

Thirroul Community Feedback

Feedback Summary Report

April 2022



Acknowledgment of Country

We acknowledge Aboriginal and Torres Strait Islander peoples as the Traditional Owners of all lands throughout Australia on which we do business, We acknowledge the Traditional Custodians of Dharawal Country where Thirroul is located and pay our respects to their Elders past, present and future. We also recognise and appreciate their deep connection to this land, waters and the broader community.



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Part 1–Background and feedback

Thirroul has been experiencing heightened levels of congestion due to an increase in transport customers and demand for access to the local centre and local services. This has impacted traffic flow and raised community concerns about the existing road network and its future capacity.

Lawrence Hargrave Drive plays an important role in the Wollongong transport network, providing a key north-south suburban route, linking Wollongong Central Business District to its northern suburbs and Sydney.

Project overview

In 2019, Transport for NSW consulted with the community to better understand the community's experiences living and travelling around Thirroul. Following the consultation, we developed two options to improve the traffic efficiency, safety and reliability of Lawrence Hargrave Drive at Thirroul.

An overview of the proposed improvements is provided in Figures 1 and 2. In June and July 2021, we placed the proposed options on public display and asked for feedback.

A large amount of feedback was received. We engaged an independent consultant to analyse the feedback and prepare this Feedback Summary Report.

Following analysis of the feedback, it was clear the community did not believe either of the proposed options met their needs. The project update released in December 2021 notified the community that we have listened to feedback and will not be progressing with either of the proposed options.

This Feedback Summary Report provides an overview of all feedback received on the



proposed options and provides responses to a number of key suggestions that were received for alternative traffic improvements along the Lawrence Hargrave Drive and in the surrounding streets of Thirroul.

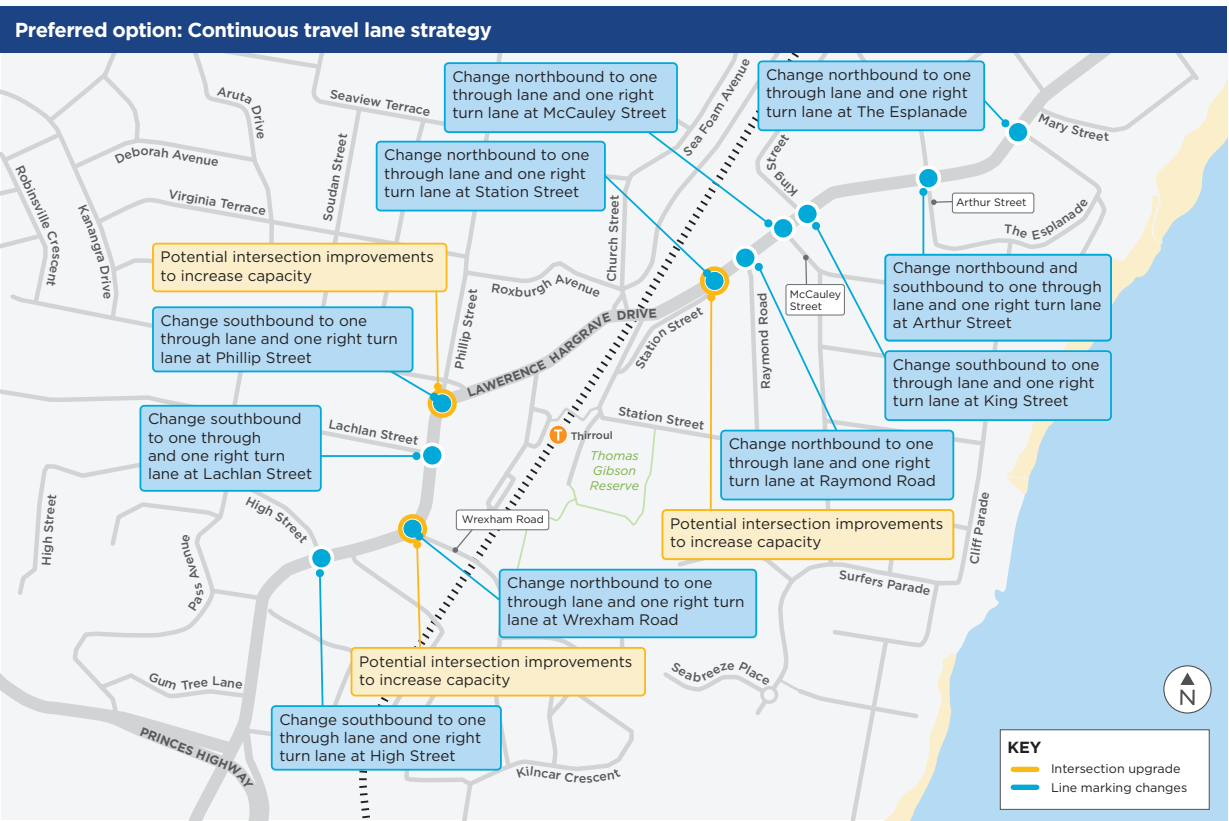


Figure 1: Proposed option 1: Continuous Lane Strategy

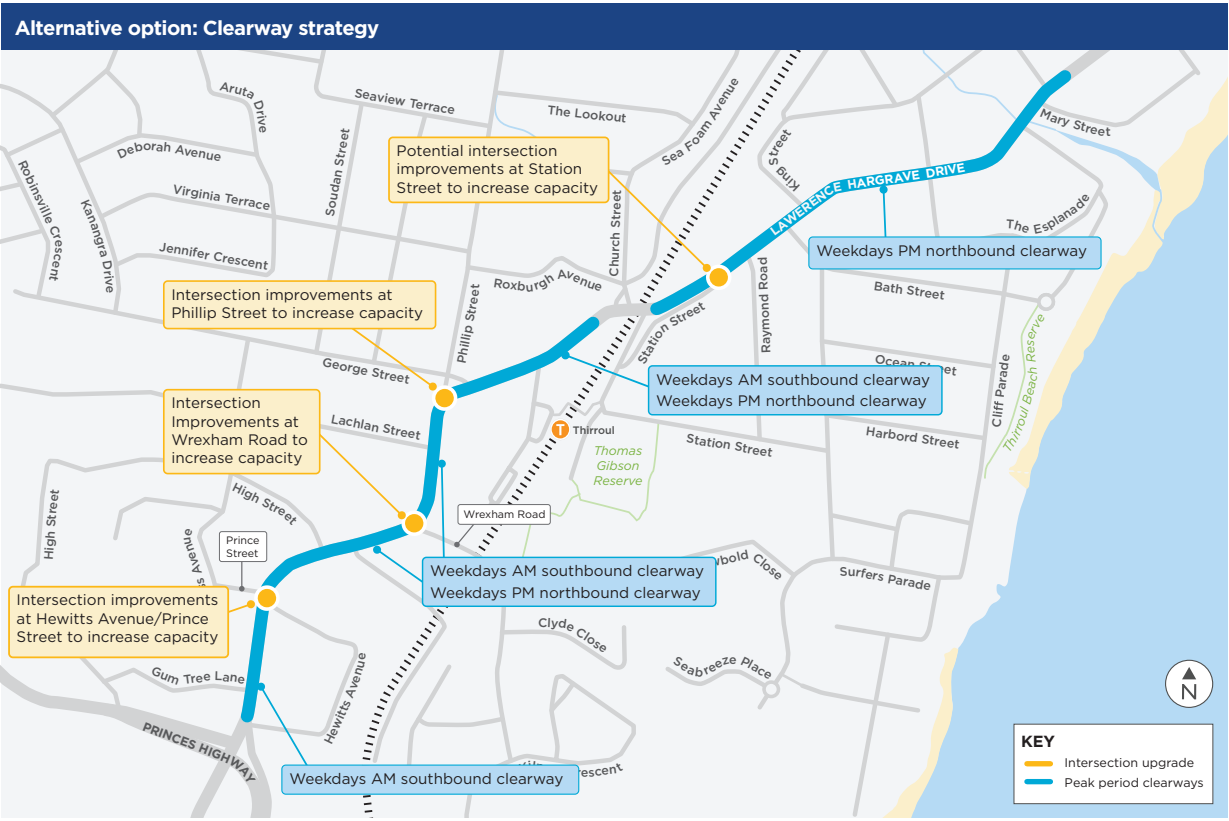


Figure 2: Proposed option 2: Clearways Strategy

Consultation overview

The aim of the consultation carried out from 7 June to 30 July 2021 was to seek feedback on the proposed improvement measures to improve traffic efficiency, safety and reliability of Lawrence Hargrave Drive at Thirroul.

