustrations over delays on major road infrastructure projects with communities seeking more investment and faster delivery. • Concerns over future bypass and highway projects having a negative impact on sensitive communities. • Better traffic management measures needed, including improved traffic light coordination and intersection upgrades. • Support for progressing the Nowra bypass and transport improvements to ease congestion and improve safety outcomes. • Safety on mountain passes including Mount Ousley Road was raised, especially for caravan users and heavy vehicles. • Community requests for slip lanes and extra merge lanes at key routes including Naval College Road and Wool Road to make merging safer and prevent traffic queuing. • Traffic lights needed at certain dangerous roundabouts to reduce incidents where fast-moving traffic meets tight road layouts.
Freight safety	• Heavy vehicle traffic through local town centres was identified as a safety issue requiring improved road planning and freight management. • The speed of freight vehicles was raised as a major safety issue on the road network. • Call for more and better-spaced heavy vehicle rest areas to reduce the risk of fatigue and improve compliance on long regional corridors. • Need for alternate heavy vehicle corridors at known problem areas including hairpins and escarpment crossings to reduce closures and community exposure to heavy vehicle incidents.

Public transport and personal safety	• Safety on buses was raised, with suggestions for increased surveillance, improved cleanliness and real-time information systems to encourage greater use. • Safety on trains and at stations was also raised as a factor in public transport use with improved lighting and upgraded parking facilities called for. • Poor mobile coverage along rail corridors was identified as a factor that heightens safety concerns on trains and at stations. • Need for increased police presence and staffing across the network to improve passenger safety. • Concern about excessive fines and requests for reduced police presence in certain public transport areas. • Antisocial behaviour on trains, particularly during evenings and school peak periods, was identified as a deterrent for people using the service. • Safety concerns were reported to impact women, older people and less confident public transport users more.
Active transport safety	• Concerns about safety for vulnerable road users, emphasising the need for safe passing distances for cyclists and horse riders in rural areas. • Strong desire for safer pedestrian routes, particularly around Sanctuary Point and other suburban areas. • Safety measures were called including lower speed limits, pedestrian crossings, and other ways to physically slow down traffic near schools and health facilities to protect vulnerable communities. • Strong support for physically separated walking and cycling infrastructure, with shared paths and painted lanes viewed as unsafe in high-traffic environments. • Missing links and unsafe crossings were identified as forcing pedestrians and cyclists into traffic and as a result, reducing confidence in active transport options.
Micromobility safety	• Growing safety concerns around powered cycles and scooters, with calls for improved regulation and supporting infrastructure. • Concern was raised about excessive speeds and unsafe behaviour of e-bikes on shared paths and footpaths. • Calls for stricter regulation, including licensing, registration, insurance requirements, and clearer speed limits to improve rider accountability were heard. • Shared pathways were frequently described as unsafe due to unsafe interactions between pedestrians and fastmoving ebikes, with several community members reporting near misses and accidents. • Feedback highlighted the need for better enforcement and updated legislation to improve enforcement. • Secure micromobility parking at stations and bus interchanges to improve safety and keep footpaths clear.

Education	- Targeted education campaigns were requested to improve driver awareness of cyclists and micromobility users, including safe passing and shared-space behaviour. - Education was seen as a supporting measure to new infrastructure, helping road users adapt safely to network changes.
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Importance of draft initiatives

Survey respondents were provided a list of 20 draft initiatives aligned with ‘A safe transport network’ and were asked to select up to three that were most important to them.

	Top three draft initiatives
1	Investigate options and progress a business case to improve the safety, reliability and resilience of the M1 Princes Motorway between Picton Road and the Mount Ousley interchange at the base of Mount Ousley.
2	Progress the implementation of the Wollongong Station Precinct Master Plan to improve connectivity with Crown Street, the CBD, and the Wollongong Health Precinct to support improvements to the bus networks and the vibrancy of west Wollongong city.
3	Progress investigations to prioritise and develop capacity and reliability improvements on the M1 Prince Motorway between Mount Ousley Road, Keiraville, and Shellharbour Road, Flinders.

