

Transport  
for NSW

# Draft Illawarra Shoalhaven

Strategic Regional  
Integrated Transport Plan

Early engagement report



December 2025

[transport.nsw.gov.au](http://transport.nsw.gov.au)



## Acknowledgement of Country

Transport for NSW (Transport) acknowledges the Dharawal, Dhurga and Dhurga Dharamba-speaking peoples, including the Wodi Wodi, Wandandian, Yuin and Murramarang Aboriginal people, who are the Traditional Custodians of the unceded land in the Illawarra Shoalhaven region. We pay our respects to Elders past and present and celebrate the diversity and enduring cultures of Aboriginal people and their deep connection to the lands, sky, waters, and seas across NSW.

The Illawarra Shoalhaven region is rich in Aboriginal history and historical events still evident today in the natural landscape, dating back to the beginning of time.

Aboriginal people continue their spiritual beliefs and cultural obligations to care for Country today. Some examples are Kangaroo Valley, Mount Keira and the Bombo Headland Quarry Geological site that coincides with Dharawal and Yuin traditional Dreamtime stories that correspond with geological timelines. The region is scattered with rock engravings, cave shelters, natural resources and occupational sites, major mountains, wetlands and estuaries that interconnect the Songlines and traveling routes still practised and sung today.

As we travel south from Sydney to the South Coast or from the mountains to the dunes, many of the transport routes we use today – whether rail lines, roads or water crossings – trace the traditional Songlines, trade routes and ceremonial paths that Aboriginal people have travelled for tens of thousands of years.

In preparing this plan, we acknowledge this heritage and honour the ongoing cultural connection Aboriginal peoples maintain with the region's coastline, hinterland and escarpment. Transport is committed to strengthening these connections and recognising the significant cultural contributions of Aboriginal communities in shaping our shared future.

# Table of contents

<b>1.</b>	<b>Introduction .....</b>	<b>5</b>
1.1	About the Illawarra Shoalhaven.....	6
1.2	Map of the region.....	7
<b>2.</b>	<b>Purpose of this report.....</b>	<b>8</b>
2.1	Staged engagement approach.....	8
<b>3.</b>	<b>Previous stakeholder engagement.....</b>	<b>9</b>
3.1	Stage zero – Review feedback on the draft RTP .....	9
<b>4.</b>	<b>Engagement approach .....</b>	<b>10</b>
4.1	Stage one – Targeted stakeholder engagement .....	10
4.2	Key stakeholders .....	10
4.3	Engagement tools and activities .....	10
<b>5.</b>	<b>Summary of engagement activities .....</b>	<b>12</b>
5.1	Program wide stakeholders.....	12
5.2	Key regional stakeholders .....	12
5.2.1	State Members of Parliament (MPs).....	12
5.2.2	Local Councils .....	13
5.2.3	Local Aboriginal Land Councils .....	14
5.2.4	Federal representatives.....	14
5.2.5	Regional representative groups.....	15
5.2.6	Other key regional stakeholders.....	15
5.2.7	Key regional stakeholder workshop .....	16
5.3	Community stakeholders.....	17
<b>6.</b>	<b>Key themes .....</b>	<b>18</b>
6.1	Starting with Country .....	18
6.2	Access to transport for all .....	19
6.3	Well-located housing and successful places .....	21

6.4 A thriving and diversifying economy.....23

6.5 A safe transport network.....24

6.6 Resilient networks.....25

6.7 Net zero emissions .....26

**7. Next steps ..... 28**

**8. Appendices ..... 29**

8.1 Appendix A – Program wide stakeholder engagement .....29

8.2 Appendix – Non-government program wide stakeholder engagement .....29

8.3 Appendix C – Have Your Say Pin summary..... 31

# 1. Introduction

The draft Illawarra Shoalhaven Strategic Regional Integrated Transport Plan is one of nine plans proposed for regional NSW. The plan will support community and transport needs and will provide a 20-year vision of the key transport priorities for the region.

The NSW Government is committed to developing a suite of Strategic Regional Integrated Transport Plans (SRITP) for the nine Department of Planning, Housing and Infrastructure (DPHI) regions across Regional NSW.

They will offer an integrated planning approach to transport infrastructure and services in the regions, reflecting the changing needs and transport demands of regional communities and providing coordinated solutions.

The SRITPs will build on and update the work completed on the former Regional Transport Plans (RTP) to better reflect the needs of regional communities and will include detailed evaluations of the communities' transport needs now and into the future.

The SRITPs are being developed with input from stakeholders and the community in a staged engagement approach.



*Flagstaff Hill, Wollongong*

The Strategic Regional Integrated Transport Plan for the Illawarra Shoalhaven is set to be delivered in the next 12 months. We are focused on capturing the heart of what makes the region unique, ensuring transport infrastructure and services support anyone who lives, works or visits the region.


## 1.1 About the Illawarra Shoalhaven


The Illawarra Shoalhaven, with its stunning Illawarra Escarpment, rolling rural landscape and beautiful coastline, is a place where people choose to live for the lifestyle and visit as an escape from the city. The region's diverse geography and settlement patterns, from urban Illawarra to rural and coastal Shoalhaven, require a bespoke transport plan.


The region includes the growing metropolitan areas of Wollongong, Shellharbour and Kiama in the north and the more rural and coastal areas of the Shoalhaven to the south, centred around Nowra. Strong transport links connect the region to nearby areas like southern and south-west Sydney, the Southern Highlands and Eurobodalla – supporting daily commuting, tourism and trade.

Local Government Areas		<b>4</b>	Wollongong	Kiama
			Shellharbour	Shoalhaven

Local Aboriginal Land Councils		<b>5</b>	Illawarra	Ulladulla
			Nowra	Batemans Bay
			Jerrinja	