The objectives of the consultation were to:

- ensure a strong and targeted reach to maximise potential for feedback
- use engagement tools that effectively capture location-specific feedback
- use engagement methods that help build relationships and create opportunities for effective feedback from stakeholders and the local community.

We provided a range of opportunities for customers to provide feedback. A range of activities were carried out to encourage participation. Due to COVID-19 public health regulations, not all of the planned face-to-face engagement activities were able to be carried out. To allow the community to engage with the project team and allow questions to be answered the consultation period was extended by four weeks and Q and A sessions were held online.

A summary of the consultation activities is provided in Figure 3. The following consultation activities were carried out as part of this consultation:

- social media campaign via the NSW Roads Facebook account which included explainer videos
- community group and stakeholder meetings
- placement of project consultation signage at key locations in Thirroul including shops and the train station
- distribution of community updates to all residents and businesses in Woonona, Bulli, Thirroul and Austinmer with an invitation to have their say
- radio, online and newspaper advertisements with a call to action for people to have their say
- webpage with project information including FAQs and link to online engagement room and surveys
- community information line number and email address
- online Q and A sessions.

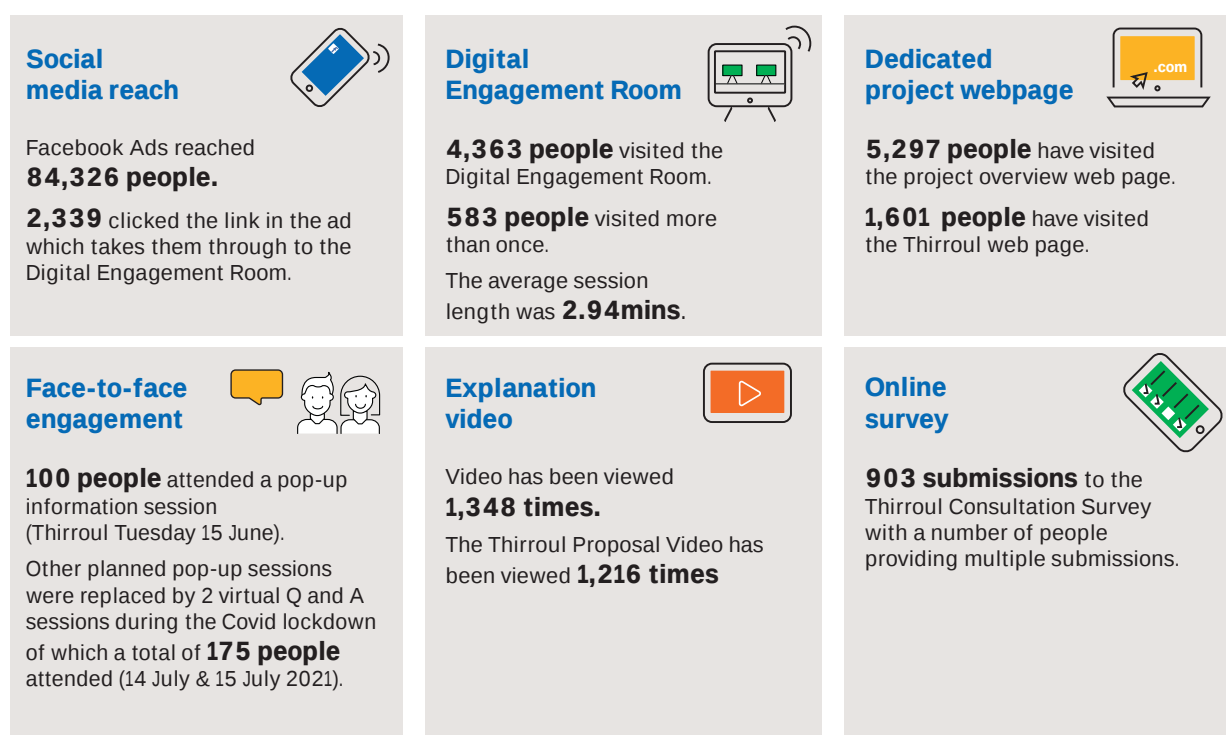


Figure 3: Engagement activities undertaken between 7 June 2021 and 30 July 2021

Q and A session comments and questions

Two online Q and A sessions were held, of which 131 and 44 people attended respectively. During these online sessions 212 questions were asked in the chat function that related to the proposed traffic improvements for Thirroul.

As shown in Figure 4, the most common theme raised was regarding the 'Evidence base' (43.5 per cent) supporting the proposed traffic improvement options. This included questions relating to the impact COVID-19 had on traffic

modelling, policy alignment, background studies, traffic modelling and data and project benefits and costs.

The second most common theme was regarding 'Consultation' (16.1 per cent) including the engagement process and the weight engagement outcomes would have on the decision-making process. Another overarching theme raised was around the 'Collaboration' (3.1 per cent) between Transport and other government departments, Wollongong City Council and local police. Clarifications and responses to the key questions raised are provided on pages 8 and 9.

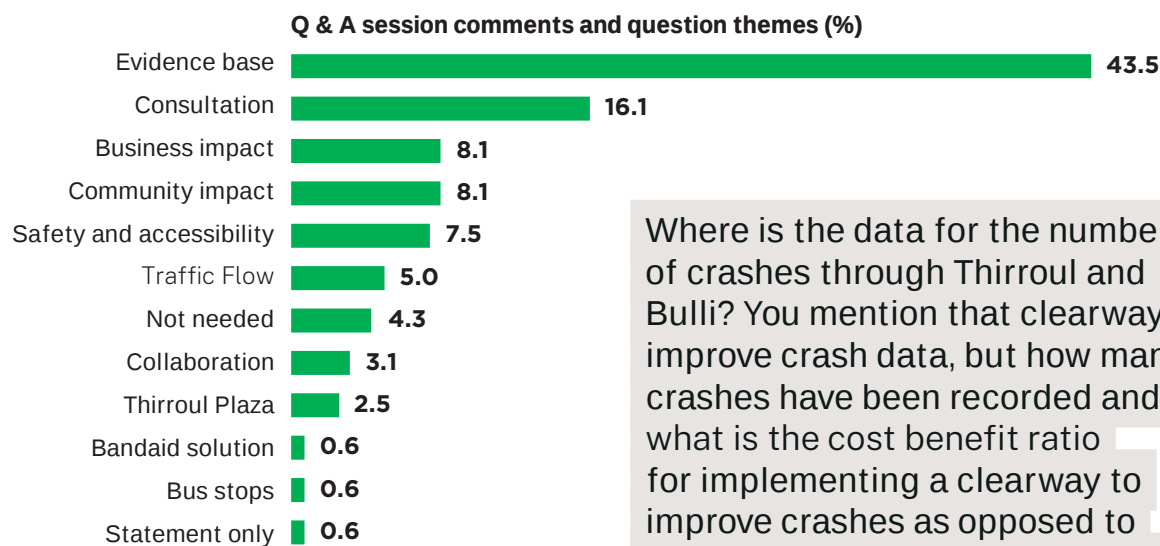


Figure 4: Q & A session comments and question themes

Additionally, 51 suggestions were raised in the chat function that related to the proposed traffic improvements for Thirroul. As shown in Figure 5, the most common suggestion was regarding 'Active and public transport' (27.5 per cent). This included questions relating to the improvements to active and public transport systems, and suggestions to incentivise active and public transport. The second most common suggestion raised was regarding providing 'Parking solutions first' (23.5 per cent) before implementing any of the proposed traffic improvements. Another common suggestion

Where is the data for the number of crashes through Thirroul and Bulli? You mention that clearways improve crash data, but how many crashes have been recorded and what is the cost benefit ratio for implementing a clearway to improve crashes as opposed to shutting down local businesses and taking away amenity of our suburb."

