

ITEM 2 WOLLONGONG COUNCIL SUBMISSION - DRAFT ILLAWARRA SHOALHAVEN STRATEGIC REGIONAL INTEGRATED TRANSPORT PLAN

Transport for NSW (TfNSW) has released the Draft Illawarra Shoalhaven Strategic Regional Integrated Transport Plan for public exhibition, setting a 20-year, outcome-focused transport vision for the Region and outlining more than 45 actions and 28 initiatives across roads, public transport, walking and cycling, freight access and land use integration. The exhibition was open until Monday 9 February 2026, and TfNSW invited submissions via the online portal and by email.

This report seeks endorsement of a submission on behalf of Wollongong City Council (Council) to TfNSW on the Draft Plan to ensure it reflects the significance of the Wollongong LGA; both within our Region and the State; and delivers on the vision and actions identified within Council’s Our Wollongong: Community Strategic Plan and Wollongong Transport Strategy. TfNSW has granted Council an extension until 28 February 2026 to enable adequate time for review and reporting of the submission to Council.

RECOMMENDATION

Delegation be issued to the General Manager to finalise and make minor editorial edits to the attached draft submission on the Draft Illawarra Shoalhaven Strategic Regional Integrated Transport Plan and forward the submission to Transport for NSW.

REPORT AUTHORISATIONS

Report of: Nathan McBriarty, Manager Infrastructure Strategy + Planning
 Authorised by: Paul Tracey, Director Infrastructure + Works (Acting)

ATTACHMENTS

- 1 Wollongong Council Submission on the Draft Illawarra Shoalhaven Strategic Regional Integrated Transport Plan

ACRONYMS USED IN REPORT

Abbreviation	Meaning
Draft Plan	Draft Illawarra Shoalhaven Strategic Regional Integrated Transport Plan
LGA	Local Government Area
TfNSW	Transport for NSW

BACKGROUND

Transport for NSW has released the Draft Illawarra Shoalhaven Strategic Regional Integrated Transport Plan for public exhibition, setting a 20-year, outcomes-focused transport vision for the region and outlining more than 45 actions and 28 initiatives across roads, public transport, walking and cycling, freight access and land use integration.

The Draft Plan is a key supporting document within the NSW Government’s Strategies and Plan, and builds on the TfNSW [“Connecting NSW Strategy”](#).

This Draft Plan is one of nine strategic regional integrated transport plans to be delivered across regional NSW. Rather than a ‘one size fits all’ approach, the Draft Plan evaluates the transport needs of the Illawarra Shoalhaven’s distinctive local government areas to support the specific needs of communities across the region. The Draft Plan replaces the previous Illawarra Shoalhaven Regional Transport Plan with a greater focus on outcomes, aligning closely with the government’s priorities. It serves as TfNSW coordinated response to the Department of Planning, Housing and Infrastructure’s Illawarra Shoalhaven Regional Plan 2041.

The Draft Plan builds on the achievements of the 2021 Illawarra Regional Transport Plan that has facilitated the planning and delivery of several significant state projects across the region. The 2021 Illawarra Regional Transport Plan included 58 actions. Some have been delivered, such as the 30km/hr

speed limit in Helensburgh and the Transport Access Program at Bellambi, Dapto, Towradgi and Unanderra and others are underway such as the Mount Ousley Interchange and the roll out of the New Intercity Fleet. Within Council’s submission, we have requested a report to be published which provides a status update (completed, underway, not started, carried over) on all the actions from the 2021 Plan.

The Draft Plan provides a region-wide framework for future transport priorities and investment decision-making across multiple modes, including roads, public transport, active transport and freight. The plan’s multi-model scope and 20-year horizon make it a key input to Council’s transport advocacy, infrastructure planning and land use integration objectives.

The Draft Plan is structured as follows:

<p>Objectives</p> <p>Across all nine SRITPs, Transport have seven universal objectives. Each objective will have a regional context to inform the vision for the future</p>	<ul style="list-style-type: none"> • Starting with Country • Access to transport for all • A safe transport network • Resilient networks • Well-located housing and successful places • Net zero emissions • A thriving and diversifying economy
<p>Vision</p> <p>Defined for the region, the vision reflects the transport objectives and is informed by stakeholder consultation and detailed evidence and data. It responds to the region’s long-term land use vision.</p>	<p><i>The Illawarra Shoalhaven benefits from a safe, connected, sustainable, and resilient road and transport network that seamlessly links communities by supporting the efficient movement of people and freight.</i></p>
<p>Initiatives</p> <p>In order to meet the objectives and realise the vision, a range of short- and medium-term initiatives and longer-term outcomes have been developed for the region.</p>	<p>The Draft Plan has identified 45 initiatives/actions to address the region’s challenges and leverage its current and future opportunities. The initiatives/actions are organised by committed projects currently underway, short-term (0–5 year) and medium-term (5–10 year) timeframes.</p> <p>Of these 45 actions, 29 short-term initiatives/actions relate directly to Wollongong, and all medium and long-term actions.</p>

PROPOSAL

The submission provided in the attachment has been prepared by Council’s Infrastructure and Works Directorate, with feedback provided across Planning and Environment, Community Services and Corporate Services Directorates. The submission has been prepared to ensure the Draft Plan is relevant to our area and reflects the significance of Wollongong LGA as identified within key documents such as Our Wollongong, Our Future Community Strategic plan; Wollongong Transport Strategy; Wollongong Local Strategic Planning Statement and the Wollongong Economic Development Strategy.

The submission is structured into the following sections:

- Cover Letter
- Response to key themes
 - This includes Council’s broad response to the Draft Plan and highlights key priorities, structured by themes.
 - Strategic alignment
 - Initiative Collaboration and Implementation

- Relationship to south-western Sydney
 - Public transport service planning
 - State supported planning precincts
 - Transport network development to support land release areas
 - Rail Network enhancement
 - Disability standards and legislation compliance
 - Resilience
 - Bus interchange and passenger facilities
 - Road network capacity
 - Maritime infrastructure and services
- Council advocacy actions
 - This table pulls the key advocacy actions from the Council's Wollongong Transport Strategy and Wollongong City Centre Movement and Place Plan for consideration.
 - Response to specific items
 - This table responds to specific content with the Draft Plan and recommends additions, adjustments and clarifications.

CONSULTATION AND COMMUNICATION

TfNSW undertook public consultation on the Draft Plan through the NSW "Have Your Say" portal, including the option to complete a survey, upload a submission, and provide feedback by email, with exhibition closed on Monday 9 February 2026. Council has shared the Have Your Say page with our community through our social media channels to support awareness.

The Draft Plan was informed by data and insights, including common planning assumptions and via engagement and the Have Your Say website which has been accepting general feedback throughout the development of the Draft Plan. Council staff have been involved in early conversations on the Draft Plan, have shared relevant strategies with the TfNSW and a briefing was given to Councillors by TfNSW prior to this report.

This Council report and the attached submission provide Council's formal response within the approved extension period of 28 February 2026 to enable adequate time for review and reporting of the submission to Council.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2035 *Goal 2 – We have well planned, connected and liveable places.*

It specifically delivers on core business activities as detailed in the **Transport Services:**

- *Advocacy towards local, regional, and state transport initiatives;*
- *Work with Transport for NSW on the implementation of the Illawarra Regional Transport Strategy; and*
- *Ensure sustainability is a key priority in transport planning and delivery to reduce fossil fuel consumption and support Wollongong net zero greenhouse gas emissions targets.*

SUSTAINABILITY IMPLICATIONS

This Draft Plan has been developed to guide future transport investment across the region. It aligns with NSW Government priorities and serves as TfNSW coordinated response to the Department of Planning, Housing and Infrastructure's Illawarra Shoalhaven Regional Plan 2041. The Draft Plan contributes to achieving the emissions reductions targets as outlined in the TfNSW Net Zero and Climate Change Policy which aims to achieve net zero emissions in the transport sector by 2050, with key targets for

renewable energy and electric vehicle adoption and highlights necessary infrastructure, services and policy interventions required to support the successful transition to a low carbon future.

