

Neighbourhood Forum 5

Wollongong's Heartland



Coniston, Figtree,
Gwynneville, Keiraville,
Mangerton, Mount
Keira, Mount St
Thomas, North
Wollongong, West
Wollongong,
Wollongong City.

Agenda for meeting to have been held Wed 1st April 2020 in the Town Hall

- 1 Presentation This meeting, as such, is **CANCELLED**.
Please advise the secretary by **3rd April** of any comments, agreements or disagreements. The executive will then action as necessary.
- 1A AGM This meeting, as such, is **CANCELLED**.
Please advise the secretary by **3rd April** of any comments, agreements or disagreements. The executive will then action as necessary.
- 2 Apologies None necessary
- 3 Minutes of meeting of 4th March and matters arising; see p.7
- 4 Comments None possible
- 5 Responses
 - 5.1 Bird strikes: see p.2
 - 5.2 Trains: see p.2
- 6 Reports
 - 6.1 Port Kembla Liaison see p.2
 - 6.2 WCC Community Satisfaction Survey: see p. 2
 - 6.3 Housing Strategy: see rec p.3
- 7 Key Issues
 - 7.1 City Centre: see **rec p.4 & Attachment 1, p.10**
 - 7.2 High Rise Residential: see p.4
 - 7.3 Medium Density development: see p.4
 - 7.4 Keiraville-Gwynneville: see p.4 **& Attachment 2, p.16**
 - 7.5 South Wollongong: see p.4
 - 7.6 Environment: see p.4
- 8 Planning DAs: **see rec p. 5**
- 9 General Business:
- 10 Snippets see p. 6

Next Meeting/Agenda: on Wed. 6th May 2020.

5 Responses

5.1 Bird Strikes

We are currently investigating this issue and the potential mitigation options. We will consider this for inclusion in our updated biodiversity strategy and any further updates to relevant DCP chapters.

Environmental Project Support Officer

5.2 Trains

As noted in March Paul Scully MP has made representations to the Minister for Transport and Roads in relation to these matters who has responded in much the same terms as he did to Ryan Park MP last month.

6 Reports

6.1 Port Kembla Liaison

The Port Kembla Harbour Environment Group includes representatives from port related industries, the community, local government bodies including environmental regulators, education and research interests, and the port authority. The objective of the Group is to contribute to the protection and enhancement of the Port Kembla Harbour along with the rail and road links serving the Port of Port Kembla.

The Group has called for the NSW Government to reconsider the case for completion of the Maldon Dombarton rail link and to construct the proposed Mt Ousley interchange. The Group in 2019 also noted the work of the International Maritime Organization in reducing sulphur emissions from ships, and working towards the United Nations Sustainable Development Goals

Philip Laird

6.2 WCC Community Satisfaction Survey 2019

WCC have commissioned local RIS Research every 2 years for about 30 years to conduct Community Satisfaction Surveys which are statistically reliable (+/- 4% margin for error at 95% confidence level). There were 614 respondents for the Dec 2019 survey using a 5 point scale, ie 1 “not at all satisfied” to 5 “very satisfied.” The issues included Council Facilities, Direct & Indirect Services, Organisation skills, Customer services and Communications.

The CS surveys provide relevant information on performance and trends, and are particularly valuable for councillors, management & staff to help identify, plan and implement improvements to services.

The Report shows “medium-level satisfaction” with Council’s performance, rated at 3.6 (56% either satisfied or very satisfied), similar to 2014, reversing the 2017 dip.

The Quadrant Analysis of Importance v Satisfaction for Facilities, Direct & Indirect Services is similar to 2017, with half the items requiring significant improvements. The Facilities are performing well, but Services are generally at less than 40% satisfaction.

The “Key Vulnerabilities” (ie priorities for improvement) include: Local roads maintenance (39% satisfaction), CC parking management (22%), Natural environment protection (35%), Residential development controls (20%), Planning policies (17%), Footpaths maintenance (42%), Heritage management & preservation (38%), Bus shelters maintenance (36%), Domestic animal control (38%).

