

Milton Ulladulla bypass

Consultation Summary Report – Preferred Strategic Corridor Option



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Executive Summary

In June 2003 a corridor was gazetted in the Shoalhaven City Council Local Environmental Plan (LEP) for a future bypass of Milton and Ulladulla.

In 2019 the NSW Government announced a number of priority projects to support the Princes Highway Upgrade Program. This included starting to plan for a Milton Ulladulla bypass.

In early 2020, the community was invited to provide feedback on the proposed Milton Ulladulla bypass study area, including the existing bypass corridor that was shown in the Shoalhaven Local Environmental Plan (LEP).

In response to feedback received during the consultation period, a number of bypass options were developed including:

- Bypassing Milton and Ulladulla
- Extending the bypass to include Milton, Ulladulla and Burrill Lake
- Further extending the bypass to include Lake Tabourie.

The preferred option was identified through a value management process. Four shortlisted options were evaluated against a number of criteria as follows:

- Improve network safety for all transport customers
- Improve traffic efficiency and connectivity to support regional economic development, tourism and freight
- Improve transport network resilience
- Enhance the amenity and liveability of Milton and Ulladulla and connected communities
- Increase customer value
- Respect the community and the environment.

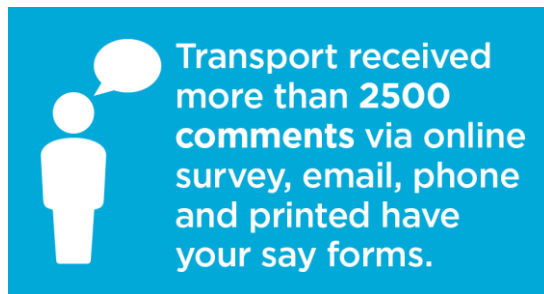
When compared to the further western bypass options, the preferred strategic corridor was identified as it would:

- Remove more than double the amount of traffic from the Princes Highway as further western bypass options
- Be more effective at easing traffic congestion on the highway during peak periods, including holiday peaks
- Reduce traffic movements on the highway, including heavy vehicles, providing smoother and more reliable journeys to town centre locations accessed via the highway
- Improve safety for all transport customers using the highway by reducing the interaction between vehicles and other transport customers such as pedestrians
- Provide the greatest opportunity to connect the bypass by local roads to town centres, supporting ease of access to local businesses, services, and homes
- Provide greater opportunities to enhance the character and liveability of the area and support sustainable economic growth
- Have lower impacts to environmentally sensitive areas, including avoiding greater impacts to native vegetation, wetlands and Aboriginal heritage.

Transport invited community and stakeholder feedback on the preferred strategic option between Wednesday 25 November 2020 and Sunday 14 February 2021. Consultation activities included:

- Door knocking all nearby properties and businesses immediately following the announcement. Subsequent follow up with property owners via phone calls and individual face-to-face meetings

- A dedicated project webpage containing project information and frequently asked questions was published
- Distribution of a project notification to all households in the southern Shoalhaven
- An online survey including questions to help inform the project's development. The survey also allowed for free text comments and feedback to be submitted.
- A project 1800 number and email address for the community to contact members of A Facebook Live Q&A session
- Meetings and briefings with community groups and key stakeholders



Feedback focused on 12 categorised issues including:



1. Introduction

1.1 Background

The Princes Highway is critical to a thriving South Coast of NSW.

It helps drive the State's third largest regional economy, is relied upon by over 500,000 local residents and welcomes almost four million tourists each year.

It connects regional centres and essential services and is the main transport corridor for freight to the region.

Since 2011, the Australian and NSW Governments have invested \$2.5 billion upgrading the Princes Highway. This has transformed and better-connected communities, employed thousands of locals, improved safety, eased traffic congestion and grown regional economies.

The focus is now on the future, with the Australian and NSW Governments committing \$1.9 billion to upgrade the Princes Highway between Jervis Bay Road at Falls Creek and the Victorian border.



Princes Highway, Milton town centre.

1.2 Princes Highway upgrade overview

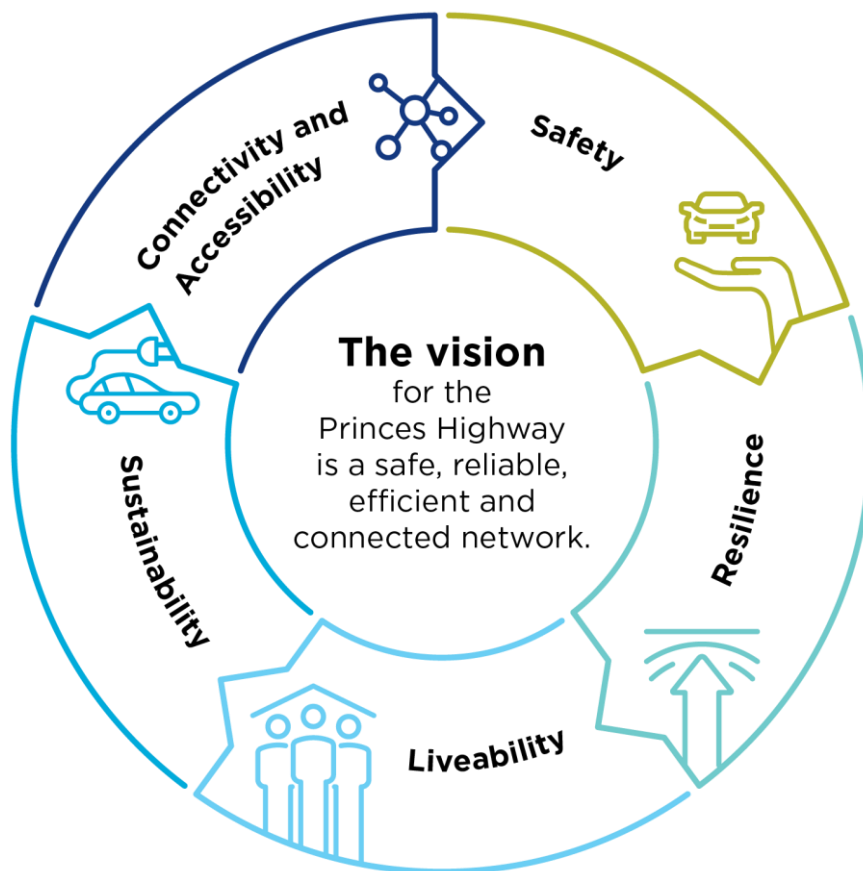
Transport has developed a Roadmap to 2040 for the Princes Highway upgrade. It aligns with Future Transport 2056 and the [Regional Services and Infrastructure Plan](#) to map out the vision for the next 20 years, and identifies what service and infrastructure priorities need to be considered in the short, medium, and longer term to deliver a safe, resilient, efficient, and connected network.

Transport worked closely with key stakeholders including Local Government, NSW Government agencies, and growing, emerging and established industry, and carried out socio-economic analysis and transport studies to understand how customers will move in the future and how a highway can better contribute to the places and economies it serves.

Visit princeshighway.nsw.gov.au/roadmap2040 for more information on how the priorities were identified.

1.2.1 Program vision

Five goals for the future of the Princes Highway.



The vision for the Princes Highway is a transport network that enables the movement of people and goods, and supports sustainable growth of the local economy, employment opportunities and population. It would contribute to the character of the places it serves and be resilient to adapt to natural hazards and climate change, respond to changing land use, and support new technologies, industries and economic trends.

The roadmap is built on five goals:

- **Safety:** A safer corridor for all customers and communities including local traffic, freight, tourists and public, and active transport users.
- **Resilience:** A corridor that can be efficiently managed and maintained while adapting to changing social, environmental, and economic factors including the ability to quickly recover from natural disasters and respond to changing land use and technologies.
- **Liveability:** A corridor that supports communities by connecting and contributing to providing attractive, and healthy places to live, work and play.
- **Sustainability:** A corridor that is socially, environmentally, and economically sustainable and unlocks a wide range benefits for communities and other customers.
- **Connectivity and Accessibility:** A corridor that has good physical and digital connectivity and accessibility, for access to opportunity and services.

1.2.2 Strategic priorities

Short term

Infrastructure priorities

- **Two lanes each way** on the Princes Highway from Nowra to Sussex Inlet Road
- **Planning for two lanes each way** on the Princes Highway from Sussex Inlet Road to Milton
- **Milton Ulladulla bypass**
- **Planning for two lanes each way** on the Princes Highway from Burrill Lake to Batemans Bay
- **Planning safety works and more overtaking lanes** from Batemans Bay to Moruya, and from Bega to Pambula
- **Moruya bypass**
- **Planning new bridges** along the whole corridor to enable heavy vehicle and freight access

Service priorities

- **Improved** signage, helping road users find their way.
- **Intelligent** traffic management technologies. Technologies include quickly informing road users of disruptions, calling for emergency services when an accident occurs, using cameras to enforce traffic laws or digital signs that mark speed limit changes depending on conditions.
- **Improved** public and active (walking and cycling) transport.
- **Improved** rest and service areas.
- **Better services** for alternative technology vehicles, including electric.

Medium term

Infrastructure priorities

- **Two lanes each way** on the Princes Highway from Sussex Inlet Road to Milton and from Ulladulla to Batemans Bay
- **Safety improvements and more over taking lanes** from Moruya to Narooma
- **Safety improvements and more over taking lanes** from Batemans Bay to Narooma, from Cobargo to Broadwater and from Edrom Road to Victorian border
- **Realignment** of the Princes Highway from Tilba to Cobargo
- **Safety improvements** within Narooma and Eden
- **Safety improvements** within Batemans Bay

Service priorities

- **Improved** fares and ticketing for public transport.
- **Enable** use of the highway by electric, connected and automated vehicles.
- **Modernise** Transport's vehicles.
- **Deliver safety improvements** to local roads, facilitate the upgrade of utilities along the corridor to improve reliability of essential services digital connectivity.

Longer term

Infrastructure priorities

- **Safety improvements and more over taking lanes** from Narooma to Tilba Tilba
- **Safety improvements and more over taking lanes** from Broadwater to Eden
- **Safety improvements and more over taking lanes** from Eden to Edrom Road
- **Safety improvements** within Bega

Service priorities

- Work with NSW South Coast stakeholders to **build the state's first electric regional highway**. This would deliver a transport network made for electric vehicles. It would provide fast-charging sites for users to easily charge their vehicle and reliably access the places along the highway.



Five of the identified priority infrastructure projects have progressed to the design phase, including the Jervis Bay Road and Princes Highway intersection, Jervis Bay Road to Sussex Inlet Road upgrade, Milton Ulladulla bypass, Burrill Lake to Batemans Bay upgrade, and Moruya bypass.

The 20-year roadmap has not determined the preferred design options or specific features of each priority project identified in the 20-year plan (e.g., speed limits, intersection treatment types, multi-modal options, local road access or preferred corridor alignments).

The details of each project are being developed by separate project teams following strategic design work, and using further information obtained by environmental investigations, traffic studies and ongoing consultation with local communities and stakeholders.

1.3 Project overview

The Princes Highway is the main transport corridor for local traffic, freight, interregional business, tourists and public transport users.

Town centres and villages along the Princes Highway are popular destinations not only for tourists but also local communities accessing businesses and services within these centres.

The Milton Ulladulla bypass is a priority project and part of a 20-year plan to deliver a safe, resilient, efficient, and connected Princes Highway.

A Milton Ulladulla bypass corridor was previously established in the Shoalhaven Local Environmental Plan (LEP) and formally gazetted on 13 June 2003.

Milton and Ulladulla are examples of vibrant town and regional centres located along the highway that support their connected communities.

There is high pedestrian demand along and across the highway to access businesses and services, and parking is permitted along large sections of the highway in Milton and Ulladulla.