RISK MANAGEMENT

There are no direct legal implications arising from this report. The submission is a non-statutory response to a public exhibition process.

Councils' submission utilises existing endorsed Strategies and Plans to ensure alignment with the needs of our community and seeks to ensure Council's priorities are reflected in the final Plan. Council's submission also seeks clarity in responsibilities and sequencing of the implementation of initiatives to ensure transparency deliverables and to enable alignment of Council and NSW Government programs.

FINANCIAL IMPLICATIONS

There are no direct financial implications arising from endorsing and lodging the submission. However, the Draft Plan will inform future state government investment priorities and potential co-investment opportunities with Council, given it includes a wide range of initiatives across transport modes, assets and land ownership.

CONCLUSION

The Draft Plan is a significant 20-year, outcomes-focused plan for the region, including 45+ initiatives across roads, public transport, walking and cycling, freight and land use integration.

Improvement to our transport network is critical to delivering on the vision and actions identified within Council's Wollongong Transport Strategy. Endorsing and lodging Council's submission will ensure Wollongong's priorities and strategic context, such as Council's advocacy items are clearly communicated to TfNSW to inform the finalisation of the Plan.



WOLLONGONG CITY COUNCIL

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Strategic Regional Integrated Transport Plan Team

Transport for NSW

Dear TfNSW Project Team,

WOLLONGONG CITY COUNCIL SUBMISSION ON THE DRAFT ILLAWARRA SHOALHAVEN STRATEGIC REGIONAL INTEGRATED TRANSPORT PLAN

Wollongong City Council welcomes the opportunity to provide feedback on the *draft Illawarra Shoalhaven Strategic Regional Integrated Transport Plan*. As an important city within the region, and the third largest city in NSW, we are a growing economic, educational and employment hub.

As identified within Council's *Wollongong Transport Strategy*, Wollongong's transport network plays a critical role in supporting our region's prosperity, accessibility, and resilience. Council appreciates Transport for NSW's continued collaboration in shaping a long-term, integrated and future-focused transport vision for our communities.

Council's enclosed submission outlines key priorities that we believe are essential to achieving an effective, sustainable and equitable transport system for the region.

We look forward to continued partnership with Transport for NSW as the Plan progresses from strategy to implementation to support alignment of programs and priorities across our organisations. Council is committed to working collaboratively to ensure the Illawarra-Shoalhaven region receives the transport investment and proactive network improvements necessary to support our growing population, strategic industries and diverse communities.

If you require further information or wish to discuss the submission in more detail, please contact **Nathan McBriarty, Manager Infrastructure Strategy and Planning**.

Thank you for the opportunity to contribute to this important regional planning process.

Yours faithfully

Greg Doyle

General Manager

Wollongong City Council

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Wollongong City Council Submission - draft Illawarra Shoalhaven Strategic Regional Integrated Transport Plan

Council welcomes the draft Plan's willingness to acknowledge the complexity of delivering an integrated regional transport network and supports the document's clear articulation of the challenges facing the Illawarra and Shoalhaven region, including constrained corridors, legacy infrastructure, topography, growth pressures and climate resilience. Council considers this honesty to be a strength of the draft Plan, providing a more credible foundation for shared problem-solving across agencies and levels of government.

Council commends the strong Connection to Country narrative, which meaningfully recognises the enduring cultural, social and movement significance of Country and provides an important lens through which future transport decisions should be shaped.

Response to key themes

1. Strategic alignment

The effectiveness of the draft Illawarra Shoalhaven Strategic Regional Integrated Transport Plan (draft Plan) relies heavily on its alignment with the broader framework of strategic planning documents, infrastructure policies and legislative requirements that guide transport, growth and development across New South Wales.

For the draft Plan to deliver best-practice outcomes, it must operate through a coordinated and mutually reinforced actions. The draft Plan should include a dedicated principle around the importance of the application of the *Movement and Place Framework* in delivering the identified initiatives. With specific acknowledgment of *Design of Roads and Streets*, *Road User Space Allocation Policy*, *NSW Speed Zoning Standard* and *Roads Act*.

The draft Plan generally aligns with Council's *Our Wollongong Our Future 2035 Community Strategic Plan* in particular, Goal 2 "We have well planned, connected, and liveable places" and the *Wollongong Transport Strategy 2025-2035*.

While the draft Plan sets out a broad strategy for regional and inter-regional travel, Council considers there to be scope to refine the document. Council recommends adjusting the initiatives to include essential planning work to expedite the implementation of the actions needed to realise our shared vision for the region. More clearly defined and targeted initiatives would help deliver substantial improvements in transport services and infrastructure. Such refinements, supported by financial commitment, would better align the draft Plan with the evolving needs of the Illawarra-Shoalhaven Region and the communities who live, work, and visit the area.

2. Initiative Collaboration and Implementation

Achieving sustainable and equitable transport outcomes requires the collective effort of government, businesses, developers, communities, and individuals, each playing a vital role in shaping a future where transport is accessible and fair to all. This includes embracing changes in behaviour and delivering well-informed, integrated transport infrastructure. A people and community-centric focus is essential, viewing the transport system as one network regardless of responsibility or ownership, which is critical for moving people and goods efficiently and sustainably within and throughout the Wollongong LGA. Delivering this integrated transport system will require joint leadership from Council, State and federal governments, and the private sector, with support from the community.



Council welcomes continued ongoing collaboration to help shape and progress the initiatives aligned with Council's priorities and wish to enter a "One Network Agreement" with NSW Government. We acknowledge that initiatives are high level and request the continual sharing of the specific tasks including the scope, timeframe and progress as work commences across initiatives. This commitment to openness and transparency will allow us to strengthen program-level synthesis, share data and knowledge, create clearer connections between related activities and support more effective information sharing across teams and the community.

Council seeks a clear, transparent and agreed list of transport infrastructure projects to be delivered in each local government area to support the strategic objectives of the draft Plan. This should include, but not be limited to, upgrades to existing infrastructure, network capacity improvements, active and public transport enhancements, and supporting place-based and first- and last-mile connections. Clearly articulating what infrastructure will be delivered, where and by whom will provide certainty for Councils, enable better alignment with local planning and investment programs, and ensure that regional objectives are translated into coordinated, place-responsive outcomes across all LGAs. It will also assist Council plan their investment within their own Capital Infrastructure Program over the next 10 years.

Additionally, there are a substantial number of initiatives identified within the draft Plan, some which have been carried through the last two endorsed Plans. Council requests a report to be published which provides a status update (completed, underway, not started, carried over) on all the actions from the 2021 Plan.

To ensure ongoing maintenance and asset management responsibilities are addressed collaboratively and integrated in line with a 'One Network' agreement. It is requested that TfNSW develop and maintain State Road corridor infrastructure for all modes of transport. Council therefore seeks a clear commitment to early and ongoing collaboration with Council and TfNSW on maintenance responsibilities, lifecycle costs and funding arrangements, to ensure transport investments are delivered and sustained in a coordinated and mutually reinforcing way across state and local networks.

Council also seeks streamlined and proportionate approval pathways for transport projects delivered by Council that contribute directly to the objectives of the Illawarra Shoalhaven Regional Transport Plan. Council should be recognised as a delivery partner and collaborator- rather than treated as a developer- where projects form part of the agreed transport network for our Community. Council therefore supports the establishment of a formal 'One Network Agreement' to enable coordinated planning, shared governance and expedited approvals, reducing duplication and delay while ensuring projects are delivered efficiently, consistently and in the broader public interest. In particular fees charged to Council for approval of projects especially those which receive grant funding from Transport for NSW.