Q&A question

from the online session was to 'Address weekend traffic' (19.6 per cent) as well as, or instead of, weekday traffic, as it is perceived that weekends are associated with the worst traffic conditions. These suggestions have been considered and addressed along with feedback provided from online submissions and emails in Part 2 of this report.

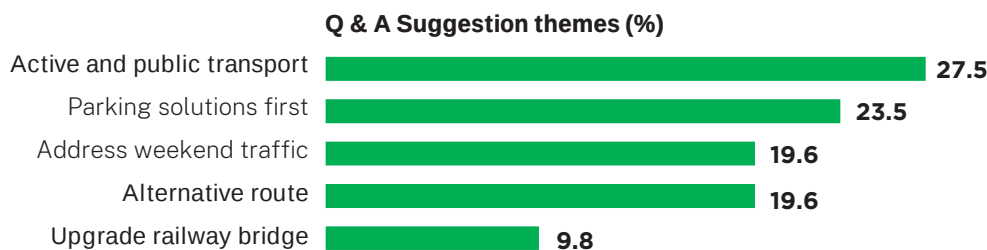


Figure 5: Q & A session suggestion themes

Clarification and response

Evidence base

Key questions and comments	Clarification and response
COVID impact	Transport acknowledges the community's concerns regarding the relevance of traffic modelling, data and background studies undertaken prior to the COVID pandemic in relation to the proposed traffic improvement measures. Transport is taking this into consideration and has been monitoring traffic volume data. This data has shown quick returns to traffic volumes that were seen prior to COVID lockdowns and still considers the traffic modelling to be relevant.
Policy alignment	It has been noted a number of people have questioned whether the proposed traffic improvement measures align with key policies including: • Government Architect NSW, Transport for NSW and the NSW Department of Planning, Industry, and Environment's Movement and Place Framework • Transport for NSW's Road User Space Allocation Policy • Wollongong City Council's Cycling Strategy Transport is working with Wollongong City Council to provide for all transport customers within the transport network and to ensure alignment with all relevant policies and frameworks. Collaboration with Council will also ensure that proposed improvements focus on the needs of the local community. Transport understands roads and streets are a major part of the network of public spaces that help connect places. Public space is where people can socialise and add vitality to their neighbourhoods, and streets and roads have an important role in that vitality. Aligning movement functions with the places they serve can make our transport networks and public spaces better and contribute to the liveability of communities and productivity of NSW.
Background studies	Various background studies, including a Socio-economic Effects Assessment and Cost-Benefit Analysis (CBA), have been undertaken. These documents have not been released to the public as their purpose has been to inform traffic modelling and the proposed traffic improvements. Community and business consultation was carried out in late 2019 and informed the Consultation Summary Report that was released to the public in June 2020 and is still available on Transport's website.
Traffic modelling and data/time savings	Generally it is only major projects with large environmental impacts that require the preparation and exhibition of a Review of Environmental Factors (REF) or Environmental Impact Statement (EIS). This would include the exhibition of any traffic modelling and economic assessments prepared as part of the environmental assessment process. The majority of the proposed works would be constructed within the existing road reserve (e.g. signage and line marking) and would not require an REF or EIS to be carried out. Transport can however answer questions about what the modelling tells us and provide summaries of the data. Traffic modelling shows that both the continuous lane strategy and the alternative clearway strategy would ease traffic congestion and improve traffic efficiency between now, 2026 and 2036. The continuous lane strategy has been shown to provide the following travel time savings for each vehicle that travels through Thirroul: • Northbound travel time is improved by 18% (about 40 seconds), 30% (80 seconds) and 39% (two minutes) in respective morning, evening, and Saturday peak hours. • Southbound travel time is improved by 30% (about 100 seconds), 52% (three minutes) and 62% (20 seconds) in respective morning, evening, and Saturday peak hours. The alternative clearway strategy has been shown to provide the following travel time savings for each vehicle that travels through Thirroul:

Key questions and comments	Clarification and response
Traffic modelling and data/time savings <i>cont</i>	- Northbound travel time is improved by 20% (about 40 seconds), 35% (90 seconds) and 35% (two minutes) in respective morning, evening, and Saturday peak hours. - Southbound travel time is improved by 40% (about two minutes), 45% (three minutes) and 37% (three minutes) in respective morning, evening, and Saturday peak hours. Traffic modelling helped us to reach the proposed options, but it is only one factor we use during the development of responses to transport issues. Projects are developed based on several factors including safety data, environmental constraints, impact on heritage features, property impacts, socio-economic factors, and community feedback.
Benefits/ project costs	As part of the traffic modelling options assessment report an economic assessment was completed for each of the options tested in Thirroul. The options returned strong Benefit Cost Ratios between 3.3 to 5.2. This corresponds to an economic benefit of between 3.3 and 5.2 times the cost of the project, depending on the strategy. The economic assessment considered elements such as travel time benefit, vehicle operating cost savings, emissions savings, crash cost savings and a clearway disbenefit.

Consultation issues

Key questions and comments	How we are responding
COVID impact/ further engagement suggestion	Transport acknowledges the community's concerns regarding the impact the COVID pandemic and associated lockdowns have had on their capacity to participate in the engagement process. Transport has carried out extensive consultation which began in 2019 prior to the COVID pandemic. During the recent consultation Transport responded to requests and extended the consultation window by four weeks for a total of eight weeks and moved consultation forums online. During the recent consultation Transport engaged directly with around 235 customers through phone calls to the 1800 number, meetings, the pop-up session and the Q&A sessions. Thousands more customers have engaged with the project through social media, and other digital platforms including the online survey.
Decision making process	Transport has heard the community's feedback and have taken the comments, questions and suggestions on board. Transport is considering this feedback carefully and will use it to inform the next steps of the project which includes opportunities to inform further investigations into alternative traffic improvement and parking opportunities. Your feedback is valued and is being used to inform the finalisation of the improvement measures for Thirroul.

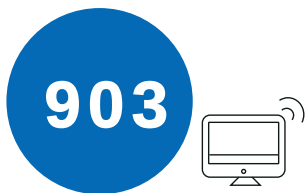
Collaboration

Key questions and comments	How we are responding
Wollongong City Council	Transport is continuing to actively work with Wollongong City Council including their traffic and transport and planning teams to improve safety, traffic flow and community experience when travelling to, and through, Thirroul.
Local police	Transport is committed to working with local police and other emergency services to ensure all transport projects are appropriate for the local area. Transport regularly works with local police through the local traffic committee and directly as appropriate to inform enforcement strategies and project requirements.

Submissions overview

903 Customers responded to the Thirroul traffic improvement options

Online survey
submissions



Email
submissions



Phone calls to
the 1800 number



Stakeholder
meetings

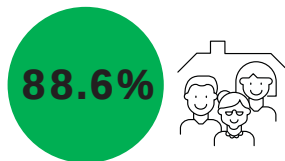


Notes: the Thirroul Traffic Improvements consultation was held at the same time as the Bulli Traffic Improvements consultation, some submissions addressed both locations but are being included in the analysis of the Thirroul submissions. The people who contacted the 1800 number to make an enquiry or lodge their feedback were also encouraged to make an online submission. The local business owners who met with the project team were also encouraged to submit their views via an online survey.

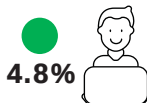
Who we heard from

What is your relationship to the project area?

