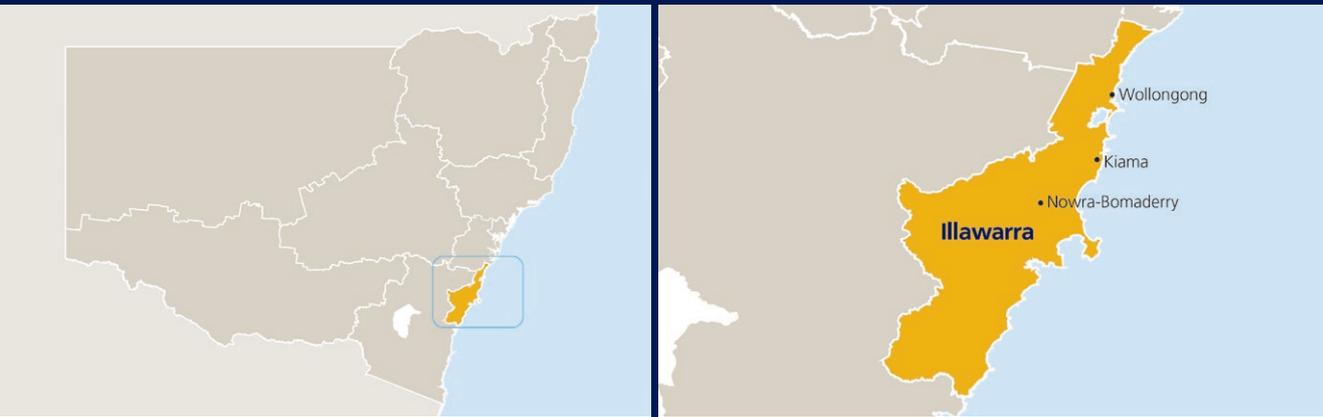


ILLAWARRA

Regional Transport Plan

March 2014



Illawarra Regional Transport Plan

March 2014

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Transport for NSW

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MINISTERS' MESSAGE

When we came to Government, one of our first priorities was to develop a clear direction for transport in NSW over the next 20 years.

The NSW *Long Term Transport Master Plan* was released in December 2012 to provide a comprehensive blueprint for the future, complete with more than 220 short, medium and long term actions.



To support the Master Plan, we recognise that the state's 14 key regional centres have more specific local transport needs and priorities which should be considered and planned for.

The *Illawarra Regional Transport Plan* outlines specific actions to address the unique challenges of the area and includes the things you told us were important to you during consultation in 2012.

The plan looks at population changes in the Illawarra region, considers the impact of urban growth in suburbs such as West Dapto, Nowra and Shellharbour, and accommodates anticipated employment growth and an increasing tourism market.

With major investments in Mount Ousley and the Princes Highway and a commitment to reduce train travel times between Wollongong and Sydney, the plan ensures Illawarra residents will have better connections to jobs, study and town centres – now and into the future.

The Illawarra region will also benefit from better management of freight and the *Port Kembla Growth Plan*, including additional jobs for the region expected from development of two container facilities at Port Kembla in the next three years.

Thank you to the community who took the time to contribute to this planning process. We look forward to working with you as we continue to improve and develop our state's transport system.

Gladys Berejiklian
Minister for Transport

Duncan Gay
Minister for Roads and Ports



YOUR REGION

The Illawarra region is a narrow coastal region served by rail and road which connects the region north to Sydney, south to the Southern region and to the Southern Highlands and Wollondilly in the west.

Wollongong is the Major Regional City in the Illawarra region and the third largest in NSW. The region also includes the Major Regional Centre of Nowra-Bomaderry. The Illawarra region is characterised by more urban centres with higher density populations along the east coast, and more dispersed settlements outside of the Wollongong metropolitan area.

Employment, health care, education and retail facilities are mainly located in the Wollongong Central Business District and surrounding urban areas, including Warrawong, Dapto and Shellharbour.

About 384,100 people live in the Illawarra region.

The Wollongong metropolitan area (including Shellharbour) and Kiama accommodate 70 percent of the Illawarra regional population, whilst Nowra-Bomaderry accommodates 8 percent.

Figure 1 The Illawarra region



Over the next 20 years the population of the Illawarra region is expected to increase by more than 75,000 people. New urban developments, including West Dapto and Shell Cove, are either underway or in planning in the Illawarra region. Further south, the major urban area of Nowra-Bomaderry and the major towns of Ulladulla and Vincentia have developed to become a focus for urban growth that will continue into the future. People moving into these developments will increase the demand for transport services.

Customers in the Illawarra region told us that better transport connections are needed within the region, as well as an accessible, customer-focused, public transport system. They also told us that freight transport, and growth in freight transport, needs to be managed and that we can improve safety and security on transport networks.

Key transport challenges include an ageing population, high levels of private car use, and balancing freight and passenger transport needs. The proportion of people aged 65 years and over in the Illawarra region has increased from 15 percent to 18 percent between 2001 and 2011 and this trend is expected to continue. This will have an increasing impact on the types of transport services that need to be provided in the region, as well as access to health and aged care services.

Health care and social assistance is the largest employment sector at 15 percent of the region's employment. Other significant employment sectors are retail (12 percent), education (11 percent) and manufacturing (10 percent). The number of people working in health care and social assistance has risen since 2001, while manufacturing has declined, both in real and percentage terms.

Unemployment in the region has fallen from 9.4 percent in 2001 to 7.1 percent in 2011. However, it is still above the NSW and regional averages of 5.9 percent and 6.2 percent respectively.

Cars are the primary mode of transport for residents across the Illawarra region. Limited public transport options are provided outside of higher density settlements, impacting on access to health services, education and employment in the larger centres for residents in the smaller towns and villages of the Illawarra region. This presents challenges for the young, families on low incomes, the elderly and those with disabilities.

About 88 percent of journeys to work are made by car, either as a driver or passenger. This is consistent with other NSW regional areas, but much higher than the Sydney region.

Transport services that provide access to education and employment opportunities, health facilities and services, can address social disadvantage.

NSW 2021 sets a NSW Government target to increase the share of commuter trips made by public transport to and from Wollongong CBD during peak hours.

Working towards this target will require a focus on improved public transport connections and effective transport connections into new developments, such as West Dapto.

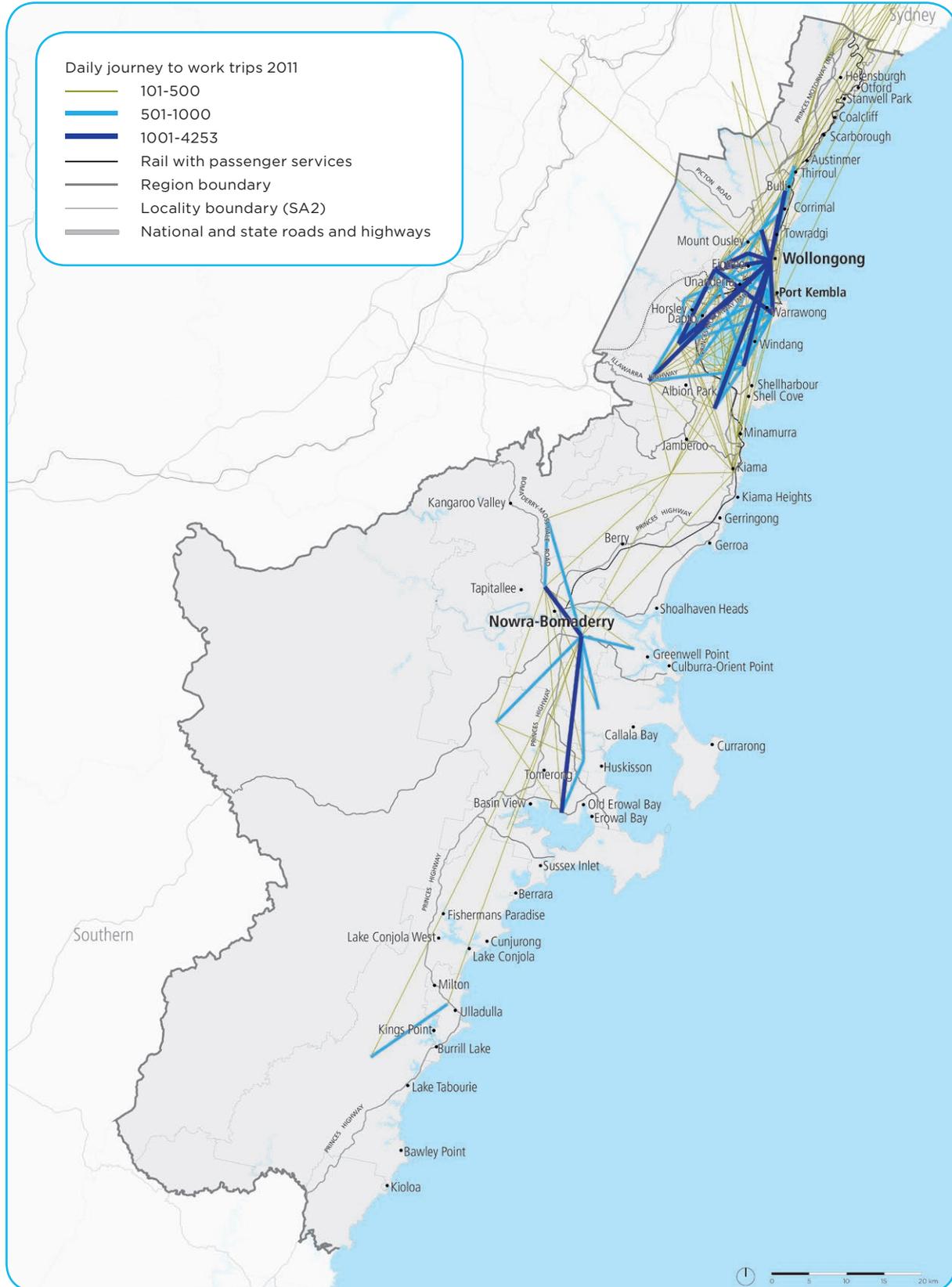
Approximately 85 percent of the workforce who live in the region also work in the region. Most of the 13 percent travelling outside the region for work are travelling to Sydney, while a very small proportion work in the Southern region. People also travel into the Illawarra region for work from Sydney.

Within the region, most people live and work in the Wollongong Local Government Area (LGA), with many also travelling into Wollongong from Shellharbour LGA (Figure 2). Shellharbour is also an important commuting destination for people living in Wollongong and elsewhere in the Illawarra region.

The lower Illawarra has a large proportion of the population living and working in the Shoalhaven LGA, with some also travelling from Shoalhaven LGA to Wollongong, Shellharbour and Kiama.



Figure 2 Journey to work origins and destinations in the Illawarra region



Transport
**MASTER
 PLAN**

↓

Regional
**Transport
 Plan**

Figure 3 Freight flows in the Illawarra



Major inter-regional freight paths flow through the Illawarra region, particularly between the Central West region and Port Kembla (Figure 3).

Port Kembla is a major contributor to the economy of the Illawarra region. It is currently the primary port in NSW for motor vehicle imports and is likely to continue to support export trade such as coal, minerals and grain.

The Port is forecast to grow, and providing long term security of access to the port is integral to the Port's expansion plans. Port Kembla has been identified as the location for the development of a future container terminal

to augment the capacity of Port Botany when required.

By 2031, the freight task in NSW is projected to nearly double. This will lead to a significant growth in freight movements on road and rail corridors in the Illawarra region.

