

WALKING, CYCLING AND MOBILITY REFERENCE GROUP

MINUTES



17 April 2023

MONDAY, 17 APRIL 2023
FACE-TO-FACE / TEAMS MEETING

PURPOSE OF MEETING

The Walking, Cycling and Mobility Reference Group provides advice to Council on the preparation and implementation of bicycle, pedestrian and disability access policies and strategic plans in the City of Wollongong.

MEMBERS

David Brown - Chair	Councillor Delegate
Dom Figliomeni	Councillor Delegate
Mithra Cox	Councillor Delegate
Justin Miles	Transport NSW
Jon Lindley	Representing Bicycle Users
Beth Robrahn	Representing Bicycle Users
Lise Chesnais	Representing Pedestrians
Timothy Pier	Representing Pedestrians
Edward Birt	Access Needs of People with a Disability
Helen Meekosha	Access Needs of People with a Disability/Access Needs of Older People
Lena Huda	Access Needs of Families with Children Representative
Juliana Cavalieri	Student Representative
Goncalves Peloché	Student Representative
Melanie Barnes	Student Representative

INVITED

Jeremy Morgan	Manager Infrastructure Strategy & Planning
Isabelle Ghatti	Transport & Stormwater Services Manager
Nathan McBriarty	Traffic & Transport Unit Leader
Cole Hendrigan	Senior Traffic & Transport Engineer/Planner
Leanne Ledwidge	Road Safety Officer
Tracy Venaglia	Coordinator Community Development & Social Planning
Glenda Fewings	Administration Officer (Minute Taker)
Jackson Lenham	Senior Traffic & Transport Engineer/Planner
Tyson Perry	Senior Traffic & Transport Engineer/Planner

1 STANDING AGENDA ITEMS

Acknowledgement of Country

"We pay our respects to and acknowledge the traditional custodians of Dharawal Country, the land on which we meet, and pay our respects to Elders past, present and those emerging. We also extend our respects to Aboriginal and Torres Strait Islander people present here today."

1.1 Apologies

Cr Figliomeni, Joanne Page, Justin Miles, Jeremy Morgan

1.2 Disclosures of Interests

2 MINUTES FROM LAST MEETING/ACTIONS ARISING

Noted and endorsed.

3 UPDATE ON KEY TRANSPORT STRATEGIES

- Bus stops DIAP compliance strategy

Qian Lee from SCT Consulting gave a presentation outlining their findings, next steps and stakeholder engagement.

- In 2019, Wollongong City Council (WCC) audited 1,135 bus stops based on the DSAPT. The distribution of bus stops are shown in the Figure.
- Key findings of the audit are:
 - Only 8 stops had TGSIs installed
 - 356 existing shelters
 - 650 stops had no adjacent footpath, or its adjacent footpath was narrower than 1.2m (minimum accessibility standards)
 - 717 stops have no connecting pathway to a footpath



Summary

- 3 compliant stops (University of Wollongong) out of 1,135 stops
- TGSi is the most needed upgrade, followed by b-pole upgrades
- Quick wins
 - 111 stops only require 1 upgrade to be compliant (109 of these are TGSi upgrades)

Infrastructure	Number of Upgrades
Boarding point	686
Connecting pathway	179
B-pole	697
TGSi	1,127
Seats	0
Shelter	320

Next steps

- Explore funding priorities and pathways for infrastructure upgrades
- Work with TfNSW on coordinating on-going b-pole upgrades
- In consideration of Wollongong's hilly topography, to engage with Australian Human Rights Commission for exemption on non-compliant kerb heights, and boarding point gradient and crossfalls.
- Develop program of works to support roll-out of the upgrades
- 650 stops have no footpaths adjacent to the stop or its adjacent footpath is narrower than 1.2m. Recommend investigating new footpaths in these locations – no onward connectivity if the connecting pathway is built.
- Develop engineering design templates for bus shelters
- Report to executive management committee and briefing of councillors while developing program of works