The full list of initiatives which have been developed is provided in the final Plan.

How the Plan reflects this feedback

The Plan acknowledges the region's road network is facing increased pressure as the population of the Illawarra Shoalhaven continues to grow, along with an increasing number of visitors. The Plan identifies the region's road safety risks are likely to rise with higher traffic volumes, increasing pressure on public transport and freight. The Plan proposes providing better alternatives to driving, such as improving public transport and active transport options, will help reduce congestion and lower the likelihood of crashes in the growing region.

The Plan acknowledges the region's challenging geography, including the Illawarra Escarpment, creates road safety risks through steep slopes, sharp corners, and narrow roads, especially for motorcyclists and heavy vehicles. The Plan identifies limited alternative routes increase the risk of secondary crashes.

The Plan further acknowledges speeding, drink and drug driving, and other high-risk behaviours are major contributors to road trauma in the region. The Plan recognises vulnerable road user groups such as motorcyclists, pedestrians, and cyclists are particularly at high risk. The Plan identifies opportunities to improve road safety, including targeted infrastructure upgrades, campaigns to address risky behaviours, lowering speed limits, and providing better alternatives to driving, such as public transport and active transport.

The Plan acknowledges safety concerns, especially for women and vulnerable groups, are a barrier to using public and active transport, and discusses opportunities to improve safety, including enhancing lighting, security, and the design of transport hubs and networks.

Acknowledging the region's extensive coastline and waterways, the Plan recognises the maritime safety challenges faced by the region, and identifies opportunities to respond to these through education, technology, and infrastructure programs.

We have updated the Plan to reflect what we heard from community and stakeholders about 'A safe transport network' and added or revised initiatives based on this feedback.

Key updates in the final Plan:

- updates have been made to a customer profile to highlight the need for safer public transport facilities
- Lake Illawarra has been included in maritime safety discussions.

Key updates to initiatives:

- multiple initiatives that include intersection improvements have been updated to focus on efficiency, rather than adding capacity, except for freight focused upgrades.



8.3.6 Resilient networks

A resilient transport network is essential for keeping communities connected and ensuring people and goods can move reliably, even during disruptions.

Across the Illawarra Shoalhaven region, strong concerns were raised about vulnerable links, limited alternative routes and the impact of incidents, flooding and severe weather on daily travel.

Building resilience means strengthening critical corridors, improving redundancy and ensuring the network can adapt and recover quickly. This foundation is vital for supporting community safety, economic stability and the long-term reliability of the transport system.

The condition of roads across the region is a major concern for the community, with many people calling for better maintenance and permanent fixes instead of temporary repairs.

Recent natural disaster events have put significant pressure on the transport network and the community and stakeholders, highlighting the importance of being prepared for future incidents.



160

Survey respondents provided feedback on this objective



73

Comments on this objective were received in submissions



23

Map pins provided feedback on this objective



Slope repairs on Lawrence Hargrave Drive following damage in 2024

Summary of feedback

Theme	Summary of feedback
Network and infrastructure improvements and maintenance	• Poor road condition and temporary maintenance treatments (e.g. fixed potholes re-emerging after rainfall) are impacting network reliability. • Calls for longer-lasting repair methods and consistent funding to keep transport assets in good condition. • Strong support for targeted upgrades to increase reliability on key road and rail corridors, including fixing congestion and adding extra lanes or tracks, to reduce the chance of long closures during incidents, severe weather or busy periods. • Need to strengthen network resilience by ensuring there are reliable backup road and rail crossings over the escarpment so industry can continue operating during disruptions and severe weather events.
Route vulnerability	• Network does not have enough backup routes, with too much dependence on a small number of escarpment crossings, river crossings and single-track rail sections. This creates single points of failure when incidents or severe weather events occur. • Roads that flood easily or have frequent accidents were seen as major weak points on the network. Stakeholders called for alternative routes or upgrades to help prevent communities from becoming isolated during disruptions.
Environmental and community considerations	• Better evacuation infrastructure is needed for fire and tsunami emergencies. There was a call for improved evacuation routes, especially in the northern Illawarra suburbs. • Unreliable and poorly maintained transport routes can leave people and businesses feeling socially and economically isolated, especially in regional areas that depend heavily on these connections. • Electrifying rail lines and increasing capacity could deliver wider community and environmental benefits by supporting lower-emission travel and making the network more stable.