“Potential Vulnerabilities”, (ie next in line for improvement) include: Local parking management (36%), Traffic flow locally (36%), Graffiti removal (44%), Public toilets maintenance (30%), CC Parking availability (18%), Youth services (16%), People with disability services (24%), Environmental programs & education (31%), Development controls in local areas (21%), Public toilets opening hours (35%), Services for older people (30%), DA assessment process (15%), Traffic flow in the city (35%), Development controls in City Centre (22%).

Satisfaction with Council’s staff ranges from 65% (friendliness) to 42% (being solution focussed), and Perceptions with Council’s organisational skills range from 47% (skills in providing services) to 36% (use of rates). The Communications section shows the main usual sources of receiving information from WCC v preferred sources are: Council newsletter 46% v 34% preferred, Council website 41% v 18%, Social media 33%, v 15%, Community consultation 16%, v only 2% preferred.

Re community engagement activities, 61% of respondents did not participate in 2019, and of the 39% that did, multiple methods were used including 24% completed on-line surveys, 8% made submissions through public exhibition processes and 7% through Neighbourhood Forums. Re WCC website, 37% did not visit it in 2019, and of the 63% that did, 60% were satisfied it was easy to find the information required.

John Riggall

6.3 Housing Strategy

Council has adopted the long awaited Housing Strategy for the purposes of public exhibition. First impression is that it is much better than expected. A report will come forward to the May meeting.

7 Key Issues

7.1 City Centre Planning Reviews:

The City Centre Planning Reviews cover Urban Design Framework, Economic Strategy and an Access and Movement Study. The submission on these is set out in attachment 1 on p.10

Recommendation

that the recommendations of the Submission on City Centre Reviews be adopted.

7.2 High Rise Residential

It had been hoped that the City Centre Review would have covered some of these issues but it has essentially been restricted to the commercial core. The Housing Strategy, to be considered at the May meeting has much to say on this issue.

7.3 Medium Density development

As yet there is no indication of which way Council is going to jump on this one. Hopefully they will move quickly before the State worsens the situation.

7.4 Keiraville-Gwynneville: see p.6 & Attachment 2

Council has exhibited a Keiraville-Gwynneville Access & Movement Study. The submission on these is set out in attachment 2 on p.16

Recommendation

that the recommendations of the Submission on the Keiraville-Gwynneville Access & Movement Study be adopted.

7.5 South Wollongong:

This is another area ignored in the City Centre Review but should be an integral part of the Economic and Housing Strategies.

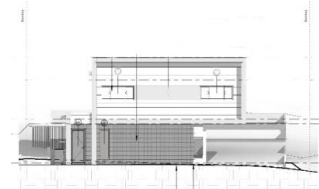
7.6 Environment

No response to our submissions as yet.

8 Planning 8.1 DA/2020/178 4 townhouses, 328 Gipps Road Keiraville

26th March

This is a proposal for four townhouses, each with three bedrooms, on a large lot 200m west of Robsons Road., and the removal of 17 trees none of which appear worth keeping. A similar proposal for 3 townhouses, to which we objected in August 2019, was withdrawn. This one seems to comply with all requirements but is just under the minimum site width. There is a very messy drawing of the street elevation which shows it does not fit the street, never mind the surroundings. It does not comply with our Locality Plan for Keiraville.



Comment

A single house in a backyard cannot be more than a single storey. To allow, in effect, three two storey dwellings is a travesty of the planning controls.

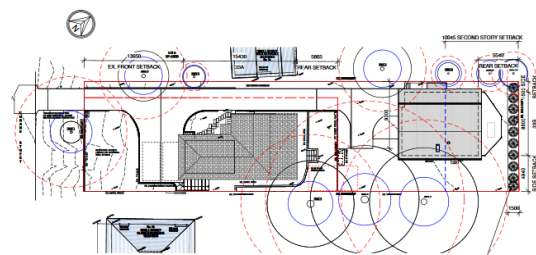
Recommendations

- 1 That the submission of objection be endorsed;
- 2 Council again be requested urgently to revise the Development Control Plan to limit the impact of medium density development in similar circumstances.

8.2 DA 2020/1244 Dual Occ, 33 Cochrane St West W'gong

1st April

This is a proposal for a second dwelling behind that existing. there are some very minor variations to requirements which mostly stem from detailed negotiations with Council to protect trees on adjacent property. It conforms to our Locality Plan for Fairy Creek.



