

# **Appendix B – Community Consultation**

## Meeting Minutes

Ryde Integrated Transport Strategy  
Key Trip Generators Workshop – Community Group  
22 February 2006, 4:00pm – 5:30pm  
City of Ryde Offices

### Participants

Jan McCredie, Manager Strategic Planning	City of Ryde
Jenai Davies, Sustainability Engineer	City of Ryde
Kim Woodbury, Group Manager Works Division	City of Ryde
Susan Francis	PBAI
Greg Williams	Gladesville Community Aide
Maurie Burns	Eastwood Public School
Barbara Humphries	Northern Sydney Health Promotion (Part of Ryde Hospital)
Christine Nafe	Ryde Hunters Hill Community Transport
Maureen Olsen	Ryde Hunters Hill Community Transport
Barry Pecar	Meadowbank Public School
David Green	North Sydney Health for Macquarie Hospital

### Notes

#### Roads

- Peak hour spreading. (GW)
- Victoria Road / Church Street – congestion at intersections has a knock on effect, possibly due to phasing of lights at intersection. (MB)
- Through traffic in Ryde is a major problem. (DG)
- Too much development happening at Meadowbank causing traffic problems especially at the Belmore Road / Constitution Road roundabout. (BP)

#### Car Parking

- Shops up against business when it comes to parking. (Gladesville Aid)
- Park and ride should be available at major train stations;
- Park and ride should be available at multi storey car parks and then shuttle buses would bring people to shopping centres so that cars and congestion are kept away from shopping centres;

#### Public Transport

- Poor links between Macquarie hospital and shopping centres. (BH)
- The journey from Ryde to the city is quicker by bus than car. (MO)
- No direct public transport link from Lane Cove to Ryde. (JMC)
- No direct transport link from northern beaches to Ryde.
- No direct transport link down Lane Cove Road.
- Bus routes are not logical.
- There should be regional connection buses.
- Push state government to extend rail line to Parramatta.

- Public transport should be convenient and speedy.
- Difficulty for consultation and shift staff getting to hospital by public transport.
- Few alternatives to existing routes and not frequent enough.
- There is perception of public transport being unsafe – this could be addressed through lighting at bus stops.
- Children are getting a bad impression of public transport from an early age because of unreliable timetables.
- Provide light rail.

### **Integration**

- Poor bus services between Eastwood station and Ryde hospital. (BH)
- Bad integration between public transport services.
- It should be an easy/straight forward process to travel to work / other places by public transport.
- Public transport is tacky and not integrated. (JMC)
- Problems with public transport at schools. Meadowbank public school finishes at 3:15 and bus to the station stops outside at 3:10 – the next bus is not for an hour. Bus timetables should take into account school finishing times.

### **Walking / Cycling**

- The topography of the area is hilly for cycling and walking.
- A pedestrian access plan should be developed for the area.
- Primary schools at workshops don't recommend cycling to students and the police to not recommend cycling by children under 10.
- The mix of pedestrians and cyclists on shared paths is sometimes dangerous;
- People / children should be educated about cycling;
- Cycle links to other LGA's should be provided;

### **Disabled / Elderly Access**

- Community transport provides a shuttle bus to shopping centres but they do not allow too many bags on the bus for safety reasons. A home delivery service by shopping centres would compliment the community transport service.
- There are lot of transport services available for the disabled and elderly but information is not widely available;
- Low floor buses may still not be fully accessible as they do not pull right up to the kerb;
- The area around all bus stops should be level and maintained for ease of use by the disabled / elderly;
- Something to hold onto at bus stops for people alighting would be advantages for the elderly;

### **General**

- A lot of school children travelling from Parramatta to Meadowbank public school. (BP)
- Ryde is like an island surrounded by rivers and the railway line with only a few accesses in and out.
- Employ local workers;
- Stager work hours;
- Encourage car sharing – possibility of Council providing a car share database;
- School shuttle buses should be provided;
- Review fringe benefit tax for vehicles;
- Locally source goods to reduce freight traffic;
- Provide facilities for motor scooters;
- Increase fuel costs;

**Susan Francis**  
**22/02/06**

## Meeting Minutes

Ryde Integrated Transport Strategy  
Key Trip Generators Workshop – Community Group  
22 February 2006, 6:00pm – 7:30pm  
City of Ryde Offices

### Participants

Sam Cappelli, Manager, The Environment	City of Ryde
Jenai Davies, Sustainability Engineer	City of Ryde
Bryony Cooper	PBAI
Susan Francis	PBAI
Reg Cain	Gladesville Chamber of Commerce
Ross Rocca	Midway Shopping Centre
Ross Rocca Senior	Midway Shopping Centre
Richard Bradshaw	Salvation Army Employment Plus
Councillor Tagg	City of Ryde
Kathryn Wener	Property Council

### Notes

#### Reg Cain, Gladesville Chamber of Commerce

- Through traffic a problem.
- Electric buses should be introduced.
- This is a chance to lead Australia in this field.
- The road from Gosford to the City is bumper to bumper at 6.00 am with commuter traffic travelling at 110 kph.

#### Ross Rocca junior – Midway Shopping Centre

- Ryde is used as a short cut from the Hills area to the city.
- Solution to problem is external to Ryde.
- We need a reliable, clean and frequent public transport system.
- Fix the existing public transport and then improve and increase frequency.
- Heading the wrong direction with tunnels.
- The council solution to change parking code is not good.
- Public transport is ok but not as good as it used to be.

#### Ross Rocca Senior – Midway Shopping Centre

- Public transport was more reliable previously.
- There was a tunnel proposed from Victoria Road to Blaxland Road 40 years ago but was never developed.
- A light rail system along Epping Road was originally proposed as part of the road.

#### Richard Bradshaw – Salvation Army Employment Plus

- Job seekers have issues getting to local jobs as public transport between local areas is poor.

- There are 2 or 3 major routes through Ryde but there are no linking routes e.g. Top Ryde to St. Leonard's and Top Ryde to Epping.
- Integration of main public transport axis required.
- More local routes needed.
- Top Ryde to city via north shore is not well serviced, there used to be a route but I think route 287 runs during peak hours only.
- If buses are late connections area missed.

#### **Cr Tagg – Council of Ryde**

- Through traffic due to tradesmen.
- People take rat runs through Ryde.
- Buses should be clean, regular and serviced.
- Transit lanes are often blocked.
- Lane Cove Road – T3 transit lanes.
- Ryde is a go between area.

#### **Kathryn Werner – Policy Advisor, Property Council of Australia**

- Public transport doesn't integrate land use and transport.
- Metro Strategy – dispersing employment will have an impact on through traffic.
- How will this project relate to other Ryde projects?
- This project needs to pull everything together in a transparent way and take advantage of the opportunity to integrate other studies.
- Lobby for the Parramatta Rail line to be extended.