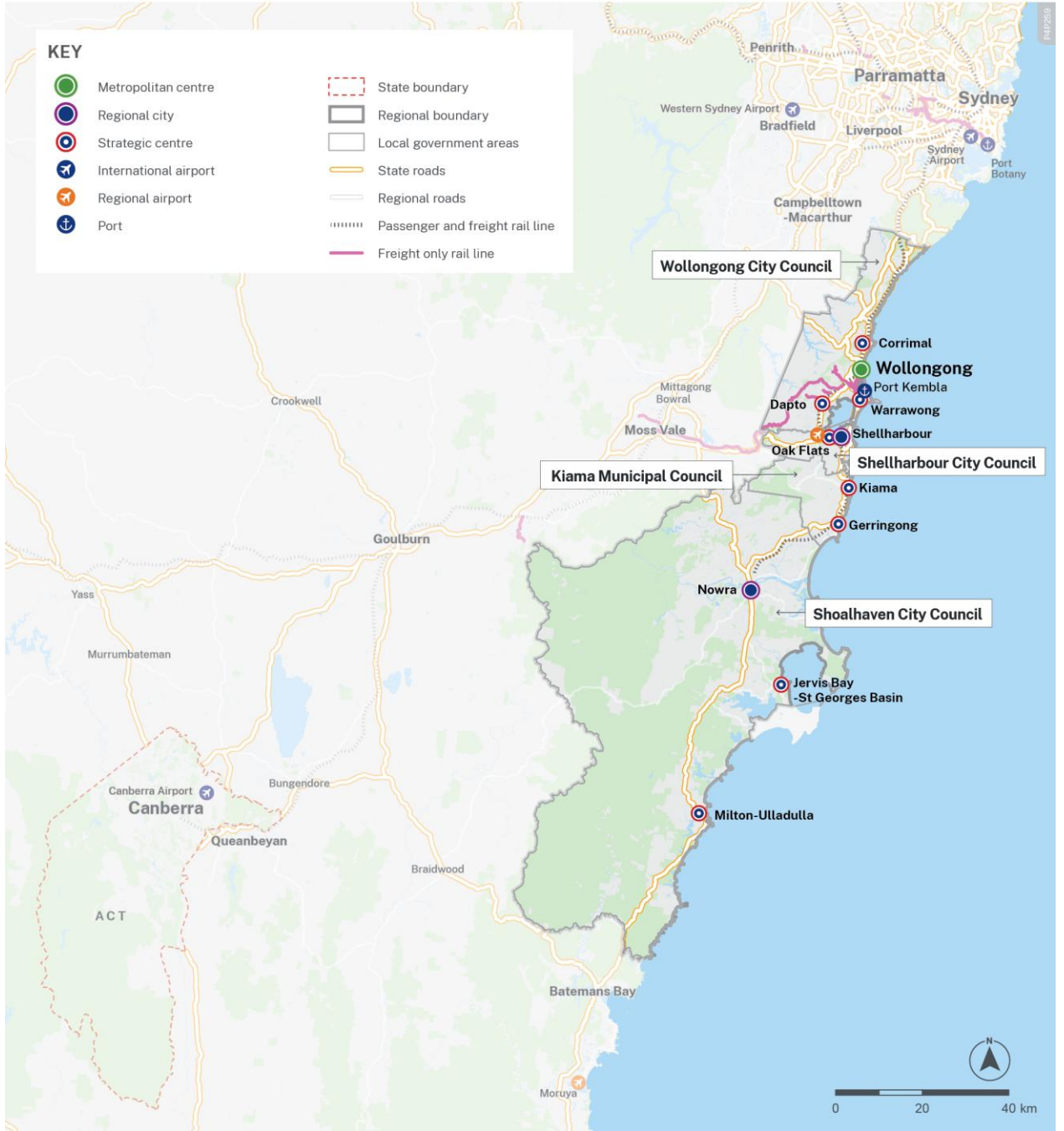
	Home to diverse urban, coastal, rural and natural landscapes	The region spans about <b>575,000</b> hectares
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	<b>South-western Sydney</b> is linked to the region through employment, education and recreation
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Over the next 20 years, the freight task for the Illawarra Shoalhaven is projected to increase by 1.8 per cent	<b>54</b> million tonnes of goods carried per year by 2041	
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# 1.2 Map of the region

## Illawarra Shoalhaven region and surrounds



## 2. Purpose of this report

This report summarises engagement activities conducted by Transport during the early engagement stage for the Illawarra Shoalhaven SRITP (the draft plan).

This report provides an overview of:

- previous engagement carried out as part of the RTP
- consultation and engagement activities carried out during early engagement
- feedback including key themes
- next steps in the planning process.

### 2.1 Staged engagement approach

Engagement for the Illawarra Shoalhaven SRITP is being carried out in a staged approach.

Stage	Objective	Purpose	Dates
<b>Stage 0</b>	Review feedback on draft RTP	<ul style="list-style-type: none"> <li>• Previous feedback obtained through consultation on the draft Illawarra Shoalhaven Regional Transport Plan was reviewed and has been used to inform the draft SRITP.</li> <li>• A brief overview of this engagement is outlined in section 3 of this report.</li> </ul>	Mid-2024
<b>Stage 1</b>	Targeted engagement with key stakeholders to inform the draft plan	<ul style="list-style-type: none"> <li>• Re-engaging with key stakeholders who provided feedback on the draft RTP to validate previous feedback and invite additional feedback.</li> <li>• Engaging with newly identified stakeholders to provide feedback and insights.</li> <li>• A summary of targeted engagement to date is outlined in sections 4 and 5 of this report.</li> </ul>	October 2024 – March 2025
<b>Stage 2</b>	Broader community engagement to inform the final SRITP	<ul style="list-style-type: none"> <li>• Public exhibition of the draft plan to invite broader community feedback.</li> </ul>	9 December 2025–9 February 2026

Transport is committed to ongoing engagement with key stakeholders, councils, communities and transport customers.

### 3. Previous stakeholder engagement

#### 3.1 Stage zero – Review feedback on the draft RTP

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.

We value the contributions communities and stakeholders provided during this consultation. The insights gained from the draft RTP engagement have informed the draft Illawarra Shoalhaven SRITP and the themes identified in Section 6 of this report.