Ensuring the efficient movement of freight both to and from the port is vital to support the productivity of the region. There is a need to ensure that the road network supports higher productivity vehicles (HPV), which includes reducing height and weight restrictions on major routes such as the Shoalhaven Bridge at Nowra.

The Coastal Harbours of the Illawarra region, which include Wollongong, Kiama, Greenwell Point and Ulladulla, cater for the commercial fishing industry, local tourism and recreational boating and provide a departure point for charter boats. A limited amount of freight is transported through these coastal harbours.

Tourism is an important transport demand generator in the Illawarra region. The South Coast, including the Illawarra region, received approximately 8.2 million visitors a year in 2010 and 2011, of which 5.1 million were domestic day visitors. The South Coast is the third most visited region in NSW for domestic overnight visitors.

The Illawarra region has a high seasonal fluctuation in monthly tourist flows, with summer months drawing more visitors to the region and placing increased pressure on the transport network.

Wollongong is the top destination in the region for international tourists and the third most visited for domestic tourists staying overnight. The Shoalhaven is the top destination in the region for domestic overnight visitors, with just under a million people visiting during 2010 and 2011. An efficient transport system is required to support the tourism industry and ensure the Illawarra region remains a key tourist destination.

These regional characteristics have implications for the transport network as follows:

Table 1 Transport implications of regional characteristics

Characteristics	Transport implication
Population growth	<ul style="list-style-type: none"> Greater travel demand as population increases Requirement for managing demand and operations as a priority, with eventual expansion of infrastructure and services to meet this demand, as required
Ageing population	<ul style="list-style-type: none"> Greater demand to travel for health care, medical and recreation reasons and less demand for travel to/from work and within peak periods Need for more specialist transport services to cater for limited mobility and to reduce social isolation Need for research and pilot projects to determine the best ways to transition people from cars to public transport and/or to community transport to reduce car dependency
Population concentration	<ul style="list-style-type: none"> Concentration of population in the Wollongong metropolitan area leads to local congestion during peak periods. This is exacerbated by the inter-regional movements, particularly during holiday periods
Road safety	<ul style="list-style-type: none"> Increasing private vehicle and freight transport demand across transport networks Pedestrian casualty crashes are clustered in the Wollongong urban area, along the coast north to Bulli, around Dapto, Albion Park, Port Kembla, Shellharbour and Nowra. Heavy vehicle crashes are concentrated along Mount Ousley Road, Picton Road and the Princes Motorway (M1), north of Lake Illawarra and the Princes Highway through to the Southern Region boundary
Major existing and future freight movements	<ul style="list-style-type: none"> Freight growth, including the expansion of Port Kembla, will require delivery of the right network capacity and configuration to enable efficient freight movements, meet capacity and complexity needs, support productivity and sustainable operations
Domestic and international tourism	<ul style="list-style-type: none"> Increase in demand and congestion on strategic and local road network during peak holiday travel periods. The Princes Highway (A1) is frequently congested at the beginning and end of holiday periods



DELIVERING CHANGE

Some of the initiatives already underway in the Illawarra region include:

- Commitment of \$80 million to maintenance, to improve safety and reliability on the rail network, including replacing sleepers, renewing bridges and modernising overhead wiring
- A new timetable was implemented in October 2013 with a focus on reducing timetable complexity, and revising the stopping patterns to better reflect customer demand
- Timetable changes in 2012 delivered more than 7,000 additional seats on Illawarra and South Coast services to ensure a more comfortable journey
- Preparation of detailed designs (including civil, structural, geotechnical and track works) for a freight rail link between Maldon and Dombarton
- Signalling upgrades between Kiama and Bomaderry to improve customer journey times, reliability, availability and safety in the area
- Delivery of 80 Oscar cars now in service on the Eastern Suburbs, Illawarra and Southern rail lines
- The introduction and expansion of quiet carriages on the Southern line
- The introduction of NSW TrainLink which operates services to the Illawarra region, for the first time provides a dedicated organisation focused on improving services for our rail customers in regional NSW
- Investing \$36.9 million towards 76 new buses for new customer growth on services in Sydney metropolitan and outer-metropolitan areas of Newcastle, Wollongong, Central Coast, Blue Mountains and the Lower Hunter
- Commitment to deliver seven new buses in the Illawarra region, including one new bus under the Growth Bus Program, and a new route OM32 from Brooks Reach to Dapto in the 2013-14 budget
- Construction of a new station and car park at Shell Cove, and construction of a commuter car park upgrade at Oak Flats
- Completion of construction of a new commuter car park at Kiama and a transport interchange upgrade to Dapto Station, completion of station ramp upgrades at Albion Park, Austinmer, Gerringong and station improvements at Wollongong and Unanderra
- The Illawarra region will benefit from close to \$840,000 for the Community Transport Program, as part of \$7.5 million in funding to local providers across the state
- Provision of \$600,000 in co-funding to progress the planning and design of Fowlers Road Bridge, a key gateway into West Dapto
- Collaborating with local stakeholders to develop and implement free transport for older school students in the Shoalhaven area using a 'Youth Card' to travel to work experience and vocational training opportunities in the area
- Introduction of the Shoalhaven Student Pathway Pass, providing local students with a free travel service for high school approved learning opportunities
- An acceleration of the school zone flashing lights program, to ensure every school in NSW has a set of flashing lights by December 2015
- Investing \$206 million to improve and maintain roads in the Illawarra region including the continued upgrade to sections of the Princes Highway.
- Completion of major restoration work on Hampden Bridge at Kangaroo Valley.



2012-13 ILLAWARRA ROAD NETWORK MAINTENANCE PROGRAM

In the 2012-13 financial year we spent \$33.5 million on upgrading and maintaining over 390 kilometres of major roads in the Illawarra region, including works on pavement and corridors. We also spent \$6.6 million on upgrading and maintaining over 210 bridges in the region.

We provided \$300,000 to the local councils within the Illawarra region to assist with road restoration after natural disaster damage and \$5.3 million for maintenance and improvement of their road networks.

The works undertaken on major roads and bridges included resurfacing over 342,000m² of roads and rebuilding 107,000m² of roads at a cost of \$7.8 million and \$7.1 million respectively.

Other major works undertaken in the Illawarra region included slip stabilisation on Lawrence Hargrave Drive at Northern Amphitheatre near Coalcliff.

Country Passenger Transport Infrastructure Grant Scheme

LGA	Improvement	Year	Cost (\$)
Kiama	Passenger amenity upgrades, Kiama	2011-12	63,000

Transport Access Program

Focus Area	Location	Projects	Completion date	Status
Easy Access	Gerringong	Ramp access upgrade	December 2012	Open to public
	Albion Park	Ramp access upgrade	March 2013	Open to public
	Austinmer	Ramp access upgrade	April 2013	Open to public
Interchanges	Albion Park	Interchange upgrade	March 2013	Open to public
	Dapto	Transport interchange upgrade, including ramp access upgrade	December 2013	Open to public
	Kiama	Commuter car park (40 spaces)	December 2013	Open to public
	Oak Flats	Commuter car park (230 spaces)	May 2014	Commenced construction
Station Upgrades	Shell Cove	New station (two platforms and a station building, a footbridge, stairs, lift access and canopies, bus bay and taxi stand locations, kiss and ride passenger drop off facilities, a new access road to station and commuter car park)	Anticipated late 2014	Commenced construction

Traffic Management and Road Safety Program

LGA	Projects	Financial year	Status	Cost (\$)
Journey reliability				
Wollongong	Install right turn bay on southbound ramp at Five Islands Road and F6 Freeway	2012-13	Completed	109,194
	Junction improvements in Memorial Drive and Porter Street in North Wollongong	2011-12	Completed	349,559
	Install Closed Circuit TV (CCTV) Southern Freeway and Memorial Drive	2013-14	Commenced September 2013	100,000
	Extend right turn bay at Picton Road and Princes Highway	2013-14	Anticipated start March 2014	400,000
Railway level crossings				
Kiama	Railway level crossings improvement program at Tip Road in Dunmore	2011-12	Completed	544,251
Wollongong	Railway level crossing improvement program at Darkes Road, Dapto	2013-14	Anticipated start April 2014	400,000
Bus priority on strategic corridors				
Wollongong	Bus bay design for Coledale Hospital	2011-13	Completed	138,716
	Bus priority University Avenue and Graham Avenue, Wollongong	2011-12	Completed	200,000
Road freight safety and productivity				
Wollongong	Install new heavy vehicle rest area, Mt Ousley Road	2013-15	Anticipated start late 2014	7,790,000
Active transport				
Shellharbour	Cycleway Princes Highway Airport Road - Illawarra Highway Albion Park Rail	2011-12	Completed	183,681
	Improve pedestrian access at Lake Entrance Road and Wattle Road, Oakflats	2012-13	Completed	139,186
Wollongong	Off-road walking and cycling path Princes Highway Dapto-Kembla Grange stage 2	2011-12	Completed	260,650
	Off-road walking and cycling path Princes Highway Dapto-Kembla Grange stage 3	2012-13	Completed	276,500
	Red Arrow pedestrian protection Corrimal / Burelli Streets	2012-13	Completed	143,426
	Off-road walking and cycling path Princes Highway Figtree Byarong Creek-F6	2012-13	Completed	115,000

LGA	Projects	Financial year	Status	Cost (\$)
Wollongong	<p>On-road cycleway Flinders-Porter Streets Wollongong:</p> <p>1) Delineation of the existing 2.5 metre wide bicycle lane along the south eastern (southbound only) side of the Northern Distributor from Flinders Street to 60 metres south of Porter Street, North Wollongong (new length = 80 metres) and</p> <p>2) Construction of a 2.5 metre wide concrete off-road walking and cycling path along the south eastern side of the Northern Distributor's southbound off-ramp to Porter Street from 60 metres northeast of Porter Street to Porter Street, north Wollongong (60 metres)</p>	2013-14	Commenced February 2014	48,000
Shellharbour	<p>Off-road walking and cycling path Hobart and Point Street Bulli stage 1: Construction of a 2.5 metre wide concrete off-road walking and cycling path along the eastern side of Princes Highway from the Hobart Street signalised crossing to Point Street (20,000 metres), Bulli (230 metres) - Stage 1 of a link from Black Diamond Place to Hobart Street</p>	2013-14	Anticipated start mid 2014	65,000
	<p>Off-road walking and cycling path Grand Pacific Walk stage 1: Construction of a 2.5 metre wide concrete off-road walking and cycling path along the south eastern side of Lawrence Hargraves Drive from Paterson Street to the Tom and Norma Williamson rest area, Coalcliff (610 metres)</p>	2013-14	Anticipated start May 2014	20,000
	<p>Off-road walking and cycling path Princes Highway Dapto-Kembla Grange stage 4</p>	2013-14	Commenced February 2014	150,000
Kiama	<p>Cycleway Newing Circuit-Swamp Road stage 1 and 2</p>	2010-11	Completed	103,582
	<p>Cycleway Newing Circuit-Swamp Road stage 3</p>	2011-12	Completed	113,365
	<p>Off-road walking and cycling path Swamp Road stage 4</p>	2013-14	Commenced December 2013	100,000