#### **General discussion**

- Bus only lanes on Victoria Road will kill off shops.
- Incentives to reduce car parking through planning policies. E.g. reduced parking in return for less turnaround time for DA by council or more floor space area.
- What can we look at to encourage more businesses and residents to remain in the area?
- Change mind set of public.
- Need a frequent and trustworthy public transport service.
- Opportunity to lobby for metro trains or bring timeline for rail lines forward.
- There was a tram through the area and plans for a light rail.
- Population density in the area is a problem.
- Maximise existing transport nodes.
- Trains and buses don't line up for timing – connecting times is important.
- Park & ride at Eastwood is good.
- Need more park & ride at rail stations.
- Should have park and ride and rail integrated commuter tickets.
- No parking at new rail link.
- Should consider light rail on road reserves that aren't going to be used.
- Good opportunity to co operate with Parramatta Council to lobby for the extension of the PRL.
- There has been a lack of transport infrastructure development in the last 20-30 years.
- There is a thought in government that public transport should pay for itself but it can't. Also there are hidden costs with this because more car use costs money in roads, congestion etc.
- Public transport should be subsidised to help reduce maintenance costs, time lost etc. due to congestion etc.
- Gladesville car park at RSL should be made into a multi storey car park.
- There are existing road reserves at Epping Highway to Gladesville Bridge and Epping to Brush Farm that could be used for light rail.
- Requirement for greater frequency of ferries especially at Meadowbank.

**Susan Francis**  
**22/02/06**



## MINUTES OF INTEGRATED TRANSPORT STRATEGY TRIP GENERATORS WORKSHOP

Session One  
Group Two (Community Organisations)  
Held 4PM-5:45PM  
Wednesday, 22 February 2006  
On Level 5, Ryde City Council Civic Centre, Top Ryde

**Present:**

Susan Francis- PBAI Australia  
Greg Williams- Gladesville Community Aid  
Maurie Burns- Eastwood Public School  
Barbara Humphries- Northern Sydney Health Promotion (Part of Ryde Hospital)  
Christine Nafe- Ryde Hunters Hill Community Transport  
Maureen Olsen- Ryde Hunters Hill Community Transport  
Jan McCredie- Manager Strategic Planning, City of Ryde  
Barry Pecar- Principal Meadowbank Public School  
David Green- Northern Sydney Health for Macquarie Hospital  
Kim Woodbury- Group Manager Works Division, City of Ryde

Workshop began at 4.00pm on Wednesday, 22 February 2006 on Level 5, Ryde City Council Civic Centre, Top Ryde.

The workshop participants (including business participants on a separate list) were provided with an overview of Council's objectives for development of an Integrated Transport Strategy. Council's consultants, PBAI Australia then provided an overview of the work undertaken so far and points for possible discussion amongst two separate discussion groups which were established from the workshop participants; one consisting of business owners and the other consisting of community organizations and educational facilities. These notes were taken from the second group consisting of community organizations and educational facilities.

ISSUES DISCUSSED	Comments made by
<p><b>PARKING</b></p> <ul style="list-style-type: none"> <li>*Encourage customers for business without increasing parking restrictions</li> <li>*Need to look at pricing of parking to encourage public transport</li> <li>*One possible option for parking is to have a few hours parking free than have to pay for long term parking</li> <li>*Look at more park and ride facilities to encourage train/bus usage.</li> <li>*Look at parking stations outside the City of Ryde and free shuttle buses within the City.</li> </ul>	<p><b>GW, MB</b> <b>KW</b> <b>CN</b>  <b>CN</b> <b>MB</b></p>
<p><b>CYCLING</b></p> <ul style="list-style-type: none"> <li>*Cycling and walking difficult in hilly environment</li> <li>*Need to provide adequate bicycle parking</li> <li>*Need to make cycling feel safer with routes for people of different abilities</li> <li>*Organisations on large sites such as Ryde Hospital could use bicycles for staff travel but would want Council to take the lead first.</li> <li>*According to CARES children under 10 shouldn't cycle to school because of lack of vision.</li> <li>*Shared paths can be dangerous if designed badly to cause conflict between pedestrians/cyclists</li> <li>*Improvements to cycling facilities would have biggest impact for Unis/TAFEs otherwise he thinks of limited impact.</li> <li>*Most important improvements to cycling facilities along routes with good topography.</li> </ul>	<p><b>GW</b> <b>BH</b> <b>JM</b> <b>BH</b>  <b>MB</b>  <b>MB</b>  <b>DG</b>  <b>JM</b></p>
<p><b>WALKING</b></p> <ul style="list-style-type: none"> <li>*Generally agreed that most parents don't trust public transport or letting kids walk to school. Needs to be looked at.</li> <li>*Meadowbank Public School has tried walking school bus but had difficulties implementing.</li> <li>*Need to develop PAMPs for high pedestrian activity areas which don't yet have</li> <li>*Pedestrian accident hotspot around Blaxland Rd/Church St intersection</li> <li>*Need more maintenance of footpaths</li> </ul>	<p><b>All</b>  <b>BP</b>  <b>BH</b> <b>CN</b> <b>CN</b></p>
<p><b>TRAFFIC</b></p> <ul style="list-style-type: none"> <li>*Important to look at pattern of traffic flows and congestion, banking of traffic and ways to reduce.</li> <li>*Important to look at phasing of lights.</li> <li>*Need to look at not just traffic from Ryde but through traffic.</li> <li>*Getting to Waterloo St traffic is busy then quiet.</li> <li>*Can we cope with traffic from new developments, particularly in Meadowbank with specific problems at rail overbridge.</li> <li>*How many vehicles come into Ryde for work vs other reasons.</li> <li>*Petrol pricing is probably the only way to stop people driving</li> <li>*For Council staff need to look at option of providing a pool car once they get to work by public transport.</li> <li>*Government buses hold up traffic at Blaxland Rd intersection Top Ryde.</li> <li>*Other way of reducing traffic congestion is introducing a congestion tax.</li> <li>*Look at more transit lanes</li> </ul>	<p><b>MB</b>  <b>MB</b> <b>BH</b> <b>BP</b> <b>BP</b>  <b>MB</b> <b>MB</b> <b>KW</b>  <b>CN</b> <b>JM</b> <b>KW</b></p>
<p><b>PUBLIC TRANSPORT</b></p> <ul style="list-style-type: none"> <li>*Need to improve connections between public transport modes</li> <li>*Only one bus an hour to Ryde Hospital, need to improve frequency</li> <li>*Need to look at links by public transport to Hospitals/Shopping Centres and other major trip generators</li> <li>*Trips to City by bus easier than by train.</li> </ul>	<p><b>BH</b> <b>BH</b> <b>BH</b>  <b>MO</b></p>