Local resident



Local or nearby
business owner



Commuter -
drive through



Freight
operator/
driver



Tourist

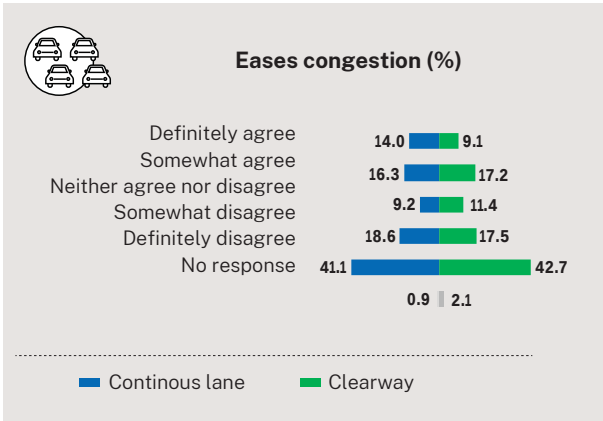
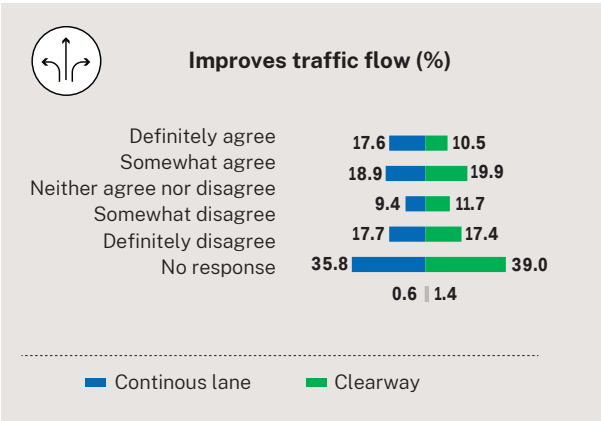
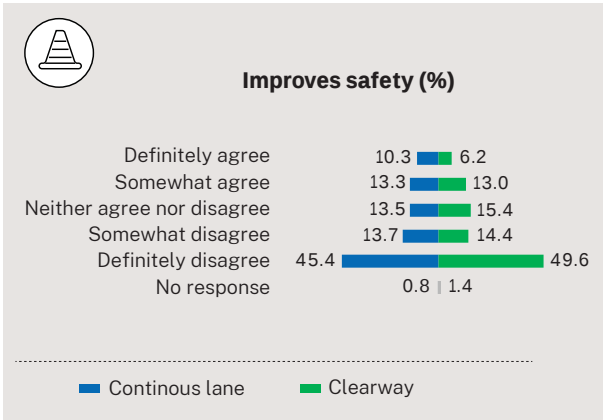
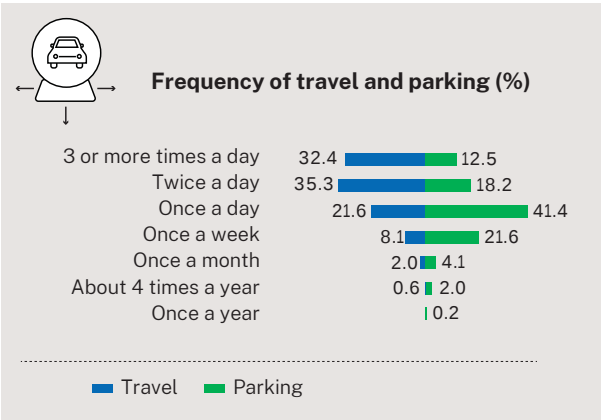


Other

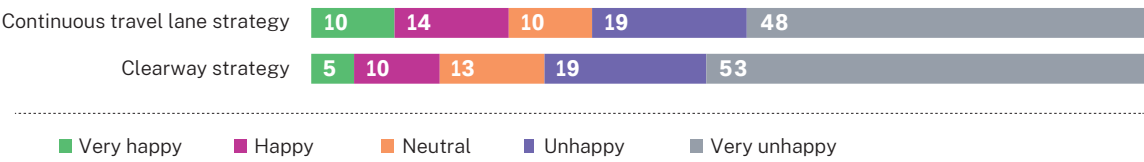


“This is a terrible idea. It will significantly reduce the safety of our village. Clear ways will result in higher speeds and those speeds will occur next to cafes and shops where there are lots of people including children (the speed limit in this area should already be reduced). The parking provides support for businesses & helps keep a community feel by separating traffic from people. It’s also not going to make a difference to traffic flow or congestion as traffic will still have to go down to one lane to cross over the railway line, so the congestion will be moved to that location anyway. This solution will not help traffic flow and will also make our village unsafe, and put businesses at risk. I strongly reject this proposal.”

– Online survey submission



Overall feeling towards the proposed options (%)



Feedback on the proposed options

Continuous lane strategy

Figure 6 outlines the distribution of comment sentiment from the 929 submissions received (including 903 online survey submissions and 21 emails) related to the proposed continuous lane strategy.

Key concerns and issues raised under these themes included the removal of parking on Lawrence Hargrave Drive, the proposal being a 'band-aid solution' and safety and accessibility concerns.

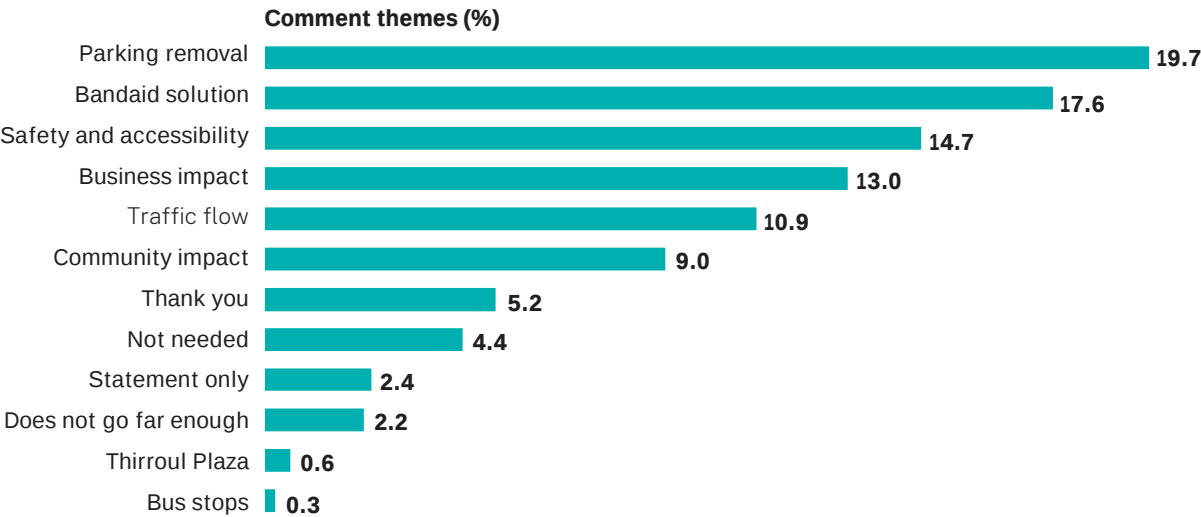
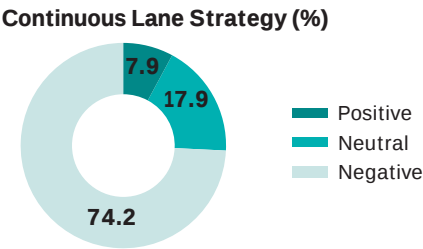


Figure 6: Continuous lane strategy comment sentiment and key themes

“Removing on street parking would be detrimental to our local business. We rely heavily on shoppers having the ability to pull in and shop. Thirrour is a village and community that relies heavily on local support. I do not support this option.”

– Online survey submission



Clearways strategy

Figure 7 outlines the distribution of comment sentiment from the 929 submissions (including 903 online survey submissions and 21 emails) related to the proposed clearway strategy. Key concerns and issues under these themes included the impacts to local businesses, safety and accessibility concerns and removal of parking on Lawrence Hargrave Drive.