Recommendation

that the submission of support be endorsed.

9 General Business

10 Snippets Green roofs in Europe

France introduced a new law in 2015 mandating that all new buildings in commercial zones must be partially covered in either plants or solar panels. Environmentalists had been campaigning for green roofs to cover the entire roof surface, but the enacted requirement has been set to allow solar panels to help businesses reduce their energy bills and climate change emissions.

Toronto introduced a bylaw mandating green roofs on all new industrial and residential buildings in 2009, and green roofs are widespread in Germany, Netherlands and in some other parts of Europe. Improving the urban environment through greenery need not just be at ground level.

Paul Burall

Street Art



Neighbourhood Forum 5

Wollongong's Heartland



Coniston, Figtree, Gwynneville, Keiraville, Mangerton, Mount Keira, Mount St Thomas, North Wollongong, West Wollongong, Wollongong City.

Minutes of meeting at 7.00 pm Wed. 4th March 2020 in the Town Hall Ocean Room

Present: Clls Tania Brown and Cath Blakey and 16 members

- 1 Presentations Chris Stewart, Bridget Jarvis and Kate Rintoul were thanked for their presentations on the City Centre Review and for responding to questions.
- 2 Apologies were accepted
- 3 Minutes 3 **Minutes** of meeting of 5th Feb. 2020 were adopted.
- 4 Comments 4.1 Councillors noted the passing of Cll Vicky King. It was agreed to acknowledge the contribution made by Vicky King and offer condolences.
4.2 Mark Roebuck was thanked for his presentation on Emergency Management.
4.3 Clare Rhodes was thanked for her update on University activities.
- 5 Responses 5.1 **Neighbourhood Forums' workshop:** noted
It was agreed to raise this issue with the General Manger.
5.2 **Traffic Signal Timing:**
It was agreed to:
 - 1 thank Council for the comprehensive response;
 - 2 advise that the Forum certainly supports giving priority to pedestrians and pedestrian safety;
 - 3 suggest that perhaps banning the right-hand turn for traffic travelling west on Stewart and wanting to turn north into Kembla would give greater priority to the majority wanting to go straight through to Woolworths and beyond.

Current active membership of Neighbourhood Forum 5 : 405 households

- 5.3 **Development up the Escarpment**
It was agreed to thank the Regional Director of the Department of Planning for her comprehensive response and to seek a meeting with the WCC Director of Planning to discuss options available to progress this difficult issue.
- 5.4 **Trains:** Noted
- 6 Reports
- 6.1 **Bird Strikes**
It was agreed to request Council to amend the Development Control Plan to require building over two stories high with external glass surfaces which could result in bird strike to use bird-friendly glass products and encourage its use elsewhere.
- 6.2 **Conditions of Consent for Park Events**
It was agreed that Council be:
- 1 advised of:
 - i objection to the proposal to extend the time allowed for a park to be alienated from general community use for "bump-in bump out" purposes unless supported by a specific Development Application;
 - ii support for all the other changed conditions of consent for major events in public parks;
 - iii objection to camping being permitted in public parks other than via a specific Development Application.
 - 2 requested to:
 - i require a Community Impact Statement be included in all applications for Major Events;
 - ii prohibit all major events on beaches if alcohol is promoted;
 - iii encourage Major Events which require more than two days to "bump in" or "bump out" on North Beach to relocate to South (City) Beach and those on Stewart Park to the WIN Stadium.
 - iii requested to encourage Major Events which involve significant noise, parking or potential anti- social behaviour through, to be located as far away from residential properties as possible.
- 6.3 **New Parks for Major Events**
It was agreed that that no objection be made.
- 6.4 **Community Engagement:**
It was agreed that a meeting with the General Manager be sought to explore ways and means that communication and engagement with Council can be radically improved.

6.5 University

It was noted that the next campus tour explores iAccelerate on the UOW Innovation Campus.

Hear from cutting-edge researchers at the Australian Institute for Innovative Materials (AIIM) and discover the Science Space, the only dedicated immersive science experience in NSW. 9.45am – 12.30pm Wednesday, March 11, 2020
Meet at The Central, Building 230, Innovation Campus, Squires Way. **Register on UoW website.**

7 Key Issues

7.1.1 City Centre Design and Economic Review:

It was agreed:

- 1 to defer this item until the April meeting.
- 2 that members be advised of a meeting to prepare a submission for the agenda of the April meeting.