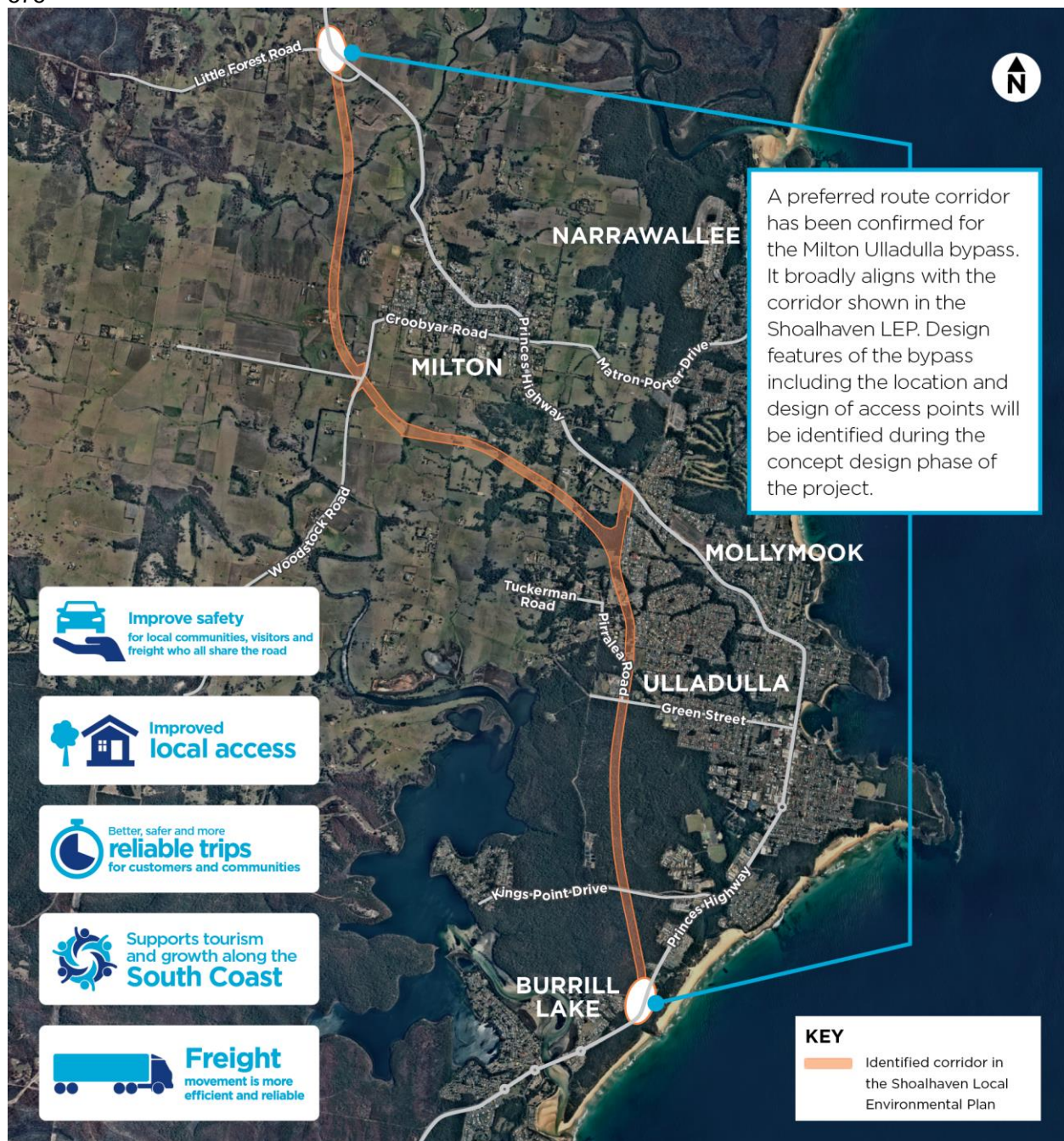
Vehicles travelling from neighbouring communities either side of the Princes Highway also travel along the highway to access businesses and services within these towns.

Traffic data collected since 2018 shows that about eight out of 10 vehicles travelling along the highway between north of Milton and south of Burrill Lake stop or stay within the main town centres accessed via the Princes Highway including Milton, Ulladulla and connected communities such as Mollymook and Narrawallee.

These local trips, combined with the through travel demand creates congestion along sections of the Princes Highway during peak periods that increases in frequency and extent during peak holiday periods.

The proposed Milton Ulladulla bypass would aim to reduce travel time and congestion, including during holiday periods. It also aims to improve road safety after 111 crashes were recorded on the section of the highway between Milton and Ulladulla area in the five year period to 2018.

The preferred strategic corridor as shown in the figure below would deliver better connected and more mobile regional centres, deliver a more resilient transport network, improve safety, ease traffic congestion, and grow regional economies.



1.4 Project benefits

The proposed Milton Ulladulla bypass would:



Create safer and more efficient journeys for all road users



Improve access to local roads and reduce congestion through the Milton and Ulladulla town centres and connected communities



Provide opportunities to enhance the atmosphere of bypassed town centres, and support the growth of regional economies including tourism and freight



Cater for future growth of Milton, Ulladulla and connected communities and improve access to essential services



Support network reliability and safe access, especially during emergencies

1.5

1.5 Project objectives

Project specific objectives were developed for the bypass. The project objectives were developed with consideration of the Princes Highway upgrade program as well as the key needs for the project study area. The project objectives include:

- Improve network safety for all transport modes and customers
- Improve transport network efficiency and connectivity to support regional economic development, tourism, and freight
- Improve transport network resilience
- Enhance the amenity and liveability of Milton and Ulladulla and connected communities.

Additionally, the proposal aims to achieve the following strategic priorities:

- Respect our community and the environment
- Increase customer value.



Princes Highway Ulladulla

2. Consultation Approach

2.1 Consultation aims

Transport announced the preferred option on 25 November 2020 and invited community feedback.

The aim of the consultation was to:

- Inform the wider community of the preferred strategic corridor option, its benefits, and the reasons it was identified
- Inform the community of how the project aligns with the Princes Highway upgrade
- Enable community and stakeholders to easily have their say
- Gain more insight into identified and potential community issues
- Acknowledge nearby residents and businesses, by contacting nearby property owners and tenants immediately following the announcement, informing them of the preferred option and what it means to be near a project study area
- Gather quality feedback to help inform future stages of the project development including feedback on possible intersection connections
- Adapt to COVID-19 restrictions, providing a range of digital and traditional ways for the community to engage with the project team.

2.2 Meeting with stakeholder and community interest groups

Throughout the consultation period, Transport identified key stakeholder and community groups who expressed interest in the project and wanted to provide feedback on key issues relating to the preferred strategic corridor. Transport met with representatives from these groups to obtain a better understanding of the key

issues raised by them and provide the opportunity to ask questions.

Many of these stakeholder and community interest groups made a formal submission on behalf of their members during the consultation period. The feedback provided in these submissions and Transport's responses are included in Section 3 of this consultation report.

Transport acknowledges a number of interest groups are active within the community and encourages groups to contact the project team to register their details for future engagement opportunities and meetings.

Nearby property owners within project study area

Immediately following the announcement of the preferred strategic corridor option, Transport representatives attempted to contact owners and tenants of business and residential properties within the project study area near the preferred strategic corridor. Contact was made via door knocking or phone call from 25 November 2020. Nearby properties were also mailed project information.

Contact with these stakeholders aimed to inform of the announcement of the preferred strategic corridor option, obtain property owner contact details, encourage feedback on issues or concerns about the project, including local access requirements, and inform them that environmental studies may be carried out on or near their property.

Shoalhaven City Council

Representatives from Shoalhaven City Council were involved in the value management workshop on 23 September 2020. Participants of the workshop agreed to project objectives, identified broad community issues, assessed technical information and a range of design options

before making a group recommendation, which identified the preferred strategic corridor option for the project. A summary of this workshop is available in the [Preferred Strategic Corridor Option](#) report, on the project webpage.

Following the announcement of the preferred strategic corridor option, a briefing with Shoalhaven City Council senior management and councillors took place on Thursday 26 November 2020.

Following initial community feedback on the preferred strategic corridor option and local coverage of requests for alternative bypass options to be considered, a Council Resolution made during Council's Strategy and Assets Meeting on 8 December 2020 (MIN20.900) included a request for an urgent briefing by Transport on the bypass. In response, Transport arranged a second briefing, which took place on 23 January 2021. At this briefing Transport provided an overview of the strategic investigation and design process, and outlined traffic modelling outcomes, which found that the preferred strategic corridor would take a higher proportion of traffic out of the Milton and Ulladulla town centres compared to further western corridor options.

Following this briefing, Council confirmed general support for the preferred strategic corridor for the Milton Ulladulla bypass with the exception of the southern extent, in which Council advocated for a bypass around communities of Burrill Lake and Lake Tabourie. Council also raised the issue of project timeframes and recommended a staged approach to construction be explored.

Transport will continue to meet regularly with Council and involve them in the development process of the project.

Milton Ulladulla Bypass NOW committee

The Milton Ulladulla Bypass NOW committee was formed in 2019 as a joint committee made up of representatives of the Milton Districts Community Forum and the Ulladulla and Districts Community Forum members.

The committee has since involved representatives of the Milton Ulladulla Business Chamber, Burrill Lake Community Association and Tabourie Lake Ratepayers and Residents Association.

A meeting with representatives from the committee took place on 8 December 2020 in which the group provided feedback relating to the respective community and stakeholder groups represented. Attendees from the committee met with Transport for NSW staff from the Princes Highway upgrade program, Milton Ulladulla bypass and Burrill Lake to Batemans Bay upgrade project teams.

Feedback during the meeting included a request for the consultation period to be extended to allow the community more time to review the Preferred Strategic Corridor Option report, and make informed submissions. The group voiced concern regarding the design of the online survey and made recommendations to improve the survey design based on the feedback the community wanted to provide.

While acknowledging respective community groups represented by the committee may have differing positions on the proposed bypass, the group noted their joint objective for a long-term solution for a safer and more efficient Princes Highway. The committee also advised that the bypass project should not divide communities and ensure the character and amenity of Milton, Ulladulla and connected communities are protected, and not adversely impacted by the bypass project.

Transport recognises the important role the Milton Ulladulla Bypass NOW committee plays in terms of tabling key issues related to the bypass raised by each of the community consultative bodies within the region. Transport will continue to engage with the committee as the project progresses.

Burrill Lake Community Association

The Burrill Lake Community Association held a public rally in opposition to the preferred strategic corridor on 13 December

2020, calling for a further western bypass corridor that included bypasses of Burrill Lake and Lake Tabourie to be reconsidered. The rally was attended by over 600 members of the public including representatives of other community interest groups, Milton, Ulladulla and connected communities as well as Local, State and Federal government representatives.

The Association carried out a petition requesting the Legislative Assembly reconsider western alternatives for the Milton Ulladulla bypass. An e-petition, which closed on 20 December 2020 (in line with the initial consultation period end date) received 1221 signatures and paper petition received 4622 signatures.

Twelve representatives of the Burrill Lake Community Association met with Transport for NSW on 18 February 2021 to voice their concerns and ask questions.

Attendees raised concerns about the strategic investigation and design process, in particular how the preferred strategic corridor option was identified. The Association expressed disappointment with the consultation process to date and raised that the limited detail provided at the strategic design phase caused concern for locals about what impact the preferred strategic corridor could have. The group flagged the need for the community to understand detail regarding project design, impacts and connection points in order to provide informed feedback.

Concern was also raised around negative impacts to local traffic and how the current Burrill Lake Bridge and connected roundabouts would manage traffic accessing and exiting the bypass and the existing highway.

Similar feedback was raised on the need for the community to understand plans for the Burrill Lake to Batemans Bay upgrade and what the short, medium, and long-term priorities for the Princes Highway upgrade Roadmap to 2040 mean for the future of the Princes Highway through Burrill Lake.

The group challenged the identification of the preferred strategic corridor option and felt the option would not meet project and program objectives.

