

ITEM 1 DRAFT ILLAWARRA-SHOALHAVEN REGIONAL TRANSPORT PLAN

State Government has released the Draft Illawarra-Shoalhaven Regional Transport Plan (Draft Transport Plan). The draft Transport Plan outlines the strategic framework for how Transport for NSW (TfNSW) will respond to changes in land use, population and travel demand across the region over the next 20 years.

The Draft Transport Plan identifies a number of initiatives to improve connectivity, safety, productivity and resilience of the transport network. This will improve the range of transport services and options available to the community. This report seeks endorsement of a submission to TfNSW, on the Draft Illawarra-Shoalhaven Regional Transport Plan to ensure it is relevant to our area and also reflect the significance of Wollongong LGA as well as Council's strategies and initiatives (current and future) in developing a safe integrated multi modal transport network.

RECOMMENDATION

Delegation be issued to the General Manager to finalise the attached draft submission on the Draft Illawarra-Shoalhaven Regional Transport Plan 2041 and forward to Transport for NSW.

REPORT AUTHORISATIONS

Report of: Trish McClure, Manager Infrastructure Strategy + Planning
Authorised by: Joanne Page, Director Infrastructure + Works - Connectivity Assets + Liveable City (Acting)

ATTACHMENTS

1 Wollongong City Council Submission - Draft Illawarra-Shoalhaven Regional Transport Plan

BACKGROUND

The Draft Illawarra/Shoalhaven Regional Transport Plan (Draft Transport Plan) describes the long term transport vision for the region and outlines the transport policies, initiatives, and infrastructure that will be needed to support the growth and development of the region in the future. The Transport Plan is a key supporting document within the NSW Government's [Future Transport Strategy 2056 and associated Plans](#).

It builds on the achievements of the 2014 Illawarra Regional Transport Plan that has facilitated the planning and delivery of several significant State projects across the Illawarra/Shoalhaven.

Following Council officers' review of the draft Regional Transport Plan and a number of related documents of the NSW Government and Council, key themes have been identified for consideration and review by TfNSW and these are detailed below. Council commends the State Government and TfNSW for the ongoing support, direction and framework that the Regional Transport Plan provides for future improvements to transport in the Region.

It is noted that the draft Regional Transport Plan proposes 20 key objectives, under six broad themes, which are further supported by 58 actions. These actions are for consideration and, if implemented, may address some of the growing demands on the Illawarra-Shoalhaven's regional and inter-regional transport network. The broad themes are:

- **Connected** – A transport network that facilitates seamless, multi-modal connectivity between where people live, work and play;
- **Safe** – A transport network that delivers a safer future for the Illawarra-Shoalhaven;
- **Liveable** – A transport network that supports places while enabling the successful movement of people to access jobs, services and social opportunities regardless of age, ability and income;

- **Adaptive** – A transport network that both contributes to, and supports, a seamless transition to a low emissions future;
- **Productive** – A transport network that supports the efficient, safe and sustainable movement of freight through the principle of “moving more with less”;
- **Resilient** – A transport network that is resilient to major disruptions associated with natural disasters, climate change and planned and unplanned events.

Council’s submission provides a detailed response to the draft Illawarra-Shoalhaven Regional Transport Plan’s objectives and initiatives under four key themes listed below:

1. The role of the Illawarra in the State Context;
2. Transport Services and Connectivity;
3. Major Infrastructure Requirements;
4. Safety, Liveability and Amenity Initiatives.

The salient points are:

1. **Consistent Application of Future Transport 2056 planning standards**

The draft Illawarra-Shoalhaven Regional Transport Plan does not appear consistent with the level of investigation, analysis and commitment found within the *Greater Sydney Services and Infrastructure Plan* and the *Greater Newcastle Region’s Future Transport Plan*.

The Illawarra-Shoalhaven Regional Transport Plan should be updated to current planning standards and be consistent with other state-wide plans including the Greater Sydney Services and Infrastructure Plan and Greater Newcastle Future Transport Plan.

2. **Consistent application of regional significance and priority**

The Draft Transport Plan proposes five regionally significant Centres with Metro Wollongong being equally compared to areas such as Kiama and Milton Ulladulla, this is incongruent with the economy, function and role of Wollongong as the major outer metro City in the region .

The document should reflect Metro Wollongong and Greater Wollongong’s National and State significance.

3. **Provide commitment to delivering safe and convenient multi-modal transport infrastructure within the Illawarra-Shoalhaven**

The draft Transport Plan proposes 58 initiatives, only 19 of these are committed, with seven being delivered. Given the substantial existing congestion and road safety issues present on the region’s transport networks, and the forecast growth in transport demands over the coming 20 years, substantial improvements are required with a focus on active and public transport options.

These include commitments to deliver:

- Maldon to Dombarton and SWIRL;
- Mount Ousley Interchange;
- Duplication of Picton Road;
- Upgrades to M1 (including West Lake Illawarra) and Memorial Drive;
- Improvements to the Transport network in the Northern Suburbs
- Public Transport Services Plan and Infrastructure

The Illawarra- Shoalhaven Regional Transport Plan should include prioritised projects that will deliver safe and convenient multi-modal transport links and services within the Region and between Greater Sydney in the short-medium term (0-15 years).

4. Support Initiatives for Metro and Greater Wollongong

Several initiatives are planned for Metropolitan Wollongong, which are welcomed. A number of these are relatively new proposals, (clarified in the attachment) and additional information is required to enable comment. A number of these may also be applicable to greater Wollongong and provide connectivity into Western Sydney requiring collaboration with Wollondilly and Wingecarribee Local Government Areas.

Council welcomes and seeks additional detail, involvement and investment for identified actions within Metro Wollongong and Greater Wollongong.

5. Commitment to address the long-term transport needs of Port Kembla

The future freight activity at Port Kembla will result in substantial increase in freight movements between Wollongong and Greater Sydney. The development of a hydrogen hub at Port Kembla is an exciting initiative that will decrease demand on the transport networks. A long-term transport strategy is required to ensure appropriate infrastructure is in place to meet these demands. Further, the Transport Plan is silent on cruise activity at the Port.

The Illawarra- Shoalhaven Regional Transport Plan should include commitment to a Port Kembla Transport Masterplan, addressing forecast Freight and Cruise Ship Infrastructure at Port Kembla/Wollongong.

6. Commitment to minor road safety and local amenity

The plan provides a number of initiatives to address road safety, congestion and local amenity. However, specific programs and/or projects are not identified, other than the major projects listed above. Further the Transport Plan does not commit to a program of works that will deliver minor safety improvement projects to address these issues.

Projects that address known road safety issues, efficiency and local amenity opportunities within the Illawarra-Shoalhaven should be prioritised.

7. Consistent application of 30-minute City Planning and Movement and Place

The plan proposes improvements to active and public transport options, particularly through the use of 30-minute public transport catchments, however, it is the view of Council that the Plan should adopt the use of the connected City model similar to that proposed for Greater Sydney, providing for consistent travel times between key centres of 15-20minutes. The 30 minute travel time goal is seen as less relevant in Regional and outer metropolitan cities which have an expectation of a higher level of service. Active Transport links are seen to be of particular importance for the West Lake Illawarra Growth Area focusing on the reduction of future demand of private vehicle travel throughout the CBD, noting the recent classification of Wollongong as a Bike City as it prepares to host the UCI.