Stakeholder engagement

- Understand third-party delivery and management of bus shelters
- City of Ryde, City of Parramatta and third-party advertising companies
- Key learnings
 - Shelters mostly owned and built by third-parties (10-20 year contracts)
 - Maintenance and repairs by third-parties in exchange for advertising rights
 - Viability of advertising varies depending on location and size of the market (advertising companies may focus only on national or local scale advertisements)
 - City of Parramatta advises against Council ownership of shelters due to maintenance and repair arrangements

Ed asked how we assess the potential need of the community? There are 1100 bus shelters, is there a way of prioritising by distance/geography so there are bus stops withing 2kms of each other and then work down to a smaller radius?

Qian advised there is a limited amount of data available which is why they approached bus companies for information and revenue from the bus shelter advertising is interesting avenue.

Disability trust offered to share the data they have on community needs with respect to bus services.

- Integrated Transport Strategy

Cole advised Walter has been working on this and it is still a work in progress, utilising information from the ABS and Household Surveys leading to completion by end of 2023. Stage 1 has been completed and we are moving towards stage 2, please reach out to Cole or Nathan for inclusion in this project.

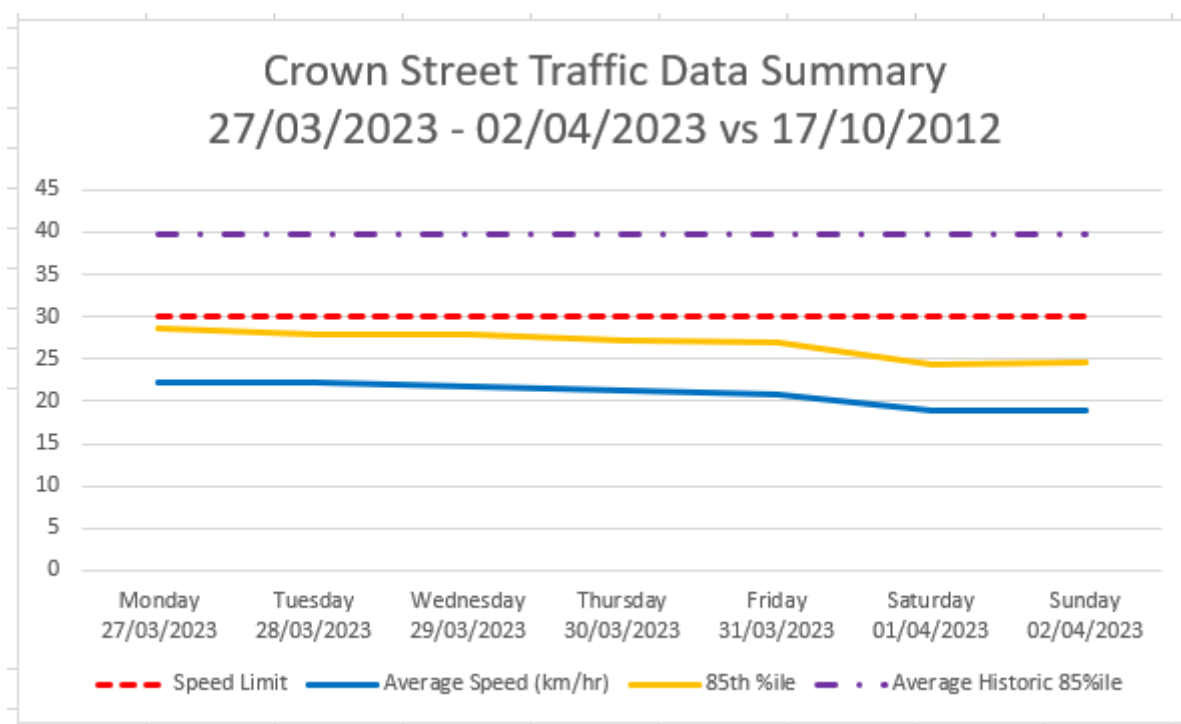
It was asked if there is the ability to have workshops outside of work hours? Nathan advised there are options to help with this for future workshops and the dates shared and to contact him for more information.