Businesses within Milton and Ulladulla town centres

On 16 December 2020, members of the Milton Ulladulla bypass project team carried outdoor knocks to a sample of businesses within Milton and Ulladulla. This engagement exercise aimed to inform local business owners and employees of the consultation period, and encourage businesses to provide feedback on how the bypass may affect local business as well as how the preferred strategic corridor would impact journeys for business owners, staff, and deliveries. The activity also collected contact details of local businesses to keep updated regarding the project.

Local business owners who have not yet subscribed to project updates can do so via the project website at nswroads.work/miltonulladullabypass.

Ulladulla and Districts Community Forum

Transport received an invitation to attend a meeting of the Ulladulla and Districts Community Forum and answer questions relating to the bypass project and consultation period on 1 February 2021.

The meeting was attended by about 30 representatives from the community, including representatives from Milton Ulladulla Business Chamber and Shoalhaven City Council. Transport provided attendees with a brief overview of the strategic investigation and design process for the project and identification of the preferred strategic corridor option.

Attendees were given the opportunity to ask questions. Common issues raised during the Q&A session included:

- Project timeframe: including requests for a bypass to be built as soon as possible, questions about when the community can expect construction to

start, and if alternative bypass corridors would take longer to develop and build, and suggestions for a staged approach to development and construction of the bypass.

- Traffic issues: including existing traffic congestion and impacts, questions about if traffic congestion would worsen south of the preferred strategic bypass corridor, and a request to see the outcome of additional traffic data collection carried out between December 2020 and February 2021.
- Design suggestions: including questions about potential connections to the bypass and the design criteria outlined for Princes Highway upgrade projects involving planning for two lanes in each direction.

A printed petition was provided to Transport by an individual at the meeting. It is noted the petition was not raised during the meeting's agenda or endorsed by the Ulladulla and District Forum committee.

Tabourie Lake Ratepayers and Residents Association

Transport met with five representatives of the Tabourie Lake Ratepayers and Residents Association on 3 February 2021.

The Association provided Transport with a petition signed by 490 residents and ratepayers of Lake Tabourie opposing the preferred strategic corridor option, and calling for the NSW Government and Transport to adopt an alternative bypass corridor that extended from Little Forest Road, north of Milton to Termeil, south of Lake Tabourie. Representatives of the Association acknowledged the need for a bypass in the region but flagged it should not come at the expense of the character and amenity of the Lake Tabourie and Burrill Lake communities.

Discussion during the meeting included the comparison of cost between alternative bypass corridors and a request for more detailed information regarding the value for

money, traffic usage and benefits of each shortlisted corridor option.

Issues concerning impacts to local amenity were raised including concern that a future upgrade as part of the Burrill Lake to Batemans Bay upgrade project would impact properties fronting the highway in Lake Tabourie as well as impacts to tourism and cycleway developments in the area. Reducing impacts to the community during construction was also raised as a benefit of further western bypass corridors. Feedback was provided around community concern that the preferred strategic bypass corridor would worsen southbound traffic from Burrill Lake.

Environmental issues were raised including noise impacts particularly from heavy vehicles on the highway, challenges of further western corridors impacting national parkland, and concern that an upgrade to the existing highway through Lake Tabourie would negatively impact the sensitive wetlands and dunes near the highway. The 2019/20 bushfire emergency was discussed along with the need for a bypass to contribute to bushfire resilience and improved emergency service access.

Woodstock, Woodburn, and Morton Residents Group

A meeting with the Woodstock, Woodburn and Morton Residents Group was held on 3 February 2021. Seventeen representatives met with members of the Milton Ulladulla bypass project team to ask questions and provide feedback. The residents' group was formed during the 2019/20 bushfire emergency and mostly comprised residents of Woodstock, Woodburn, Morton, and Milton, with some representatives residing in Ulladulla and Termeil.

The group presented Transport with a petition containing 37 signatures in support of the preferred strategic corridor option, along with examples of local media coverage and social media posts calling for the preferred strategic corridor option to proceed as planned.

Feedback during the meeting related to project timeframes. The group requested

that a bypass to be built as soon as possible, and raised concern that a change to the preferred strategic corridor to an alternative, further western route would delay construction.

The group enquired why alternative bypass corridor options would need to be considered by Transport if a corridor had already been established in the Shoalhaven LEP.

Attendees raised concern that alternative bypass corridors located further west would cause negative property and access impacts, and affect primary production, farming land. Some residents advised their properties were impacted by the 2019/20 bushfires and were in the process of rebuilding

Other environmental issues were raised including impacts to National Park as well as concern that further western bypass corridor options were located in bushfire prone land.

The group noted the preferred strategic corridor option can provide more connections to town centres, would improve accessibility and reduce traffic within bypassed town centres.

2.3 Adapting to COVID-19

To achieve the aims of our consultation period, we were required to change how we engaged community and stakeholders due to COVID-19 restrictions. In response to COVID-19 we:

- Moved planned drop-in sessions online, using a Facebook Live Q&A event to engage with community
- Invited community groups to meet with the project team using teleconferencing facilities
- Ensure face-to-face meetings complied with NSW Health advice
- Focused on digital communications
- Understood many people may not be comfortable engaging with us digitally, so we placed Have your Say

printed forms throughout the community including local libraries

- Accepted feedback via the phone.

2.3.1 Facebook Live Q&A



On Monday 7 December 2020 Transport for NSW held a Facebook Live event to discuss the Milton Ulladulla bypass project during the public display period of the preferred strategic corridor option. The event, scheduled at 2pm, went for approximately 43 minutes and received 389 comments from participants including replies and discussion.

Members of the public were invited to register for the online event to provide their questions and hear from Prince's Highway upgrade Program Director Paul Vecovski and Project Development Manager, Nicole Stevenson.

A total of 153 participants tuned into the event live with over 750 registering their interest in viewing the Q&A session via Facebook. Following the event, the footage was uploaded to the project webpage and the video has received over 7500 views as of April 2021.

A range of issues were raised by participants during the Facebook Live session. A review of the comments and questions posted during the session identified key themes raised by participants, including how community consultation had been carried out to date, feedback regarding alternative bypass corridors and comments in opposition to the preferred strategic corridor option. Other comments and questions concerned potential traffic impacts and the potential location of connections to the bypass as well as project

timing, emergency access and residential property impacts.

Theme	Comment overview
Consultation process	<ul style="list-style-type: none"> • Feedback on the structure of the online survey. • Feedback that the 30-minute Facebook Live session was too short. • Requests for face-to-face community information sessions to be held. • Questions around how previous community consultation has been taken into consideration. • References to petition and community rally in opposition to preferred strategic corridor option.
Other options preferred	<ul style="list-style-type: none"> • Requests for the western strategic corridor options to be reconsidered. • Questions regarding consideration of alternative corridor following the route of Woodstock, Woodburn and Wheelbarrow Roads.
Comments against preferred strategic corridor	<ul style="list-style-type: none"> • Concern regarding potential impacts to townships south of the preferred strategic corridor. • Concern that preferred strategic corridor option is based on the existing corridor in Shoalhaven LEP developed in late 1990s and no longer suitable for anticipated traffic and population growth in the future.
Operation impacts (traffic and transport)	<ul style="list-style-type: none"> • Concerns around traffic impacts south of the preferred strategic corridor including concern that traffic congestion would worsen through Burrill Lake and Lake Tabourie.
Comments on start/finish points	<ul style="list-style-type: none"> • Questions regarding a southern bypass connection point near Canberra Crescent, Burrill Lake. • Questions about what potential connections would be proposed for the bypass.
Project timing	<ul style="list-style-type: none"> • Questions regarding project timeframes, including when construction would start.
Existing traffic	<ul style="list-style-type: none"> • Comments on existing congestion through town centres, particularly during peak periods. • Questions regarding traffic modelling and data collection done for project.
Resilience of the road network	<ul style="list-style-type: none"> • Comments regarding bushfire impacts. • Questions regarding emergency service access and consultation with emergency services.
Impacts to local property owners (residential)	<ul style="list-style-type: none"> • Comments regarding proximity of the preferred strategic corridor to residential areas, particularly west of Ulladulla.

2.4 Engagement methods



2.5 Extension of consultation period

The consultation period for the Milton Ulladulla bypass started on Wednesday 25 November 2020 and was planned to close on Sunday 20 December 2020. The consultation period was extended to Sunday 14 February 2021.

This decision was made in response to the community's strong interest in the project, and to enable visitors to the area to provide feedback on the preferred strategic corridor option during the peak summer holiday period.

Media releases, emails to stakeholders, print and social media advertisements, variable message signs, door knocks and meetings with stakeholder groups were used to inform the community of the extended consultation period.

During the extended consultation period additional traffic data was also collected throughout the study. These investigations were part of planned traffic data collection activities for the project. Data collected included travel time surveys, origin destination surveys, tube counts and intersection counts.

Information was gathered along the Princes Highway and also throughout the local road network. This information will allow Transport to compare the recent holiday periods to previous years and assess how holiday traffic impacts the transport network.

Additional data was also collected for an average school day period.

3. Consultation Summary

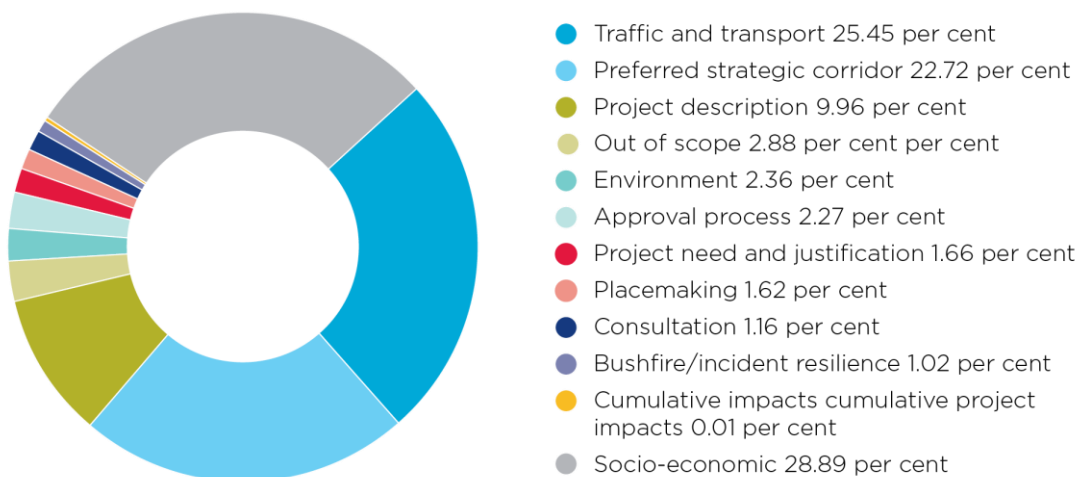
3.1 Overview

During the consultation period between Wednesday 25 November 2020 and Sunday 14 February 2021, Transport received more than 2500 comments across the online survey and email.



The comments received were broken down into 12 categorised issue themes. The 12 themes included:

1. Socio-economic
2. Traffic and transport
3. Preferred strategic corridor
4. Project need and justification
5. General project detail
6. Placemaking
7. Out of scope
8. Environment
9. Bushfire/incident resilience
10. Consultation
11. Approval process
12. Cumulative impacts



The survey also allowed respondents to leave additional comments about the project.

Comments provided by participants as part of this survey have been analysed as part of Section 3.3 of this report.

3.2 Understanding community

As part of the community consultation activities, Transport invited the community and stakeholders to answer a range of survey questions. The purpose of this survey was to help Transport better understand the potential use of the future bypass and to help inform its planning. Information was requested on a range of topics including possible intersection connections, likely bypass utilisation and choice of transport model, including active transport. Respondents were also asked to prioritise what they value when considering successful project outcomes.