*Lack of options/alternatives to driving along major routes	<b>MB</b>
*Need to make sure bus services to new rail stations are optimized.	<b>DG</b>
*Doesn't think large scale use of public transport likely in the future.	<b>MB</b>
*No link into Ryde via public transport from Northern Beaches	<b>MB</b>
*Need to make it easier to shop at Top Ryde by public transport	<b>MB</b>
*Need to develop strategy to look at how to reduce cartrips by providing public transport along key routes/demand lines.	<b>MB</b>
*Public transport needs to be better integrated	<b>JM</b>
*Need to increase the speed of travel times by public transport.	<b>KW</b>
*Need to lobby State Government for completion of rail link to Parramatta	<b>KW</b>
*Lack of alternative public transport options, long waiting times between missed services.	<b>BP</b>
*Public transport services need to be timed according to need ie opening/closing times of schools (they have a situation where student needs to finish school early to get bus)	<b>BP</b>
*Need to look at perception of safety of public transport	<b>MB</b>
*State Government needs to spend money on improving public transport	<b>MB</b>
*Need to look at adequate lighting of bustops	<b>SF</b>
*Need to improve reliability of public transport so that children learn to believe it can be depended upon.	<b>MB</b>
*Would be interested in seeing whether shopping centre can offer shuttle bus.	<b>CN</b>
*Recently did a survey of uses of buses/taxis. Elderly passengers said they don't feel safe on normal buses because of speeds.	<b>CN</b>
*Survey also found difficult for accessible buses to reach kerb due to poor bus stops.	<b>CN</b>
*Need more maintenance of bus stops/footpaths.	<b>GW</b>
*Ideally all bus stops concreted/level with holding post for the elderly.	<b>GW</b>
*Audit/check all bus stops for condition	<b>MB</b>
*Look at school shuttle buses	<b>GW</b>
*Look at light rail	<b>GW</b>
<b>INFORMATION REGARDING TRANSPORT OPTIONS</b>	
*Ryde Hospital tried to do a map showing access options but difficult to do.	<b>BH</b>
*Need more information on facilities/public transport services	<b>BH</b>
<b>OTHER COMMENTS</b>	
*Geography/topography places limits on possible transport solutions.	<b>JM</b>
*Parramatta River and other natural features constrain possible transport routes	<b>BP</b>
*Ryde is almost an island because of restricted input/output routes	<b>JM</b>
<b>OTHER CONSTRAINTS</b>	
*Many people from Parramatta and other areas traveling through Ryde.	<b>BP</b>
<b>OTHER OPPORTUNITES</b>	
*Look at home delivery service for major shopping centres, not just supermarkets.	<b>CN</b>
*Look at encouraging local workers for local jobs to reduce trip distances.	<b>KW</b>
*Look at staging work hours to reduce traffic congestion at peak times.	<b>KW</b>
*Develop or subscribe to car sharing website	<b>KW</b>
*Federal Government must review FBT provisions for staff vehicles	<b>KW</b>
*Encourage locally sourced goods being purchased	<b>JD</b>

Brief Notes taken by  
**Jenai Davies**  
**Sustainability Engineer, The Environment**  
22.2.06

# Major Trip Generators Workshop Wednesday 22 February 2006

Session 1- Business Table 4.00pm to 5.45pm (Note: Community Table attended by Jenai)

Presenter - Bryony

Attended by:

Tony Abboud - Ryde CofC + Local Real Estate Agent  
John Booth - The Weekly Times  
Brad Chan - Eastwood Shopping Centre  
Peter Morley - Stocklands  
Graham Welch - Astra Zeneca  
Rob Mackay - ING  
Warren Latham - City of Ryde (CoR), Manager Access & Facilities  
Ray Wilson - Gladesville Commerce  
Sam Cappelli - CoR, Manager the Environment  
Stewart Seale - CoR, Integrated Planning Coordinator  
Cr Terry Ryan - Councillor CoR (part meeting)  
Mayor Cr Ivan Petch - CoR  
Robert Cowley - Macq Uni  
Jim Jameson - Meadowbank TAFE  
Charles Kirby - Ryde CofC  
Heidi Echla - Agent for Macquarie Centre  
Wendy ??? - Agent Macquarie Centre

Issues Discussed:

T. Abboud - Need to stop Victoria Rd traffic through Top Ryde. Remove right hand turn from Ford dealership on Victoria Rd. Need to push for integrated transport connecting times between various form of transport. Consider bus shuttles to transport nodes.  
J Booth - Pushed for alternative fuels. Bused electric bus. Fewer traffic lights to improve traffic flow. Lights cause traffic congestion.  
P Morley - push for more off street carparking at Macq Park to increase business viability.  
G Welch - Won't get people out of cars. Staff won't rely on public transport. Macq Park built for car.  
R Mackay - wants short-term parking at Macq Park. Doesn't agree on travel smart program. Wants more visitors parking at commercial sites.  
R Wilson - Pittwater Rd is getting busier and busier. Disagrees with parking meters. Wants right turn into Victoria Rd from Pittwater Rd to help traffic flow.  
R Cowley - Macq Uni looking at commercial advantage of building carparking on site. Are looking at attracting commercial partnerships on campus. Wants to attract big business to biggest growing area.  
J Jameson - Wants improved public transport. Is concerned for staff and student transport + parking. Consider land use impact. Wants incentives for alternative fuels/transport.  
C Kilby - Objects to parking meters.  
H Echla - worried about traffic congestion around Macq Centre. Wants improved accessibility between centres.  
Link metro strategy  
Parking restrictions will kill off commercial viability of business centres  
Modal split targets too quick for businesses - should be staged. There will always be a reliance on the motorcar. Need to correlate residential with corporate growth.  
Through traffic N/S and E/W is the biggest problem. Solution is outside CoR control.  
Need and should aspire to a fast, reliable, clean, on-time and frequent public transport system before public will trust system and start to think alternatives to car.  
Aim should be how to make car travel through Ryde faster.  
Faster travel through arterial roads. Push the State Government.  
Need more on/of ramps main arterial roads to reduce reliance on traffic lights.

Promote traffic under Victoria Rd, bypass from Ryde Bridge through to Lane Cove Rd.  
Work place travel plans are worthy of consideration, even challenging a 5% reduction in cars to work places. Integrate with bus shuttles and community transport.  
Many thought transit ways were not being maximized.  
Some supported London Public Transport Model and some the Paris Model.  
Community will pay for good transport solutions, although many thought that Government should have complete control of transport infrastructure and that community can pay through taxes etc.  
Government should focus on better public transport in the Hills District and the North West sector and alternative transport options from the Central Coast where many people are commuting daily to and from work. Impacts from these are contributing to traffic congestion in and through Ryde. Need to lobby local member who is also the Deputy Premier.

Session 2- Table 6.00pm to 7.40pm

Presenter - Bryony

Attended by:

Reg Cain – Gladesville Chamber of Commerce  
Ross Rocca – Midway Shopping Centre  
Ross Rocca Senior – Midway Shopping Centre  
Richard Bradshaw – Salvation Army Employment Plus  
Cr Tagg (part meeting)  
Kathryn Werner – Property Council  
Sam Cappelli – City of Ryde, Manager The Environment  
Jenai Davies – City of Ryde, Sustainability Engineer

Issues Discussed:

Reg Cain - Problem is with through traffic North/South and East/West. Need to improve traffic flow. Better more reliable public transport. Is a strong advocate for electric buses. Hypothetically if public transport needs to be increased along Victoria Rd hence restricting parking at times then could look at RSL offstreet carpark. Look at providing corridor from Epping Rd to Gladesville Bridge and Epping Rd to Brush Farm. Look at improvements to ferry services particularly for new developments at Meadowbank.

Ross Rocca - Solution is outside control of Ryde Council. Need to improve public transport between Hill district and the City CBD. Need a clean, frequent and reliable public transport system. Should focus on fixing current infrastructure rather than creating new ones. Whilst the underground public transport system works in Paris, retrofitting in Sydney can only be tokenistic with examples such as the cross-city tunnel being a band-aid solution. The M7 has worked. Cannot support carparking space restrictions for customers having to access shopping centres. There may some merit to workplace travel plans targeting staff movements. However public transport particularly outside of peak times less frequent and difficult for staff to access centre.

