ITEM 6 POST EXHIBITION - WOLLONGONG TRANSPORT STRATEGY 2025-2035

On 8 April 2024 Council resolved to exhibit the draft Wollongong Integrated Transport which was exhibited publicly from 30 April 2024 to 27 May 2024.

Feedback was received via an online survey, written submissions, face to face conversations and online forums. There were 95 submissions, 46 people attending drop-in sessions and conversations were held with Aboriginal Elders.

The Wollongong Transport Strategy sets a 10-year vision-led direction for planning and investing in transport infrastructure and services across the Wollongong Local Government Area (LGA), aiming to provide safe, reliable, and sustainable transport choices for all. This strategy is essential for enhancing connectivity, supporting economic and social equity, and guiding future infrastructure development to meet Wollongong's long-term growth and resilience goals.

A final Transport Strategy is now presented to Council for adoption, it has been restructured and rebranded into a Council-led Strategy, incorporating proposed amendments made in response to submissions and feedback.

RECOMMENDATION

1 The amended Wollongong Transport Strategy 2025-2035 (Attachment 1) be adopted to guide transport vision for the local government area

2 The amended Wollongong Transport Strategy Action Plan (Attachment 2) be noted.

3 The Wollongong Transport Strategy 2025-2035 and Wollongong Transport Strategy Action Plan be published on Council's website

REPORT AUTHORISATIONS

Report of: Nathan McBriarty, Manager Infrastructure Strategy + Planning
Authorised by: Joanne Page, Director Infrastructure + Works

ATTACHMENTS

1 Draft Wollongong Transport Strategy 2025-2035
2 Draft Wollongong Transport Strategy Action Plan - 2025-2035
3 Engagement Summary and Responses

ACRONYMS USED IN REPORT

Abbreviation	Meaning
DCP	Development Control Plan
LEP	Local Environmental Plan
LGA	Local Government Area
SRITP	Strategic Regional Integrated Transport Plan
TfNSW	Transport for NSW
Transport Strategy	Wollongong Transport Strategy

BACKGROUND

The transport network across the Wollongong LGA is a complex system that provides connectivity between the diversity of places both within and outside the LGA. It encompasses trips to and from work, for education, for recreation, and everyday needs such as shopping and appointments. A functional transport network is a key component to ensuring the community and economy is well-functioning and resilient.

This is the first time Council has embarked upon a LGA-wide transport strategy. The Strategy sets the 10-year direction for planning, investing in, and improving transport infrastructure and services across the entire Wollongong LGA. It serves as a framework for the Council to strategically advocate for and implement transport services and infrastructure upgrades to our vision.

The Strategy encompasses all transport modes – from 'active transport' like walking (inclusive of mobility aid and devices), bike riding and scooting, public transport like buses and trains, as well as car access and parking, freight and local deliveries. Creating a future in which everyone can thrive, having access to the jobs, services, recreational and educational opportunities they need, means creating an accessible, future-ready network that doesn't compromise the very urban environment that makes Wollongong a great place in which to live, work and play.

Strategic Context

The Wollongong LGA will continue to be the economic capital of the Illawarra-Shoalhaven Region.

Wollongong's strategic location and strong economic ties to Greater Sydney and the Western Sydney Aerotropolis will require efficient and reliable transport connectivity for locals, visitors and freight as an international trade gateway through the Port of Port Kembla. Investment in city shaping infrastructure is required as the Wollongong LGA is projected to continue its strong population, employment, visitor and freight growth into the future.

As the population of Wollongong and the surrounding Local Government Areas continue to grow and diversify, and as we consistently exceed our employment targets, demand for transport infrastructure will increase accordingly. By 2041, Wollongong's daily population of visitors, workers, and residents is expected to grow to 362,000, significantly increasing the demand on transport and public spaces. This growth will necessitate the expansion and maintenance of public transport services to accommodate the additional 74,000 daily users from today.

Getting from a context of car dependence and inequity of access to opportunities requires visionary change and investment in public transport, active transport and freight resilience. This approach promotes sustainability, social equity, economic vitality and enhanced liveability and amenity for all.

Policy Framework

The Transport for NSW's Future Transport Strategy shapes the future of mobility, connecting people, communities, and businesses to drive economic growth and improve the quality of life. It sets the direction for Transport for NSW, guiding investments, services, and policies to create a safe, healthy, sustainable, accessible, and integrated transport system and creates the basis for localised planning across the State. At the regional level the forthcoming draft *Strategic Regional Integrated Transport Plan* (*SRITP*) applies a focus to transport planning for the entire region. This Transport Strategy is broadly in alignment with these two documents which seek to deliver a more sustainable transport network with an emphasis on enhanced transport choices.

The Strategy also complements existing endorsed supporting documents, including those for specific transport modes such as the *Wollongong Cycling Strategy 2030*, *City of Wollongong Pedestrian Plan*, as well as land use planning strategies and policies including the *Wollongong Local Strategic Planning Statement* (2025), *Wollongong Housing Strategy* (2023), various masterplans and the Wollongong Local Environmental Plan (LEP) and Development Control Plan (DCP).

Our *Wollongong Our Future 2035 Community Strategic Plan* includes four community goals which provide direction for the work Council does. Goal two is that "We have well planned, connected and liveable places". A strategy to directly support this goal by providing a framework to manage the transport network across our city is needed to shape Council's role in managing the local road network, and to align with transport infrastructure and services provided by the NSW Government. The *Transport Strategy* will provide this framework and a platform for Council to advocate for the provision of services and infrastructure upgrades that will support the City's growth and day-to-day lives of the Wollongong community and its visitors.

Roles and Responsibilities

Achieving our future vision will require collaboration and action from the community, Council, the State and Federal Governments, and the private sector. Council manages a significant part of the transport network across the City, in its role as the local road authority. Transport for NSW, an agency of NSW

Government, is responsible for many aspects of public transport service delivery and state road management. To deliver a cohesive and sustainable transport system to move people and goods into the future, Council must collaborate primarily with the State, while also engaging developers and community members.

This Strategy has been developed in liaison with Transport for NSW, who have been engaged throughout the Strategy's development. Whilst this is a Council Strategy and as such it will be aligned with Council priorities, there is significant alignment also with key State Government strategies such as the Future Transport Strategy and SRITP.

Overview of Strategy Development Process

The Strategy was developed through a staged approach, which utilised both quantitative and qualitative methods including data analysis, transport modelling, research and community and stakeholder engagement.

Council procured a consultant team led by Urbis to develop the background technical work for the Strategy. Stakeholder engagement activities across Stages 1 and 2 were carried out with a broad range of stakeholders at two face-to-face workshops. Some 40 attendees were present at each workshop with representatives from Council, various NSW Government agencies, Shellharbour Council, transport operators, service authorities, private industry, education institutions, advocacy groups, user groups and Council's Walking, Cycling and Mobility Reference Group. Workshops were also carried out with representatives from the neighbourhood forums online and in person, during these stages.

An overview of the development process undertaken to develop the Strategy is set out as follows:

1. **Research, Data collection and Transport Modelling**

We reviewed the existing transport network and policies to understand current performance and future needs. Stakeholder engagement and data collection on travel behaviour, demographics, and network usage provided a robust evidence base to inform strategic priorities. This formed current transport challenges and key opportunities. Findings were then used to facilitate conversations with a broad range of key stakeholders at workshops and set the future Transport Vision and Goals.

Potential future scenarios tested how the transport system may operate if we continue along the current trajectory. Then further analysis was undertaken to understand how we can move towards a preferred scenario. Forecasts associated with a 'business-as-usual' scenario in 2041 were developed. This analysis was used for the Preferred Way Forward Workshop with key stakeholders, which set out a range of potential responses before a preferred future scenario was developed and had workshop participants develop a preferred transport future scenario.

2. **Strategic Directions and Opportunities**

This involved the iteration and refinement of the draft strategy document, expanding on how and what needed to be done to deliver on the Vision. Additional detail was added through mapping of key steps to achieve success and determination of time-bound strategies and actions, to achieve the vision.

3. **Public Exhibition**

The *Draft Integrated Transport Strategy* was open for public feedback. Refer to 'Responding to Feedback' below.

4. **Strategy refinement**

Feedback received during public exhibition was collated and changes made where required. Further conversations with technical staff, executive and Councillors have refined the Strategy now being put forward for adoption.

5. **(Future) Implementation and monitoring**

Monitor success and deliver against the vision.

CONSULTATION AND COMMUNICATION

Responding to feedback

The *Draft Wollongong Integrated Transport Strategy* was considered by Council on 8 April 2024 and supported to be placed on public exhibition from 30 April to 27 May 2024.

Feedback was received via an online survey, written submissions, face to face conversations and online forums. There were 95 submissions received (through survey responses and otherwise in writing), 46 people attended drop-in sessions and 2 conversations were held with 11 Aboriginal elders.

The following table summarises key themes raised and if/how the Strategy has been revised in response to these issues raised.

Key theme	Response
Readability and deliverability of the Strategy:	
Concerns about implementing the proposed actions within the 10-year timeframe and available resources.	The Action Plan has been revised with a rationalisation of actions with some actions instead being transferred to 'opportunities' in the Strategy. There are a range of actions that are advocacy matters, that are important to monitor but Council aren't responsible for actioning.
Use of plain English language and a simpler layout requested.	The Strategy has been restructured, and the accessibility of language used has been improved.
Safety, accessibility and equity:	
Safety and/or accessibility concerns for older people, people with disability, people with hidden disability, carers, women, and school children.	The Strategy has included further emphasis placed on these users of our transport network their needs with supporting data.
Integrated and coordinated planning:	
Support for integrated transport planning and the desire for ongoing collaboration and coordination between government, industry, and community.	The Strategy has clearly articulated the of responsibilities between different layers of government, developers and community included.
Calls to integrate land use planning with transport planning to maximise the effectiveness of the strategy.	The Strategy includes clear acknowledgment of critical State and Regional Transport networks and Wollongong's contribution to the national economy. The Strategy will be used to frame advocacy pieces, submissions and referrals on key projects led by government and the private industry. The Action Plan includes changes to the Development Control Plan and internal project development processes,
Infrastructure maintenance and needs:	
Location specific infrastructure or maintenance requests for road, footpath, shared path, and cycleway networks and connections.	The Strategy provides higher level strategic guidance; however, place or location specific feedback is captured through our Infrastructure Request Lists or will be picked up in future projects that are specific to a particular place or project (the City Centre Movement and Place Plan for example).

Key theme	Response
Sustainable transport infrastructure for behaviour change:	
Calls for public transport service and infrastructure improvements.	The Strategy has a recommendation section dedicated to Public Transport as a key mode. The Strategy also specifically acknowledges gendered safety barriers, services, the nighttime economy, new Southern Gong Shuttle, connections to growth areas and the need to partner to provide better bus stops.
Calls to improve connectivity including east-west links, links to the city centre, educational institutions, healthcare precincts, industry and employment hubs, urban release areas and other growth areas.	The Action Plan calls out multiple advocacy items to support proactive public transport service planning and delivery to support access to these destinations and precincts.
Suggestions for promoting sustainable transport options to drive behaviour change	The Strategy draws particular attention to the need for action by many different people, including individuals. There is a refined focus and detail provided on the need for behaviour change programs and promotions.
Different uses within the Road:	
Mixed views on the allocation of road space for either parking, traffic, or cycleways	The Strategy is framed about a vision and validate approach and providing more options for sustainable transport including active transport is the cornerstone for achieving this future. The TfNSW Movement and Place framework requires the function of a road or street to be clearly defined to then inform the outcome. This approach allows streets and roads to be considered on a case-by-case basis to determine if road space allocation for public and active modes should be prioritised and is appropriate.

PROPOSAL

The Strategy incorporates an approach to planning transport called the ‘vision and validate’ approach, in contrast to a traditional ‘predict and provide’ approach. Historically, transport networks have been planned by predicting future needs and subsequently providing transport infrastructure, mainly road based, to meet these predicted needs. This has largely resulted in a transport network that facilitates private motor vehicle use to a higher standard than sustainable transport modes including walking, bike riding, and public transport. This approach sets a vision and then develops a strategy and actions that will achieve the vision.

The strategy employs a data-based model for defining transport issues together with the information received from community and stakeholder engagement. Fundamental to the trend and issue data collected is modelling projection that shows significant congestion and environmental costs associated with more vehicle trips in the future should travel in the LGA be as car-based in the future as it is today. Specifically, projections looking at 2036 show the following trends:

- a 22% increase in vehicle kilometres travelled in the AM peak (based on 2016 levels), resulting in more congestion and more ‘rat running’ through local streets.
- 38% (3,800) more car trips from the West Dapto Urban Release Area (based on 2016 levels).
- 21% increase in vehicle ‘delay hours’ (congestion) across the AM peak (based on 2021 levels), with longer and less predictable journey times.

- An annual environmental cost of $48M to the community.
- 13% more car trips in the City Centre in the AM peak (13,000 more car trips).

Within these broad findings, the following have been identified as key issues and trends which the Strategy needs to respond to and/or build upon:

- **Public transport**
    - Travel times on public transport lag too far behind car travel times
    - Buses have good coverage but low service standards
    - Train services are skewed towards the north to Sydney, and don't support workers coming to our LGA and travelling within the LGA.
    - There are low service standards, and low public transport use in the southern suburbs
    - Public transport delivery in growth areas come after the delivery of housing
    - The Nighttime economy is not supported by public transport services
    - The experience of getting to and waiting for public transport can be poor
    - Many people don't feel safe on and around public transport
- **Car dependence**
    - Most trips are travelled by car, including trips under 2 km
    - Transport options need to support all ages and a mix of trip purposes
    - There is a high rate of private car ownership, particularly where public transport service is poor
    - Parking in high demand areas is a concern, with many frustrated by lack of convenient parking
    - Car dependence limits opportunities to decarbonise our transport network
    - 'Rat running' is bringing increased traffic and speeding to local streets
    - The number of fatalities on Wollongong roads has come down over time
    - Most speed zones would see low survival rates of pedestrians and bike riders in crashes
- **Walking and bike riding**
    - Improved active transport infrastructure to support mode shift for local trips
    - The topography provides challenges and barriers to active transport
    - Train lines and roads are physical barriers and crossing these can be challenging
- **Freight, Loading and Servicing**
    - Freight and passenger rail services compete for network capacity and limit network improvements
    - Limited road and rail crossings of the Illawarra Escarpment make the transport network more susceptible to disruption, impacting our resilience
    - Some bridges on the M1 require upgrading to accommodate oversized loads
    - There is a need to manage competing demands in busy urban areas

The Transport Strategy's Vision and Goals were developed with stakeholders to align with community aspirations and policy objectives. The Strategy's core elements- Strategic Directions, Opportunities, and Actions- translate this vision into practical steps for Wollongong LGA's transport future

Vision

The Strategy's Vision and Goals were developed with stakeholders to align with community aspirations and policy objectives.

The Vision is the big picture and long-term transport aspiration. The Vision is:

Wollongong is a liveable city where everyone has viable and sustainable transport choices, that provide connected journeys across Traditional Lands that are safe, reliable and accessible.

Goals

The six goals are key targets for measurable progress against the vision. The Goals are:

1. *Achieve competitive public transport*
2. *Integrate sustainable transport and land use*
3. *Ensure all ages and abilities can get around with ease*
4. *Increase the use of active modes*
5. *Foster a connection to and sense of Place*
6. *Collaborate to deliver change*

Strategic Directions and Opportunities

Strategic Directions set the mode-based priorities. Sitting under each of the Strategic Directions are the Opportunities, which outlines our approach to transport outcomes. These Opportunities are practical ways to implement change.

The following table provides a complete list of Strategic Directions and Opportunities:

Movement and Place			
Strategic Directions			
A connected and resilient region	Enhance awareness and action 'Towards Zero'	Streets and roads respond to their desired function	Streets support a range of users and uses
Opportunities			
• Establish a One Network approach • Partner to deliver transport improvements • Advocate for an integrated transport system that provides trip choice	• Deliver towards the Safe Systems approach • Prioritise infrastructure improvements that improve safety and mode shift • Support safe travel behaviours and mode shift through education • Leverage data and innovation to inform priorities and measure success • Rationalise the use of regulatory signs and lines • Deliver safe speeds that support the street function	• Apply the people-focused road user allocation approach • Utilise Movement and Place to design for the desired function of roads and streets • Enhance the efficiency of critical movement corridors • Prioritise the place function of local and destination streets • Advocate for updated legislation and approval processes to support 'place' activities	• Transition streets into calmer, quieter and user focused environments • Planning for staying in business centres • Embrace parklets and mixed-use kerbs • Promote community street use and activation • Deliver and evaluate street changes using 'tactical urbanism' and trial infrastructure • Advocate for grant opportunities for street activation and revitalisation

Walking		
Strategic Directions		
Walking is desirable for all ages, abilities and genders	The environment for walking is comfortable	The walking network is improved
Opportunities		
• Apply Crime Prevention Through Environmental Design (CPTED) • Prioritise inclusive crossings and maximise uninterrupted walking connections • Design for women's safety • Slow speed limits to improve pedestrian safety	• See tree canopy as essential walking infrastructure • Use Water Sensitive Urban Design (WSUD)/ permeable paving • Make space for trees	• Prioritise walking links to public transport and activity centres • Create safer streets around schools • Create more permeable pedestrian networks
Bike Riding and Scooting		
Strategic Directions		
Safe, comfortable and convenient bike riding infrastructure	Expand the bike riding network	Grow bike riding tourism
Opportunities		
• Deliver more dedicated, separated bike riding infrastructure • Deliver shared paths in appropriate locations • Prioritise separated bike paths in new development areas • Utilise 'quiet ways' on low traffic streets • Improvements to intersections • Consider shade and shelter as core bike riding infrastructure • Create equitable bike riding for all genders and levels of experience • Support first and last mile connections with bike parking	• Provide key north south connections • Improve east-west connections • Connect bike riding to public transport • Connect schools/educational institutions • Provide bike riding network in urban release areas • Investigate shared and rent-to-own micro-mobility options	• Promote the Wollongong LGA's bike riding routes • Deliver clear and consistent wayfinding • Support bike riding along rail corridor • Deliver the missing connections of the Grand Pacific Walk • Investigate the Lake Illawarra loop
Public Transport		
Strategic Directions		
Competitive Public Transport services	Improve public transport network planning	Improve public transport network planning within the LGA Integrate with other transport modes
Opportunities		
• Advocate for proactive Bus Service Planning • Deliver high frequency corridors, not just high coverage • Support bus priority for improved reliability and journey times • TfNSW to lead undertake a process understand the barriers of public transport patronage • Pursue public transport services that serve the nighttime economy • Support the roll out of modernised public transport fleets that are climate friendly	• Advocate for a trunk and feeder network • Advocate for integrated public transport interchanges • Rationalise and relocate bus layovers and terminus to Station precincts • Support emerging innovative market led service model • Retain and expand the Gong Shuttle • Deliver more trains and more services	• Provide seamless interchange between modes • Deliver accessibility at bus stops • Deliver clear directional wayfinding • Support real-time travel information at key locations and through apps • Investigate partnering to provide higher amenity bus stops. • Improve safety at grade level crossings through removal and/or upgrades • Provide safer bike riding to stations • Support kiss and ride zones • Plan safer connected train station precincts

Freight, loading and servicing	
Strategic Directions	
Protect and plan for resilient freight corridors	Manage kerbside deliveries and servicing
Opportunities	
• Advocate for greater capacity and resilience for the freight rail • Connect the Region with South-West Sydney • Clearly define and streamline heavy vehicle, freight routes • Ensure industrial uses requiring heavy vehicle freight are located strategically	• Require off-street loading and servicing in new developments • Consolidate on-street waste collection and storage • Rationalise kerbside loading zones
Parking	
Strategic Directions	
Manage parking demand and allocation	Improving parking efficiency through system improvement
Opportunities	
• Recognise that parking is a shared public resource • Prioritise community safety and amenity over car parking • Preserve public open space • Introduce maximum parking rates to new developments • Support shared parking agreements • Utilise timed parking and/or paid parking in high demand areas • Support population growth and economic competitiveness through managing kerbsides • Review off-street parking to determine the highest and best use in high demand areas • Assess the potential of consolidated off-street commuter parking to optimise the use of parking on public land	• Encourage carshare • Support EV Charging on-street in the short term • Investigate smart parking signage advisory systems • Investigate opportunities for dynamic parking

The Action Plan details key projects that are needed to realise the Vision, Goals and Strategic Directions outlined in this Strategy within a 10-year period. The Action Plan remains flexible and will continue to be refined over time through Council's Integrated Planning and Reporting process. This flexibility also allows for amendments were required to reflect new data availability and community insights as they are made available.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of the Our Wollongong, Our Future 2035 Community Strategic Plan Goal 2 - "We have well planned, connected, and liveable places".

It specifically delivers on core business activities for many teams and function across the organisation. Specifically, as detailed in Transport Services within the Infrastructure Strategy and Planning division as well as informing planning policy, proposals and applications; disability inclusion and transport infrastructure design and delivery.

The Strategy delivers on the NSW led Safe Systems Approach and the Movement Place Framework applying it to a Wollongong context.

The Strategy will also be used to inform Council's input into planning policies, planning proposal and development applications. Further, the Strategy will be the foundation to submissions on behalf of Council on government led projects including Regional Plans, legislative reviews and parliamentary enquiries.

SUSTAINABILITY IMPLICATIONS

The Vision for the transport network across Wollongong and its supporting goals and strategies in the Strategy aim to:

- Increase the attractiveness and utilisation of sustainable transport modes including public transport, walking, and bike riding.

- Reduce the use of motor vehicles for commuting and short trips, which will reduce carbon emissions and noise pollution.
- Advocate for a transport network that is inclusive, and ensure our community's ability to connect with services that supports their wellbeing

The Strategy recognises our streets and roads as places for people to live, work and play, not just as connections for movement. The Strategy supports Council's *Urban Greening Strategy* by providing more shade trees on our transport network to make it more attractive for walking, bike riding, and staying activities and contribute to Council's climate change mitigation targets as outlined in Council's *Climate Change Mitigation Plan,* transport to support our cities growth and economic resilience as identified within the *Local Strategic Planning Statement* and *Economic Development Strategy* and to deliver equitable support and access as identified within our *Disability and Inclusion Action Plan.*

RISK MANAGEMENT

There will be significant environmental, social, and economic risks associated with not transitioning our transport network to sustainable transport modes in the near future. Maintaning a business-as-usual approach to the management of the transport network will result in increased congestion on our roads, longer and less predictable journeys and higher costs for road infrastructure and on our community.

Without a transport strategy that addresses all key modes of transport, there is a risk of misalignment between Council's transport network and the NSW Government transport network. Achieving the community's aspiration for accessible and affordable transport requires a transport system with a range of transport choices which requires the coordination and alignment of effort across all levels of government.

FINANCIAL IMPLICATIONS

Various actions proposed by this Strategy will be delivered as part of core business. Numerous actions recommend the delivery of infrastructure and services that require funding and / or other resourcing from State and Federal governments or a business proposal for Council.

Funding will be sought from ongoing and one-off grant programs such as *Get NSW Active*, *Safer Roads Program* and *Black Spot Program* for Council led actions, where support is required from other levels of government. Actions proposed to be led by the NSW Government will be funded externally.

Actions relating to new or upgraded infrastructure on Council's local road network can be addressed by including specification principles led by Council's Asset Management Plan and as part of project identification and scoping within existing Infrastructure Delivery Program areas. For example, specifying wider shared paths in areas of elevated demand.

CONCLUSION

The Wollongong Transport Strategy provides an overarching framework for transport planning and infrastructure initiatives across the Wollongong Local Government Area and acknowledges the important role that connectivity plays in our community's wellbeing, our economic positioning at a national level, and our environmental resilience.

The Strategy creates strategic alignment and a cohesive approach for the transport network to meet the Community's needs to:

- enable efficient, accessible, and sustainable movement,
- facilitates economic development and job creation,
- enables future land use growth and activity,
- create purposefully and directed transport infrastructure delivery and budgets considering movement and place,
- optimise on how we invest in our transport infrastructure and advocate for State and Federal funding,

- support future Council operational plans to seek continual improvement of the urban environment,
- promote multi-modal transport and transport innovation,
- sustain the Community's quality of life through the form and function of our streets.

It is recommended that Council adopt the amended Wollongong Transport Strategy 2025–2035.

Wollongong City Council

Wollongong Transport Strategy

2025-2035

wollongong
city of innovation

Document Set ID: 26802331
Version: 10, Version Date: 04/09/2025

Acknowledgement of Country

We acknowledge the Traditional Custodians of the land in which our city is built, the Aboriginal people of Dharawal Country. We recognise and appreciate their deep connection to this land, waters and our greater community.

We pay our respects to Elders past, present and those emerging and extend our acknowledgement and respect to all Aboriginal and Torres Strait Islander peoples who call our city home.

We recognise Aboriginal and Torres Strait Islander people as the first people to live in the area. We respect their living cultures and recognise the positive contribution their voices, traditions and histories make to our city.

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Contents

Project and report	Date	Issue
Draft Integrated Transport Strategy 2024 (Background Report), Urbis	March 2024	Endorsed by Council for public exhibition (8 April 2024)
Draft Wollongong Transport Strategy 2025-2035, Wollongong City Council	April 2025	For Council endorsement
Wollongong Transport Strategy 2025-2035, Wollongong City Council	August 2025	Adopted by Council [TBC]

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Document Set ID: 26802331
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Executive Summary

Our community told us they value affordable and accessible transport which is key to how we live, work and connect with each other. This priority is reflected in *Our Wollongong Our Future 2035 Community Strategic Plan* - Goal 2 – We have well planned, connected, and liveable places.

To support achieving this goal, the Transport Strategy sets out a 10-year plan to promote sustainable transport, enhance connectivity, and support economic viability, while creating liveable places integrated with the environment across the Local Government Area (LGA).