Importance of draft initiatives

Survey respondents were provided a list of nine draft initiatives aligned to ‘Resilient networks’ and were asked to select up to three that were most important to them.

	Top three draft initiatives
1	Finalise the Illawarra Rail Resilience Plan and initiate detailed investigations that support a more resilient South Coast rail network for passengers and freight.
2	Undertake an investigation to identify and prioritise future upgrades on existing east-west corridors including Bulli Pass, Mount Ousley Road, Illawarra Highway, Moss Vale Road, Jamberoo Mountain Road and Nerriga-Braidwood Road.
3	Improve road freight safety and connectivity in the Illawarra Shoalhaven.

The full list of initiatives which have been developed is provided in the final Plan.

How the Plan reflects this feedback

The Plan acknowledges the Illawarra Shoalhaven faces significant challenges in building transport network resilience due to its geography. The Illawarra Escarpment acts as a physical barrier, with limited road and rail routes through restricted pathways, creating bottlenecks and vulnerabilities. Many transport corridors are susceptible to disruption from accidents, maintenance, and adverse weather conditions. The Plan notes the region's reliance on individual transport routes with few alternatives, leaving communities at risk of isolation during emergencies.

The Plan acknowledges the transport network's susceptibility to disruption is increased by the proximity of many routes to the coast, making them vulnerable to hazards like coastal erosion and flooding. It recognises freight movements are particularly impacted, with limited options to reroute when disruptions occur, due to typically larger vehicle sizes. The Plan identifies opportunities to invest in local road networks, redundancy planning for critical corridors, and upgrading ageing assets to improve overall resilience, as well as leveraging technology to improve real-time information and decision-making during network disruptions.

The Plan acknowledges the region's infrastructure remains highly susceptible to natural disasters like bushfires, floods and severe weather events, which can impact access to entire communities. It highlights lessons from recent catastrophic bushfires, which emphasise the importance of land management adjacent to transport corridors. The Plan also notes topographical challenges like steep gradients, increase crash risks during adverse weather, leading to further disruptions.

To improve the Illawarra Shoalhaven's transport network resilience, the Plan identifies opportunities including carrying out a comprehensive assessment of road corridors traversing east-west across the escarpment, conducting detailed risk assessments, upgrading infrastructure to better withstand environmental threats, and implementing practices to manage vegetation and improve flood resilience along key routes.

We have updated the Plan to reflect what we heard from community and stakeholders about ‘Resilient networks’ and added or revised initiatives based on this feedback.

Key updates in the final Plan:

- Turpentine Road has been added as a cross-escarpment road throughout the Plan.

Key updates to initiatives:

- initiatives for efficiency and safety upgrades of the Princes Highway have been expanded to include resilience and reliability.



8.3.7 Net zero emissions

Transport is committed to creating a cleaner, healthier and more resilient transport network for the future.

Across the region, communities and stakeholders highlighted the need for transport planning that actively reduces pollution and supports more sustainable ways of moving around.

There was a strong emphasis on the importance of shifting to cleaner technologies and strengthening walking, cycling and public transport options so reducing emissions becomes part of everyday travel, not an added challenge.

There was a strong message that action needs to move beyond planning and into delivery to make net zero a realistic outcome.

Stakeholders stressed delaying investment will make the transition harder and risks locking in higher emissions travel patterns.

Together, these insights show a clear expectation Transport must lead the shift to a lower emissions future.