Ross Rocca Senior – The way trams and buses ran in the 'old days' were reliable. Plans for tunneling under Victoria Rd to link the Ryde Bridge with Lane Cove Rd to relieve congestion on Devlin St were shelved several years ago. Why can't they be resurrected? Apparently the tramline from Epping came to within 100m of Ryde several years ago. Why can't that be reopened? Surprised light rail/monorail along Victoria Rd never happened. Also there was once meant to be a light rail out to Epping, could still consider. Need to improve late night public transport services. Need to improve timing and connections of public transport. Need to look at more high rise parking stations near rail stations. Look at using old road corridors to put in light rail.

Richard Bradshaw – Wants a better public transport system to support young out of work jobseekers most of whom lack cars to make it easier for them to move around. Lack of connectivity, out of sync

connection times between the public transport providers on main routes needs to be addressed. Need to improve transport options between Top Ryde to City via St Leonards/Artarmon, Top Ryde to Epping, Top Ryde to North Sydney and Victoria Rd to City and to Parramatta. Could also improve PT links from Ryde to Silverwater Industrial Area. Need to integrate PT services with new rail lines. Opportunities to improve bus transport to Epping via North Shore should also be explored. Problem of insufficient densities to support high quality public transport. Should advocate for Park and Ride combined tickets. Look at building stations over rail lines incorporating parking and higher densities, mixed use. Assessment of new roads need to be on same basis as that for public transport with all costs displayed including those usually hidden in road assessment such as subsidies to road users. Public transport need to cater for shift workers.

Cr TAGG. Also a strong advocate for the electric bus and does not support parking meters. Supports needs for a strong reliable and frequent public transport system, particularly from and to the Central Coast. Also agrees that passing traffic through Ryde (both N/S and E/W) are our biggest problems and largely outside Council's control. Wants express bus lanes and more people using the transit lanes to improve traffic flow. Keep buses regular, clean and serviced.

Catharine Werner – Wants strategy to link with Metro Strategy. Has a concern that Metro Strategy is too focused on land use and does not pay enough regard to transport issues. Our strategy needs to address major new development areas as they assess our through traffic. Need to look at regional and sub-regional plans, particularly how the transport system will work around Macq Park. Is a strong advocate for incentives to reduce reliance on the car. Such things as carpooling, corporate incentives for staff that choose to take public transport or walk instead of a Council car. Prefers Council offer incentives for reduced carparking rates (ie introduce a maximum carparking rate and if properties do not utilize get benefits such as extra floorspace, quicker turnaround time for DAs ie prefer carrot rather than stick approach). We need to look at the provision of carparking on a competitive basis for attracting business compared to other areas. Supports a need to link transport to landuse and to relate to density. Wants Gov't to bring forward North Western rail-line and also have rail extended to Parramatta. As others wants better connectivity between the various public transport providers. Supports dedicated commuter-parking stations at main transport nodes. Supports more education regarding sustainable transport options.

Brief notes taken by

Sam Cappelli  
Manager, The Environment  
22.2.06

# **Appendix B – Illawarra Transport Booklet**



TRANSINFO

ILLAWARRA

www.illawarra.transinfo.info

Free Guide  
effective January 2005

# Illawarra Guide

## A guide to the Illawarra's public transport

Including:

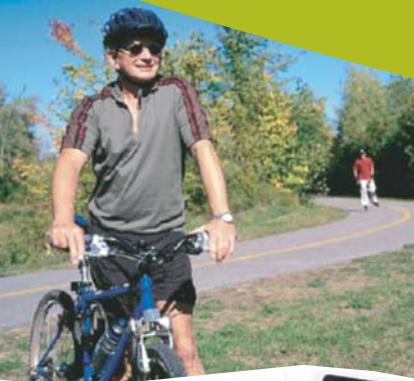
Save the Environment and Benefits of using Public Transport page 2  
page 3

Examples of how you can save page 4  
page 5

Illawarra Network Maps page 6 -  
page 10

Bus Route Index page 11

Handy Hints Guide page 12



Transport Infoline

**Call 131 500**

For hearing impaired, call (TTY) on 1800 637 500.

Lines open 6am to 10pm 7 days a week

**or visit [www.131500.com.au](http://www.131500.com.au)**

# Save the Environment



## Greenhouse Gases: Did you know?



- Australia has the highest number of registered cars per person in the world. This means we also emit greenhouse gases at a very high rate. In fact it is the third highest in the world.
- From our trips to and from work, dropping the kids off at school, and even popping down to the shop for some groceries, Australia produces almost 40 million tonnes of greenhouse gas per year.
- As it turns out, passenger vehicles (including private & fleet cars) contribute to 56.7% of the total transport sector emissions.
- By filling your car with 40 litres of petrol every week, you produce 92 kg of carbon dioxide (that's 2.3 kg per litre!), not to mention all of the other pollutants that are being produced at the same time.
- If you drive 20 km to work everyday, just by using public transport instead of driving you could save over 2 tonnes of greenhouse gases every year.
- Why not try walking to the shop instead. Walking is quiet, it's clean and generates minimal greenhouse gases. On top of all of this it is great for your health and costs virtually nothing, just the wear on your shoes.
- Greenhouse gases from internal combustion engines harm the environment by altering the global climate. The impacts of temperature changes, more extreme weather and sea level changes mean we need to start turning the supertanker around.

## Don't get stuck in traffic



- Catching a bus or train reduces road congestion (meaning your travel times are more reliable so you can make it to that appointment on time) and makes our roads safer.
- The Illawarra has experienced rapid growth over the past few decades. This has led to an increase in the number of vehicles using the roads and increased congestion. We need to change the patterns of where and how we travel if we want to be able to sustain growth over the next few decades.
- If we continue building bigger roads and bridges, this will improve car accessibility for a while. But we can't forget that improved accessibility encourages more traffic and results in increased congestion. What we need to do is provide prevention rather than a cure by reducing the amount of traffic in the first place. Isn't the purpose of our transport system to move people and goods, not cars and trucks per se?

## Why waste our precious land?



- If we continue to add highways and roads for car travel convenience, more space will need to be devoted to major roads and parking lots. This means less space will be available for public parks, other amenities, businesses and homes.
- If the University creates more car-parking spots it will provide greater convenience for drivers once they get there through the traffic. This results in higher greenhouse gas emissions, both from the extra vehicle kilometres and congestion.

## Clean air means clean lungs



- Vehicle emissions don't only include greenhouse gases but also air toxins that can have bad effects on our health. Some of these contaminants have been linked to causing cancer; birth defects, brain and nerve damage and long-term injury to the lungs and breathing passages.
- Air pollution caused by internal combustion engines harms the environment by restricting plant photosynthesis, polluting our waterways and ultimately altering the global climate.
- We don't need to create new and improved technologies to address environmental problems. We just need to be efficient and remember that each time we travel in our car we are causing damage to the environment.
- We also need to remember that the fuel we use is carried part-way across the world and needs to be refined - the emissions have already started when you refuel.