This Strategy provides a framework for Council to advocate for and implement better transport services and infrastructure upgrades to support the area's future. It supports the ways people move through the LGA —whether walking, rolling with mobility aids, cycling, driving, using micromobility, freight, and public transport.

Vision:

Wollongong is a liveable city where everyone has viable and sustainable transport choices that provide connected journeys across Traditional Lands that are safe, reliable and accessible.

Goals:

1. Achieve competitive public transport
2. Integrate sustainable transport and land use
3. Ensure all ages and abilities can get around with ease
4. Increase the use of active modes
5. Foster a connection to place.
6. Collaborate to deliver change

Why do things need to change?

Taking a 'vision and validate' approach (Figure 1), the Transport Strategy sets a clear direction for a more connected, inclusive, and sustainable future. This contrasts with the 'predict and provide' approach of the past, which often resulted in car-centric planning and limited transport choices.

Our community currently relies heavily on private car use, with 79% of trips made by car—including 55% of trips under 1 kilometre. These short journeys present an opportunity to shift toward more active, sustainable, and inclusive ways of getting around. This continued reliance on private cars, combined with a growing population is placing increasing pressure on our existing transport network, our environment, our economy, and the health and wellbeing of our community.

With finite space and a growing population, prioritising car use is unsustainable. We must invest in sustainable travel options and use the right policy levers to make sustainable transport choices easier, safer, and more attractive.

Without intervention, Wollongong's transport network will face increasing strain and longer journeys by 2036 including:

- 21% increase in delays resulting in congestion and increased travel times
- 13,000 more private car trips in Wollongong's City Centre in the morning peak, eroding amenity.

Realising the vision will require coordinated investment to improve infrastructure and public transport, alongside a shift in individual travel choices toward more active and inclusive modes.

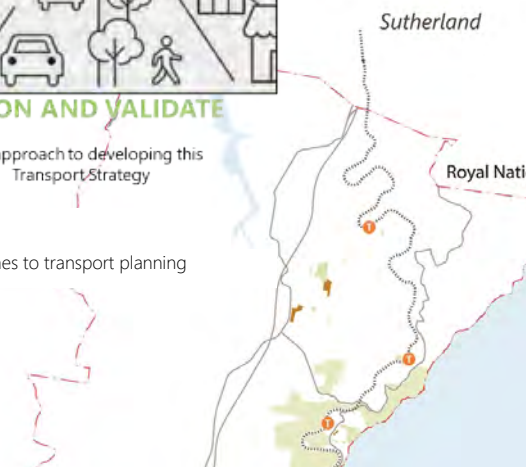
Figure 1 - Predict and Provide versus Vision and Validate approaches to transport planning

The future of transport in Wollongong

Overview of Strategic Directions guiding the future of transport in Wollongong

Movement and Place

- A connected and resilient region
- Enhance awareness and action 'Towards Zero'
- Streets and roads respond to their desired function
- Streets support a range of users and uses



Document Set ID: 26802331
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1. Introduction

About the Wollongong Transport Strategy

The Wollongong Transport Strategy (the Strategy) sets the 10-year direction for planning, investing in, and improving transport infrastructure and services across the entire Wollongong LGA.

The Strategy emphasises collaboration across all levels of Government, including Transport for NSW and the NSW Department of Planning, Housing and Infrastructure, industry and business, the development industry, and the community.

The Strategy was informed by input from the community, key stakeholders, and transport and planning experts, alongside a review of current trends in the transport sector. It examines existing travel patterns within the Wollongong LGA, identifies key network deficiencies, and highlights areas requiring action across all levels of government. The Strategy sets out a clear vision to address Wollongong's transport challenges and opportunities.

The purpose of the Strategy is to provide safe, sustainable, accessible, and affordable transport options to support our city's growth and diversity. It aligns with and supports strategic plans and policies including:

- Mode-specific i.e., Wollongong Cycling Strategy 2030, City of Wollongong Pedestrian Plan 2017-2021
- Place-based i.e., Draft Wollongong City Centre Movement and Place
- Land Use i.e., Wollongong Local Strategic Planning Statement (2020), Wollongong Housing Strategy (2023), Masterplans and the Wollongong LEP and DCP.

Wollongong's population is projected to grow by 31% between 2025 and 2046 (.id Informed Decisions, 2025), making proactive transport planning essential. As Wollongong continues to evolve and grow, the current reliance on private cars- even for short trips- will lead to busier roads, longer travel times, and greater environmental impacts.

The community has consistently called for more inclusive and sustainable transport options, including walking, cycling, and public transport. While private vehicles remain a necessary mode of travel for many, they are not universally accessible. A diversified transport network will reduce dependence on private cars, enhance mobility for all residents, and deliver long-term social, environmental, and economic benefits. It will also improve the efficiency of the road network for those who rely on driving.

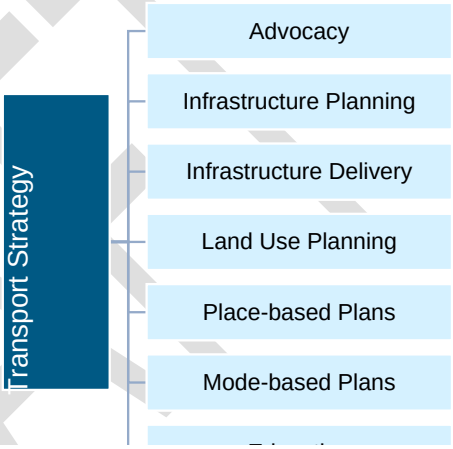

Figure 3: Areas of influence of The Strategy

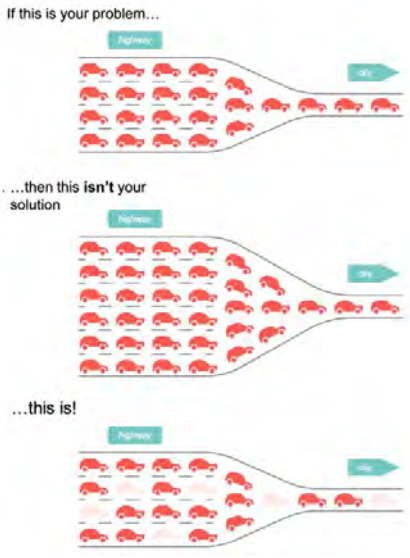

Figure 4: Road bottleneck diagram, Source - Brink, n.d

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Developing the Transport Strategy

To develop this Strategy, Council adopted a combined quantitative and qualitative approach, incorporating the steps outlined below.

Data analysis	Using data available from Australian Bureau of Statistics (ABS), Transport for NSW including the Public Transport Accessibility Level (PTAL) and Household Travel Survey (HTS) and data held by the Council including geographic and parking data. Note: The analysis relies heavily on census data from 2016, as the more recent census in 2021 was undertaken during COVID-19 lockdowns and therefore did not provide data aligned with ongoing behaviours and demographics.
Transport modelling	Using the Vision and Validate approach, the transport and land use were modelled considering all modes. The modelling examined forecasts for what the region's transport would look like in 2041. It was based on land use and population projections to 2041 and included funded projects.
Research	Including critical policy documents at a State and Local Government level and examined Council's archives for transport changes in the Wollongong LGA.
Stakeholder workshops	Two structured stakeholder workshops were held in 2023 to develop the strategic framework for the strategy including Vision and Goals and to prioritise key issues to be addressed.
Community and industry feedback	In mid-2024, a draft Integrated Transport Strategy Background Report was exhibited and received 95 responses. Feedback from other Council engagements such as the Draft Community Strategic Plan, and Customer Requests provided guidance on sentiment.

Community and Stakeholder engagement

Community engagement plays a vital role in informing decision-making, fostering trust, and ensuring transparency. In the context of transport planning, it provides an opportunity to build shared understanding and deliver outcomes that reflect community needs and aspirations.

The Draft Wollongong Integrated Transport Strategy was endorsed by Council on 8 April 2024 for public exhibition from 30 April to 27 May 2024. Feedback was gathered through multiple channels, including an online survey, written submissions, face-to-face conversations, and online forums, ensuring a broad and inclusive consultation process.

1500	808	95	46	2
people visited the engagement page	people downloaded the draft Strategy	submissions were received	people attended drop-in sessions	Conversations Aboriginal elders

Community feedback reflected a broad spectrum of views, ranging from concerns that the draft Strategy did not go far enough in shifting focus away from car dependency to apprehension that it placed too much emphasis on sustainable transport modes. In finalising the Strategy, Council carefully considered this feedback, incorporated nuanced community perspectives where possible, and balanced them with technical analysis and available data. The result is a Strategy designed to deliver the best possible outcomes for the Wollongong community. A summary of community sentiment is provided in the section below.

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Overview of key themes from Public Exhibition

Readability and deliverability of the Strategy

- Concerns about implementing the proposed actions within the 10-year timeframe and available resources.
- Use of plain English language and a simpler layout requested.

Safety, accessibility and equity

- Safety and/or accessibility concerns for older people, people with disability, people with hidden disability, carers, women, and school children.

Infrastructure maintenance and needs

- Location specific infrastructure or maintenance requests for road, footpath, shared path, and cycleway networks and connections.

Integrated and coordinated planning:

- Support for integrated transport planning and the desire for ongoing collaboration and coordination between government, industry, and community.
- Calls to integrate land use planning with transport planning to maximize the effectiveness of the strategy.

Sustainable transport infrastructure for behaviour change:

- Calls for public transport service and infrastructure improvements.
- Calls to improve connectivity including east-west links, links to the city centre, educational institutions, healthcare precincts, industry and employment hubs, urban release areas and other growth areas.
- Suggestions for promoting sustainable transport options to drive behaviour change

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Policy Framework

Strategic planning is set at both State and Local Government levels in New South Wales. At the state level, strategic plans address broader, long-term goals that impact the entire State or Regions, such as economic development, infrastructure projects, environmental sustainability, and social welfare. Whereas local government strategic plans respond to the state's strategic plans, at a local level and are tailored to the specific needs and priorities of individual communities, and environments.

At a State level, the Future Transport Strategy 2056 (TfNSW) shapes the future of mobility, connecting people, communities, and businesses to drive economic growth and improve the quality of life. It sets the direction for Transport for NSW, guiding investments, services, and policies to create a safe, healthy, sustainable, accessible, and integrated transport system and creates the basis for localised planning across the State. Sitting underneath this Strategy is the Illawarra Shoalhaven Regional Transport Plan (TfNSW), which focusses on the entire region. The Wollongong Transport Strategy aligns with the overarching direction of the NSW Future Transport Strategy and draws on priorities identified in the Illawarra Shoalhaven Regional Transport Plan. It establishes priorities for Wollongong, with a strong emphasis on expanding transport choice to meet the needs of a growing and diverse community (Figure 5).

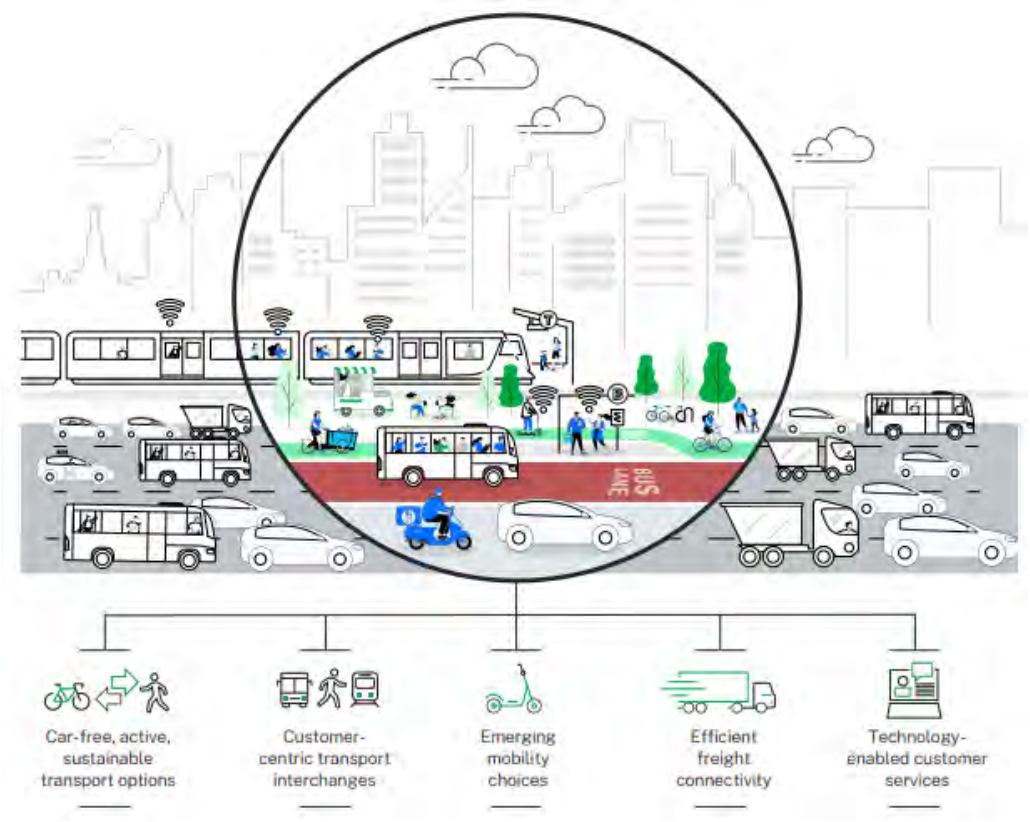

Figure 5: Future Transport Strategy - end to end transport choice

This Strategy forms part of Council's broader suite of integrated strategies, plans, and policies, and sits within an established planning framework that supports evidence-based decision-making across resource allocation, advocacy, and urban management. It aligns with *Our Wollongong, Our Future 2035*, Council's highest-level strategic document where the community identified transport and active transport as key priorities. As a critical policy lever, the Wollongong Transport Strategy directly supports Goal 2: "We have well planned, connected, and liveable places" (Wollongong City Council, 2025).

The United Nations Sustainable Development Goals (SDGs), adopted by member states including Australia in September 2015 as part of the 2030 Agenda for Sustainable Development, provide a global framework for addressing key societal challenges. While some goals are more relevant to developing nations, others—such as Goal 11: *Sustainable Cities and Communities*—are directly applicable to local government. This goal emphasises inclusive urban planning, resilient infrastructure, and accessible transport systems, aligning closely with the objectives of the Wollongong Transport Strategy.

Figure 6: United Nations Sustainable Development Goals relevant to the Transport Strategy

Figure 7: Policy and Planning Context at Wollongong Council

Roles and Responsibilities:

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. By working together and rethinking our approach to transport, we can create a system that benefits both people and the country, ensuring a better future for everyone. 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.

Government

In New South Wales, the division of responsibility for transport services and planning sits predominantly between State Government and Local Government and requires coordination across different projects and transport options. Table 1 provides an overview of the division of responsibility for transport between State and Local Government in New South Wales. There are many opportunities for advocacy and collaboration from Council such as:

- Funding Partnerships**:** The State Government often provides funding to local governments for local transport projects through grant programs.
- Strategic Regional Integrated Transport Plans**:** Local governments contribute to the development of strategic regional integrated transport plans led by Transport for NSW.
- Public Transport Service Planning, Delivery and Operations: Council contribution facilitates the integration of public transport with land use and other transport modes.
- Joint Initiatives**:** On occasion there are discrete projects which require collaboration (whether led by the State or local government), where responsibilities overlap.
- Council's Infrastructure Delivery Program (IDP): Council develops a 4-year infrastructure program to support the existing network of infrastructure and provide new infrastructure through evidence-based decision-making.

This Strategy recognises that aspects of Wollongong's transport network, such as public transport (buses, trains, and ferries) are under the jurisdiction of Transport for NSW - NSW Government. While Council does not have direct responsibility for these services, this Strategy takes a whole-of-network approach, spanning all modes of transport for a cohesive and integrated vision for the city. Council remains committed to ongoing advocacy and collaboration with Transport for NSW and other key stakeholders to help realise the shared vision for a connected, accessible, and sustainable transport future for Wollongong.

Developers, businesses, industry and landowners

Council requires developers to comply with local and State planning policy which sets design and compliance standards. Council also requires developers to support local essential infrastructure upgrades through development contributions and planning agreements. These agreements allow Council to fund and deliver, or for developers to complete infrastructure works directly, ensuring high-quality, fit-for-purpose public assets.

To support this growth, the NSW Government also levies the Housing & Productivity Contribution (HPC) which applies to the entire Wollongong LGA and levies contribution outside of the local framework to fund state infrastructure within the community.

Table 2 Overview of the division of responsibility for transport between State and Local Government in New South Wales

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Responsibilities for Transport across NSW		
	Transport for NSW / State Agencies	***Wollongong City Council***
Roads	**State Roads and Highways**: Planning, funding, construction, and maintenance of major arterial roads, highways, and motorways. **Ports**: Management of key ports like the Port of Port Kembla, and Wollongong Harbour. **Freight Corridors**: Oversight of major freight routes and intermodal terminals. **Traffic Management**: Oversight of traffic signals, major intersections, and Intelligent Transport Systems. **Road Safety**: Developing and enforcing road safety policies, driver licensing, and vehicle registration. **Road Rules:** Implementation based on model Australian Road Rules, education and enforcement.	**Local Roads**: Maintenance, upgrading, and construction of local roads, streets, and associated infrastructure such as footpaths and street lighting. **Regional Roads**: Maintenance, upgrading, and construction of regional roads. Level of funding received on annual basis from NSW Government dependant on various factors. **Parking Management**: Regulating on-street parking, enforcing parking rules, and managing public parking facilities. **Parking Rates:** Setting fees for paid on street parking zones as well as leased and casual paid off street public car parks. **Road Safety**: Local programs targeting road safety education (jointly funded with Transport for NSW). **Kerbside Management:** Loading zones, pick up and drop off (No Parking) zones. **Local Roads:** Truck restrictions and load limits, approval of oversize and over mass heavy vehicle movements. Advocacy and collaboration with Transport for NSW
Public Transport - Rail	**Train services**: Management of Illawarra Shoalhaven train system including service planning. **Train stations**: Management of stations and master planning.	**Train station linkages:** Provision of connections to walking and bike riding network. Advocacy and collaboration with Transport for NSW
Public Transport - Bus	**Bus services**: Regulation and contracting of bus services, including metropolitan, regional, and school bus services. **Bus stops**: Designation of routes, bus stop locations and provision of bus stop poles. **Community Transport**: Supporting community transport services for people with limited mobility. Advocacy and collaboration with Transport for NSW and Federal Government	**Bus Stops and Shelters**: Provision of boarding point, connecting pathway, seating and shelter. Advocacy and collaboration with Transport for NSW
Walking, Rolling, Bike Riding and Scooting	**Strategic Cycleway Corridor Planning and Infrastructure**: Developing state-wide bike riding and pedestrian plans and infrastructure delivery. Strategic Cycleway Corridor Program currently underway. **Funding**: Providing grants and funding for local active transport infrastructure.	**Local Bicycle and Pedestrian Infrastructure**: Development and maintaining local bike paths, footpaths, shared paths, and crossing facilities. **Local Programs**: Encouraging active transport through local initiatives like bike share programs, walking groups, and educational campaigns. Advocacy and collaboration with Transport for NSW
E-mobility	**Shared Scooter Trial Schemes:** Administration, guidelines, approval of areas and evaluation. **Road Rules:** Amendment and enforcement of road rules as required to allow e-scooter schemes and address emerging technology including e-bikes.	**Shared Scooter Trial Schemes:** Planning of areas, monitoring, trial improvement, liaison and management of provider. Advocacy and collaboration with Transport for NSW

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How to read this document

This document serves as a strategic guide for shaping the future of transport in Wollongong LGA. It is designed to be a practical resource for a diverse range of users, including Council staff, developers, State government agencies, and the community. By providing a clear structure for understanding key challenges and opportunities, this strategy supports decision-making and coordinated action across different sectors.

Analysis and Key Findings

Presents quantitative data that highlights significant trends alongside a summary of the key messages received from the community. It outlines the broader impetus for change, identifying macro trends such as cost-of-living pressures, climate change, population growth, and increasing congestion. Without improved choices, these will continue to impact the city's liveability, economic resilience, and environmental sustainability. This chapter provides the evidence base for the recommendations that follow.

Recommendations

Presents Strategic Directions and opportunities that set out a range of recommendations grouped under themes. These articulate high-level priorities for planning, while highlighting ways to implement change. This chapter is intended to guide the development of future projects, policy decisions, and infrastructure investments, ensuring alignment with the city's urban planning goals.

Chapter 3 should be referred to when planning and delivering new projects or policies to ensure they align with the identified strategic directions and opportunities. Government will use the recommendations to inform decisions, developers will integrate the recommendations into their projects, and the community can leverage the insights to advocate for and implement solutions that support Wollongong's long-term vision.

The following documents support the Transport Strategy:

Companion document

Transport Action Plan:

The 10-year Action Plan (Attachment 1) details priority projects and tasks that will deliver again the Transport Strategy.

Background document

Draft Wollongong Integrated Transport Strategy:

A technical report prepared by Urbis for Council in 2024. This draft was placed on public exhibition.

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2. Analysis and key findings

This chapter integrates the key findings from the data analysis and community engagement. It presents stakeholder sentiments alongside a snapshot of Wollongong's current transport context, highlighting the challenges and opportunities facing the LGA. The analysis identifies broader drivers for change including cost-of-living pressures, climate change, population growth, and rising congestion which without change, will continue to impact the city's liveability, economic resilience, and environmental sustainability. This chapter provides the foundational evidence and rationale for the recommendations outlined in the Strategy.

Strategic Context

As the economic capital of the Illawarra-Shoalhaven Region, Wollongong's strategic location and strong economic ties to Greater Sydney and the Western Sydney Aerotropolis will require efficient and reliable transport connectivity for locals, visitors and freight as an international trade gateway through the Port of Port Kembla. Linking freight of all scales, through roads, rail, ports, and airports is critical for supporting economic growth and resilience. Investment in city shaping freight infrastructure has the potential to transform our economy.

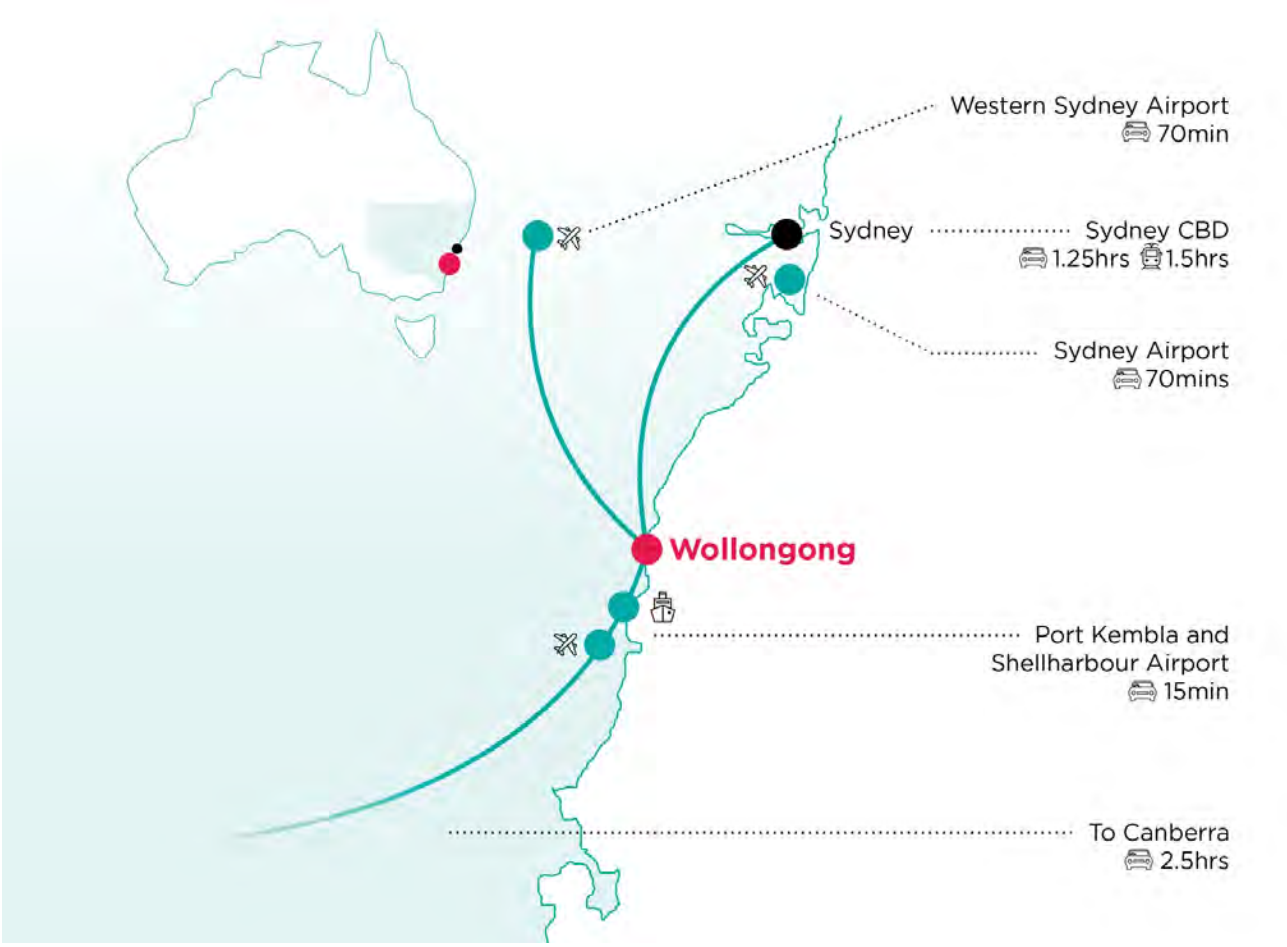

Figure 8: Strategic context of Wollongong

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By 2046, the Wollongong LGA is projected to grow to over 288,000 residents, which is an increase of approximately 66,000 people and 32,000 new dwellings. Most of this growth is concentrated within the West Dapto and Tallawarra Urban Release Areas, and higher-density development focused within the Wollongong City Centre. Additional growth will be accommodated across existing urban areas through a mix of low-rise and denser dwelling types. This evolving urban form will require a transport network that supports increased demand, promotes accessibility, and aligns with sustainable development principles.