The use of 30-minute City and Movement and Place planning practices should be consistently applied for initiatives within the Illawarra-Shoalhaven Connected City Model.

8. Public Transport Service Plan

In order to achieve the mode shift targets in the plan a regionwide Public Transport Service Plan, integrated with other modes, is needed that includes 15-20 minute transport catchments to regionally significant centres across the region and within the City of Wollongong.

The transport Plan should include a commitment to develop a Multi modal Public Transport Service Plan in the short term that utilises the Hub, Spoke and Corridor model and provides for efficient interchange within and between modes for intra and inter regional journeys.

9. Sustainable Transport

Wollongong City Council support the commitment to provide sustainable transport options. However a plan for a specific commitment infrastructure such as charging stations at key locations should be articulated.

10. Responding to identified Land Use Planning and urbanisation

The plan should include a greater response to key growth areas in the City of Wollongong. The draft Plan should have greater regard to land use directions contained in the Illawarra-Shoalhaven Regional Plan, the Wollongong Local Strategic Planning Statement (LSPS), and the LSPSs adopted by the other Councils in the region.

In addition to the request for a regionwide Public Transport Service Plan, specific attention is needed in the West Lake Illawarra area, noting that both West Dapto and Calderwood have been planned around a significant mode shift to public transport, but there is a current lack of State Government leadership or planning in this space. Furthermore, for West Dapto, State commitment in identifying sites and delivering schools is key to planning and delivering a successful transport strategy for the area has not occurred.

Additionally, the draft Transport Plan does not reflect the proposed transport initiative contained in the draft Illawarra-Shoalhaven Regional Plan and draft West Lake Illawarra Special Contribution Plan (SIC). The draft SIC provides a partial funding stream for these regional transport projects at West Dapto valued at \$640 million.

The northern suburbs of Wollongong have increased in densification and realised a subsequent growth in traffic resulting in congestion and the emergence of road safety concerns. This change in land use has not been addressed within the plan, along with identification of whole of network infrastructure and service solutions.

The draft Transport Plan should be consistent with the draft Illawarra-Shoalhaven Regional Plan and draft West Lake Illawarra Special Contribution Plan (SIC).

The draft Transport Plan should include an action to review and improve transport corridors in the northern suburbs of Wollongong, including the consideration of road, rail and bus networks.

11. Acknowledgement of a changing economy

Shifts in the Illawarra-Shoalhaven economy such as seasonal changes associated with Tourism should be addressed including what responses will be made to create a resilient Transport System.

PROPOSAL

The submission provided in the attachment has mainly been prepared by Planning and Environment and Infrastructure and Works Directorates. The submission has been prepared to ensure the Draft Transport Plan is relevant to our area and reflects the significance of Wollongong LGA as well as Council's Community Strategic Plan 'Our Wollongong 2028'.

CONSULTATION AND COMMUNICATION

Workshops with Council's representatives, as well as other key stakeholders, were organised by TfNSW to seek input to the preparation of the plan (vision and narrative) and to discuss Wollongong initiatives. On 4 June 2020, Council representatives, together with a range of government and industry representatives, were invited to a TfNSW stakeholder Transport initiatives workshop in Wollongong. An overview of the draft plan was presented by senior government officers and opportunity was given to ask questions.

The Draft Illawarra-Shoalhaven Regional Plan was released for community consultation in December 2020. Opportunity for elected Councillors to contribute to the submission was also provided at this time.

Following collation of community submissions in early 2021, the final document will be released.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2028 Goal 6 “We have affordable and accessible transport”. It specifically delivers on the following objectives

- 6.1 Wollongong is supported by an integrated transport system;
- 6.2 Connections between our city and Sydney are strengthened;
- 6.3 Provide connected and accessible places and spaces.

Community Strategic Plan	Delivery Program 2018-2022	Operational Plan 2020-21
Strategy	4 Year Action	Operational Plan Actions
6.1.2 Work with partners to decrease car dependency and facilitate sustainable transport to provide convenient movement throughout the city, with sustainable transport modes such as walking and cycling.	6.1.2.1 Implement a variety of projects and programs to encourage sustainable transport throughout the LGA	Collaborate with partners to fund and deliver a suite of education, information and infrastructure programs that improve cycling participation through improvements to infrastructure, amenity and safety.
6.1.3 Effective and integrated regional transport, with a focus on road, bus, rail and freight movement (including the port of Port Kembla).	6.1.3.1 Plan and implement an integrated and sustainable transport network	Council to work with key agencies and partners to progress the provision of an effective and integrated regional transport network.
6.1.4 Integrated communities close to public transport and local services and facilities focused around existing train stations and town and village centres are planned for and encouraged	6.1.4.1 Facilitate the integration of public amenities and transport with local communities	Work with the NSW Government on the implementation of priority actions within the Illawarra Regional Transport Plan.
6.2.1 Opportunities to reduce travel time between Sydney and Wollongong as well as Western Sydney are explored and promoted.	6.2.1.1 Work with partners to reduce travel time between Sydney and Western Sydney with Wollongong	Lobby the NSW Government to prioritise Maldon Dombarton train line to be used as a dual purpose freight and passenger line improving connectivity to South Western Sydney and the future Badger’s Creek Aerotropolis.
6.3.4 Availability of late night transport options is improved	6.3.4.1 Work with key agencies and partners to continue and improve late night transport options	Advocate for continued operation of the Night Bus and late rail services.

SUSTAINABILITY IMPLICATIONS

In alignment with the NSW Government’s Net Zero Plan Stage 1: 2020-2030 – the foundation for NSW’s action on climate change and goal to reach net zero emissions by 2050 – the draft Transport Plan highlights the necessary infrastructure, services and policy interventions required to support the successful transition to a low carbon future.

RISK MANAGEMENT

The draft Illawarra-Shoalhaven Transport Plan includes a number of initiatives with safety benefits. Key goals include: crash rates are reduced in-line with the NSW-wide “Towards Zero” goal of zero fatalities and serious injuries on our roads by 2056; greater use of technology to support a safer, more efficient, and accessible transport network.

The submission to TfNSW includes comments that would further improve safety outcomes.

FINANCIAL IMPLICATIONS

Future Council’s initiatives and projects that are identified or align with the vision, goals and key objectives are more likely to attract government funding.

CONCLUSION

This report and attached draft submission on the draft Illawarra-Shoalhaven Regional Transport Plan provides Council with an opportunity to put forth its views on this important strategic transport planning and policy document before it is finalised by TfNSW.

Wollongong City Council



Submission regarding DRAFT Illawarra-Shoalhaven Regional Transport Plan

14 February 2021

Executive Summary

Wollongong City Council (Council) appreciates the opportunity to contribute to the DRAFT Illawarra-Shoalhaven Regional Transport Plan (the Regional Transport Plan).

