

WALKING CYCLING AND MOBILITY REFERENCE GROUP

MINUTES



Date	5 August 2025	Start Time: 17:00	Finish Time: 18:30	Location: Microsoft Teams
Meeting Purpose	The Walking Cycling and Mobility Reference Group will provide advice, feedback and support to Council in developing, implementing and monitoring policies and strategies which relate to bicycle, pedestrian and inclusive access.			
Attendees	Councillor Dan Hayes (Chair), Councillor Jess Whittaker, Councillor Tiana Myers, George Takacs, Edward Birt, Lena Huda, David Petrie, Lise Chesnais, Tim Hays, David Deitz, Jon Lindley, Nathan McBriarty, Jerah Fox, Jackson Lenham, Kiosha Gardner			
ECM Reference:	Document Set ID: 26875797		Index Entry Name: Agenda – Walking Cycling and Mobility Reference Group	

ITEMS

No.	What	Timing	Who
1.	Acknowledgement of Country	1 min	Chair
2.	Apologies Samara Shepherd, Danielle Pollock	1 min	Chair
3.	Introductions: The chair and staff welcomed the group, referenced the draft Walking Cycling Mobility Group charter, and emphasised the importance of community-focused decision-making and reminded members the group's role is to represent the broader area, not individual interests.	15 mins	Chair
4.	Council presentation: An overview of the Reference Group, Transport Planning Policy and Council's role was provided by council staff outlining: - Charter and Strategic Context: - Charter draft provided; minor amendments planned to modernise it. - Key responsibilities and documents were outlined; with feedback invited throughout the term along with an overview of the importance of roads and streets for movement, events, water management, and public space was. - Over 20% of the transport infrastructure budget invested in active transport, aligning with UN goals. - Investing in active transport (walking, cycling, mobility) aligns with UN goals, which often include safer, lower speed environments to support these modes. Lower speeds are repeatedly linked to safer, more accessible environments for walking, cycling, and people with disabilities. - Complexity of road ownership and maintenance responsibilities between Council, state, and developers discussed.	15 mins	Council staff

Code of Cooperation

- 👉 We start on time and finish on time
- 👉 We all participate and contribute - everyone is given opportunity to voice their opinions
- 👉 We do not use our phones in the meeting
- 👉 We actively listen to what others have to say, seeking first to understand, then to be understood
- 👉 We follow-up on the actions we are assigned responsibility for and complete them on time
- 👉 We give and receive open and honest feedback in a constructive manner
- 👉 We use data to make decisions (whenever possible)
- 👉 We strive to continually improve our meeting process and build time into each agenda for reflection
- 👉 We communicate to our teams the outcome from the meeting to enhance corporate knowledge

	○ Ongoing legislative changes to give councils more authority over local roads. ○ Move towards inclusive road environments, not just vehicle-centric • Strategic Planning and Prioritisation: ○ State and local strategies guide transport planning (e.g., Future Transport Strategy, Regional Transport Plan, Community Strategic Plan). ○ Move to “vision and validate” approach for transport planning, prioritising people and place over just vehicle movement. ○ Mode shift and behaviour change are key challenges; strategies alone are not enough. ○ Prioritisation process for infrastructure requests explained; focus on high use, connected locations. • Key Documents and Projects: ○ Community Strategic Plan and Infrastructure Delivery Programme (IDP) set the framework for investment. ○ Cycling Strategy and upcoming Cycling Network Plan aim to strategically invest in cycling infrastructure over the next 10 years. ○ Pedestrian Plan and Cycling Strategy is to be reviewed and updated. ○ Cycling Network Plan session scheduled for next week; focus on both current and potential cyclists. • Infrastructure Delivery and Challenges: ○ Discussion was held on project delays in the IDP, reasons include budget, feasibility, natural disasters, and coordination with developments. ○ Crossings remain a challenge, and lower speeds improve the ability to cross for all individuals, especially people requiring more time to cross – elderly and people with a disability. ○ Cycling Network Plan will inform future IDP investments. ○ Traffic lights and speed zones are state responsibilities noted, even on local roads.		
5.	Disability Inclusion Action Plan 2020-2025 (DIAP): • Staff presented the process for developing the next DIAP (2026–2030), which is a whole-of-Council plan. • Four focus areas: liveable communities, systems/processes, positive attitudes, and employment. • Community engagement is open until September 15; multiple feedback methods available (workshops, surveys, phone, email, advisory group). • Advisory group to include people with disabilities and carers, paid for their time, to help set priorities and solutions. • Draft plan expected early 2026, with community exhibition and feedback before Council endorsement.	30 min	Kiosha Gardner
6.	General Business: • Community Feedback and Discussion The reference group shared experiences and suggestions: ○ Accessibility of businesses and requirements during renovations ○ Need for more seating and rest points, especially for elderly and those with temporary or permanent mobility issues ○ Issues with pedestrian crossings, roundabouts, and signal timings be addressed with a plan of action ○ Suggestion for an access improvement program for shopfronts, similar to previous facade programs ○ Importance of lived experience training for staff ○ Priority crossings for shared paths, especially for neurodiverse users • There was a request for an update on 30km/h zone rollout which was included in the draft Integrated Transport Strategy. Confirmation was provided that the final decisions rest with Transport for NSW. It was emphasised that implementing 30km/h zones is a cost-effective,	3 min	Chair

	high-impact safety measure, and expressed frustration at the slow pace of change, especially in areas with many children and community activities. - Concerns about pedestrian facilities at crossings was raised, especially at roundabouts and high-speed roads; request for more zebra/wombat crossings and less reliance on pedestrian refuges. Chesnais raised concerns about pedestrian refuges and roundabouts on roads with 60km/h or 80km/h speeds, stating that these are not safe for most people and advocating for better crossing facilities in high-speed environments. It was suggestion to add this topic to the next meeting agenda for deeper discussion. - Meeting frequency proposed as quarterly or as needed, with flexibility for additional sessions if strategic plans require consultation. - Thanks to all participants and presenters; reminder to read materials before meetings and to direct further DIAP feedback via the engagement website.		
7.	Action items: - Cycling Network Plan – targeted stakeholder sessions planned mid-August; participants to attend or provide feedback if unable. - DIAP Community Engagement – Council to continue workshops, collect feedback, and form advisory group after engagement closes. - Accessibility in Businesses – Council to discuss with development/assessment teams about improving accessibility during renovations and lease renewals. - Seating and Public Domain Design – Council to progress work on public domain design guidelines, including seating, and share with developers. - Pedestrian Facilities at Crossings – Council to add discussion on pedestrian crossing types and priorities to next meeting agenda. - Meeting Frequency – Confirm quarterly schedule (as per Council resolution. Consider option to call additional meetings or feedback as needed. - Minutes and Materials – Council to ensure minutes and agenda are posted on the website. - DIAP Feedback – All participants to promote engagement and provide further feedback via the engagement website.		
Next meeting details and agenda To be confirmed			