

MINUTES

ACTIVE TRANSPORT REFERENCE GROUP

5PM ON WEDNESDAY 2 DECEMBER 2015

PRESENT

Councillor Ann Martin	Wollongong City Council
Councillor Jill Merrin	Wollongong City Council
Councillor George Takacs	Wollongong City Council
Peter Nunn	Wollongong City Council
Phil Latz	Bicycling Australia
Werner Steyer	Illawarra Bicycle User Group

IN ATTENDANCE

Walter Galvan	Wollongong City Council
Luke Dean	Wollongong City Council

1. APOLOGIES – Apologies were received and accepted on behalf of Lachlan Anderson and Mike Dowd. Stuart Porter's departure from the group as community representative was noted and his significant contributions to the group meetings acknowledged.
2. DECLARATIONS OF INTEREST – Nil
3. CONFIRMATION OF MINUTES OF MEETING HELD ON 7 OCTOBER 2015.

Recommendation: The minutes of the meeting held on 7 October 2015 be confirmed as a true and accurate record.

4. BUSINESS ARISING FROM PREVIOUS MINUTES

Werner Steyer requested advice as to how respondents to Council requests for feedback, such as with the Fowlers Road extension consultation exercise, could receive replies from Council in relation to the issues raised. It was acknowledged by Council staff that with the quantity of detailed feedback provided by many parties during consultation for a significant design project that resourcing to respond to each is not available.

In relation to action 37 from the Action Listing, Werner Steyer noted that he was aware of a preliminary RMS concept layout for safety improvements at the Northcliffe Drive M1 southbound on ramp.

5. GENERAL BUSINESS

ITEM 1 – BLUE MILE MASTERPLAN IMPLEMENTATION – NORTH BEACH AND STUART PARK

Luke Dean presented the current design plan for the shared path crossing point directly north of the George Hanley Drive/Cliff Road intersection. Phil Latz and Werner Steyer strongly recommended the provision of a pedestrian priority crossing at the above location due to the very high pedestrian and cyclist volumes. Luke Dean indicated that a pedestrian priority crossing at the site would create significant traffic congestion back along George Hanley Drive.

Phil Latz questioned whether the car parking at the surf club which sees vehicles reversing over the shared path would be addressed. Luke Dean noted that a plan to relocate the parking away from the shared path had already been prepared. Ann Martin requested that this plan be distributed to group members.

Luke Dean presented a plan for an access path from George Hanley Drive to the new playground in Stuart Park which included a new elevated boardwalk structure. Also on the plan was a new shared path link from George Hanley Drive to the existing Stuart Park shared path to replace the existing connection further north. It was noted that a future walking and cycling loop around the entirety of Stuart Park was part of the Masterplan for the site. Werner Steyer and Phil Latz suggested that the planned walking and cycling loop within Stuart Park should be accelerated and built alongside the elevated boardwalk project to provide cycling access through the park and discourage cycling in pedestrian only areas. Werner Steyer was concerned that without the walking and cycling loop, the new boardwalk will see some cyclists riding through the playground area to access the lagoon. Ann Martin suggested messaging on the paths such as "SLOW DOWN" and "KIDS ABOUT" to improve user behaviour. Phil Latz recommended that any messaging or symbols be non-slip.

Luke Dean tabled an early concept layout for the upcoming tramway path upgrade between the cutting adjacent to the bathers pavilion and Belmore Basin. The plan included the provision of a wide shared path instead of separated paths for pedestrians and cyclists. Phil Latz, Werner Steyer and Ann Martin strongly recommended provided separated paths for pedestrians and cyclists instead of a shared path to better manage the high volumes of cyclists and the range of pedestrian users including tourists. It was suggested that the historic tram line location could be conceptual in the new design as it may otherwise preclude the delivery of functional separated bicycle and pedestrian paths.

ITEM 2 – GRAND PACIFIC WALK – STAGE 1 SECTION 2

Group members provided the following feedback on the construction plans for the Stage One - Section 2 of the Grand Pacific Walk:

- The shared path termination adjacent to the road intersection at the southern end is too close and does not enable adequate visibility between cyclists and vehicles
- The angled kerb ramp for cyclists to move onto the road is at too sharp an angle
- No obstructions such as sign posts should be placed within 1m of path (0.5m minimum)
- Edge lines on driveways should be provided to indicate priority of path over vehicle access
- Shared path signage shown on plan C19 is no longer required by RMS and should be removed
- The boardwalk decking spec should match or be very similar to the Tallawarra elevated boardwalk.
- The wording for rail varies through the plan set and should be clarified and made consistent
- Sight measure of precast boardwalk elements adds too much cost

OTHER BUSINESS

Walter Galvan tabled a series of suggested dates for the regular 2016 meeting. The group requested that the dates be emailed to members requesting confirmation prior to the first 2016 meeting.

George Takacs noted that vehicles are parking on the west side of Hay Street on the shared path and suggested that some pavement markings / signage would assist in this regard.

Minutes to be confirmed at the next meeting to be held at 5pm on **Tuesday 2 February 2016**.