We note that the draft Regional Transport Plan generally aligns with Council's Community Strategic Plan *Our Wollongong 2028* and, more specifically, Goal 6 "We have affordable and accessible transport". The draft Regional Transport Plan aligns with our objectives

- 6.1 Wollongong is supported by an integrated transport system;
- 6.2 Connections between our city and Sydney are strengthened;
- 6.3 Provide connected and accessible places and spaces.

This submission provides Council's feedback and comments on the draft Regional Transport Plan. Council's elected representatives and Council Executive would be happy to meet with Transport for NSW (TfNSW) to further discuss or clarify any issues or comments raised in this submission.

The Draft Regional Transport Plan provides a high level strategy for inter and intra-regional transport trips, whilst acknowledging the role the plan has in developing strategic directions and establishing a framework for delivery as well as offering insight into innovation, Council believes there is an opportunity to strengthen the draft Regional Transport Plan with more specific initiatives that will drive change in both transport services and infrastructure provision. These will better support the changing economy of the Illawarra- Shoalhaven Region and the people who, live, work and visit.

Following Council's review of the draft Regional Transport Plan and a number of related documents of the NSW Government and Council, key themes have been identified for consideration and review by TfNSW and these are detailed below. Council commends the State Government and TfNSW for the ongoing support, direction and framework that the Regional Transport Plan provides for future improvements to transport in the Region.

It is noted that the draft Regional Transport Plan proposes 20 key objectives falling under these six broad themes, which are further supported by 58 actions. These actions are for consideration and, if implemented, may address some of the growing demands on the Illawarra-Shoalhaven's regional and inter-regional transport network. The broad themes are:

- **Connected** – A transport network that facilitates seamless, multi-modal connectivity between where people live, work and play;
- **Safe** – A transport network that delivers a safer future for the Illawarra-Shoalhaven;
- **Liveable** – A transport network that supports places while enabling the successful movement of people to access jobs, services and social opportunities regardless of age, ability and income;
- **Adaptive** – A transport network that both contributes to, and supports, a seamless transition to a low emissions future;
- **Productive** – A transport network that supports the efficient, safe and sustainable movement of freight through the principle of "moving more with less";
- **Resilient** – A transport network that is resilient to major disruptions associated with natural disasters, climate change and planned and unplanned events.

Council looks forward to working with the State Government in planning and delivering the Regional Transport Plan.

Background

The DRAFT Illawarra-Shoalhaven Regional Transport Plan has been derived from the vision of Future Transport 2056 whilst also updating and contemporising the existing Illawarra Regional Transport Plan with a clear focus on the people and economy of the region. It sits alongside other State Government Strategies for the region including the Department of Planning Industry and Environment's (DPIE) Draft Illawarra-Shoalhaven Regional Plan.

The plan highlights how the transport system acts as an enabler for connectivity and productive use of land, considering how people and goods do and will travel through and around the Illawarra-Shoalhaven on the road and rail networks. It has been developed in conjunction with the Illawarra Shoalhaven Regional Plan 2041 and proposed actions that complement the objectives of the plan. Council has identified some key themes that should be considered when delivering the transport needs of the region:

- The role of Wollongong as the pivotal City in connecting the region to Western and Greater Sydney;
- A growing population through expansion and densification, both internal to the region and from Western Sydney, and the impact State Government policy has on this growth;
- The topographical constraints of the Region with limited opportunity for major infrastructure augmentation, particularly in the north;
- Innovation in the use of technology in the way we travel, work and communicate;
- State-wide focus on creating Regionally significant precincts, particularly through the movement and place framework;
- Continued investment in road safety in the local environment to enhance safe access and amenity in the precincts where we live;
- Note the significance of and opportunity at Port Kembla;
- Opportunities for planning a multi-modal connected public transport network across the Region, including investment in associated plans, assets and infrastructure;
- Creating sustainable and resilient networks;
- Council has recently been awarded the "Bike City Label" following ongoing investment in improved active transport with a focus on cycling. Active transport could be better reflected in the plan.

More detailed comments are provided below in the following groupings:

1. The Role of the Illawarra Region in the State context;
2. Transport Services and Connectivity;
3. Major Infrastructure requirements;
4. Safety, Liveability and Amenity.

1. The Role of the Illawarra in the State Context

1.1 Regional Significance – Greater Sydney

It is acknowledged that the draft Regional Transport Plan responds to a suite of planning reports across the State. The classification of the Region, and Wollongong in particular, appears to be incongruent when comparing the significance of Wollongong against the *Greater Newcastle Region's Future Transport Plan* and when considering the closer connectivity the Region has with both Greater and Western Sydney.

The Illawarra-Shoalhaven Region is comparable to the Greater Newcastle Region which shares similar State and National significance, population, residential density and geographical area when considering developable land.

This significance is further reinforced by the close inter-relationship between Wollongong as a Metropolitan City and Greater Sydney situated within a one-hour car, train or bus trip to southern and western Sydney Growth Centre.

The known impacts of growth and economic development on the transport systems that emanate both to and from the Greater Sydney region need to be holistically accounted, assessed and addressed by the planning framework.

The draft Regional Transport Plan should be updated to reflect similar planning standards applied to the Greater Sydney Services and Infrastructure Plan and Greater Newcastle Future Transport Plan, recognising the significance of the Illawarra-Shoalhaven Region.

1.2 Regional significance: Regional role

The draft Regional Transport Plan identifies Metro Wollongong as a 'regionally significant centre' – giving it the same status as other centres such as Shellharbour, Nowra and Milton-Ulladulla.

This is in contrast to the draft Illawarra-Shoalhaven Regional Plan 2041 which identifies Metro Wollongong as a 'Metropolitan City'. The draft regional plan notes:

'Metro Wollongong is a city of national significance. It is a smart and vibrant city that sits within a well-loved natural setting, and examples of architectural excellence and popular green public spaces are abundant. It is home to international education and research institutions as well as a nationally significant health precinct and a hub of professional businesses with global reach.'

The prior Regional Plan also noted the importance of the Metro Wollongong:

"At the economic and cultural heart of the region is Metro Wollongong – a nationally significant city. Much of the future prosperity of the region will be built on the potential to generate jobs from the integration of education, healthcare, business and tourism precincts in Metro Wollongong. Building a strong diversified economy is a priority because it will enable the community to respond to environmental, economic and social challenges. A strong economy will generate the high-quality jobs that will retain and attract young people and university graduates. It will enhance the region's centres and public spaces and offer interesting cultural and recreational experiences that will increase the appeal of the region as a place to live, work and invest."

Metro Wollongong is a Metropolitan City of national significance and also a Global Gateway City to the south and far south coast. Port Kembla is a strategic asset of national significance and is a critical component of freight movements for NSW and Australia.

The Greater Wollongong economy is highly diversified with significant growth in key sectors including Tourism, Entertainment, Knowledge Services, Trade and Logistics, Advanced Manufacturing, Defence and Education housing, one of the "top 12" Universities in Australia which is a home to technological innovation with strong international connections.