By 2041, Wollongong's daily population of visitors, workers, and residents is expected to grow to 362,000, significantly increasing the demand on transport and public spaces. This growth will require the expansion and maintenance of public transport services to accommodate the additional 74,000 daily users. As the population within Wollongong and its surrounds grows and diversifies, there will be increased use and demand for transport infrastructure.

This growth will bring activation and vibrancy but requires support from all levels of Government to expand and maintain public transport services, active transport infrastructure, reduce car dependence and support efficient freight movement. This improved connectivity is essential for facilitating economic growth, liveability and ensuring the city's transport network can support and capitalise on the increased demand.

Place context

Wollongong’s current transport system is the result of decades of incremental decisions shaped by geography, industrial development, and urban growth. Understanding this legacy is essential to appreciating how the city is structured and how our community live and move today. The interplay between Wollongong’s natural setting, historical land use patterns, and the dual passenger–freight corridor present ongoing challenges for planning future growth and economic development. As we look ahead, it is critical to acknowledge both the opportunities and constraints inherited from past infrastructure decisions. A future-focused approach must build on this context to deliver a transport network that is integrated, resilient, and responsive to the evolving needs of the Wollongong LGA.

Dharawal Country

Aboriginal people have been caring for Dharawal Country for tens of thousands of years, engaging in ceremony, trading and making efficient use of the area’s resources. Camps, settlements and meeting places were located on the coast and near waterbodies, places which were rich in fish, crustacea and water birds, where fishing and trading activities occurred. There are many key transport routes that we use today on traditional routes**.** These routes should be identified and celebrated, and the story of their origins shared for generations to come.

Colonisation and Settlement

Europeans began to make their mark on Wollongong in the early 1800s. During this time the landscape began to change dramatically, as timber cutters, grazers, agriculturalists and later dairy farmers began to use the area for its resources. Wollongong Township was planned in 1834, connecting business, government and community activities to the Wollongong Harbour. As the coal industry moved in during the 1840s, villages were established around mines, ‘pit townships’ were developed.

Mining establishment

From the 1860s a network of early tramway routes ran from the Escarpment Collieries east to jetties in harbours and ports, to allow for the transportation of raw materials to Sydney and beyond. These original railways have influenced our transport routes.

Urban settlement was expanded, and intercity connections strengthened, in the late 1880s when the Illawarra Railway was completed. A route dictated by topography and in most cases sat parallel and at a distance to established travel routes and towns. The Railway also led to an increase in tourism to seaside towns and villages such as Austinmer and Thirroul which expanded as business boomed. Some townships originally situated along road travel routes such as in Bulli also began to shift towards railway stations.

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Industrial expansion

In the 1920s steelmaking was added to Wollongong's industry with new towns created like Cringila (originally known as Steel Town). In 1913 Port Kembla was connected to Wollongong by rail, providing an important freight function and then a passenger service. The location of the stations focused on access to the steelworks and remain misaligned and disconnected from the town centres.

Overall, transport planning focused on industry – with roads and rail moving goods, and workers to mines, ports and steelworks across the extents of the LGA, with little attention to public transport, resulting in a fragmented urban form dominated by heavy industry and disconnected from some transport modes.

Urban Expansion

This industrial expansion led to significant growth in towns such as Port Kembla, along with surrounding communities including Lake Heights and Cringila. These areas developed in response to employment opportunities and infrastructure investment, shaping the social and cultural fabric of the region. Recognising the diverse histories and contributions of these communities is essential to inclusive transport planning that reflects both legacy and future needs.

During this time, private car ownership became increasingly obtainable to most and was reinforced by car-centric planning. New roads and road systems connected suburbs, and the transport network became heavily reliant on cars, with little focus on or understanding of, long-term social and health outcomes associated with that reliance. This enabled the urban growth in the 1960s and 70s, and growth on the edges of existing urban areas, through greenfield development.

The rise of car dependence fundamentally reshaped urban development patterns, contributing to the decline of traditional high streets and the emergence of new commercial hubs. This shift facilitated the growth of shopping malls along major road corridors, capitalising on increased accessibility and consumer mobility. Warrawong Plaza, which opened in 1960, marked the beginning of this transformation in the Illawarra region. It was followed by the development of additional malls in Figtree, Dapto, Wollongong, and Corrimal throughout the 1970s and 1980s, reflecting a broader trend toward decentralised retail and car-oriented infrastructure.

A new millennium

From the 1970s and 80s, interest in sustainable development and a greater focus on public health led to changes in transport planning practices. Cycleway development began in the1980s, and has accelerated since 2014, when Council adopted its first Bike Plan. Crown Street was pedestrianised in 1986 with the mall developed in 1987. This change followed other major projects that changed how people move to and through the city, largely focused on freight and private passenger vehicle movements like the development of the M1 Motorway and Masters Road.

While car dependence remains a defining characteristic of our community, a gradual shift in travel behaviour is underway. This change is being driven by targeted investments in active transport infrastructure and the growing accessibility of e-micromobility options. A key milestone in this transition was the launch of the free 'Gong Shuttle' in 2009. By offering a reliable alternative for short trips, the shuttle has played a significant role in reducing private car use and encouraging more sustainable travel choices.

Significant growth is being planned in West Dapto and Tallawarra, with detailed planning for these new communities. The Wollongong City Centre has seen significant high-density growth, however, the delivery of improved services in these areas to support a shift away from private vehicles has been slow, often following population density rather than acting as a catalyst for growth.

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Figure 9: Traditional travel routes in Wollongong (Based on NSW Department of Planning and Heritage, n.d.)

Figure 10: The M1 at Bulli Tops (From the collections of the Wollongong City Libraries and the Illawarra Historical Society, P21625,, 1979)

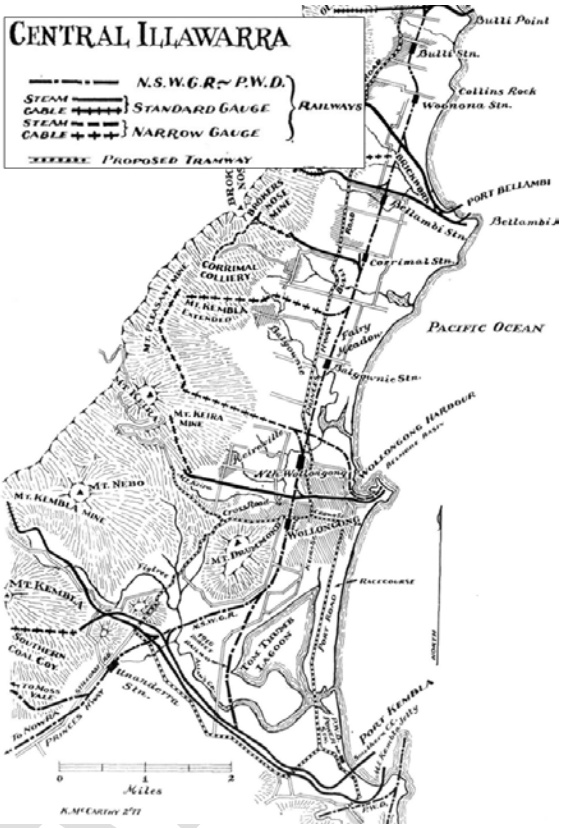

Figure 11: Central Illawarra Rail Network and planned tramways (1900-1910) (Sydney Tramway Museum, 1981)

Figure 12: Bike riding between Wollongong and Thirroul, 1980

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Current transport trends

Current transport trends…		Transport implications in Wollongong
Wollongong residents travel for a wide variety of reasons 	**26%** of travel is social/recreational **20%** of travel is to serve a passenger **17%** of travel is for shopping **15%** of travel is commuting **7%** of travel is for education/ childcare	• Transport planning needs to consider a wide variety of trips and a wider variety of people who make them. • Many commuter trips are predictable (times and destinations), whereas other trips are disparate across the day/night and to an array of destinations.
Wollongong serves both a local and regional role 	**48%** of people in Wollongong across the week are non-locals (places other than the Wollongong LGA).	• Wollongong has a local and regional role. • Consideration needs to be given to local trips within the LGA, but also people and goods travelling regionally.
Wollongong is an employment hub for the region 	**25%** of workers in Wollongong live outside the area and commute in (85% of these come from Shellharbour).	• Supporting an array of options for commuting from key destinations outside the LGA. • Consideration of workers in the 24-hour economy (including industrial, hospitality and medical industries).
Tourists use transport infrastructure and are a growing market 	**37%** of tourism is domestic day trips. **60%** more tourism trips in 2024 compared to 12 years earlier.	• Wollongong serves a large domestic day trips role, particularly from Sydney. • Management of resources like parking and access to popular destination is required. • Tourism has increased significantly.
Port Kembla is an international trade gateway 	**1st** largest vehicle import port in NSW **1st** largest grain export port in NSW **2nd** largest coal export Port in NSW **72%** Exports / **28%** Imports	• There is a significant amount of freight that needs to access and be distributed from Port Kembla. • Many imports need to get to logistics centres in SE Sydney.
In the future (2046) …		**Transport implications in Wollongong**
The population will be much larger 	**36%** more people living in Wollongong than in 2021.	• More demand for travel for everyday trips such as work, education, recreation and shopping. • More demand for freight deliveries.
There will be proportionally more older residents 	**60%** More senior and elderly residents -70+ year olds in Wollongong than in 2021 (the population segments experiencing the largest proportional change)	• More demand for walking, rolling and bike riding infrastructure which is suitable for all ages and abilities. • Maintaining accessibility through better public transport provision for those who are unable to drive due to age.
There will be many more children and young people 	**+15,730** more children and young people living in Wollongong in 2046 than in 2021	• More demand for access to schools and recreation facilities. • Creating more opportunities for independent travel (to ensure the burden of transport for parents).
Port Kembla will become even more significant 	Port Botany will reach capacity as a container terminal and Port Kembla will become NSWs second container terminal when capacity is reached. *Note: Between 2046-56.	• There will be more demand for freight access to and from Port Kembla. • Managing freight access efficiently will require additional infrastructure.

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Public transport

Travel times on public transport lag too far behind car travel times

Public transport in Wollongong, especially buses, takes much longer than driving, even during peak hours.

While people don't expect public transport to be as fast as driving, the large gap in travel times often leads those with access to a car to choose driving instead.

Enhancing the competitiveness of public transport journeys is key to getting more people using public transport.

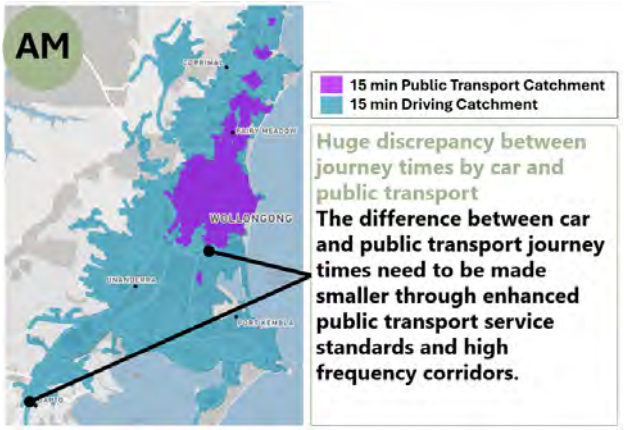

Figure 13: AM Peak travel time from City Centre: Car and public transport

> *"Enhancing the competitiveness of public transport is key to more use" - Resident.*

Buses have good coverage but low service standards

The bus network operates on a coverage model. This means that for most people in Wollongong it's not far to walk to a bus stop. However, with high coverage there comes a high cost of delivering a desirable level of bus services. This includes low service frequency, span of hours and travel times not being competitive as routes are generally indirect.

Areas with highest service standards are concentrated towards the City Centre and key town centres in the north.

> *"Bus frequency increases would be great but also have them run later." - Resident.*

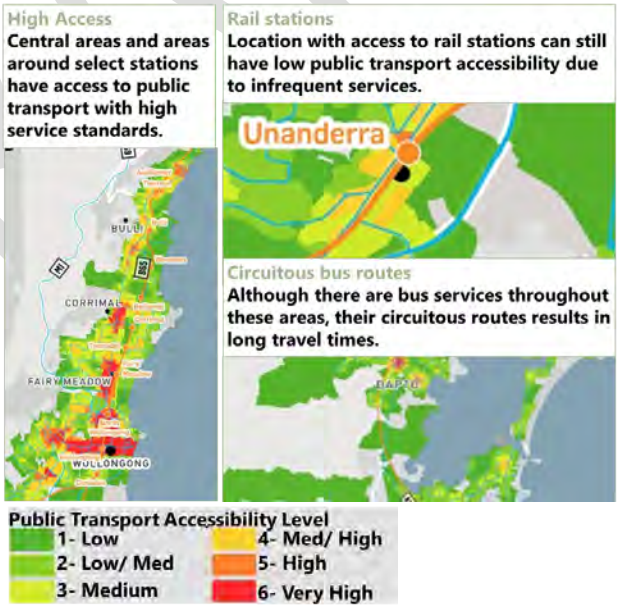

Figure 14: Public Transport Accessibility Level in Wollongong (Transport for NSW, 2019)

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Train services are skewed towards the north to Sydney, and don't support workers coming to our LGA

There are 21,500 workers in Wollongong who live outside the Wollongong LGA and 85% of these workers come from the south (predominantly Shellharbour).

The morning peak has frequent train services between Shellharbour and Wollongong, however there are infrequent services (roughly hourly) during the afternoon peak, and therefore this is not a viable commuter option, (Transport for NSW, October 2024).

Train services and connectivity improve north of the City Centre where trains are timetabled to favour the 50% of Wollongong LGA residents who travel outside the Wollongong LGA for work, 50% of whom travel north (predominantly to Sydney CBD) (Figure 15).

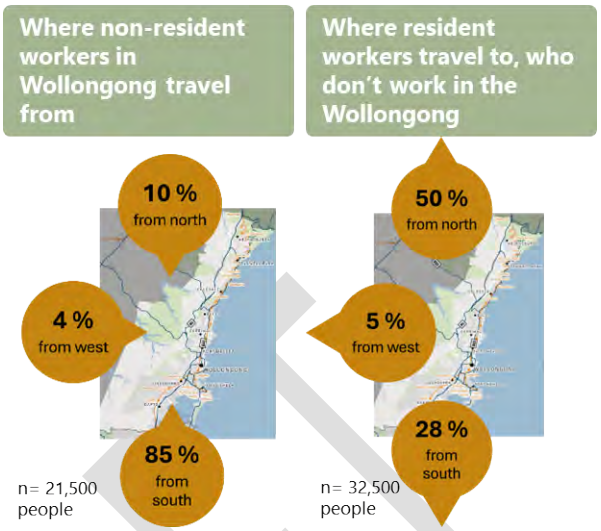

Figure 15: Inflow and outflow of workers to/from Wollongong (based on (ABS, 2016)).

There are low service standards, and low public transport use in the southern suburbs

The northern suburbs experience the highest proportion of public transport usage for work commutes, with the southern suburbs notably lower (ABS, 2016). Residential areas in the northern suburbs tend to be more concentrated around public transport.

Suburbs with high socioeconomic disadvantage in the south are being further disadvantaged by lower service standards (Figure 16). In turn, a larger portion of the household budget goes towards car ownership and usage.

> *"We do not want to see areas south of the city continue to be disadvantaged in terms of active transport and public transport options" - Resident*

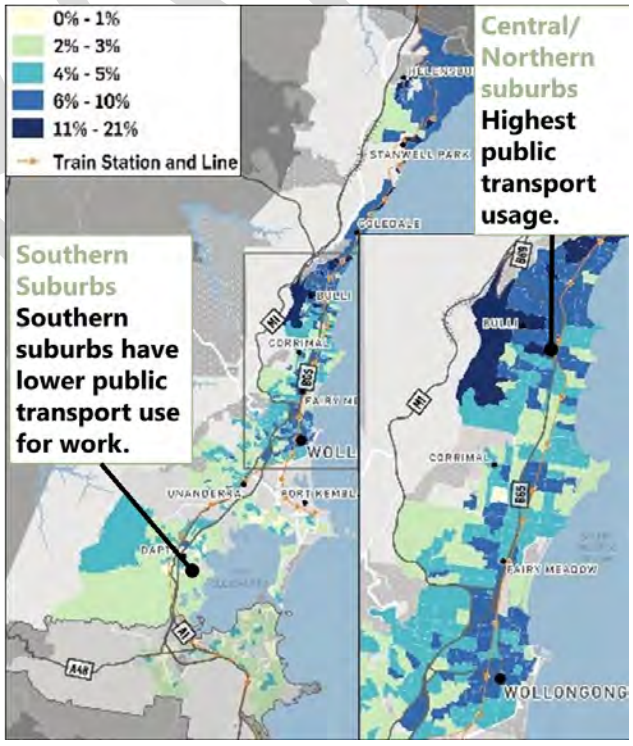

Figure 16: Public Transport Usage (ABS, 2016)

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Public transport delivery in growth comes after the delivery of housing

We need to plan public transport to support a sustainable and growing population.

This will reduce dependence on cars and provide more options for travel for work, school, and leisure.

The West Lake Illawarra Growth Area represents a critical opportunity for State and Local Governments to provide a coordinated approach to transport planning and investment.

Figure 17: Housing development in West Dapto (part of West Lake Illawarra)

> *"We want less cars on M1. [Better public transport in West Lake Illawarra] will help keep traffic out of Central Dapto, off the M1. - Resident.*

The Nighttime economy is not supported by public transport services

Our public transport network is geared to support commuting for 9-5 workers. Reliable, late-running public transport services support patrons to go out and stay out later, but it also provides access for nighttime workers.
Across NSW approximately 21% of workers are employed in the "Nighttime economy." (NSW 24-Hour Economy Commission , 2024) This includes retail, hospitality, and entertainment workers, but also shift workers like doctors, nurses, paramedics, police, cleaners, security guards, and workers in manufacturing and construction.
The difference in volume between daytime and nighttime train services is not as stark as for bus services. In part, this is because the existing level of service is low in general. Outside of peak commuting hours, Wollongong Station only sees one or two services per hour, per direction.

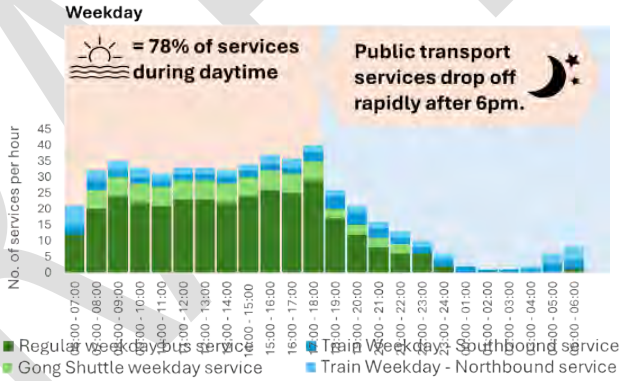

Figure 18: Number of public transport services servicing City Centre, over 24 hour period (Weekday and Saturday) Transport for NSW, 2025)

Note:

Bus services are taken from the stop at Burelli Street after Corrimal St as Burelli St is an important bus corridor, with twenty-two routes using this stop. The number of services per hour is indicative of services across the network, as the decline is due to services stopping rather than reducing frequency.

Data is correct as of March 2025.

> *"The Free Bus should [have extended hours] 7-days a week." - Resident*

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The experience of getting to and waiting for public transport can be poor

High-quality environments at train stations and bus stops play a crucial role in making public transport accessible and appealing.

Some important features missing at bus stops and train stations which make using these modes less appealing (and impact people with mobility issues) include seating, shelter and shade, real-time information, and connecting paths. There limited secure bike cages or sheds at any station in Wollongong compared to other stations within NSW.

> *"A good place to start is with pedestrian crossings [is] on the roads adjacent to stations." – Organisation (Wollongong)*

Figure 19: Various Station interfaces (from top: Wollongong Station Port Kembla Station.)

Many people don't feel safe on and around public transport

Poor safety and perceptions of safety are inhibitors that mostly affect women, young people, and the elderly. Safety concerns have an ongoing impact on girl's and women's choice to walk or travel alone (NSW Government, 2022).

30% of women feel unsafe in public spaces during the day and 90% feel unsafe at night (Plan International Australia, 2018). This is an issue for walking and cycling but also public transport use in the Wollongong LGA.

Works by Council to improve lighting around public transport sites and activate open spaces in surrounding precincts have improved perceptions of safety. Further works of this kind can contribute to improved community safety and transport mode shift.

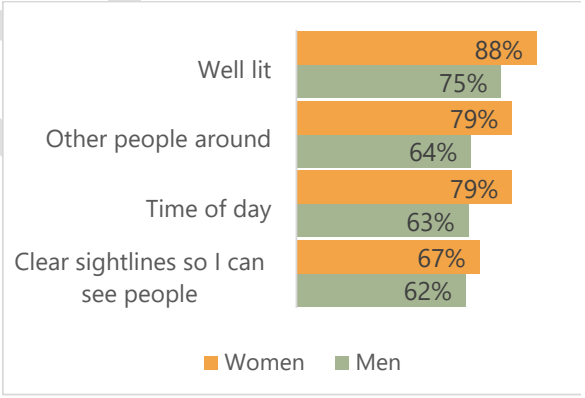

Figure 20: Top 4 factors that influence the routes people choose (Transport for NSW, 2023)

> *Lighting and shelter for bus stops is also a must, especially at night it's just not safe enough for anyone, especially young people and women. – Resident*

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Car dependence

Most trips are travelled by car, including trips under 1 km

The majority (79%) of trips within Wollongong are undertaken by private vehicles (Figure). For trips that are less than 1km (about a 10-minute walk), around 55% are travelled by car.

Around 82% of trips between 1-2km (about a 10–20-minute walk) are travelled by car (Figure). These short trips matter, as it has the greatest potential to be shifted to walking and bike riding.

Shifting short car trips to active travel modes delivers multiple community benefits including reducing traffic congestion, improving public health outcomes, and enhancing access to local centres and activities.

By prioritising infrastructure that supports active travel, communities can become more connected, resilient, and environmentally sustainable, while also fostering vibrant public spaces and reducing transport-related emissions.

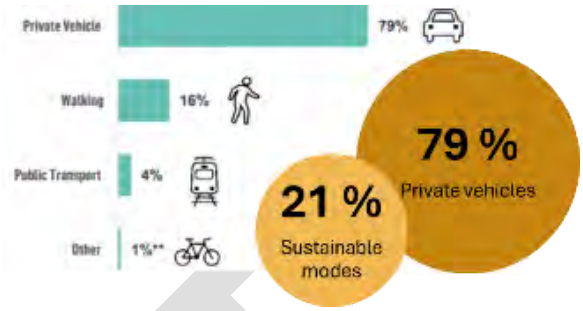

Figure 21: Transport modes used, Wollongong LGA (Transport for NSW, 2018-19)

***Note: 'Other' includes bikes, scooters and other modes.*

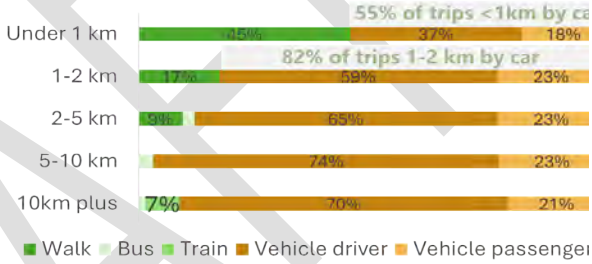

Figure 22: Transport modes, by distance, Wollongong LGA, (Transport for NSW, 2018-19)

Transport options need to support all ages and a mix of trip purposes

'Serving passengers' represents 20% of all trips made in Wollongong (Figure). This trip purpose is mostly an adult dropping off a child for things like school, sport and social occasions. Creating a child-friendly city is key to reducing the significant number of these trips.

> *"Many parents drive their children to school because they are concerned with safety. Resulting in even more congestion and risk in these areas." - Resident.*

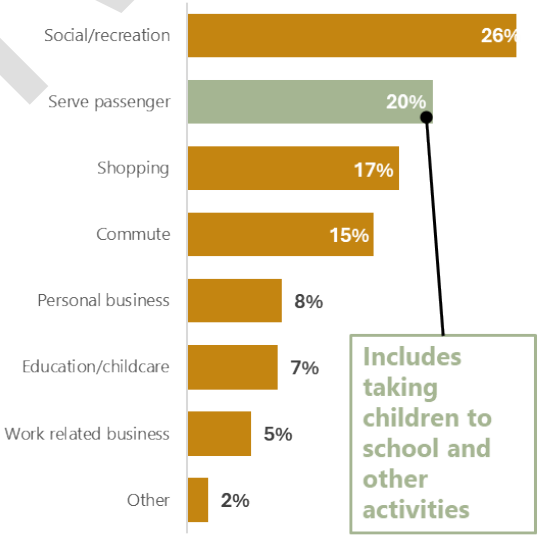

Figure 23: Wollongong LGA – Trip Purposes (Transport for NSW, 2018-19)

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There is a high rate of private car ownership, particularly where public transport is poor

Households in Wollongong generally own one or more cars (ABS Census, 2021). While this is typical across NSW, there is significant variability across our LGA. The car ownership rate is lower around the City Centre and further north, but increases as you move inland and to the south (Figure 24).Figure 24: Average vehicles per household (ABS, 2021)

The high car ownership in these parts of Wollongong, exemplified by West Lake Illawarra reflects the poor active and public transport connections in these areas. The lower levels of access to public transport means people have a higher car dependency, seeing 3-4 car ownership per household in West Lake Illawarra.