3. Relationship to South-West Sydney

The draft Plan includes several opportunities and initiatives that seek to establish or enhance connectivity and services between Wollongong and South West Sydney. There are current commitments and collaboration between the LG8 Councils (Wollongong, Shellharbour, Kiama, Wingecarribee, Shoalhaven, Camden, Campbelltown and Wollondilly) who together form a super region of national significance, playing a pivotal role in Australia's future prosperity and nation building. Additionally, there are discussions around the appropriate boundaries of NSW regions such as Wingecarribee being included in the Illawarra Shoalhaven DPHI planning region. The draft Plan, however, would benefit from including further emphasis on the important relationship between Wollongong and South West Sydney, particularly the Macarthur Region growth areas. The draft Plan acknowledges freight demands between the regions but does not provide context for the movement of people and the services and activities these people undertake within the Wollongong LGA. For example, significant demand for Wollongong's jobs, leisure, recreational and healthcare services originate in South West Sydney. The continued growth of Western Sydney Airport and the Aerotropolis will additionally generate substantial travel demands between both regions.



The mapping and figures of the draft Plan require the proximity and importance of the South-West Sydney and Illawarra-Shoalhaven connection throughout. Section 5.2 in the last paragraph highlights the strategic need to develop tangible transport projects connecting the region to South-West Sydney for all modes of transport.

4. Public Transport Services Planning

Absence of a Wollongong-Shellharbour Public Transport Service Plan

There is an urgent need to develop an overarching Public Transport Plan for the Wollongong Shellharbour area. While the draft Plan includes recommendations for various important elements of future bus and rail enhancements, there is no overarching plan that coordinates or optimises provision between growth areas, transit orientation development (TOD) sites, infill areas, established centres, existing residential areas and so on to achieve sustainable transport outcomes such as significant reduction in car dependency.

The draft Plan states the importance of integrating public transport services into the planning of urban release areas. However, at present the planning appears ad-hoc, without a public facing, overarching 'ultimate development scenario' public transport plan.

The absence of a Public Transport Service Plan hinders the development of integrated transport plans for major state supported growth areas of West Lake Illawarra, Warrawong and around the BlueScope Surplus Lands. With no overarching Public Transport Service Plan for the broader area, Council and TfNSW may develop inefficient, conflicting or redundant public transport schemes for this area given the lack of alignment with future public transport operations of the Wollongong and Shellharbour area. Challenges also arise with Council and or Transport for NSW requiring capital expenditure to retrofit public transport infrastructure such as bus stops, in areas recently developed by the private sector once a service uplift is delivered by Transport for NSW.

Bus feeder services

The proposal for high frequency services along a number of bus corridors is welcome. It's critical that these bus feeder services are provided along optimised routes with services frequencies that result in attractive end to end journey times and deliver significant improvements, ultimately reducing car dependency. Detail on the planning and implementation of feeder services should be provided in the draft Plan with appropriate action plan items to allow for sufficient TfNSW resources to be allocated to this crucial work. These services need to respond to activity along each corridor or destination, including supporting our night-time economy. The development of the Wollongong-Shellharbour Public Transport Service Plan mentioned above should include network-wide bus-feeder routes to align with proposed bus corridors and railway stations where appropriate.

5. State supported planning precincts

Existing and future infill development areas

There is currently an absence of NSW Government integration between land-use and transport planning. In this respect, Council supports the provision of high-quality transport options to support NSW Government housing agenda through the Transit Orientated Development (TOD) and Low and Mid-Ride (LMR) housing precincts. Proactive service provisions with associated infrastructure are also required for our existing high-density precincts and centres, such as the Wollongong City Centre, where Council and our development industry has been supporting housing and employment growth for some time. The need for significant improvements to public transport services suggests there are gaps, and opportunities to refine the current agenda and policies, particularly in areas where significant development is occurring, but high-quality and reliable public and active transport is limited. This in turn results in ongoing private vehicle reliance, with impacts being shifted to Councils to try and mitigate.

Wollongong Railway Station Precinct

Whilst the TOD sites at Corrimal, North Wollongong and Dapto represent important opportunities for infill development, the principal regional priority for facilitating sustainable high-density infill should be the Wollongong Station precinct. Wollongong is the busiest station in the region, with approximately



140,000 monthly entries and exits. Given Wollongong's role as the region's highest-order commercial centre, an expanding health and education precinct, and the primary hub of the Illawarra economy, investment into this precinct to deliver on the NSW Government Masterplan is critical. The station precinct as it stands today is degraded, disorientating and presents safety concerns that are a barrier for utilisation for all modes of transport.

TfNSW's *Wollongong Station Precinct draft Master Plan* identifies infrastructure upgrades and potential redevelopment opportunities that will provide the catalysts for high density in-fill development with a high level of access to public transport, employment and health services. Council supports the progress of this masterplan in the draft plan action plan.

There is opportunity for significant increases in dwelling capacity within 1200m of Wollongong Station and it should not be represented as a lower order station to Corrimal, Dapto and North Wollongong. A stronger reference to the Wollongong Station Precinct Masterplan within the draft Plan is warranted and would support Council's previous submission to the Department of Planning Housing and Infrastructure welcoming the opportunity to explore the potential for Wollongong to be considered as a Tier 1 TOD precinct.

6. Transport Network Development to support Land Release Areas

Northcliffe Drive Extension and Western Ring Road

The initiative to continue development of the Northcliffe Drive extension is strongly supported by Council. This corridor's role and function is of the significance of a state road, not a local road, and this role should be reflected in the draft Plan. For this connection to provide adequate access to the West Lake Illawarra Growth area, delivery of the full western ring road including the bus corridor identified in the draft Plan is also required.

Amendment of the relevant initiatives in the draft Plan to deliver the full western ring road will support unlocking of required housing and provide resiliency in the growth area and broader road network. Section 5.3.2 highlights the regional significance to deliver this project to support the delivery of urban release area.

Mode Shift

Significant mode shift in growth areas can only be realised if sustainable and attractive transport opportunities are in place early so that travel patterns are shaped as the population is established. For West Lake Illawarra, future road network planning assumes a mode shift to sustainable transport. Sustainable public transport infrastructure, service planning, and implementation of services for West Lake Illawarra has been lacking to date and needs to be prioritised to avoid car dependency for the precinct.

Bus interchanges and bus passenger facilities are crucial for supporting sustainable travel on the West Lake Illawarra Growth area. Without supporting infrastructure, use of bus services with or without a connecting rail service will be limited.

7. Rail Network Enhancement

Rail Corridor Detail and Initiatives

The draft Plan acknowledges the capacity constraints of the rail network. Detail should be provided in relation to key strategic rail corridor segments and associated initiatives for each. A focus on passenger and/or freight movements should be clarified for each segment. Council understands investigations have been undertaken on some segments where next steps to implementation should be taken rather than delaying potential upgrades to undertake network reviews.

Illawarra to South West Sydney Connectivity (including Aerotropolis)

Council supports the inclusion of initiatives to advance planning work for the Maldon-Dombarton Rail Link. While the draft Plan nominates the link for freight only, rail connectivity to Western Sydney is



critical for not only for freight but also passenger travel. The draft Plan recommends bus service enhancements over rail to provide future public transport connectivity between the Illawarra and South West Sydney. Rail provision for this longer distance travel should be pursued given the significant speed, capacity, user amenity, reliability, safety and environmental benefits over bus travel.

Along with significant enhancements to motor vehicle connectivity as part of the Outer Sydney Orbital project, rail connectivity for passengers between the Illawarra and South west Sydney should be provided. Council strongly supports the provision of freight and passenger rail connectivity via the Maldon-Dombarton alignment with further connectivity to the Western Sydney Airport and St Marys.