65

Survey respondents provided feedback on initiatives



53

Comments on this objective were received in submissions



12

Map pins provided feedback on this objective



Family walking on a path in Wollongong © Destination NSW

Summary of feedback

Theme	Summary of feedback
Environmental sustainability	- Environmental sustainability was raised as a key concern, with suggestions to transition Wollongong buses to electric vehicles and develop light rail or trolley bus options to reduce pollution and future-proof the network. - Environmental sustainability is not yet a core part of transport planning, with concern that continuing to prioritise road expansion will encourage car use and make it harder to reduce emissions. - Walking and cycling infrastructure should be treated as essential for cutting emissions and improving resilience.
Net zero emissions	- There was strong support for accelerating the transition to zero emissions transport. This included electric bus fleets and low emissions alternatives to diesel operations. - Concerns about delayed action will make net zero harder to reach. - Electrifying the rail line south of Kiama to Bomaderry is an important step toward achieving net zero emissions and strengthening the network as the population grows.
Other	Calls for funded projects, clear targets and performance measures instead of further studies, especially in relation to active transport projects and investment.

Importance of draft initiatives

Survey respondents were provided a list of eight draft initiatives aligned to 'Net zero emissions' and were asked to select up to three that were most important to them.

	Top three draft initiatives
1	Finalise and implement the in-progress Rail Service Improvement Program on the South Coastline (formerly More Trains, More Services) to increase services between Sydney and Wollongong and improve local connectivity within Metropolitan Wollongong.
2	Progress the development and implementation of a network of high-quality cycleway corridors separated from vehicle traffic to broaden the attractiveness and improve the safety of cycling for access to key centres and corridors.
3	Develop and implement behaviour change programs, events and activities to support and encourage greater uptake of active and public transport in the Illawarra Shoalhaven, to increase popularity, competence and familiarity with active and public transport.

The full list of initiatives which have been developed is provided in the final Plan.

How the Plan reflects this feedback

Transport's commitment to achieving net zero emissions in the Illawarra Shoalhaven is demonstrated through its focus on reducing emissions across passenger and freight network, supporting the transition to zero-emission technologies, and enabling mode shift to more sustainable travel. As a key objective, the Plan recognises achieving the State's emissions targets will require coordinated action on infrastructure, services, policy and customer behaviour, with a strong emphasis on reducing reliance on private vehicles and embedding sustainability into transport planning.

The Plan responds directly to feedback calling for stronger action on environmental sustainability by identifying transport as a major and growing source of emissions and outlining targeted actions. This includes supporting the transition to zero-emission public transport through the rollout of Zero Emission Buses (ZEBs), with investments in charging and refuelling infrastructure and bus trials. These initiatives align with stakeholder feedback for cleaner fleets and sustainable public transport.

In response to feedback on the importance of active transport, the Plan places strong emphasis on increasing investment in walking, cycling and micromobility. It identifies the significant proportion of short private vehicle trips within the region, and outlines actions to shift these to more sustainable modes, including completing strategic cycleway corridors and improving public transport options.

The Plan also addresses feedback on reducing freight and heavy vehicle emissions, by supporting the transition to low and zero-emission freight technologies and increasing the role of rail. It identifies the need for policy support to scale low-emission trucking, promotes efficient freight distribution, and aligns with the NSW Towards Net Zero Freight Emissions Policy.

Recognising feedback on enabling infrastructure, the Plan includes actions to expand electric vehicle charging networks and support hydrogen refuelling capability across the region. It acknowledges gaps, particularly in regional and rural areas, and promotes collaboration to deliver a comprehensive network that is critical to accelerating low-emission vehicle uptake.

The Plan reflects feedback by identifying a range of initiatives that support the transition to net zero, including investment in public and active transport, zero-emission fleets, and integration with priorities like the Illawarra Renewable Energy Zone. These actions provide a coordinated pathway to reduce transport emissions while supporting economic growth, resilience and improved community outcomes.

We have updated the Plan to reflect what we heard from community and stakeholders about 'Net-zero emissions' and added or revised initiatives based on this feedback.

Key updates to the final Plan:

- a new opportunity to work with local councils to promote sustainable travel choices, as well as better parking management, has been added.