Car dependency impacts community wellbeing and, to the extent that people have no or limited options, can reinforce social and economic inequalities.

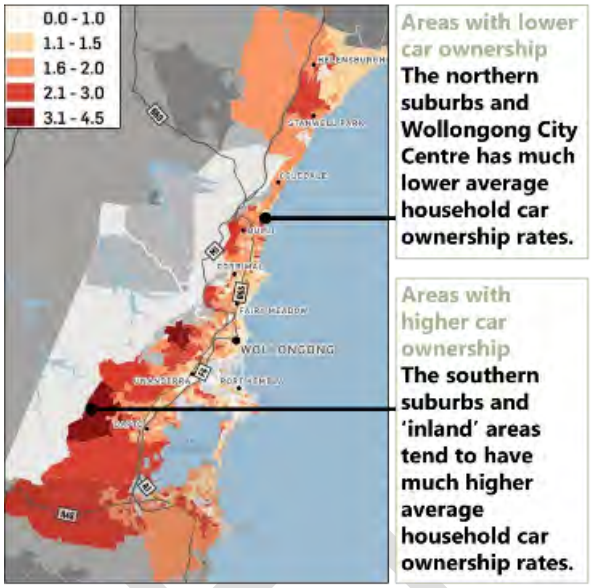

Figure 24: Average vehicles per household (ABS, 2021)

Parking in high demand areas is a concern, with many frustrated by lack of convenient parking

Parking dissatisfaction in high-demand areas continues to be a theme in Council's community surveys. In the most recent results, over half of respondents expressed dissatisfaction with parking availability in key locations such as the Wollongong City Centre and foreshore precincts.

In many high demands areas parking has not been managed to promote turnover and availability of spaces, resulting in frustration with the time taken to find appropriate parking.

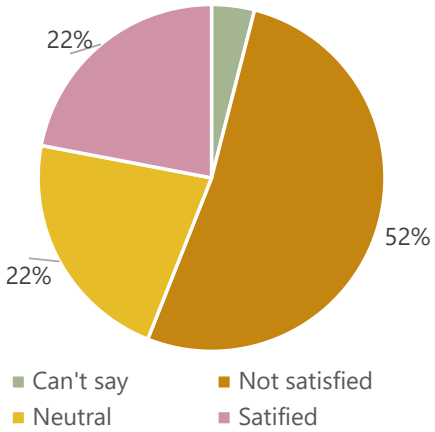

Figure 25: Satisfaction Level for provision of parking in high demand areas (Wollongong City Council, 2023) (Wollongong City Council, 2023).

Consider parking charges near popular beaches… they also need a reason to think twice before driving. - Resident

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Car dependence limits opportunities to decarbonise our transport network

Under our Climate Change Mitigation Plan, Council is working towards Net Zero emissions by 2050.

Transport currently contributes around 16% of Australian greenhouse gas emissions, with light vehicles making up a significant portion of these (Climate Change Authority, 2025).

We cannot achieve our goals without decarbonising our transport system through mode shift to walking, green fuels, bike riding, and public transport. This will make the biggest impact on our collective carbon footprint, while also minimising particulate pollution and other environmental impacts of cars.

Figure 26: Emissions in Australia (Climate Change Authority, 2025)

‘Rat running’ is bringing increased traffic and speeding to local streets

The use of local residential streets as alternative routes to bypass main roads - commonly referred to as 'rat running'- can lead to increased traffic volumes and elevated vehicle speeds, compromising safety and amenity for residents

Navigation apps, while designed to optimise travel times, often encourage rat running by directing drivers through local residential streets to avoid congestion on main roads (Calcea, 2022). These apps prioritise the fastest route without considering the road function and the broader impacts on communities, leading to increased traffic, noise, and safety concerns, reducing the quality of life for residents in areas not designed for high vehicle volumes.

Figure 27: Local streets in the network being identified as part of faster journeys

“Traffic calming measures on local streets … that restricts through traffic for cars, requiring them to stay on main roads [is needed]” – Resident

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The number of fatalities on Wollongong roads has come down over time

The number of crashes resulting in fatalities in Wollongong has been tracked over a long period of time (Figure). Incremental changes including improving vehicle safety, the safety of the road environment and public awareness campaigns have reduced the number of people dying on roads annually, even in the context of more people moving around on roads.

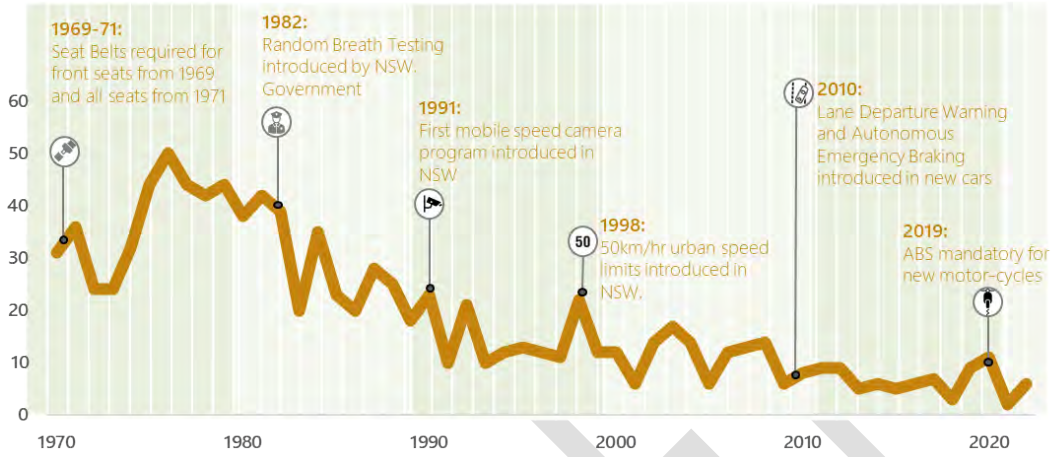

Figure 28: Fatalities within Wollongong LGA 1970-2022 (based on (Transport for NSW, 2024) and (Transport for NSW, n.d.))

Most speed zones would see low survival rates of pedestrians and bike riders in crashes

As speeds increase the chance of a vulnerable road user, such as a someone walking, surviving a crash reduces exponentially.

For example, the chance of a pedestrian surviving after being hit by a car travelling at:

- 40 km/h is 60%
- 50 km/h is 10%

(Wramborg, 2005)

The most common speed limit in the Wollongong LGA is 50 km/h, as this is the default speed limit in built-up areas in Australia. 98% of streets in the Wollongong LGA are 50⁺ km/h, speeds which would see crash survivability of pedestrians at <10%.

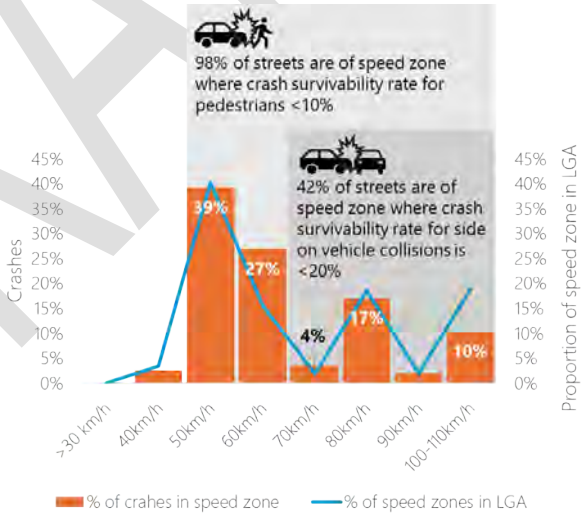

Figure 29: Crashes by speed zone, compared to proportion of roads in Wollongong LGA by speed zone (2014-2023).

Source: Based on (Transport for NSW, 2023 and Wollongong City Council, GIS analysis)

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Walking and bike riding

Improved active transport infrastructure to support mode shift for local trips

While cycleways span from Helensburgh in the north and Haywards Bay and Windang in the south, there are many gaps in the network.
For example:

- North-south and town centre connections away from the coastal cycleway network in the north.
- East-west connections to the coastal cycleway from the Wollongong City Centre and north.

These 'gaps' challenge the completeness of the active transport network where there are disconnects between the City Centre, and Town Centres to the coastal cycleway. Missing links make cycling less attractive for many.

For example, in a 2023 survey of University of Wollongong (UoW) students and staff:

- 43% of respondents resided within 5 km travelling distance from the main UoW campus.
- 21% of these respondents used active transport, despite this being a comfortable cyclable distance.

For example, the United Nations Environment Programme has urged governments to invest 20% of their transport budgets for walking and cycling infrastructure. (UN Environment Programme, 2016). Since 2019, Council has exceeded this target, with active travel infrastructure accounting for 24% of our Transport Services budgets. Active transport can play a major role in helping increase physical activity levels in the community. This will consequently help to address chronic disease, traffic congestion, air pollution, and climate change.

"The east - west bike riding links and arterial connections for bike riding are of fundamental importance to creating a connected city." - Resident.

Figure 30: Loftus Street, Wollongong (Image Credit: Lise Chesnais, 2025, used with permission)

Figure 31: George Hanley Dr – Separated Cycle Path and Footpath (TfNSW Creative Assets Library)

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The topography of Wollongong provides challenges and barriers to active transport

Wollongong's undulating topography, the escarpment, and waterways are a defining feature of the area. This creates geographic constraints and limits to transport options. Many streets follow natural ridges, restricting connections between valleys and the coast.

"I love the inclusion of the Dharawal historical travel routes (Figure 9) because having a deep history also can cause a sense of dignity and pride with the people living here..." - Resident

Figure 32: Aerial of landscape near Wollongong (Image Credit: Transport for NSW, CAL)

Train lines and roads are physical barriers and crossing these can be challenging

There are major physical barriers which divide the Wollongong LGA. These include motorways, major arterial roads and the South Coast Rail Line. These features can be a barrier to walking and bike riding as they can require people to travel indirect routes or wait long times in uncomfortable conditions to cross. This contributes to the lack of connections north of the City Centre.

"Crossing the railway line and Memorial Drive to access the coastal cycle path from Balgownie is not easy as bike rider must either ride on the footpath (and annoy pedestrians) or ride on the busy road (and annoy drivers)." - Resident.

Figure 2: Example of where Council has successfully retrofitted crossings into a street with previously limited crossings (Military Road, Port Kembla)

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Freight and loading

Freight and passenger rail services compete for network capacity, and limit network improvements

The South Coast rail line is the only train line servicing the LGA's of Shoalhaven, Kiama, Shellharbour, and Wollongong. Freight movements on the line limit the amount of passenger trains that can be programmed, and vice versa. The line is also limited by being single-track in sections.

Single tracks constrain the network capacity, requiring tight timetabling to maximise the number of services. It is susceptible to cascading delays if there is a problem with one service due to limited passing options.

Freight services can be delayed for extended periods as passenger services are given priority and crossings of the Illawarra escarpment are limited and create significant vulnerabilities for the movements of both people and goods.

Figure 34: Locations where there are single rail track

Limited crossings of the Illawarra escarpment make the transport network more susceptible to disruption, impacting our resilience.

The M1 Princes Motorway is a critical freight route on the National Land Transport Network, serving as the only Illawarra Escarpment crossing suitable for High Productivity Vehicles (HPVs). It connects Wollongong to Sydney and beyond, linking key freight hubs such as Port Kembla and the Moorebank intermodal terminal. The 5km Mount Ousley section faces severe congestion, safety issues, and poor service levels due to steep terrain, road capacity limits, and landslide risks. These issues are expected to worsen with increasing traffic, especially freight. This portion of the M1 is currently being investigated by Infrastructure Australia.

Figure 35: M1 Princes Motorway (Mount Ousley) safety and resilience improvements section (Infrastructure Australia, 2023)

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Some bridges on the M1 require upgrading to accommodate oversized load heights

The Princes Motorway (M1) was constructed from the 1940s to the 1970s. Since that time, the load sizes transported have increased. While the bridges were built to the standards of the time, some of the bridges over the M1 do not provide sufficient clearance to accommodate contemporary over height loads, which results in large vehicles being diverted away from the M1, and in some cases onto local roads.

Impacts to the community and Council assets are likely to be exacerbated by the anticipated increase in heavy freight using the Port of Port Kembla. Height limits represent a barrier to new and emerging investment opportunities such as the importation, assembly, manufacturing and distribution of renewable energy infrastructure.

Figure 36: University Avenue is 4.9 m for northbound traffic, but only 4.6-4.8 m for southbound traffic. It has been stuck by oversized vehicles several times, including as recently as 2018. (Humphries, 2015)

Managing competing demands in busy urban areas

Centres and other constrained areas must provide for multiple servicing demands while maintaining the desired place characteristics and parking.

In Centres, waste bins associated with properties that are stored within the public domain can be unsightly, expose the public to bad smells, and lead to litter, and rubbish pollution. On-street waste collection in these environments is also more challenging due to high demand for kerbside space.

Insufficient loading and unloading facilities can lead to illegal parking for these functions, creating road safety and public liability risks.

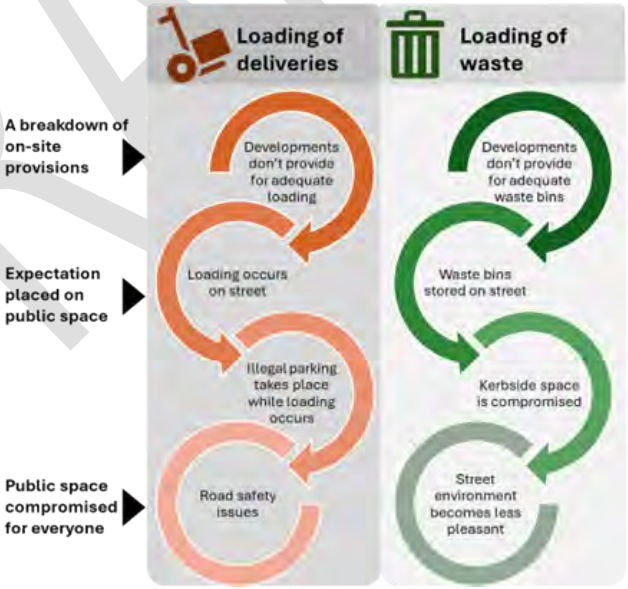

Figure 37: Issues arising from loading not being managed appropriately in high demand areas.

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Major influences

Climate change, equity, cost, health, population growth and technology are consistently changing how we live and are expected to significantly impact how our community interact and move around. How Council responds to these factors needs to be unique to Wollongong.

Climate change

Council's sustainability strategies highlight the urgent need to reduce our carbon emissions and adapt to climate change. Transport and infrastructure will face growing challenges as our climate changes. The costs associated with ignoring climate change far outweigh the costs associated with addressing it.

The future climate in Wollongong is expected to have a higher frequency of extreme weather and tidal events (rainfall, fires, droughts, heatwaves, coastal erosion and inundation). High rainfall frequently disrupts rail services and makes active travel less viable. As extreme weather events become more common, climate-resilient transport strategies are essential for Wollongong's future connectivity and safety.

A move towards walking, bike riding and public transport responds to the urgent action needed to reduce greenhouse gas emissions.

Equity

Transport facilitates social and economic participation.

Transport connects individuals to their communities and provides access to employment, education and recreation. Ensuring the community has equitable access to transport means removing barriers to allow for independent travel for the community regardless of age, level of ability, income or geography, and providing affordable options. Improving options for walking, bike riding, and advocating for better public transport will assist with making these modes safe, affordable, and accessible to all. This includes workers in the "nighttime economy' and economically disadvantaged, who are particularly under-served for public transport services

Technology

New and emerging technologies and business models have the capacity to support more accessible, efficient and greener transport.

Opportunities exist to enhance operations and customer experience through improved data analysis for tracking and decision-making, specifically around:

- Smart parking and parking demand management.
- On demand bus services.
- Real-time travel information at Public Transport sites.
- Carsharing and ridesharing
- Shared micro-mobility.
- Electric and Hydrogen buses

It is also important to be cognisant of how technology can contribute to less desirable outcomes. Council works within its responsibilities and powers, alongside relevant authorities, to manage the introduction of new transport technologies to improve efficiencies and customer experience.

Figure 38: Equitable access to transport choice supports better access to jobs, education and opportunities

"More jobs, less traffic, and a cleaner environment. It's [about] fair access for everyone."- Resident

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Health and Wellbeing

The design of roads and streets can influence our physical and mental health and wellbeing – not only in how we travel, but our choice to go outside at all.

Inviting and safe environments for walking, and bike riding can mean we get in more 'incidental activity' as we go about our regular activities. An Australian study found that people using public transport usually spent 12-15 minutes per day walking. (Rissel, C., et al, 2012). Many of the same design elements such as high canopy tree planting, that support walking and bike riding can also reduce urban heat, noise pollution and improve air quality.

Changing how we travel can reduce the stress associated with traffic as well as reduce serious and fatal crashes. We can also expect a reduction of serious and fatal crashes due to lower speeds across the local road network. Infrastructure to support lower operating speeds and lower speed limits make streets safer for drivers, pedestrians, and bike riders, and can provide opportunities for urban greening.

Figure 39: Active travel can provide health and wellbeing benefits across all stages of life.

"We have to reduce our dependence on driving for our health and wellbeing." - Resident

Cost

The costs associated with the transport network are multifaceted, extending beyond just the expenses of building and maintaining infrastructure.

Planners must also consider costs to end-users, as well as broader societal impacts such as environmental degradation, health implications, and opportunity costs related to productivity and crash recovery.

Under future business-as-usual (BAU) scenarios projected increases in vehicle trip times will reduce productivity within the Wollongong LGA, as more time and resources will be required to complete the same journeys. Reducing car dependency through a more diverse transport mix not only alleviates these financial pressures but also enables Council and NSW Government to offset long-term costs to the community and support sustainable economic growth in the Wollongong LGA.

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Population Growth

Wollongong's population is expected to grow by 31% between 2025 and 2046 (.id Informated Decisions, 2025)**. Given the limited space available for expanding our transport network, inaction will lead to increased congestion.**

What land is used for and how it's developed changes how people travel. In addition to the current development capacity and forecasts as above, land use changes are frequent and unpredictable, and the State Government are taking on increased determination delegations.

Council must support a shift to more space-efficient options like public transport, walking, and bike riding so the places people most want to reach will remain accessible into the future.

Managing and responding to the effects of population growth also includes reviewing land use. People living spread out with work in clustered job centres presents a challenge when planning transport networks to meet everyday needs.

Mode shift from private vehicles to public transport needs to incorporate both a "carrot" and "stick" approach so that public transport becomes a more attractive option over driving for long term behavioural change to occur.

> *"More cars on the roads will make them even more unsafe for pedestrians and bike riders. COVID demonstrated that people will cycle if the conditions are right. Fewer cars on the road and more infrastructure like pop up bike lanes result in more people bike riding." – Resident*

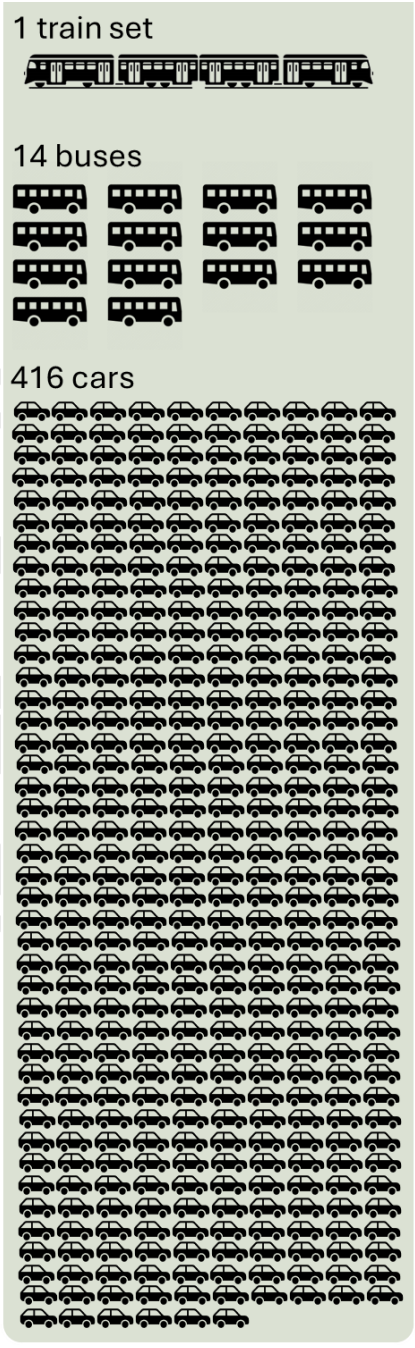

Figure 3: Options for moving 500 people.

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The case for change

The Wollongong LGA has several strategic plans and urban development initiatives that shape future transport outcomes. These have informed assumptions about a 'Business as Usual' scenario for 2036, which maintains the current levels of car dependence.

Under this scenario, Wollongong may experience increased congestion, longer travel times, and reduced productivity, higher levels of air pollution and more cars, reducing residents' quality of life and contributing to social inequity - compared to 2021 patterns.

Continued reliance on private vehicles would require expansion of road infrastructure and at-grade parking within the centres to accommodate this growth which is expected to compromise the liveability and the unique character of Wollongong.

The data below demonstrates Projections of Business as Usual (no mode shift) outcomes in 2036. A shift in transport mode use is essential to avoid these consequences.

Key trends in 2036 if we continue to use cars as we are today…

More car travel

By 2036, the Wollongong LGA will have an additional 127,000 vehicle kilometres travelled (VKT) in the AM peak.

A 22% increase.

Increased environmental cost

Increased vehicle kilometres resulting in an annual environmental cost of $48m to the community, as well as a financial impact to individuals for owning a private vehicle.

More trips to Wollongong City Centre

Population growth will result in 13,000 more car trips in Wollongong's City Centre in the AM Peak.

A 13% increase.

More congestion across Wollongong

Vehicle delay hours in the AM peak are predicted to increase by 21% (from 2021 levels) across the Wollongong LGA, as residential growth drives increased travel in the area.

Increased congestion results in both longer journey times, and less predictable travel times which will cause flow on impacts to our daily lives.

More trips from West Dapto Growth Area

Population growth will result in 3,300 more car trips from West Dapto in the AM Peak. A 38% increase.

Assumptions - private vehicle mode share percentage of the working age population (18-64 year olds) were considered to derive value for the increase in drivers.

Source: Urbis, 2024, Draft Integrated Transport Strategy (based on modelling undertaken by VLC, 2024).

1) Economics values obtained from Transport for NSW Economic Parameter Values (June 2020, Version 2.0) Part 6 Environmental Impacts

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3. Recommendations

To achieve the Vision and Goals of the Transport Strategy we need to adopt a holistic approach that recognises the role of streets for movement and as important places. This approach will prioritise the efficient and sustainable movement of people and require a shift in current travel choices to passenger transport (including public transport and emerging smart mobility options) and active transport.

Making this change will depend on factors such as:

- How people personally choose to travel
- Car ownership trends
- The level of infrastructure and service investment
- The rate of travel growth
- The relative efficiency of passenger transport options
- The real cost of travel to the individual and community
- The quality of all the transport modes
- Take up of technology.

Not delivering people-focussed outcomes means a continuation of current 'business as usual' trends. This in turn will cause lower levels of service, more congestion and earlier and higher investment demands on infrastructure capacity across the region.

The Vision

The Transport Strategy's Vision and Goals were developed with stakeholders to align with community aspirations and policy objectives. The Strategy's core elements—Strategic Directions, Opportunities, and Actions—translate this vision into practical steps for Wollongong LGA's transport future. The framework includes:

- **Vision**: Big-picture and long-term transport aspiration.
- **Goals**: Key targets for measurable progress against the vision.
- **Strategic Directions**: Mode based priorities
- **Opportunities:** Our approach to transport outcomes
- **Actions*:** Priority tasks for delivery by Council and others

This approach will prioritise the efficient, safe and sustainable movement of people and goods. It requires a shift in our current travel choices to passenger transport (including public transport and emerging smart mobility options) and active transport. Not delivering this will cause lower levels of service, more congestion and earlier and higher investment demands to increase infrastructure capacity across the region

**Refer to Attachment 1.*

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Goals

Achieve competitive public transport	Integrate sustainable transport and land use	Ensure all ages and abilities can get around with ease	Increase the use of active modes	Foster a connection to and sense of Place.	Collaborate to deliver change

Vision

Wollongong is a liveable city where everyone has viable and sustainable transport choices, that provide connected journeys across Traditional Lands that are safe, reliable and accessible

Strategic Directions

Movement and Place	**Walking**	**Bike Riding and Scooting**	**Public Transport**	**Freight, loading and servicing**	**Parking**
A connected and resilient region	Walking is desirable for all ages, abilities and genders	Safe, comfortable and convenient bike riding infrastructure	Competitive public transport services	Protect and plan for resilient freight corridors	Manage parking demand and allocation
Enhance awareness and action 'Towards Zero'	The environment for walking is comfortable	Expand the bike riding network	Improve public transport network planning within the LGA	Manage kerbside deliveries and servicing	Managing parking allocation
Streets and roads respond to their desired function	The walking network is improved	Grow bike riding tourism	Integrate with other transport modes		Improving parking efficiency through system improvement
Streets support a range of users and uses					

Opportunities

Actions

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Movement and Place

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Strategic Direction 1 A connected and resilient Region

To achieve the vision of the Transport Strategy, and to support the resilience of NSW's third largest City, we need to adopt an all of the network as one-network approach.