Draft Regional Transport Plan online survey



**126**

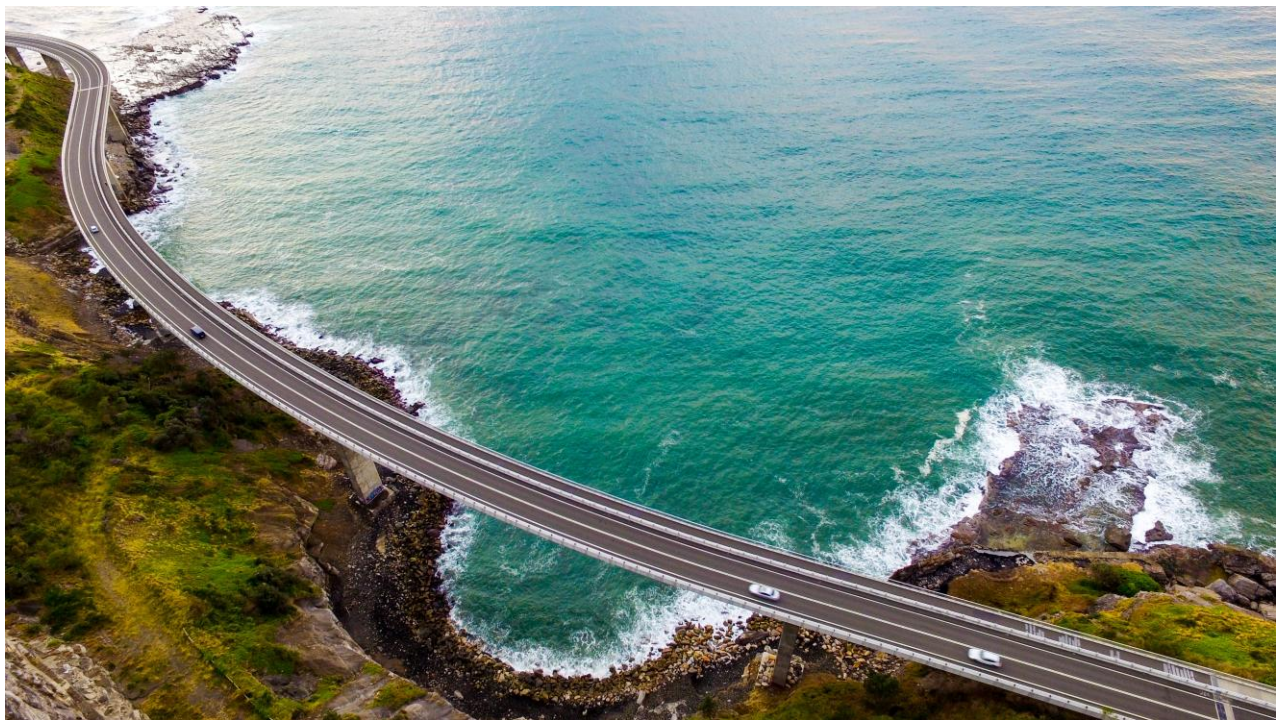
Surveys completed

Written submissions on the former draft Regional Transport Plan



**41**

Written submissions received



Sea Cliff Bridge, Coalcliff to Clifton

## 4. Engagement approach

### 4.1 Stage one – targeted stakeholder engagement

The purpose of this phase was to build on the insights gathered during previous consultation, check in with stakeholders to ensure the insights were still relevant, and to confirm the planned direction of the draft plan still aligns with stakeholders' priorities and incorporates any new insights.

### 4.2 Key stakeholders

The target audience for this engagement was key stakeholders across the region. Over 650 stakeholders were involved in this early engagement phase, including many who had been engaged during the previous draft Regional Transport Plan. Stakeholders included:

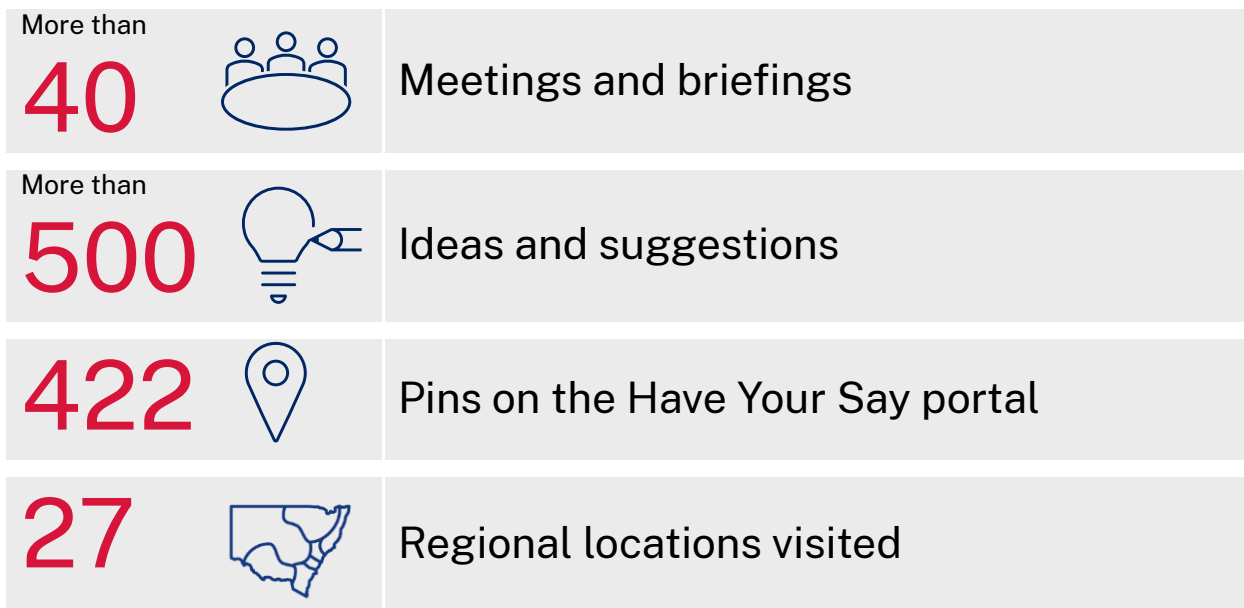
- NSW Government agencies
- state ministers and Members of Parliament
- federal ministers and Members of Parliament
- First Nations organisations and Local Aboriginal Land Councils
- local councils
- Joint Organisations and Regional Leadership Executive groups
- business, industry and freight
- peak bodies
- disability services and health
- emergency services
- energy and renewables
- culturally and linguistically diverse community organisations
- unions
- local interest groups
- community organisations or services.

### 4.3 Engagement tools and activities

A range of communication tools and activities were used to encourage participation and allow stakeholders to give insights and feedback.

Engagement tool	Details
<b>Have Your Say portal</b>	<ul style="list-style-type: none"> <li>• A NSW Government Have Your Say consultation portal was created for all SRITPs, with links to dedicated Have Your Say pages for the regional plans, including the Illawarra Shoalhaven.</li> <li>• This allowed stakeholders to drop pins on an interactive map to offer suggestions and feedback on current transport issues, or ideas on transport solutions. The page also allowed stakeholders to upload written submissions.</li> <li>• A series of QR codes were developed linking to the Have Your Say portal which were included in presentations and briefings to stakeholders.</li> </ul>

Engagement tool	Details
<b>Communication and correspondence</b>	<ul style="list-style-type: none"> <li>Letters and emails were sent to individual stakeholders from the Minister for Regional Transport and Roads and/or senior Transport representatives.</li> <li>Letters and emails invited stakeholders to provide their feedback via the Have Your Say portal or invited them to attend a meeting. A dedicated project email address for all SRITPs was used to communicate with stakeholders and allow for written feedback.</li> </ul>
<b>Briefings, meetings and listening sessions</b>	<ul style="list-style-type: none"> <li>Briefings and meetings were carried out with key stakeholders.</li> <li>Briefings and meetings were typically held one-on-one, either face-to-face or online, based on stakeholder preferences and availability.</li> </ul>
<b>Key stakeholder workshop</b>	<ul style="list-style-type: none"> <li>Following the series of one-on-one meetings with stakeholders, key stakeholders such as councils and government agencies were invited to participate in a workshop.</li> <li>At this workshop, we presented back to the group on what we heard throughout our engagement. The group collaborated to refine the feedback and to guide further development of the draft plan.</li> </ul>
<b>Regional site visits</b>	<ul style="list-style-type: none"> <li>The Transport team travelled the Illawarra Shoalhaven region and visited locations of interest in February 2025.</li> <li>These included Bulli town centre, the Mount Ousley interchange project worksite, University of Wollongong, Port Kembla, new urban release areas around the region such as West Dapto, Bomaderry station, the Jervis Bay Road intersection upgrade worksite, Moss Vale Road and more.</li> </ul>



## 5. Summary of engagement activities

Since early 2024, we have engaged program-wide stakeholders to inform all nine SRITPs. Program-wide stakeholders were identified as those who can provide input into the plan beyond the borders of any one specific region.

Early engagement was carried out between October 2024 and March 2025 to inform the draft plan. This targeted key regional stakeholders who were identified as having specialised local knowledge about the transport network in the Illawarra Shoalhaven region and would represent the interests of local industry and the community.