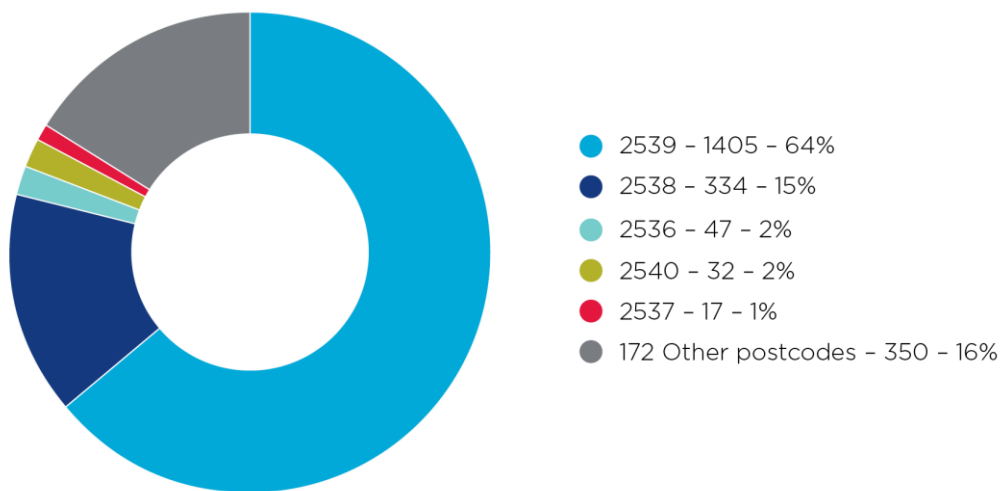
The following section summarises some of the responses to the survey questions:

Who provided feedback?

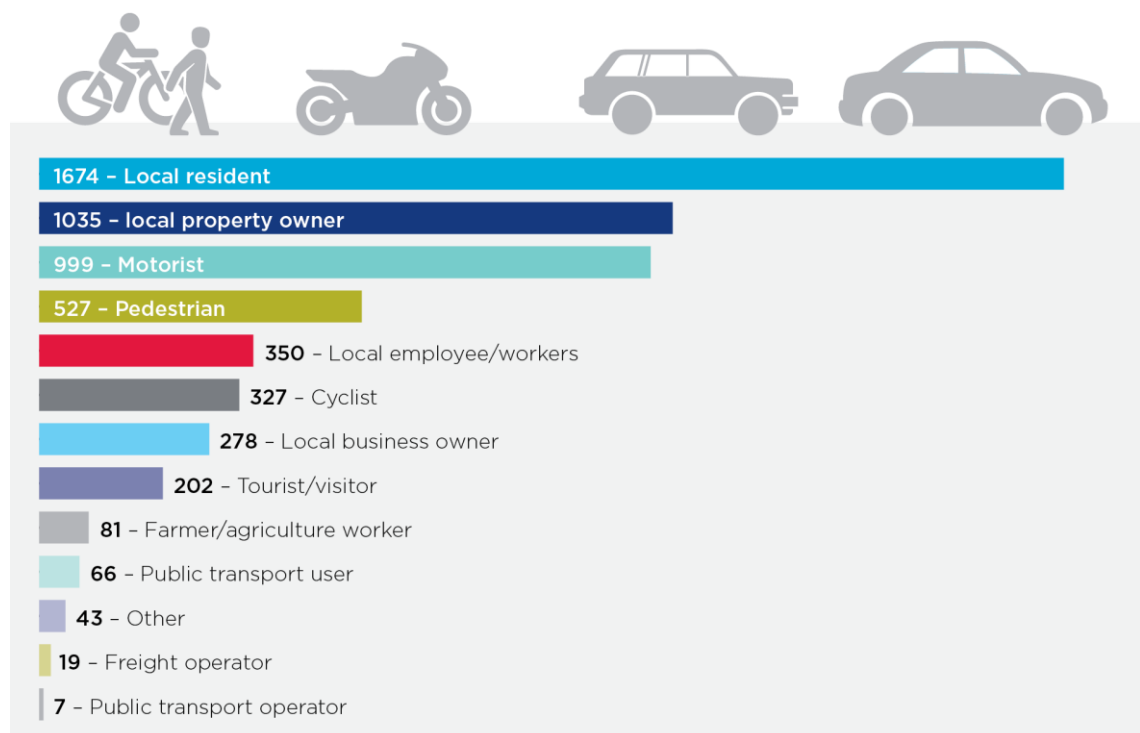
Transport received survey responses from 2185 community members and stakeholders.

The majority of the individuals surveyed were from the local area with 79 per cent of respondents living in suburbs between Bendalong in the north, Kioloa in the south and Yadboro in the west.

Respondents from areas surrounding Nowra, Batemans Bay and Moruya, accounted for 5 per cent of comments, and 16 per cent of responses were received by individuals outside of these areas.



Survey participants' relationship with the local area and transport network



What does the community value?

Over 80 per cent of respondents identified achieving improvements to safety and reducing congestion as key objectives for the project.

Comments received suggested that when considering safety, some of the key issues currently experienced along the highway include:

- High volumes of traffic interacting with pedestrians in urban areas
- Heavy vehicles travelling through town centres
- The number of intersections on the Princes Highway along the study area
- Queued traffic along the Princes Highway due to congestion.

Prioritised community values

Easing congestion, 41.3%

Minimising impacts to residential properties, about 5%

Improving access during emergencies, less than 5%

Minimising environmental impacts, less than 5%

Survey participants were asked which of the following values is most important for the development of a bypass:



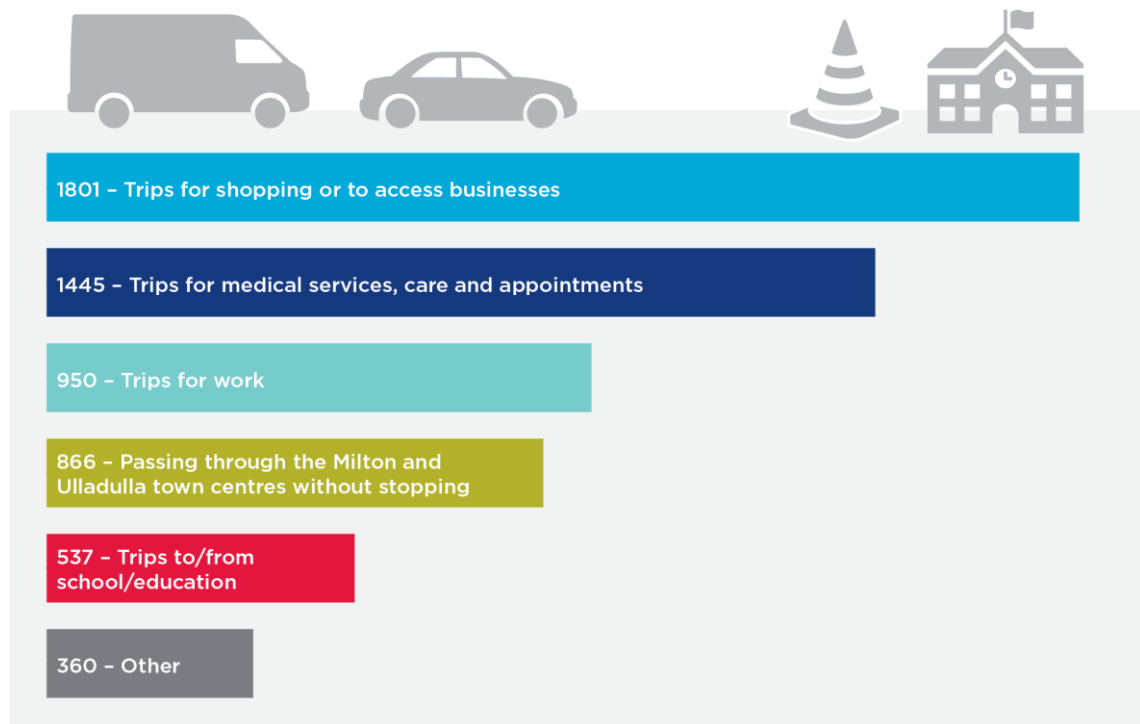
Why does the community travel?

Respondents to the survey indicated their primary purpose for travelling within the study area was to access work, shopping, school or other services such as medical appointments.

Of those surveyed, only around 15 per cent of respondents indicated that they pass through Milton and Ulladulla without stopping to access business or services.

This information broadly reflects traffic survey data, that indicates about eight of every 10 trips travelling long the Princes Highway between north of Milton and south of Burrill Lake stop or stay within Milton and Ulladulla and connected communities.

In considering their journeys through Milton and Ulladulla and connected communities, participants were asked to nominate their main reason for travel.



Intersection connections

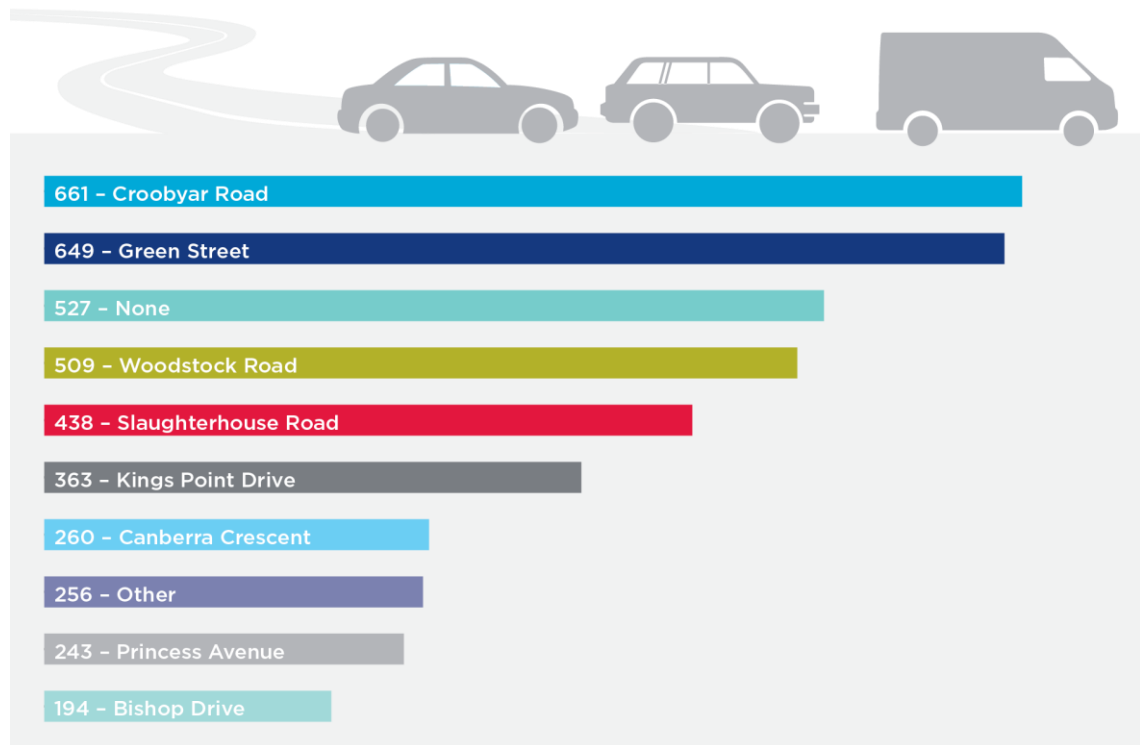
Respondents to the survey indicated no clear preference for possible intersection connections to the bypass. Croobyar Road, Green Street and Woodstock were higher ranked options overall with feedback suggesting connections at these locations could to varying degrees:

- Alleviate congestion in the towns of Milton and Ulladulla
- Provide ease of access to commonly used roads
- Provide improved access to the bypass during events such as bushfires adding to the resilience of the road network
- Provide alternative access for freight to reduce volumes travelling along the highway
- Allow improved access for people living to the west of the bypass.