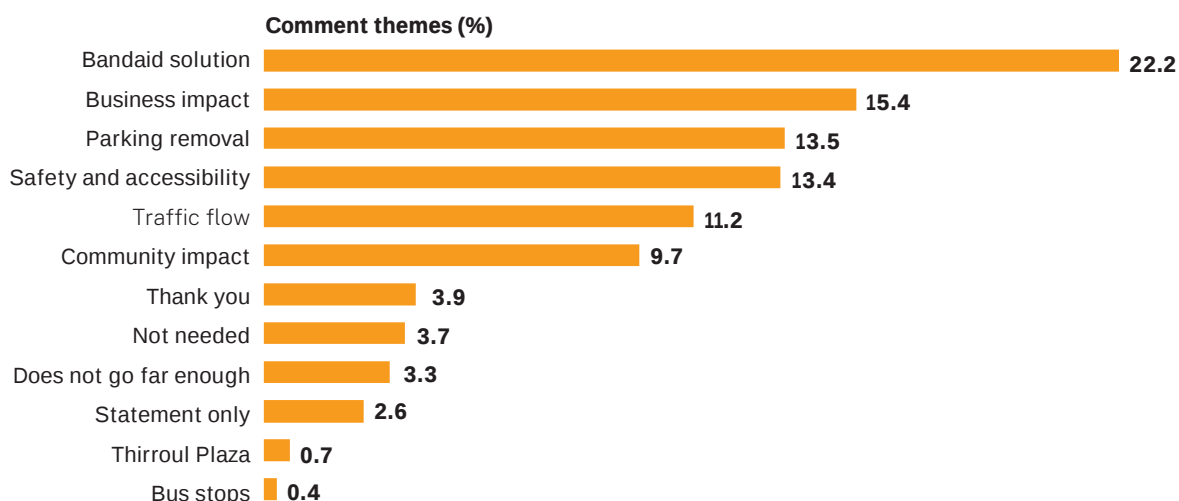
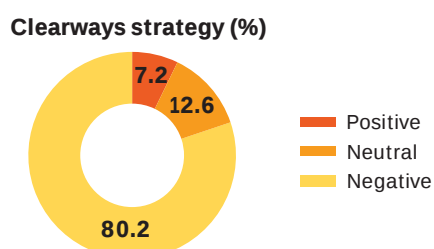


Figure 7: Clearways strategy comment sentiment and key themes



“Bad for local businesses along Lawrence Hargrave Drive. Bad for pedestrians as traffic will move too fast and crossing the road on foot will be difficult. Also any outdoor seating at cafes will be exposed to out of control cars as there won’t be the safety buffer of parked cars.”

– Online survey submission

Suggestions

A total of 1501 submissions provided suggestions in response to both of the proposed traffic improvement options across 33 suggestion themes. It is important to note the majority of the suggestions provided were for alternative improvements to the proposed strategies. Figure 8 outlines the suggestions

for traffic improvements in Thirroul. These suggestions were consistently received across all engagement and feedback platforms. Some of these alternative suggestions are being considered for further investigation, as discussed further in Part 2 of this report.

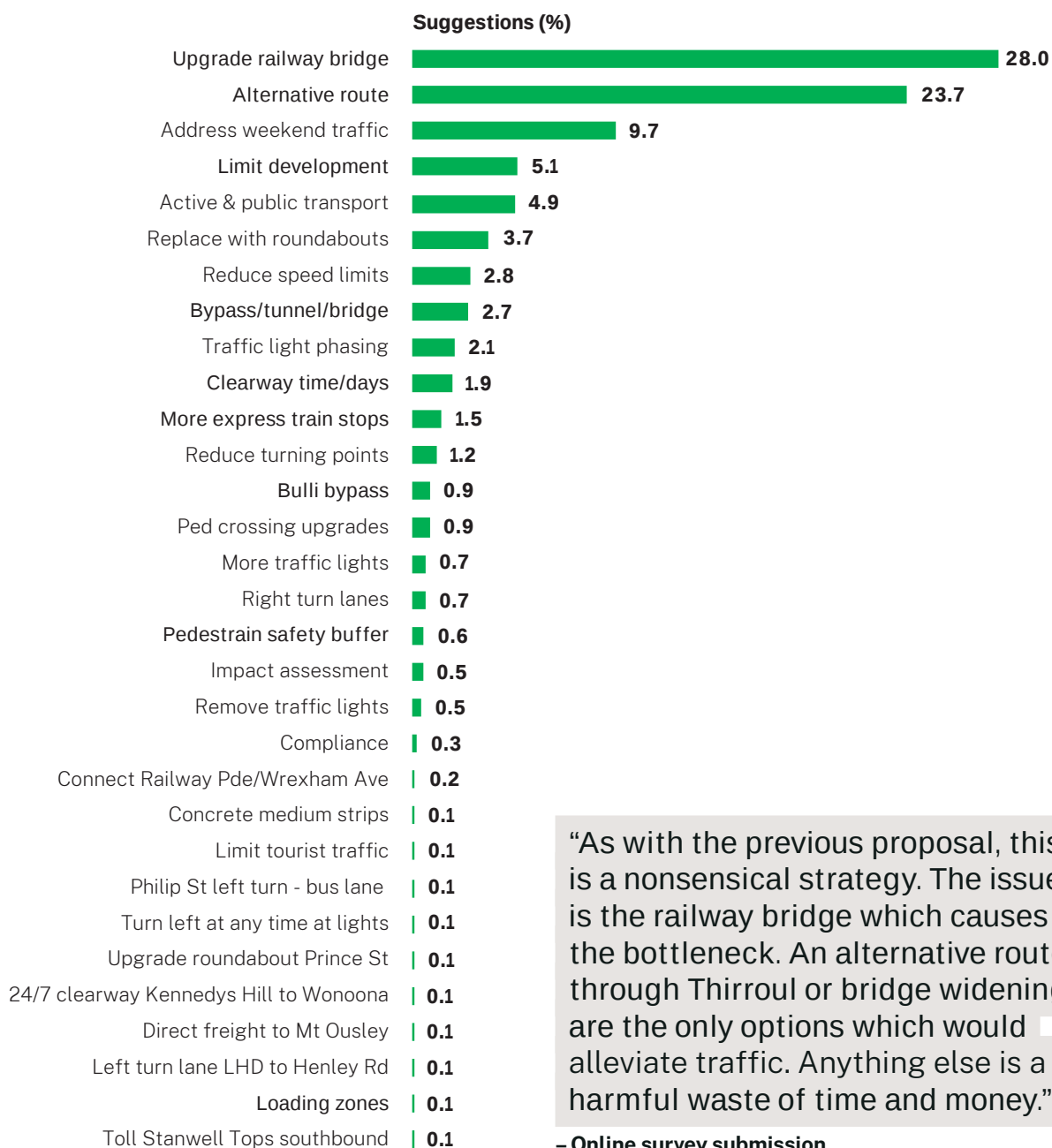


Figure 8: Overarching suggestions provided



Feedback on parking

Comments

There were 909 submissions in response to parking including 903 online survey submissions and 6 emails. Figure 9 outlines the comments and themes related to parking in Thirroul. Key concerns and issues under these themes included the strong opposition to changing

parking along Lawrence Hargrave Drive, a number of suggestions to improve parking in Thirroul, and the impacts to local businesses if parking were removed.

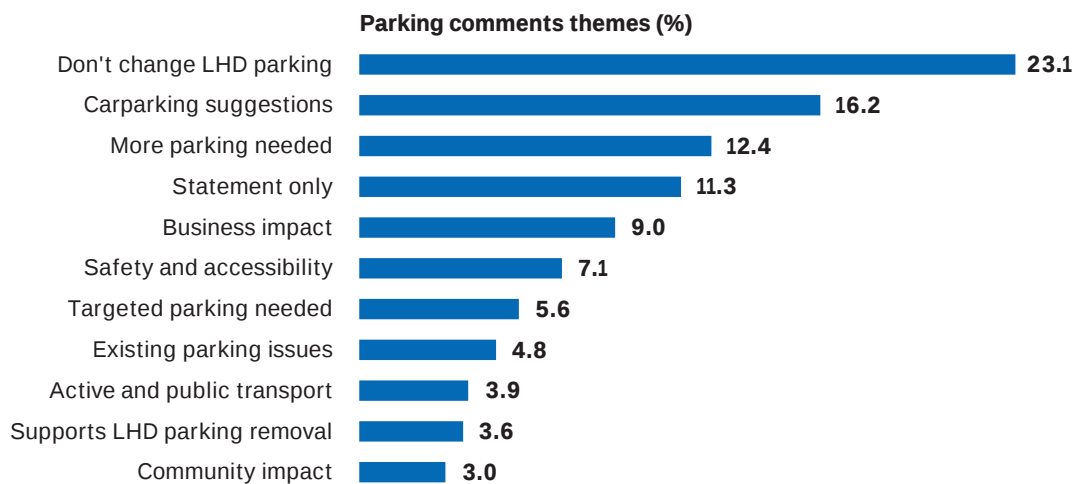


Figure 9: Parking comment themes

“Leave street parking throughout Thirroul. It provides an important function for local business, as well as providing a safe buffer for pedestrians and street diners. Removing street parking will mean the Thirroul Plaza proposal will be the only parking available in the village. As such it will destroy the livelihoods of other shops.”