7.1.2 City Centre Access and Movement Review:

It was agreed that members be advised of the place and timing for a meeting to prepare a submission for the agenda of the April meeting.

7.2 High Rise Residential: noted

7.3 Medium Density development: noted

7.4 Keiraville-Gwynneville:

It was agreed that members be advised of the place and timing for a meeting to prepare a submission for the agenda of the April meeting.

7.5 South Wollongong: noted

7.6 Environment

It was noted that the escarpment issue is closely bound up with items on Bushfires and Medium Density.

8 Planning

DA 2020/80 6 storey mixed use 290-294 Keira St W'gong

It was agreed

- 1 that the proposal be supported subject to a requirement for at least 50% of the roof area being landscaped;
- 2 to re-iterate the need to reduce urban warming by amending the DCP needs to be amended to make similar provisions mandatory


9 General/Late Business

Concern about the relative lack of use of the Town Hall Sharp Organ was noted.

10 Snippets

noted

Next Meeting & AGM: 7.00 pm on Wed. 1st April 2020, Town Hall Ocean Room.

<p>Neighbourhood Forum 5</p> <p>Wollongong's Heartland</p>		<p>City Centre Review Group</p>
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Submission on City Centre Reviews

Preamble

There are three components to these reviews: an Urban Design Framework, whose broad thrust is supported; an Economic Strategy, which goes a little way to re-invigorate economic development; and an Access and Movement Study, which simply asks people to nominate ideas and issues within the context of its Vision.

Recommendations

- 1 that submissions based on this report be lodged;
- 2 that Council be advised of :
 - i our extreme disappointment at the lack of consultation in developing plans for the City Centre particularly in the light of the proposals NF5 provided nearly ten years ago;
 - ii regret at its refusal to form a broad based Reference Committee to advise and promote the re-invigoration of the City Centre, based on this review and its outcomes, and so not only tapping into unrivalled local knowledge, experience and expertise but also improving Council's credibility for openness and transparency;
- 3 that Council be requested to investigate:
 - i opportunities for direct lobbying of targeted enterprises which have the potential to move to Wollongong;
 - ii how much funding has been collected from development contributions and other sources has actually been spent in the area given that it was estimated at pages 2 and 3 of NF 5 City Centre Proposal of 2011 to be m\$4 to m\$5 per year, and the City Centre can no longer subsidise the rest of the city?
 - iii when Council is proposing to rationalise rates in line with the 2009 zoning?

1 **Urban Design Framework**

This component is a sumptuously illustrated and elaborately presented glossy document. Most of the strategic elements of the Review re-iterate in more detail what has been said by NF 5 (particularly in its City Centre Proposals of 2011) and a number of previous consultants engaged over at least the past 10 years. Whilst one might quibble with some of the details nevertheless the broad thrust of the proposed Strategies can be supported as are most of the detailed proposals. However, there are a number of components which are contestable and several issues which have not been addressed.

One basic proposal, which NF 5 has been arguing for some time without success, is the leveraging of the very substantial sums generated from new residential developments to provide green spaces and other local community infrastructure. There is little evidence that these funds are not simply lumped into general revenue without any consideration of the nexus with the locality from which the funds are generated.

Generally the proposals are so vague that it is difficult to discern what the changes to the planning controls ought to be. It is absolutely critical that occupiers, land owners, developers, realtors, users and the community are involved in determining these crucial details.

2 **The Review Recommended Objectives** (all good)

2.1 **Land Use Directions**

2.1.1 **Prioritise Jobs;**

The overall strategy is very similar to that in the 1985 Commercial DCP. However, to be consistent the area half block on the south side of Market Street between Corrimal and Church Streets ought also be in the commercial only area for similar uses as expected in Market Street West.

Whilst doubtless reducing car parking requirements for new commercial development would likely be of benefit this would be to the detriment of all existing commercial development. A much better strategy is the one in the NF 5 City Centre Proposals (CCP) which is to require monetary contributions in lieu of car parking to enable Council to provide it in appropriate locations rather than have it spread very inefficiently in small individual premises. This is picked up in the Economic Analysis.