8.3.8 Other feedback

Most of the feedback during the display period aligned with the Plan's objectives, however some feedback was general and made comments about the Plan as a whole, including the engagement process.

Some feedback showed frustration with long and unclear planning processes where issues have been talked about for decades with little visible progress. Feedback highlighted the need for greater transparency as community felt current plans are too vague, leading to doubts about whether consultation is genuine or effective.

There were strong calls for the government to move from ongoing discussions to real action.

Requests for clearer, more practical plans, supported by accurate data on how people travel, were heard so that future transport investments meet the needs of growing areas.

Other feedback included minor errors in some facts and figures previously presented.

How the Plan reflects this feedback

The Plan provides a list of short to medium term initiatives targeting present and emerging transport issues for the Illawarra Shoalhaven region. In an effort to provide greater transparency, the Plan aims to be a living document to be continually updated as the area changes, technology evolves, legislation adjusts and new opportunities emerge. Transport will provide status updates on initiatives every 12 months and undertake a review of the final Plan every five years to ensure the long-term outcomes are realised.

Additionally, for the Illawarra Shoalhaven SRITP, an interactive web portal (also known as a Story Map) has been developed, to illustrate publicly available data and insights for the region. The Story Map was made available when the draft Illawarra Shoalhaven SRITP went on public exhibition in December 2025. Following exhibition and changes to the Plan, the Story Map has been updated and is now available.

We have updated the Plan to reflect what we heard from the community and stakeholders and added or revised initiatives based on this feedback where appropriate.

Key updates in the final Plan:

- minor updates to maps, facts and figures have been made throughout the Plan to address inconsistencies.