## For more information see



- Department of Environment and Conservation site:  
[www.epa.nsw.gov.au/index](http://www.epa.nsw.gov.au/index)
- ABC's Planet Slayer site:  
[www.abc.net.au/science/planetslayer/](http://www.abc.net.au/science/planetslayer/)
- Physics at Sydney University:  
[www.cat.org.au/greenhouse/stinkOmeter](http://www.cat.org.au/greenhouse/stinkOmeter)

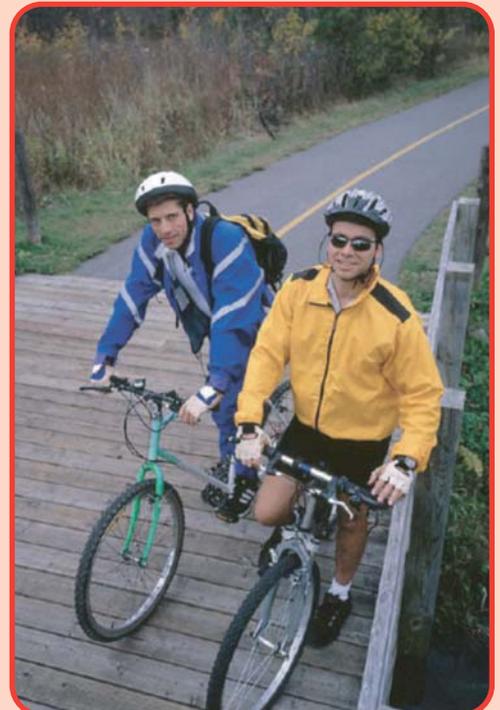
## Start here Using this Guide

The Illawarra Transport Guide provides you with all the information you need to begin to understand what public transport options are available to you in the Wollongong and Shellharbour regions.

Comprehensive maps, indexes and route listings are provided to help you find your way around and to plan your journey. Each bus and train operator can be contacted using the listing shown on page 11 or to get help in planning your journey call the Transport Infoline on 131 500.

A good way to start is to view the maps shown on pages 6 to 10, then refer to the route listing on page 11 once you have found the transport route you would like to use. You can then plan your journey using timetables available or by calling the Transport Infoline.

Residents and visitors using public transport as much as possible will help limit traffic congestion, reduce air pollution and keep the Illawarra a great place to live.



# Benefits of using

This way for Travel Options and Savings Analysis 



## Bussing Is Better Because...



## Cycling Is Better Because...



## Training Is Better Because...



# Public Transport

### ✓ Reduce Stress:

Catch a bus - a safe, low stress alternative to driving, particularly in the growing heavy traffic.

### ✓ Be Active:

Stop being a slave to the car. When you ride a bike, walk or roller-blade to work, it not only saves money but provides door-to-door convenience. Often this will be quicker over short distances and if there is a lot of traffic. A bike can be tied to almost anything, so there are less parking hassles. After a week, your fitness and well-being will improve and be maintained while you keep up the physical activity.

### ✓ Stay Healthy:

A major study concluded that heart disease would decline by 5-10% if a third of short trips shifted from driving to cycling or walking. Don't forget that you can take your bike on the train, so if you don't want a big bike trip, catch the train and ride to the front door of your destination. Folding bikes can make this real easy and bikes are free on off-peak trains!

### ✓ Prepare for Meetings or Exams:

Why not focus on work rather than the road. If we leave the car at home and catch public transport, we can read, study or listen to music without having to concentrate on our driving, traffic lights and everything else on the bitumen.

### ✓ Travel Times:

Trains and buses run to a schedule and unlike cars are rarely held up in unexpected congested traffic. A little planning means you will get to work, uni or events on time! Remember, more people on buses means less people causing congestion in their cars!

### ✓ Text your friends:

It's dangerous and illegal to hold your mobile phone when driving. Hop on the bus or train so that you can text and get txt'd, so you keep up with the gang.

### ✓ Events and Parties:

Going to a university party or the footy? What's the point in driving when you can't have a couple of drinks? Catching public transport allows you the freedom to have a few drinks with your friends and stay safe. Save searching the car park to find one car amongst hundreds; and the queue to the next set of traffic lights.

### ✓ Don't rely on Mum's Taxi:

Holidays aren't any more fun than school if you can't get about because Mum's at work. Catching the bus is cheap and can get you basically anywhere. Whether you want to go bowling, to the movies or even just go shopping, you can get there simply just by checking out the timetables available on the Internet, or ringing 131 500 to plan your trip.

### ✓ Safety and Costs:

Catching public transport works out to be a lot cheaper than owning your own car. And who wants to worry about their car getting a scratch in a public car park or having a prang in peak hour traffic? Car crashes are everyday occurrences - you are hugely safer on public transport. Check the latest stats at: [www.atsb.gov.au/road/stats/current.cfm](http://www.atsb.gov.au/road/stats/current.cfm)

### ✓ Time Management:

Losing the car keys is a problem of the past. If we catch public transport time cannot be lost with little mistakes like this.



See page 5 to see how much money you can save by taking a bus, train or taxi.

## Using CityRail's South Coast Line





# Examples of

← This way for information on Saving the Environment, the Benefits of using Public Transport and CityRail service information

We can help your employees save over **\$8,000\*** a year

# how you can save

## Driving vs catching public transport to University of Wollongong:

This page provides a cost comparison between driving private vehicles and alternative travel options for University students who live in Sutherland, Corrimal and Shellharbour.

If you commute to work by car, the costs involved far outweigh the benefits. According to the NRMA, running a commuter's car is between \$100 and \$300 a week. And if you're a University student, parking comes at a minimum cost of \$120 a year.

Further timetable information can be found at the Transport Infoline on 131500 or by heading to the websites of the local transport providers available from this website.

### Car Costs:

In the below examples car costs are calculated with the inclusion of fuel at 87.3c per litre, maintenance, depreciation, registration, interest on loans, insurance and wear and tear in accordance with NRMA guidelines and are based on an average of 5 days per week travel to and

from the University for 35 weeks a year.

### Bus Costs:

Bus services to the University are frequent and efficient. The cost of a bus is fixed and can be simply budgeted for, while owning and travelling by car can contain unexpected expenses.

### Rail Costs:

The University subsidises a 60c fare in the shuttle from North Wollongong Station to the University. It runs about every 20 mins in session.

## Leave your car out and Save - Sutherland to UoW!

Distance from City	Daily return journey	Save per week (5 return trips)	Annual Distance (175 Days in session)	Estimated savings each year
50km	100km	\$196.50	17,500km	<b>\$6,877.50</b>
50km	100km	\$213.50	17,500km	<b>\$8,208.50</b>
50km	100km	\$293.50	17,500km	<b>\$10,247.50</b>

## Leave your car alone and Save - Shellharbour to UoW!

Distance from City	Daily return journey	Save per week (5 return trips)	Annual Distance (175 Days in session)	Estimated savings each year
23km	46km	\$40	8,050km	<b>\$5,440</b>
23km	46km	\$45	8,050km	<b>\$5,700</b>
23km	46km	\$85	8,050km	<b>\$6,970</b>

## Leave your car in the garage and Save - Corrimal to UoW!

Distance from City	Daily return journey	Save per week (5 return trips)	Annual Distance (175 Days in session)	Estimated savings each year
8km	16km	\$9	2,800km	<b>\$4,405</b>
8km	16km	\$12	2,800km	<b>\$4,500</b>
8km	16km	\$25	2,800km	<b>\$4,885</b>

### Table Colour Coding Index

	- <b>Light Car</b> (Holden Barina Hatchback, 4 cylinder Manual),
	- <b>Small Car</b> (Toyota Corolla Accent Sedan, 4 cylinder Automatic),
	- <b>Large Car</b> (Holden Commodore Executive Sedan, V6 Automatic).



Priced when petrol was 87.3c/l.  
How much are you paying now?