It is critical that commercial and retail development in vast areas north and south of the City Centre are also curtailed for the strategy to be successful.

2.1.2 **Retail Network**

Details are on a vague locational basis not on activities. The failure to analyse the actual structure of the retail spaces meant that it was not possible to cluster uses as is managed in many downtowns in the USA and recommended in the NF 5 CCP.

It is very unclear what "uses that activate the street" means. Perhaps rather than just to continue to require non-residential uses on the ground floor, some areas such as the Crown Street west of Keira, could give incentives for offices (eg banks, travel agents, real estate, etc) whilst others, such as Crown Street east of Kembla, give incentives for cafes, restaurants, entertainment, arts and crafts. That is start to cluster. The latter area could form part of the transition of a tourism area east of Corrimal with specific emphasis on hotels etc. which is pointedly ignored in the strategy.

It is proposed to reduce the length of streets with a current requirement for active frontages to about 10%. If adopted, presumably those streets without active frontages will also no longer be required to provide awnings although this seems to be routinely ignored already. Those streets which are nominated for active frontages should also be those where dwellings should include noise mitigation measures.

2.1.3 **Housing Variety**

All good although affordable housing is essentially a fiscal and finance issue in which Council can play but a very limited role and is not adequately funded to do more.

2.2 **Built Form Directions**

2.2.1 **A Legible City**

A review and significant reduction of floorspace ratios and height limits are clearly needed as has been proposed for some time with no definitive outcome even now. They were imposed by the State Government without understanding the implications in terms of views or anything else. The actual impact from Flagstaff Hill, for example, was demonstrated in the NF 5 CCP but once again no action was taken, and now all is lost **with new buildings cutting the Mount Kembla skyline.**

Reductions in site width requirements can be supported provided very clear and mandatory requirements are in place for the amenity of adjoining and nearby properties and their potential development. However, there is also a recommendation to increase setbacks to preserve views which is clearly in direct conflict with those narrower sites which are aligned east-west.

2.2.2 **Simplification of Controls**

Changes to the maximum and minimum floor plate can be supported provided these are tested against revised fsr and height limits. The proposal to increase front setbacks in selected streets is supported. The problem with end state architectural controls is that, unlike with a building, the final result is never achieved. The concept of "Healing the City" with gradual changes dependent on adjoining properties is a better way to go.

2.2.3 **Design Quality**

This calls for the development of a series of design guidelines when there is a plethora of these coming out of the State Government. If we have to wait for these we will never get any changes to the Plans - we are already 10 years behind and counting.

2.3 **Public Domain and Connections Direction**

2.3.1 **Pedestrian Priority**

The principal suggestion here is a direct pedestrian/cycle path from the railway station due east through the middle of developed blocks and across the middle of MacCabe Park cutting it in half. This would seem to be unachievable this century without very significant costs which could be better spent elsewhere. There are a large number of other midblock connections proposed whose purpose and practicality is uncertain.

The Plan glaringly misses the critical pedestrian links to the high density residential areas to the north and the residential/mixed service areas to the south.

The movement strategy is silent on public transport, silent on parking and the potential link between them although this is covered to some extent in the Economic Analysis. The road structure remains vague as the critical missing link from the western end of Burelli street north along the railway to Railway Parade is not considered. The 40 kph speed limit is applauded but ought to extend to a wider area.

2.3.2 **Green Network**

The street tree planting proposals basically support Council's Urban Greening Strategy. It does not refer to succession planting nor to the need to curb the current propensity to remove trees on or near the street on redevelopment. It does recognise the need for local open space towards the high density residential areas to the north.

2.3.3 **Public Spaces**

This only reinforces current controls for ensuring specific public spaces receive adequate sunlight. However it does call for controls for overshadowing the Crown Street Mall which presumably means a significant reduction in height levels.

3 **Economic Analysis**

This is based on trends and a comparison with the Illawarra as whole. Astonishingly, it does not include in its ten ingredients of success, strong local leadership for getting jobs by direct action, as was done in the 1980's. Indeed it fails to compare the employment profile with comparable regional cities to identify gaps and therefore has no suggestions on how to fill those gaps. That is, it does not attempt to influence the employment mix, nor provide suggestions but seems to rely instead on infrastructure and improving viability - often at the expense of previous investors.