LGA	Projects	Financial year	Status	Cost (\$)
Shoalhaven	Cycleway Princes Highway Ulladulla stage 3	2012-13	Completed	175,000
	Off-road walking and cycling path Elizabeth Drive Vincentia stage 3	2011-12	Completed	150,000
	Cycleway Vincentia Foreshore	2011-12	Completed	139,000
	Elizabeth Drive Vincentia stage 6	2012-13	Completed	150,000
	East & Plunkett Streets Nowra traffic signal pedestrian crossing	2011-12	Completed	104,543
	Elizabeth Drive Vincentia stages 4 & 5: construction of a 2.5 metre wide concrete off-road walking and cycling path along the northern and eastern sides of Plantation Point Parade from 45 metres north of Elizabeth Drive, through Plantation Point Reserve, to Deas Thomson Street, Vincentia	2013-14	Completed	160,000
	Shoalhaven bike racks: provision of bicycle parking facilities at 1) northwest side of the Princes Highway, near the fish & chip shop, Burill Lake; 2) Alexander Street, near toilets, Berry; 3) Huskisson Wharf, Huskisson; 4) Wason Street, near car park, Milton; and 5) northern side of Green Street, near toilets, Ulladulla	2013-14	Anticipated start May 2014	10,000
Road safety				
Wollongong	Roadside clearing and delineation at Squires Way, Fairy Meadow	2011-12	Completed	260,000
	Pavement widening on Picton Road	2011-12	Completed	4,946,000
	Road safety works relating to decommissioning of fixed speed camera at Balgownie Road, Fairy Meadow	2012-13	Completed	258,184
	Install right turn phase at Gladstone Avenue and Bridge Street, Coniston	2011-12	Completed	160,574
	Picton Road safety works	2011-13	Completed	25,304,717
	Remove right turn filter at Main Road 522 (Dunmore-Warrawong) and Boronia Avenue	2012-14	Completed	131,769
	Install median barrier from Haywards Bay overpass north on the Princes Highway in Yallah	2013-14	Completed	850,000
	Picton Road safety works (final phase)	2013-14	Completed	3,300,000

LGA	Projects	Financial year	Status	Cost (\$)
Shellharbour	Relocate traffic signals at Terry Street, Warilla	2012-13	Completed	618,584
	Install traffic signals at Shellharbour Road and Sunset Avenue in Barrack Heights stage 2	2012-13	Completed	165,520
	Install traffic signals at Shellharbour Road and Sunset Avenue, Barrack Heights stage 2	2013-14	Commenced July 2013	134,000
Kiama	Install flashing lights Kiama Bends on Princes Highway	2011-12	Completed	107,161
Shoalhaven	Install safety barrier near Mt Agony Road and Princes Highway	2012-13	Completed	221,937
	Widen shoulder and delineation improvement at Bawley Point Road	2011-12	Completed	394,000
	Install road reflector pavement markers at Greenwell Point Road in Worrigea	2010-11	Completed	122,925
	Install slow vehicle turn-out lane in Moss Vale Road in Barrengarry	2012-13	Completed	228,911
	Road safety works relating to decommissioning of fixed speed cameras at Princes Highway in Nowra	2012-13	Completed	272,510
	Safety improvements on Coolangatta Road	2011-12	Completed	1,223,372
	Curve improvements Btu Road 500 metres west of Nowra Hill Road	2010-11	Completed	262,917
	Curve improvement at Comerong Island Road and Wharf Road in Numbaa	2010-11	Completed	195,167
	Road realignment and delineation improvement at Pyree Lane and Greenwell Point Road	2010-11	Completed	167,667
	Junction improvement at Wool Road and MacGibbon Parade	2012-13	Completed	135,000
	Seal shoulders, realign curve, install guardrail on Worrigea Road and Isa Road in Worrigea	2013-14	Completed	272,500
	Safety improvements at Kangaroo Valley Road 12km west of Berry	2012-13	Completed	141,000
	Junction improvement at Berry Street and Douglas Street to Jervis Street	2012-13	Completed	219,000
	Install guardrail, signposting and delineation improvement at Forest Road	2011-12	Completed	550,000



LGA	Projects	Financial year	Status	Cost (\$)
Shoalhaven	Road safety improvement in Greenwell Point Road in Pyree	2011-12	Completed	249,000
	Roadside hazard clearing and road widening at Bolong Road	2011-12	Completed	249,000
	Improve delineation and provide non skid pavement on Bolong Road near Back Forest Road, Bolong	2013-14	Commenced August 2013	729,000
	Improve shoulders on Gerroa Road between Bolong Road and Beach Road, Berry	2013-14	Commenced August 2013	820,000
	Widen shoulders, remove hazards from clear zone, install right turn bay and curve alignment markers along Bolong Road in Shoalhaven Heads	2013-14	Commenced August 2013	2,100,000
	Safety improvements at Pyree Lane and Greenwell Point Road	2013-14	Commenced August 2013	1,837,000
	Shoulder Widening at Princes Highway and Haycocks Road in Eden	2011-12	Completed	137,793

Better Boating Program

LGA	Improvement	Year	Cost (\$)
Kiama	Kiama Harbour Wharf Extension	2013-14	50,303
Wollongong	Belmore Basin jetty pontoon - stage 1 (feasibility and design), Wollongong	2012-13	27,500
	Berkeley boat harbour upgrade (eastern basin), Berkeley - Lake Illawarra	2012-13	22,500
	Wollamai Point jetty modification, Berkeley	2011-12	47,150
	Bellambi Boat Ramp Carpark Lighting Upgrade	2013-14	12,000
Shellharbour	Deakin Reserve Boat Ramp Dredging, Oak Flats - Buroo Bay (Lake Illawarra)	2012-13	25,000
	Ski Way Park boat ramp upgrade, Oak Flats (additional funding)	2012-13	35,000
	Shellharbour boat harbour jetty (investigation and design), Shellharbour	2012-13	18,000
	Yallah Bay boat ramp amenities, Lake Illawarra	2012-13	60,000
	Shellharbour Boat Harbour Boat Ramp Upgrade & New Jetty (Construction)	2013-14	260,000
Shoalhaven	Ulladulla Ski Club boat ramp upgrade, Kings Point	2011-12	63,529
	Greys Beach Boat Ramp Upgrade, North Nowra	2013-14	30,000
	Lake Conjola Boating Infrastructure Improvement	2013-14	35,000
	Currarong Boat Ramp Upgrade (Stage 2)	2013-14	148,853
	Erowal Bay Boat Ramp Jetty, St Georges Basin	2013-14	25,000

CHALLENGES IDENTIFIED IN THE NSW LONG TERM TRANSPORT MASTER PLAN

The *NSW Long Term Transport Master Plan* identified the main transport challenges facing regional NSW as:

- Delivering better transport links to and within regional cities
- Improving accessibility through a better mix of transport options across regional NSW
- Providing convenient, reliable and safe travel in regional areas by modernising and making best use of our transport networks – especially our bus, rail, and taxi services
- Making sure our State roads in the regions support the needs of customers, communities and regional industries
- Finding workable transport solutions that will preserve the vitality, amenity and character of country towns
- Making walking and cycling easier and safer and giving customers choice when travelling within their towns
- Facilitating access to vital services for an ageing regional NSW population and people with disabilities
- Identifying and preserving key transport corridors.



ACTIONS IN THE NSW LONG TERM TRANSPORT MASTER PLAN

SPECIFIC ACTIONS FOR THE ILLAWARRA (WOLLONGONG) IN THE NSW LONG TERM TRANSPORT MASTER PLAN

Short term

- The Growth Centres Roads Program will continue to deliver a road network that supports strong growth. We will continue to improve the Princes Motorway (M1), Princes Highway (A1) and Mount Ousley Road to boost capacity, improve travel time, support public transport operations and provide efficient freight connections to Port Kembla.
- We will strengthen bus operations in major centres, as well as connections between these centres. This will occur through the development of the Regional Transport Plan and the Outer Metropolitan Bus Service Planning Guidelines. This will reflect emerging customer needs in all our bus contracts.
- The timetable changes being investigated for Sydney's Rail Future, the creation of NSW TrainLink and modern signalling technology will deliver faster travel times and greater travel reliability between Wollongong and Sydney. Our goal is to reduce public transport travel time between Wollongong and Sydney. We will support these rail services with an integrated bus service.
- We will deliver the Port Kembla Growth Plan to plan for Port Kembla's future trade requirements and ensure its long term access (see Chapter Seven).
- Work with Wollongong City Council on a plan for achieving the NSW 2021 public transport mode share target by 15 percent (by 2016) for Wollongong CBD and on a transport strategy for key precincts such as West Dapto, as part of the *Illawarra Regional Transport Plan*.

Medium to longer term

- We will continue to enhance and expand bus services and strategic bus corridors to reflect developing demand and land use changes.
- Future intercity train services will focus on the needs of longer distance customers rather than modifying short distance trains.



SPECIFIC ACTIONS FOR THE ILLAWARRA (REGIONAL) IN THE NSW LONG TERM TRANSPORT MASTER PLAN

Short term

- We will upgrade the Princes Highway (A1) between Gerringong and Bomaderry, the upgrade will provide enhanced freight connectivity to Port Kembla.
- We will continue to upgrade Picton Road to improve safety.
- As part of the NSW Government's Transport Access Program, a new station will be built at Shell Cove (formerly Flinders) and improvements will also be carried out at Dapto, Albion Park, Wollongong, Kiama and Gerringong stations.
- Upgrades to the Princes Highway between Gerringong and Bomaderry will increase capacity, improve traffic flow, reduce travel time and improve road safety. The upgrade will provide enhanced freight connectivity to Port Kembla.

Medium to longer term

- We will continue our investment in the urban road network to address capacity constraints that impact on travel time reliability and public transport operations.
- Transport services will be provided as early as possible in new development areas, with an appropriate level of bus service provided to West Dapto. This will support and reflect our vision for connected regional communities.
- We will seek to establish connections to the South West Growth Centre, The Southern Highlands and the South Coast – with upgrade works to Picton Road, the Princes (A1) and Illawarra (A48) highways as required.
- We will deliver previously identified regional road upgrades to support the planned growth around the new release areas of West Dapto, Calderwood and Tallawarra, including the widening of the Princes Motorway (M1) and sections of the Princes (A1) and Illawarra (A48) highways and a number of new ramps and interchanges on the Princes Motorway (M1).
- We will investigate bypasses of Foxground and Berry
- We will improve pedestrian facilities in Nowra on the Princes Highway



PUTTING THE CUSTOMER FIRST

The NSW Government is committed to putting the customer first by delivering a transport system that:

- Provides more reliable services
- Gets people in NSW's regions where they need to go
- Delivers a safe, clean and comfortable public transport environment
- Provides a safer road transport system
- Provides integrated timetables and more frequent and reliable public transport services to match customer needs
- Reduces travel times for all travellers
- Enables businesses and services to operate efficiently and prosper in regional areas.

This plan will ensure that transport in the Illawarra region is effective in meeting the needs of the community by responding to the goals expressed by them, tackling transport challenges, and addressing the expected changes over the next 20 years.

The plan will pursue this vision by developing actions around the three key themes of:

1 Providing better transport services

2 Ensuring effective regulation

3 Improving transport infrastructure

The *Illawarra Regional Transport Plan* will improve the customer experience for intra-regional, inter-regional and interstate travellers.

Demand management and infrastructure solutions focused on the region's road network will enable customers to reach their destination more reliably and safely. For public transport users, customers will see service improvements and better connections to their main destination.

This plan includes actions and projects that will deliver better transport services ensure effective regulation and improve transport infrastructure over the short (0-5 years), medium (5-10 years) and long term (10-20 years).