Around 13 per cent of respondents also recommended that additional bypass connections should not be provided. Reasons for this included:

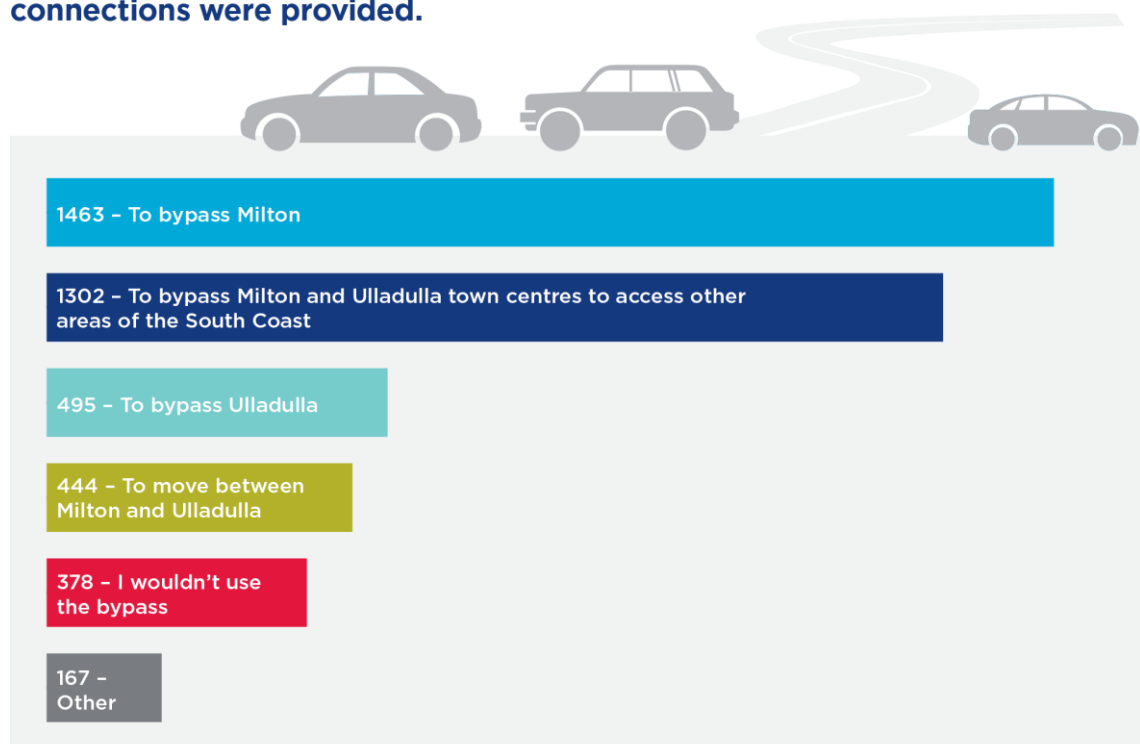
- Concerns that connections would encourage local trips reducing the value of the bypass as an alternative through route
- Concerns that the existing local roads were already congested and could not accommodate increases in traffic numbers
- Concerns that some local roads are already close to residential areas and connections could increase noise, pollution and create additional conflicts with pedestrians

Survey participants were asked which of the following local roads should connect with the preferred strategic option. Multiple options were considered.



Survey participants were also asked how they would use the bypass if local road connections were provided. The following graph/figure summarises the responses:

Survey participants were asked how they would use the bypass if local road connections were provided.



Note: the vast majority of respondents indicated that if local road connections were provided to the bypass, they would use the connections and travel along the bypass to avoid either Milton and/or Ulladulla town centres. Only nine per cent of respondents indicated they would not use the bypass if connections were provided.

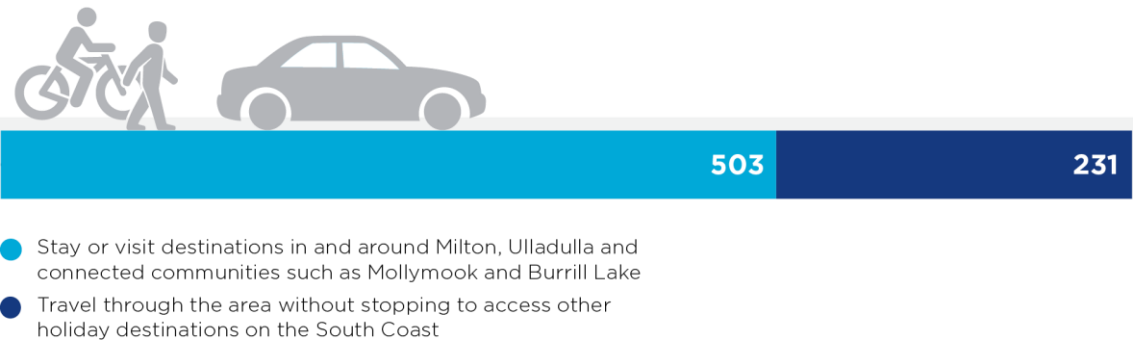
if they generally travelled through the area or if they had destinations accessed immediately from the highway within the Milton and Ulladulla area.

Of those surveyed, about 30 per cent of visitors indicated they did not stop in Milton and Ulladulla or connected communities.

Tourists

Transport was also interested in understanding the travel patterns and demand on the highway for tourists. Survey participants were asked if they were holiday makers or visitors to the area,

Survey participants were asked if they were holiday makers or visitors to the area, and if so, which of the following applied:



3.3 Feedback and Transport's response

The following sections outline a summary of feedback received during the consultation period and response.

Table 3.4 Consultation responses

Summary of feedback	Transport response
Socio-economic 29 per cent of comments were about socio-economic benefits and impacts, including impacts during construction and when the bypass is open to traffic, and impacts to property and business owners.	
Construction impacts (less than one per cent) <ul style="list-style-type: none"> • Comment the region is already frustrated by the volume of roadwork • Concern businesses and community would be impacted by construction and operation of the project; the project should be built to minimise community impacts. 	<p>Transport has noted comments and concerns about construction impacts of the project.</p> <p>Transport will identify construction staging options and develop traffic management plans to minimise impacts during construction on the highway and local roads as much as possible.</p> <p>The environmental assessment will further consider the impact construction would have on the transport network, communities and business activity, and identify ways to minimise them if required.</p>
Operation impacts (23 per cent) A range of comments were received regarding the positive and negative impacts the bypass could have on businesses and services in Milton, Ulladulla and connected communities. Responses noted Milton and Ulladulla are town centres providing access to employment, shopping and services Comments were received that: <ul style="list-style-type: none"> • The preferred corridor would improve businesses and support economic growth as well as improve connectivity, accessibility and safety • The preferred corridor would increase noise, reduce safety, reduce air quality and increase traffic congestion on local roads; as well as negatively impacting community connectivity and impacting local schools and the TAFE. 	<p>Transport has noted comments and concerns about operational impacts of the project.</p> <p>A key objective of the project is to support regional economic development, tourism and freight.</p> <p>The preferred strategic bypass corridor allows a greater level of connectivity to the town centres when compared to the further western options and is therefore expected to support ongoing access to these businesses and services.</p> <p>By providing these connections and relocating a greater volume of traffic away from the Princes Highway, the preferred strategic corridor option would also provide improved access that supports a range of transport options including public transport, pedestrians and cyclists.</p> <p>Transport will prepare a socio-economic assessment as part of the environmental assessment. This will consider possible impacts and benefits of the bypass.</p>

Summary of feedback	Transport response
<p>Suggestions were made:</p> <ul style="list-style-type: none"> • To address potential connection points, the redevelopment of local roads, and that the long-term needs of the local communities be considered. • To improve liveability via the continual improvement of the road network, removing trucks from town centres, reducing traffic congestion as well as improving pedestrian access and safety in town centres. 	<p>Transport will continue to work closely with businesses as the project progresses.</p>
<p>Impacts to local businesses (13 per cent)</p> <p>Comments regarding positive and negative impacts that the preferred corridor could have on local businesses included:</p> <ul style="list-style-type: none"> - Benefits to local businesses include encouraging visitors to stop in towns with improved tourist experiences, opportunity to change land use to benefit businesses in the towns, preferred corridor would benefit the agricultural industry - Negative impacts to businesses included the concern that businesses would need to rely on word of mouth, and smaller businesses in the region would experience greater impacts - Bypass would provide an opportunity to produce a more diverse economy - Congestion during peak travel periods affects local business - Visitors and locals would still visit businesses if the bypass is operational. • A number of suggestions were made to better support business, these including possible bypass location, connections, signage and campaigns to support tourism in the towns. 	<p>What about businesses?</p> <p>You've told us that the townships of Milton and Ulladulla are important centres where you shop, work, go to school and undertake daily tasks like attending medical appointments.</p> <p>In fact, during the consultation period you told us that over 85 per cent of journeys in the centres are to undertake these activities. This supports the understanding that Milton and Ulladulla are vibrant town centres.</p> <p>What does this mean?</p> <p>Transport understands the importance of businesses to support town centres and acknowledges your concerns regarding the potential impact to local businesses.</p> <p>Transport commenced discussions with businesses in November 2020 following the announcement of the preferred strategic corridor option.</p> <p>Transport will prepare a socio-economic assessment as part of the environmental assessment. This will consider possible impacts and benefits of the bypass.</p> <p>Transport will continue to work closely with businesses as the project progresses.</p>

Summary of feedback	Transport response
<p>Impacts to local property owners (residential) (two per cent)</p> <p>Concerns about potential impacts to properties owners and residents including need for acquisition, impact on property market and available residential land included:</p> <ul style="list-style-type: none"> • Property owners were not aware of the existing LEP corridor when purchasing their property • Property owners along alternative corridor options were not previously aware and would be unfairly impacted; property owners around LEP corridor have been aware of potential impacts since the corridor was gazetted • Concerns regarding the potential impact to farmland. 	<p>Transport acknowledges the community's concerns about potential property impacts and is committed to working with the community to minimise these impacts as the project progresses.</p> <p>Transport commenced discussions with property owners in November 2020 following the announcement of the preferred strategic corridor option. Additional details regarding consultation to date are available in Section 2 of this report.</p> <p>Any property owners or tenants impacted by the project will be directly contacted by the project team as the project progresses. Property owners are encouraged to contact the project team directly if more information is required. Property owners can contact the team at:</p> <p>Phone: 1800 570 568</p> <p>Email: miltonulladullabypass@transport.nsw.gov.au</p>

Traffic and Transport

25 per cent of comments were about traffic and transport, including existing traffic, impacts during construction, safety and operational traffic performance. It also included comments about active transport and freight.

Existing traffic conditions (about four per cent)

- Comments received regarding the extent and increased frequency of congestion along the highway with queues reported from Ulladulla as far south as Lake Tabourie including during non-holiday peak periods
- Comments received regarding the cause of congestion including increased freight and tourist traffic, the limited number of lanes in Burrill Lake and Lake Tabourie, including across bridges, too many roundabouts at intersections, particularly in Burrill Lake and reduced speed limits on the highway south of Burrill Lake
- Comments that the growing population in coastal towns such as Lake Tabourie and Dolphin Point is adding to congestion problems, and the highway is not adequate to accommodate growth
- Comments that increasing travel times along the highway caused by congestion

A key objective of the project is to improve the safety and efficiency of the transport network.

Transport has access to a range of information regarding traffic volumes and performance of the network. This includes data collected by Transport since 2018, historic traffic counts within the area and traffic data collected by Shoalhaven City Council.

Transport completed additional data collection activities in early 2021. This information included surveys of local roads and intersections and was carried out throughout Milton, Ulladulla and Burrill Lake.

The data collected included travel time surveys, origin and destination surveys and traffic counts. This will help establish a better understanding of the current performance of the road network including the amount of traffic that uses the local road network.