– Online survey submission



Suggestions

A total of 525 submissions provided specific suggestions for parking improvements across 31 suggestion themes. Figure 10 outlines the suggestions provided. Key suggestions included the provision of a multi-storey car park, upgrading existing public carparks and

providing restricted parking areas to minimise the use of town centre parking by commuters. Some of the parking improvement suggestions are being considered for further investigation, as discussed further in Part 2 of this report.

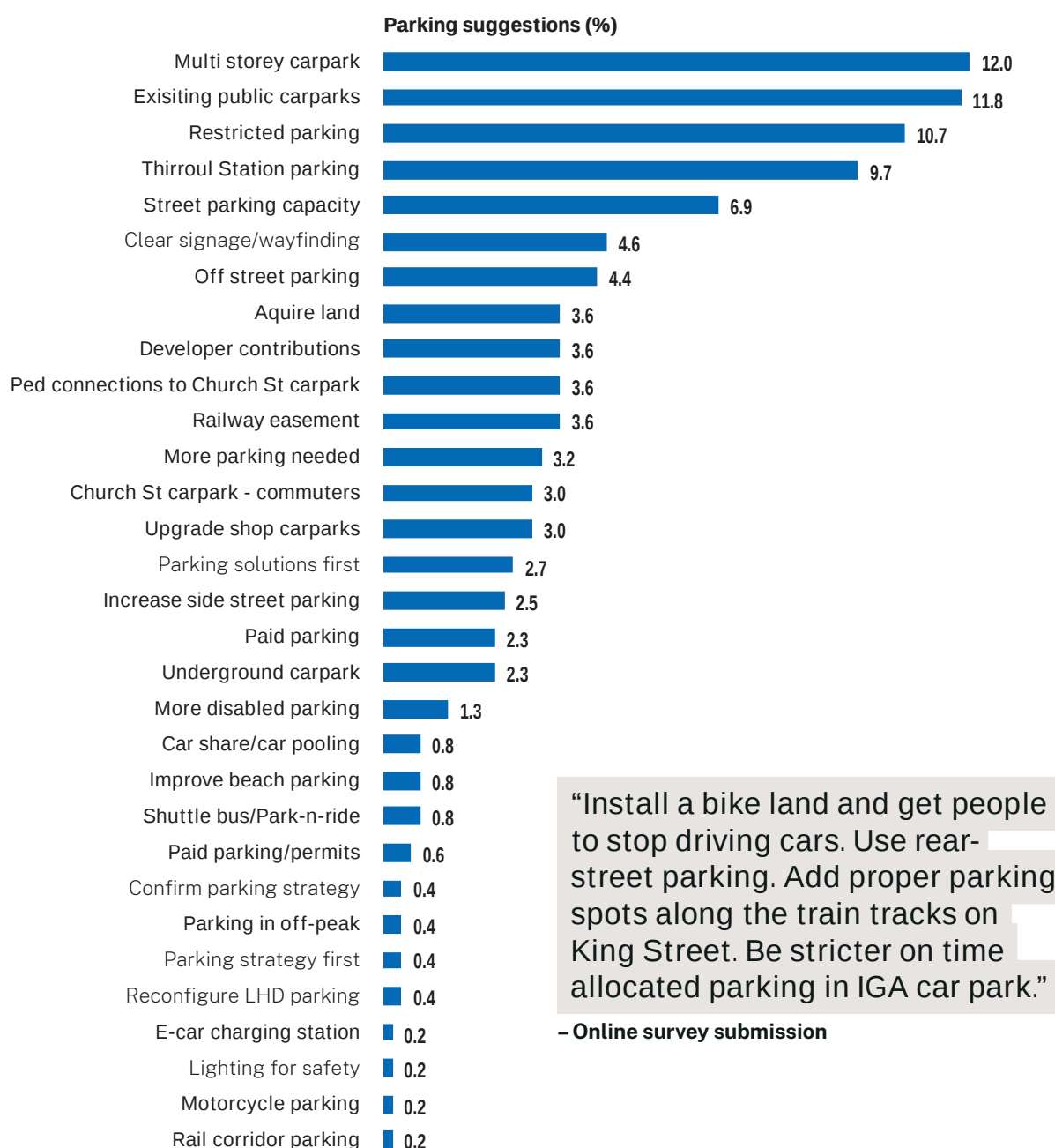


Figure 10: Overall parking suggestions

Part 2—Responding to the feedback

Alternative traffic improvement options

This section describes what we heard with regards to alternative traffic improvement and outlines how we are responding as well as what the next steps are. Some of these alternative traffic improvement suggestions have been

identified in collaboration with Wollongong City Council as suitable for further investigation to understand the cost, benefits and impacts.



Thirrour railway bridge upgrade

Visual	What we heard	How we are responding	Next steps
	Widen/expand the Thirrour railway bridge	Transport acknowledges the community's suggestions regarding widening the Thirrour railway bridge to accommodate additional lanes. Early investigations have determined this option would require significant investment and result in impacts to surrounding properties, and was not pursued as a traffic improvement measure within this project. Feedback received on this has prompted Transport to consider a strategic investigation into widening Thirrour railway bridge. This investigation would seek to understand the benefits, costs and impacts associated with any potential upgrade to the bridge.	We will continue to work on a strategic investigation into widening Thirrour railway bridge.

Alternative local road connections for investigation

Providing alternate routes to Lawrence Hargrave Drive in Thirrour for local trips could help to reduce congestion and allow the local Thirrour community to travel without the need to go through the town centre for every trip. Several suggestions for alternate local connections were received and the following connections will be investigated by Transport and Wollongong City Council to determine their feasibility, benefits and impacts.

Visual	What we heard	How we are responding	Next steps
	Complete the Geraghty Street connection over Tramway Creek	Transport acknowledges the community's suggestion to connect Geraghty Street over Tramway Creek. This connection would provide an alternate north south route to allow residents on the eastern side of the railway line to travel locally without the need to use the Princes Highway. It should be noted that a large portion of the land required for the connection is privately owned and part of a Major Project Concept Approval.	We are working with Wollongong City Council to investigate completing this link.

Visual	What we heard	How we are responding	Next steps
	• Connect Seafoam Avenue to Mountain Road	Transport acknowledges the community's suggestion to provide a connection between Sea Foam Avenue and Mountain Road. This would create a link between Thirroul and Austinmer on the western side of the railway line. There are considerable constraints in this area given the location on the escarpment and past mining activities however a connection will be investigated to determine if it is feasible	We are working with Wollongong City Council to understand the feasibility of various alignments to complete this link.
	• Connect Railway Parade to Wrexham Road • Connect Station Street to Wrexham Road	Transport acknowledges the community's suggestions to provide through connections from Thirroul Station to Wrexham Road. These connections could provide improved access to Thirroul railway station from the south and allow people to access the railway station without the need to travel through Thirroul town centre.	We are working with Wollongong City Council to investigate completing one or both of these links.



Other alternative local road connections

Visual	What we heard	How we are responding	Next steps
	• Reopen Beattie Avenue bridge	Transport acknowledges the community's suggestions to reopen the Beattie Avenue bridge for public use. This bridge currently provides access for people to walk and ride bikes as well as emergency services when required. Transport and Wollongong City Council consider the completion of the Geraghty Street connection over Tramway Creek as a preferred option to provide a north to south route between Thirroul and Bulli, as well as an east to west connection over the railway line via Point Street. Therefore, Transport and Wollongong City Council are not considering opening this bridge to general traffic..	Restricted access will remain in place.
	• Connect Surfers Parade to Kilncar Crescent over Hewitts Creek	Transport acknowledges the community's suggestions to for a connection between Thirroul and Bulli. However, constructing a connection between Kilncar Crescent and Surfers Parade over Hewitts Creek as suggested in feedback received is not considered to be a viable option by Transport or Wollongong City Council. The land is within an environmental protection zone and has Aboriginal heritage value. Both Transport and Wollongong City Council recognise that a connection over Hewitts Creek would be of value and we are working together to investigate alternative options that would not impact on Aboriginal Cultural Heritage and is outside of the environmental protection zone.	We will work closely with Wollongong City Council to investigate alternative options for a local road connection between Thirroul and Bulli.