Opportunities:

1.1Establish a One Network approach

The delivery of effective and integrated transport services relies on the coordinated efforts of multiple layers of government. Each level of government - federal, state, and local - play a distinct yet interconnected role in planning, funding, regulating, and operating transport infrastructure and services. This multi-tiered governance structure ensures that transport systems are responsive to both national priorities, state land use and development priorities and local community needs, enabling more resilient, accessible, and sustainable mobility solution.

1.2Partner to deliver transport improvements

By aligning infrastructure delivery with land use planning and leveraging the expertise and investment of multiple stakeholders, we can create a more connected, efficient, and inclusive transport network. Partnerships will be key to unlocking shared benefits- supporting growth, improving access and resilience, and ensuring transport solutions reflect the needs of both current and future users. These partnership opportunities can span from a single bus stop through to new transport modes and routes.

1.3Advocate for an integrated transport system that provides trip choice

Wollongong's transport network will be a smart, connected transport system that offers viable travel choices for a seamless door-to-door journey (Figure 41)

This will be achieved through the delivery of a mix of high-frequency public transport; local and feeder services; first and last mile solutions; active transport networks and space for those who need to drive.

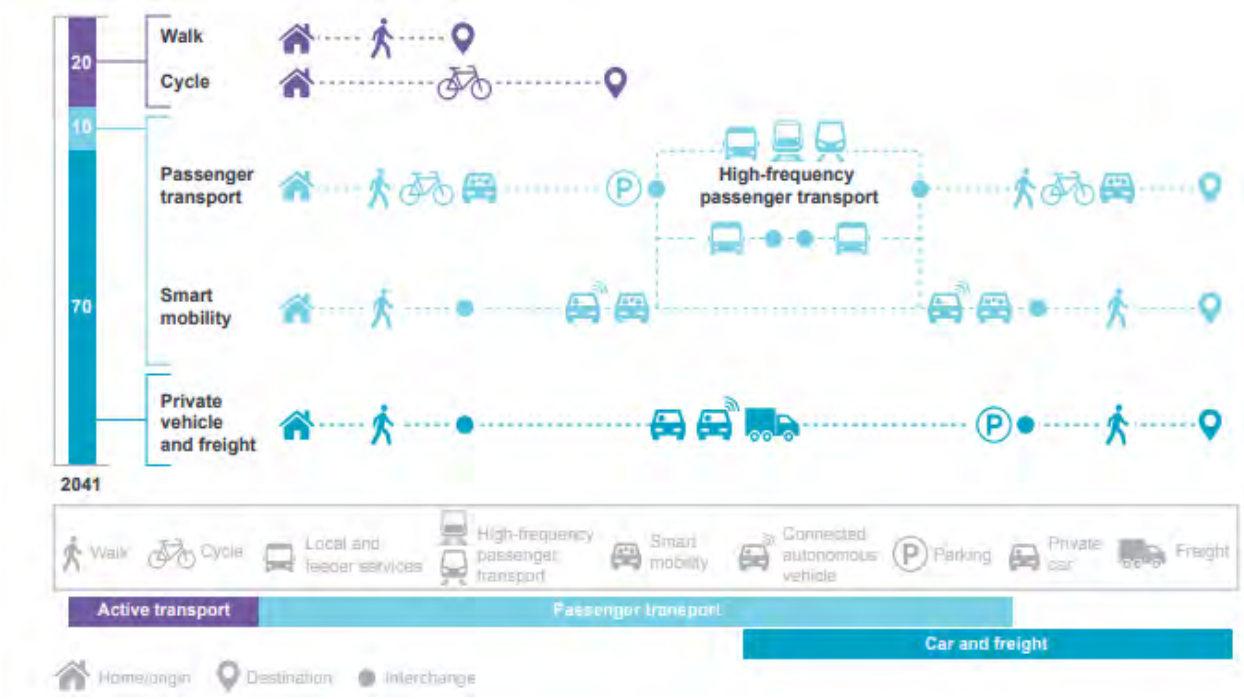

Figure 4: Community will choose from a range of trip options in the future. Source: Sunshine Coast Council

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Strategic Direction 2 Enhance awareness and action 'Towards Zero'

Achieving the goal of zero trauma on NSW roads will require all of us to work together. To foster a culture of shared responsibility for road safety through education, engagement, infrastructure, enforcement and empowering communities to be proactive stewards of a safer transport system

Opportunities

2.1 Deliver towards the Safe Systems approach

The NSW Government's Safe Systems Approach aims for zero deaths and serious injuries on roads, focusing on three principles – people make mistakes; road design should minimise crash risks and impact; and road safety is a shared responsibility. To achieve this in Wollongong LGA requires safe roads, speeds, people and cars should work together to keep our community safe when using out transport network.

Figure 42: TfNSW Safe Systems Approach

2.2 Prioritise infrastructure improvements that improve safety and mode shift

With finite budget available for new, renewal and maintenance, transport infrastructure improvements should be guided data and prioritisation approaches to ensure safety outcomes are targeted, effective and maximise value to the community. Traffic calming measures should be prioritised in high-risk areas to reduce vehicle speeds and enhance liveability. Additionally, pedestrian and cyclist infrastructure must be safe, accessible, and well-maintained to support active transport and encourage mode shift away from car dependency.

2.3 Support safe travel behaviours and mode shift through education

Targeted road safety campaigns should be tailored to local demographics and delivered in partnership with educational facilities, community groups and organisations, major workplaces to promote safe behaviours. These efforts should also focus on improving public understanding of road rules and the consequences of unsafe practices, fostering a culture of safety and shared responsibility. Examples of targeted campaigns include:

- When NSW Road Rules are misunderstood or require consistent reactive enforcement.
- With new infrastructure or services to promote a new travel option.
- To reduce car use in a specific area, such as within business centres and foreshore areas
- To encourage the uptake of public transport including use of the Gong Shuttle for events.
- To encourage the uptake of active transport including walking to school.

Figure 43: Wollongong Council E-Bike campaign 2025

2.4 Leverage data and innovation to inform priorities and measure success

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Leveraging data analytics and piloting smart technologies to identify emerging trends enables targeted road safety interventions, and to better understand and address safety challenges. Transparent sharing between of performance metrics builds public trust and accountability, driving continuous improvement. Success will be measured through reductions in road incidents and fatalities at identified hotspots, increased participation in safety programs, positive shifts in public attitudes and behaviours, and greater uptake of community-led education initiatives.

Improved data sharing between and within Government agencies will ensure efficient and ongoing data availability.

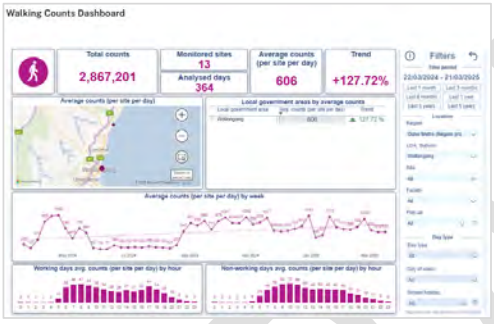

Figure 44: TfNSW Walking and Cycling Counts Dashboard

2.5 Rationalise the use of regulatory signs and lines

Where a road rule can be enforced within existing road conditions, supplementary signage and line marking should be avoided to minimise costs, reduce road clutter and sign pollution. In instances where there is a significant safety risk resulting from someone disobeying a road rule, the installation of additional regulatory lines will be considered before signs in high amenity areas such as the foreshore and open spaces.

Council will continue to work with our community to raise awareness of road rules and responsible driver behaviour within our roads and streets.

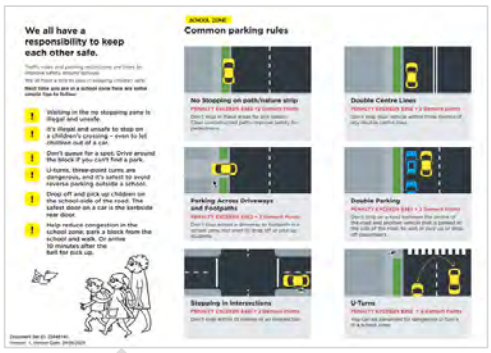

Figure 45: Wollongong Council school zone parking brochure

2.6 Deliver safe speeds that support the street function

Effective speed management improves road safety, enhances liveability and reduces the environmental impact of road traffic. Safe speed limits help prevent crashes, protect vulnerable road users and minimise injuries when crashes occur.

Lower speeds also contribute to quieter, more accessible, safer, and more walkable communities while reducing vehicle emissions. A lower speed environment means safe and accessible streets for everyone, including the 40% of the people NSW who don't drive such as children, older people, and people living with a disability (Transport for NSW, 2025).

There are several principles that underpin how speed zones are set include minimising harm, support liveability of places, self-explanatory and reducing environmental impact (Speed Zoning Guidelines, 2023).

Table 3 outlines different speed zones, and what type of environment they typically support. We seek NSW Government to be consistent in their approach to speed limit changes in high pedestrian areas and schools.

Rolling out low-speed zones should be supported by physical changes to the road environment and prioritises safety for all modes.

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Table 4 NSW Speed Zone Principles

	Speed Limit	Benefit
Place	10 km/h	Suitable for areas with a high place function and to maximise pedestrian safety such as plazas, car parks, quiet ways and areas where space is finite or constrained. A shared zone supports high levels of pedestrian activity and allows vehicles to share the road with pedestrians, bike riders and scooters.
	30 km/h	Suitable for areas with a high pedestrian and high place function by slowing vehicles to support safety and amenity. Suitable for locations around town centres, education facilities and high streets. Examples such as Helensburgh Town Centre and Lower Crown Street demonstrates Wollongong's ability to prioritise safety and place over movement, in the right locations. There is a 90% chance of survival for a pedestrian at this speed.
	40 km/h	Suitable for areas with high levels of pedestrian activity and place function by slowing vehicles to support safety and amenity. Suitable for locations around town centres, education facilities and high streets where 30km/h cannot be achieved. There is a 60% chance of survival for a pedestrian at this speed.
	50 km/h	Suitable for areas with a moderate pedestrian and a moderate movement function, such as residential areas and local streets. 50km/h speed limits apply to all built-up areas across NSW, unless other lower limits apply. There is a 10% chance of survival for a pedestrian at this speed.
Movement	60 km/h	Suitable for areas with a lower pedestrian and a higher movement function, such as transit streets and connector avenues. Supports efficient travel on urban roads with moderate traffic.
	80 km/h	Suitable for areas with a high movement function, such as rural links and arterials. Supports efficient travel on main roads with higher traffic.
	100+ km/h	Suitable for areas with a high movement function, such as motorways. Supports fast, long-distance travel on roads with limited access points.

Shared Zone, 10km/hour

Motorway, 100+ km/h

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Strategic Direction 3 Streets and roads respond to their desired function

Managing streets and roads differently, for their appropriate function will result in a move away from car-centric planning whilst also balancing the need for efficient vehicle access for the right trips on the right streets.

Opportunities:

3.1 Apply the people-focused road user allocation approach

How streets are used plays a crucial role in determining the transport options that are both available and feasible for individuals. Managing the finite dimensions of the existing road network is key when prioritising and reallocating road space to meet the desired vision. Figure 46 shows what should be considered first in line with Transport for NSW Road User Allocation policy.

3.2 Utilise the Movement and Place framework to design for the desired function of Roads and Streets

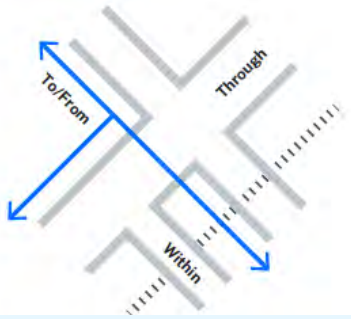
Roads are for saving time and streets are for spending time. NSW's Movement and Place Framework balances the movement of people and goods with the amenity and quality of streets as places for people. The framework consider the place context, character and qualities to balance competing user needs. Movement corridors prioritise efficient flow, including bike riding facilities and public transport priority, while streets with place functions focus on walking and "staying activities," while incorporating vehicles and bicycles at lower speeds. Seating, shade, and public artwork are important to a sense of place. TfNSW's Design of Roads and Streets (Transport for NSW, 2024) outlines treatments and qualities applicable to each "street type."

3.3 **Enhance the efficiency of critical movement corridors**

Enhancing the efficiency of critical movement corridors involves clearly defining their role in supporting the flow of people and goods. Implementing measures such as signal optimisation, access management, and dedicated lanes can prioritise safe and efficient through and bypass movements. The potential loss of public and active transport options also needs to be considered and managed when enhancing these corridors.

3.4 **Prioritise the place function of local and destination streets**

First, establish the primary road function



Then, apply the order of road user space considerations

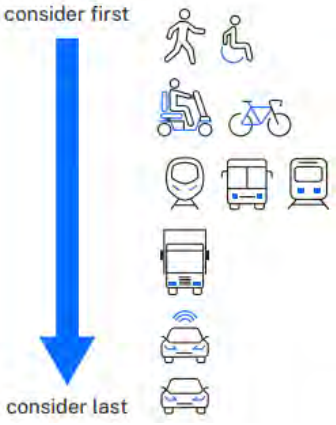


Figure 46: Road User Space Allocation (Transport for NSW, 2024)

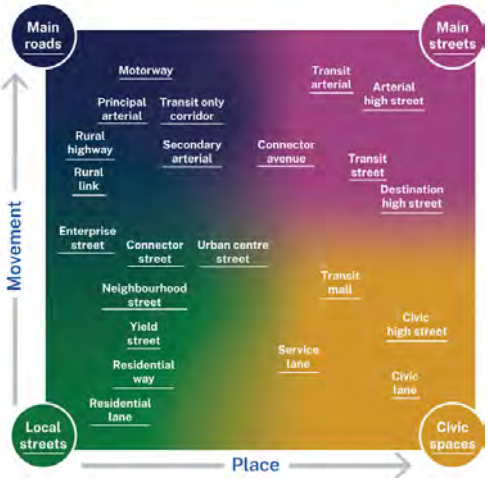


Figure 47: Movement and Place Framework (Based on (Transport for NSW, 2025))

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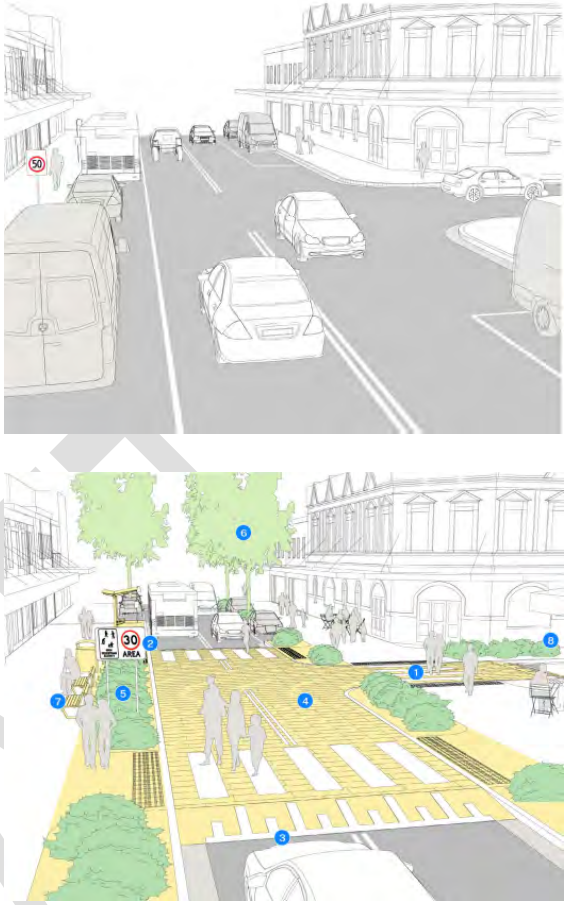
Some local streets are not appropriate for through-routes. Some streets can transition from movement corridors into more place-based streets, particularly when there is an alternative movement corridor, or competitive public transport and active transport infrastructure nearby (Figure 48). Not all streets need to cater so strongly for through-movement.

3.5 Balance investment in new roads, with investment in mode-shift

Development increases demand on existing roads. The additional traffic generated by development impacts the existing local road network function and capacity. By significantly increasing the proportion of trips being made by active and public transport our road network efficiency can be maintained and improved. Ensure development provides the necessary active and public transport connections for their increased demand.

3.6 Advocate for updated legislation and approval processes to support 'place' activities

Many existing regulations, rules, and policies for roads are primarily vehicle centric. Although appropriate when designing a movement corridor, like a highway, the application of the same rules to a 30km/hour local street drives over-engineered outcomes or can stop a project from progressing.



1. Mid Block Crossing
2. Lower Speed limit
3. Narrowed lanes
4. Raised safety platform
5. Low verge buffer planting
6. Tree planting in a kerb extension
7. Places to stop and rest
8. Freight and servicing access

Figure 5: Design of Roads and Streets (DORAS), design solutions for destination high streets

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Strategic Direction 4 Streets support a range of users and uses

Designing streets for staying activities over movement, such as outdoor dining, social gathering, and play creates vibrant, people-friendly spaces that enhance local economies, community wellbeing, and urban resilience.

Opportunities:

4.1Transition streets into calmer, quieter and user focused environments

Calming streets presents a valuable opportunity to enhance safety, liveability, and accessibility in urban environments. Given the constraints of road width and the necessity to maintain lanes for vehicular traffic while balancing parking demand, it may also be feasible to reallocate space within road reserves to prioritise active transport.

Example measures include:

- Modal filters
- Narrowing carriageways (even if it's just at select points),
- Micro-parks.
- Reducing speed limits
- Continuous footpaths

An example of what can be achieved is shown with the success of the revitalisation project in lower Crown Street, Wollongong.

4.2Planning for staying in business centres

Planning for staying in centres creates vibrant, welcoming spaces that boost local economies and community well-being. Such improvements, including outdoor dining, tree planting, landscaping, and wider footpaths create inviting and well-patronised high streets.

In Wollongong, many local high streets are often under State Government care and control as through-routes for traffic. In some cases, clearways may only operate at peak times, but they inhibit other place-based improvements.

4.3**Embrace parklets and mixed-use kerbs**

Mixed use kerbs in high streets that deliver a variety of uses (not just parking) are better for business. Enabling food and drink premises to apply for parklet permits is one option to deliver this. Others include kerb extensions, public seating and other 'staying' activities.

4.4Promote community street use and activation

Modal filter in Richmond, Melbourne (image used with permission from Institute of Sensible Transport, 2024) and Carlton, Melbourne, showing low cost (temporary trial) and higher cost/ permanent treatments.

Tree growing in street in Terania Street, Russell Vale

Alexandria, Sydney (image used with permission from Fiona Campbell, 2024)

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Continue to invest in streamlined processes for community led activities within roads and streets such as:

- Laneway and verge gardens
- Street tree planting
- Play-on streets and small events like street parties, school fundraisers and birthday parties

4.5 **Deliver and evaluate street changes** using 'tactical urbanism' and trial infrastructure

Trial improved street outcomes through temporary infrastructure (also known as tactical urbanism) to deliver projects to inform a permanent and more costly change. These projects should specify an appropriate budget, timeframes that enables adjustment to be made and have specific measures to determine their success and inform future decision making. Data should be used to communicate the benefit and opportunities of people-focussed streets

4.6 Advocate for grant opportunities for street activation and revitalisation

Grants from State Government are a great way for Council to deliver some of the higher quality street outcomes desired by the community. Council will continue a constructive dialogue with funding partners such as State Government around setting more realistic time frames for trials, funding of maintenance of infrastructure and evaluation.

Mixed Use Kerb: Broome, WA promotes staying with shade structure and seating.

Streets as social places: Culture Mix in Lower Crown Street, Wollongong

Grassroots street use: Verge gardening in Scarborough.

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Walking

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Strategic Direction 5 Walking is desirable for all ages, abilities and genders

Walking should be safe, accessible and convenient to key destinations in Wollongong.

Opportunities:

5.1 Apply Crime Prevention Through Environmental Design (CPTED)

The thoughtful planning and design of urban areas can reduce opportunities for crime. CPTED provides a framework in designing networks that reduce the chance of crime happening.

5.2 Prioritise inclusive crossings and maximise uninterrupted walking connections

Prioritise the delivery of inclusive pedestrian crossings (Figure 6 especially in high-demand areas such as schools, business centres and the foreshore.

Consider factors such as design and maintenance of paths, noise levels, lighting, seating, clear signage, tactile tiles, appropriate location of kerb ramps, and drinking stations.

Consolidate vehicle entrances in new developments or use garage entrances off laneways to reduce and remove vehicles entrances on priority pedestrian routes.

5.3 Design for women's safety

30% of women feel unsafe in public spaces associated with transport infrastructure and services during the day and 90% feel unsafe at night (Plan International Australia, 2018). The experience of poor safety has an ongoing impact on girls and women and their choice to walk or travel alone (NSW Government, 2022). Creating well-lit routes and having passive surveillance such as outdoor dining and active street frontages are key to improving safety.

5.4 Slow speed limits to improve pedestrian safety

Pedestrians and cyclists are much more likely to be fatally or seriously injured at impact speeds above 30 km/*h* (Figure 7). Slower speeds save lives, enhance liveability and improve pedestrian amenity. In areas with high pedestrian demand and use, slowing speeds improves survival rates, and facilitates more safe space for pedestrian movements and for example shared zones can be provided in lieu of a footpath.

Crossing Type	Pedestrians don't wait	Slows traffic	Child friendly	Access for all abilities	Passive Surveillance
1 Uncontrolled intersection					
2 Signalised crossing					
3 Zebra crossing					
4 Wombat crossing					
5 Continuous footpath					
6 Overpass/ underpass		NA			
7 Refuge Island/ Bulb					

Figure 49: Overview of different crossing types and how they achieve safety outcomes either all of the time (green), some of the time (yellow) or never (red)

Figure 50: TfNSW NSW Centre for Road Safety – Speeding – Speeding and fatalities (Based on Wramborg, P 2005, 'A new approach to a safe and sustainable road structure and street design for urban areas', Road safety on four continents conference, 2005, Warsaw, Poland, Swedish National Road and Transport Research Institute (VTI), Linkoeping, Sweden.)

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Strategic Direction 6 The environment for walking is comfortable

In the face of climate change and rising temperatures, tree canopy and greening needs to be a vital component for walking infrastructure.

Opportunities:

6.1 See tree canopy as essential walking infrastructure

Mitigation strategies can cool urban areas amid climate change, including increasing tree canopies along active transport routes. While housing developments must plant mature trees under the State Environmental Planning Policy, better certification is needed to ensure compliance.

6.2 Use Water Sensitive Urban Design (WSUD) / permeable paving

Urban surfaces like streets and roofs retain and emit heat while human activities like traffic, industry, and electricity usage generate heat, adding to the urban heat island effect. WSUD and permeable pavements can reflect heat and reduce stormwater infrastructure. In new urban areas the prevalence of waterways and riparian areas can be used to provide active transport areas with canopy cover.

6.3 Make space for trees

- In private space:

Often there is not much space for canopy tree planting either in front yards or on nature strips once a driveway and garages are built. As new areas are being designed, consideration should be given to an urban form with laneway garages and single car driveways meaning more room for canopy planting.

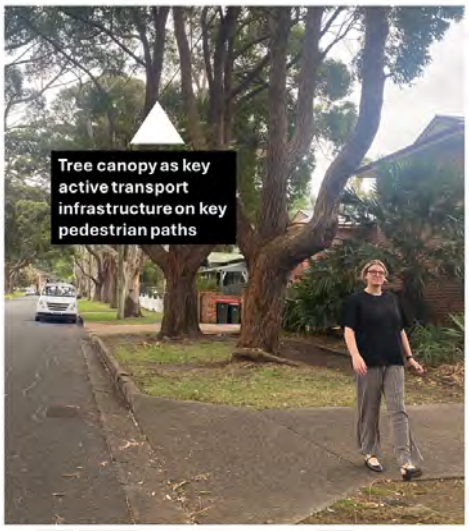
- In public space:

Grassy verges and footpaths are often where critical below-ground infrastructure is located, making tree planting difficult. In such scenarios planting in the road carriageway can provide an appropriate solution. Verge planting can also act as a discrete safety barrier between vehicles on the road and people on verges.

Shade walking infrastructure: *In Keerong Avenue, Russel Vale.*

Laneway garages and space for trees: *In Bankbook Dr, Wongawilli.*

Making space for trees: Tree growing in carriageway



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Strategic Direction 7 The walking network is improved

Permeable walking networks, improved infrastructure and more space to walk all increase walkability making people want to choose walking over driving.

Opportunities:

7.1 Prioritise walking links to public transport and activity centres

Being able to make short local trips to public transport and everyday needs such as shopping can be supported by focusing on pedestrian amenity 400-800 metres (depending on location) around public transport stops/stations and activity centres.

7.2 Create safer streets around schools

There should be special consideration and planning for walking infrastructure around schools. This will support children's independence in getting to and from school and for families that want to walk or bike together.

There are short term and low resource options such as school crossing supervisors, green travel plans, traffic enforcement, speed limits, parking restrictions and flashing beacons. These short-term actions complement longer term and higher resource actions including our actions from our Safe Routes to School program including traffic calming, school streets and school bus service expansion.

7.3 **Create more permeable pedestrian networks**

Promote a street grid for walking with high intersection density. An intersection density of 45 intersections per square kilometre has been found to increase walking dramatically (Vivendi Consulting, 2024). This can be achieved through smaller blocks and using pedestrian cut-throughs for more walkable neighbourhoods and pedestrian time saving.

Finer grain pedestrian networks: A walkway between Holmden Avenue and Eastern Avenue, Mangerton;

Supporting school journeys: Safe crossing in Military Road, Port Kembla.

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Bike riding and scooting

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Strategic Direction 8 Safe, comfortable and convenient bike riding infrastructure

Creating an inclusive network will see a greater variety of people bike riding.