Greater Wollongong houses 52% of the Region's population, has the third largest economy in the State and contributes to 60% of total economic activity in the Illawarra-Shoalhaven. As such, the

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role of Metro Wollongong should be acknowledged, and the City appropriately classified as a Metropolitan City in the draft Illawarra-Shoalhaven Regional Transport Plan.

Further it is recommended that Wollongong, being a Global Gateway City, should be acknowledged directly in the associated plans for Greater and Western Sydney. A key component in City centre planning is the Illawarra Sports and Entertainment Precinct (WEC/Stadium) collaboration on how transport plans and initiatives will develop and support the successful functioning of this precinct.

Council believes that Regional Significance of City Centres, Town Centres and Villages should be weighted on population, population density, economic activity and transport network demand. The prior Regional Transport Plan and current DPIE Regional Plans align with this approach.

As an example, listing areas such as Kiama and Milton-Ulladulla in the same significance category as Metro Wollongong does not appear as factually correct given the relative low density and population of the areas.

1.3 Land Use Planning

Future industrial, residential, and commercial sites will intensify the demand on our transport network, they will also add to the demands of existing land uses both locally, regionally and inter-regionally. Existing significant commercial and industrial areas of the Illawarra-Shoalhaven should be included in the plan.

Areas of Greater Wollongong that should be considered for inclusion, noting their relative regional significance based on residential and public transport catchments and their intrinsic transport needs, are:

- Warrawong Major Town Centre;
- Dapto Major Town Centre;
- Corrimal Town Centre;
- Fairy Meadow Town Centre;
- Unanderra Village Centre;
- Bulli-Thirroul Village centre
- WEC Entertainment Centre (CBD) .

Significant Industrial estates and employment precincts that should be included are:

- Unanderra Industrial Estate;
- Port Kembla Industrial Estate;
- West Dapto (Whytes Gully) Industrial Estate;
- Wollongong CBD Shopping and Entertainment Precincts;
- The Wollongong Health Precinct;
- The Education Corrimal – UoW, TAFE, Innovation Campus.

It should also be noted that the Draft Illawarra-Shoalhaven Regional Plan and accompanying Special Infrastructure Contribution (SIC) Draft Determination were recently exhibited by the NSW Department of Planning, Industry and Environment (DPIE). The Draft SIC included 19 road upgrades covering the Nowra Bombaderry (7 road upgrades) and West Lake Illawarra (12 road upgrades), which are nominated as “regionally significant growth areas” in the draft Regional Transport Plan.

Council remains very concerned that there is a poor alignment between the proposed road upgrades in the SIC and the initiatives contained in the draft Regional Transport Plan. There is not one SIC road upgrade nominated for delivery in the draft Regional Transport Plan and there is only a loose connection between draft Regional Transport Plan initiatives 20, 36 and 44 that could potentially enhance the planning of these regionally significant growth areas

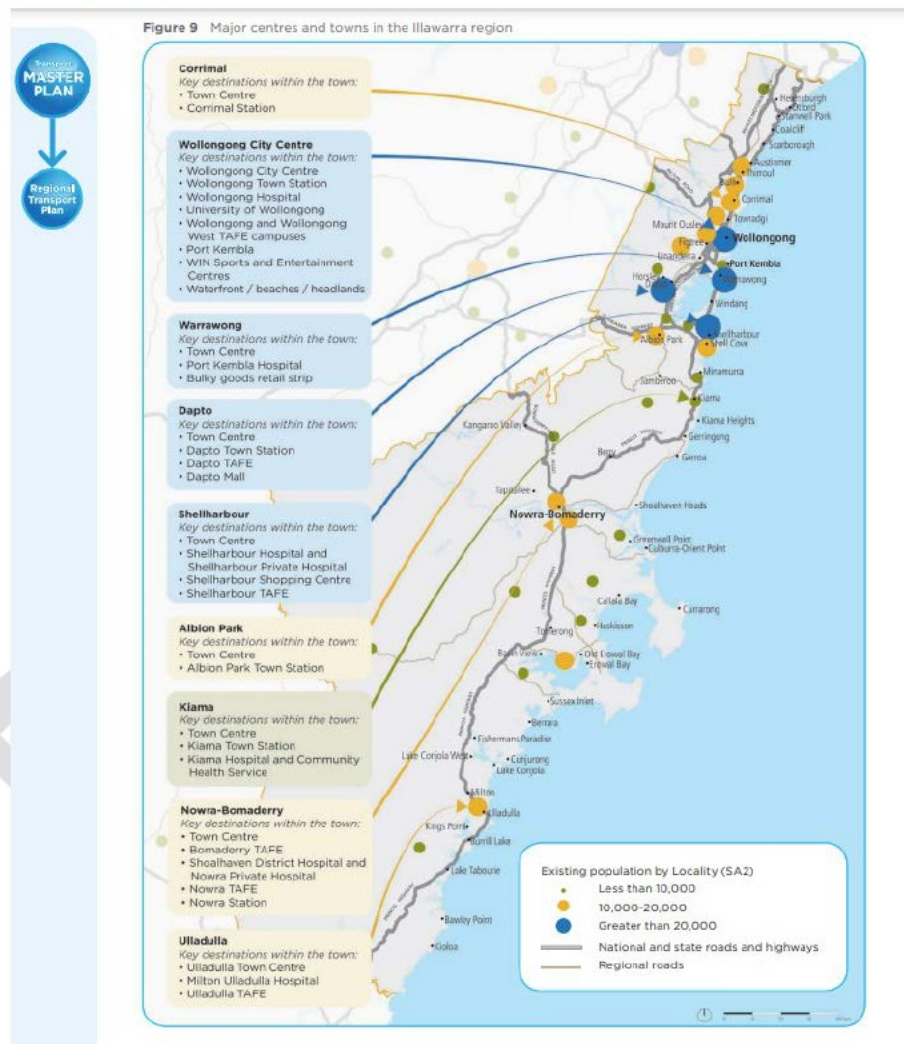
These projects are considered critical projects to support housing affordability in West Lake Illawarra and Nowra-Bomaderry, especially for first home buyers. The delivery of the SIC projects will also lead to greater economic development and jobs growth in the Illawarra-Shoalhaven.

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Council requests that the SIC road upgrades are incorporated into the draft Regional Transport Plan, leading to continued economic development in the Illawarra-Shoalhaven.

The draft Illawarra-Shoalhaven Regional Transport Plan should be updated to reflect Metro Wollongong and Greater Wollongong's National and State significance.

Figure 1- Figure from 2014 Regional Transport Plan highlighting significance of centres



2. Transport Services and Connectivity

2.1 Passenger Transport

The development and delivery of an efficient and effective Public Transport service plan is essential for the future management of the Illawarra-Shoalhaven integrated transport system. Historically, public transport services have evolved in the region in an unplanned manner. This has resulted in a modally disparate public transport system where buses and trains provide transport services in a disconnected format.

Bus services are long and convoluted, train services are focused on inter-regional commuting services with little consideration of journeys internal to Wollongong, Shellharbour, Kiama and the Shoalhaven. This disconnected and inefficient public transport service forces people into their cars to achieve efficient and convenient journeys.