The following sections detail how we engaged with stakeholders. Feedback and insights have been themed and included in a summary in Section 6.

### 5.1 Program wide stakeholders

The main objective of this engagement was to introduce the SRITPs, raise awareness and understand the best ways to continue engaging with these stakeholders on regional specific issues. To reach these stakeholders we used a range of methods including targeted and existing briefings, online engagement and meetings.

More than 50 non-government stakeholders were identified and engaged at a state-wide level for the SRITP program. Refer to [Appendices A and B](#) for a list of program wide stakeholders and engagements.

### 5.2 Key regional stakeholders

Engagement has been carried out with over 600 stakeholders specific to the Illawarra Shoalhaven region.

Transport's Regional Director South personally engaged with more than 50 targeted stakeholder groups via direct email to introduce the SRITPs, inviting them to a one-on-one meeting with Transport either online or face-to-face at our office in Wollongong or a location they suggested.

The email included details on how to provide feedback and insights, either through a formal submission or via the Have Your Say portal.

#### 5.2.1 State Members of Parliament (MPs)

State Members of Parliament were invited to attend briefings and one-on-one meetings in October 2024. This included:

- Liza Butler MP, Member for South Coast
- Ryan Park MP, Member for Keira
- Maryanne Stuart MP, Member for Heathcote
- Anna Watson MP, Member for Shoalhaven
- Judy Hannan MP, Member for Wollondilly
- Paul Scully MP, Member for Wollongong
- Gareth Ward MP, previous Member for Kiama
- Greg Warren MP, Member for Campbelltown.

## 5.2.2 Local councils

Councils within the Illawarra Shoalhaven have provided valuable input to inform the development of the draft plan.

Correspondence was sent to the General Managers of the four local councils within the Illawarra Shoalhaven, as well as neighbouring councils, in October 2024. Communications were tailored based on the feedback or formal submission each council provided during consultation on the draft RTP late 2020 and early 2021 with a view to validate whether this information was still relevant.

The councils were informed of the change of approach for strategic transport planning to new program of SRITPs, the timeline for the Illawarra Shoalhaven plan and invited to continue their involvement in this process with one-on-one meetings. Additionally, regional Transport representatives have extensively engaged local councils and collected their insights via existing forums and meetings.

Stakeholder	Summary of engagement
Kiama Municipal Council	<ul style="list-style-type: none"> <li>• Draft Regional Transport Plan submission</li> <li>• Letter to GM, Jane Stroud</li> <li>• 26 November 2024 – one-on-one meeting</li> <li>• Invited to stakeholder workshop in December 2024</li> </ul>
Shellharbour City Council	<ul style="list-style-type: none"> <li>• Draft Regional Transport Plan submission</li> <li>• Letter to GM, Chris Archer</li> <li>• 24 October 2024 – one-on-one meeting</li> </ul>
Shoalhaven City Council	<ul style="list-style-type: none"> <li>• Draft Regional Transport Plan submission</li> <li>• Letter to GM, Robyn Stevens</li> <li>• 26 November 2024 – one-on-one meeting</li> <li>• Invited to stakeholder workshop in December 2024</li> </ul>
Wollongong City Council	<ul style="list-style-type: none"> <li>• Draft Regional Transport Plan submission</li> <li>• Letter to GM, Greg Doyle</li> <li>• 16 October 2024 – one-on-one meeting</li> <li>• Invited to stakeholder workshop in December 2024</li> </ul>
Sutherland Shire Council	<ul style="list-style-type: none"> <li>• Letter to GM, Clare Phelan</li> <li>• 28 November 2024 – one-on-one meeting</li> <li>• Invited to stakeholder workshop in December 2024</li> </ul>
Wollondilly Shire Council	<ul style="list-style-type: none"> <li>• Letter to GM, Ben Taylor</li> <li>• 28 November 2024 – one-on-one meeting</li> <li>• Invited to stakeholder workshop in December 2024</li> </ul>

Stakeholder	Summary of engagement
Wingecarribee Shire Council	<ul style="list-style-type: none"> <li>• 2 December 2024 – regular council liaison meeting</li> <li>• Invited to stakeholder workshop in December 2024</li> </ul>

### 5.2.3 Local Aboriginal Land Councils

Local Aboriginal Land Councils (LALC) within Illawarra Shoalhaven were engaged through the draft RTP in 2020/21. Feedback to the previous draft plan informed the draft SRITP.

The six LALCs were contacted in September 2024 to advise of the change from the previous Regional Transport Plan to SRITP and inviting interested representatives to attend an online or face-to-face meeting about the new plan. The same invitation was offered to Aboriginal Affairs NSW.

We recognise genuine Indigenous stakeholder engagement goes beyond simply requesting feedback and must be built on a foundation of respect and cultural sensitivity. The absence of immediate feedback does not reflect a lack of interest, but rather the reality that LALCs may have different priorities or may prefer a more personalised and relationship-building approach.

Engagement is an ongoing and iterative process, not just a one-time request for input. Going forward, we are committed to adjusting our approach and continuing to focus on cultivating long-term reciprocal relationships and revisiting our engagement strategies to create more meaningful opportunities for collaboration with First Nations community representatives.

First Nations representation and Starting with Country is a key theme raised in feedback to date, and a summary of opportunities and challenges raised is included in Section 6.1.1.

### 5.2.4 Federal representatives

Correspondence was sent to Federal Government representatives in July and October 2024. As federal electorate boundaries cross DPHI boundaries, representatives were advised of all nine SRITPs.

Transport offered representatives the opportunity to meet online or in person, as well as other ways to provide feedback and insights.

Stakeholder	Summary of engagement
Stephen Jones MP, Member for Whitlam	<ul style="list-style-type: none"> <li>• Ministerial letter followed by Regional Director correspondence</li> </ul>
Fiona Phillips MP, Member for Gilmore	<ul style="list-style-type: none"> <li>• Ministerial letter followed by Regional Director correspondence</li> <li>• 12 November 2024 – online briefing</li> </ul>
Alison Byrnes MP, Member for Cunningham	<ul style="list-style-type: none"> <li>• Ministerial letter followed by Regional Director correspondence</li> <li>• 15 November 2024 – face-to-face briefing</li> </ul>

### 5.2.5 Regional representative groups

Correspondence was sent to regional representative groups in September 2024. Organisations were invited to attend briefings and one-on-one meetings.

Stakeholder	Summary of engagement
Illawarra Shoalhaven Joint Organisation of Councils (ISJO)	<ul style="list-style-type: none"> <li>25 October 2024 – face-to-face briefing</li> </ul>
Southern Sydney Regional Organisation of Councils (SSROC)	<ul style="list-style-type: none"> <li>4 November 2024 – online briefing</li> </ul>
Illawarra Shoalhaven Regional Leadership Executive	<ul style="list-style-type: none"> <li>20 November 2024 – online briefing</li> </ul>

### 5.2.6 Other key regional stakeholders

Further key stakeholders, including government agencies, peak bodies and community representative groups were invited to attend one-on-one meetings, either online or face-to-face in September 2024 to 30 regional stakeholders.