Council notes that the 2025 *Inquiry into Critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis* recommended:

That the NSW Government investigate the need and feasibility of a freight and passenger rail link to the south-west of the airport and aerotropolis, including completing the Maldon-Dombarton rail line. (Committee on Transport and Infrastructure, 2024)

Council also notes that the NSW Government response to the above recommendation stated:

"The Illawarra Rail Resilience Plan will include a detailed assessment of the Maldon Dombarton line, including modelling for both freight and passenger services." (NSW Government, 2025)

Council recommends the draft Plan be updated to include a commitment to progressing feasibility assessment and business case development, including land value uplift for the Maldon-Dombarton rail link with further connectivity to the Western Sydney Airport and St Marys.

Level crossings

Existing level crossings on the Wollongong road network are a significant ongoing risk for pedestrians and cyclists as well as road and rail users. While the draft Plan acknowledges this risk, Council suggests initiatives to improve level crossing safety should be revised to include short and long term objectives for removal of railway level crossings on the network. In terms of priority, the retention of the level crossing at West Dapto Road is impacting on approvals for housing development and uplift in the area. The progression of the Northcliffe Drive extension should be listed and prioritised.

In this regard, Council notes the following policy position in the TfNSW *Level Crossing Closures Policy*:

"To manage the risks to safety associated with road and rail interfaces, the closure of public and private level crossings in NSW is to be pursued, where it is practical and cost effective to do so. Access may be managed by a grade separation or by redirecting traffic via an alternate approved access route." (Transport for NSW)

8. Disability Standards and Legislation Compliance

The draft Plan identifies the significant need for accessibility enhancements at bus stops across the region. It includes an opportunity to *"Ensure all public transport stops and services meet the 'Disability Standards for Access to Public Transport' are compliant with the Disability Discrimination Act and are accessible for people of all ages and abilities."*

The NSW Government has allocated some \$800M across NSW to improve accessibility around train stations via the Safe Accessible Transport program in response to requirements set out in the Disability Standards for Accessible Public Transport (DSAPT) 2002. Whilst this is a highly valuable initiative to make public transport stations and wharves safe, inclusive and easy to use for all passengers, the program did not include funding allocations for local governments to improve bus stop infrastructure.

In 2022 Council completed a review of existing bus stop infrastructure in the LGA and developed a strategy to achieve DSAPT compliance. Whilst it is certainly a priority for Council to upgrade bus stops to provide access for persons with disabilities, external funding programs are needed to accelerate our



ability to improve this essential service across the LGA. Ongoing funding for TfNSW should be provided to undertake key DSAPT compliance outcomes such as the continued roll out of the B Poles.

9. Resilience

Vulnerability of Windang Bridge

Windang Road, including Windang Bridge, is noted in the draft Plan as a key bus corridor, and future location of rapid bus services between Shellharbour and Warrawong/Wollongong. Tidal movement resulting from the permanent opening of the lake entrance is contributing to significant erosion of the waterfront along Windang Foreshore and undermining of Windang Bridge. Council has sought support from the NSW Government to progress a business case to resolve these issues but no commitment has been made by the NSW Government to progress long term options for the Lake Entrance.

The vulnerability of Windang Bridge should be addressed in relation to the future provision of rapid bus transport (and other business as usual transport) through this key connection.

Flood Mitigation Works

The draft Plan notes opportunities to make transport routes more flood-resilient. It should be noted that upgrades to protect major roads shouldn't end up making flooding worse elsewhere in the LGA. The Draft Plan should make it clear that catchment-wide assessments are needed to ensure improvements on main corridors don't create new or additional flooding in other areas, especially on local roads and property.

Rail resilience and reliability

While the draft Plan acknowledges rail line disruptions as a challenge for the region, a greater emphasis supported by data on the disruption frequency and severity should be added. This issue is particularly significant in Wollongong's northern suburbs. Greater emphasis on this issue would strengthen the case for delivery of the Rail Resilience Plan initiatives and rail reliability work in general.

10. Road network capacity

Road congestion has significant impacts on productivity, public health, safety and livability. Significant areas across the network experience high congestion during peak hours. In many of these areas, opportunities to increase capacity are not viable due to lack of road reserve space and costs associated with significant capacity updates. The draft Plan should acknowledge the limitations of the region's road network. As a growing city, more efficient use of available space will be necessary to accommodate increasing travel demand and avoid the impacts of congestion. Realising this outcome will require a significant shift toward road reallocation to sustainable transport modes.

M1 Motorway Congestion

The draft Plan does not emphasise broader Princes Motorway capacity issues, especially given the growth of West Lake Illawarra. As an example, the Figtree to Dapto section of the motorway currently experiences very poor levels of service in peak hours affecting road safety, freight and economic outcomes. Traffic modelling done by Council and TfNSW shows major level of service failure of the M1 infrastructure without significant mode shift. These modelling data results should be illustrated in the draft Plan. Given the pace of growth in West Lake Illawarra, the draft Plan should include initiatives in the short term to identify sustainable transport initiatives, such as improved public transport to reduce the number of vehicles travelling on the roads that can reduce future congestion impacts on this crucial corridor as the demand grows.

11. Maritime Infrastructure and Services

Safety

The draft Plan should address existing significant maritime safety issues at Lake Illawarra. Lake Illawarra is used for recreational and commercial maritime activities. Tidal movement resulting from the permanent opening of the lake entrance has created unsafe boating conditions, due to highly turbulent



waters, and unsafe areas due to erosion of the waterfront along Windang Foreshore. These conditions are expected to result in further erosion including the loss of road infrastructure within 5 years, and undermining of Windang bridge – a key bus route between Shellharbour and Warrawong/Wollongong.

Council is working with Crown Lands and TfNSW to resolve multiple issues in relating to the lake entrance and Windang Foreshore. As noted above, Council has sought support from the NSW Government to progress a business case to determine future options for the lake entrance to resolve these issues. The draft Plan should include commitment by the NSW Government to progress this business case.

Port Kembla Cruise Ship Terminal

There is no mention in the draft Plan of the potential for Port Kembla to become the next cruise ship terminal for NSW.

The Port presents an ideal location for a cruise terminal and turnaround facility serving the domestic cruise market. Port Kembla is a deep-water, sheltered harbour capable of accommodating vessels up to 300 m in length and 14.5 m draft, with no air-height constraints or congested shipping lanes. The Port currently handles commercial vessels and has capacity for cruise berthing that could be adapted for passenger operations with minimal capital investment. Unlike Garden Island and Port Botany, Port Kembla faces no competing military or container activities, allowing flexible scheduling and streamlined turnaround operations.

Located less than 90 minutes from Greater Sydney by road or rail, Port Kembla benefits from direct motorway links and ongoing upgrades to the South Coast rail line. It is also well positioned near Shellharbour Airport, within 90 minutes of both Sydney and Western Sydney airports, and within two hours of Canberra Airport.

Beyond its infrastructure advantages, Wollongong is a vibrant regional city offering a high-quality visitor experience through a range of attractions all within 30 minutes of the Port.

Establishing a cruise terminal in Wollongong would directly advance NSW Government objectives relating to regional dispersal, economic resilience, and optimal use of existing infrastructure. Investment in Wollongong as NSW's third cruise turnaround port would address current demand, support long-term growth, and help maintain a vibrant and sustainable cruise sector for the state

Local and Regional Significance of the Bellambi Foreshore Precinct

Visitation to the Bellambi Foreshore Precinct continues to grow, with the location offering open space, playground, ocean pool, multiple toilet amenities buildings, picnic areas, Bellambi Boat Ramp and Jetty, coastal walking and cycling routes, dog walking beach, and car parking to support these activities.