Summary of feedback	Transport response
<p>is limiting access to services in Milton and Ulladulla for connected communities</p> <ul style="list-style-type: none"> • Thoughts the pedestrian crossing at Milton contributes to congestion • Comments that congestion is changing mode choice with active transport being used to access town centres. Concerns current infrastructure is limited to support these modes • Concerns that congestion on the highway is causing vehicles to use local road alternatives, adding to congestion and safety concerns. <p>Comments that impact of COVID-19 and the level of congestion in the area has not been captured.</p>	<p>Traffic analysis completed for the project includes consideration of current and future development planned for the area. This is based on information contained within Council's strategic traffic model as well as analysis of historic growth rates in the area.</p> <p>Analysis completed to date shows the preferred corridor will take more than twice the amount of traffic away from the towns of Milton and Ulladulla compared to further western options.</p> <p>Removing a greater volume of traffic from the highway enables options to improve reliability and safety for transport customers travelling along the highway between north of Milton and south of Ulladulla.</p> <p>Transport will continue to gather data as necessary as the project develops.</p>
<p>Construction impacts (less than one per cent)</p> <ul style="list-style-type: none"> • Concerns about construction impacts including traffic congestion caused by road work, the duration of construction activities, impacts on pedestrians, cyclists and tourism • Comments that bypass locations west of the highway will minimise disruptions on the highway. 	<p>Transport will identify construction staging options and develop traffic management plans to minimise impacts during construction on the highway and local roads as much as possible.</p> <p>Transport will communicate any potential impacts as the project progresses.</p>
<p>Operation impacts (23 per cent)</p> <ul style="list-style-type: none"> • Comments in support of further western bypass options to remove congestion and heavy vehicle movements from a greater number of towns, improving liveability and amenity • Comments received opposing possible connections of the bypass to the highway near Canberra Crescent. Reasons included concerns that the existing intersection with the highway is unsafe, a bypass connection would cause additional congestion impacting on residents and the new connection would relocate additional heavy vehicles to Canberra Crescent, creating additional noise and safety impacts for the community. • Comments supporting the preferred corridor as it would ease congestion, remove freight from town centres, 	<p>Transport thanks the community for its feedback.</p> <p>Information received from the community survey over the consultation period supports the understanding that Milton and Ulladulla are vibrant town centres with over 85 per cent of respondents indicating their journeys involve stopping or staying in Milton and Ulladulla to access goods, services, care, work and schools.</p> <p>The preferred corridor provides the greatest opportunity to provide connections to the bypass. This means the bypass will take more than twice the amount of traffic away from the towns of Milton and Ulladulla compared to further western options. However, importantly it means safe and</p>

Summary of feedback	Transport response
<p>improve access for emergency services, improve accessibility, liveability and safety for all transport customers, improve business opportunities and promote opportunities for active transport use (cycling and walking)</p> <ul style="list-style-type: none"> • Comments expressing concern that the bypass will be compromised by future development similar to Nowra • Feedback suggesting that the volume of traffic on the bypass would be influenced by the connections • Concerns that if connected the bypass will increase traffic volumes on the local road network, increase congestion and noise and cause safety concerns particularly in residential areas and near schools. 	<p>easy access to these key services and businesses can be maintained.</p> <p>Canberra Crescent</p> <p>We've heard concerns about road safety regarding the southern tie in near Canberra Crescent.</p> <p>The exact location of the southern tie in point is yet to be determined. The final location and design of the intersection between the bypass and the Princes Highway will be developed during the next phase of the project and will consider safety, design, traffic modelling and environmental assessment. It will also consider feedback we have received from our consultation.</p> <p>What we do know is that any intersection proposed for the project will be designed to today's standards and will allow for the safe and efficient movement of people in and through the local area.</p> <p>Transport will continue to undertake traffic and transport investigations during the concept and environmental assessment phase of the project.</p>
<p>Safety (about two per cent)</p> <ul style="list-style-type: none"> • Concerns the existing highway and a number of local roads are unsafe due to driver behaviour, poor active transport (walking and cycling) facilities, the impact of on-street parking, and the interactions between vehicles and vulnerable transport customers including school children • Suggestion for the bypass to be designed to avoid the use of roundabouts, provide two lanes in each direction, provide safety barriers and consider safety for emergency vehicles and cyclists • Other suggestions requested the project improve safety for all transport customers including pedestrian and cyclists within town centres. <p>Comments that the health and safety of heavy vehicle drivers also needs to be considered particularly if drivers use the</p>	<p>Transport has noted concerns and suggestions relating to the safety of intersections and local roads and will further address these in the environmental assessment and concept design.</p> <p>Transport will also investigate options to design the corridor to ensure it meets road safety standards and contains features designed to improve safety and address road user behaviour, including speed cameras.</p> <p>Transport is developing a whole-of-transport design to ensure all transport customers are considered during the development of the project. User groups include drivers of various vehicle classes, cyclists, pedestrians, public and private transport users, and ride share users.</p> <p>Transport will continue to consult with relevant stakeholders as the project progresses.</p>

Summary of feedback	Transport response
<p>bypass, increasing travel times and distance between stops.</p> <p>Active/public transport and mode shift (11 per cent)</p> <ul style="list-style-type: none"> • General support was received for any improvements to active transport facilities to improve access, use and safety • Comments about bus routes including opportunities to coordinate with local and regional bus companies and opportunities to develop new routes using the bypass and the potential for bus stops or interchanges at various locations. • Comments acknowledging an aging population in the area and the need to enhance active transport facilities including providing wider footpaths to assist people with restricted mobility • Suggestions to consider e-bikes and linkages to mountain bike tracks and facilities • Suggestions to provide a separate bike lane on the bypass and increase signage to cycle ways. 	<p>A flexible transport network</p> <p>You've told us that sometimes you'd prefer not to drive, however there aren't many safe options for doing so.</p> <p>Transport will continue to work with stakeholders to better understand opportunities to enhance infrastructure and services to improve active transport within the area.</p> <p>More information on active and public transport features and how they will connect with the broader active transport network will be shared as the project progresses.</p>
<p>Freight (less than one per cent)</p> <ul style="list-style-type: none"> • Comments the preferred corridor would improve freight access and efficiency, improve access to businesses in local towns and reduce noise impact on the highway • Comments that the preferred corridor would create additional congestion at Burrill Lake impacting on industry • Concerns with additional truck movements on local streets, noting noise impacts as a major concern <p>Suggestion for improved signage to reduce the use of brakes by freight and heavy vehicles.</p>	<p>Freight</p> <p>The Princes Highway is an important freight route supporting the South Coast economy.</p> <p>Many of the heavy vehicles on the Princes Highway stop at several locations along their journey. Milton Ulladulla is one of the larger centres on the South Coast so many of the trucks stop to make deliveries here.</p> <p>A bypass close to town with well-placed connection has the advantage of allowing trucks to bypass the areas of town they don't need to visit and safely and efficiently visit the areas they do. This will reduce noise, improve safety and make freight journeys more efficient.</p> <p>Transport will continue to work with key stakeholders to understand the needs of freight operators and will consider any potential impacts of connections as the project progresses.</p>

Summary of feedback	Transport response
Preferred strategic corridor 23 per cent of comments were about the preferred strategic corridor included comments supporting or opposing the option, recommendations for start and end points for the bypass and suggestions for alternative options.	
Comments in support of the preferred strategic corridor as it: <ul style="list-style-type: none"> • Is a more practical and cost-efficient option, meets the aim of the project, is overdue and it should be prioritised as a corridor • Would ease congestion, remove freight from town centres, improve access for emergency services, improve accessibility, liveability and safety for all transport customers, improve business opportunities, and promote opportunities for active transport use (cycling and walking) • Reduces environment and heritage impacts, including on local flora and fauna the landscape, nearby wetlands, State Forests and National Parks, and reduces impacts such as noise from the highway. Comments in opposition of the preferred corridor as it: <ul style="list-style-type: none"> • Does not meet the goals, objectives or customer needs outlined for the project and does not address the problems and needs of the broader community including residents further south of the bypass. • Does not address congestion issues experienced at Burrill Lake and further south impacting on amenity, liveability and safety for these communities including active transport users (pedestrians and cyclists) • Will create safety and efficiency concerns at the intersection of the Princes Highway and Canberra Crescent • Would not cater for future population growth, including planned future developments, and will require future widening on the Princes Highway including across Burrill Lake bridge leading to additional costs and impact • Would impact efficient evacuation of the region during emergencies. 	Transport thanks the community for their feedback. We note the extent of the feedback we have received including submissions from community groups with signatures both in support and against the preferred option. We have received submissions from a number of community groups as outlined in Section 2 of this report. In particular we note the submission from the Burrill Lake Community Association with 4622 signatures supporting a further western option. Transport identified a range of bypass options during the project's strategic development phase. This included bypass options that extended further south and consideration of widening the Princes Highway to 4 lanes. The strategic bypass options were assessed against a number of factors including assessing the relative traffic performance of bypass alternatives. This assessment considered current and future development planned for the area including in areas around Milton, Ulladulla, Burrill Lake and Dolphin Point and other connected communities. Transport has completed the assessment using a range of data sources including information collected by Transport and Shoalhaven City Council over a range of years. Transport recognise that data collected between December 2019 and January 2020 did not represent typical periods due to the bushfire emergency experienced in the region. Additional traffic surveys were completed between December 2020 and February 2021 and this will continue as required to

Summary of feedback	Transport response
Comments received recommending a range of start and end points for the bypass on the Princes Highway between north of Milton near Yatte Yattah to south of Termeil.	<p>obtain up-to-date information to develop the project.</p> <p>The preferred corridor was found to take more than twice the amount of traffic away from the towns of Milton and Ulladulla compared to further western options.</p> <p>Removing a greater volume of traffic from the highway enables this option to improve reliability and safety for all transport customers travelling along the bypass or travelling through the town centres of Milton and Ulladulla.</p> <p>Transport will undertake a concept design and environmental assessment for the preferred corridor.</p> <p>This will include the identification of design features including the location, design and number of potential connections to the bypass.</p>

Project Need and Justification

About two per cent of comments were about project need and justification, including regional growth, how the preferred strategic corridor option was justified and suggestions for alternatives.

Strategic context (less than one per cent)

Comments were received that:

- The preferred corridor and 20 year plan for the highway do not accurately consider future development potential or meet the needs of the growing region
- Significant investment such as the bypass should plan to cater for growth beyond 20 years
- The project is using incorrect information collected at a time non-representative of traffic movements and economic activity; not including COVID-19 or 2019/20 bushfire season
- The bypass should have been considered prior to the construction of the Burrill Lake bridge and the two roundabouts; questions why the existing bridge was built so narrow

The Milton Ulladulla bypass has been identified as a short-term priority project in the NSW Government's Strategic 20 year plan as part of Princes Highway upgrade program. [The Roadmap to 2040](#) also identifies planning for two lanes each way on the Princes Highway from Burrill Lake to Batemans Bay as a short-term priority.

Transport considered a range of factors during the strategic planning phase to assess and identify the preferred strategic corridor option, including assessing the relative traffic performance of bypass alternatives.

This assessment considered current and future development planned for the area including in areas around Milton, Ulladulla, Burrill Lake and Dolphin Point and other connected communities.

