

Transport  
for NSW

# Bellambi Station Upgrade

Community engagement summary

June 2022



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# Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation’s First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples’ cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.

# 1. Introduction

The NSW Government is improving accessibility at Bellambi Station.

This upgrade is part of the Transport Access Program (TAP), an initiative to provide a better experience for public transport customers by delivering modern, safe and accessible infrastructure.

This project will provide a station precinct that is more accessible especially for people with a disability, limited mobility, parents/carers with prams, and customers with luggage. The planned upgrades will make the station compliant with the Commonwealth Disability Discrimination Act 1992 (DDA) and the Disability Standards for Accessible Public Transport 2002 (DSAPT).

Construction on the upgrade begins in mid-2022.

More information on the project including scope of works can be found at [transport.nsw.gov.au/Bellambi](https://transport.nsw.gov.au/Bellambi).

# 2. Engagement summary

In October 2021, the Bellambi Station Upgrade project team asked the local community to share their experiences of accessibility at the station.

Consultation included an online survey which asked participants to provide feedback on the upgrade proposals and share any comments around accessibility.

Consultation was promoted through various Transport for NSW official communication channels, a notification to surrounding residents and businesses, and newspaper and radio advertisements.

A meeting was also held with Wollongong City Council where the initial concept was presented, and Council was invited to share projects happening in the vicinity and present any issues or opportunities within Transport's work.

During the community consultation period, 14 submissions were received. Community submissions and project team responses to the submissions are included in the table below.

## Summary of consultation and Transport for NSW responses

Summary of submissions	Response
Request for additional shelter	A new, larger shelter will be provided at the new station building. The new bike racks and kiss and ride zone will also be sheltered.
Request for secure bike storage	A new bike shelter with bike hoops has been included in this scope of works.
Suggestion that lighting and CCTV be installed along the pedestrian footpath between Union Street and Gladstone Street.	The TAP project at Bellambi does not include work between Francis Street and Gladstone Street. However, this feedback has been passed on to Wollongong City Council who is the property owner and responsible for these areas.

Summary of submissions	Response
Request that bicycles and pedestrian crossings be provided on both side of the railway crossing.	This falls outside the scope of work for the TAP upgrade however, the project involves the upgrade of the existing level crossing to improve pedestrian and cycle accessibility.
Request that the level crossing be removed.	The pedestrian section of the level crossing will be upgraded as part of the project. It is not feasible to remove the level crossing as part of this project.
Support for the improved access. Request for additional shelter, seating, and lighting.	The proposal includes new shelters at the new station building, bike hoops, and kiss and ride as well as new seating and lighting.
Suggestion that the level crossing be rebuilt, widened and different materials be used.	This is outside of the project's scope. The proposal will carry out work to upgrade the pedestrian/cycle zone of the level crossing to improve accessibility at the station.
Request additional tree planting and improve the visual amenity of the commuter car park.	The proposal involves a new landscaped area on the corner of Bellambi Lane and Francis Street around the location of the new bike hoops. Line marking improvements will be made to the accessible parking bays in the commuter car park. However, this request is mostly outside of the scope of the TAP and this request will be passed on to Wollongong City Council.
Request clarity on what a 'Kiss and Ride' zone is, and request that trains do not use horns near the level crossing at night time.	A 'Kiss and Ride' zone is a five-minute parking spot to allow someone to be dropped off or picked up from the station.  Changes to the train operation procedures are outside of the project's scope however, this feedback will be provided to the rail operators.
Support for the Proposal however, also requests that the level crossing be regraded/ resurfaced, and that shelter be provided between the station entry ramp and the new station building.	Regrading and resurfacing the level crossing for vehicles is outside of the project's scope.  The detailed design considered options to retain the shelter of the existing station building however, this was not feasible to obtain compliant platform widths and access paths.
Requests that the new station building and assisted boarding zone be closer to the station entrance.	The new building and services are moving up the platform as the current platform widths alongside the building are not safe and do not meet DSAPT requirements. Although they are moving further from the entrance, the new layout will be compliant including a new compliant ramp at the entrance that will not be as steep. Seats will also be positioned so

Summary of submissions	Response
	<p>there is an adequate number of resting places along the path of travel.</p> <p>The current design will improve the safety at the station by installing additional lighting on the accessible path and CCTV coverage at the station.</p> <p>Please note that customers are not required to board at the Boarding Assistance Zone if they do not wish. Station staff can assist the customer in boarding the train at the best possible location for them.</p>
<p>Consider reconfiguration of the accessible car spaces, bike shelter with bike hoops and pedestrian access to/ from Union Street (Bellambi Lane).</p> <p>Noted errors with the direction of the north point arrow on the key features plan and URL links to the Transport website.</p>	<p>The proposed bike shelter and accessible car parking spaces have been positioned so they are as close to the station entrance as possible. The project will look at available space during detailed design to optimise the locations where possible. Pedestrian access outside of the station's boundary is not in scope for this project.</p> <p>Errors have been noted and amended.</p>
<p>Suggestion to extend the CCTV to the car park.</p>	<p>The project will investigate and consider this option as part of the security detailed design process.</p>
<p>Suggestion that Bellambi Station be removed from the network and upgrade Woonona Station instead.</p>	<p>This is out of the project's scope. The project's objective is to improve accessibility and comply with the Disability Standards for Accessible Public Transport (DSAPT) for the current location of Bellambi station.</p>



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