Opportunities:

8.1 Deliver more dedicated, separated cycling infrastructure

Separated cycleways and designated crossing points are often the preferred alternative to shared paths. These options should be thoroughly considered in future infrastructure planning, while recognising that each built environment is unique and retrofitting such solutions may not always be straightforward.

8.2 Deliver shared paths in appropriate locations

Shared paths have been commonly used in the Wollongong LGA, however feedback from both bike riders and pedestrians shows generally both user groups have concerns about their amenity and safety in some locations. Often bike riders are concerned about vehicle /driveways and pedestrians are concerned about bike riders, particularly with the growth in illegal electric bikes and scooters. Shared paths should be considered in locations where safety and comfort of both user groups is not compromised, and alternative options are exhausted.

8.3 Prioritise separated bike paths in new development areas

In these development areas where there is great potential to shift new users to sustainable transport modes, focus on separated bike paths along key corridors to connect residential areas to town centres, schools and public transport.

8.4 Utilise ‘quiet ways’ on low traffic streets

Quiet ways are appropriate infrastructure on low-traffic volume streets where there is an appropriate level of traffic calming to slow traffic, and support bike riding on the road.

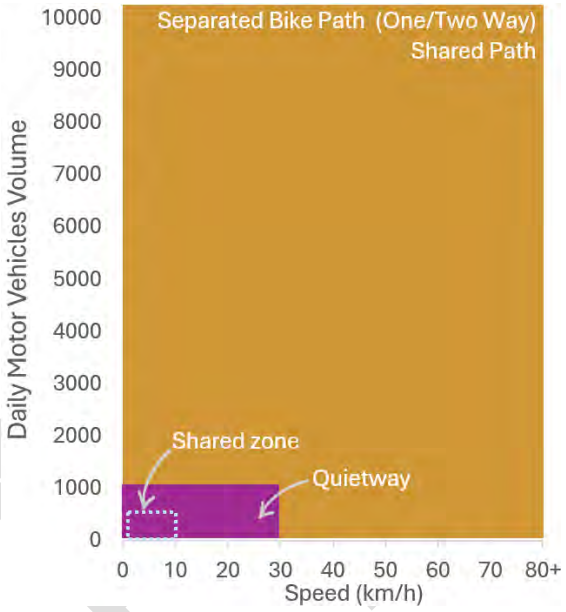

Figure 51: Guidance for selecting bike riding infrastructure

Adapted from requirements/guidance provided in (Austroads, n.d.) and (Transport for NSW, 2020)

Dedicated separated cycle path: Separated cycleway, near Lilyfield, Sydney. (Image Credit: Transport for NSW CAL)

Reimaging streets with quietways: Quietway in Nelson Bay, NSW. (Image Credit: Port Stephens Council website)

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8.5Improvements to intersections

Making intersections safer for bike riders will help to drive modal shift toward riding. This can be achieved through measures such as cyclist signal phasing, cyclist priority, head start boxes, and clear signage and line marking.

8.6Consider shade and shelter as core bike riding infrastructure

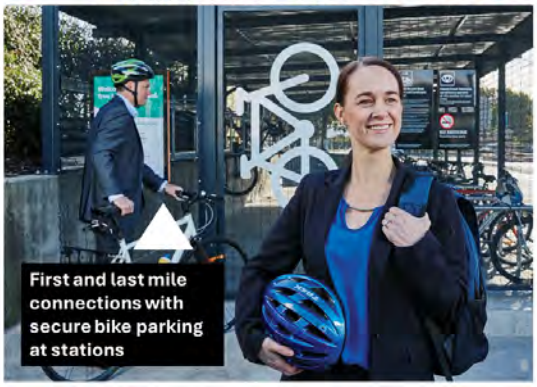
Shade and shelter from the weather should be a core part of bike riding infrastructure. This will be increasingly important with more extreme weather conditions resulting from climate change.

8.7Create equitable bike riding for all genders and levels of experience

In most cases to create safe, attractive bike routes which serve a range of users, requires components such as safety, separation from cars, direct routes, lighting and having access to information such as wayfinding (TfNSW Cycleway Design Toolbox). Studies have shown that more women, children and inexperienced bike riders will choose to get about by bike when appropriate infrastructure is provided (Pearson, 2023).

8.8Support first and last mile connections with bike parking

To support first and last mile active transport connections to public transport, shops, schools, beaches and other popular areas, bike parking should be provided. At stations, this should be secure and sheltered, in Bike Sheds, integrated with all train stations similar to new development requirements cited within Council and NSW Government planning policy.



Shade and shelter: Smith Street Cycleway, Wollongong (Image Credit: Lise Chesnais, 2025- used with permission).

Equitable bike riding: At Grand Pacific Walk at the Sea Cliff Bridge.

Bike parking at stations: Example of bike shed at Woy Woy Station (Image Credit: Transport for NSW CAL)

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Strategic Direction 9 Expand the bike riding network

Wollongong has a developing bike riding network. There are opportunities to fill the gaps in the network to support better active travel connections into the city centre and beyond. These would take advantage of existing infrastructure, particularly along the coastline. Building upon the Cycling Strategy 2030 and the Cycling Network Plan (currently under development) there are a range of key opportunities on which to focus.

Opportunities:

9.1 **Provide key north south connections**

Extend bike riding paths on the Grand Pacific Walk and the State and Regional Road network (including a potential inland route north/south route).

9.2 Improve east-west connections

Explore opportunities to improve the east -west bike riding connections particularly feeding into the Grand Pacific Walk but also local destinations like shops, stations and schools.

9.3 Connect bike riding to public transport

Delivering high quality bike riding infrastructure near train stations and other public transport nodes to encourage the use of more than one mode of transport and first and last mile journeys.

9.4 **Connect schools and educational institutions**

Priority should be given to planning for bike riding infrastructure around schools and other educational institutions to support children and young people's independence and car-free access.

9.5 Provide bike riding network in urban release areas

Promoting high quality bike riding infrastructure in new development residential areas, such as West Dapto, to encourage bike riding as the first choice for short trips.

9.6 Investigate shared and rent-to-own micro-mobility options

Shared micromobility provides an alternate option for short trips, first and last mile connections to public transport and enhance access and sustainability across Wollongong LGA. Options include shared e-scooters, bikes and e-bikes.

SHARED E-SCOOTER TRIAL IN WOLLONGONG

Wollongong launched a shared e-scooter trial in September 2023 together with partners Transport for NSW and Neuron. In the first three months, 22,000 users travelled 132,000 km on shared e-scooters. This trial aims to assess the e-scooters' potential in providing sustainable travel for end-to-end, first and last mile, and recreational journeys.

Shared e-scooters: Wollongong shared e-scooter trial (Image Credit: Transport for NSW CAL).

School run by bike: In Armidale, NSW.

Strategic Direction 10 Grow bike riding tourism

With nearly 50 km of scenic coastline, Wollongong LGA's bike riding tourism offers significant economic potential. Bike riding tourism has been found to have significant economic benefits (New

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Zealand Transport Agency, 2021). It can also happen all year round and potentially extend the tourism season beyond the peak summer months.

Opportunities:

10.1 Promote the Wollongong LGA's bike riding routes

Showcasing the routes through different promotion channels will help strengthen and encourage bike riding tourism. Key routes include along the Grand Pacific Walk and Lake Illawarra.

Work with Destination Wollongong and interested educational partners to deliver a suite of simple 'ride with me' communications and media, showing people how to cycle between key locations.

10.2 **Deliver clear and consistent wayfinding**

Leverage proximity to Sydney by connecting to tourist sites by shared e-bikes and scooters, linking train stations to tourism destinations. Provide intuitive wayfinding and route information through signage at key locations across the cycling network including at train stations, key road junctions and key tourist destinations.

10.3 Support bike riding along rail corridor

Work with TfNSW to investigate opportunities for the utilisation of rail corridors for rail trails and other cycling routes.

10.4 Deliver the missing connections of the Grand Pacific Walk

The Northern Coastal Route, especially near Sea Cliff Bridge, could transform Lawrence Hargrave Drive and the Grand Pacific Walk into an iconic bike tourism route.

10.5 **Investigate the Lake Illawarra loop**

Complete the investigations into the loop around Lake Illawarra and define clear delivery options to enhance bike riding tourism options around the lake.

Bike riding along rail corridor:: The Dunbible Station development with a rest area and interpretive signage [2024] (Image Credit: Rail Trails Australia).

Public transport

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A NOTE ABOUT THE ROLES AND RESPONSIBILITIES FOR PUBLIC TRANSPORT

The responsibility for public transport largely sits with Transport for NSW. There are some aspects to public transport, such as the delivery and maintenance of existing Bus Stop infrastructure that are within Wollongong City Council's responsibility.

Public transport service standards and network extents are important. This section outlines Council's position going forward to allow us all to advocate for, and engage with Government for better public transport for our community.

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Strategic Direction 11 Competitive public transport services

A competitive public transport system means people will choose a bus or train as their primary mode. For this to occur it will require frequent, direct, reliable services with competitive travel times across a span of hours and days to meet people's needs across the week.

Opportunities:

11.1 Advocate for proactive Bus Service Planning

A coordinated approach between local and State Government is essential for effective service planning in the Wollongong LGA, especially as densities increase and new areas like West Dapto grow. Early planning can boost public transport uptake, reducing thousands of car trips along key corridors. Making future transport plans visible to the community will help guide development and support public transport-oriented growth.

This planning should ensure service integration between rail and buses to support a viable public transport network and consider where our community, live, work and spend time.

11.2 **Deliver high frequency corridors, not just high coverage**

Wollongong's railway line is a valuable public resource, primarily used by those living near train stations. This has led the local bus network to prioritise coverage, by resulting in lengthy routes to key destinations that often fail to compete with car travel as well as a lack of viable cross suburb public transport options. Integration and increased frequency of the bus and rail networks is a key opportunity to complement each other's service and respond to the topography and structure of Wollongong's existing infrastructure.

11.3 Support bus priority for improved reliability and journey times

To encourage more public transport use, it's essential to reduce the gap between car and public transport journey times by improving service standards. This could involve on-road bus priority measures including, bus lanes, bus queue jumps and priority signals.

Proactive Service Planning is needed: Example of bus only lane, Sydney

Bus Priority: Example of indented bus stop adjacent to bus lane, Sydney

Gendered safety on trains: Many women feel safer when staff are present.

(Image Credit- all images on this page: Transport for NSW CAL).

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11.4 NSW Government to undertake a process understand the barriers of public transport patronage

In addition to physical access to, and availability of services, consideration should be given to women's and gender diverse safety on public transport. Staffing of carriages and stations is a key opportunity to enhance safety and perceptions of safety.

11.5 Pursue public transport services that serve the nighttime economy

Major employers in the Wollongong LGA including the Illawarra Shoalhaven Local Health District, BlueScope and the Port of Port Kembla, have 24-hour operations. Patrons and workers at businesses that support culture and nightlife such as bars, clubs, restaurants and other nighttime venues present a significant underserved cohort. There is an unmet demand for movement by public transport at night that currently isn't met by the services that drop off significantly after 6pm.

11.6 Support the roll out of modernised public transport fleets that are climate friendly

Including more widespread use of electric buses, and modern vehicles for commuters that include Wi-Fi, tray-tables, charging and bike and luggage storage would create a more convenient, comfortable and appealing transport mode.
There should be further implementation of the State Governments electric and or hydrogen bus fleets.


Programs like Safer Cities Her Way provide valuable insight into barriers


Modern fleets support all ages and all abilities


The amenity of trains is improving, with storage and PowerPoints

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Strategic Direction 12 Improve Public Transport network planning within the LGA

There are opportunities to work with Transport for NSW on revising public transport network planning, with a future focus on Intra-LGA, Southern Rail Link and Link to Southwest Sydney.

Opportunities:

12.1 Advocate for a trunk and feeder network

A 'trunk and feeder' network, with high-frequency routes along the train line, Lawrence Hargrave Drive, Princes Highway, and Shellharbour Road would create a connected spine across suburbs (Figure 52).

Local loop services would travel though surrounding centres, residential areas employment hubs supporting east-west travel, reducing car dependence, and improve travel times.

12.2 Advocate for integrated public transport interchanges

There are opportunities to develop high-quality transport interchanges which integrate bus services, train services and active transport.

Potential locations include Dapto Station, with considerable development occurring in West Dapto, Warrawong (King Street and Cowper Street), and Wollongong, Unanderra, Thirroul and Helensburgh Stations. The interchange of air travel and bus travel between Shellharbour airport and Wollongong should also be improved.

12.3 Rationalise and relocate bus layovers and terminus to Station precincts

Relocating Wollongong bus layovers to off-street locations adjacent to public transport stations would enhance connectivity, support driver wellbeing, optimise service hours, and free up space for more productive land uses.

12.4 Support emerging innovative market led service model

Council will support emerging innovative market-led service models such as trials of on-demand responsive transport to provide flexible transport in low-density areas, and rapid bus corridors.

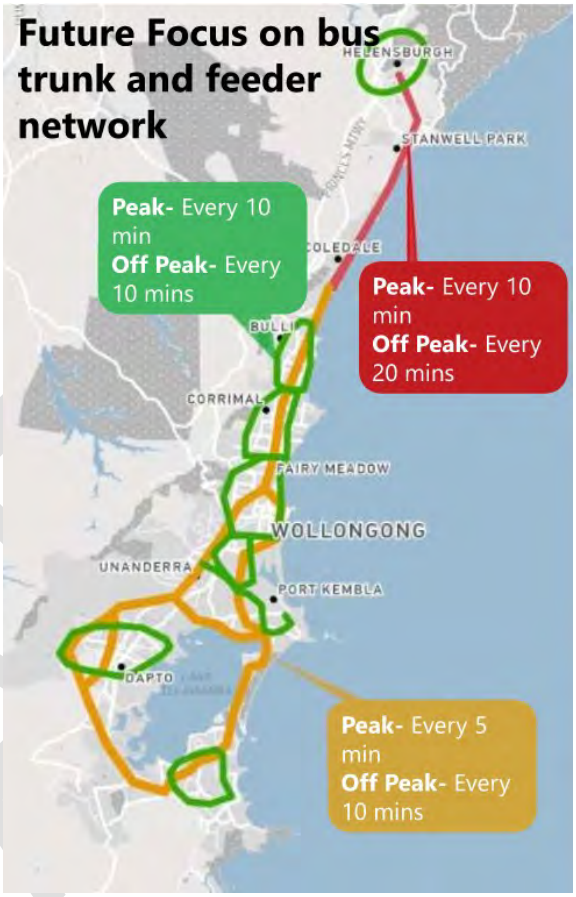

Figure 52: Desirable future bus "trunk and feeder' network in the Wollongong LGA

Figure 53: Newcastle Interchange co-locates Train, Bus and Light rail.

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12.5 Retain and expand the Gong Shuttle

Expanded services for the Gong Shuttle including more frequent services in the evenings, weekends and during events and a new service and route which services south of the city (Southern Gong Shuttle) including a park-and-ride.

12.6 Deliver more trains and more services

- Train trips within the Wollongong LGA: Improvements under current NSW Government funding programs provide service enhancements to four express train stations only. The remaining 20 stations in Wollongong need better services to function as an intra-LGA alternative to driving.

- More train services to the south: More options for commuter train travel between Shellharbour and Wollongong are needed to serve workers from outside the LGA, most of whom come from the south (predominantly Shellharbour).

- Connections to South-West Sydney: Public transport options to the significant growth areas in south-west Sydney are needed. The South West Illawarra Rail Line (SWIRL) addresses both passenger and freight connections to this area.

Figure 54: Rapid bus services 'B Line' connecting Sydney CBD to Northern Beaches

Figure 55: Desirable future train service frequencies in the Wollongong LGA

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Strategic Direction 13 Integrate with other transport modes

High-quality public transport starts with the experience as soon as a person steps outside their door. A seamless journey to the bus stop or train station (whether that is by bike, mobility device, or foot) is part of how a person experiences their public transport journey. This also includes a seamless transition between bus and train.

Opportunities:

13.1 Provide seamless interchange between modes

Bus stop and facilities in train station precincts should be well connected, safe and comfortable.

13.2 Deliver accessibility at bus stops

There are over 1,100 bus stops in Wollongong LGA and this number is expected to grow with future development and servicing in our region. There is a program of working towards achieving compliance with Disability Standards Accessible Public Transport (DSAPT). Responsibility for this program sits with both Council and Transport for NSW. In addition to accessibility, bus stops should, where practical, provide adequate waiting space including shelter and seating.

13.3 Deliver clear directional wayfinding

At key locations provide people clear wayfinding information to public transport stops and stations to better instructions on how to get about by public transport.

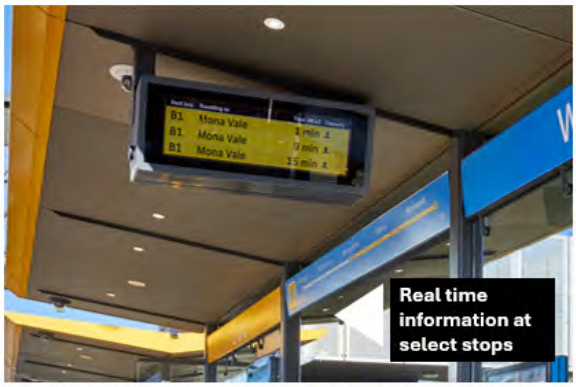
13.4 Support real-time travel information at key locations and through apps

Real-time information has been shown to make waiting for the bus feel around 13% shorter (Watkins, 2011). For those with a visual impairment, it is vital infrastructure which advises people through audio when a bus is arriving and can appropriately signal to the driver to stop.

13.5 Investigate partnering to provide higher amenity bus stops.

Council needs external and ongoing funding support to deliver quality bus stops across the Wollongong LGA. Opportunities exist to deliver higher amenity bus stops together with external parties such as advertisers, along with integrating stops, seating and shelter within new development frontages.

13.6 **Improve safety at grade level crossings through removal and/or upgrades**



Real time information: Example of real-time bus stop information on B-Line.

Accessible and high amenity bus stops: Example of bus shelter in Elizabeth Street Sydney;

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Crossings on the Illawarra Rail line and private freight lines cause disruptive and unsafe connections across the rail corridor. Rail upgrade projects should incorporate solutions for these issues with removal priority given to crossings that are impacting housing development including the West Dapto Urban Release Area.

13.7 Provide safer bike riding to stations

The new Mariyung fleet carriages being commissioned in 2025 will have enhanced capacity to carry bikes. This will enhance the need for better first and last mile connections by bike to stations and will assist in encouraging bike travel over car options and alleviating the need for additional car parking at stations.

13.8 Providing secure bike sheds

Bike sheds are the ideal solution for safe short term storage options. There are currently no bike sheds at any stations in Wollongong and only a handful of stations have bike lockers. Yet, lockers are not securing bikes adequately and provide little capacity.

13.9 Support kiss and ride zones

Having drop off and pick up zones - also known as Kiss and Ride bays - near train stations allow quick entry and exit.

13.10 Plan safer connected train station precincts

As station precincts are upgraded and revitalised consideration should be given to:

- Addressing safety issues for bike riders and parked vehicles.
- Active frontages of adjacent business (for passive surveillance).
- Integrating station design with the surrounding streets including connecting upgrades into adjoining active travel network.
- Lighting.
- Secure bicycle parking.
- Provision for access for all abilities.

Mariyung fleet: Bike carrying capacity (Image credit: Transport for NSW CAL)

Connecting to train stations by bike: Bike riders on near Telopea Station

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Freight, loading and servicing

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Strategic Direction 14 Protect and plan for resilient freight corridors

Freight is vital to the economy. Growing freight volumes through the Port of Port Kembla require a new east–west rail link to reduce road congestion and support connections to Southwestern Sydney.

Opportunities:

14.1 Advocate for greater capacity and resilience for the freight rail

The South Coast Line has experienced a high number of service cancellations and disruptions due to weather events. The line's challenging location makes it particularly susceptible to disruptions and limits the ability to increase capacity to support freight services. Further, improvements to the privately owned freight lines, some which have been sold and subdivided over time, will further support intra and inter LGA movement.

14.2 Connect the Region with South-West Sydney

Ensuring long-term connectivity to Wollongong is essential to maximising the Western Sydney airport's economic benefit and enabling broader regional participation.

A new passenger and freight line which bypasses Sydney's congested east-west corridor would enhance capacity and reduce dependency on the South Coast Line. A new line would also alleviate pressure on roads by reducing truck traffic and address rail passenger connections to growth areas in South-West Sydney (Figure 8).

14.3 Clearly define and streamline heavy vehicle, freight routes

Freight routes must accommodate over mass vehicles and minimise truck movements through less suitable local routes. Rationalising load limits and other heavy vehicle restrictions on the road network should be aligned with preferred routes throughout the Wollongong LGA, and a streamlined approval system.

Additional, preferred freight corridors such as the M1 have restrictions due to bridge heights and road widths. This means freight is detoured onto lower order roads, which impacts local communities. These corridors need improvements to support efficient and safe transport.

14.4 Ensure industrial uses requiring heavy vehicle freight are located strategically

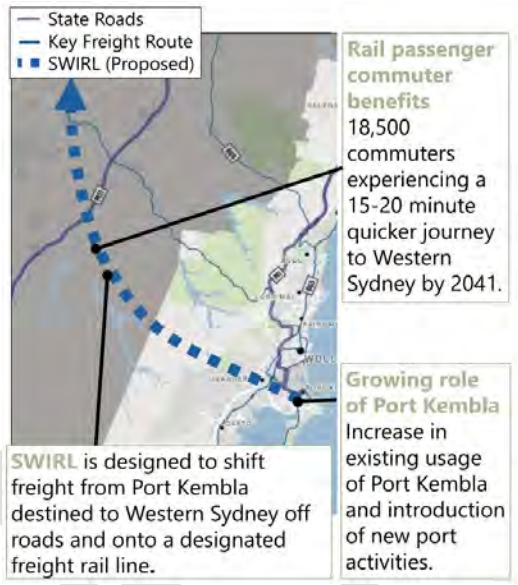


Figure 9 SWIRL select impacts in Wollongong LGA (Illawarra Business Chamber, n.d.))

Support the Port: Industries at Port of Port Kembla

Low bridges on the M1: M1 Bridge at University Avenue

Freight noise and emissions can impact the amenity and environment, and freight networks are finite. Consider appropriate measures to mitigate amenity issues such as transition of uses and applying operating times to freight routes.

Strategic Direction 15 Manage kerbside deliveries and servicing

The local road network must have capacity to accommodate delivery vehicles, removalists and waste collection vehicles in addition to local traffic. This task presents challenges where existing streets are narrow and on-street parking inhibits manoeuvring room for larger vehicles.

Local deliveries are essential and are growing demand, and clear principles are needed to manage kerbside space while preserving neighbourhood peace

Opportunities:

15.1 Require off-street loading and servicing in new developments

In larger developments deliveries and servicing including off-street loading facilities will relieve kerbside congestion. This will be an increasing issue as more online shopping takes place.

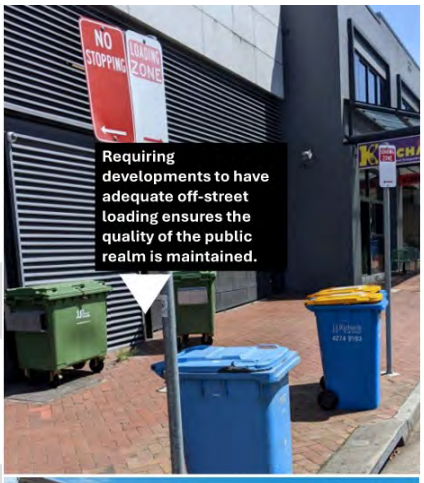
An opportunity exists to investigate smaller waste service vehicles to collect waste in constrained and high-density environments such as the Wollongong City centre

15.2 Consolidate on-street waste collection and storage

Where off-street waste collection is not possible ensure adequate provisions are made for bin storage on site, minimising the impact to street amenity, and other uses.

15.3 Rationalise kerbside loading zones

Introduce rationalised and timed Loading Zones to support servicing at sites without on-site provision. Educate the community to reduce non-compliance and use smart signage to optimise kerbside deliveries throughout the day.



Storage of private bins on footpaths: Kembla Street, Wollongong

Consolidated bin storage: UK (metroSTOR)

Car Parking

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Strategic Direction 16 Manage parking demand and allocation

Managing parking across Wollongong is key to protecting lifestyle, supporting economic activity, and enabling public transport improvements. Achieving desired mode shift requires careful allocation and management of parking space.

Opportunities:

16.1 Recognise that parking is a shared public resource

On-street public car parking should be managed to be shared fairly. When people park their cars on the street, they are making use of a public resource- one that offers convenience but should be understood that this is not a guaranteed right.

16.2 Prioritise community safety and amenity over car parking

Safety improvements to the road environment for people will take precedent over car parking.

16.3 Preserve public open space

Public open spaces like parks, reserves, and verges (nature strips) are valuable parts of the community's shared natural environment and need to be preserved. Better parking management, and alternative transport modes should be utilised over existing parking areas expanding into open spaces.

16.4 Introduce maximum parking rates to new developments

Maximum parking rates are appropriate to be implemented in areas where development is supported by access to alternative public and active transport choice.

16.5 Support shared parking agreements

Support increased utilisation of parking through establishing shared parking agreements between sites/uses. For example, schools, university, places of worship, may have complementary peaks and capacity.

16.6 Utilise timed parking and/or paid parking in high demand areas

Increase parking availability and support sustainable transport alternatives through application of the following principles outlined in Table 4.

Town centre kerbside parking: Wentworth St, Port Kembla: Wentworth St, Port Kembla:

High-Demand Foreshore Parking location: Flagstaff Hill, Wollongong.