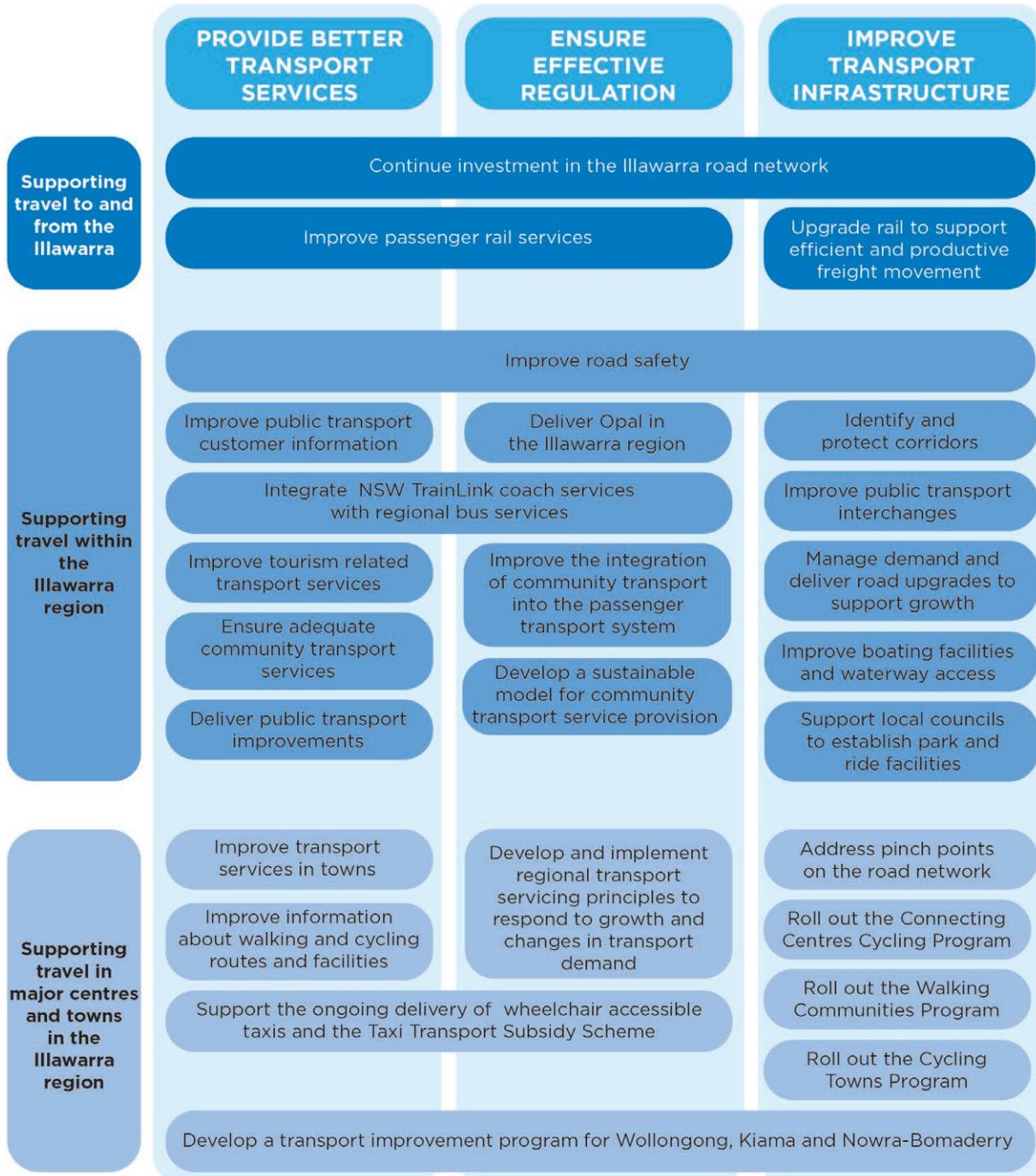
WHAT YOU TOLD US

You told us that there is a common set of goals for transport in regional NSW. While the priority of these goals will vary for each specific region, these goals are:

- Improving accessibility to transport for everyone
- Appreciating the importance of intra and inter regional connectivity
- Making sure that the transport solutions for the regions support growth and development, whilst protecting the viability and amenity of centres and towns
- Recognising the growing freight task and its impact
- Addressing cross-border connectivity issues
- Recognising the importance of air travel.



Figure 4 Themes and actions summary

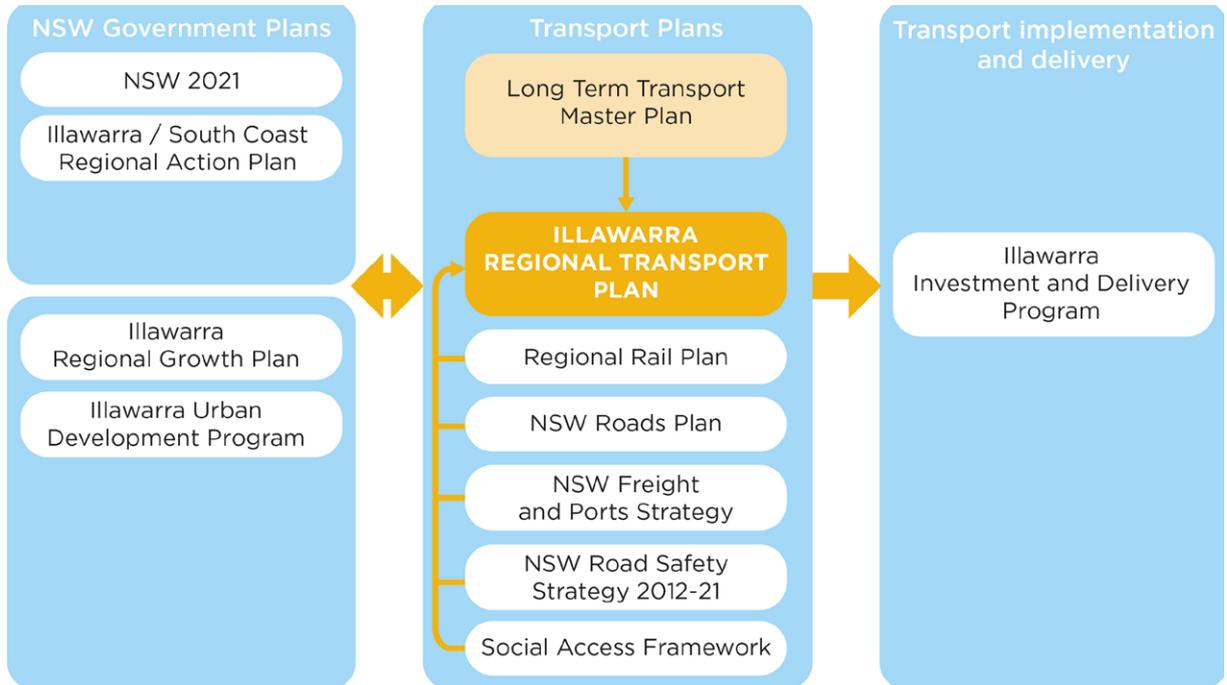


The *NSW Long Term Transport Master Plan* sets the strategic direction for transport in the state.

The *Illawarra Regional Transport Plan* is part of a suite of more detailed regional and modal plans that take direction from the Master Plan and provide more detail for specific issues.

The Regional Transport Plans link to other plans, including *NSW 2021*, *Illawarra / South Coast Regional Action Plan* and the *Illawarra Regional Growth Plan* (Figure 5).

Figure 5 Inter-relationships of plans



TRAVEL TO AND FROM THE ILLAWARRA REGION

Inter-regional accessibility is important for the Illawarra region for both passenger transport and freight movements. Connections from the north of the region tend to be focused to and from Sydney, while connections from the south of the region have Nowra and Wollongong as their focus.

The South Coast rail line and the Princes Motorway (M1) / Princes Highway (A1) provide the main passenger and freight capacity to and from the region. These inter-regional links are supported east-west by Appin Road, Picton Road, the Illawarra Highway (A48), Bomaderry-Moss Vale Road and Braidwood

Road, while the Unanderra-Moss Vale rail line provides rail freight capacity to Port Kembla.

Connections to the Southern region and Sydney are important for employment, education and business rail capacity. About 15 percent of the workforce travel to Sydney for work.

There are large quantities of inter-regional freight movements to and from Port Kembla. This includes nine million tonnes per annum from the Central West region and nine million tonnes per annum to the Sydney region. New freight opportunities, such as the proposed Maldon-Dombarton freight rail line, will support growth in freight movements in the region.

Figure 6 Major corridors to and from the Illawarra region



Transport challenges for travel to and from the Illawarra region are:

- Geographical constraints, including challenging topography and steep grade, with poor stability on all escarpment crossings
- Limited east-west road connections to the coast
- Growing freight task on both road and rail networks, including expansion and growth at Port Kembla
- Train travel time to and from the Sydney Metropolitan Area
- Seasonal and event-based tourism transport demand
- Road safety.

Addressing these challenges is important if we are to improve inter-regional connectivity.

We need to provide for the growing freight task, while recognising the impact it will have on regional towns.

We will address this challenge by providing better connections between the Illawarra region and Sydney for both passengers and freight.

The actions to support travel to and from the Illawarra region are:

- Continue investment in the Illawarra road network
- Improve passenger rail services
- Upgrade rail to support efficient and productive freight movement.

Our actions will focus on making the most of our existing assets by managing demand and operations as a priority. Expansion of infrastructure and services will be planned for over time in line with growth in population and industry within the region.



Action: Continue investment in the Illawarra road network

The most important road focus for the region is the ongoing upgrade of the Princes Highway to meet our objective of four lanes between Sydney and the Jervis Bay Road turnoff, and safety improvements and overtaking lanes south of Jervis Bay Road.

Upgrades to the Princes Highway (A1) between Gerringong and Bomaderry will increase capacity, improve traffic flow, reduce travel time and improve road safety. The upgrade will provide enhanced freight connectivity to Port Kembla.

We will seek to establish connections to the South West Growth Centre, Southern Highlands and the South Coast - with upgrade works to Picton Road, the Princes Highway (A1) and the Illawarra Highway (A48), as required.

Picton Road: We will improve road safety with upgrades to Picton Road, including road realignments, shoulder improvements and median barriers, will support safer operations.

Shoalhaven River Bridge: We will investigate and identify the most appropriate location for a replacement of the southbound Shoalhaven River Bridge at Nowra.

Albion Park and Bulli Pass: We will continue to support the Bulli Pass improved escarpment crossing investigations and Lawrence Hargrave Drive slope stability improvements.

Further actions will include:

- Planning and development of Albion Park Rail bypass (2016)
- A planning study for an upgrade of Bulli Pass (2016).

Improving transport within the Illawarra region

Action: Improve passenger rail services

We will work to reduce public transport travel time between Wollongong and Sydney and to support rail services with an integrated bus service.

The timetable changes being investigated and modern signalling technology will deliver faster travel times and greater travel reliability between Wollongong and Sydney. The establishment of NSW TrainLink is an opportunity to review current services (both rail and coach) to ensure they better meet customer needs within the Illawarra region.

We will focus on better integration, connections and more frequent services that meet travel needs across the whole region. A long term plan for regional rail is being developed to set the future strategy.

A NSW TrainLink Fleet and Maintenance Strategy will address future needs, including better utilisation, speed improvement, fleet replacement and growth strategies.

We will work with train crew and station staff to improve safety at stations and on our trains.

Action: Upgrade rail to support efficient and productive freight movement

Investment in rail upgrades will support the efficient movement of rail-based freight through the Illawarra region.