TfNSW should lead transport planning for the region by focussing on a Hub (Interchange), Spoke and Corridor model. Timetable services between modes should also align to ensure interchanging and journey planning is convenient and efficient. This would improve multi-modal trip opportunities for the region and renew public interest and use of public passenger transport services, in turn assisting to reduce the current reliance on private vehicles and associated impacts whilst better using existing infrastructure.

It is critical that a Public Transport service plan includes opportunities for on demand bespoke services and capacity for efficient interchange between transport modes.

Proposed infrastructure projects should include:

- relocation of the Wollongong Bus layover;
- prioritisation of station upgrades and associated interchange provision;
- charging stations at transport interchanges;
- improved disability access at stations;
- road safety improvements around interchanges;
- park and ride locations at all stations.

A Public Transport services plan will need to account for the changing weekday and weekend economies.

Weekday services include strong inter and intra-regional trip demand with increasing demands between growth areas of West Lake Illawarra and Western Sydney for journeys to work and education. There is a need to enhance weekday train and bus services within the region to facilitate local growth and improve convenient and affordable access to employment centres. Further, in addition to improved services, associated improvements to commuter parking and modal interchange performance is needed to address the growth in private vehicle use for interregional journeys.

The weekend transport economy is highly seasonal, with significant recent growth in tourism demand to the coastal areas, including beaches, throughout the region. Our existing public transport services and road network lacks resilience to service and accommodate this seasonal demand. This is further exacerbated by the significant projected population growth in West Lake Illawarra and Western Sydney, areas relatively remote from the coastline. There is a need to ensure transport services address seasonal and weekend transport needs of the region and provide multi-modal opportunities for passengers.

There is also a healthy night-time economy in Wollongong that should be supported by night-time transport options. A Public Transport services plan should support night trading and be included in multi modal services plans for Greater Wollongong.

Notably, Council has been investing heavily in active transport infrastructure between train stations, bus stops and passenger destinations enabling passengers' modal options other than private vehicles to access their destinations. Public transport services should include modal

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interchange, wayfinding, and associated trip planning information to guide users to other 'last mile' modes of transport other than private single passenger vehicles.

As noted previously, Wollongong is a major regional centre identified as 'Metro Wollongong' in the DPIE Illawarra-Shoalhaven Regional Plan. Metro Wollongong includes the Wollongong CBD with a business and public sector core, together with medical, tertiary education, innovation and arts and entertainment precincts having some 34,000 jobs.

The number of jobs and high-density development in Metro Wollongong is unique within the Illawarra Region which is currently serviced by the "Free Gong Shuttle" bus that 'ties' these intense development areas together. The outstanding success of this free bus service may well be unprecedented in NSW with the significant transport related social, environmental and economic benefits only limited by the Government's limit on fleet capacity.

Council would like to see the role and service plan for the "Gong Shuttle" incorporated into the multi-modal regional services plan to ensure connected journeys. Council would also welcome a long-term commitment to the "Free Gong Shuttle" be included in the plan extending beyond 2024 and that an initiative to investigate expansion of the free shuttle to southern Wollongong be included.

The relocation of the TfNSW Bus layover at Lang Park is viewed as a critical initiative for immediate inclusion and action in the draft Regional Transport Plan. Relocation of the layover will enable improved service planning and deliver economic benefit to the City through improved use of the primary CBD foreshore frontage of Wollongong.

There are a number of public transport program areas noted in the draft Regional Transport Plan. Council would welcome greater collaboration on the development and delivery of these projects including the Wollongong Rapid Bus Package, Metro Wollongong High Occupancy Vehicle Lanes, Bus Head Start and Transport Connected Bus, On Demand Pilots and CPTIGS.

Council welcomes the proposed improvements to the regional and intercity fleet of trains and accessibility at stations. It also welcomes the More Trains, More Services (MTMS) program proposed and the accessibility improvements at stations within Greater Wollongong. Council would welcome greater collaboration between TfNSW rail planners in the early phases to ensure new schedules and services are aligned with the needs of the community and the City's future plans.

Council notes there are no proposals to duplicate single track line between Wollongong and Waterfall. It believes this is the priority for the T4 line, to ensure passenger service disruption is limited, noting the projected conflict between growing public transport movements on the line and freight task.

Furthermore, Council notes that the following public transport initiatives appear not to be included within the draft Regional Transport Plan and ask that they are added in order to reflect the Local and State Government's existing commitments to Greater Wollongong:

- Upgrades to railway bridges and level crossings to improve safety (eg. Bong Bong Road, Dapto);
- Provision of a multi-modal facility at Dapto Railway Station to support the West Dapto Urban Release Area – bus/rail interchange.

Council requests the creation of a Public Transport Services Plan for Greater Wollongong as a key initiative of the Regional Transport Plan. Council welcomes and seeks additional detail, involvement and investment for the identified public transport actions for Greater and Metro Wollongong

2.2 Freight Services

The State Government has proposed significant changes to the current and future freight task within the Illawarra-Shoalhaven through the ongoing removal of weight and height limits on the M1 Princes Motorway and A1 Princes Highway. Further, the ongoing expansion of Greater Sydney and its freight demands will drive inter-regional freight beyond existing network capacity.

The forecast volume of freight activity in addition to overall road and rail capacity will have a significant impact on the safety, efficiency and resilience of our road and rail network.

These plans for growth will significantly increase road and rail freight volume and High Productivity Vehicles (HPV) activity between industrial areas to the south of Greater Wollongong, the existing and future industrial areas of Greater Wollongong, Port Kembla, and Greater Sydney.

Action is required to ensure the adverse impacts of these increases are addressed and do not come at the cost of other State and local objectives.

Although many initiatives are proposed to investigate the impacts of increased freight movement, limited commitment for the delivery of infrastructure upgrades to address those impacts has occurred or is included in the plan.

Council seek commitment to prioritise moving freight by rail where possible in the first instance, and commitment for the delivery within the short (0-10 years) and medium (10-20 years) term of substantial road and rail upgrades in the form of:

- **Port Kembla Precinct and Transport Masterplan;**
- **Princes Motorway capacity upgrades (northbound and through the Wollongong City);**
- **Princes Motorway Interchange upgrades including construction of new on and off-ramps;**
- **Accelerate Picton Road Upgrade (acknowledged in the Plan);**
- **Accelerate Mount Ousley Interchange upgrade (acknowledged in the Plan);**
- **Mount Ousley Capacity upgrades, including the installation of a third descent lane;**
- **Appin Road Upgrade;**
- **Princes Motorway upgrade between southern Sydney and the Illawarra;**
- **Maldon to Dombarton line completion (as a combined passenger and freight line);**
- **Duplication of single rail line between Waterfall and Wollongong;**
- **Electrification of rail services to Bomaderry.**

2.3 Port Kembla Long Term Planning

Council believes that the Transport Plan does not adequately recognise the significance of Port Kembla and the need to provide associated improved infrastructure, connectivity, and services. The future economic prosperity of the Region is very closely tied to improvements at the Port and its respective transport infrastructure.