Address weekend traffic

 What we heard	 How we are responding	 Next steps
- Weekend traffic backs up north of Austinmer - Install VMS signalling that directs traffic to the M1 during delays - Implement annual or day passes for use of Tourist Drive (Stanwell Park to Bulli) - Implement a toll point at Stanwell Tops southbound	Transport acknowledges the community's concerns regarding traffic flow during weekends and peak tourism periods along Lawrence Hargrave Drive. Transport will not consider implementing a toll or paid pass system to access Lawrence Hargrave Drive. Improvements to public transport services and active transport are more appropriate measures to address these issues. Please see response to 'Improve active and public transport' and 'Improve accessibility'.	We will continue to refine and implement holiday traffic management systems, along with improving public transport services and provision for active transport.

Improve active and public transport

 What we heard	 How we are responding	 Next steps
- Improve pedestrian connectivity - Provide cycle paths and/or lanes - Improve bus network/frequency - Provide more express train stops/ increase express train frequency	Transport acknowledges the community's concerns regarding the use and improvement of active and public transport networks within Thirroul to address traffic congestion and reduce demand for parking. The NSW Government has invested more than \$5.3 billion in the More Trains More Services (MTMS) program, which includes delivering improvements for the T4 Eastern Suburbs & Illawarra Line, South Coast Line and T8 Airport & South Line. The MTMS program will simplify and modernise the rail network creating high capacity, turn up and go services for many customers. It means customers can expect more frequent train services, with less wait times, less crowding on a simpler and more reliable network. Customers using the South Coast rail line services between Wollongong and Sydney as well as express services at Wollongong, North Wollongong, Thirroul and Helensburgh can expect future service improvements as the MTMS Program is rolled out. Transport is also continuing to work closely with Wollongong City Council to explore opportunities to improve the active transport network in Thirroul including pedestrian and cycling paths and connections.	We will continue to work closely with Wollongong City Council to identify opportunities for active and public transport opportunities.

Alternative intersection improvements



 What we heard	 How we are responding	 Next steps
- Remove traffic lights or replace traffic lights with a roundabout at: - Wrexham Road and LHD intersection - Phillip Street, George Street and LHD intersection - Railway Parade and LHD intersection - Raymond Road and LHD intersection	Transport acknowledges the community's suggestions to replace certain signalised intersections with roundabouts. Roundabouts by nature require more space than traffic lights and their implementation would likely require private property acquisition and have an adverse impact on residents and the surrounding community. Traffic lights provide a higher level of control and safety in most circumstances, for both vehicles and pedestrians. Transport will not be replacing traffic lights with roundabouts in Thirroul. Traffic lights in NSW are controlled by a system called the Sydney Coordinated Adaptive Traffic System (SCATS). SCATS is a traffic control system designed to optimise traffic flow and implements intelligent algorithms that process real-time data to adapt traffic signal timings to respond to unexpected conditions, predict traffic patterns and keep traffic moving. Transport regularly monitors signalised intersections and updates the signal phasing based on traffic modelling assessments to cater for changing traffic patterns to ensure the SCATS control system is able to keep traffic flowing efficiently.	While it has been determined the replacement of traffic lights with roundabouts would be inappropriate within Thirroul, We will continue investigations and designs of alternative intersection improvements to the problem intersections identified.
Upgrade Prince Street roundabout to two lanes	Transport acknowledges the community's suggestion to upgrade the roundabout at Prince Street to include two entry lanes when travelling south. Preliminary investigations have determined that such an upgrade to the roundabout would have impacts on surrounding properties. We are currently investigating other upgrades to the Prince Street intersection that minimise or have no impact on surrounding properties.	We will continue to investigate and develop designs for upgrades to the Prince Street intersection.

What we heard	How we are responding	Next steps
Remove right turn into Station Street from LHD	Transport acknowledges the community's suggestion to remove right turn into Station Street from Lawrence Hargrave Drive. Banning the turn at this location would have impacts to traffic distribution on the surrounding road network, especially during school drop off and pick up times. Transport is working closely with Wollongong City Council to improve access to Station Street and all local road connections more broadly to provide a more resilient transport network in Thirroul.	We will continue working closely with Wollongong City Council to improve the transport network in Thirroul.
- Implement no right turns onto LHD from: - Lachlan Street - McCauley Street - Church Street - King Street	Transport acknowledges the community's concerns and issues raised, particularly around traffic flow and safety, in relation to traffic turning right from a number of local roads onto Lawrence Hargrave Drive. Banning a turn onto Lawrence Hargrave Drive would require that turn be made at a nearby intersection that may require upgrade because of the extra traffic. These changes would not be implemented without understanding the impacts on the surrounding transport network and the associated improvements required.	We will continue working closely with Wollongong City Council to improve the transport network in Thirroul.
- Implement right turn lane from LHD onto: - Station Street - Wrexham Road - High Street - Railway Parade - Raymond Road - McCauley Street	Transport acknowledges the community's suggestions to implement formal right turn lanes northbound from Lawrence Hargrave Drive onto several local roads. All of these turn lanes were proposed as part of the continuous through lane strategy, except at Railway Parade. Provision of formal right turn bays at only these intersections would not provide much benefit to through traffic. The benefits of a continuous through lane are only gained when all the intersections proposed under that strategy are upgraded. The response from this consultation is clear that the community do not believe the impacts of the continuous through lane strategy to on street parking outweigh the benefits provided to traffic efficiency, safety and reliability in Thirroul.	We will continue working closely with Wollongong City Council to improve the transport network in Thirroul.

Reduce speed limits

What we heard	How we are responding	Next steps
Reduce speed limits	Transport acknowledges the community's concerns regarding safety in the Thirroul town centre. Transport recognises that some suggestions were made to reduce speed limits if the proposed traffic improvement measures were introduced, and general suggestions were made to reduce the speed limit along Lawrence Hargrave Drive. The current signposted limit along Lawrence Hargrave Drive is 50 km/hour which is considered an appropriate speed limit for Thirroul town centre.	We will continue to work with local police to enforce compliance with signposted speed limits along Lawrence Hargrave Drive and improve the safety of Thirroul town centre for all users.

Provide a bypass

 What we heard	 How we are responding	 Next steps
Provide tunnel or bridge across escarpment or beach to connect Thirroul to northern suburbs	Transport acknowledges the community's suggestions regarding a bypass of Thirroul. This would result in immense impacts to private property, environment and heritage, would face significant constructability issues and require a considerable financial investment. Construction of a tunnel, bridge or bypass along the escarpment or beach is not feasible and will not be considered. Transport is working with Wollongong City Council to improve local road connections so that local trips can be made on local roads without the need to use Lawrence Hargrave Drive and is not considering a bypass of Thirroul. The current focus is to provide a more integrated transport solution by improving the existing road network, improving bus and train services as well as working with Wollongong City Council to enhance walking and cycling infrastructure. This aligns with Future Transport 2056, the Illawarra Shoalhaven Regional Transport Plan and our vision to provide more sustainable transport solutions while providing the community with more transport choices.	We will continue to work closely with Wollongong City Council to identify opportunities for improved local road connections along with active and public transport opportunities.

Limit further development in Thirroul

 What we heard	 How we are responding	 Next steps
Thirroul Plaza impacts on the local community	The Thirroul Plaza Development is outside the scope of this project and is currently before the Land and Environment Court for consideration Transport acknowledges the community's concerns regarding residential development in and around Thirroul and how this may be contributing to the increased traffic congestion on Lawrence Hargrave Drive and around the town centre. Development Applications are a matter for Wollongong City Council. Transport works closely with Wollongong City Council to ensure that appropriate transport infrastructure is provided to cater for increased traffic generated by approved developments.	We will continue to work with Wollongong City Council to ensure the needs of the community are appropriately provided for with supportive infrastructure to support population growth.

Parking improvement options

This section describes what we heard with regards to parking improvements and outlines how we are responding as well as the next steps. Some of the parking improvement suggestions have been identified through early investigations

and collaboration with Wollongong City Council as potentially viable for implementation however, they will need to be subject to further investigation and detailed design.