High demand residential area: Murphys Ave, Keiraville.

Table 5 Parking Type Principles

Parking Type	Principles for Appropriate Use	Locations

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5 Minute & Pick up Drop-off	Supports frequently uses where people are frequently dropped off or picked up, and where quick turnover is essential to support access and circulation.	Cinemas, Post offices, Hotels, Business districts, School zones, Childcare.
¼ hour	Locations where quick pick-up and set-down is needed, particularly outside schools and high turn-over commercial facilities that offer high level of convenience. This parking duration is intended for motorists who are visiting a single destination and require only a brief stop. It supports rapid turnover while maintaining accessibility for short-term users.	Coffee shops, Post offices, Newsagents, Pharmacies, Fast food/Take away.
1/2 hour	Directly outside local shops that depend on offering a high level of convenience to remain competitive. These areas typically experience high parking demand, and longer durations—such as 1-hour parking would result in insufficient turnover. This restriction provides quick access to multiple nearby shops (typically 2-3).	Local shops, convenience-based retail.
1 hour	In locations where parking demand is high and the expected activity duration exceeds 30 minutes. This duration supports longer visits while still encouraging turnover.	Major shopping centres.
2 hour	Commonly suited to areas with professional and personal service developments, where longer visits are typical. The 2-hour limit is effective in discouraging commuter parking, helping to preserve availability for local users.	Commercial, Public open space/Recreation, Tourism.
3 hour	Commonly suited to areas where commuter parking is discouraged in the City Centre. The 3-hour limit aims to prevent vehicles from occupying spaces for half the workday by reducing the practice of vehicle shuffling. This is effective in increasing turnover in high-demand areas, reducing long-stay commuter parking, and providing more equitable access to limited parking resources.	Commercial, Tourism, Recreation.
4 hour	Areas where the goal is to prevent all-day commuter parking while still allowing access for local users. It provides a balance between turnover and flexibility for longer visits. Effective when located near major shopping centres or mixed-use developments and when used in conjunction with off-street car parks to manage kerbside demand.	Commercial, Tourism, Recreation.
Unrestricted	All-day parking typically serves employees or park-and-ride users and may occur across a variety of development types.	Fringe of business and industrial centres, residential areas
Bus Zones	Bus stops within designated bus zones must be provided exclusively for public buses and positioned at appropriate intervals along bus routes to ensure convenience for passengers and accessibility for bus drivers.	All areas
Loading Zones	To be provided to support the efficient pick-up and delivery of goods. These zones should be in convenient positions within business and industrial areas where regular demand for loading and unloading exists. Ideally, they should be placed at the end of a parking section to allow vehicles to enter and exit without obstruction.	All areas
No Stopping	Primarily applied to enhance safety and maintain traffic flow where parked vehicles would otherwise obstruct movement and reduce visibility. May operate during peak periods only to support traffic flow, allowing kerbside parking during off-peak business hours.	All areas
No Parking	Used in areas to prohibit vehicles stopping unless the driver is actively picking up or setting down goods or passengers.	All areas

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16.7 Support population growth and economic competitiveness through managing kerbsides

How we use kerbsides matters – kerbside use in shopping areas impacts retail vibrancy. Shifting from exclusive parking to mixed use kerbs can boost both amenity and business vitality (Figure).

In appropriate locations, shift from parking-exclusive kerbs to repurpose some parking for higher-order uses such as outdoor dining or bike parking, to stimulate local economic activity. In commercial areas consider parking restrictions where commuter parking impacts parking opportunities supporting local businesses.

16.8 Review off-street parking to determine the highest and best use in high demand areas

Infrastructure investment and renewal into off-street carparks should consider the highest and best use for the community that improve activity and amenity.

Uses could include consolidated multi-level car parking, commercial, housing, community facilities and public open space.

16.9 Assess the potential of consolidated off-street commuter parking to optimise the use of parking on public land

Consolidated parking, and/or shared parking, especially when supported by express bus services, offers numerous benefits, including reduced traffic congestion, more efficient use of public space, and potential cost savings.

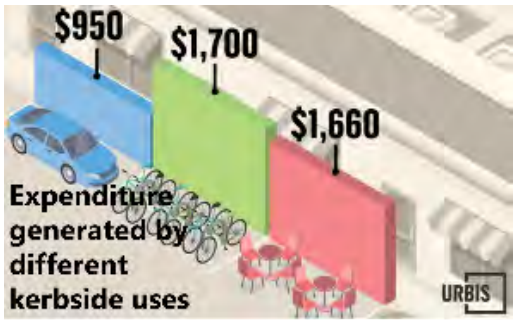

Figure 57 Daily expenditure generated by different kerbside uses (Urbis, 2021)

Mixed use kerbs for economic competitiveness: :Lower Crown Street, Wollongong

Commuter Carpark Manly Vale, supports B Line Bus

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Strategic Direction 17 Improving parking efficiency through system improvement

The use of technology can make it easier to find a park, reduce overall parking demand and free up supply in hotspots.

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Opportunities:

17.1 Encourage carshare

Provide more opportunities for households to reduce the number of vehicles they own or to not own a car by supporting carshare both on-street and in developments. This will have significant financial savings for the community.

17.2 Support EV Charging on-street in the short term

EV charging will take place primarily at service stations or as part of developments. As an interim measure Council should support temporary EV charging points being deployed in selected kerbside and carpark locations.

17.3 Investigate smart parking signage advisory systems

Appropriate directional signage with real-time information for parking availability can reduce traffic from cars seeking spaces.

17.4 Investigate opportunities for dynamic parking

Building flexibility into the parking systems by changing the type or period of parking provides the opportunity to respond to events, the time of day, and seasonal demands and provide an ongoing data source to Council.

Carshare: Facilitated through kerbside parking location

Smart Parking Signage: Concept sign for Council Library site:

EV charging: On Street location George Street, Wollongong

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On Dharawal Country, from the mountains to the sea, we value our natural environment, we respect each other, our past and future. We will be a sustainable, connected, vibrant, and innovative city, with a diverse economy.

We are a sustainable and climate resilient city

We have well planned, connected, and liveable places

We foster a diverse economy, and we value innovation, culture, and creativity

We have a healthy, respectful, and inclusive community

wollongong
city of innovation

Wollongong City Council
wollongong.nsw.gov.au
Phone (02) 4227 7111

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Attachment 1: Transport Action Plan

[Note: To be attached once endorsed for public website upload. This has remained a separate attachment for the purposes of the Council Business Paper.]

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DRAFT

Draft Wollongong Transport Action Plan

This action plan delivers against Goal 2 of the draft Community Strategic Plan: *We have well planned, connected and liveable places*.

This Action Plan details what key projects are needed to realise the Vision, Goals and Strategic Directions outlined in the Wollongong Transport Strategy (Transport Strategy).

Each action plays a vital role in shaping a future where transport is accessible and fair to all. This includes embracing and promoting changes in behaviour. By working together, and changing how we think about and use transport, we can create a system that benefits both people, and the Country, ensuring a better future for everyone.

Actions will need to be prioritised and localised where appropriate to deliver a sustainable transport system that supports thriving, connected communities and is safe and accessible for across the Wollongong LGA.

Time is of the essence. The action we take now will ease pressure on the current community and benefit future generations to come.

Change takes times, vision, collaboration and measurable actio

The role of the Action Plan

Purpose of the Action Plan is to guide the programming and delivery of key projects and actions in a collaborative and coherent way.

This document complements the Transport Strategy by ensuring:

- SMART Actions are identified and prioritised - in sufficient detail enabling the implementation process to commence to facilitate the incremental delivery of the Transport Strategy
- Responsibility is clear – with tasks and projects broken down into achievable actions, aligned with the Annual Plan with clear lines of responsibility.
- Expectations are managed – clarifying which projects are Council led, which projects have secured funding and timeframes for delivery and clearly reporting unfunded projects.
- Governance is tested – with a requirement for Council to review the processes and framework needed to give weight to the intent of the Transport Strategy in planning and resourcing.

The Action Plan remains flexible and will continue to be refined over time through Council's Integrated Planning and Reporting process. This flexibility also allows for amendments were required to reflect new data availability and community insights as they are made available.

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Wollongong Transport Strategy Action Plan

The extent to which the precise timing, responsibility and funding for each action can be predicted varies greatly and will vary over time. It is important to recognise that some actions will require leadership and funding outside of Council control and that actions need to be prioritised considering other projects and their resource implications across the Wollongong LGA.

The Action Plan needs to be a robust document which can evolve over time, respond to changing demands and allow for transparent reporting. The Actions will be reviewed regularly to ensure its ongoing relevance, to ensure future opportunities and constraints can be captured and integrated into the annual planning and business reporting process. Unfunded actions are a transport service improvement and will require an internal Business Proposal for funding or funding support from NSW or Federal Government.

Agencies

LGA or Wollongong	Wollongong Local Government Area
Council	Wollongong City Council
TfNSW	Transport for NSW
DPHI	Department Planning, Housing and Infrastructure
UOW	University of Wollongong
DW	Destination Wollongong
NPWS	National Parks and Wildlife Services

Timing

Short	1-2 years
Medium	3-5 years
Long	5+ years
Ongoing	Business as usual involvement or feedback.

Other

IDP	Council's Infrastructure and Delivery Program

Transport Strategy Goals

Achieve competitive public transport	Integrate sustainable transport and land use	Ensure all ages and abilities can get around with ease	Increase the use of active modes	Foster a connection to and sense of Place.	Collaborate to deliver change

Transport Modes

Place | Walking | Cycling | Public Transport | Car | Freight

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Wollongong Transport Strategy Action Plan

ID	Action	Action Description	Responsibility (Lead, *Support*)	Timing	Funding	Funding Source	Transport Strategy Goal Alignment						Modes Supported
							A	B	C	D	E	F	
	Advocacy												
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	External Funding	Operational	x	x	x	x	x	x	
2.	**Adopt a 'one network' agreement between Council and TfNSW**	Adopt a 'one network' approach through an executed agreement between Council and TfNSW including: • 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 *Consider the role of the DPHI and State Led planning approvals in this agreement.*	TfNSW Council *DPHI*	Short	In Budget	Operational	x	x	x	x	x	x	
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 DPHI *Council*	Ongoing	In Budget	Operational	x	x	x	x	x	x	
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	In Budget	Operational	x	x	x	x	x	x	
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	Subject to funding	Operational	x	x	x	x	x	x	
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	Subject to funding	Operational		x		x		x	
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	Subject to funding	Operational	x	x	x			x	
8.	**Advocate for ongoing funding for improved Public Transport Services**	Fund and deliver on a Public Transport Service improvements that: • 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	TfNSW DPHI *Council*	Ongoing	Subject to funding	Operational	x	x	x	x		x	

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							A	B	C	D	E	F	
		• Provides a high service standards (frequency, travel time, journey time reliability and span of hours • Considers accessibility – physical and financial											
9.	**Advocate for rapid public transport services**	Advocate for rapid transport services such as: • 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	Subject to funding	Operational	X		x			x	
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: • Map existing and proposed road corridors as defined in the Wollongong DCP. • 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	TfNSW DPHI *Council*	Ongoing	Subject to funding	Operational	x	x	x			x	
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: • 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	Subject to funding	Capital	x	x	x	x	x	x	
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	Unfunded	Operational and Capital	x	x	x	x	x	x	
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	In budget	Operational	x	x	x		x	x	
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	TfNSW Council	Ongoing	Subject to funding	Operational and Capital	x	x	x		x	x	

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							A	B	C	D	E	F	
		Warrawong. The route should include utilisation of park and ride facilities.											
	Projects												
15.	**Develop a funding model to actively pursue revenue streams to support transport mode shift**	Develop a funding model that identifies revenue streams to facilitate increased investment in projects which contribute to increasing walking, cycling and public transport.	Council	Medium	Unfunded	Operational and Capital	x	x	x	x	x	x	
16.	**Prepare a strategic Infrastructure Priority Map to advocate for Government investment**	Prepare a strategic Infrastructure Priority Map to set clear priorities to seek State and Federal delivery and/or funding for critical infrastructure such as: • Northcliffe Drive Extension to the M1Motorway • M1 bridge upgrades • Mount Ousley Interchange and active transport bridges • SWIRL/Maldon Dombarton rail link for freight and passenger services • Wollongong Station Precinct Masterplan • Wollongong Health Precinct Plan (DPHI) • Illawarra Sports and Entertainment Precinct • Removal of level rail crossings • More Trains More Services • Train Station Upgrades • Major land redevelopments – Bluescope Masterplan, Warrawong, Wollongong City Centre and West Lake Illawarra	Council	Ongoing	In Budget	Operational	x	x	x	x	x	x	
17.	**Deliver priority transport corridors**	Fund the design and construction of short-term on-road measures to key movement corridors to prioritise public transport movements. Measures could include: • Dedicated bus traffic light signalling • Queue jumps • Bus lanes on key transport corridors	TfNSW Council	Ongoing	Unfunded	Capital	x					x	
18.	**Upgrade Bus Stops to meet compliance**	Develop an implementation plan for a variety of bus stop upgrades types to deliver accessibility compliance, prioritising high-use public transport stops specifically Bus Stops. Bus Stop upgrade will reflect context, demand, and maintenance considerations and include a variety of typologies including: • Grass Verge • Hard stand area • Seat • Shelters • B Poles only • Designated bus zone on street	Council *TfNSW*	Ongoing	In Budget / Unfunded	Capital	x		x	x	x	x	

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							A	B	C	D	E	F	
19.	**Embed the Movement and Place Framework approach into key projects**	Embed place-based Movement and Place approach early in the process for precinct strategies, master plans and major projects to ensure access to and through is considered and scoped. Plans will include: • Connection to Country • Movement and Place Road and Street Functions aligning with precinct vision • Existing built environment asset assessment • Alignment with NSW Road User Space Allocation Policy, Safer Systems Approach and Design of Roads and Streets Guideline • Multimodal access and movement provisions • Mode shift options	Council	Ongoing	In Budget / Unfunded	Operational	x	x	x	x	x	x	
20.	**Finalise and seek endorsement of the Wollongong City Centre Movement and Place Plan**	Deliver the Wollongong City Centre Movement and Place Plan through Council's Delivery Program process as funds are available. The Plan provides a framework to chart a future transport network that addresses accessibility and movement and capitalises on the potential for enhancing the City Centre as a destination and centre of civic activity.	Council *TfNSW*	Short	In Budget	Operational	x	x	x	x	x	x	
21.	**Prepare a LGA wide Walking Network Plan**	Prepare a Walking Network Plan that identify key pedestrian routes and the strategic implementation approach for priority footpath networks for 10 years for inclusion in Council's IDP Program between: • Schools and education facilities • Town and Village centres • Train stations • Missing links. The plans to consider lighting, crossings and shade/shelter.	Council *TfNSW*	Medium	Unfunded	Operational			x	x	x	x	
22.	**Prepare a Council Policy to support shared transport schemes**	Prepare a Council Policy to support shared transport schemes such as e-scooters, e-bikes, EV charging and car shares that: • Outlines clear principles • Defines procurement methods and approval processes • Defines commercial charges for use of public land including allocation of space • Sets expectations around evaluation, data collection and reporting • Highlights first/last mile public transport trips, events and tourism experiences such as the coastal paths • Highlights connections between commuter carparks and destinations including train stations.	Council	Medium	Unfunded	Operational and Capital			x	x	x	x	

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							A	B	C	D	E	F	
23.	**Prepare a Council Policy to support commercial activities within roads and streets**	Prepare a Council Policy to support commercial activities within roads and streets such as outdoor dining, street parties and parklets that: • Outlines clear principles • Defines procurement methods and approval processes • Defines commercial charges for use of public land including allocation of space • Sets expectations around evaluation, data collection and reporting	Council	Medium	Unfunded	Operational and Capital	x	x	x	x	x	x	
24.	**Prepare revised outdoor dining Guidelines**	Update Council's outdoor dining guidelines and expand to include parklet design guide and permit scheme and add these into the city's outdoor dining permits	Council	Medium	In Budget	Operational				x	x	x	
25.	**Require Green Travel plans for events**	Require Green Travel Plans for events, and prepare material templates for promoting Wollongong as a tourist destination accessible by train, bus and bike for people travelling to, and within our LGA	Council	Medium	In Budget	Operational	x	x	x	x	x	x	
26.	**Prepare an online infrastructure request map for the community**	Deliver a public facing map on Councils website that allows the community to identify and request future transport infrastructure delivery incl cycleways, footpaths, pedestrian crossings, traffic calming for future prioritisation and funding consideration through Councils Infrastructure Delivery Program.	Council	Short	In Budget	Operational			x	x	x	x	
27.	**Continue the Safer Routes to School program**	Continue the implementation of Council's Safer Routes to School program in partnership with schools to support active transport journeys and proactively seek funding for priority improvements.	Council	Ongoing	In Budget	Operational		x	x	x	x	x	
28.	**Prepare a Road Safety Plan to deliver on the Safe Systems approach**	Develop a Road Safety Plan and to address road safety and support behaviour change in line with the Safe Systems approach incl: • Analysis of crash trends based on TfNSW data • Focus areas-based crash data • School information sessions • Education and behaviour campaigns • Road rule refreshers • Events • Marketing and Promotional material	Council	Ongoing	Unfunded	Operational			x			x	
29.	**Develop a Public Domain Planting Guide for streets and roads**	Develop a Public Domain Planting Guide prioritising key walking and cycling routes to reduce urban heat island effect, calm traffic and improve overall amenity to deliver against the Urban Greening Strategy	Council	Long	Unfunded	Operational					x		
30.	**Prepare a LGA wide Cycling Network Plan**	Prepare a Local Government Area wide Cycling Network Plan that outlines the strategic implementation approach for priority cycleway networks for 10 years for inclusion in Council's Infrastructure Delivery Program	Council	Short	In Budget	Operational		x	x	x	x		

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ID	Action	Action Description	Responsibility (Lead, *Support*)	Timing	Funding	Funding Source	Transport Strategy Goal Alignment						Modes Supported
							A	B	C	D	E	F	
31.	**Develop a Freight, Delivery and Servicing Plan for the LGA**	To address the changing freight needs associated with population growth, emerging technologies and evolving delivery types, develop a Freight, Delivery and Servicing Plan for the LGA that includes: • Preferred local network heavy vehicle route hierarchy • Upgrades to movement corridors • Future rail freight integration (e.g. Southwest Illawarra Rail Line) • Alignment with National Automated Access System (NAAS) • Centres Kerbside Management Strategy for Loading Zones and No Parking Zones • Off street loading and servicing requirements • Emerging first and last mile technology considerations	Council TfNSW DPHI *NSW Ports*	Long	Unfunded	Operational		x					
32.	**Deliver additional bike parking to support the increasing demand for cycling**	Provision of secure cage bicycle parking at all train stations and Council facilities and, on-street bike parking in high-demand areas	TfNSW Council	Ongoing	Unfunded	Capital	x			x		x	
33.	**Prepare Walking and Cycling-Tourism Map**	Develop a walking and cycle-tourism map and web content that incorporates sites and routes that facilitate daily and multi-day bike packing trips such as: • Cringila Hills • NPWS Great Southern Walk • Grand Pacific Walk • Lake Illawarra • Mount Kembla Mountain Bike trails • Seacliff Bridge Plan will include multi-modal transport to these offers.	DW Council NPWS	Long	In Budget	Operational				x	x	x	
34.	**Develop standard transport drawings and guidelines for streamlined infrastructure delivery by Council and others**	Develop standard drawings and a funding mechanism for streamlined infrastructure delivery that supports opportunities of the Strategy and safer places and streets such as but not limited to seating, bike parking, crossings, speed cushions, kerb ramps and water bubblers.	Council	Medium	Unfunded	Operational	x		x	x	x	x	
35.	**Prepare a Play on Streets Guideline and Procedure**	Develop a 'Play on Streets' Guideline and procedure to create opportunities for small community run events on streets such as street Christmas parties, birthday parties, and school fundraisers.	Council *TfNSW*	Short	In Budget	Operational					x	x	
36.	**Update the Development Control Plan to support the vision and multi-modal transport**	Update the Wollongong Development Control Plan to support multi-modal transport planning identified through the Transport Strategy including but not limited to: • Street functions • Parking provisions – private, visitors, car share, bike storage • End of trip facilities • Green Travel Plans	Council	Medium	In Budget	Operational	x	x	x	x	x	x	

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ID	Action	Action Description	Responsibility (Lead, *Support*)	Timing	Funding	Funding Source	Transport Strategy Goal Alignment						Modes Supported
							A	B	C	D	E	F	
		• Active transport links • Bike parking within or fronting public domain											
37.	**Develop a parking management policy for high demand areas**	Develop a timed and/or paid parking management policy for high demand areas including retail and business centres, foreshore areas and recreational facilities to support optimised land use and utilisation of parking. Policy will include guidance on appropriate timings and cost provisions.	Council	Medium	In Budget	Operational		x	x	x		x	
38.	**Prepare a consolidated Local Government Area wide Signage and Wayfinding Strategy**	Develop a Wayfinding Strategy and infrastructure design standard for walking and cycling signage including: • Key locations and destinations routes • Suburb Signs • Dharrawal stories and language	Council *TfNSW* *DW*	Medium	In Budget	Operational and Capital			x	x	x		
39.	**Develop an educational and promotional campaign of walking and cycling**	Develop a promotional campaign that outlines the benefits of mode shift towards active and public transport.	Council *TfNSW*	Ongoing	Unfunded	Operational		x	x	x			
40.	**Develop and deploy smart data infrastructure to inform decision making**	Identify, source, maintain and analyse transport data to enable trend identification, optimised service provision, communication and forecasting. Data to include: • Pedestrian, cycling and vehicle count • Destination and origins • Duration of stay Key data to be made publicly available through an online dashboard hosted by Council, or others.	Council *TfNSW*	Ongoing	Unfunded	Operational and Capital	x	x	x	x	x	x	

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	Summary of response	Action	Council comment
1.	• Mount Ousley Interchange ped cycle bridge needed • Planning required to provide AT at pinch points /constrained network	No change	• Mount Ousley Interchange project now includes pedestrian cycle bridge • Future network planning described in Strategic Direction 6 will address network constraints
2.	• Traffic flow should not be prioritised on main streets but rather on state/alternate roads	No change	• Addressed in Strategic Direction 3 - Opportunity 3.2 - Utilise Movement and Place to design for the desired function of Roads and Streets
3.	• Implement rail trails to provide cycling connectivity	Strategy updated	• Added in Strategic Direction 10 - Opportunity 10.3 Support bike riding along rail corridor
4.	• Too long, needs plain English • More ped and bike separation needed	Strategy updated	• New WCC version of transport strategy drafted
5.	• Remove separated cycleways for car based needs	No change	• Not aligned with mode shift strategy
6.	• school route missing footpath	Strategy updated	• Added in Strategic Direction 7 - Opportunity 7.2 Create safer streets around schools
7.	• more footpaths, less bike paths	No change	• Not aligned with mode shift strategy
8.	• use data to support new bike connections	Strategy updated	• Addressed in Strategic Direction 2 - Opportunity 2.4 Leverage data and innovation to inform priorities and measure success
9.	• more bike separation from vehicles needed • not enough new bike paths recently	Strategy updated	• Separation of bikes from other road users added in Strategic Direction 8 - Safe, comfortable and convenient bike riding. • Emphasis on new bike path network connections added in Strategic Direction 9 - Expand the bike riding network.
10.	• more separation for bikes from heavy traffic needed	Strategy updated	• Separation of bikes from other road users added in Strategic Direction 8 - Safe, comfortable and convenient bike riding.
11.	• more east west connections needed	No change	• Already addressed in Strategic Direction 9 - Expand the bike riding network.

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	Summary of response	Action	Council comment
12.	• support low speed and 15min proposals • need more traffic calming	Strategy updated	• Street calming was already addressed in Roads/Driving but strategy updated and the need for traffic calming and ways to create it now addressed in: • Strategic Direction 2 - Opportunity 2.2, 7.2 and 8.4 • Strategic Direction 4 - Opportunity 4.1 addresses transitioning streets into calmer, quieter and user focussed environments
13.	• align train + bus timetables • extend gong shuttle to midnight 7 days • shuttles for Port Kembla and Figtree/Mt St Thomas	Strategy updated	• Added in Strategic Direction 12 - Opportunity 12.5 - Retain and expand the Gong Shuttle • Services providing role similar to gong shuttle for other suburbs addressed in various public transport enhancements identified in Strategic Direction 12 - Improve Public Transport network planning within the LGA
14.	• Illawarra to Sydney fast trail including Parramatta • More Park and Ride locations should be planned for CBD	No change	Rail connectivity to south west Sydney addressed in: • Strategic Direction 14 - Opportunity 14.2 Connect the Region with South-West Sydney • Strategic Direction 12 - Opportunity 12.6 Deliver more trains and more services • Separate Council supporting document titled *Wollongong City Centre Movement and Place Plan* will address CBD park and ride
15.	• better lighting needed in Wollongong • support wider footpaths and goal 6	No change	Addressed in: • Strategic Direction 5 - Walking is desirable for all ages, abilities and genders • Strategic Direction 4 - Streets support a range of users and uses
16.	• safer walking and cycling options for schools to increase participation	Strategy updated	Added in various document sections primarily: • Strategic Direction 7 - Opportunity 7.2 Create safer streets around schools • Strategic Direction 9 - Opportunity 9.4 Connect schools/educational institutions

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	Summary of response	Action	Council comment
17.	• ped cyclist conflict • ebike danger to peds • extend free shuttle bus/add more shuttle services for areas outside of Wollongong City Centre • provide better parking for people that need it • CBD park and ride • Memorial drive capacity improvement needed • school zone enforcement • some people need cars and can't use other modes	Strategy updated	• Separation of bikes from other road users added in Strategic Direction 8 - Safe, comfortable and convenient bike riding. • Services providing role similar to gong shuttle for other suburbs addressed in various public transport enhancements identified in Strategic Direction 12 - Improve Public Transport network planning within the LGA • Strategic Direction 16 including a number of opportunities address allocation and control of parking for users that need car parking in areas of high demand • Strategic Direction 3 addresses managing the network for the efficient movement of cars on movement corridors • Table 2 clarifies Council and Transport for NSW/State Agency roles in road rule and parking enforcement
18.	• enhance connectivity to UOW	Strategy updated	• Addressed in Strategic Direction 9 - Opportunity 9.4 Connect schools/educational institutions
19.	• include toilets as supporting infrastructure • wayfinding for pedestrian cut throughs • public end of trip facilities (showers) for cycle commuting • driver behaviour-safe driving with respect to cyclists needed	Strategy updated	• End of trip facilities at Stations and within commercial buildings is supported. Council's Toilet Strategy can be referred to for further public toilets. • Wayfinding priorities identified for cycling network and access to public transport. • Driver behaviour addressed in Strategic Direction 2 - Opportunity 2.3 Support safe travel behaviours and mode shift through education
20.	• not enough offstreet parking in flats resulting in cars on street	No change	• Wollongong Development Control Plan requires provision of off street parking in residential flat buildings for tenants. Increasing parking requirements further would increase cost of housing, increase car ownership and reduce take up of alternate transport modes. Such a change is not aligned with mode shift strategy.
21.	• more needed on safety such as HVs on Mt Ousley and larger tradie vehicles • Goal 6 best placed in a heritage or cultural strategy instead of transport strategy	No change	• Strategy addresses need for additional network connectivity to provide alternative freight options connecting Wollongong to Sydney.