## Sutherland to University of Wollongong

### Rail Option:

Based on student concession where trains leave approximately every half-hour:

- Daily Return Fare: \$6.60
- Weekly Return Fare: \$21.50
- University Shuttle Bus daily return: \$1.20

save over  
**\$6660\***  
each year!

### Car Option (rounded):

Estimating an average of 100km from the University of Wollongong to Sutherland and return, based on 35 weeks per year. There is an additional minimum cost of at least \$120 per year for parking.

## Shellharbour and Corrimal to the University of Wollongong

### Bus Options:

#### Using Premier Illawarra:

Bus route 53 leaves Shellharbour at half hourly intervals travelling through Warrawong; while "Lake Link" Routes 37 & 57 pass through Dapto and Warrawong respectively. Both Route 37 & 57 have hourly services Monday - Saturday, with a 2 hour 'memory' timetable on Sundays.

#### Using Dions:

Bus routes 1 and 4 travel from Corrimal, East Woonona and Austinmer to the University at approximately hourly intervals with the last bus arriving at around 6.45 pm.

There are a variety of other services that run directly to the University from many other suburbs.

The cost of a bus ticket for both bus services varies between stops. However, you can expect to pay no more than \$3 on any single trip with a student concession card.

See latest details on the NRMA's website at:  
[www.mynrma.com.au/operating\\_costs.asp](http://www.mynrma.com.au/operating_costs.asp)

save up to  
**\$8,125\***  
each year!

### Car Option:

Car travel between Shellharbour and Wollongong is based on an average distance of 46km return.

Car travel between Corrimal and Wollongong is based on an average distance of 16km return. There is an additional minimum cost of at least \$120 per year for parking.

A Corrimal full-time student can save up to \$5,375 by using bus instead of car to Uni.

A Shellharbour full-time student can save up to \$8,125 by using bus instead of car to Uni.

#### Need More Information?

You can visit these websites:  
[www.uow.edu.au/about/transport](http://www.uow.edu.au/about/transport)  
[www.illawarra.transinfo.info](http://www.illawarra.transinfo.info)  
[www.dions.com.au](http://www.dions.com.au)  
[www.premierillawarra.com.au](http://www.premierillawarra.com.au)  
[www.busways.com.au/index.cfm](http://www.busways.com.au/index.cfm)



University of Wollongong

For further information see [www.uow.edu.au](http://www.uow.edu.au)



EXCELLENCE INNOVATION DIVERSITY

### Catching a taxi in Wollongong

Taxis are a convenient and fast way to get around the Illawarra when travelling in small groups or if you have lots of luggage.

The operator of Taxi Cabs in the Illawarra is Wollongong Radio Cabs. You can call to book a taxi on **4229 9311** (24 hrs).

There are also many taxi ranks around the city centre. Taxis usually wait here, ready to take you to where you want to go.



# Illawarra Network Map



LIMIT OF MAPS



- Street Legend**
1. Hamilton St
  2. McMahon St
  3. Bassett St
  4. Vereker St
  5. Dawson St
  6. Strone Ave
  7. Braeside Av
  8. University A
  9. Irvine St
  10. Spearing S
  11. Sidney St
  12. Madoline
  13. Bligh St
  14. Mercury S
  15. Rosemont
  16. Dempster

LIMIT OF MAPS

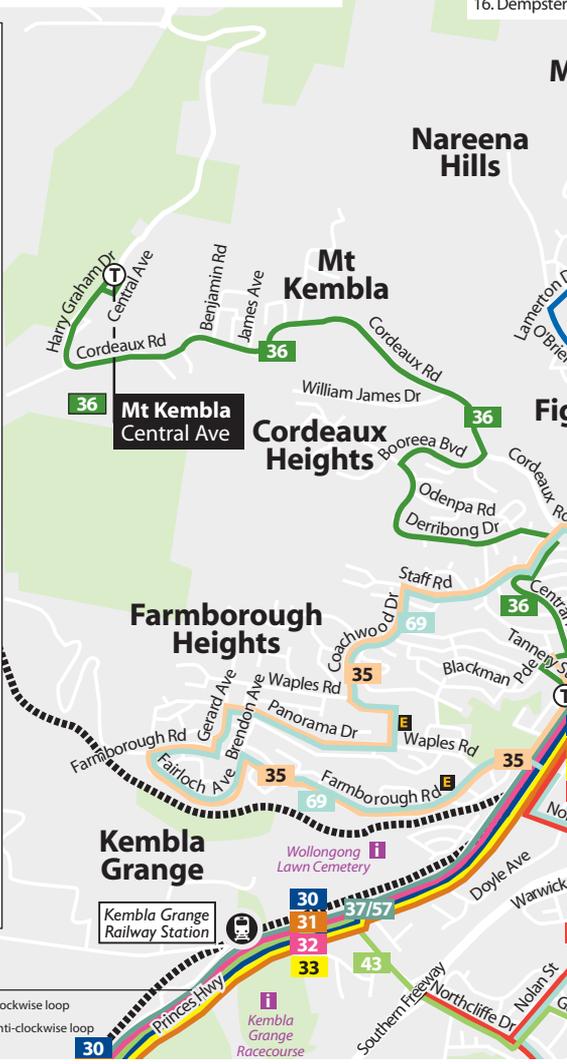
**WOLLONGONG**  
*City of Innovation*

**Moving Ahead Together**

Wollongong Local Government Area has some of the State's best cycle ways. Cycling is a fantastic means of door-to-door transport. It is inexpensive, non-polluting and great for health and fitness.

**Illawarra Cycleway Map**

Are available free from RTA Publications, phone 1800 06 06 07 or downloadable from the RTA website: [www.rta.nsw.gov.au/bicycles.htm](http://www.rta.nsw.gov.au/bicycles.htm)



This way for Travel Options and Savings Analysis

Clockwise loop  
 Anti-clockwise loop





LIMIT OF MAPS

LIMIT OF MAPS

Refer to page 11 for detailed route information



This way for more maps

71 Bus continues to Kiama.

CONTINUE INSET ON



# Catch the late night bus that is safe, simple and secure

DRINKING KILLS DRIVING SKILLS

Timetable info - [www.rta.nsw.gov.au/roadsafety/drinkdriving/alternativetransport](http://www.rta.nsw.gov.au/roadsafety/drinkdriving/alternativetransport)

## Shellharbour City Council

A City of Vision

- 
- 
- 
- 

Shellharbour City Council is proud to support the Illawarra Guide to public transport.