Transport has completed the assessment using a range of data sources including

Summary of feedback	Transport response
<ul style="list-style-type: none"> • Suggestion for coordination between local and state government for sustainable outcomes. <p>Project need and justification (about one per cent)</p> <ul style="list-style-type: none"> • Comments the project should not go ahead because no demand to justify a bypass; congestion is limited to six weeks annually • Comments the preferred corridor ending at Canberra Crescent is short-sighted, will not address freight movements, congestion or noise at Burrill Lake, and is no longer suitable for the region due to population growth and increases in traffic. <p>Alternative suggestions for bypass corridor (about one per cent)</p> <ul style="list-style-type: none"> • Comments received recommending further western bypass options allowing for the bypass to extend beyond Ulladulla and include southern townships. This included comments suggesting a corridor similar to the route accessed via Woodstock Road. 	<p>information collected by Transport and Shoalhaven City Council over a range of years.</p> <p>Transport recognise that data collected between December 2019 and January 2020 did not represent typical periods due to the bushfire emergency experienced in the region.</p> <p>Additional traffic surveys were completed between December 2020 and February 2021 and this will continue as required to obtain up-to-date information to develop the project.</p> <p>During development of the potential bypass corridor options, a strategic corridor option that involved upgrading the existing Woodstock, Woodburn and Wheelbarrow roads was explored.</p> <p>The Preferred Strategic Corridor Option Report contains details of the strategic options development and assessment process that was undertaken to identify the preferred strategic corridor option. Shortlisted options were assessed against agreed criteria.</p> <p>The preferred strategic corridor option was identified during a Value Management Workshop. This workshop included subject matter experts from across Transport, external design specialists and representatives from stakeholder groups such as Shoalhaven City Council and other state government agencies.</p> <p>More information on the need for the project and assessment method is available in the Preferred Strategic Corridor Option Report available on the project webpage.</p>

Project description

10 per cent of comments were about the project description including design suggestions for potential bypass connections, general design suggestions for the bypass and the existing Princes Highway as well as options for active and public transport connectivity

Summary of feedback	Transport response
<p>Project description (less than one per cent)</p> <p>Comment the preferred strategic corridor, as proposed, is short sighted.</p>	<p>The preferred strategic corridor option was found to take more than twice the amount of traffic off the existing highway compared to further western options.</p> <p>This is due to its ability to provide more connections to the existing transport network, businesses and homes.</p> <p>The preferred option was identified as it would provide safer, more reliable journeys for all transport customers, best connect to local businesses and services and support economic growth.</p>
<p>Design suggestions (10 per cent)</p> <ul style="list-style-type: none"> Numerous comments were received regarding the advantages and disadvantages of providing local road connections to the preferred bypass corridor. These included: <ul style="list-style-type: none"> Improved access to the bypass for freight and public transport Greater reduction in traffic on the highway reducing congestion and improving travel times More congestion and noise impacts on local roads connected to the bypass Safety impacts, particularly for pedestrians on local roads such as Green Street if connected. Suggestions on the type of intersection treatments to be considered for the project including grade separated intersections treatments, slip lanes, off ramps, underpasses or flyovers. 	<p>Transport has noted this feedback and will consider design suggestions as the project progresses.</p> <p>The location and type of connections to the bypass will be developed during the concept design and environmental assessment stage of the project and there will be further opportunities to provide feedback as the project progresses.</p>
<ul style="list-style-type: none"> Other design suggestions included: <ul style="list-style-type: none"> Consideration for NERD (networked electric rental driverless) cars Providing a dual carriageway way with wider lanes and medians to allow for use by public transport vehicles, cyclists, breakdowns and emergency vehicle access Providing a high-speed design and alignment Avoid roundabouts at connections Provide pedestrian underpasses or overpasses. 	<p>A long-term infrastructure priority as part of the Princes Highway upgrade 2040 Roadmap is to cater for emerging transport technologies including electric vehicles, this will be an ongoing consideration as part of the program.</p> <p>The strategic investigation and design phase of the project included planning for two lanes in each direction. More detail about the corridor design, including number of lanes, speed zones, signage and potential connections will be developed during the concept design and environmental assessment stage.</p>

Summary of feedback	Transport response
	<p>The community will have further opportunities to provide feedback on design details as they are developed as the project progresses.</p>
<ul style="list-style-type: none"> • Design suggestions relating to active and public transport: <ul style="list-style-type: none"> - Improve or upgrade footpaths, cycle ways or shared user paths and timed traffic lights in peak periods - Provide for bus services on the bypass - Install traffic lights in Milton to improve pedestrian safety and traffic flow - Install a pedestrian crossing at the Ulladulla Civic Centre - Create a road for public transport to use rather than a bypass. 	<p>Transport noted the comments and suggestions.</p> <p>More information on active and public transport features and how they will connect with the broader active transport network will be shared as the project progresses.</p>
<ul style="list-style-type: none"> • Design suggestions relating to the existing Princes Highway: <ul style="list-style-type: none"> - Improve the road surface and quality, including kerbs and gutters - More overtaking lanes, move existing overtaking lanes or duplicate highway - Install safety barriers - Install sound proofing and gardening - Add a roundabout at Kings Point Drive and Pitman Avenue. • New local roads connections to Corks Hills, Milton, Amaroo Estate and Narrawallee. 	<p>Transport has noted this feedback and will consider design suggestions as part of the Princes Highway upgrade program.</p>
<p>Place making</p> <p>About two per cent of comments about place making opportunities in the area.</p>	
<p>Place making in the local area (about two per cent)</p> <ul style="list-style-type: none"> • Numerous comments were received to consider infrastructure upgrades that would encourage active transport within and between towns as well as recommendations to enhance town centres as part of the project. These included: <ul style="list-style-type: none"> - Investment in cycle ways, footpaths, walking tracks, enhanced parking opportunities and way finding signage 	<p>Transport thanks the community for feedback received during the consultation period.</p> <p>A key objective of the project is to enhance the amenity and liveability of Milton and Ulladulla and connected communities. Consideration of additional infrastructure to support active transport and town centre improvements will support place making opportunities.</p> <p>Transport will continue to consider these improvement opportunities as the concept development continues.</p>

Summary of feedback	Transport response
<p>General comments on how to improve liveability included:</p> <ul style="list-style-type: none"> - Keeping the rural character, charm and historic nature of coastal towns - Reducing traffic volumes on the Princes Highway through coastal towns including Burrill Lake - Providing better experiences for tourists travelling to and staying within towns including Milton and Ulladulla - Providing infrastructure that included greater architectural quality and consideration in design. • Comment residents don't want this change and the liveability of the area is good. 	
<p>Out of scope About three per cent of comments were out of the scope of the project</p>	
<p>Numerous comments were received suggesting upgrades to the highway such as:</p> <ul style="list-style-type: none"> • Widen or improve bridges including at Burrill Lake, Lake Tabourie and Lemon Tree Creek • Provide additional pedestrian facilities including overpasses across the Princes Highway • Remove trees to increase clear zones • Provide dual carriageway or bypasses to the Victorian border • Undertake intersection upgrades for the remainder of the highway to address road safety • Increase or reduce speed limits south of the bypass including at Lake Tabourie, Termeil, East Lynne, Mt Agony and Benandarah • Provide a consistent speed limit south of the bypass and improve signage • Reduce the number of roundabouts • Relocate power and water supply to underground to avoid impacts from bushfire. <p>Requests to control or prevent development in the region were also received, as were calls for better long term and sustainable</p>	<p>Transport received numerous comments during the consultation period regarding upgrade suggestions either on the Princes Highway outside of the study area or on local roads managed by Council's. These comments have been classified as out of scope in this instance as they do not relate to the current study area for the Milton Ulladulla bypass or are outside the influence of the Transport project team for the Milton Ulladulla bypass.</p> <p>Transport has noted the feedback and will share the comments with other Transport teams, particularly the Burrill Lake to Batemans Bay upgrade team for their information. Where possible, Transport will also share the feedback with other government agencies that may be able to consider the feedback in future planning.</p>

Summary of feedback	Transport response
<p>town planning when considering the existing corridor and the region.</p> <p>Other suggestions requested improvements to parks, camping areas, boats ramps and extending the train line from Bomaderry to the Victorian border.</p> <p>Specific suggestions relating to social infrastructure included:</p> <ul style="list-style-type: none"> • Construct a school at Burrill Lake for the growing community • Upgrade the hospital at Batemans Bay to provide enhanced medical services and greater provision of mental health and bulk bulled services • Provide greater access to retirement homes and assisted living facilities • Provide a ferry service between Narrawallee and Termeil 	
<div data-bbox="276 1003 443 1032" data-label="Section-Header"> <h3>Environment</h3> </div> <div data-bbox="276 1043 1366 1133" data-label="Text"> <p>About 2 per cent of comments were about the environmental impact of the project including biodiversity, Aboriginal and Non-Aboriginal heritage, landscape and visual, water, waste, air quality, noise and vibration and general impacts.</p> </div> <div data-bbox="276 1167 552 1196" data-label="Section-Header"> <h4>General Environment</h4> </div> <div data-bbox="276 1207 799 1659" data-label="List-Group"> <ul style="list-style-type: none"> • Comments received focused on the need to minimise the environmental impact of the project on the National Park, farmland, wetlands and other sensitive areas impacting on flora and fauna. • Comments noting the need to complete appropriate levels of environmental assessment to support the project • Comments noted the impact of the 2019/20 bushfire season with a focus on the need to ensure the preferred option minimised impact to wildlife and vegetation. </div> <div data-bbox="276 1671 778 1839" data-label="Text"> <p>Suggestions received to provide wildlife connections, to invest in future technology such as electric vehicles and to increase ecotourism and environmental awareness and signage campaigns.</p> </div> <div data-bbox="839 1167 1273 1267" data-label="Text"> <p>Transport has noted concerns about potential environmental impacts of the project.</p> </div> <div data-bbox="839 1283 1326 1417" data-label="Text"> <p>The preferred corridor was found to have fewer environmental impacts, particularly when considering National Parks, than further western bypass options</p> </div> <div data-bbox="839 1435 1358 1637" data-label="Text"> <p>Transport for NSW will undertake additional environmental investigations as part of the concept development phase of the project. This includes liaising with key stakeholders to gain additional information relating to the area.</p> </div> <div data-bbox="839 1655 1281 1727" data-label="Text"> <p>An environmental assessment will be prepared for the preferred option.</p> </div>	

Summary of feedback	Transport response
<p>Biodiversity</p> <ul style="list-style-type: none"> • Support of the preferred corridor as it minimises impact to local ecosystems, wetlands including salt marshes, and National Parks • Concern regarding the potential impact the preferred corridor may have on endangered flora and fauna including bushland near Kings Point and the southern intersection of the project. • Comments to avoid/minimise impact to the Ulladulla Wildflower Reserve • Comments to consider offsetting needs and requirements. <p>Comments further western options have greater environmental impact and should not progress.</p>	<p>As part of the environmental assessment process Transport will undertake a biodiversity assessment consistent with the <i>Biodiversity Conservation Act 1999 (BC Act)</i> and <i>Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)</i> including field surveys, assessment of potential direct and indirect impacts, consideration of fauna connectivity and other requirements. Mitigation measures will be identified to manage any potential direct or indirect impacts during design, construction and operation of the project.</p>
<p>Aboriginal heritage</p> <ul style="list-style-type: none"> • Comments that the bypass needs to avoid places of Aboriginal Cultural heritage significance. <p>Comments opposing further western options as they would impact on places of Aboriginal Cultural heritage significance including the Giriwa Walking track, areas around Burrill Lake and cause a loss of sense of place at the Burrill Lake Rock Shelter.</p>	<p>Transport will work with its Cultural Heritage Advisors, native title claimants and holders, local Aboriginal land councils, Aboriginal landowners and the Aboriginal community to understand any potential impacts to Aboriginal objects, places or cultural values in accordance with Transport for NSW's Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI) and relevant state and federal legislation.</p> <p>During future stages of the project, Transport will work to avoid and minimise impacts to Aboriginal objects and place and items of heritage significance to ensure the long-term protection, conservation and management of identified items.</p> <p>As part of the environmental assessment being prepared for the project, potential impacts on heritage items of both Aboriginal and non-Aboriginal significance will be assessed, and mitigation measures identified to manage any potential impact.</p>