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	Summary of response	Action	Council comment
22.	• bikes on buses urgent , trial in our city	Strategy updated	• Added in Strategic Direction 11 - Opportunity 11.6 Support the roll out of modernised public transport fleets that are climate friendly
23.	• lower school bus pass threshold	Strategy updated	• Added in Strategic Direction 11 - Opportunity 11.4 TfNSW to lead a process to understand the barriers of public transport patronage
24.	• Council should allocate more $ for AT	No change	• Budget allocations across Council portfolio outside of Strategy scope
25.	• Improve UOW to Wollongong City Centre Connections • Rail trail	Strategy updated	• Strategic Direction 9 - Opportunity 9.2 and 9.4 address east-west connectivity and connection to educational institutions • Added in Strategic Direction 10 - Opportunity 10.3 Support bike riding along rail corridor
26.	• Better information of PT options needed particularly for popular destinations • Better information on cycle routes to popular destinations	No change	• Public transport wayfinding addressed in Strategic Direction 13 - Opportunity 13.3 Deliver clear directional wayfinding • Cycling wayfinding addressed in Strategic Direction 10 Opportunity 10.2 Deliver clear and consistent wayfinding
27.	• rapid roll out, say as popup, of connections and 30mk/h zones	Strategy updated	• Added in Strategic Direction 4 Opportunity 4.5 Deliver and evaluate street changes using ‘tactical urbanism’ and trial infrastructure • Implementation of speed zone changes will be in accordance with TfNSW speed zone guidelines.
28.	• Better connections to western Sydney including longer run time for bus service	Strategy updated	• Public transport connectivity to south-western Sydney added in Strategic Direction 12 - Opportunity 12.6 Deliver more trains and more services
29.	• Elderly people cannot ride a bicycle, nor can pregnant women. The vision to have everybody cycling around the city is discriminatory.	No change	• Strategy does not include a vision, goal or opportunity for all community members to ride a bicycle. The strategy seeks to expand transport options rather than restrict them.
30.	• lack of bike parking key disincentive • ban on bikes in the mall disincentivised bicycle use in Wollongong City Centre	No change	• Bike parking to be addressed in Strategic Direction 8 - Opportunity 8.8 Support first and last mile connections with bike parking • Separate Council supporting document titled Wollongong City Centre Movement and Place Plan will address Crown Street Mall

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	Summary of response	Action	Council comment
31.	• costs to community doesn't seem to include infrastructure degradation and cost of crashes	Strategy Updated	• Reference added to 'Cost' under Major Influences
32.	• CBD customer feedback is that parking fees and traffic congestion sends them to Shellharbour	No change	• Vehicle, fuel and time costs associated with travel to Shellharbour exceed parking fees in Wollongong CBD. • Strategy identifies growing congestion as part of the case for change necessitating enhancement of transport alternatives
33.	• Wider shared paths needed • Reduce active transport delay at signals • Legalise private e-scooters	No change	• Separation of bikes from other road users added in Strategic Direction 8 - Safe, comfortable and convenient bike riding • Shared paths are provided in accordance with NSW standards. • Transport for NSW is running trials in NSW which may lead to legalisation of private e-scooter usage
34.	• train stations not situated close to shopping centre or community/food hubs so only commuters choose this option	No change	• The strategy has a strong focus on improving bus services with the LGA to support trips not aligned with train station locations.
35.	• Riding competency training should be provided at schools • All on road bike lanes need to be painted in some way to remind drivers (Amsterdam uses red surfacing) • lack of road sweeping and pothole repair deters cyclists and reduces safety for those who do	No change	• NSW Government is responsible for curriculum in NSW schools. Education overall is a key component of Strategic Direction 2. • Bicycles facilities on roads are provided in accordance with NSW standards. • Council's maintenance is defined within the Asset Management Plan. Maintaining the existing network is critical.
36.	• Personal safety on trains	Strategy updated	• Added to Strategic Direction 11 - Opportunity 11.4
37.	• More controls on e-scooters needed. • Poor parking of e-scooters affecting ped safety.	No change	• Separate to the development of this Transport Strategy, Transport for NSW is running trials in NSW for e-scooters which will inform development of regulatory controls relating to e-scooter use.
38.	• M1 congestion	No change	• Strategic Direction 3 addresses managing the network for the efficient movement of cars on movement corridors

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	Summary of response	Action	Council comment
39.	• Do not reduce parking when providing bicycle connections • E-scooters should be removed given visual pollution. Consider private e-scooter legalisation to reduce poor parking practice	No change	• Separate to the development of this Transport Strategy, Transport for NSW is running trials in NSW for e-scooters which will inform development of any permanent regulatory controls relating to e-scooter use.
40.	• need to recognise residents living in areas where changes are proposed	Strategy updated	Support commercial areas: • Recognition that in commercial areas, parking restrictions may need to be brought in to discourage commuter parking.
41.	• No more shared path. Separated paths needed for ped safety	Strategy updated	• Separation of bikes from other road users added in Strategic Direction 8 - Safe, comfortable and convenient bike riding
42.	• educate to address ped cyclist conflict	Strategy updated	Shared paths or separated paths: • Commentary around reason for separation and the forms that can be considered
43.	• 75% of people have no interest in bike riding, remove separated cycleways	No change	• Strategy seeks to increase transport options one of which is bike riding. Absence of widespread safe cycling infrastructure contributes to poor attractiveness in cycling as form of transport
44.	• Incentivise PT use • Trial car-free weekends	No change	• The strategy focusses on enhancement of public transport attractiveness which will increase its use. Introduction of car free zones are not considered a priority currently
45.	• City Centre to surrounding destinations cycle connections	Strategy updated	• Council is currently developing a Cycling Network Plan which will address key opportunities raised in the ITS and connections surrounding Wollongong City Centre
46.	• Don't build cycleways to make centres unattractive for drivers • Improve PT options to centres without degrading experience for drivers	No change	• Strategy acknowledges that road network provisions need to be balanced to support a range of uses and road users. Network Changes to support public transport and cycling will be needed to avoid projected congestion which will affect all users including drivers
47.	• Rules for e-bikes and e-scooters not prohibition	No change	• Separate to the development of this Transport Strategy, Transport for NSW is running trials in NSW for e-scooters which will inform development of any permanent regulatory controls relating to e-scooter use

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	Summary of response	Action	Council comment
48.	• More EV charging options	Strategy updated	• Added in Strategic Direction 17 - Opportunity 17.2 support EV charging on-street in the short term
49.	• Consider making all new footpaths shared path width to support school riding • Good plan but community doesn't want to use other modes	No change	• Many verges are constrained making shared paths only possible in certain streets. Building all shared paths instead footpaths will create various shared paths that do not connect to the wider shared path network. This approach would also reduce the number of links for pedestrians that can be delivered due to higher cost of shared path construction. Research in NSW and feedback on this and other Council plans shows that more use of alternate modes would occur if safe and competitive alternatives to private motor vehicle travel are made available
50.	• Reduce speeds below 50km/h to support AT	No change	• Different road environment characteristics align with certain travel speeds. As such lowering speeds in existing streets generally requires adjustments to the road environment making widespread changes to speed limits challenging. Planning and design of new bicycle links will include consideration of speed limit reduction.
51.	• How were the top moves chosen? Are these the highest priority actions?	Strategy updated	• Top Moves section removed
52.	• Make residential streets also 30km/hr • Include social marketing action to increase awareness of need for integrated transport	No change	• Different road environment characteristics align with certain travel speeds. As such lowering speeds in existing streets generally requires adjustments to the road environment making widespread changes to speed limits challenging • Awareness of active transport connectivity addressed in Strategic Direction 10 - Opportunities 10.1 and 10.2
53.	• Aggressive behaviour towards cyclists disincentivises riding	Strategy updated	• Added in Strategic Direction 2 - Opportunity 2.3 Support safe travel behaviours and mode shift through education • Council will continue to support road user education for safe road user behaviour including interactions between drivers and bike riders.
54.	• Have NSW Transport build another Railway Station at SOUTH DAPTO	Strategy updated	• While not recommending any specific new railway stations, the strategy has a strong emphasis on expanding and optimising the public transport network to provide competitive services across the LGA. Strategy updated Strategic Direction 11 Competitive public transport services and Strategic Direction 12 Improve Public Transport network planning within the LGA
55.	• Focus on east-west, artertial and West Dapto cycling connections	No change	• Focus on these connections is already included in the Strategy under Strategic Direction 9 Expand the bike riding network

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	Summary of response	Action	Council comment
56.	• Integrate private driveways with signals where possible to reduce pedestrian conflict	No change	• Such treatments are case specific dependant on types and number of movements on these access points as well as national and state standards for property access as well as traffic signal infrastructure and operations
57.	• Active Transport not viable in isolation or as part of longer journey. Takes too long.	No change	• Strategy seeks to integrate bike riding with other transport modes to allow for its use as part of longer journeys
58.	• Provision of refuge inslands should be discouraged as it is hard for kids and elderly people to cross.	Strategy updated	• Pros and cons of various crossing types including refuge islands in Strategic Direction 5 Opportunity 5.2 Figure 46
59.	• Employ tactical urbanism to roll out network fast instead of spending a lot at each site	Strategy updated	• Added in Strategic Direction 4 - Opportunity 4.5 Deliver and evaluate street changes using 'tactical urbanism' and trial infrastructure
60.	• Wait times for peds at traffic signals should be 30 seconds maximum • Road safety education should focus on teaching children how to safely walk and cycle in traffic • High speed and long wait times for peds on bus corridors makes walking to them frightening and unpleasant • All new neighbourhoods should be designed for 30km/hr speed limit. Reduce speeds in all neighbourhoods as these places often don't have footpaths which separate pedestrians and fast-moving traffic.	Strategy updated	• To be addressed in future Council programs and advocacy to NSW Government under Strategic Direction 2 Opportunities 2.2 and 2.3
61.	• Provide overpasses or pedestrian scrambles at intersections with high volumes of pedestrian and vehicular traffic - such as Flinders-Bourke Sts and Princes Highway-Lysaght St	No change	• Movement corridors often include key bus routes. Operation of traffic signals need to be tuned to provide safe and high throughput of people including bus movements, limiting the ability to provide scramble crossing arrangements. Physical and budgetary constraints generally preclude the creation of overpasses • Pros and cons of various crossing types included in Strategic Direction 5 Opportunity 5.2 Figure 46

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	Summary of response	Action	Council comment
62.	• To realise a more cycle focused culture for transport, there needs to be much greater cycling accessibility for the mode and proper safety measures implemented, particularly given the busy major roads in the city	No change	• Addressed under Strategic Direction 8 and Strategic Direction 9
63.	• Allow pet travel on public transport, especially weekends, with a temperament pass issued by a vet.	No change	• Considered a low priority for achievement of vision and may reduce capacity for regular passengers at peak times. Currently pet animals may be allowed to travel on buses, ferries, light rail and in a taxi if it is confined in a box, basket or other container as required by the Passenger Transport (General) Regulation 2017. However, permission is still required by staff or the driver
64.	• The two-way bike lanes on one side of the road quite clunky • There seems to be no policing of illegal electric bikes, which travel at high speed, dodging in and out of pedestrians • Council has also built bike paths in quiet streets which were never a problem for cyclists	No change	• Bicycle connections will be built considering road constraints and standards that at times necessitate certain configurations. There are also significant parts of the community that could ride but are not comfortable mixing with traffic
65.	• Audit of kerb ramps. Often these are missing or in the wrong place	Strategy updated	• Addressed in Strategic Direction 5 - Opportunity 5.2 Prioritise inclusive crossings and maximise uninterrupted walking connections
66.	• More needed on driver awareness, education and enforcement including parking on driveways, verges and parks as well as passing space for cyclists	Strategy updated	• Council will continue to enforce Australian Road Rules relating to parking. • Campaigns to target misunderstood road rules included in Strategic Direction 2 - Opportunity 2.3 Support safe travel behaviours and mode shift through education
67.	• Preferentially provide separated cycleways • More could be done to explore and promote the economic benefits of active transport	Strategy updated	• Separation of bikes from other road users added in Strategic Direction 8 - Safe, comfortable and convenient bike riding • Strategy included promotion of active transport routes and new infrastructure or services that provide new active transport options
68.	• Change wording from "Dharawal people" to "Dharawal country". Dharawal Country has a few clans (people) ie Wodi Wodi, Wadi Wadi	Strategy updated	• Wording changes from "Dharawal people" to "Dharawal country"

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	Summary of response	Action	Council comment
69.	• Additional arterial connection needed to avoid Picton Road	Strategy updated	• Strategy freight and loading section acknowledges need for enhanced connectivity across escarpment to enhance resilience. Also addressed under Strategic Direction 14 Protect and plan for resilient freight corridors.
70.	• Train security needed • Female only carriages • Female only bus service in certain areas • Bus stop lighting • More accessible seats on buses (support to rise from seated)	Strategy updated	• Added in Strategic Direction 5 - Opportunity 5.3 Design for women's safety. Also addressed in Strategic Direction 11 - Opportunity 11.4
71.	• Better lighting on pedestrian paths needed • Wollongong station unsafe without enough parking • Improve night bus options	Strategy updated	The Gong Shuttle: Expansion of frequency for Gong Shuttle to frequent services in evening and weekends. Also mention of the Southern Gong loop as per CCMPP.
72.	• Add bike boxes to signals • Expand e-scooter trial and add bike share • 30km/h on all local streets	Strategy updated	• Added in Strategic Direction 8 - Opportunity 8.5 Improvements to intersections • The extension of Wollongong's shared e-scooter trial aligns with the extension of the NSW Government trial program until January 2026. Council awaits confirmation of legislative updates from NSW Government for e-scooters, to enable a long-term decision to be made on e-scooter shared schemes for Wollongong • Different road environment characteristics align with certain travel speeds. As such lowering speeds in existing streets generally requires adjustments to the road environment making widespread changes to speed limits challenging. Strategic Direction 2 speaks to speed limits that align with road and street functions
73.	• LATM to keep through traffic out of neighbourhoods with modal filters for AT	Strategy updated	• Added in Strategic Direction 4 - Opportunity 4.1 Transition streets into calmer, quieter and user focussed environments
74.	• Better lighting at bus stops • Female only carriages	Strategy updated	• Added in Strategic Direction 5 - Opportunity 5.3 Design for women's safety. Also addressed in Strategic Direction 11 - Opportunity 11.4
75.	• Awareness signage for different disabilities	No change	This aspect is addressed in Council's Disability Inclusion Action Plan

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	Summary of response	Action	Council comment
76.	• More free bus loops • Improve timetable reliability • Increase housing density to increase PT feasibility • Legalise all micromobility	Strategy updated	• Services providing role similar to gong shuttle for other suburbs addressed in various public transport enhancements identified in Strategic Direction 12 - Improve Public Transport network planning within the LGA • Housing density related to public transport is being addressed through Council's Housing Strategy and the NSW Government Transport Oriented Development Program • Separate to the development of this Transport Strategy, Transport for NSW is running trials in NSW for e-scooters which will inform development of any permanent regulatory controls relating to e-scooter use
77.	• better links UOW cycling catchment and UOW to city centre via north gong • NSW Gov to fund gong shuttle and other metro Wollongong services	Strategy updated	• Strategic Direction 9 - Opportunity 9.2 and 9.4 address east-west connectivity and connection to educational institutions • Shared funding arrangements for the gong shuttle outside the scope of this Strategy
78.	• Upgrade non-compliant shared path bridges over state roads	No change	• Not part of this strategy but for consideration by relevant asset owner

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	Summary of response	Action	Council comment
79.	• Historic reduction in traffic capacity along bus corridors has eroded bus transport efficiency. Appropriate traffic signal phasing and parking management can provide some relief • The proposal to extend bus routes through Wollongong could lead to major service inefficiencies and reliability issues. Shorter, more manageable trips help maintain schedules, provide driver breaks and manage traffic disruptions • Service frequencies should be improved, but operational efficiency is equally important. Feeding extra services into an inefficient network may not be the immediate solution. Enhancing route network efficiencies and bus priority is crucial • While the strategy outlines long-term objectives, it is important to identify immediate steps to manage traffic and enhance bus movements.	Strategy updated	• Added in Strategic Direction 3 - Opportunity 3.3 Enhance the efficiency of critical movement corridors • Added in Strategic Direction 11 - Opportunity 11.3 Support bus priority for improved reliability and journey times
80.	• Document is not clear on how land use planning and transport planning relate to one another • Recommendation: Wollongong Council to work with industry to review and monitor land use strategies and future development pipeline analyses in collaboration with the delivery and implementation of the Wollongong Integrated Transport Strategy	Strategy updated	• Agree this is critical. This interrelationship is called out in Strategic Direction 1, 14 and 15 This is also supported by references to Transport in other Council documents such as the LSPS and the Economic Development Strategy. Actions associated with the plan speak to the role of structure planning in decision relating to density or changed land uses.

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	Summary of response	Action	Council comment
77	• Improve cycling between UOW and City Centre • Increase gong shuttle frequency and compliment with additional services including southern gong shuttle • Opportunities to engage with industry to review car parking requirements in Wollongong City Centre to support objectives of ITS • Clarification on NSW government led actions including responsibilities, monitoring, accountability, stakeholder engagement, multiple council area actions	Strategy updated	• Strategic Direction 9 - Opportunity 9.2 and 9.4 address east-west connectivity and connection to educational institutions • Added in Strategic Direction 12 - Opportunity 12.5 - Retain and expand the Gong Shuttle • Services providing role similar to gong shuttle for other suburbs addressed in various public transport enhancements identified in Strategic Direction 12 - Improve Public Transport network planning within the LGA • Car parking rate review (DCP Chapter E3) completed since exhibition of draft strategy • Numerous updates to strategy and action plan clarifying Council's advocacy role recommended NSW Government actions
78	• Illawarra line rail frequency: This needs to be significantly increased	Strategy updated	• Added in Strategic Direction 11 - Opportunity 11.2 Deliver high frequency corridors, not just high coverage
78	• High-speed rail (HSR) Sydney-Wollongong: The impact of such a link must be considered in the longer term.	No change	• Strategy sets direction for the next 10 years. Other facets of public transport services are a higher priority during this period such as improved service frequency and reliability on the current rail line. Strategy doesn't preclude planning of HSR
79	• Need to research the effectiveness of shared pathways and safety record regarding pedestrian conflicts • Research needs to be done on the impact and necessary response to climate change impacts	Strategy updated	• Transport for NSW Centre for Road Safety has undertaken research in this space: https://www.transport.nsw.gov.au/system/files/media/documents/2023/Shared%20Paths%20-%20Research%20Findings.pdf • Separation of bikes from other road users added in Strategic Direction 8 - Safe, comfortable and convenient bike riding • Council has a separate Climate Change Mitigation Plan 2023-2030. a key action of that plan is to "increase public and active transport availability and options via the delivery of infrastructure, strategy and planning provisions" which this strategy supports

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	Summary of response	Action	Council comment
80	• There should be greater emphasis on on-road cycle lanes and less emphasis on shared paths. • Target poor driver behaviour including aggression to cyclists, not giving way to pedestrians in accordance with road rules and parking on verges development of active travel plans for each school in the LGA. • Conduct of audits of pedestrian infrastructure to identify gaps and non-compliances • Trial and evaluate at least one tactical urbanism measure in each council ward, with a 0-2 year time frame	Strategy updated	• Separation of bikes from other road users added in Strategic Direction 8 - Safe, comfortable and convenient bike riding • Added in Strategic Direction 2 - Opportunity 2.3 Support safe travel behaviours and mode shift through education • Council will continue to support road user education for safe road user behaviour including interactions between drivers and bike riders • Pedestrian infrastructure has been installed across the city in accordance with standards at the time of construction. Council considers non-compliances with current standards on a site-by-site basis in response to customer requests related transport investigations • Added in Strategic Direction 4 - Opportunity 4.5 Deliver and evaluate street changes using 'tactical urbanism' and trial infrastructure
81	• Provide intracity rail services • Integrate local buses with peak commute services • Parking charges near popular beaches, with vouchers for residents • More commuter parking is needed	Strategy updated	Added under: • Strategic Direction 11 Competitive public transport services • Strategic Direction 12 Improve Public Transport network planning within the LGA
82	• Medium and high-density developments to provide secure, enclosed bike parking with e-bike charging points	No change	• Wollongong DCP Chapter E3 contains requirements for bike parking in developments
83	• Driver aggressions towards cyclists needs to be addressed • Disincentivise large vehicles including suvs and utes through for example higher parking fees	Strategy updated	• Added in Strategic Direction 2 - Opportunity 2.3 Support safe travel behaviours and mode shift through education • NSW pay parking standards do not allow for higher fees for SUVs and utes

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	Summary of response	Action	Council comment
84	• Council have a fleet of bicycles (or e-bikes) available for staff to use on inspections and meetings • Bicycle parking, with e-bike charging, should also be a requirement for large DA's, public buildings and commercial developments • There should be lockers for bike gear and storage cages for bikes at destinations like the art gallery, the entertainment centre, IPAC and shopping centres • Improve on-road cycle safety along the Grand Pacific Drive (Lawrence Hargrave Drive) between Austinmer and Stanwell Park • Develop an access strategy in partnership with UOW to double active transport by school and university students within a 5km radius of the UOW and TAFE campus	No change	• Refer to Climate Change Mitigation Plan recommendations for council operations • Wollongong DCP Chapter E3 contains requirements for bike parking in developments • Secure bike storage at key destinations is reflected within the Strategy, and Council's Cycling Strategy. It is also called out in opportunity 8.8 • Key North South connections are called out under Strategic Direction 8 and 9 • Council is working with UOW and Tafe on active transport connections. These are considered key destinations as outlined through the Strategy
85	• Plan should review or propose transport essentials such as the road hierarchy, the cycleway system, footpath priorities, public transport routes or parking regimes	No change	• Strategy sets high order direction for key transport modes. Detailed mode specific plans such as the Cycling Network Plan and public transport route planning will be developed separately.
86	• High quality multi-modal transport interchange at Dapto Station is urgent and late	No change	• Addressed in Strategic Direction 12 - Opportunity 12.2 Advocate for integrated public transport interchanges
87	• On public transport. It is late-in-the-day for people already living in West Dapto's new land release area	No change	• Addressed in Strategic Direction 11 - Opportunity 11.1 Advocate for proactive Bus Service Planning

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	Summary of response	Action	Council comment
88	• Wollongong City Council staff should use an e-bike pool for travel to inspections and meetings • Road and rail corridors need active, full-width, vegetation management to minimise serving as weed vectors and intensifying flood events • Seek a more direct escapement crossing than SWIRL/Maldon Dombarton Rail Link, whose single track route is needed for freight	No change	• Council staff operations are outside the scope of this Strategy, however our commitment to moving toward an e-fleet is outlined in Council's Climate Change Mitigation Plan • Council's maintenance is defined within the Asset Management Plan. Maintaining the existing network is critical • SWIRL proposal includes allowing both freight and passenger services. Seeking an additional escarpment crossing for passengers is not part of this Strategy, however the Strategy calls out the importance of a new east-west connection.
89	• Council should actively reduce the footpath backlog, so all suburbs have a footpath on at least one side of every street	No change	• Budget allocations across Council portfolio outside of Strategy scope
90	• Delete Goal 2 entirely and see it addressed as part of Goal 4 (All aged can get around with ease) and Goal 5 (Increased use of Active Transport Modes). table of Actions (pages 76 and 77) Goal 2 is always included with Goals 4 and 5	Strategy updated	• Goals updated in revised Strategy
91	• Planning and communication with community needed on essential road space reallocation projects • Bridges on major heavy vehicle corridors be upgraded where needed to future proof connection to port • Job creation critical to viability of major PT and AT improvements • Recognise the regional value of Shellharbour Airport and connect with PT services to centres	Strategy updated	• Added in Strategic Direction 4 Opportunity 4.5 Deliver and evaluate street changes using ‘tactical urbanism’ and trial infrastructure. Trials include significant community engagement component • Added in Strategic Direction 14 - Opportunity 14.3 Clearly define and streamline heavy vehicle, freight routes • Added to Strategic Direction 12 - Opportunity 12.2 12.2 Advocate for integrated public transport interchanges

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