This way for map insets and bus route index

LIMIT OF MAPS

LIMIT OF MAPS





# Illawarra Map Insets

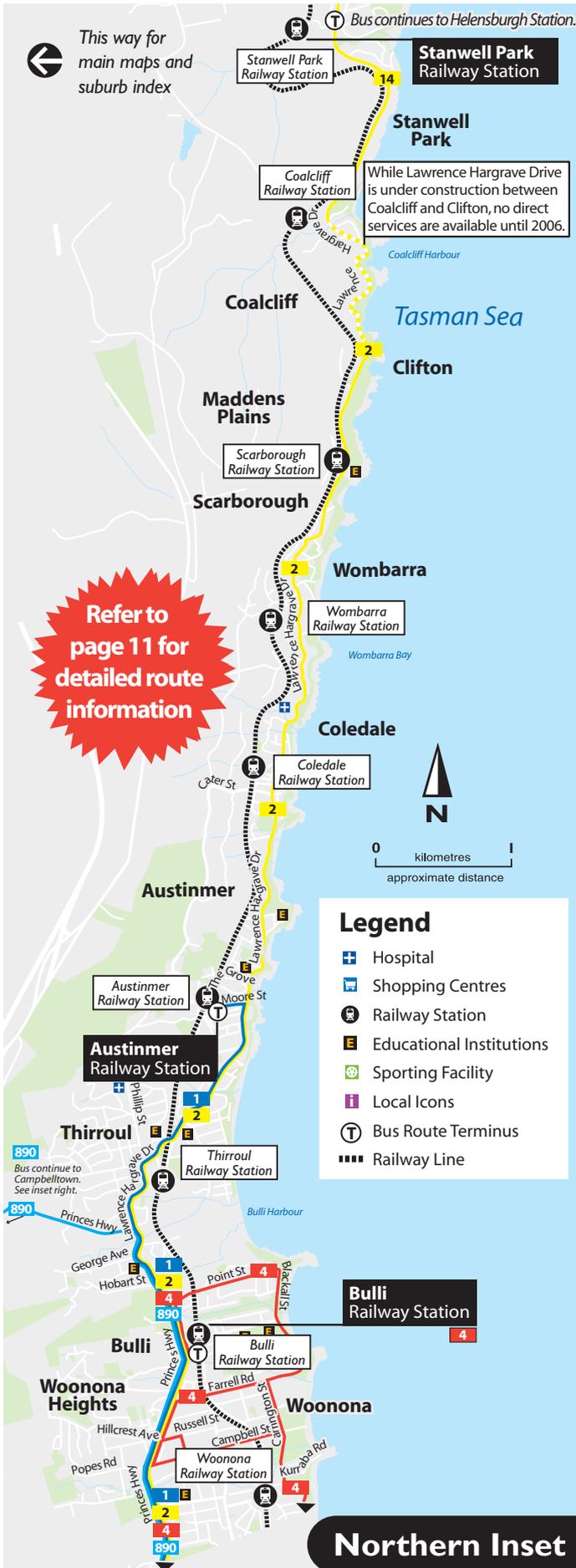
LIMIT OF MAPS

LIMIT OF MAPS

LIMIT OF MAPS

LIMIT OF MAPS

CONTINUES ON CAMPBELLTOWN INSET, SEE RIGHT



This way for main maps and suburb index

Refer to page 11 for detailed route information

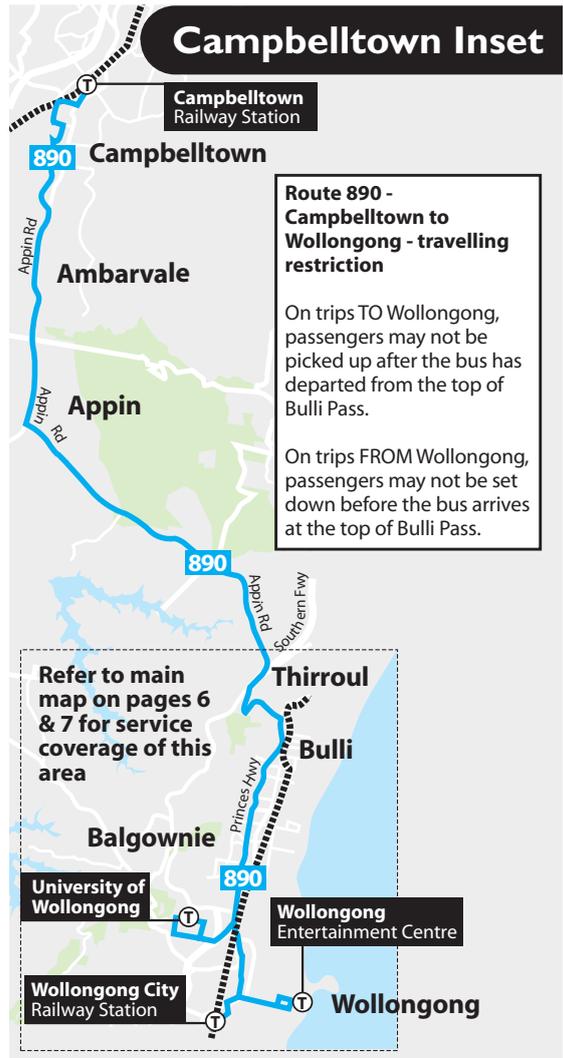
## Legend

- Hospital
- Shopping Centres
- Railway Station
- Educational Institutions
- Sporting Facility
- Local Icons
- Bus Route Terminus
- Railway Line

## Northern Inset

BUSES CONTINUE TO WOLLONGONG. SEE MAIN MAP ON PAGES 6 & 7.

## Campbelltown Inset



LIMIT OF MAPS

LIMIT OF MAPS

LIMIT OF MAPS

## Kiama Inset



LIMIT OF MAPS

LIMIT OF MAPS

# Bus Route Index

Look for bus route number  Going to/from 

- 1** **Austinmer - Wollongong.** Serves Thirroul, Bulli, Corrimal, Fairy Meadow, University. 7 Days. Some University trips change buses at Corrimal. University trips M-F only.
- 2** **Clifton - Wollongong.** Serves Coledale, Thirroul. M - F hrly, Sat daytime.
- 3** **Bellambi - Wollongong Loop.** Serves Towradgi, Bellambi Pt, Corrimal, Balgownie. M - Sat hrly, Sun daytime. Loop Service: Rte 8 runs clockwise.
- 4** **East Woonona - Wollongong.** Serves Bulli, Woonona Beach, Corrimal, Fairy Meadow University. 7 Days. Some University trips change buses at Corrimal. University trips M-F only.
- 6** **Wollongong - Mt Pleasant.** Serves Mt Ousley. M - Sat daytime.
- 7** **Bellambi - Wollongong.** Serves Corrimal, Tarrawanna, Fairy Meadow. M - F daytime hrly, Sat limited service.
- 8** **Bellambi - Wollongong Loop.** Serves Balgownie, Corrimal, Bellambi Pt, Towradgi. M - Sat hrly, Sun limited service. Loop Service Rte 3 runs anti-clockwise.
- 9** **University Shuttle.** Serves North Wollongong TAFE, North Wollongong Stn. M - F ~ every 20 minutes, stops on-campus, special fare. Varies out of session.
- 10** **West Wollongong Loop.** Serves Gwynneville, University, Keiraville, Figtree, Coniston. 7 days - hrly. **Loop Service:** Rte 11 is clockwise. Sat - Sun reduced past Parsons & Armstrong Sts.
- 11** **West Wollongong Loop.** Serves Coniston, Figtree, Keiraville, University, Gwynneville. 7 days - hrly. **Loop Service:** Rte 10 is clockwise. Sat - Sun reduced past Parsons & Armstrong Sts.
- 14** **Helensburgh - Coalcliff.** Serves Stanwell Park. M - F.
- 15** **Helensburgh - Stanwell Tops.** Serves Symbio Koala Gardens and Hindu Temple. 7 days - hrly inc most PH.
- 20** **North Beach Loop.** Serves Hospital, Keiraville, North Beach. M - Sat hrly. **Loop Service.**
- 23** **Wollongong Figtree.** Serves Coniston M - F hrly, Sat & Sun daytime.
- 24** **Wollongong Loop.** Serves Mangerton, Figtree, Mt Keira clockwise. M - F hrly, Sat & Sun daytime. **Loop Service:** Rte 39 runs anti-clockwise.
- 30** **Wollongong - Albion Park.** Serves Figtree, Unanderra, Dapto. M - F limited service.