- Street As shared Space-outcome of consultation

Nathan advised the community feedback has been great, with highlights outlining the environment is safer and friendlier; and we are continuing to work with TfNSW.

Lise asked if Crown Street has been assessed to be 2 way for bicycles? If not, it's pushing cyclists to a route that is not as safe. Nathan advised this feedback had been taken on board and there are discussions occurring within the transport team looking at possible changes. Beth asked if this would continue as trial, or will it be permanent? Nathan advised this yet to be decided and moving forward freight and servicing needs are to be further investigated.

Lena asked if speed reduction data was available, and Nathan advised this can be provided. See below;



- Proposed Cycling Plan

Jackson is assessing how to best structure our plan over the next 10 years with an outcome of a cycling map overview, finalising the consultant brief and going out to market to engage.

Cr Cox believes most of the forward cycling paths are shared paths for the next few years. Nathan advised we are looking at a 6 years post-delivery program and this work will test key locations. Do we need to have separated paths in all areas as it may not be feasible; this will help inform decision making. Hopefully next financial year this will be completed. Ruth asked what the routes would be and Cole advised that our engaged a consultant will help WCC look at what is feasible and what will align with our transport planning principles. Nathan advised our cycling structure is always going to be different on different streets, however, we need help to set a standard for what we need and to complete the journey. This work will adequately inform future budget. Ruth would like to see how we define projects and what is to be included. Nathan advised there is a priority tool to ensure things that need to be included and assessed against.

4 MODAL FILTERS ON SHARED PATHS

Cole outlined different designs and reasons for and against the use of modal filters and the types that may be more beneficial. Cr Cox advised she receives regular contact relating to the removal of and problems caused by the older modal filters. Cr Cox suggested it may be better to have none or only have where there is a problem. Discussion was held around the pros and cons of these and highlighted the compliance issues with dirt bikes.

Juliana felt a lot of the designs shown caused problems and the first option shown would work the best. Lise advised they need to be looked at as to what is less disruptive to people. Ed and Beth agreed.





5 PEDESTRIAN CROSSING POINTS

Tyson provided an overview on 'How do we give pedestrians priority within the LGA'. He advised we utilise the 'Safe System Approach' which recognises people make mistakes. Safe Systems looks at:

1. Why do we have the project
2. The road function
3. Speed environment
4. Who uses the road
5. The type of vehicles on the road.

Tyson advised whilst all are important factors function is priority.

Cr Cox thanked Tyson for this work and was pleased to see it happening however she was concerned:

1. The function of the road is the biggest contested area for eg Trinity Row, Blackall St Bulli have no priority crossings and we just recently completed a project there.
2. The wideness of our streets leads to a high speed environment, and this may be something to look at – street narrowing for future projects. – Cr Cox declared a conflict of interest during discussion as she is parent at Corimal East Public School however, she has been steering clear of this with the school to avoid the conflict.

Lise would like to see a vision of what we want it to be. Noted that we need to give more priority to pedestrians and bicycles when preparing infrastructure within our roads.

Lena lives near Trinity Rd and finds the island strange and hard for children to cross the street, she has a trailer, and this has made it difficult to navigate. Lena would like more distinction on areas for people to be aware of who has priority, utilising markings, and textures. Tyson advised we are looking at ways of improving areas and priority marking.

It was acknowledged by Nathan that a lot of work needs to be down by WCC to improve this. Nathan advised there is a lot of change ahead, we are looking at our standard design templates and there are reviews and changes needed and we are learning more from feedback we have received.

Lise asked if there is there a goal of how many safe crossing points WCC are going to build per year and where are these to be prioritised? Tyson advised the Integrated Transport Strategy may have some information however we look at these wholistically and there is more work to be done, however the safer routes to school programme is helping towards reviewing pedestrian priority throughout the LGA in the interim. We are striving for A's no F's.