Stakeholder	Summary of engagement
State Government agencies	
NSW Department of Education	<ul style="list-style-type: none"> <li>16 October 2024 – meeting with representatives from the Principal’s Network</li> <li>17 October 2024 – meeting with representatives from Planning</li> </ul>
NSW Department of Planning, Housing and Infrastructure (DPHI)	<ul style="list-style-type: none"> <li>16 October 2024</li> </ul>
NSW Department of Primary Industries and Regional Development (DPIRD)	<ul style="list-style-type: none"> <li>24 October 2024</li> </ul>
South Western Sydney Local Health District (SWSLHD)	<ul style="list-style-type: none"> <li>12 November 2024</li> </ul>
Illawarra-Shoalhaven Local Health District (ILSHLHD)	<ul style="list-style-type: none"> <li>2 December 2024</li> </ul>
NSW Ports	<ul style="list-style-type: none"> <li>15 November 2024 – online meeting</li> </ul>
Other Government agencies	
Regional Development Australia, Illawarra Shoalhaven	<ul style="list-style-type: none"> <li>16 October 2024</li> </ul>

Stakeholder	Summary of engagement
Healthy Cities Illawarra	<ul style="list-style-type: none"> <li>5 November 2024</li> </ul>
Peak bodies	
Property Council of Australia	<ul style="list-style-type: none"> <li>15 October 2024</li> </ul>
South East Australian Transport Strategy Inc (SEATS)	<ul style="list-style-type: none"> <li>23 October 2024</li> <li>7 November 2024</li> </ul>
Urban Development Institute of Australia (UDIA)	<ul style="list-style-type: none"> <li>23 October 2024</li> </ul>
Transport Working Group – Illawarra South Coast Employment	<ul style="list-style-type: none"> <li>6 November 2024</li> </ul>
Education	
University of Wollongong	<ul style="list-style-type: none"> <li>4 November 2024</li> </ul>
Business/Industry	
BlueScope	<ul style="list-style-type: none"> <li>29 November 2024</li> </ul>
Transport	
Illawarra Bicycle User Group (IBUG)	<ul style="list-style-type: none"> <li>2 December 2024</li> </ul>

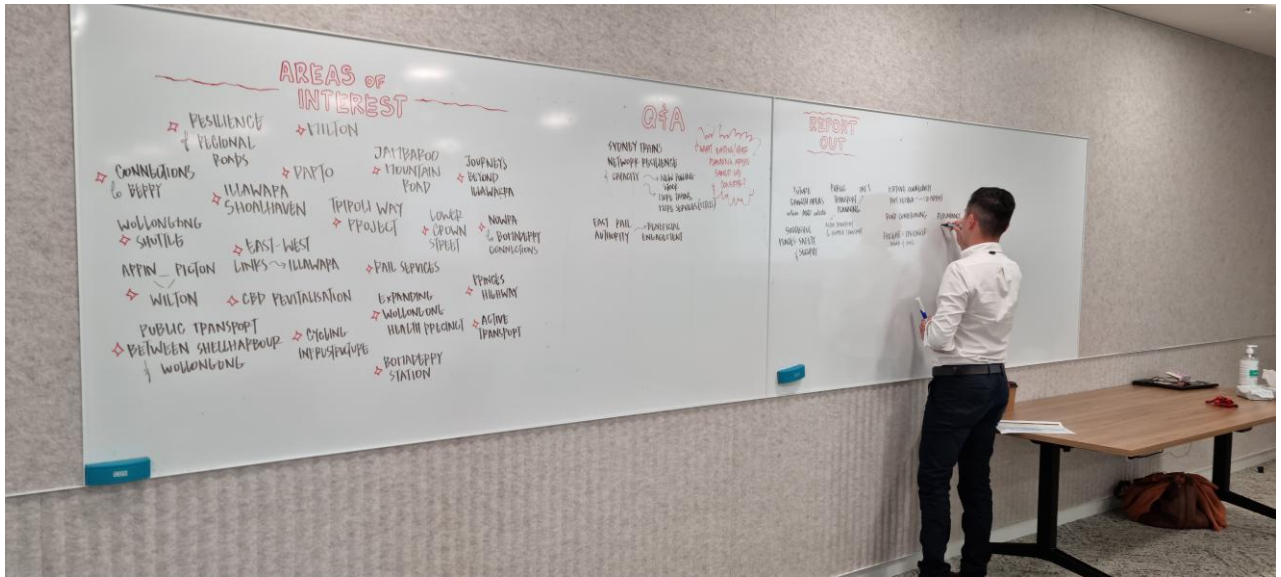
Feedback and insights collected through stakeholder meetings have comprised the bulk of input to the draft plan and have been categorised into ‘key themes’, detailed in Section 6 of this report.

### 5.2.7 Key Regional Stakeholder Workshop

Stakeholders were brought together in a workshop after the initial one-on-one sessions. This was identified as an opportunity to draw out alignments across the different transport issues and priorities for the region.

The workshop, held in December 2024 at Transport’s Wollongong office, was the opportunity to replay back what has been heard in the stakeholder meetings, validate whether comments had been heard correctly, refine the challenges and opportunities, and help prioritise transport problems.

The workshop was attended by 30 key regional stakeholder representatives from 13 separate organisations. This session assisted the planning team to refine the next steps for the SRITP and find relative consensus on the priority transport issues for the draft SRITP. The face-to-face, longer format session allowed for more detailed discussions, giving the team a deeper understanding of previous feedback and serving as a good conclusion to early stakeholder engagement.



Key regional stakeholder workshop, Monday 9 December 2024

### 5.3 Community stakeholders

Stakeholders who were identified as representing the broader community's interest were also encouraged to submit feedback.

Over 400 region-specific stakeholders, including local businesses, associations, schools, community groups and interest groups, were engaged via email and encouraged to provide feedback via the Have Your Say portal through September and October 2024.

More than 420 map pins with comments were received offering insights and feedback on transport infrastructure and services in the Illawarra and Shoalhaven region.

Insights were from people who identified as business owners (43 pins), transport operators (31 pins), community groups (64 pins) public transport operators (131 pins), active transport users (29 pins) and private vehicle users (227 pins). Key themes emerged including the need for improved public transport connectivity, better active transport links and infrastructure, addressing congestion and safety issues on major roads, and upgrading rail services.

Refer to [Appendix C](#) for summary of the feedback received via the Have Your Say page, which informed the themes heard in Section 6 of this report.

## 6. Key themes

This section outlines the key themes heard in feedback.



### 6.1 Starting with Country

**The goal:** All investments in the transport network, services, policy and technology take a Country-centred approach.

**Key things we heard:**

- Need for understanding Aboriginal customers and their needs, and access issues for Discrete Aboriginal communities such as Wreck Bay
- Aboriginal patients rely on community service providers, family and friends to drive them to medical appointments at the hospital or other services.
- *“Roads are the lifeline to essential services for so many of these remote communities.”*

While ongoing consultation with First Nations stakeholders is important, it was also noted there is engagement fatigue from consistently being asked for feedback, and not being forthcoming with engagement outcomes or resulting in real changes. Finding opportunities to leverage engagement alongside other government agencies to address social, economic and cultural challenges would be beneficial to reduce this fatigue.