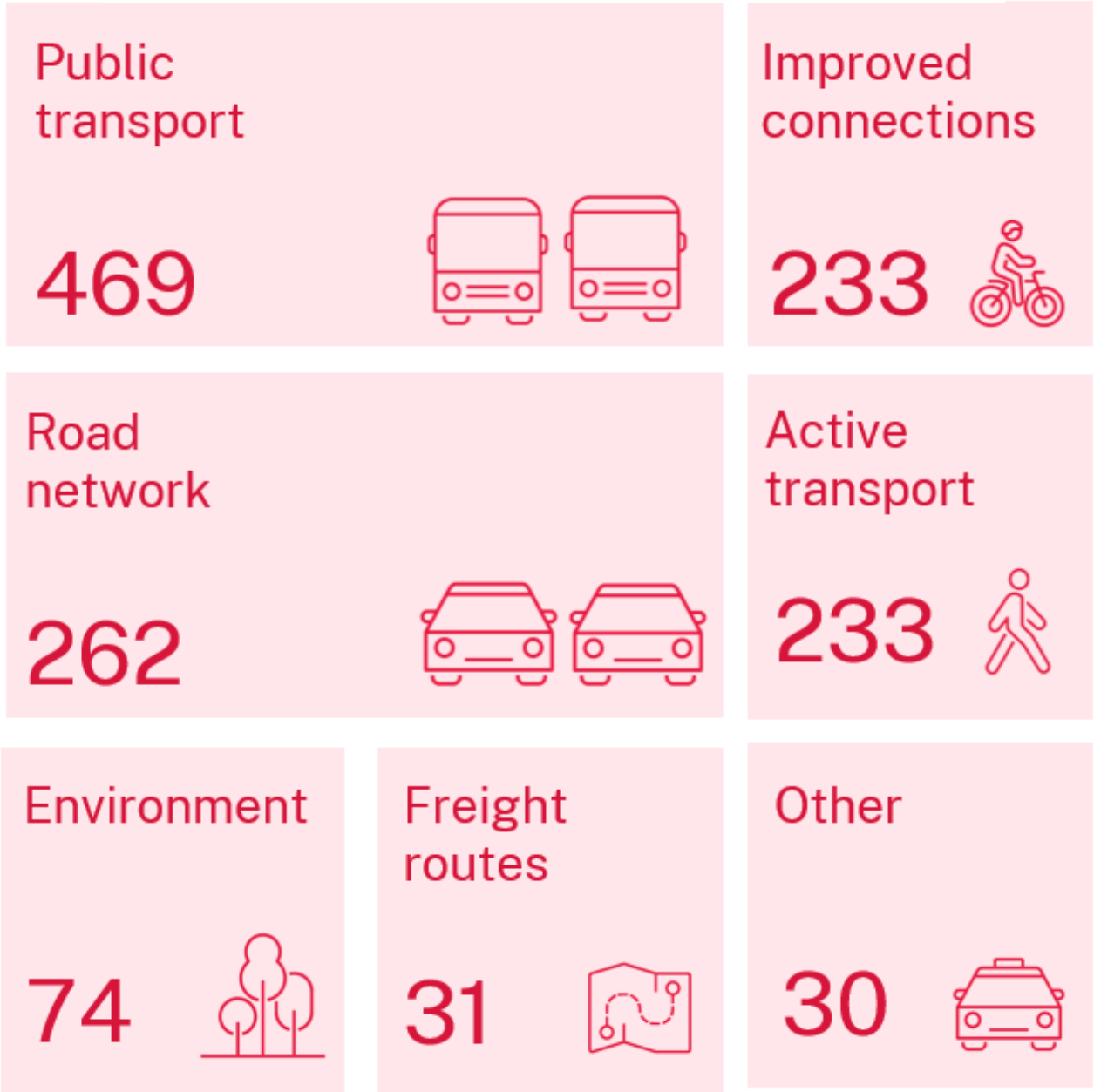
8.4 Transport improvements

We asked survey respondents about the types of transport improvements most important to them. Respondents were asked to select up to three options from the list.

The top four transport improvements chosen by both individuals and organisations were:

- public transport availability, frequency and reliability
- road network including safety, congestion and maintenance
- walking and cycling facilities and paths
- improved connections between transport choices.

Importance of transport improvements to survey respondents



This aligns with the other feedback received where public transport, safety, road condition and active transport were key priorities.

Initiatives for the region have been identified to address the challenges of the region and to leverage current and future opportunities.

Key transport improvements for consideration:

- Walking and cycling infrastructure, associated facilities and behavioural interventions
- High-quality bus corridors
- Improvements to rail services and infrastructure
- Public transport availability, reliability and frequency
- Connections between transport choices (for example walking, cycling and micromobility connections to public transport)
- Supporting population, housing and employment growth across the region
- Improving connectivity across the Illawarra Escarpment
- Freight and safety upgrades to strategic road corridors
- EV charging infrastructure
- Disability access
- Freight rest stops
- Aboriginal transport needs
- Improving place amenity at town centres.

9. Thank you

The final Plan for the Illawarra Shoalhaven has been shaped by significant engagement with stakeholders and broader community in the region.

We would like to thank everyone who has provided feedback, whether it be via map pin, survey response, at a pop-up event or by formal submission. We heard about a huge range of transport-related issues, and your insights have helped us better understand the region, and the challenges, needs, and opportunities for communities in the Illawarra Shoalhaven.

The final Plan includes 47 short and medium-term initiatives, as well as statewide outcomes. Some of these initiatives are already in planning while other new priorities will require further investigation to determine their feasibility. The final Plan includes more detail about how we will deliver the initiatives, including governance and reporting.

As we deliver the Plan, we will continue to work collaboratively with stakeholders and communities.

Thank you again for your ongoing involvement and interest in future transport planning.



Community consultation in Vincentia



Freight train at Port Kembla

10. Appendices

10.1 Appendix A – Summary of consultation for the Draft Regional Transport Plan

A significant amount of engagement was carried out across the Illawarra Shoalhaven region for the former Draft Regional Transport Plan (RTP) in 2020. The Draft RTP was exhibited from 30 November 2020 to 29 January 2021. A total of 167 submissions were received from the community, industry, local interest groups, residents, visitors, business and local government. This included 126 surveys completed and 41 written submissions received.

We value the contributions made by the community and stakeholders during this consultation. The insights gained from the Draft RTP engagement have informed the Illawarra Shoalhaven SRITP and the key themes throughout.