Port Kembla is an international gateway and very significant national asset. The Port is home to NSW's largest motor vehicle import hub and it is the only significant dry bulk port in southern NSW, being the largest export terminal for grain and second largest for coal. The Port contributes \$760 million annually to NSW Gross State Product (GSP), \$935 000 per vessel visit contribution to the NSW economy and 5,200 jobs in port operations (NSW Port's 30 Year Master Plan, 2015).

The Port Master Plan proposed Outer Harbour Development provides for additional trade capacity at Port Kembla. NSW Ports' has planning approval to develop a container and multi-purpose facility at Port Kembla's Outer Harbour, which envisages new wharves, berths and terminal facilities for NSW's second container terminal.

The Infrastructure Australian Audit of 2015 identified that Port Kembla would face capacity constraints in the absence of any rail network improvements. In this context, it is estimated there will be no spare capacity for freight on the South Coast Line from 2030.

This is supported by the Master Plan which stated that:

'Growth in the passenger network, and implementation of the State's rapid trains project for southern Sydney, will further impact the availability of train paths on the Illawarra Line for freight trains and limit its ability to cater for the forecast growth in freight trains.'

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The NSW Port's 30 Year Master Plan, 2015 also endorses the Maldon-Dombarton (now SWIRL) as a potential solution, highlighting that it:

'would benefit bulk rail access to Port Kembla by providing an alternate rail connection that avoids the congested Illawarra Line. This would free capacity on the Illawarra Line for commuter needs and would divert bulk trains from the Sydney metropolitan freight lines'.

It also notes that bulk product transport by rail results in lower transport costs for many bulk products and is more environmentally sustainable than transport by road, where a rail alternative exists.

Council continues to observe the State's intent for Port Kembla as a Nationally significant Port. We also continue to observe a focus on the Port functioning for freight, particularly by road.

Council requests that the State Government produce a long-term transport masterplan for Port Kembla. This masterplan should be an integrated plan that looks at the local and regional impacts of expanded freight movements in and around the Port. It should also consider how these demands can function with the many other demands of the area including residential amenity and multi-modal transport demands, noting the high impact to local amenity and transport disconnections that the Port and associated industrial lands bring to local transport access and safety.

There is no recognition within the draft Regional Transport Plan of the existing and ongoing commitment to the cruise ship industry use of Port Kembla or improvements to facilities to facilitate Port Kembla as a 'turn around' port.

Port Kembla is perfectly placed as an overflow port given the intense pressures on berthing availability in Sydney. This, together with opportunities in Port Kembla for ship provisioning and heavy marine engineering ship maintenance, ensures an ongoing demand for quality local cruise ship facilities at Port Kembla. Three international cruise ship providers have commitments to stop-over at Port Kembla. Recent cruise ships visits have brought significant economic and social benefits to the region and proved extremely popular, both with the visitors as well as being enthusiastically supported by the local population. Cruise ship operators have publicly praised Wollongong and all interests involved in making their visits such a success.

The Collins Report into NSW Cruising Port opportunities includes to Port Kembla and what it offers. Council feels it is extremely important, for the future growth of this regional opportunity, that the draft Regional Transport Plan includes reference to the provision of dedicated cruise ship facilities within Port Kembla Harbour.

Council requests that the Regional Transport Plan include a commitment to a Port Kembla Transport Masterplan, addressing forecast Freight and Cruise Ship Infrastructure at Port Kembla.

3. Major Infrastructure Requirements

Council is keen to collaborate more closely with TfNSW in project identification and development at a regional level.

3.1 Maldon To Dombarton Rail Link – South West Illawarra Rail Link (SWIRL)

Council, together with regional organisations and business groups, sees the completion of a Maldon to Dombarton dual function passenger/freight rail line as the key to 'unlocking' numerous land use and transport opportunities. A 30 to 50 minute rail trip from Wollongong to either Sydney Central/Mascot Airport or the proposed Badgerys Creek Aerotropolis not only opens up attractive commuting and business trip opportunities to Wollongong residents but also improves Wollongong's accessibility to Greater Sydney to encourage an efficient 'contra-flow' to emerging economic and employment growth in the Wollongong area.

The dual purpose (freight and passenger) Maldon to Dombarton rail link to Western Sydney is now referred to locally as the South Western Illawarra Rail Link or 'SWIRL'. Council strongly supports this proposal, which has the potential to transform and provide mutual benefits to the local economies of both Wollongong and South Western Sydney.

Illawarra First and the SMART Infrastructure Facility, University of Wollongong released a detailed report in 2020 examining the cost and benefits of a new rail link referred to as the SWIRL. The rail link would connect south west Sydney and the Illawarra and reduce rail travel times considerably, more than halving the current time it takes to travel between Wollongong and Campbelltown Stations.

This new research recommended that SWIRL extend from Port Kembla, through to Western Sydney Airport, and onto St Marys; a major transport and freight hub.

The research found:

- **For passengers:** the SWIRL between Wollongong, Wilton and St Marys could see 18,500 daily commuters experiencing a 15-20 minute faster journey between Wollongong and Western Sydney by 2041. This result delivers a productivity gain of \$73M per year.
- **For freight:** the SWIRL would avoid the rail and road bottle neck developing in the Illawarra that by 2056 will result in a \$1B economic loss.

The paper also recommended SWIRL be constructed before 2036, at which stage:

- The South Coast Line will be at capacity for passengers and freight;
- The Port Kembla Container Terminal will be only five years away;
- Population growth at Wilton will necessitate the construction of a station and a rail connection to the Main Southern Line, delivered most cost-effectively by the SWIRL.

Information released by the Australian Government on the National Rail Program identifies the Sydney-Wollongong rail corridor as a key strategic corridor where there would be significant benefit in providing faster commuting times. Improved rail connectivity would leverage the full potential of strategic assets like Port Kembla, Badgerys Creek and the growing economy of Western Sydney.

SMART concluded that the SWIRL could meet the transport connectivity objectives set by TfNSW at a lower cost and provide many economic and social benefits for residents of the Illawarra and Western Sydney. Support for the acceleration of the Maldon to Dombarton rail link in the Draft Regional Transport Plans would align with TfNSW commitment within the plan to enhance freight capacity and road safety.

Council seeks commitment within the Regional Transport Plan to the accelerated delivery of the Maldon to Dombarton (South West Illawarra) Rail Link.

3.2 Picton Road and Appin Roads

Picton Road and Appin Road are the pre-eminent arterial roads that link Western Sydney to the Illawarra. Demand for safe and efficient travel will continue to grow on these links as Western

Sydney expands and the new community seeks education, employment and recreation in the Illawarra.

Council welcomes the planning of improvements of Picton Road, however, requests that the upgrade be accelerated within the current 10-year period and that consideration be given to the long term economic and safety values of duplication and grade separated interchanges.

Council recommends the inclusion of a review and improvement of the Mount Ousley/ Picton Road interchange and particularly the westbound alignment and delineation be included in the scope of this project.

Interim strategies that are considered to be of value are intelligent transport systems such as are available on the Sydney Orbital to assist travellers to plan and manage their journeys.

Similarly, actions for Appin Road are welcome. Council welcomes the opportunity to work with TfNSW and surrounding councils to improve safe connectivity along these corridors.