## Routes 31, 32 & 33 serve the Dapto Area

- 31** **Wollongong - Horsley.** Serves Figtree, Unanderra, Kanahooka, Dapto. Sat daytime service.
- 32** **Wollongong - Mt Brown.** Serves Figtree, Unanderra, Kanahooka, Dapto. M - Sat daytime.
- 33** **Wollongong - Horsley.** Serves Figtree, Kanahooka, Dapto, Mt Brown. M - F mornings & evenings, Sat evenings, Sun daytime.
- 34** **Wollongong - Warrawong.** Serves Figtree, Unanderra, Berkeley, Lake Hts. M - Sat hrly, Sun daytime.
- 35** **Wollongong - Unanderra.** Serves Figtree, Farmborough Hts. M - Sat hrly, Sun daytime.
- 36** **Wollongong - Mt Kembla.** Serves Cordeaux Hts, Unanderra, Figtree. M - Sat daytime service.

- 37** **'LakeLink' University - Shellharbour Sq.** Clockwise loop via North Beach, Wollongong, Figtree, Unanderra, Dapto, Albion Park Rail, Oak Flats Stn, Shellharbour Sq, Warilla, Warrawong, Cringila. M - Sat hrly, Sun daytime. Rte 57 runs opposite direction. Sat -Sun No University service.
  - 39** **Wollongong Loop.** Serves Mt Keira, Figtree, Mangerton anti-clockwise. M - Sun daytime. **Loop Service:** Rte 24 operates clockwise.
  - 43** **Dapto - Warrawong.** Serves Kanahooka, Kembla Grange, Berkeley, Lake Hts. M - Sat hrly, Sun daytime.
- Routes 52, 53 & 54 serve the Shellharbour area.**
- 52** **Wollongong - Oak Flats Stn.** Cringila, Warrawong, Shellharbour Village, Shell Cove, Flinders, Shellharbour Sq. M - F peak hours, Sat hrly, Sun daytime.
  - 53** **University - Oak Flats Stn.** Warrawong, Warilla, Shellharbour Village, Shell Cove, Flinders, Shellharbour Sq. M - F hrly.
  - 54** **Wollongong - Albion Park Rail.** Serves Cringila, Mt Warrigal, Warrawong, Warilla, Shellharbour Sq, Oak Flats. 7 days off-peak.
  - 57** **'LakeLink' University - Shellharbour Sq.** Clockwise loop via Cringila, Warrawong, Warilla, Shellharbour Sq, Oak Flats Stn, Albion Park Rail, Dapto, Unanderra, Figtree, North Beach. M - Sat hrly. Sun daytime Rte 37 runs opposite direction. Sat -Sun No University service.
  - 64** **Port Kembla - Lake Hts loop.** Serves Warrawong. M - F hrly, Sat daytime.
  - 65** **North Beach - Port Kembla.** Serves Coniston, Cringila, Lake Hts, Warrawong. M - F hrly, Sat & Sun daytime. Routes 66 and 69 are occasional variants.
  - 70** **Shellharbour Beach - Albion Park.** Serves Flinders, Warilla, Oak Flats, Albion Park Rail. M - F hrly, Sat & Sun daytime. Clockwise loop thru Mt Terry /Albion Park.
  - 71** **Shellharbour Sq - Kiama.** Serves Kiama Downs, Boniara St. M - F hrly, Sat daytime.
  - 76** **Shellharbour Sq - Albion Park** Serves Oak Flats Stn. M - F hrly, Sat & Sun daytime. Anti-Clockwise loop thru Albion Park/Mt Terry.
  - 890** **Campbelltown - Wollongong** Serves Macarthur Sq, Appin. Limited service - extra in School Holidays. Selected trips via Beach, University.

## For More Information Contact



Phone: 4228 9855, Fax: 4228 7313,  
Web: [www.dions.com.au](http://www.dions.com.au)



Phone: 4271 1322, Fax: 4272 1608  
Web: [www.premierillawarra.com.au](http://www.premierillawarra.com.au)

## Greens NORTHERN COACHES

Phone: 4267 3884, Fax: 4267 2828,  
Web: [www.illawarra.transinfo.info/html/greens.html](http://www.illawarra.transinfo.info/html/greens.html)



Phone: 4625 8922, Fax: 4628 4482  
Web: [www.busways.com.au](http://www.busways.com.au)

For more information, call the Transport Infoline on 131 500.  
For hearing impaired, call (TTY) on 1800 637 500.





# Handy Hints Guide



This way for bus route index and maps

## Introduction

Please see the hints supplied below to help passengers have a pleasant trip. Each timetable usually has tips and details to assist users with any public transport queries.

## Check Where The Bus Is Going To

In some cases, buses might be doing services other than your scheduled service. Such buses might pass by your stop at a time when you might expect that your bus is due.

To avoid confusion, you should take time to read the destination sign at the top front of the bus to confirm whether the approaching bus is the scheduled service bus to your destination.

In the Illawarra some services have a different route number when they operate in the opposite direction, for example Route 37 is the clockwise version of Route 57. Other routes use the same number, so for example, Route 1 services will operate in opposite directions, from opposite sides of the road.

## Hailing The Bus

To ensure that bus drivers see you (especially in areas where visibility is poor), you should hail the driver by raising your arm so that the driver will know that you want that particular bus to stop.

## Paying Your Fare

Tickets can be purchased from all bus drivers upon boarding the bus. It is appreciated if you can have the correct fare for the driver.

If you are unable to tender the correct fare, please have small notes or coins ready to pay your fare as drivers carry limited change and the time for all passengers to board is minimised.



## Concession Cards and Free Travel Passes

For Concession Card and Free Travel Pass holders, please have your pass ready to show the driver when boarding.

## A Pleasant Environment For All

In the interests of all our passengers please refrain from smoking, eating, drinking or playing loud music on all buses. Thankyou.



## Getting off the Bus

To let the driver know that you want to alight at the next stop, you should either press the red button located on the pole attached to the seat, pull the cord running along the top of the roof on either side of the bus or press the touch pad strip located along the luggage racks.

This will activate the stopping sign located at the front of the bus (where fitted) and will also notify the driver by way of an audible sound.

## Ticketing and Concessions

Some operators provide information on ticket types and concessions on their web sites. See the bus operator's web addresses on page 5, or [www.cityrail.info/fares](http://www.cityrail.info/fares).

## Assistance

Bus passengers are asked to assist by making the seats in the front rows available for elderly or disabled passengers.



## Alighting

When wishing to alight from the bus, please pull cord or push the passenger stop button to signal the driver before your required stop.

Please ensure you hold on tight to grab rails and supports when moving to the exit as the bus may move forward suddenly when arriving or leaving the bus stop.

## Reliability

Every effort is made to run buses at times shown in timetables, however unforeseen circumstances such as traffic congestion may sometimes cause unavoidable delays.

## Public Holidays

Buses will generally run to the Sunday timetable on all Public Holidays except Good Friday and Christmas Day where limited services will be provided. For more information contact your local bus operator (refer to page 11).



For full details on all transport services in the Illawarra call TransInfo on 131 500.