We will support the Australian Government to complete pre-construction rail activities for the Maldon-Dombarton freight rail line.



TRAVEL WITHIN THE ILLAWARRA REGION

Key transport corridors for travel within the Illawarra region are the north-south corridor along the east coast, and the inland corridor around Lake Illawarra, between Wollongong and Shell Cove.

The corridor between Jervis Bay and the Princes Highway is the most prominent east-west connection within the region.

There is a need to provide improved connections to growth areas around Lake Illawarra in the north of the region, including

West Dapto, Calderwood and Shellharbour along with Nowra, Jervis Bay, Ulladulla and Vincentia in the south of the region. Trains, buses, taxis, community transport, active transport and the road network play a part in the transport system within the region.

Improving transport outcomes for travel within the Illawarra region relies on the transport network being planned and managed in an integrated manner.

Figure 7 Major corridors within the Illawarra region



Transport challenges for transport within the Illawarra region are:

- Road safety
- Improving boating facilities and waterway access
- Improving transport connections across the region, particularly in an east-west direction
- Improving connections between Wollongong and growth areas to the south of Lake Illawarra
- Reducing car dependency
- Increasing land use development and required infrastructure to support growth
- Seasonal tourism demands that generate peak transport demands between towns in the region and cause congestion.

Addressing these challenges is important to support economic growth and productivity, regional development and reduce social disadvantage.

The actions to support travel within the Illawarra region include measures to:

- Improve road safety
- Improve boating facilities and waterway access
- Manage demand and deliver road upgrades to support growth
- Deliver public transport improvements
- Deliver the Opal electronic ticketing system
- Integrate NSW TrainLink coach services with regional bus services
- Improve public transport interchanges
- Improve public transport customer information
- Ensure adequate community transport services are provided
- Improve the integration of community transport into the passenger transport system
- Develop a sustainable model for community transport service provision
- Improve tourism-related services

- Support local councils to establish park and ride facilities
- Identify, preserve and protect future transport corridors.

Action: Improve road safety

We will deliver highway upgrades, and address black spots and safety across the road network.

Heavy vehicle crashes in the Illawarra region occur along Mount Ousley Road, Picton Road, Princes Motorway (M1), north of Lake Illawarra and the Princes Highway through to the Southern Region boundary. Pedestrian casualty crashes are clustered in the Wollongong urban area, along the coast north to Bulli, around Dapto, Albion Park, Port Kembla, Shellharbour and Nowra.

We will continue to progress the actions of *The NSW Road Safety Strategy 2012-21* to achieve the *NSW 2021* target of reducing fatalities to 4.3 per 100,000 population by 2016.

In the Illawarra region, priority actions related to the strategy include:

- Improve pedestrian crossing safety, including reviewing signal phasing for pedestrians, lower speed limits, traffic calming measures and maintenance and upgrade of pedestrian facilities
- Develop a connected cycling network, new routes, enhanced signage, maintenance and upgrades of cycling facilities with a focus on improved safety
- Develop programs and communications to support bicycle riders to increase usage of helmets, riding skills and confidence, bicycle maintenance and visibility
- Develop programs with local government to provide safe convenient transport options for older people and people with disabilities
- Apply the general urban 50km/h speed limit consistently
- Improve the safety of pedestrians and bicycle riders through lower speed limit schemes, including 10km/h high pedestrian activity areas and shared zones





- Improve heavy vehicle compliance through targeted enforcement to address speeding, fatigue, drug impairment and distraction.

We will also work with local councils to monitor and review accident black spots and locations with poor safety records.

In addition to specific black spot treatments, the NSW Road Safety Strategy 2012-21 will address more systemic challenges. This strategy recognises that road geometry is only part of the challenge and it aims to achieve safer vehicles, safer speeds and safer people, in addition to safer roads.

Young people (17-25 years old) are over-represented in fatalities and casualty crashes. Since July 2013, the Safer Drivers Course has been available to provide learner drivers with driving strategies, such as speed management, gap selection, hazard awareness and safe following distances, so they are more prepared when they drive unsupervised on their provisional licences.

Other programs including targeted safety works, rural highway upgrades, major arterial road upgrades in growing areas, and bypasses of town centres will contribute to major improvements in road safety. Safety work in the region include:

- Widening carriageway and installation of sealed shoulder at Pyree Lane, Shoalhaven,
- Upgrade junction and widen shoulders on Bolong Road, Shoalhaven
- Other major projects include replacing the Burrill Lake Bridge at Burrill and the Shoalhaven River Bridge at Nowra-Bomaderry.

Action: Improve boating facilities and waterway access

We will develop a new Boating Infrastructure Partnership Program to build on the Roads and Maritime Services' successful Better Boating Program. The new funding program will provide grants to local councils and will be informed by a comprehensive audit of waterways to identify priority boating safety, access and infrastructure projects.

Action: Manage demand and deliver road upgrades to support growth

We will deliver a program of arterial road construction and major road upgrades as population and employment growth in regional cities and areas boosts the demand for road travel, bus services and freight transport.

Given the high prevalence of car use and increased freight movements, parts of the network are becoming increasingly congested during peak periods, particularly on the Princes Motorway (M1) and Princes Highway (A1) near Albion Park Rail and between Gerringong and Bomaderry.

Improvements to east-west road connections linking the Illawarra escarpment to the coast are a priority. We will deliver regional road upgrades required to support the planned growth around the new release areas of West Dapto, Calderwood and Tallawarra, including the widening of the Princes Motorway (M1) and sections of the Princes (A1) and Illawarra (A48) highways and a number of new ramps and interchanges on the Princes Motorway (M1).

West Dapto is the main growth centre in the Illawarra region with around 19,000 new dwellings planned over a 30-40 year period. A program of infrastructure upgrades will be required to accommodate increasing travel demands. An additional new release area at Calderwood has also recently been approved.

The proposed Fowlers Road Bridge will be a key gateway into West Dapto and we will work with council to progress the *West Dapto Access Strategy* to address this gateway and the broader access challenges.

Investment in the Illawarra road network will improve road quality, reduce travel times and address potential long term capacity issues. Public transport and freight transport in the region also rely heavily on the road network, and understanding the needs of all road users will help us define the highest priorities for infrastructure investment.

Potential road improvements in the Illawarra region are illustrated in Figure 8.

Figure 8 Potential road improvements in the Illawarra region



Action: Deliver public transport improvements

We will enhance rail passenger services through timetable, fleet and track improvements.

Future intercity train services will focus on the needs of longer distance customers rather than modifying short distance trains for such trips.

There is an opportunity to increase the use of public transport, particularly for trips within or connecting to Wollongong.

We will work with local bus operators to improve bus services, with routes and timetables that meet bus users' needs.

Action: Deliver Opal in the Illawarra region

The Opal electronic ticketing system has been rolled out to the entire Sydney Trains network, making Opal active at 190 train stations. A further extension in Mid 2014, will see Opal fast-tracked to another 52 stations on the NSW TrainLink South Coast Line to Wollongong, Port Kembla and Bomaderry and the Southern Highlands Line to Goulburn. Opal provides an easy, convenient and fast new way of travelling on public transport.

Action: Integrate NSW TrainLink coach services with regional bus services

We will review timetables and service levels for train and coach services as part of the long term plan for regional rail. This will identify opportunities to incorporate improved intra-regional connectivity in addition to long distance train connections.

Coach services are primarily part of a system that provides for travel to destinations outside the region. However, in using the major roads in the region, they also make connections to major centres. The long term plan for regional rail will advance planning for the integration of these services.

We will aim to use coach services as part of the regional bus system as well as serving travel to destinations outside the region.

We will investigate the potential for NSW TrainLink coach services to pick up and set down at multiple key destinations in the major towns and cities. These might include the airport and the main shopping centre as well as the traditional stop at the railway station.

We will examine opportunities to:

- Realign rail and coach timetables to improve connections and service frequency
- Provide comprehensive printed and electronic timetable and travel information for regional rail and coach travel
- Improve the integration between local and regional bus services and NSW TrainLink train services across the region.

We will invest in improvements to the NSW TrainLink fleet to improve service levels and customer experience. Actions will include:

- Reviewing fleet maintenance and stabling locations, to improve overall reliability and availability of the fleet
- Ensuring the current NSW TrainLink fleet receives maintenance to ensure reliability
- Fleet replacement to help boost flexibility in the design of services and offer greater passenger comfort. This will be managed in line with a *NSW TrainLink Fleet and Maintenance Strategy* that will program future rolling stock investment.

Action: Improve public transport interchanges

Interchanges are important as part of the public transport network.

We will ensure that major transport interchange points across NSW are assessed and benchmarked against interchange standards. We will develop a program of interchange improvements works to ensure that our interchanges meet customer needs.

We will make interchanging between public transport services easier by taking a customer-centred view.



We will work to integrate public transport services by:

- Ensuring major interchanges are clean, well lit, with comfortable seating, and shelter for passengers
- Ensuring that services are available at interchanges
- Coordinating timetables to make interchange seamless between all modes, including buses and trains (where applicable)
- Improving wayfinding, signage and the physical cues people use to find their way around interchanges
- Improving customer information including service information, ticketing and timetables
- Making it easier to pay for, and interchange between, services by rolling out the Opal electronic ticketing system in the Illawarra region.

Action: Improve public transport customer information

We will improve online customer information for the Illawarra.

There is currently no single information point for bus trips that require an interchange, or map that describes services across the region.

We will develop an integrated and comprehensive source of transport timetables, maps, fares and information to help customers understand options for travel in and around the Illawarra region.

Action: Ensure adequate community transport services are provided

We will continue to work with community transport providers to ensure that future demand for community transport can be met.

The growing and ageing population of the Illawarra region is likely to increase future demand for community transport services.

We need to provide adequate services to support the mobility of people who are

experiencing transport disadvantage, providing them with access to services and facilities across the region.

Action: Improve the integration of community transport services into passenger transport system

Taxi services and community transport provide flexible transport options, which supplement route bus and rail services. These modes remain particularly important for people in more isolated areas, who require access to social facilities such as healthcare, education or leisure activities.

We will work with community transport providers, taxi operators and with traditional bus operators to help deliver a fully integrated transport system for the Illawarra region. This integration effort will focus on how we can deliver the most appropriate type of service for the Illawarra region. We will investigate broadening flexible or demand responsive transport solutions and work to identify locations best suited to such services.

We have allocated \$7.5 million to the Community Transport Program in the 2013-14 budget.

Action: Develop a sustainable model for community transport service provision

Along with integrating community transport into the overall transport service offering, we will work with local organisations, councils and the Australian Government to ensure the long term viability of the community transport sector. We will investigate options that allow the transport task to be carried out by the providers who are best placed to do so, regardless of mode.

With a growing and ageing population and in response to individually-based service delivery that will flow from reforms such as DisabilityCare Australia, we will work with our customers and providers to ensure an appropriate level of service is provided in an operationally sustainable manner.



Action: Improve tourism-related transport services

The increase in visitors during holiday periods puts temporary pressure on transport systems and services. There is an opportunity to develop a holistic approach to providing transport services for holiday periods through initiatives such as branding public transport services, raising awareness of travel options through brochures and websites, and seasonal transport options such as holiday bus services or park and ride services. Cross-regional connections will also be considered and provided, if demand requires.

With local councils, we will investigate opportunities to use seasonal parking fees to subsidise better local tourist public transport services drawing on the experience of other tourist areas around Australia.