Summary of feedback	Transport response
<p>Landscape and visual</p> <ul style="list-style-type: none"> • Comments received stating the preferred options impact to landscape and visual features, needs to be carefully considered particularly when considering further western residential areas • Comments that the project should retain the natural landscape, limit vegetation removal and investigate opportunities for improvements in town centres. <p>Comments the bypass should not be visible from towns.</p>	<p>Transport will assess potential adverse impacts to landscape and visual features during the development of the concept design.</p>
<p>Water</p> <ul style="list-style-type: none"> • General comments about the potential impact to Burrill Lake and waterways within the area. <p>Comments regarding the preferred corridors impact on Racecourse Creek and Millard's Creek catchments and the need to better understand flooding behaviour (Council's flood study referenced) and mitigate as needed.</p>	<p>Transport will assess potential adverse impacts to water quality and flood behaviour using flood modelling techniques as part of the environmental assessment for the project.</p>
<p>Non-Aboriginal heritage</p> <ul style="list-style-type: none"> • Comments supporting the preferred corridor as it would best preserve the heritage landscape of farmlands and old properties minimising impact on cultural heritage compared to other options assessed. • Comments received regarding potential impact on heritage listed properties on Wilfords Lane and noting the heritage significance of Croobyar Farm.. <p>Concern a western option would impact Non-Aboriginal heritage sites listed on the National Trust, such as Mount Airlie.</p>	<p>As part of the environmental assessment being prepared for the project, potential impacts on heritage items of both Aboriginal and non-Aboriginal significance will be assessed, and mitigation measures identified to manage any potential impact.</p>
<ul style="list-style-type: none"> • General comments about existing traffic noise and vibration resulting from the volume of traffic and heavy vehicles • Concerns that the preferred corridor would result in noise and vibration impacts in suburban communities, including those not yet developed and add to impact on local roads connected to the bypass 	<p>Through design, construction and operation, Transport will work to minimise the adverse noise impacts and identify effective mitigation measures for affected properties and sensitive receivers in accordance with Transport for NSW's Noise Criteria Guideline and Noise Mitigation Guideline.</p> <p>Potential noise and vibration impacts during construction and operation, and any mitigation measures required to manage these impacts in accordance with the <i>NSW</i></p>

Summary of feedback	Transport response
<ul style="list-style-type: none"> • Support for the preferred corridor as it would remove traffic including heavy vehicles from town centres • Comments suggesting ways to minimise noise and vibration, including the location of local road connections, the inclusion of noise barriers, landscaping and vegetation to reduce noise for townships as well as noise pollution control measures for heavy vehicles • Concern that no noise modelling has been undertaken carried out to assess the impact on the community, particularly in Burrill Lake. 	<p><i>Environment Protection Authority Road Noise Policy and Construction Noise and Vibration Guideline</i>, will be identified as part of the environmental assessment being completed for the project</p>
<p>Air quality</p> <ul style="list-style-type: none"> • General comments about impacts existing and future traffic volumes have on air quality and the health of people within Milton, Ulladulla and connected communities • Comments about the relative benefits and impacts the preferred corridor will have on air quality, liveability and health with areas around Milton, Ulladulla, Burrill Lake, Lake Tabourie, Dolphin Point and Mollymook specifically raised. 	<p>Potential air quality impacts associated with the preferred corridor during construction and operation, and any mitigation measures required to manage these will be identified as part of the environmental assessment being completed for the project.</p>
<p>Bushfire / incident resilience</p> <p>About one per cent of comments were about resilience of the current and future highway during and after bushfires and other incidents.</p>	
<p>Existing resilience of the road network (about one per cent)</p> <ul style="list-style-type: none"> • Comments that access for emergency services and essential goods was restricted by congestion on the Princes Highway during the recent bushfire crisis • Comments that road closures and delays on the Princes Highway, including around Burrill Lake prevented safe evacuation during the recent bushfire crisis, which posed a safety concern and presented a risk to life • Comments that longer more western bypass option to act as fire breaks and allow safer evacuation for a greater number of bypassed towns • Comments the preferred corridor will improve resilience by providing more 	<p>Improved resilience is one of the objectives of the project. This aligns with the five key goals of the 20 year roadmap for the Princes Highway upgrade program.</p> <p>The preferred corridor contributes to this objective by removing more than double the traffic from the Princes Highway within Milton and Ulladulla than further western bypass options, delivering safer and more efficient journeys.</p> <p>The bypass corridor also provides for greater connectivity options to the existing town centres compared to further western options. These connections provide the potential to deliver a transport network with greater adaptability to emergencies, disruption or hazards.</p>

Summary of feedback	Transport response
<p>evacuation routes, improving access for emergency services and serving as a fire break</p> <ul style="list-style-type: none"> • Suggestions to undertake more tree clearing along the highway to improve resilience • Suggestions that the preferred project corridor including the number of lanes and location of intersections, should consider and prioritise the requirements of emergency services. 	<p>Transport has engaged with stakeholders and Emergency Services during the project's consultation periods and will continue to work with relevant stakeholder groups during the development of the project to identify opportunities to improve the management of the transport network during emergencies or a major accident.</p> <p>In 2020, Transport removed high risk trees on the Princes Highway to the north and south of Milton and Ulladulla to deliver a more bushfire resilient highway network. Trees at risk of falling or impacting the road network during or after a bushfire were identified for removal. The tree removal work aimed to help prepare communities for future bushfire seasons, improve evacuation routes and get people and freight moving quicker on the highway and surrounding roads following a bushfire.</p> <p>Vegetation removal and general road surface improvements are also a part of routine highway maintenance to ensure a more resilience highway network in the event of emergencies resulting from extreme weather events.</p>

Consultation

About one per cent of comments were about the consultation process, methods and recommendations for future consultation.

Consultation process (about one per cent)

- General concern about consultation process and methods including lack of community briefings, lack of communication with property owners and the reliance on digital mediums such as Facebook Q&A Live session and the project website
- Concerns feedback from the community will not be considered, consultation is 'disingenuous' and previous consultation with residents of Burrill Lake about bypassing Burrill Lake and Lake Tabourie is not being considered
- Concern the online survey was poorly designed and should not support the decision making as it targeted visitors,

Transport thanks the community for their feedback relating to consultation methods adopted for the project to date.

Section 2 of this report summarises the consultation activities completed to date including how we adapted our consultation methods to respond to the COVID-19 outbreak as well as the growing preference for more flexible consultation activities. We will consider suggestions on how to improve access to information and our consultation methods as the project progresses.

Transport acknowledges the community's concerns about potential property impacts and is committed to working with the community to minimise these impacts as the project progresses.

Summary of feedback	Transport response
<p>focused on preferred option, didn't allow participants to state their preferred option, incorrectly referred to 'minimising impacts to businesses' and asked about features outside the scope of the project, including pedestrian and cyclist facilities and the liveability of the area.</p> <ul style="list-style-type: none"> Concerns about accuracy of comments made by elected representatives Comments regarding the postcard used to inform the community, including concerns that not all residents received it and more information regarding options should have been included Comment that there should have been earlier and more community and business consultation including participation in the options consideration and selection process, and liveability benefits Suggestion for ongoing updates to the community Requests for contact details for project updates and how to provide additional feedback were requested as was access to information for other projects planned along the Princes Highway. 	<p>Transport attempted to contact all nearby properties about the preferred strategic corridor option via door knocking immediately following the announcement in November 2020. We will continue to consult with nearby properties as the project progresses.</p> <p>Property owners are encouraged to contact the project team directly if more information is required.</p> <p>The community can subscribe to project updates via the website at nswroads.work/mub.</p> <p>Details regarding other upgrades as part of the Princes Highway upgrade program can be found at princeshighway.nsw.gov.au.</p>
<p>Approval process</p> <p>About two per cent of comments about the approval process, or the progress of the project, including general project support, project timing, project cost and requests for information.</p>	
<p>General – against (less than one per cent)</p> <p>Transport received comments stating the project should not go ahead as it is not required as well as comments questioning the justification of the preferred corridor option.</p>	<p>Transport has noted this feedback.</p>
<p>General – project support (less than one per cent)</p> <ul style="list-style-type: none"> General support for the preferred corridor with acknowledgement of some impacts Support for measures which would improve traffic flow, increase connectivity, and ease congestion in towns. Comment that the project has been anticipated for a long time. 	<p>Transport has noted this feedback.</p>

Summary of feedback	Transport response
<p>Project timing (about one per cent)</p> <ul style="list-style-type: none"> Transport received numerous comments supporting the efficient construction of a bypass. Some comments were in support of the timely construction of the preferred strategic corridor whereas others recommended alternative corridors be considered. 	<p>In March 2019, the Australian and NSW Governments committed to upgrading the Princes Highway between Jervis Bay Road and the Victorian Border. The Milton Ulladulla bypass was included as a short-term priority project in the 20-year roadmap for the Princes Highway.</p> <p>Transport has completed the strategic investigation and design for the project resulting in the identification of a preferred corridor.</p> <p>Transport will progress the concept development phase of the project.</p> <p>An environmental assessment will be prepared for the preferred option.</p>
<p>Project cost (about one per cent)</p> <ul style="list-style-type: none"> Transport received a number of comments expressing concerns that project cost was the key factor determining the preferred strategic corridor option identification, and if constructed, this option would require significant future investment to upgrade it to address future community needs. Other feedback included recommendations to sell purchased land along the corridor to fund alternative bypass alignments, and to minimise project cost by reducing potential connections to the bypass, or seeking alternative funding sources such Council contributions to build the bypass. 	<p>Transport considered a range of factors during the strategic planning phase to assess and identify the preferred strategic corridor option.</p> <p>Investigations such as design, preliminary environmental studies, traffic performance, future growth and land use, and constructability were all considered during the options assessment, and a relative cost analysis was completed.</p> <p>The Preferred Strategic Corridor Option Report on the project webpage provides details on how we have assessed these factors.</p>

Summary of feedback	Transport response
<p>Request for information (less than one per cent)</p> <ul style="list-style-type: none"> Transport received numerous requests for project information including the location and design of intersections, proposed speed limits for the bypass, outcomes of investigations completed to inform the preferred strategic corridor, and outcomes of consultation with external stakeholder. 	<p>Transport has completed the strategic investigation and design for the project resulting in the identification of a preferred corridor.</p> <p>The Preferred Strategic Corridor Option report describes the outcomes of investigations that recommended the preferred corridor.</p> <p>Transport will progress the concept design and environmental assessment phase based on the preferred corridor option. This will include completing more detailed investigations that will result in the identification of design features for the bypass including location and design of intersections</p>
<p>Cumulative impact</p> <p>Less than one per cent of comments about the cumulative impacts are summarised below.</p>	
<p>Cumulative project impacts (less than one per cent)</p> <ul style="list-style-type: none"> Planning for all highway upgrades needs to include four lanes as improvements to the north of Milton currently under construction or in planning, will create additional demand for the South Coast 	<p>Transport has noted this feedback.</p> <p>The Milton Ulladulla bypass has been identified as a short-term priority project in the NSW Government's Strategic 20 year plan as part of Princes Highway upgrade program. The Roadmap to 2040 also identifies planning for two lanes each way on the Princes Highway from Burrill Lake to Batemans Bay as a short-term priority.</p> <p>Click here to check out the short, medium and longer term priorities over the next 20 years. https://princeshighway.nsw.gov.au/tfnsw/phu/roadmap2040.</p>

4. Recommendations and Next Steps

Transport thanks all community members and stakeholders who participated in the consultation period of the preferred strategic corridor option for the Milton Ulladulla bypass.

Transport has considered the feedback received and will commence the concept design and environmental assessment phase of the project based on the preferred strategic corridor option.

Transport has awarded a contract to WSP Australia Pty Ltd to develop the concept design and environmental assessment for the bypass.

This process will result in the identification of more detailed design features for the bypass, including the location and design of possible connections to the bypass.

Transport will continue to engage with community and key stakeholders including property owners within the project corridor as the project progresses.

While confirming the preferred strategic corridor option will progress to the concept design and environmental assessment phase, Transport also acknowledges the concerns raised about the highway upgrade planning at Burrill Lake.

Any future highway upgrade needs to balance the safety and efficiency needs of all transport customers alongside the qualities that makes Burrill Lake so special to locals and appealing and accessible visitors.

Transport has announced a community co-design approach for the highway upgrade at Burrill Lake. It will see an independent committee bring together representatives from community groups and residents, Transport for NSW and other government agencies. This will identify and recommend a preferred option to Transport for the highway upgrade planning at Burrill Lake.



5. Stay in touch

If you have questions or would like more information, contact the project team:



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nswroads.work/mub