A current South Coast Native Title claim extends from the Georges River in Sydney to the Victorian border. This includes the area of the plan. Transport is required to consult with Native Title claimants through Native Title Services Corporation when there is an impact or potential impact on Crown land or waterways. If this claim is determined, the Native Title Act requires Transport to directly consult with the Native Title body corporate of the area in the first instance.

Further feedback from the Aboriginal community will be sought during public exhibition.

**Challenges** we will face to meet our goal include:

- dispersed location and cultural transport requirements of Aboriginal communities and services will exacerbate Aboriginal transport disadvantage
- institutional and other barriers to Aboriginal communities accessing the transport system
- lack of cultural identification on the transport network.



*Dapto train station mural representing the six Dharawal seasons, by Coomaditchie artists Lorraine Brown and Narelle Thomas*



## 6.2 Access to transport for all

**The goal:** A transport network that provides a range of travel choices to all people living and working in or visiting the Illawarra Shoalhaven region.

### **Key things we heard:**

- Public transport in the region is often seen as inconvenient and less attractive than driving.
- Services are limited outside peak hours—sometimes as early as 6pm—and feeder buses are often unreliable or poorly connected, making it harder for people to reach train services.
- The need to change trains at Kiama when travelling to Sydney can be a barrier for passengers. In comparison, driving is often faster, easier, and more flexible, making it the preferred choice for many.
- Desire for additional funding to support active transport initiatives, to address missing active transport links to connect with trains going towards employment hubs e.g. Sydney, Port Kembla, Nowra; and lack of long-distance bicycle paths for recreation.
- High demand for University of Wollongong students from south-west Sydney to attend campus in Wollongong, and vice versa; limited and unsuitable public transport options; lack of last mile active transport infrastructure.
- Absence of a taxi service in Kiama means fewer choices for local travel, including connecting to trains.

- Cars parked at entrances to towns (for example Sussex Inlet) suggesting people are getting other modes into the town centre.
- Need for active transport links between Milton and Ulladulla, potentially connecting existing cycleways at both ends, with the aim to improve safety for cyclists, pedestrians and drivers, as well as potentially reduce the number of cars on the highway by enabling a healthy and safe alternative.
- Absence of public transport services to Wreck Bay (ACT) causes transport isolation.
- Lack of fare systems integration (Opal) prevents multimodal interchange in Shoalhaven, especially for bus trips from Bomaderry rail.
- Due to low frequency and long journey times on public transport, commuters from Illawarra Shoalhaven drive and park at stations with higher frequency services to Sydney, such as Waterfall and Sutherland, which in turn leads to localised congestion in these suburbs.
- Need for improved public transport connectivity to south-west Sydney, currently only serviced by bus route 887, which is primarily focused on connecting to the University of Wollongong campus, and not as useful for other trip purposes.
- Need for more feeder public transport services to connect with trains going towards employment hubs such as Sydney, Port Kembla and Nowra.
- Transport affordability is a significant concern, particularly in suburbs like Warrawong and Port Kembla where many older people, people with disability and young families cannot afford to buy and run private motor vehicles. Safe active transport options are essential for these communities.
- Limited rail service frequency between Kiama and Wollongong makes it impractical for regular commuting, particularly for workers in schools and other employment sectors.
- Evening and late-night transport options are inadequate, with bus services ending as early as 5pm in some areas and limited taxi availability after midnight, particularly affecting hospitality workers.
- The requirement for commuters to change from train to bus at Bomaderry to reach Nowra creates a highly inconvenient intermodal change that discourages public transport use.
- People without cars living in smaller coastal villages have very few options for accessing the train line, with some communities feeling forgotten in transport planning.
- Poor coordination between Sydney express trains and local trains sometimes results in wait times of nearly 20 minutes for connecting services.
- The road connection to Canberra is fundamental for the economic prosperity of the Shoalhaven and Illawarra.
- Anticipated significant increase in traffic between the new Western Sydney Airport at Badgerys Creek and the Illawarra for commuters and commercial vehicles.
- Long-term need for rail connection between Campbelltown and Wollongong.

**Challenges** we will face to meet our goal:

- There is transport disadvantage and car dependence in smaller communities due to lack of viable alternative transport choices.
- Infrequent, slow and unreliable services can make public transport an inconvenient travel choice.
- Disconnected cycling and walking network limits viable active transport options.

- Dispersed settlement patterns and urban sprawl are challenging to service with public transport, leading to transport disadvantage and higher car dependence.
- Barriers to Universal Access to public transport for people of all ages and abilities.
- Lack of integrated ticketing and network management for public transport.
- Limited public transport connectivity between Illawarra Shoalhaven sub-regions.
- Limited safe and reliable transport connections between Illawarra Shoalhaven and Sydney, Canberra and the Southern Highlands.



Coniston Station



### 6.3 Well-located housing and successful places

**The goal:** Support the delivery of well-located housing and successful places through sustainable transport options to address growth in the Illawarra Shoalhaven region.

**Key things we heard:**

- Need for active transport links for new schools to support growth and encourage sustainable travel choices for school trips.
- Planned growth and current development plans are not adequately supported by public transport services.
- Need to increase transport capacity around future housing locations with a focus on key road corridors.
- Need to consider the impacts of Transport Oriented Development (TOD) sites on existing train stations' locations and accessibility into the future, for example Dapto.

- Traffic congestion along the Princes Highway and Lawrence Hargrave Drive is affecting suburbs between Bulli and Stanwell Tops.
- Opportunity to leverage the future Milton-Ulladulla bypass project for improved place outcomes in both Milton and Ulladulla.
- Need to address local traffic congestion on the Princes Highway in Nowra and Bomaderry, and consideration for a potential future bypass of Nowra.
- Public transport services need to be provided early in new developments, not as an afterthought. Visible and regular bus services from the initial stages of development are essential to establish sustainable travel patterns in growing areas.
- Forward planning is needed to extend the rail network to Nowra CBD and onto South Nowra and Albatross. With Nowra earmarked for considerable urban growth, the absence of railway service will result in heavy car reliance without proactive rail planning.
- Lack of public transport planning at the time of major land releases forces residents to become reliant on cars, creating travel habits that are difficult to change. Integrating transport planning from the outset of development is critical to avoiding entrenched car dependency.

**Challenges** we will face to meet our goal:

- Areas with targeted housing growth and land use intensification will require changes to our transport networks and services.
- Need for new transport infrastructure and services for suburban land release areas and new developments.
- Road traffic impacts place amenity in some towns and centres.



*Street signs within Moss Vale Road urban release areas, Shoalhaven*



## 6.4 A thriving and diversifying economy

**The goal:** Provide an efficient transport network to support a diversifying and growing economy including tourism, freight movements and enabling renewable energy zones.