The Bellambi Boat Ramp and Jetty are highly utilised assets by the local and visiting recreational boating and fishing community, however the location and its assets are not recognised as a regional facility. Within the Wollongong Local Government Area, Wollongong Harbour is classified as a regional facility and Port Kembla Harbour as state significant. With frequent Wollongong foreshore precinct event activations, Wollongong Harbour becomes inaccessible due to road closures. Therefore, the local and visiting recreational boating and fishing community rely on the Bellambi Boat Ramp and Jetty.

The Bellambi Foreshore Precinct already provides the intersecting infrastructure requirements set out within the NSW Government Boating and Maritime Infrastructure Strategy and Plans, of a regional facility. This includes a ramp, jetty, parking, foreshore amenities, storage for a regional facility.



References

Committee on Transport and Infrastructure. (2024). *Critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis*. Parliament NSW.

NSW Government. (2025). *NSW Government response Inquiry into Critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis*. NSW Government.

Transport for NSW. (n.d.). *Level Crossing Closures Policy*. Transport for NSW.



Council advocacy actions

ID	Action	Action Description	Responsibility (Lead, Support)	Timing
1.	Advocate for an aligned Regional Transport Plan and delivery of actions	Ensure the Illawarra-Shoalhaven Strategic Regional Integrated Transport Plan acknowledges and responds to the Wollongong Transport Strategy through the inclusion of projects in Council's Infrastructure Priority Plan. Advocate for associated funding to delivery actions, clear prioritisation and transparency for delivery and reporting.	TfNSW Council	Short
2.	Adopt a 'one network' agreement between Council and TfNSW	Adopt a 'one network' approach through an executed agreement between Council and TfNSW including: <ul style="list-style-type: none"> • Roles and responsibilities on asset ownership and maintenance. • Data and information sharing capabilities to deliver integrated transport solutions • Project prioritisation of investment to achieve mode shift and public transport accessibility <p><i>Consider the role of the DPFI and State Led planning approvals in this agreement.</i></p>	TfNSW Council DPFI	Short
3.	Advocate for State and Federal transport investment	Advocate for the Wollongong and Region's fair and strategic share of transport investment. Including the timely delivery of transport infrastructure and services and to support future planned growth and a diversification of the community.	TfNSW DPFI Council	Ongoing
4.	Advocate for legislative updates to support efficient, contemporary and best practice transport	Advocate for updates to legislation that reflect the Movement and Place Framework approach and make approval processes clearer and simpler for place-based uses in Streets.	TfNSW Council	Ongoing
5.	Advocate for improved access to TfNSW and State data	Advocate for the continued and improved access to data including crash statistics, Household Travel Survey. Request efficiency in updates, and a consistent and reoccurring data capture.	TfNSW Council	Ongoing



ID	Action	Action Description	Responsibility (Lead, Support)	Timing
6.	Advocate for the funding of the design and delivery of the Strategic Cycleway Corridor	Contribute to the design and delivery of the Strategic Cycleway Corridors, towards a connected network across council boundaries, and to local cycleways to make riding an attractive option for everyday trips.	TfNSW DPHI Council	Short
7.	Advocate for the transition to clean, renewable energy public transport	Transition public transport fleets to cleaner energies that are sustainable and support the improved amenity (noise, air pollution) of our road and street network. Advocate for all new fleets in the region to be fuelled by renewable energy.	TfNSW Council	Ongoing
8.	Advocate for ongoing funding for improved Public Transport Services	Fund and deliver on a Public Transport Service improvements that: <ul style="list-style-type: none"> • Supports mode shift – buses, train, car share and micromobility • Considers new or alternative modes such as rapid buses, trackless trams, on-demand buses • Responds proactively to future and existing planned residential density including in Urban Release Areas • Provides a high service standards (frequency, travel time, journey time reliability and span of hours • Considers accessibility – physical and financial 	TfNSW DPHI Council	Ongoing
9.	Advocate for rapid public transport services	Advocate for rapid transport services such as: <ul style="list-style-type: none"> • between Wollongong and Oak Flats via Shellharbour City Centre and Wollongong and West Lake Illawarra • between NSW Health Precinct, Wollongong Station and Wollongong Foreshore via Crown or Burelli Streets • On-demand public transport 	TfNSW DPHI Council	Ongoing
10.	Fund and deliver Public Transport Services for West Dapto Urban Release Area	Fund and deliver a Public Transport Service Plan that responds proactively to planned residential density and can be used to advocate for improvements. The Plan will: <ul style="list-style-type: none"> • Map existing and proposed road corridors as defined in the Wollongong DCP. 	TfNSW DPHI Council	Ongoing



ID	Action	Action Description	Responsibility (Lead, Support)	Timing
		<ul style="list-style-type: none"> • Maps proposed densities and land use functions • Considers corridors that support alternative transport functions • Support mode shift – buses, train, car share and micromobility • Provide a high service standard (frequency, travel time, journey time reliability and span of hours) • Consider accessibility – physical and financial 		
11.	Advocate for Station upgrades that support the function of these precincts as multi-modal interchanges	Advocate for ongoing Station upgrades that support the function of these station precincts as multi-modal interchanges including: <ul style="list-style-type: none"> • Secure bike sheds and bike parking • Clear wayfinding • Digital timetable signage • Optimise space for drop off and pick ups • Accessible and legible entrances and exits • Permeability within the surrounding places and precincts • Platform width and length to support future capacity 	TfNSW DPHI Council	Ongoing
12.	Advocate for streamlined speed zones including 30 km/hour speed zones	Implement 30 km/h speed limits as the new standard practice within school zones and in town centres, and design road environments to this speed.	TfNSW Council	Ongoing
13.	Advocate for continued support and enhancement of the Wollongong Gong Shuttle	Continue to support the Wollongong Gong Shuttle, extending hours to cater for nighttime economy, weekends and integrating with other transport modes.	TfNSW Council UOW	Ongoing
14.	Advocate for a Southern Gong shuttle	Advocate for a Southern Gong shuttle, connecting Wollongong City Centre to southern suburbs including major redevelopments such as BlueScope Lands and Warrawong. The route should include utilisation of park and ride facilities.	TfNSW Council	Ongoing

Source: Wollongong Transport Strategy, 2025-2035



ID	Action	Responsibility (<u>Lead</u> , <u>Support</u>)	Timing
22.	Deliver a Bike Shed at Wollongong Station and any other major NSW Government led developments	TfNSW	Short
44.	<p>Add the infrastructure projects identified within the recommendation's maps for Movement and Place; Walking; Bike riding and Scooting; Public Transport; and Carparking to Councils Infrastructure Request List for future advocacy of funding in the Infrastructure Delivery Program.</p> <p>(Note: The Wollongong City Centre Movement and Place Plan has a series of maps split by mode with infrastructure improvements that apply to State roads. These initiatives should be reviewed by TfNSW, their strategic importance acknowledged within the draft Plan and funding proactively sought for their delivery.)</p>	TfNSW	Short to Medium