Beth echoed and supported comments and highlighted in terms of movement and place, she wanted to acknowledge TFNSW has a role in this also in conjunction with WCC. She stated we need to remember movement does not just mean cars, pedestrians and balance does not mean equal. Crossing the streets is important however the conversation relating to driveways and people being killed and people not being cautious of or giving way to walkers and riders is a huge issue needing to be addressed and linemarking of driveways would be something to make a huge difference.

6 SHARED SPACES – WALTER/COLE/JACKSON

Cole advised increasing the size of pathways can lead to issues and we are looking at ways to improve our shared pathways. Can we have pros and cons to widening, what are your experiences? Lise does not think too wide is an issue – widening of shared paths would be beneficial and it would be great to be separated – Squires Way is an example of where it is good for riders but not necessarily for pedestrians. Bulli is now a lot better as riders can now overtake.

Cr Cox believes the paths have an overall popularity and there is contested space. When riders want to ride at speed however, they can't, due to pedestrians. There are paths that may be able to be upgraded to remove cyclists from shared paths and give direct routes, she suggested when we upgrade bridges, we make them wider to accommodate pedestrians and riders.

Lena agreed wider is better and it's better to separate pedestrians from cyclists, she is mindful this would be great for the elderly who like to walk but are put off by cyclists. Ed agreed with these points raised. There was discussion around the benefits of improvements to Memorial Drive, similar to the cycleway on the M7 as it would be completely separated, it would be a great space to ride however, people feel unsafe here.

Cr Cox advised between Towradgi Rd and Elliotts Rd in Fairy Meadow there is a narrow little footpath north or directly adjacent to Memorial Drive that could be a lovely cycleway however it needs to connect somewhere north of Towradgi Rd.

Juliana believes cyclists are a mixed bag and should not be put together as they all ride in different ways, advising when it is a shared path as a commuter she slows down. She believes we need more signage to advise cyclists of populated areas and the need to reduce speed.

Cr Brown advised he receives a lot of concerns relating to the Blue Mile Shared path and Lise advised the cycle way on Cliff Rd is the preferred space for cyclists.

Beth advised the City of Sydney has a Cyclist program with someone who goes out to various sites in the LGA, 3 days per week, dependent on comments and issues to discuss with cyclists and pedestrians arising issues. Nathan asked would the group be happy to endorse a resource to work with change behaviour and the group agreed.

7 DETAILS: BRICK UNIT HEADER COURSES ON PAVED AREAS, PROS AND CONS

Tyson opened the discussion asking for pros and cons of utilising brick headers showing the examples of Lang Park and Walker St Helensburgh. Beth looked at this as old style design – sharp edges, pinch flap, unevenness, more work from a maintenance perspective. Discussion was held in the chat with Lena advising paved area were utilised in Germany on local area and streets to slow down cars and she has seen it used in Pioneer Beach Estate Woonona (below) and wondered why we do not use it more.

There was a clear consensus that the maintenance issues can lead to trip hazards.



Figure 1 Lang Park



Figure 2 Walker St, Helensburgh

8 GENERAL BUSINESS

- Late Item - Balgownie Mountain Bike Track

Tyson advised entry to the mountain bike trails in this area has highlighted there is demand for facilities, along with active transport links. As the tracks are on NSW National Parks and Wildlife Service land this project would be in conjunction with them.

Details for the project can be found at:

[Mountain Bike Trail Supporting Infrastructure in Balgownie](#)

Tyson can be contacted at tperry2@wollongong.nsw.gov.au

- Infrastructure Delivery Program

This is on exhibition from 5 April to 2 May 2023 – please take your time to look at this it is under our [Draft Delivery Program 2022 -2026 and Operational Plan 2023 - 2024](#)

- Pop Up Cycle Way

The pop up cycleway is still to being investigated; we have received over 800 responses.

- Ed - Public Transport connection with Western Sydney – ongoing lack of bus services. WCC advocates for additional bus services within the LGA and to neighbouring regions. Nathan advised that TfNSW has committed to Integrated Public Transport Services Plan which will address this much needed enhancement of services.

9 MEETING CLOSE – 7PM

Meeting Closed 7.10pm