### Key things we heard:

- The road network experiences increased pressure during holiday seasons due to an influx of tourists and visitors. For example, Lawrence Hargrave Drive often becomes heavily congested, particularly during summer holidays.
- Non-compliance of heavy vehicle load limits.
- Need to support continued investigations into a freight rail line connecting the Illawarra and south-west Sydney.
- Need for improved reliability and access on the rail network, to enable freight movements between Port Kembla and Sydney via the South Coast Line as well as the Moss Vale-Unanderra line, including to Bomaderry.
- There is increasing travel demand for the future BlueScope TAFE campus.
- There is an opportunity for tourist-focused public transport services from south-west Sydney to beaches in Illawarra, to capitalise on visitor demand in a sustainable manner.
- Improve public transport services across the Shoalhaven River to Nowra to support greater choice for regional jobs, and enable access to other essential services.
- Rail line capacity needs to be increased by enabling longer freight trains and providing more freight slots to meet growing demand.
- Adequate train paths on the Illawarra line are essential to enable businesses like Manildra to use rail to transport inputs and outputs. Without sufficient rail capacity, there will be significant increases in heavy vehicle movements in and out of Bomaderry.
- Port Kembla plays a critical role in the state's supply chain, connecting businesses and consumers with global trade opportunities. Efficient transport connections to the port are essential for economic growth.

### Challenges we will face to meet our goal:

- Increasing and redistributed demand for access to emerging employment and education clusters is not being efficiently met by the transport network.
- Difficulties moving goods by road and rail in and out of the region between Sydney and regional NSW is undermining productivity.
- Rail network capacity constraints are limiting the ability to meet the region's changing and growing passenger and freight rail demand.
- There is growing and changing freight demand in and out of Port Kembla and within the Illawarra Shoalhaven.
- Local access pressures to support the visitor economy including seasonal tourism, weekends and events.



Port Kembla



## 6.5 A safe transport network

**The goal:** Reduce fatal and serious injuries on the transport network and address safety concerns for public transport passengers, walkers, bike riders and boaters.

### Key things we heard:

- Need for safe and accessible public transport interchanges; current lack of footpaths, safe crossings, lighting and shelter from the elements.
- Need to recognise and protect school students as vulnerable road users.
- Frequent truck breakdowns on Mount Ousley Road often lead to safety incidents for other road users and create hazards.
- Consider lowering speed limits to 30 or 40 km/h in some neighbourhoods, town centres and villages to improve safety for all road users and improve traffic flow.
- Address concerns with e-scooter trials, including road safety concerns related to speeding, trip hazards or rider intoxication.
- Complete missing links in bicycle network to address safety concerns, for example from Wollongong CBD to University of Wollongong campus; safe paths for bike riders to exit the Royal National Park.
- Develop a safety efficiency program, advocating for a multi-year program of targeted safety upgrades.
- Kiama Bends requires urgent safety improvements to protect cyclists and vulnerable road users on this section of road.
- Need to improve road user culture and interactions with a focus on sharing roads and paths safely. This includes training on how to interact with, and be

mindful of, pedestrians and active and public transport users to support a safe experience for all users.

**Challenges** we will face to meet our goal:

- The region's geography, environmental context and current infrastructure creates road safety risk.
- High-risk driver behaviour is a contributor to road trauma in the region.
- Planning for road safety in a growing region.
- Poor perceptions and risk to personal security is a barrier to using public and active transport.
- Maritime safety in the region.



*CCTV cameras at Corrimal station*



## 6.6 Resilient networks

**The goal:**

Plan ahead to reduce the impact of disruptions to the transport network and keep services running smoothly, even during unexpected events or future challenges.

**Key things we heard:**

- Unreliability of rail infrastructure due to common disruptions restricts freight movement to Port Kembla and associated industrial precincts.
- Limited escarpment crossings lead to low level of resilience for travel during severe weather events and natural disasters.
- Need for transport network to be more resilient to severe weather events; for example, the 2022 major rain events caused flooding and landslips.
- Need to address impact of flooding on roads and industrial developments, especially those located in a floodplain.

- Communities that rely on single roads for access risk being cut off during fire events and floods.
- Major rain events demonstrate the vulnerability of the region's transport network, with major roads in and out of Wollongong closing due to flooding and landslips.
- Need for alternative routes or services available due to number of extreme weather events.
- Pinch points prone to major incidents resulting in complete road closure, affecting regional connectivity.

**Challenges** we will face to meet our goal:

- The Illawarra Escarpment topography and regional geography restrict inter-regional access to a limited number of constrained road and rail routes.
- Illawarra Shoalhaven transport network is characterised by low levels of resilience and is susceptible to shocks and disruption.
- Vulnerability to natural hazards, weather events and disruptions.



*Natural disaster recovery work on Moss Vale Road, Cambewarra Mountain*



## 6.7 Net zero emissions

**The goal:** Contribute to the net zero 2050 target.

**Key things we heard:**

- Need more electric vehicle (EV) chargers to enable trips to Shoalhaven and regional destinations and to encourage further uptake of EVs amongst users.
- Consider opportunities associated with the planned production of five gigawatts of green hydrogen at Port Kembla.

- Opportunity to improve timetable integration of public transport services to reduce commuters' reliance on cars for short trips to stations like Wollongong, North Wollongong and Thirroul.
- Potential restrictions and constraints on the road network to facilitate efficient transport for wind renewable energy equipment.
- Opportunity for key attractors such as University of Wollongong to achieve carbon targets by shifting travel choice to more active transport, including the ability to take bikes on trains and potentially additional public transport modes connecting to the train.
- Need for more bike racks to securely park bikes when cycling around town.
- Opportunity to encourage more active travel using E-bikes which make hilly terrain more manageable and commutable, for example Kiama.
- Strong desire from local communities to see the rail line between Kiama and Bomaderry electrified to reduce emissions and improve service efficiency.
- Need to connect Ulladulla and Milton with a safe shared user cycleway/footpath to provide sustainable transport options between the two centres.
- Need to fully prioritise cycling, pedestrian and active transport solutions, alongside appropriate measures to reduce and manage car use, to achieve meaningful emissions reductions.

**Challenges** we will face to meet our goal:

- Need to ensure the transport network supports transport goals of the Government's net zero policy.
- Bus fleet, depots and workforce adaptation to support the zero emission bus program.
- Limited access to electric vehicle charging stations across the region.
- High level of freight and passenger vehicle fleet emissions in the Illawarra Shoalhaven.



*Zero emission bus at Innovation Campus, Wollongong*

## 7. Next steps

Feedback and insights from key stakeholders have informed the draft Illawarra Shoalhaven SRITP which will be displayed for broader community feedback.

Community consultation is an important part of the planning process and feedback will help develop and prioritise future transport initiatives. The next milestone for community and stakeholder inputs will be the public exhibition of the draft plan.

To share your insights and suggestions about how to improve transport in the Illawarra Shoalhaven, visit <https://www.haveyoursay.nsw.gov.au/sritp/illawarra-shoalhaven>.