Over the past decade or so the Council seems to have dropped the ball when it comes actively supporting and being proactive in the economic development sphere. While they have an Economic Development Manager and this recently released Economic Development Strategy it seems that they have abrogated the economic development role to organisations that have a vested interest in their own members and their goals eg The Property Council of NSW. Also other government, both Federal And State, seem to have either lost their focus or are so secretive that one would be totally unaware of what they are actually doing to attract economic activity and employment opportunities to the City eg RDA Illawarra & NSW Govt (regional development is buried so far in Treasury it appears to be non-existent).

Council has probably been happy that the Property Council have been running the show in Wollongong as the more dwellings and commercial premises being built and hopefully occupied means more rate income. This strategy, however, has been at the expense of attracting long term sustainable employment generating activities.

While the new Economic Development Strategy goes some way in trying to get back on track it would probably be too little and too late for the CBD area. For example instead of having ground floor retail in all new residential developments in the CBD they could have mandated office activities. This measure together with incentivising (through rating or other means) current office type services (eg financial institutions, health funds, legal firms, government agencies etc.) to move from their present locations in prime retail areas to fringe locations freeing up space for income generating retail activities on or near Crown St. would help bring back the type of visitation seen decades ago.

The Strategy makes recommendations calling for further studies, continuation of existing programs and specific actions.

3.1 Further Studies

3.1.1 Develop an Economic Vision (rec 1)

Surely this should have been a prime outcome from this Analysis.

3.1.2 Assess Value of Public Domain (rec 5)

One would have thought there was already a substantial body of knowledge about this in the public arena already. However, it would be interesting to get a market view of the value put on a palm tree up a tree as a symbol of growth and sensitivity.

3.1.3 Alternative Development Contributions (rec 6)

It does not discuss the current gross anomalies in the current rating system (see the section on Funding on page 2 of NF 5's CCP), let alone what the proposed regime implies.

3.1.4 Market Test Reducing Parking Rates (rec 8)

Any reduction in parking rates is grossly unfair to existing enterprises and users of the of the city centre.

3.1.5 Test Feasibility of Multi-storey Car parks (rec 9)

Don't wait, just do it. Limit on-site parking and levy contributions for the remainder to built in strategic locations - see pages 13 and 14 of NF 5's CCP on parking.

3.1.6 Retail Centre Study (rec 11)

Don't wait.

3.2 Continue Programs

3.2.1 Bike lanes and Gong Shuttle (rec 2)

NF 5 has long supported these and it is interesting that they should now be considered as economic drivers.

3.2.2 Public Domain Projects (rec 3)

NF 5 has long supported these and it is interesting that they should now be considered as economic drivers.

3.3 Specific Actions

3.3.1 Better Connection from Station to Centre (rec 4)

Totally support.

3.3.2 Prohibit Residential in Core Commercial Areas (rec 7)

This is supported with the addition of the area on the south side of Market Street as noted in 2.1.1 above.

3.3.3 Increase Certainty for Developers (rec 10)

With a DCP thousands of pages long perhaps it should be clarified that any variation from requirements will slow the process down and any discussions with the community at an early stage in developing a project will speed the process up.

4 Access and Movement Report

As noted this is not a Report with any proposals, analysis or recommendations. It simply asks people to nominate ideas and issues within the context of the Vision.

Vision

- 1 Streets prioritise walking and cycling;
- 2 Public transport is the preferred way of accessing the city; and
- 3 Vehicle movements and car parking support city centre functions while prioritising pedestrian comfort.

We support this vision and rather duplicate asking members for suggestions it is proposed simply to forward the Strategic Access component of the City Centre Proposals as the NF 5 submission without any attempt to up-date it.

5 NF 5 City Centre Proposals of 2011 (separate attachment)

<p>Neighbourhood Forum 5</p> <p>Wollongong's Heartland</p>		<p>Keiraville</p> <p>Gwynneville</p> <p>Access & Parking</p>
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Access & Movement Study Submission & Priorities

Preamble

It has been recommended that the report be rejected out of hand to be redone because of major faults in the data - see attachment A. The problem that poses is that it has taken us five years to get Council to this point and we simply cannot risk another five years to get somewhere sensible. It is suggested that whilst the data may be totally inadequate to justify a specific proposal that does not necessarily mean that priorities cannot be set nor that the traffic data should not be recalibrated.