10.2 Appendix B – Summary of targeted engagement during development of the Draft Plan

Early engagement during the development of the Draft Plan was carried out in 2024 and 2025. A summary of the engagement is below with full details and stakeholders in the early engagement report.

More than 40		Meetings and briefings
More than 500		Ideas and suggestions
422		Pins on the Have Your Say portal
27		Regional locations visited

10.3 Appendix C – Media release opening community consultation on the Draft Plan

OFFICIAL

Ryan Park

Minister for Health
Minister for Regional Health
Minister for the Illawarra and the South Coast

Paul Scully

Minister for Planning and Public Spaces

Jenny Aitchison

Minister for Roads
Minister for Regional Transport



Media Release

Community invited to shape future Illawarra and Shoalhaven transport system

Tuesday, 9 December 2025

The Minns Labor Government has today released the draft Illawarra Shoalhaven Strategic Regional Integrated Transport Plan (SRITP), a 20-year vision to guide the region's transport future and support one of the most strategically important and fast-growing regions in NSW.

For the first time in over a decade, the Illawarra and Shoalhaven communities will be able to view an integrated long-term plan that sets out priorities based on evidence, data and extensive consultation with more than forty stakeholders including councils, members of parliament and community groups.

The draft Plan identifies a range of short, medium and long term actions across public transport, active transport, roads and freight to support the region's population growth and changing needs.

The Minns Government is calling on the community to have their say.

Community members can view the draft Plan and provide comment until Monday, 9 February 2026 at www.haveyoursay.nsw.gov.au/sritp/illawarra-shoalhaven.

A community survey has been designed to help people provide feedback easily, and more detailed submissions can be uploaded or sent to engage.sritps@transport.nsw.gov.au or PO Box 477, Wollongong NSW 2520.

During the public feedback period, Transport for NSW staff will also be out across the region speaking directly with residents at local pop-up sessions.

Minister for the Illawarra and the South Coast, Ryan Park said:

"The Illawarra is growing fast, and our transport network needs to grow with it. This draft Plan gives our community a clear view of what the next twenty years can look like.

"This work is about helping people get to work, school, the hospital and the beach more easily while keeping freight moving to support local jobs and industry.

"For locals, it means more reliable public transport, safer roads and stronger connections between our towns, suburbs and regional centres.

"I encourage the community to take a look and share feedback so we can keep shaping a strong transport future for the region."

OFFICIAL

Minister for Planning and Public Spaces and Member for Wollongong Paul Scully said:

"This draft Plan is laying important groundwork to support the Illawarra and Shoalhaven's fast growing community.

"As a major and fast expanding centre our community deserves transport planning for the future.

"The plan reflects the work the Minns Labor Government have been delivering through planning reforms and other initiatives in the region setting out practical actions to support new homes, new jobs and a growing population.

"By working closely with councils and community groups, we are making sure the long term vision for our region is coordinated, evidence based and ready for delivery."

Minister for Regional Transport and Minister for Roads, Jenny Aitchison said:

"Today we are releasing a long-term vision that has been built with and for the Illawarra and Shoalhaven communities.

"Only the Minns Labor Government will deliver the well planned, people focused transport network that this growing region needs.

"We heard loud and clear that people want more travel choices, safer roads and better connections between towns and regional centres. This draft Plan reflects those priorities.

"I want to thank every resident and stakeholder who has shared feedback so far. Your insights help ensure the final Plan truly reflects the needs of the region."

Member for South Coast, Liza Butler said:

"Our communities have been calling for safer roads and stronger connections between towns for many years. This draft Plan finally puts these priorities on the table.

"Reliable transport options make a real difference whether you live in Ulladulla, Nowra or our smaller coastal villages. I encourage everyone to have their say."

Member for Heathcote, Maryanne Stuart said:

"This draft Plan puts people first. It recognises that families across the region need safe, reliable and efficient ways to get around.

"I want the community to jump online, take a look and help us shape the final Plan."