Source: *Wollongong City Centre Movement and Place Plan, 2025-2035*



Response to specific items	
Document Reference (key direction or section)	Comment
Executive Summary	Draft Plan suggestion: needs to highlight the state and national significance of the region.
Page 11 last dot point	Draft Plan suggestion: include susceptibility to storm and flash flooding due to our location adjacent to the escarpment
Key directions - 1	Proactive transport improvements including service planning and delivery are required in areas with significant population growth to establish set travel behaviours from the onset. Draft Plan suggestion: Note the importance of mode shift - highlight behaviour change programs in addition to improved services.
Key Directions - 1a	Support inclusion of the Northcliffe Dr Extension into West Lake Illawarra - this reinforces the road should be a State responsibility. The entire Western Ring Road should be also delivered. Draft Plan suggestion: Change wording to 'deliver Western Ring Road through West Lake Illawarra release area including extension of Northcliffe Dr' or similar opening 19,000 doors.
Key Directions - 3e	Planning' for the Maldon-Dombarton rail link should include a more specific next stage such as detailed feasibility or business case. A lot of planning work has already been done and to get the project off the ground Draft Plan suggestion: Change wording to include reference to next stage deliverable
Key Directions - 1a	Refer to submission section "M1 Motorway Congestion" Draft Plan suggestion: Identify sustainable transport solutions that will specifically address congestion.
Key Directions 1b	This direction is vague and too broad, consider a more specific direction to a tangible outcome the network will receive.
Key Directions 2c	Draft Plan suggestion: Reword this point as 'bus network coverage' can be misinterpreted to mean spatial coverage
Key Directions 2	Refer to submission section "Public Transport Services Planning" Draft Plan suggestion: Consider a direction similar to "Establish trunk and feeder bus routes that prioritise service frequency and end to end journey speed"



<p>Key Directions 3e</p>	<p>Refer to submission section “Rail Network Enhancement”</p> <p>Draft Plan suggestion: Move Key Direction 3e under direction 2 to show commitment for freight and passenger service along Maldon-Dombarton route.</p>
<p>Key Directions 4b</p>	<p>Draft Plan suggestion: include rail which is just as susceptible as the noted roads to declared disasters.</p>
<p>3.1</p>	<p>The comment in the last paragraph on this page states how important mode shift is to realising the future transport vision. However, Council been advised by TfNSW as part of West Dapto planning that their policy is not to plan to mode split targets anymore.</p> <p>Draft Plan suggestion: TfNSW to clarify what metrics in lieu of mode shift targets will be used to support ongoing multi-modal strategic transport planning</p>
<p>4.1 Page 39 - Transport Oriented developments and emerging precincts</p>	<p>Refer to submission section “Transit Orientated, Low and Mid-Rise Housing Developments”</p> <p>The Wollongong Station Precinct Masterplan is listed as 'in planning' on Fig 17 (p 61) but it should be highlighted elsewhere in the doc (e.g. under the TOD section).</p> <p>Draft Plan suggestion: State in this section of the plan that Wollongong station is also a priority that is in the planning stages.</p> <p>Elevate status of Wollongong Station in mapping of TOD sites</p> <p>Include recognition of the Wollongong Health precinct and Illawarra Sports Entertainment precinct.</p>
<p>4.1 Page 39 Growth Areas</p>	<p>Draft Plan suggestion: Split the projection of West Lake Illawarra from Nowra-Bombaderry as their transport needs and requirements are separate. Could also add a graph showing growth projected across the different precincts.</p>
<p>4.1 - Growth Areas</p>	<p>Last paragraph refers to the Housing and Productivity Contribution (HPC) but it doesn't clarify that it is just for State infrastructure and that the rest is funded via developer contributions.</p> <p>Draft Plan suggestion: Change sentence to read '...to help fund the delivery of State infrastructure...'</p>
<p>4.2 – Weather and Climate Impacts</p>	<p>Draft Plan suggestion: reference to the April 6 2024 Declared Disaster is to be noted and commentary provided on its impact to the region.</p>



<p>4.3 - Figure 9</p>	<p>The Wollongong inset shows 'Goulburn' in the Shellharbour Council area. This should be removed.</p> <p>Draft Plan suggestion: Remove Goulburn reference in Figure 9 inset</p>
<p>4.3 - Port Kembla Manufacturing Precinct/The visitor economy & tourism</p>	<p>Refer to submission "Maritime Infrastructure and Services"</p> <p>Draft Plan suggestion: Consider adding context on high suitability of Port Kembla to provide the state's third cruise terminal.</p>
<p>4.4 Page 48 - Mode share and car ownership</p>	<p>First sentence - correct figure is 77% when you combine vehicle driver and passenger statistics, not 56%</p> <p>Draft Plan suggestion: update proportion to 77%</p>
<p>4.4 - Mode share & car ownership</p>	<p>States that pricing of car parking is a major contributor to the convenience of private vehicle use. However, there doesn't seem to be any further emphasis in the document on this - whilst it may not be popular with some of the community, if we are serious about achieving sustainable travel to/from our major urban centres, support economic growth with higher turnover of vehicles then parking pricing policy should be encouraged for the Illawarra Council areas in appropriate locations.</p> <p>Draft Plan suggestion: Further emphasis on how Councils can positively influence sustainable travel to/from urban centres (which are the main attractors for commuting trips due to the employment in these locations) through better parking management.</p>
<p>4.4.3 - Bus</p>	<p>Error in 2nd para - need to add 'Highway'</p> <p>Draft Plan suggestion: Change last sentence in this paragraph to '...and along the Princes Highway and Crown Street....'</p>
<p>4.4.4 Freight</p>	<p>Draft Plan suggestion: Figure 16 should also be replicated for rail and include any opportunities the Maldon-Dombarton rail link provides.</p>
<p>5.2.2 Page 56,57 - Maps</p>	<p>Difficult to read due to size. Little to glean as a result.</p>
<p>4.5 Fig 17 - Transport project #15</p>	<p>The number marked on plan seems to be over the Albion Park Rail Bypass, whereas the Albion Park to Yallah corridor is further west</p> <p>Draft Plan suggestion: Relocate #15 label further west</p>
<p>4.5 Fig 17 - Completed #6</p>	<p>The number marked on plan is too far north, should be relocated down to clearly be over the main part of the APRB</p> <p>Draft Plan suggestion: Relocate #6 label south to be over the main part of the APRB for clarity</p>

5.2.2 Page 75	Draft Plan suggestion: Last dot point left side, mention nighttime economy
5.2.3 Page 76	Draft Plan suggestion: Make quote more obviously a quote
5.2.3 Page 77 - Opportunities	Draft Plan suggestion: Make opportunities a dot point list
5.2.3 - Image	Uses outdated image of the Blue Mile before upgrade. Draft Plan suggestion: For a document to be published in 2026, suggest showcasing the latest upgraded infrastructure.
5.2.3 - Quote	#65 is the wrong reference. Draft Plan suggestion: Amend quote reference number to 66
5.2.3 - Text	Suggest expanding on the following statement: "In future it will be important to develop dedicated infrastructure for bicycles". Draft Plan suggestion: "It will be important to develop dedicated infrastructure for bicycles and other micromobility users, along with clear separation between people walking and cycling."
5.2.3 - Text	Suggest adding this intersection to the statement: "Further barriers to pedestrians include limited suitable crossing points across major roads such as the Princes Highway in the town centres of Nowra, Milton and Ulladulla." Draft Plan suggestion: Include cycling and inclusion of Five Islands Road in Wollongong LGA.
5.2.5 - Opportunities	Suggest change: "Ensure all public transport stops and services meet the 'Disability Standards for Access to Public Transport are compliant with the Disability Discrimination Act, and are accessible for people of all ages and abilities." Draft Plan suggestion: Suggest adding some commentary on supporting Local Council's to do the same. The NSW Government used \$800 million to upgrade train stations (their delegation). Funding could have been shared to support both local government and Transport for NSW responsibilities for bus stops.
5.2.5 - Opportunities	First dot point has errors - missing a closing inverted comma and a comma after 'Public Transport' Draft Plan suggestion: Insert inverted comma and comma after 'Public Transport'