Improve Thirroul Station parking

Visual	What we heard	How we are responding	Next steps
	• Increase capacity of the Thirroul Commuter car park • Increase capacity of Thirroul Station Railway Street car park • Provide a multi-storey car park • Provide more accessible parking	Transport acknowledges the community's suggestions to improve the capacity of the parking on both sides of Thirroul Station. As neither of the proposed continuous through lane or clearways strategies are being implemented, provision of a new parking facility such as a multi-story car park (to offset previously considered parking reduction on Lawrence Hargrave Drive) is not being considered at this location. Transport is investigating other opportunities to improve parking facilities for cars and bikes in conjunction with improving active and public transport connections to the railway station.	We will continue working closely with Wollongong City Council to improve the public and active transport network in Thirroul to reduce the need for private vehicle use.



Improve existing public carparks

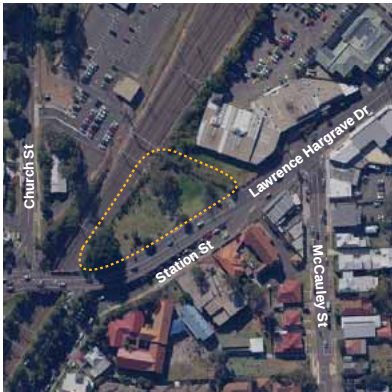
 Visual	 What we heard	 How we are responding	 Next steps
	• Increase capacity Woodward Memorial Park car park • Formalise with surfacing, time restrictions and line marking • Provide designated commuter spaces • Provide accessible parking	Transport acknowledges the community's suggestions to formalise the Woodward Memorial Park car park. The land for this car park has shared ownership between Transport and Wollongong City Council. We are working together to formalise the car park area to improve usage for commuters and shoppers/visitors in Thirroul.	We will continue working with Wollongong City Council to formalise the Woodward Memorial Park car park as funding becomes available.
	• Provide improved signage/wayfinding to access Church Street car park • Provide improved access to Church Street car park through overhead or underground pedestrian connections to Thirroul Station and W F Jackson Park • Provide a multi-storey car park	Transport acknowledges the community's concerns and suggestions around the provision of clear signage and wayfinding to support resident, visitor and commuter awareness of existing public car parks, particularly the Church Street car park. Transport recognises that this car park is underutilised in comparison to other car parking areas in Thirroul. Transport is investigating how people use this car park and ways to improve access and utilisation through measures such as improved access and wayfinding.	We will investigate how people use this car park and ways to improve awareness and access.

Visual	What we heard	How we are responding	Next steps
	• Increase capacity at Thirroul District Community Centre and Library car park • Implement/revise time parking restrictions • Provide a multi-storey car park	Transport acknowledges the community's suggestions to improve the capacity of the Thirroul District Community Centre and Library car park. However, this car park is under the care and control of Wollongong City Council. This suggestion has been referred to Wollongong City Council who will investigate improved parking arrangements and/or accessibility.	Referred to Wollongong City Council

Improve on-street parking

Visual	What we heard	How we are responding	Next steps
	• Formalise King Street road reserve as a car park • Include surfacing and line markings	Transport acknowledges the community's suggestions to formalise the King Street road reserve as a car park. However, this local road reserve is under the care and control of Wollongong City Council. This suggestion has been referred to Wollongong City Council who will investigate formalising the parking pending the outcome of the Thirroul Plaza proposal.	Referred to Wollongong City Council
	• Increase parking capacity at Station Street • Reconfigure parking from parallel to angled parking	Transport acknowledges the community's suggestions to improve the parking capacity on Station Street. However, Station Street is a local road under the care and control of Wollongong City Council. The suggestion to improve parking arrangements has been referred to Wollongong City Council.	Referred to Wollongong City Council

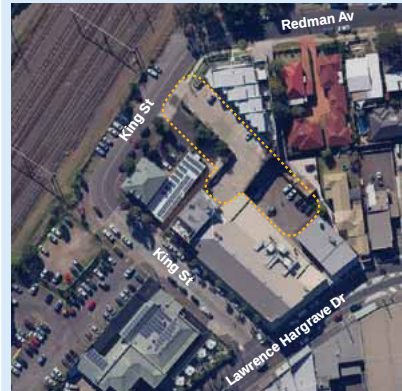
Provide additional off-street parking options

Visual	What we heard	How we are responding	Next steps
	Provide additional parking as an approval condition for Thirroul Plaza redevelopment	The Thirroul Plaza Development is outside the scope of this project and is currently before the Land and Environment Court for consideration.	None
	Upgrade the underutilised W F Jackson Park to a public car park	Transport acknowledges the community's suggestion to utilise W F Jackson Park for additional off-street parking. However, It has been determined that neither the clearway or continuous through lane options proposed for Thirroul will be implemented therefore, no parking offsets are required. Transport is not considering the repurposing of W F Jackson Park into a car park.	None

Improve accessibility

What we heard	How we are responding	Next steps
- Provide a shuttle bus service, particularly between the Church Street car park, Thirroul Station and the Beaches - Provide park'n'ride facilities	Transport acknowledges the community's concerns regarding the distance between parking spaces and local businesses, especially for less mobile users. Suggestions were provided to introduce a shuttle bus or Park'n'ride services to provide quicker and easier movement. Transport recognises the benefits these services may provide and will work with Wollongong City Council to investigate the viability of these suggestions.	We will work closely with Wollongong City Council to investigate the viability of shuttle bus and/or park'n'ride services.

Acquire land/partner with private car park owners

Visual	What we heard	How we are responding	Next steps
	• Acquire the land or partner with Coles/ Thirroul Plaza redevelopment to improve the car park capacity	Transport acknowledges suggestions to partner with local businesses and/or acquire private carparks to increase public parking spaces in Thirroul town centre. This is not being considered by Transport as it would require private property acquisition and have an adverse impact on some local businesses and the surrounding community.	None
	• Partner with the IGA and improve the capacity of the car park off McCauley Street		
	• Acquire the land behind Anita's Theatre to provide public parking		



Improve beach parking

Visual	What we heard	How we are responding	Next steps
	• Increase capacity of off-street parking on Mary Street & The Esplanade • Angled street parking on Mary Street & The Esplanade	Transport acknowledge the community's suggestions to improve street parking however, Both Mary Street and The Esplanade are local roads under the care and control of Wollongong City Council. The suggestion to improve parking arrangements on Mary Street and The Esplanade has been referred to Wollongong City Council.	Referred to Wollongong City Council
	• Time restricted/ paid parking on residential streets • Time restricted/ paid parking on weekends • Provide local residents with parking permits	Transport acknowledge the community's suggestions to restrict visitor parking in local streets around the beach however, parking restrictions on local roads are a matter for Wollongong City Council. The suggestion to implement such a scheme has been forwarded to Wollongong City Council for consideration. As part of a longer term transport planning approach, Transport will work with Wollongong City Council on wider parking strategies to complement active and public transport initiatives throughout the whole northern suburbs of Wollongong.	Referred to Wollongong City Council

Regulate future developments

What we heard	How we are responding	Next steps
• Require all new developments to provide sufficient off-street parking for residents and staff • Require Thirroul Plaza Redevelopment to provide off-street public parking	Transport acknowledges the community's concerns regarding development in and around Thirroul and how this may be contributing to the increased traffic congestion on Lawrence Hargrave Drive and around the town centre. Development Applications are a matter for Wollongong City Council. Transport works closely with Wollongong City Council to ensure that appropriate transport infrastructure is provided to cater for increased traffic generated by approved developments. Where appropriate this would extend to the provision of infrastructure to support public and active transport options for the community.	We will continue to work with Wollongong City Council to ensure the needs of the community are appropriately provided for with supportive infrastructure to support population growth.

Part 3– Next steps

This Feedback Summary Report has captured and responded to community feedback received on the proposed traffic improvement options for Thirroul. It was clear the community do not believe either of the proposed options would meet their needs. A project update was released in December 2021 to let the community know we have listened to feedback and will not be progressing either of the proposed options.

Through the feedback received a number of opportunities for further investigation have been identified including:

- investigate local road connections
- improved active and public transport integration and connections

- alternative improvements to intersections
- parking improvement opportunities

Transport may carry out further investigation of these opportunities to increase traffic flow, safety and reduce congestion. Transport is committed to keeping Thirroul residents and visitors up to date and will inform the community of the outcomes of these investigations as they are completed.





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