3.3 Mount Ousley Road

Mount Ousley Road is the primary arterial road between the Illawarra, Shoalhaven and Greater Sydney. Council welcomes the ongoing commitment to deliver improvements at the Mount Ousley Interchange, however, would seek acceleration of the project's delivery noting its lengthy planning process.

Council notes that the operation of Old Mt Ousley Road as a primary gateway to Wollongong from Mt Ousley. The intersection of Old Mount Ousley Road and the Princes Highway currently operates as a dual lane roundabout with a low level of service. This intersection will need to be upgraded to traffic control signals (traffic lights) prior to the commencement of the interchange project to ensure safe and efficient access to the City during construction. It is recommended that the traffic signal project at this location be included and accelerated in the scope of the Mt Ousley Interchange project.

Further, Council seeks a commitment to improvements to the alignment of Mount Ousley Road and creation of a third descent lane. Council notes the ongoing capacity and road safety issues present, particularly with proposed increases to freight, on Mount Ousley Road.

3.4 State Road Network: Interregional Travel Links:

3.4.1 M1 Princes Motorway

The TfNSW website identifies improvements on the M1 Princes Motorway Mount Ousley and the Albion Park Rail Bypass as current projects, however these works are not listed in the draft Regional Transport Plan.

Council would be happy to work with TfNSW to identify specific locations along this corridor that require inclusion and acceleration to improve capacity for inter-regional trips, particularly for journeys to work and education between Wollongong and Shellharbour.

Intersection and ITS solutions should be included as initiatives in the Regional Transport Plan, along with the introduction of additional on and off-ramps to service the West Lake Illawarra growth area and Metro Wollongong. Council would also request the review of current interchange performance.

These improvements will also support road safety, heavy vehicle access to Port Kembla and commuter access to and from West Lake Illawarra.

3.4.2 Memorial Drive

Memorial Drive is a key arterial road linking the northern suburbs of Wollongong to the Wollongong CBD. The efficiency and capacity of Memorial Drive is severely impacted upon by the closely spaced and high number of traffic signals whose efficient operation is impacted upon high levels of local access. Congestion on the arterial link is resulting in a significant reallocation of regional commuting traffic to local roads, such as Pioneer Road, reducing local amenity. Council would welcome investment in time of

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day traffic management with a view to balancing the needs of the local and wider community.

Council would like consideration of a grade separated interchange at the intersection of Memorial Drive and Towradgi Road within the short-medium term (0-10 years) and additional information on wider projects proposed under the current initiative.

Ongoing growth in traffic has occurred in the northern suburbs of Wollongong through the increased housing and increasing demand for regional trips along the Grand Pacific Drive. There is a need to plan the delivery of the Memorial Drive (Princes Highway) extension to Bulli Pass in the medium term and a commitment to a traffic management strategy for the northern suburbs in the immediate term.

3.4.3 Lawrence Hargrave Drive

As noted above, significant local growth and projected demand for inter-regional travel along Memorial Drive and Lawrence Hargrave Drive, if unaddressed, will see further degradation of local amenity in the northern suburbs.

Council welcomes the commitment to improve road safety and reliability through Wollongong's northern suburbs of Bulli and Thirroul, however, is concerned that projects under these initiatives are for investigation only within the 10-year period, it is requested that specific projects be highlighted for delivery in the short term.

Council seeks consideration from TfNSW for improved collaboration and acceleration of these improvements. Council also seek improved application of Movement and Place framework when delivering projects on these roads noting the impact to local amenity that intensive road traffic has on the area.

Council welcomes recent funding for the Grand Pacific Walk at Clifton and would also like to see an ongoing commitment to the delivery of the Grand Pacific Walk project, which will deliver improved local pedestrian and cycling connections along Lawrence Hargrave Drive.

3.4.4 Infrastructure not included in the Regional Transport Plan

Several major road projects were noted as missing in proposed initiatives:

- Upgrades to State Roads, particularly intersections, within Metro Wollongong;
- Upgrades to Bulli Pass;
- Upgrades to Macquarie Pass;
- Planning and delivery of additional escarpment crossing;
- B65 (Shellharbour to Wollongong) congestion and local amenity improvements;
- Resilience planning for freight networks and greater Wollongong, noting major disruption can and does occur;
- Reference to maritime infrastructure other than Port Kembla;
- Reference to supporting transport services and infrastructure for the Shellharbour Airport;
- Existing committed projects underway in Illawarra-Shoalhaven.

It was also noted that major projects such as the proposed Ulladulla-Milton bypass appear misaligned with regional significance and regional benefit when substantial projects within Greater Wollongong remain unplanned and unfunded.

The draft Illawarra-Shoalhaven Regional Transport Plan should be updated to include prioritised projects that deliver safe and convenient multi-modal transport links within the Region and between Greater Sydney in the short-medium term (0-15 years)

4. Safety, Liveability and Amenity Initiatives

Council welcomes the focus on safety and liveability contained within the draft Regional Transport Plans objectives and initiatives. Council shares the vision and goals of the Movement and Place Framework, to create Precincts and Places that build on community individuality whilst providing safe, amenable and efficient access for all.

Council also recognises that this requires balance between the efficient movement of people within, through and around places and looks forward to applying the framework cognisant of the community and customer needs of the Illawarra. It also thanks the Government for supporting local road safety projects funded through the State Road Safety Program and National Blackspot Program.

Council is aligned with TfNSW in its goal to improve road safety and local amenity in Greater Wollongong. Our focus is moving residents and visitors safely around our city, with a particular focus on enabling pedestrians and cyclists to safely move around their areas.

That said, there remains a number of major roads and intersections within the Illawarra-Shoalhaven that require immediate planning to address their road safety, efficiency and local amenity impacts.

Whilst the figures shown within the draft Regional Transport Plan clearly illustrate our concerns with road safety in Greater Wollongong. Council has a list of numerous known areas for investigation and implementation of minor safety works that will enhance both safety and amenity across the region.

Council is keenly aware of several intersections and roads across the City, including those under the care and control of TfNSW, that pose a challenge to the safe and convenient movement of traffic, particularly pedestrians and cyclists. Many of these are roundabouts that require signalisation to ensure the safety of pedestrians and cyclists and are seen as a high priority by our community.

Wollongong was recently awarded the international 'Bike City' label, the only City in the southern hemisphere to receive the iconic and internationally recognised title. The inclusion of plans to investigate a Principle Bicycle Network (PBN) is welcomed, and Council looks forward to commencing both the planning and delivery of the PBN. We would further request an initiative supporting the ISJO's proposed regional cycling tourism strategy and that a regional PBN be created to reflect the wider opportunities for cycling improvements in the Illawarra-Shoalhaven.

Further, Wollongong will be host to the UCI Road World Cycling Championships in September 2022, this forms one of the 10 international Major Events being delivered by the NSW Government.

Council is committed to delivering the actions outlined within our Cycling Strategy over the next 10 years and will continue to seek the NSW Government's support in realising our goals to improve bike riding for all in our community.