Recommendations

That Council be advised that the Forum considers that:

- 1 the Study contains a lot of good things despite some serious errors and an absence of "shovel ready" proposals, indeed many projects are of indeterminate design;
- 2 it is also unfortunate, if not reprehensible given multiple reminders, that the area used in this study does not conform to the Keiraville-Gwynneville Community Plan as adopted by Council;
- 3 the modelling of the traffic data seems to be significantly in error for the reasons given the attachment to this submission.
- 4 the "wish list" of projects recommended in the Study would cost far in excess of likely funds available. Specifically a large number of projects are proposed for 2020-2021 - the next two years;
- 5 there is a urgent need to identify priorities for inclusion in Council's works program;
- 6 after comparing its priorities with those in the Cardno report, these should be as set out on page 5 of this report and incorporated into the 2020-2021 and subsequent budgets;
- 7 once the Coronavirus scare is over, an interactive workshop be held for Council, University and Forum representatives to refine priorities.

Approach

It is suggested that what we do is respond to Council pointing out the error of their ways, review their short term priorities against those we adopted in 2015, revise our priorities (as some of which have been built or pre-empted) for adoption by NF 5 and put forward a proposed revised set of priorities for each element to be discussed with all concerned. This is to be revised on an ongoing annual basis depending what is actually achieved.

Priority problems

The 2019 Study used the same 9 priority criteria to identify actions across the board whereas the 2015 study tailored criteria to the type of improvement being considered. Furthermore the 2015 Study actually set priorities (and rough costs) whereas the 2019 Study set the same generic priorities for all proposals, the majority of which call for further studies and investigations.

Process

There follows a comparison of the priorities of the two studies. The same rough costs have been estimated for the Cardno works for the sake of consistency - Cardno produced no costs and lumped all the projects into high, medium and long term priorities. Only those shown as high priority are set out here and some are very hard to read on the little maps provided. Please note that the costs are dated and could vary significantly depending on the peculiarities of the site, but give an idea of the relative order of magnitude.

Pedestrian Linkages

NF 5 2015 Priorities:

- 1 it services a public school;
- 2 it is nearest a major destination;
- 3 it is part of a strategic route;
- 4 there is no reasonable alternative.

1	John Street or Braeside Ave -	350m at \$200 = \$ 70,000
2	Greenacre/David Road -	530m at \$200 = \$110,000
3	William Street –	350m at \$200 = \$ 70,000
4	Reserve Street/Gilmore Street –	500 m at \$200 = \$100,000
4	Crawford Avenue/Robinson Park –	250m at \$200 = \$ 50,000
5	Eastern Street –	350m at \$200 = <u>\$ 70,000</u>
		\$540,000

Cardno 2019 Study Priorities

Robsons - west side	1800m at \$200 = \$360,000
Grey - east side	690m at \$200 = \$138,000
William - east & north sides	680m at \$200 = \$136,000
Greenacre - north side	500m at \$200 = \$100,000
Across Spearing Reserve	30m at \$200 = <u>\$ 6,000</u>
Connect Uni north across freeway	RMS funding
	\$740,000

Common priorities are William St and Greenacre Road.

Pedestrian conflict points

NF 5 2015 Priorities:

- 1 there is a record of high incidence of accidents;
- 2 schools are involved and co-operate;
- 3 they are part of a strategic route.

- 1 Robsons Road at Gipps Road - estimate: \$75,000
- 2 Berkeley Road at Gwynneville School - estimate: \$50,000
- 3 Northfields Avenue to the University where an overpass was proposed.

Cardno 2019 Study Priorities

Increased pedestrian priority at Keiraville and Gwynneville centres Cost????