Action: Support local councils to establish park and ride facilities

We will support local councils to identify locations for and to establish a methodology for the delivery of park and ride facilities.

Park and ride facilities can assist people to park their car before joining public transport services or sharing car trips with other people for travel into city centres, to workplaces, or to major events.

Action: Identify, preserve and protect future transport corridors

We will improve the delivery of future infrastructure improvements through long-term planning to identify and protect transport corridors. Integration of land use and transport planning will allow us to provide the right transport services and infrastructure where and when they are needed in line with growth and development.

This process will also improve value for money, by reducing land costs and construction complexity for future transport infrastructure improvements.

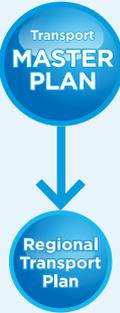
We will develop regional transport infrastructure programs to identify long-term corridor needs and protect these corridors through collaboration with local government.

Transport for NSW is continuing to protect the F6 corridor to provide for possible future transport use.

The NSW Long Term Transport Master Plan identified a 'missing link' between St Peters and Loftus in the F6 corridor as a long term priority. We will undertake further planning to prepare for the future F6 motorway connecting the Sydney Motorway Network and the Illawarra region.

We are proceeding with pre-construction activities for the proposed Maldon to Dombarton Rail Link, which would support the expanding resources sector by providing alternate access to Port Kembla. It may also enable Port Kembla to provide overflow capacity for Port Botany's container business and provide a more reliable link between the south west and western coal mines and the rest of the eastern seaboard.

Other potential corridors that may be investigated include the Princes Highway corridor bypass studies (including a potential long term option for a Nowra bypass), and the Shoalhaven River Bridge at Nowra-Bombaderry.



TRAVEL IN MAJOR CENTRES AND TOWNS

Centres and towns in our regional areas are the focal points for communities. They provide jobs, shops, entertainment and health care services, and require good transport services for people to travel to and within them. The scale of the transport challenges and the type of transport customers need varies with the size of the centre or town.

Larger places need integrated public transport networks which connect to each other. They need public transport services throughout the day and road networks that are safe and efficient. Smaller places need more flexible transport solutions that make best use of the transport assets.

The NSW Government is committed to growing patronage on public transport and has set targets for increasing the share of commuter trips made by public transport to and from our key urban centres.

Population and employment in the Illawarra region are focused on the Wollongong metropolitan area, which includes the following key urban centres:

- Wollongong (NSW's third largest city)
- Warrawong
- Shellharbour
- Dapto
- Corrimal
- Albion Park.

Nowra-Bomaderry and Kiama are also identified as other major towns in the region.

The transport challenges for travel within major towns and centre of the Illawarra region are:

- Providing safer roads
- Providing better transport connections across the region, particularly in an east-west direction
- Improving existing transport networks to reduce car dependence

- Catering for seasonal tourism demands that generate peak transport demands between towns in the region and cause congestion.

Actions to support travel in the Illawarra region's major towns and centres are:

- Address pinch points on the road network
- Improve transport services in towns
- Develop and implement regional transport servicing principles to respond to growth and changes in transport demand
- Support the ongoing delivery of wheelchair accessible taxis and the Taxi Transport Subsidy Scheme.
- Roll out the Walking Communities Program
- Connecting Centres Cycling Program
- Roll out the Cycling Towns Program
- Improve information about walking and cycling routes and facilities.

Action: Address pinch points on the road network

We will work with local government to develop solutions for addressing localised congestion points on the road network. We will align local environmental planning with transport goals.

Addressing the congestion impacts of the increasing geographic footprint of towns in the region requires an integrated transport planning response that includes improvements to bus services and walking and cycling networks.

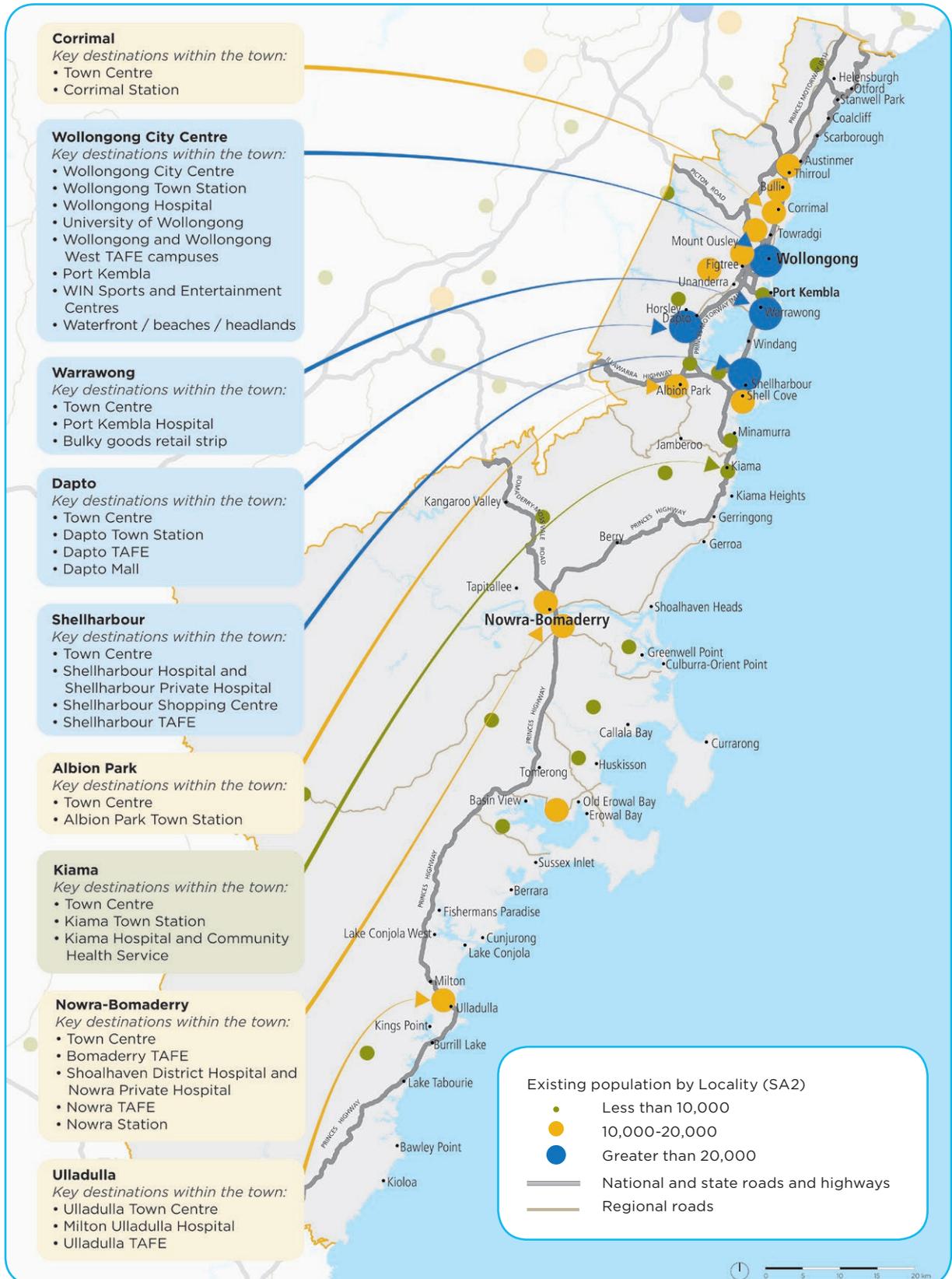
Pinch points create additional congestion during peak tourist season when traffic volumes increase significantly. It is not efficient to build additional road capacity for a limited period of the year. This issue is best addressed by specific management plans during tourist peaks.

Action: Improve transport services in towns

Over the next few years, we will renew bus service contracts across NSW. As we do this we will work with operators to improve the services we provide to our customers.



Figure 9 Major centres and towns in the Illawarra region



We will work with local transport operators and councils to develop transport service improvement programs for the major towns of the Illawarra region.

Service improvement programs will focus on serving the unique characteristics of each of the towns. In each of these towns there are opportunities to improve the accessibility of bus services, improve service frequencies and improve the attractiveness of public transport.

Action: Develop and implement regional transport servicing principles to respond to growth and changes in transport demand

Regional transport servicing principles will provide a strategic framework to underpin the services provided to regional centres and towns. These principles will inform ongoing improvements to services and service plans that will be regularly updated to meet the changing travel needs of each town. In turn, the strategic framework will inform the development of any future integrated transport service planning guidelines.

We will work with local transport providers to develop and apply the regional transport servicing principles to put the customer first and continue to work to broaden the range of services to meet local travel needs, with similar service standards applied to towns of broadly similar size and urban form.

Based on the regional transport planning principles, we will update the current service guidelines for town services to set a clearly defined target for service coverage (that 85 percent of households within the town are within 400 metres of a bus route), without prescribing the span of hours or

route frequencies, weekend or late night servicing requirements. We will also examine opportunities to simplify the service guidelines by categorising town routes in accordance with their function and the market they serve, rather than by distance from the town centre.

The principles will simplify the current arrangements where separate guidelines apply where the terminus of a route is less than two kilometres from the town centre, compared to those where the terminus is more than two kilometres from the centre.

Through the process of contracting bus services, we will identify short-term priorities for each major centre or town including changes to services. Beyond the five year horizon, the transport services planning principles will identify medium to longer-term service needs, ongoing integration of services with land use and any supporting infrastructure.

Action: Support the ongoing delivery of wheelchair accessible taxis and the Taxi Transport Subsidy Scheme

The 24 hour nature of the taxi network and its ability to provide an immediate response to individual needs provides opportunities not afforded by bus and other transport services.

To ensure that this service is available across the community we will continue to support the provision of wheelchair accessible vehicles in the taxis in towns in the Illawarra region.

We will maintain the Taxi Transport Subsidy Scheme and support the better availability of services on weekends and outside core business hours.



Walking and Cycling

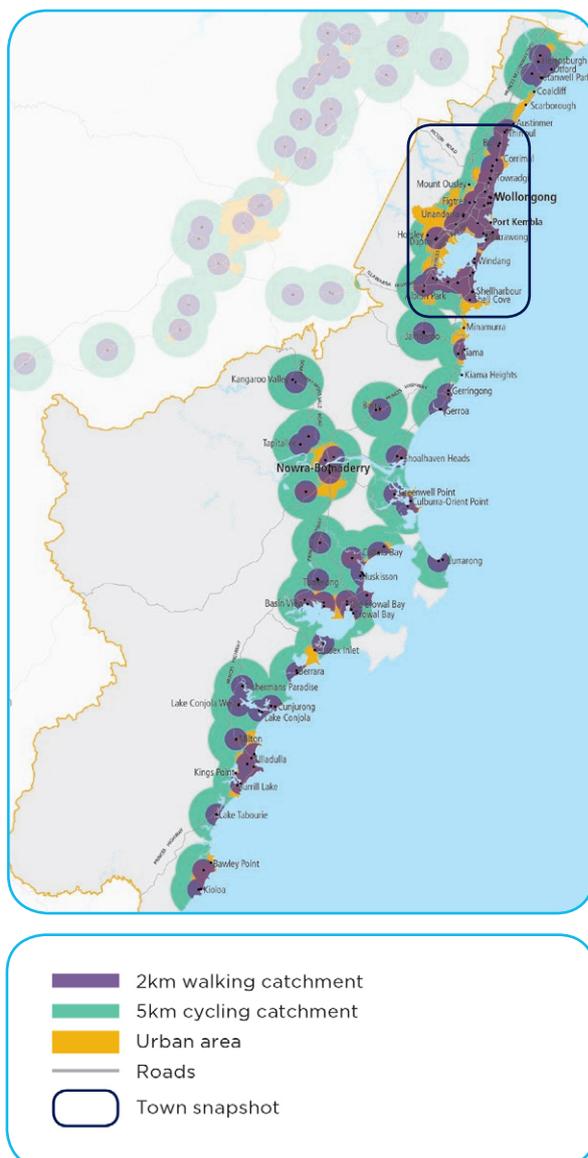
Many regional towns in NSW are ideal for walking and cycling for transport. Almost 90 percent of people in regional NSW live within easy walking or cycling distance of a local centre, with access to shops, schools, and workplaces.