Similarly, speed zoning and speed management including shared zones, high pedestrian activity areas, local area traffic management, priority treatments and 30km/hour trials are of high interest to Council. Council would request additional initiatives be brought forward and an increased focus by TfNSW for placemaking projects around the City, particularly in high pedestrian and cycling areas such as the CBD foreshore. Council is in the process of creating improved "High Street" environments in Corrimal, Port Kembla and Helensburgh and would welcome the piloting of the 30km zone as part of these initiatives.

Council is supportive of legislative changes and would be willing to facilitate a local trial for personal electronic mobility devices in Wollongong, particularly E-scooters.

Similarly, the proposal to develop a place-based transport plan for Metro Wollongong is welcome. Further to this, Council would request the initiative include notable town and village centres of Greater Wollongong.

Further, commitment and focus on the ongoing development of West Lake Illawarra's Public and Active Transport Network is needed to ensure that infrastructure enables local trips to their local major centres, education, and local train stations, such as Dapto and Albion Park. This focus on improved local resident access would reduce external trip demand where possible. It is noted that the existing structure plan actively creating 'missing links' due to infrastructure limited to individual developer frontages or within the release area bounds.

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Council continues to identify projects that would address road safety and access issues around and along routes to local schools. Collaboration between the Department of Education, TfNSW and Council would aid in both the planning and delivery of these projects. Council welcomes the proposal within initiative 49 in this regard, however, there is a significant shortfall between the need for walking and cycling infrastructure and resources (funding) to enable the creation of safe and amenable environments at and around schools.

In respect to future growth areas, the current Department of Education service model will see fewer and larger schools built in new release areas rather than the tradition neighbourhood school model. One of the initiatives in the Transport Plan is a collaboration to address barriers to walking and cycling to schools. Council notes this approach is in direct opposition to the outcomes being sought for the 30-minute city, active transport and safer routes to school by increasing distances to schools in growth areas and intensifying the activity of traffic at those schools. TfNSW should directly address this, through coordinated influence on school transport plans and their strategic location.

Further to this, recent IPART recommendations will result in a net reduction in overall infrastructure cost revenue of \$18 million. Council will be required to pursue cost savings at West Dapto in order to ensure all required infrastructure continues to be delivered. This cost savings requirement is particularly required for the shared path network. It will be difficult to deliver on this initiative in West Lake Illawarra given the above financial challenges and lack of school infrastructure planning from the Dept of Education.

Destination parking demand is also growing, with significant influence from Greater Sydney being felt both in congestion in the northern suburbs but also in the capacity of parking in high tourist areas such as patrolled beaches and similar tourist destinations. Council is interested in working with TfNSW in developing trip demand management systems to control both volumes of non-essential through traffic, improve convenience of public transport within walking and cycling catchments of tourism destinations, particularly the use of trains, parking control and pricing schemes to ensure public parking is available when needed.

Council requests greater collaboration with Councils to develop and prioritise projects that address known significant road safety issues, efficiency, and local amenity opportunities within the Illawarra-Shoalhaven. More specifically, Council would like to see an initiative for Greater Wollongong Safety and reliability improvements.

4.1 Planning for Movement and Place

Council welcomes the articulation of a clear goal in level of service for movement between Cities. However, the goal to create a 30-minute City is considered to be more appropriate for travel service levels between Metropolitan Cities and if applied to this region only be applied to connectivity between Greater and Western Sydney or to the wider extents of the region beyond the boundaries of the LGA.

Council has in the past continues to invest in an Access and Movement Study for the City with the objective is to produce a plan that defines appropriate movement corridors and place precincts across the City. Council would welcome greater collaboration with TfNSW in the development of this plan to ensure TfNSW approach supports the vision Council has for the City Centre.

To create a "Liveable Wollongong" the acceptable and efficient journey time should be reduced to 20 minutes to meet customer and community expectations. It appears based on the current proposed State priorities for the Illawarra-Shoalhaven and its growth areas that limited application of 30-minute city planning practices or Movement and Place is applied.

Whilst Council supports the objective of a 30-minute public transport trip between regional centres or growth area across the Illawarra-Shoalhaven, it is not considered to be the case within the precinct of the LGA which is an area dominated by private vehicle travel that has significantly lower travel times. This is seen to be counter-productive when attempting to guide real local transport mode shifts.

Noting that one intent of considering this transport planning practice is to consider and design systems that enable users to choose healthier and greener means of transport when undertaking their journeys.

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It was noted that reference to modal shift such as a future where 1 in 5 trips would be made by foot, bike or public transport and emission reduction was made a number of times, however, it was unclear based on the priorities of the plan and known projects, how such a shift (through delivery of the current draft Regional Transport Plan) would occur.

It is unclear within the document, and current State policy focus on greenfield expansion (given the distance of current Urban Release Area (URA) from trip generators and a lack of focus on green transport networks and rail connectivity) how changes to private vehicle use will be facilitated. Current initiatives such as West Lake Illawarra and Shoalhaven URA, and changes in technologies, could potentially make private ownership more convenient thereby increasing the market share of private vehicle use rather than a marked reduction. The assumption made that trip mode choice will change to public and low emissions vehicles needs to be underpinned with specific initiatives.

Given the above, Council agrees that the focus should be to support active transport as the mode of choice for trips within a centre's 15-minute catchment, and connected multi-modal trips from there on. The macro use of 'regionally significant centres' does not appear to align with the mode shifts sought within centres purported by the document.

Council would suggest that additional centres in Greater Wollongong and Shellharbour be used in future planning with a focus on delivering multiple high-quality centres with public transport connections rather than an isolated 'regional' Metro approach.

The plan should set out clearly the ways in which it will ensure that the relative attractiveness of sustainable transport compared to private vehicle transport increases over time (for example, aiming to make the 30-minute travel catchment for sustainable transport significantly larger than the 30-minute catchment for private motor travel). A risk to the vision provided in this plan is that motor vehicle network upgrades planned keep the status quo of motor vehicle travel being more attractive than sustainable travel and, hence, high car dependency associated mode share will remain.

Council requests the consistent and improved application of Transport 2056 and Movement and Place service planning frameworks for inter and Intra regional transport journey planning for the Illawarra-Shoalhaven and that the place based plan for Metro Wollongong be accelerated and prepared in collaboration with the Access and Movement study for the City.

Clarification on the following items are sought

Location	Question
Page 15	<p><i>Influence of Western Sydney</i></p> <p>With the stated increase in dwellings, Council is interested in working with TfNSW to develop a visitor economy transport plan that effectively manages and welcomes visitors to the region – initiatives will include services, communication and infrastructure elements.</p>
Page 63	<p><i>“Initiatives in Planning”</i></p> <p>Please provide a definition for the term “in planning” for example, the 30km/per hour is described as “in planning” with an undetermined time frame for either piloting or implementation.</p>
Page 63	<p><i>“For investigative Actions”</i></p> <p>Please provide a definition for the term “due for investigation” in the next ten years. Is implementation due within the lifespan of the plan (20 years)?</p>
General	<p>Council would like to see reference to and action on better data provision and sharing between State and Local Governments, particularly relating to traffic, travel, patronage and origin destination patterns.</p>