Member for Shellharbour, Anna Watson said:

"This is an important milestone for our region. For the first time in a long while, we have a draft blueprint that reflects what Shellharbour residents have been saying for years.

"The plan sets out achievable actions that can improve public transport, strengthen safety and make life easier for the community."

Member for Kiama, Katelin McInerney said:

"The Illawarra and Shoalhaven are experiencing strong growth and need a transport network that keeps pace with that change.

"This draft Plan outlines practical ideas to improve public transport, boost safety and make it easier for people to access work, study and essential services."

10.4 Appendix D – Media release during consultation with details about pop-up events



Transport for NSW Media Release

19 JANUARY 2026

Community feedback helping shape the future of transport in the Illawarra and Shoalhaven

There are still three weeks remaining for people who live, work or play in the Illawarra and Shoalhaven communities to have their say on a draft blueprint for the region's future road and transport network.

The NSW Government is rolling out Strategic Regional Integrated Transport Plans to meet the evolving transport needs of regional communities and guide future government investment decision making.

Transport for NSW Executive Director, Partnerships and Integration South, Cassandra Ffrench, said the Draft Illawarra Shoalhaven Strategic Regional Integrated Transport Plan is now on public exhibition, and the community is invited to share their views before Monday 9 February 2026.

"Building on previous strategic plans, the plans focus on delivering integrated, long-term solutions that will drive economic growth, improve connectivity and enhance the quality of life for residents in each region," Ms Ffrench said.

"If you live, work or regularly visit the Illawarra and Shoalhaven region, we want to know which actions matter most to you and what else should be considered."

Ms Ffrench said the Draft Plan sets out practical steps to make the transport network more connected, safer and accessible.

"Feedback received during consultation will help guide the priorities and actions in the Final Plan, and provide valuable insights into local transport needs," Ms Ffrench said.

"By identifying actions the government can take to improve transport options in line with future population growth and projected demographic changes, the Draft Plan presents potential short, medium and long-term progress opportunities for the community to consider."

Ms Ffrench said the response has already been strong from people who have submitted feedback online,

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“Respondents have already highlighted the importance of safe travel for all and better access to transport services as key objectives,” Ms French said.

“Top priorities and themes emerging from feedback include calls for more frequent and reliable public transport services, safer roads, improved congestion on key routes and better active transport connectivity.”

Feedback can be provided through the online survey at haveyoursay.nsw.gov.au/sritp/illawarra-shoalhaven via email at engage.sritps@transport.nsw.gov.au before 12pm on Monday 9 February 2026.

As part of the consultation process, Transport for NSW will be out in the Illawarra and Shoalhaven region in January and February hosting pop-up sessions to talk about the Draft Plan in-person with the community.

Location of community pop-up sessions include:

- Kiama Farmers Markets – Wednesday 21 January, 3pm - 6pm
- Wollongong Crown Street Markets – Friday 23 January, 8am - 3pm
- Markets at the Marina (Shell Cove) – Sunday 25 January, 10am - 3pm
- HomeCo Vincentia – Thursday 29 January, 1pm - 5pm
- Nowra Show – Saturday 7 February, 9am – 5pm

If any further sessions are confirmed they will be added to Transport’s website at: haveyoursay.nsw.gov.au/sritp/illawarra-shoalhaven

10.5 Appendix E – Key stakeholders we engaged with during public exhibition of the Draft Plan

Stakeholder	Date(s)
Wollongong City Council	• Council briefing 2 February 2026 • Councillor briefing 16 February 2026
Kiama Municipal Council	• Council briefing 2 February 2026
Shoalhaven City Council	• Council briefing 2 February 2026
South East Australia Transport Strategy (SEATS)	• SEATS briefing 22 January 2026
TAFE NSW	• TAFE briefing 15 January 2026
Illawarra Shoalhaven Local Health District (Aboriginal Health and Workforce)	• ISLHD briefing 26 February 2026

Illawarra Shoalhaven

Strategic Regional Integrated Transport Plan

Final engagement report

September 2026

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