<p>5.2.5 Barriers to universal access to public transport for people of all ages and abilities</p>	<p>While the document refers to people with a “needs for assistance” at approx. 7%, it’s important to note that the actual proportion of residents with disability is much higher, about 20%. There will also be people who fall outside of this group of “needs for assistance” who also face barriers accessing public transport. It’s important that the community of people with disability is accurately represented.</p> <ul style="list-style-type: none"> - The acknowledgement that there is a need for universal design is supported. - Between July and October 2025, Council undertook community engagement to inform our next Disability Inclusion Action Plan. We received feedback regarding various challenges experienced with local public transport. We ask that the following feedback be considered as part of updates to the draft Plan: <p>Summary of feedback:</p> <ul style="list-style-type: none"> o Improved signage, lighting, toilets and seating (with back and arm supports) at bus stops and train stations. o Buses and Train stations don’t always have an access ramp/lift available, and if they do, there isn’t always a staff member present to make them available/operate them. o Some larger, electric wheelchairs require a greater circulation/clearance space than what is deemed as compliant. o People who are blind or have low vision shared challenges with getting on right bus, when several buses have pulled up at the same bus stop. They suggest audio announcements be considered. o People who are deaf or hard of hearing shared that they are at a disadvantage when audio announcements are made. They suggested message boards become a standard feature. o People who are deaf or hard of hearing expressed concerns with emergency intercom on trains. Stating that there should be an option available that enables their use, should the situation arise. o To raise awareness of people with disability and build the capability of staff to provide support to people with disability. <p>Draft Plan suggestion: Consider key community feedback points above for plan updates and public transport operations generally</p>
<p>5.3.1 service response to infill intensification - Opportunities</p>	<p>Refer to submission section “Transit Orientated, Low and Mid-Rise Housing Developments”</p> <p>Draft Plan suggestion: Address the need for improvements in areas already targeted for uplift - not just ‘future’.</p>
<p>5.3.1 - Last paragraph</p>	<p>Missing ‘is’ (error)</p> <p>Draft Plan suggestion: Change to ‘....which is discouraging...’</p>
<p>5.3.1 Page 83 - Quote</p>	<p>This quote is not relevant for this page’s content</p> <p>Draft Plan suggestion: Update or relocate quote</p>



<p>5.3.2. Page 84 - Third opportunity</p>	<p>Close coordination with Council will be required given varied demands and functions of road reserves in Central Wollongong</p>
<p>5.3.2 Figure 21 Maps</p>	<p>Infill legend item is different shade to what is used on map</p> <p>Draft Plan suggestion: Update infill legend item to match map</p>
<p>5.3.1 & 5.3.2 - Opportunities</p>	<p>Refer to submission section: "Public Transport Services Planning"</p> <p>Draft Plan suggestion: Add dot point under 'Opportunities' (preferably under section 5.3.1) to include funding and completion of Public Transport Service Plan for the Illawarra</p>
<p>5.3.2 Fig 21</p>	<p>The population change in West Dapto urban release area from 2021-2041 seems to only highlight small area in the north of the release area - should be greater change in central & southern area as well</p> <p>Draft Plan suggestion: Check projections and update figure</p>
<p>5.3.2 Suburban land release areas will need transport infrastructure and services - Opportunities</p>	<p>Supportive of opportunity to "Address the transport needs of greenfield developments by ensuring that transport infrastructure is planned and delivered alongside housing." however, this has been a strategic objective for some time with little action.</p> <p>Draft Plan suggestion: Include a commitment to provide the required infrastructure and services a list of required projects and their delivery timeline are to be included in the plan.</p>
<p>5.3.2 Suburban land release areas will need transport infrastructure and services - Opportunities</p>	<p>Supportive of key direction with specific reference to Dapto Ramps on the Princes Motorway and extension of the Northcliffe Drive into West Lake Illawarra.</p> <p>Draft Plan suggestion: Suggest inclusion of reference to total West Lake Illawarra Urban Development outcomes. The current text refers to 19,500 new dwellings over 40-50 years. This only covers West Dapto. With Calderwood and Tallawarra included it is closer to 26,500 / 26,750 dwellings.</p>
<p>5.4.1 Page 89</p>	<p>Draft Plan suggestion: fix error second paragraph, second question 'reflects'</p> <p>Include Illawarra Sports Entertainment Precinct in paragraph one.</p>
<p>5.4.2 Page 90</p>	<p>Bridge heights on the M1 restrict access for larger oversize loads. Future renewable energy projects will involve oversize loads that exceed height restrictions on certain M1 bridges.</p> <p>Draft Plan suggestion: mention bridge height restrictions on M1 affecting oversize movements</p>

5.4.2 Page 91	Draft Plan suggestion: fix error in first opportunity sentence.
5.4.2	There is no mention of movement of ethanol from Bomaderry to Port Kembla? Has this been considered? Draft Plan suggestion: Update plan to note ethanol movements from Bombaderry to Port Kembla and update figure 22 if necessary.
5.4.2	Draft Plan suggestion: Add opportunity: Heavy vehicle automated approvals via the NAAS program
5.4.3 Rail capacity constraints limit the ability to meet the region's growing passenger and freight rail demand - Opportunities	Dot point 4 is general and vague. An action is required for each strategic rail corridor and should address whether it is focussed on passengers or freight, or both. There are existing investigations which can be progressed to next steps - rather than completing more reviews. Draft Plan suggestion: Define the rail corridors/sections. Refine to build on the investigations that have already occurred - consider the next step towards implementation.
5.4.3 Page 92	Draft Plan suggestion: Update first paragraph right side to add missing full stop
5.4.3 Page 94	Draft Plan suggestion: Rectify fourth opportunity error 'of'
5.4.3 Page 94	Rail resilience plan will likely recommend additional opportunities Draft Plan suggestion: If timing allows include opportunities from the Illawarra Rail Resilience Plan, otherwise note that further opportunities and initiatives will be recommended by the Illawarra Rail Resilience Plan.
5.4.4 Local access pressures hinder support for the visitor, tourism and events economy	Draft Plan suggestion: include reference to parking demand as well as congestion.
5.5.6 Maritime safety in the region	Refer to "Maritime Infrastructure and Services" section of this submission Draft Plan suggestion: Amend section to include and address maritime safety implications relating to Lake Illawarra.
5.5.6 Maritime safety in the region	Refer to "Maritime Infrastructure and Services" section of this submission Draft Plan suggestion: include opportunities to review and upgrade the regional significance of the existing infrastructure for Bellambi.



<p>5.6 – Page 107</p>	<p>Draft Plan suggestion: The community input summary on page 107 should also mention the April 2024 Declared Disaster storm event, since it caused major disruptions across the Illawarra transport network.</p>
<p>5.6.1 – Page 107</p>	<p>Refer to submission section “Flood Mitigation Works”</p> <p>Draft Plan suggestion: The plan should make it clear that catchment-wide assessments are needed so improvements on main corridors don’t create new problems in other areas.</p>
<p>5.6.1 – Page 108</p>	<p>Draft Plan suggestion: The section on page 108 about the Princes Highway and Princes Motorway should mention the “dam effect” these large north-south infrastructures (including railway). Their high embankments, limited underpasses, and restricted flow paths can really affect how floodwaters behave. Calling this out is important so future upgrades consider how water needs to move across the landscape, and the potential effect of new/larger underpasses with resilient design and supported by maintenance strategies.</p>
<p>5.6.2 - Opportunities</p>	<p>The various references to extending Northcliffe Dr westward over the Highway and rail line are supported. However, the Transport Plan should make a clear link statement between the Northcliffe Drive extension as an opportunity to address Section 5.6.2 statements regarding a number of rail crossings. This is a clear solution to reducing network susceptibility to shocks and disruptions in this location (Kembla Grange level crossing) and ultimately level crossing removal.</p> <p>Draft Plan suggestion: Plan should make a clear link statement between the Northcliffe Drive extension as an opportunity to address Section 5.6.2 statements regarding a number of rail crossings. This is a clear solution to reducing network susceptibility to shocks and disruptions in this location (Kembla Grange level crossing) and ultimately level crossing removal.</p>
<p>5.6.3 – Page 110</p>	<p>Draft Plan suggestion: On page 110, the document should call out the risks from sudden events like flash flooding, which can catch drivers off guard and lead to serious crashes. It would be worth considering quick-response sensors and real-time warning systems that can detect fast-rising water levels and immediately alert drivers to help reduce the risk of accidents.</p>
<p>5.7.4 – Page 118</p>	<p>Draft Plan suggestion: In page 118, in relation to the location of EV charging stations, it is important to provide a guideline regarding types and locations suitable for their installation. In particular, to ensure that this service does not introduce new risks (e.g. electrical hazards if located within the floodplain).</p>
<p>6.1.1 – Future network: Road</p>	<p>Draft Plan suggestion: Expand this section including figure 34 to include the West Dapto ring road acknowledging its critical function within the road network. Add commentary on the capacity of the road network, and need for mode shift to cater for ongoing growth whilst retaining road network efficiencies to support economy</p>