## 8. Appendices

### 8.1 Appendix A – Program wide stakeholder engagement

Segmentation	Sub groups	Engagement method
Local government	LG NSW Mayors GMs	Existing briefings Letters Briefings
Government	MPs Senators Ministers Offices	Targeted briefings Letters
Cross border and Federal agencies	VIC, ACT, SA, QLD transport agencies	Regular briefings Formal submissions 1:1 briefings
Passengers and communities	Community groups / bodies Advocacy groups Aboriginal representatives	Have your Say portal Virtual briefings / workshops Formal feedback Regional roadshow / face-to-face
Transport operators	Community Transport Public transport Peak bodies, (ie Bus NSW)	Have your Say portal Virtual briefings / workshops Formal feedback
Industry and business	Industry representatives Peak bodies Chambers of Commerce	Have your Say portal Virtual briefings / workshops Formal feedback Targeted social media. Existing forums
Unions	Unions NSW	Existing forums Letters Submissions Briefings
Emergency Services	SES NSW Fire RFS Ambulance Police	Existing forums Targeted surveys Email campaigns

### 8.2 Appendix – Non-government program wide stakeholder engagement

Stakeholder	Method
Australian Rail Track Corporation (ARTC)	Letter, workshop
Australia Post	Letter - invitation to engage
Australian Electric Vehicle Association	Letter - invitation to engage
Australian Energy Council	Letter - invitation to engage
Australian Federation of Employers and Industries (AFEI)	Letter - invitation to engage
Australian Food and Grocery Council (AFGC)	Letter - invitation to engage
Australian Hotels Association NSW	Letter - invitation to engage
Australian Institute of Marine and Power Engineers	Letter - invitation to engage

Stakeholder	Method
Australian Public Transport Industrial Association (APTIA)	Letter - invitation to engage
Australian Regional Tourism Ltd	Letter - invitation to engage
Bicycle NSW	Letter - invitation to engage, follow-up email correspondence
Boating Industry Association	Letter - invitation to engage
Business NSW	Letter - invitation to engage
BusNSW	Letter, briefing
Caravan and Camping Industry Association NSW	Letter - invitation to engage
Clean Energy Council Australia	Letter - invitation to engage
Coalition of Peak Aboriginal Bodies	Briefing
Combined Pensioners and Superannuants Association	Email correspondence, follow-up briefing
Community Housing Industry Association of NSW (CHIA NSW)	Letter - invitation to engage
Community Transport Organisation Ltd	Letter, briefing
Consult Australia (Built environment sector)	Letter - invitation to engage
Council of Australian Tour Operators (CATO)	Letter, briefing
Country Women's Association NSW	Letter, briefings
Disability Advocacy Network Australia	Letter - invitation to engage
Energy Networks Australia	Letter - invitation to engage
Ethnic Communities Council of NSW	Letter - invitation to engage
GrainCorp	Letter, briefings
Housing Industry Association	Letter
Institute of Public Works Engineering Australasia	Briefing
Livestock, Bulk and Riral carriers Association (LBRCA)	Forum
Local Community Services Association NSW	Letter - invitation to engage
Local Government NSW	Letter - invitation to engage
Maritime Union of Australia	Forum
National Road Transport Association	Briefing
National Heavy Vehicle Regulator	Briefings
NRMA	Letter, briefing
NSW Council of Social Services	Email, briefing, information sharing
NSW Farmers	Letter, briefing, conference
NSW Ports	Briefings
NSW Taxi Council	Letter - invitation to engage
NSW Tourism Association	Letter - invitation to engage
Pedestrian Council of Australia Ltd	Letter - invitation to engage
Ports Australia	Forum
Qube	Forum
Rail, Tram and Bus Union	Forum
Regional Cities NSW	Letter - invitation to engage
Road Freight NSW	Briefing
Shelter NSW	Letter - invitation to engage
Timber NSW Ltd	Letter - invitation to engage
Transport Workers Union	Letter, submission

Stakeholder	Method
Unions NSW	Letter, briefings, forum
Woolworths	Forum
Youth Tourism NSW	Letter - invitation to engage

## 8.3 Appendix C – Have Your Say Pin summary

### Illawarra Map pins analysis

There were more than 420 map pins with comments received offering insights and feedback on transport infrastructure and services in the Illawarra and Shoalhaven region. A number of key themes emerged including the need for improved public transport connectivity, better active transport links and infrastructure, addressing congestion and safety issues on major roads, and upgrading rail services.

Many commenters highlighted the need for more frequent, reliable and integrated public transport services, including expanding bus networks, improving connections between buses and trains, and extending or electrifying the South Coast rail line. Commenters also called for better cycling and pedestrian infrastructure, such as dedicated cycleways, shared paths and safe crossing points, to encourage active transport. Significant road safety concerns were raised at various intersections and along highways, with requests for measures like additional lanes, improved merge points, and traffic calming. There were calls to progress major road projects like the Nowra and Milton-Ulladulla bypasses, as well as improve the speed and capacity of rail services to Sydney.

Comments highlighted the need for integrated, multi-modal transport planning and investment to address the growing transport challenges facing the Illawarra and Shoalhaven regions.

#### Key themes identified

**Road Infrastructure and safety:** Widespread calls for major upgrades, duplications, and safety improvements to the region's roads, highways, and key intersections to address poor conditions, congestion, and hazards. Significant concerns over the need for bypasses, better maintenance, and infrastructure to support growing populations and freight movements. (165 comments)

**Public transport and rail services:** Strong calls for major upgrades and expansion of rail services, including electrification, more frequent trains, and direct connections to key destinations like Sydney. Need for better integration of bus and rail networks to provide a reliable, frequent, and seamless public transport system across the regions. (122 comments)

**Active transport (cycling and walking):** Widespread calls for new and upgraded cycling and walking infrastructure, including dedicated paths and safer road conditions, to improve connectivity between key destinations and promote active transport options. Emphasis on the need for a comprehensive, high-quality network to reduce car reliance and provide health/environmental benefits. (83 comments)

**Specific road/intersection improvements:** Comments highlighted specific intersections, interchanges, and road sections that require upgrades such as additional lanes, turning pockets, signalisation, and improved pedestrian/cyclist facilities to address safety issues and congestion. Targeted improvements at these identified problem areas were seen as crucial. (49 comments)

**Freight and truck access:** Calls for improved freight infrastructure and access, including highway duplications, alternate truck routes, and better management of heavy vehicle movements, to support the regional economy while addressing safety and amenity concerns in local communities. (34 comments)

**Placemaking and amenity:** A smaller number of comments focused on the need to incorporate placemaking and urban design principles into transport planning, to enhance the amenity, liveability, and pedestrian/cyclist experience of towns and centres, rather than prioritising vehicle movement alone. (19 comments)

### **Other comments**

In addition to the above identified themes, there were several other comments that did not align as neatly with the main topics. These included requests for specific improvements like boat trailer parking, a Jervis Bay ferry service, and better promotion/integration of bus services for tourists. There were also some comments expressing frustration with perceived lack of progress on certain infrastructure projects.

Overall, the comments demonstrated a diverse range of transport-related concerns and priorities across the Illawarra and Shoalhaven regions, with a strong focus on enhancing road safety, public transport connectivity, and active transport options to support liveability and economic development.

Draft Illawarra Shoalhaven  
Strategic Regional Integrated Transport Plan  
Early engagement report

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