Wider streets, lower traffic volumes and safe routes in regional centres will make walking and cycling safer and more convenient transport options.

We will work to ensure that any transport project or land use development includes appropriate provision for walking and cycling from the design stage.

We will also assist councils to integrate walking and cycling into their ten-year Community Strategic Plans to ensure there is more provision for walking and cycling and promote this approach with Regional Organisations of Councils.

Figure 10 Illawarra walking and cycling catchments



Action: Roll out the Walking Communities Program

The Walking Communities Program will deliver state infrastructure investments and contribute to local government initiatives to help boost rates of walking.

We will provide dedicated funding to help local councils improve walking infrastructure within two kilometre catchments of centres and transport interchanges.

Action: Connecting Centres Cycling Program

We will work with councils and other stakeholders to identify bicycle network gaps and pinch points in the five kilometre catchments that surround regional towns.

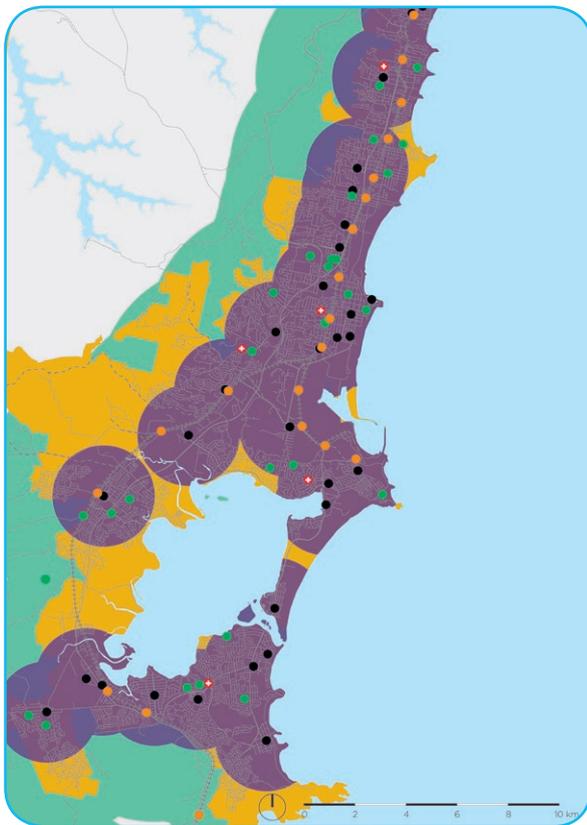
The Connecting Centres Program will help councils to complete local cycle networks to regional centres in partnership with local councils. We will also work with councils and bicycle user groups to get more people riding on this network and provide better information to customers.



Action: Roll out the Cycling Towns Program

The Cycling Towns Program will focus bicycle infrastructure provision and encouragement in a small number of regional centres with the aim to rapidly increase rates of cycling in these areas.

Figure 11 Wollongong walking and cycling catchments



- 2km walking catchment
- 5km cycling catchment
- Urban area
- Roads
- Rail with passenger services
- Local centre
- Education (University, TAFE, High School)
- + Hospital
- Rail station

Two regional centres will be selected for initial investment in the Cycling Towns Program by the NSW Government, to be delivered in partnership with local councils. Candidate towns must demonstrate that a range of destinations is within easy cycling distance from their residential centres. They will require political support, and a commitment to maintain new infrastructure and complementary promotion measures.

Cycling Towns Programs may include bicycle network construction and bicycle parking facilities, complemented by local government funded encouragement programs, and support for tourist routes and information for visitors.

Action: Improve information about walking and cycling routes and facilities

We will get people walking and cycling more by promoting the benefits of active transport, improving customer information, and developing guidelines and resources for local government. This will include improved online resources, such as trip planning, as well as other programs to promote walking and cycling for transport.

We will also continue to sponsor events and community programs, such as NSW Bike Week, which promote active transport.



Wollongong

Wollongong metropolitan area has a population of around 250,000 and is the focus for employment and residence in the Illawarra region, as well as for education and health care within the region.

Aside from the Wollongong CBD, the metropolitan area includes the three regional centres of Warrawong, Shellharbour and Dapto, and the two major towns of Corrimal and Albion Park.

The metropolitan area is indicated in Figure 10 and covers parts of the Wollongong and Shellharbour Local Government Areas.

The NSW Government provides a popular free shuttle bus in Wollongong. The shuttle runs every 10 to 20 minutes and operates in both directions on a loop from Wollongong Station to Wollongong University via Wollongong Hospital, Burelli Street and the Innovation Campus.

Action: Improve public and active transport access to Wollongong

We will deliver actions to increase the public transport share of commuter trips to and from Wollongong in peak hours to and from the CBD to 15 percent by 2016.

We will continue to operate the free shuttle bus in the Wollongong city centre, with strong patronage which continues to rise.

We will strengthen the role of rail in connecting local communities to Wollongong city centre.

A network of bus services will provide local access with peak period frequencies supporting convenient access to work and education. Day, evening and weekend services will ensure accessibility is maintained throughout the week and will be supported by local taxis.

Local rail services integrated with high quality bus services, and supported by pedestrian and cycle networks will ensure local people can get to local amenities in the Wollongong city centre.

We will focus on providing services that connect local communities to the city centre, including new and growing developments such as West Dapto and Tallawarra. We will plan for public transport infrastructure and services at early stages of development.

We will work with local councils to deliver transport demand management measures, including a parking strategy focused on the CBD and recognising the business needs of the centre, as well as local walking and cycling connections and facilities.

In the medium to long term, we will investigate opportunities to provide improved bus services or a free shuttle bus that provides southern connections around Lake Illawarra taking in the growing areas of Shellharbour, Albion Park, Calderwood, Warrawong, and West Dapto with Wollongong.

Action: Improve opportunities for walking and cycling

We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals.

We will support Wollongong City Council to deliver Grand Pacific Walk Stage 1, as funded under Restart NSW Illawarra Infrastructure Fund.

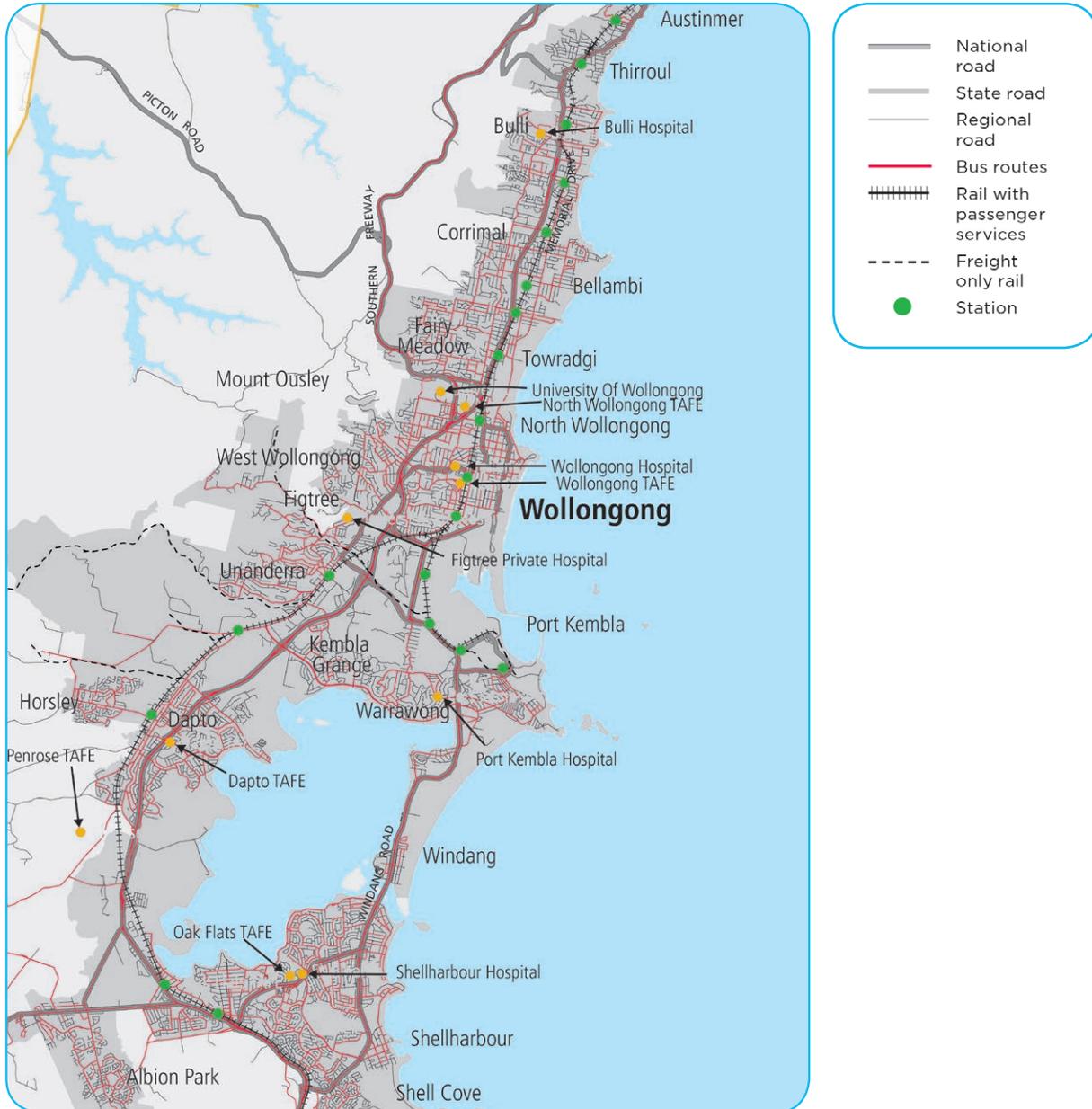
Action: Invest in public transport infrastructure

Access improvements have already been delivered at Albion Park, Austinmer, Dapto and Wollongong stations. Construction has commenced to deliver a new train station and commuter car park at Shell Cove and a commuter carpark at Oak Flats as part of the Transport Access Program.

We will identify other opportunities to improve the infrastructure that supports public transport services, such as bus stops and shelters, terminal facilities and customer information.



Figure 12 Wollongong metropolitan area



Action: Deliver road upgrades

In Wollongong, up to 20 percent of traffic on arterial roads is heavy vehicles. High amounts of through traffic increasing the volume of heavy vehicles on local and arterial roads.

We will continue to deliver a road network that supports strong growth. We will continue to improve the Princes Motorway (M1), Princes Highway (A1) and Mount Ousley Road to boost capacity, improve travel time, support public transport operations and provide efficient freight connections to Port Kembla.