<p>6.1.3 Future network: Public Transport</p>	<p>Refer to submission section “Resilience”</p> <p>Draft Plan suggestion: The vulnerability of Windang Bridge should be addressed in relation to the future provision of rapid bus transport (and other BAU transport) across Windang Bridge.</p>
<p>6.1.3 Page 125</p>	<p>It should be clarified that the trunk and feeder model will be used with feeder services optimised to realise benefit or high frequency bus corridors.</p> <p>Draft Plan suggestion: Include optimised bus feeder services in list of key public transport network features and update relevant plan initiatives</p>
<p>6.1.4 Page 128</p>	<p>Refer to submission section “Rail Network Enhancement”</p> <p>Draft Plan Suggestion: Update plan including relevant initiatives to include freight and passenger services on the Maldon-Dombarton line.</p>
<p>6.2.1 Currently committed projects underway</p>	<p>Draft Plan suggestion: Mention that Illawarra Rail Resilience Plan includes alternate corridor assessment</p>
<p>6.2.2 Short-term initiatives</p>	<p>Draft Plan suggestion: clarify if short term initiatives are funded. If funded add amount and commitment for delivery.</p>
<p>6.2.2 Short-term initiatives # 3 investigate and progress Maldon Dombarton rail link</p>	<p>Language is vague and lacks commitment. Commitment is required for the planning and design work for the Maldon-Dombarton passenger and freight rail link and a feasibility study and a business case analysis, including land value uplift, of the SWIRL- St Marys option</p> <p>Draft Plan suggestion: Potential initiatives wording – “Complete planning and design of the passenger and freight Maldon - Dombarton rail link complete planning and design of the Maldon - Dombarton rail link”</p> <p>“Progress feasibility study and a business case analysis of the SWIRL - St Marys rail corridor”</p>
<p>6.2.2 Short-term initiatives Initiative 7</p>	<p>Draft Plan suggestion: Deliver improvements rather than investigate</p>
<p>6.2.2 Short-term initiatives Initiative 8</p>	<p>Source for item should be updated</p> <p>Draft Plan suggestion: Change source to Transport for NSW Wollongong Station Masterplan and if relevant, Internal Transport Investigation for the Oak Flats proposal</p>



<p>6.2.2 Short-term initiatives # 9 - Illawarra and Shoalhaven bus service improvement programs.</p>	<p>Existing driver shortages will hinder this initiative.</p> <p>Draft Plan suggestion: Adjust to – “Progress planning and implementation of short and medium-term improvements to local bus services across Illawarra Shoalhaven, with a strong focus on recruiting and retaining bus drivers to address current workforce shortages.” or similar</p>
<p>6.2.2 Short-term initiatives # 10 - Illawarra high-frequency core bus network.</p>	<p>Wording to “Commence early planning...” suggests potentially a long term timeframe for ultimate delivery. Wollongong, Shellharbour high frequency core bus network outcome is supported in the short term.</p> <p>Draft Plan suggestion: Provide additional timing detail such as stages initiatives to ensure adequate progress towards delivery in the short term</p>
<p>6.2.2 Short-term initiatives # 10 - Illawarra high-frequency core bus network.</p>	<p>There needs to be commitment to have a dedicated bus corridor within the Western Ring Road and commitment to deliver future network as proposed in Figure 36 and 37</p> <p>Draft Plan suggestion: Potential initiative wording – “Complete planning for the prioritisation and implementation of high frequency, all-day bus corridors and supporting infrastructure to connect key centres and destinations across the Illawarra as shown in Figures 36 and 37”</p>
<p>6.2.2 #20 Bulli bypass and transport improvements</p>	<p>Draft Plan suggestion: change language from "progress" to "finalise" business case</p>
<p>6.2.2 Short-term initiatives # 21</p>	<p>Refer to submission section “Transport Network Development to support Land Release Areas”</p> <p>Draft Plan suggestion: Potential initiative working – “Continue development of an extension of Northcliffe Drive westward over the Princes Highway and the South Coast rail line to support the West Lake Illawarra Growth Area with more efficient and reliable connectivity to the Princes M1 Motorway, and plan and deliver the Western Ring Road in the West Dapto area to further enhance access and network resilience.”</p>
<p>6.2.2 Short-term initiatives # 39</p>	<p>Support NSW Government’s regionally significant initiatives with multimodal connectivity. Reference to the redevelopment of BlueScope land in Port Kembla and Kembla Grange should also see the retainment and reuse of existing rail infrastructure.</p> <p>Draft Plan suggestion: Potential initiative wording – “Support NSW Government and local councils to improve transport connectivity with regionally significant projects by enabling people to access these destinations through a range of multimodal transport options, while prioritising the retention and adaptive reuse of existing rail infrastructure.”</p>



<p>6.2.3 Medium-term initiatives # 43</p>	<p>Improvement of key bus interchanges as an initiative is supported. There are areas where a short term initiative may also be needed. As noted in other parts of this submission, early provision of sustainable transport infrastructure is needed in West Lake Illawarra where commuters will rely on bus to rail interchanges.</p> <p>Draft Plan suggestion: Consider short term initiative for West Lake Illawarra key interchanges. Also identify specific priority areas for bus interchanges in consultation with Councils and Bus operators.</p>
<p>6.3 Statewide initiatives</p>	<p>Initiative #i states 2040 and 2047 dates however figure 30 notes 2030 target for passenger vehicle fleet.</p> <p>Draft Plan suggestion: Update initiative “i” as well as figure 30 so that they have the same electric vehicle target dates</p>
<p>6.3 Statewide initiatives</p>	<p>Draft Plan suggestion: Shift initiative #ix to section 6.2.2 as this should be a short term initiative delivered in part by through Road Safety Officer Program and the Local Traffic Forum LTF function.</p>
<p>6.4 Longer-term Objective A safe transport network</p>	<p>"Safe level crossing" and "improve rail level crossing safety" are not strong enough statements as part of long Term objectives</p> <p>Draft Plan suggestion: Suggest the longer term outcome is "remove level railway crossings"</p>
<p>Page 52, 72,114</p>	<p>References made to the Draft Wollongong Integrated Transport Strategy, March 2024</p> <p>Draft Plan suggestion: Suggest amending to the final published version Wollongong Transport Strategy, September 2025</p>
<p>General Comment</p>	<p>There is no mention of the \$500,000 SVPA funded Albion Park – Yallah Spine Road Study. Status of this study should be confirmed. If the project is not progressing the funds should be channelled back into other key growth area initiatives like Northcliffe Drive Extension final business case.</p> <p>Draft Plan suggestion: Provide update on Albion Park – Yallah Spine Road Study</p>
<p>General comment</p>	<p>Ongoing commitment required for data capture to support delivery of initiatives including Household Travel Survey</p> <p>Draft Plan suggestion: Include a commitment for ongoing funding for data capture including the annual Household Travel Survey</p>