In the medium to long term, we will continue our investment in the Wollongong road network to address capacity constraints that impact on travel time reliability and public transport operations. This will include bridge and other asset work as well as road safety and traffic management projects.

We will Support Wollongong City Council to deliver the Bald Hills Improvement Project and the West Dapto Access Road link as funded under Restart NSW Illawarra Infrastructure Fund.



Kiama

Kiama is a major town in the Illawarra region and is located about 28 kilometres south of the Wollongong CBD. The population of Kiama's urban centre is approximately 13,000.

Kiama is a major tourist destination with a number of attractions and tourist facilities. The population of Kiama increases during the summer holiday period, generating a significant income for the region but placing pressure on transport systems and social infrastructure.

As the largest town in the Municipality of Kiama, Kiama provides retail, leisure and healthcare facilities.

Action: Improve opportunities for walking and cycling

Kiama Municipal Council has been implementing its strategic plan for cycleways over the past few decades.

We will support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, centres, schools and hospitals. Kiama Municipal Council also has opportunities to seek support for new links through our funding mechanisms.

Action: Improve public transport services in Kiama

Public transport services are provided under contract by Kiama Coachlines and Premier Illawarra, which operate a network of services throughout the Illawarra region. There are opportunities to provide complementary public transport options during evenings or Sundays to supplement the existing services provision, through the use of community or flexible transport options.

Over the next few years, we will renew bus service contracts across regional NSW. As we do this, we will work with operators to improve the services we provide to our customers.

We will work with Premier Illawarra and council to develop transport service improvements, which will focus on serving the unique characteristics of each town.

There are opportunities to improve the accessibility of bus services, improve service frequencies and improve the attractiveness of public transport.

We will also identify opportunities to improve the infrastructure that supports public transport services, such as bus stops and shelters, terminal facilities and customer information.

The influx of visitors during holiday periods puts temporary pressure on transport systems and services. There is an opportunity to develop a holistic approach to providing transport services for holiday periods through initiatives such as branding and awareness, summer/special event timetables, town shuttles, pricing options or park and ride services from the outskirts of town.

We will work with Kiama Municipal Council to understand how a program could be developed and implemented in Kiama.

Action: Improve access to Kiama Station

We will work to improve the quality of transport interchanges, including Kiama Station, to make sure that they meet the needs of all customers.

We have delivered a new commuter car park at Kiama Station as part of the Transport Access Program.

Within the Kiama municipality, improved ramp access has already been provided at Gerringong Station.



Figure 13 Kiama town map



Nowra-Bomaderry

Nowra-Bomaderry provides retail and business activities, health and professional services to the surrounding rural communities.

The Department of Planning and Infrastructure's South Coast Regional Growth Plan forecasts that by 2031 the Shoalhaven Local Government Area will grow by an additional 34,000 people. The majority of this growth will be accommodated in Nowra-Bomaderry, strengthening its role as the major residential, employment and administrative centre for the region.

Action: Improve public transport services

The transport service improvement program for Nowra-Bomaderry will develop transport initiatives to improve the attractiveness of public transport.

These improvements may include:

- Opportunities for improved service frequencies to key destinations
- Opportunities for extending hours of operation to include earlier and later services on weekdays, and later services on Saturdays - this may include additional services to ensure all rail services have connecting buses

- The potential for the introduction of Sunday services
- Improvements to route consistency
- Opportunities for the introduction of clock-face timetables
- Improvements to route directness and legibility
- Opportunities to improve the infrastructure that supports public transport services, such as bus stops and shelters, terminal facilities and customer information
- Opportunities for coverage gaps to be provided by flexible/demand responsive routes.

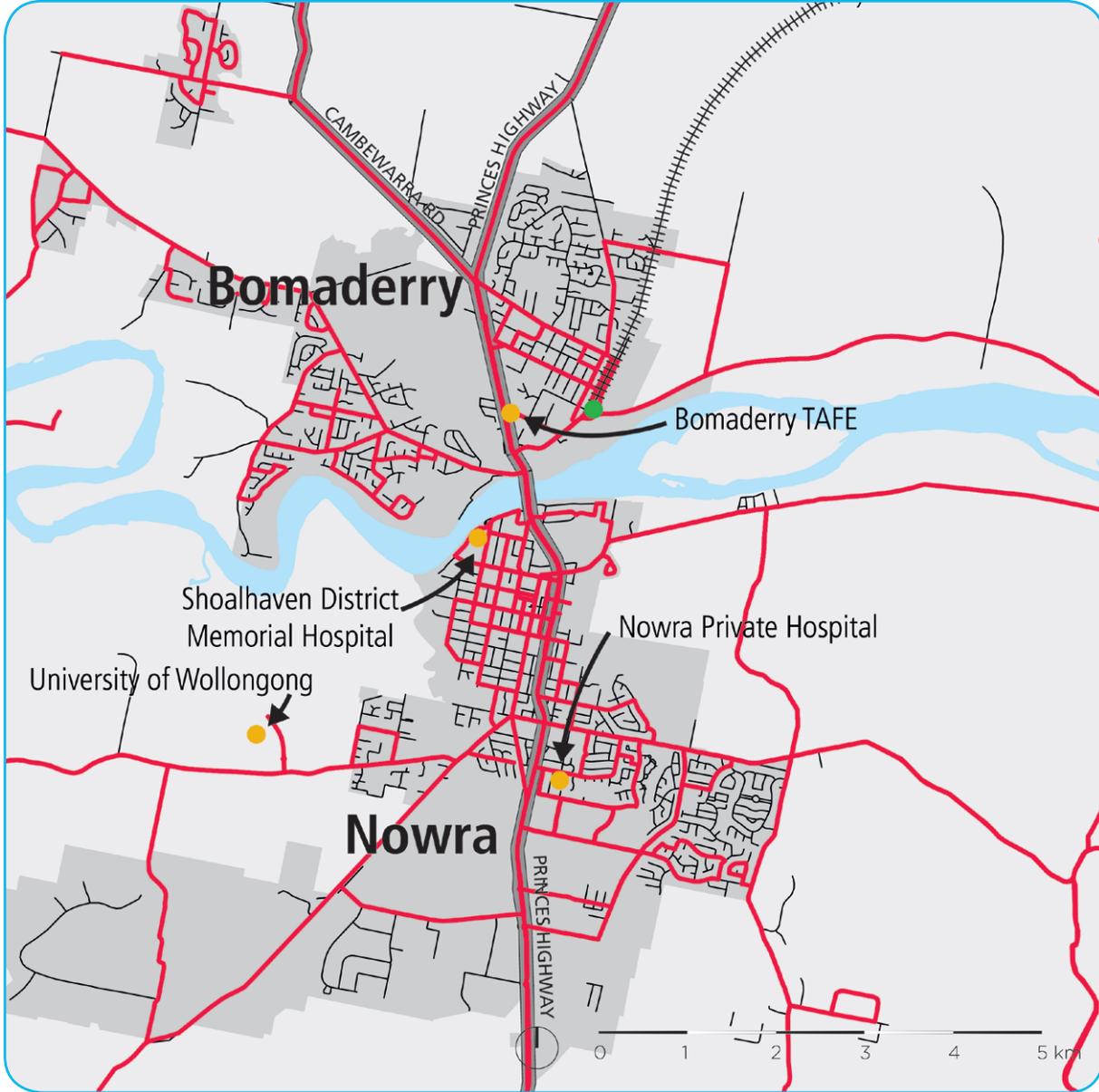
Action: Improve opportunities for walking and cycling

We support the implementation of better facilities for walking and cycling, including the provision of cycle parking facilities at transport interchanges, shopping centres, schools and hospitals.

Shoalhaven City Council also has opportunities to seek support for new walking and cycling links through our funding mechanisms.



Figure 14 Nowra-Bomaderry town map



IMPLEMENTATION AND DELIVERY

An Implementation and Delivery Plan will be developed to support this Regional Transport Plan.

This will provide the detail to inform how the Regional Transport Plan is being delivered.

As well as the Implementation and Delivery Plan, the NSW Government will continue to invest in transport infrastructure as part of our ongoing investment program.

Investing in the region

Delivering improvements to transport will require sustained investment. This investment will come from the NSW Government, from local councils and from the Australian Government in major projects.

Transport for NSW will continue to work in partnership with local government and the Australian Government on delivering transport improvements.

Delivering for the region

The *Illawarra Regional Transport Plan* supports the *NSW Long Term Transport Master Plan*, released in December 2012.

The *Illawarra Regional Transport Plan* is as much about planning and investing for the long term as it is about short term action. Work is already underway and detailed planning and design on many of these projects has already commenced. In addition, we will continue to work to identify and prioritise actions for the future, so that they may be delivered as funding becomes available.

The *Illawarra Regional Transport Plan* will be closely aligned to the new draft *Illawarra Regional Growth Plan* currently being developed by the Department of Planning and Infrastructure.

Inputs will include future road corridor definitions and other programs to support future changes in land use, population and development.

The NSW Government is working hard to ensure that our regional land use and transport plans are aligned, ensuring the greatest benefit from our investment and for our transport customers.

Taking action

Consistent with the *NSW Long Term Transport Master Plan*, Transport for NSW will focus on delivering the *Illawarra Regional Transport Plan*.

The focus on delivering the plans will include:

- Providing an annual update of the Regional Transport Plan including detailed reports on the progress of implementing the initiatives contained in the plan
- Reviewing the Regional Transport plan every five years
- A commitment to ensure decisions are founded on a solid evidence base
- Continued collaboration with the Southern Councils Group, Regional Development Australia Illawarra, and other stakeholders to support delivery of the Regional Transport Plan and to respond to future planning needs
- A commitment to extensive community engagement and customer consultation as we develop the initiatives in the Regional Transport Plan.



WE LISTENED

Our commitment to customers involves listening to people in the Illawarra region. The feedback we have includes the extensive consultation that informed the *NSW Long Term Transport Master Plan* and from direct customer feedback through the Household Travel Survey Pilot.

This Regional Transport Plan builds on these projects and identifies a number of more detailed actions necessary to enable growth within the Illawarra region.

NSW Long Term Transport Master Plan

More than 1,200 submissions were received during the development of the *NSW Long Term Master Plan*, including specific submissions identifying transport issues in the Illawarra region.

An Illawarra Regional Forum was held on 17 April 2012 in Wollongong with over 80 members of the community in attendance following the release of the *NSW Long Term Master Plan Discussion Paper*. In addition,

meetings were held with local, state and Australian government representatives during mid 2013.

Specific suggestions were made throughout this consultation phase to improve transport in the Illawarra region, including:

- Improved transport connections across the region, from east to west and to Sydney via a Princes Motorway (M1) extension, as well as to key destinations within the Illawarra region, like the university
- Improved intercity connections between Wollongong and Sydney
- A customer-focused transport system that is quick, reliable, affordable and easy to use, with an integrated ticketing system
- Improved customer security on public transport
- Improved road safety across the region, with particular focus on Picton Road
- Better separation of passenger and freight train lines, and encouraging road freight onto rail.

HOUSEHOLD TRAVEL SURVEY

The Household Travel Survey is the largest and most comprehensive source of personal travel data for the Sydney Greater Metropolitan Area, which includes the Illawarra region. Every day of the year, face-to-face interviews with randomly selected households are undertaken. Three or more years of data are pooled to produce reliable estimates of travel at a particular geographic level.

The top three reasons for travel in the Illawarra are social / recreation (31 percent), shopping (22 percent) and commuting to work (13 percent).





For more information, visit www.transport.nsw.gov.au