Cycling

NF 5 2015 Priorities:

- 1 between the University/TAFE and the City Centre;
 - i Crawford Ave: mixed trafficway: paint: 8 @ \$50 = \$400
 - ii Porter Street: on shoulder cycleway or remove parking:
paint: 8 @ \$50 = \$400
- 2 from the University south to Figtree;
 - i Akunya St: mixed trafficway: paint: 6 @ \$50 = \$300
 - ii William St: on shoulder cycleway: paint 400m @ \$5 = \$2,000
 - iii Robsons Rd: footpath to cycleway: 600m at \$365 = \$2,190,000
- 3 i along Gipps and Foleys Roads between these routes:
800m at \$365 = \$2,920,000
ii not in Council's Plan but through Beaton Park to a Gipps Street bridge
over railway: m\$ 1 ?
- 4 from Crown Street to Murphys Avenue
 - i Fisher St on shoulder cycleway: paint: 1200m @ \$5 = \$6,000
 - ii David St to Greenacre Rd: mixed trafficway:
paint: 10 @ \$50 = \$500
 - iii Greenacre Road: remove parking: paint: 900m @ \$5 = \$4,500
- 5 Additional bicycle parking at local shops

Cardno 2019 Study Priorities

Secure cycle parking at Keiraville and Gwynneville centres Cost????

Widen shared path across Wisemans Park 300m at \$ 365 = \$1, 095,000

Public Transport

NF 5 2015 Priorities:

- 1 Ideally bus routes would be on main roads servicing the denser development areas and offer transfer opportunities.
- 2 The route down Gipps Street and along Crawford Avenue, through the middle of a quiet residential neighbourhood, should be re-routed along Foleys Road and Porter Street.

- 3 The same might be said of the route through Alan and Spring Streets although this would appear to be justified by the need for the buses to turn round at the end of their route.
- 4 The route along Rose and William Streets is also an anomaly when Robsons and Gipps Roads are available and would also have the advantage of serving the Keiraville Centre directly.

Cardno 2019 Study Priorities

WCC work with bus operators for improvements.

Vehicular Movement

NF 5 2015 Priorities:

- 1 Traffic calming in William Street
- 2 Traffic calming in Greenacre Road.

Cardno 2019 Study Priorities

- Investigate traffic calming in William Street
- Investigate traffic calming in Greenacre Road
- Investigate traffic calming in Robsons Road
- Investigate traffic in Gipps Road
- Investigate traffic calming in Murphys Avenue

Car Parking

NF 5 2015 Priorities:

- 1 areas that are under parking pressure 24/7
- 2 where the community has identified problems
- 3 near free shuttle/ UoW shuttle stops
- 4 around the Botanic garden

- 1 because they part of the Bikeway Strategy, space marking in:
 - i Greenacre Road:
 - ii John Street: paint 34 @ \$50 = \$1,700
 - iii Porter Street: paint 26 @ \$50 = \$1,300
 - iv Crawford Avenue: paint 30 @ \$50 = \$1,500
\$4,500
- 2 space marking in streets impacted by the University because of serious steps to address the issue: paint, say 200@ \$50 = \$10,000
- 3 space marking in streets to improve access and efficiency;
- 4 review time limited parking at village centres and parked out areas.
- 5 review parking standards for boarding houses.
- 6 change parking requirements for DCP
- 7 lobby to increase enforcement
- 8 addition of cycle parking at the local shops

Cardno 2019 Study Priorities

Investigate line marking bays:

Northfields Avenue - south side: Murphys Avenue: Gipps Road; Robsons Road between Murphys/Gipps; Porter Street; Dale Avenue; Braeside Avenue; John Street; Fairy Street; Moore Street; Eastern Avenue; Waitangi Street.

Revised Priorities

These are complicated by the need to harmonise priorities in streets with multiple priorities - for example William comes high for a number of potentially competing facilities.

Pedestrian Linkage

- 1 William Street - dedicated shareway
- 2 Greenacre Road - dedicated shareway
- 3 Robsons Road (west side) pavement

Pedestrian Conflict

- 1 Robsons/Gipps Road intersection
- 2 Berkeley Road School crossing
- 3 Gwynneville Centre

Cycling

- 1 Crawford Ave - dedicated lane on-road
- 2 William Street - dedicated shareway
- 3 Greenacre Road - dedicated shareway

Public Transport

- 1 use Foleys Road/Porter St not Crawford Ave
- 2 use Robsons Road/Gipps Road not William St.

Vehicular Movement

- 1 William St - calm
- 2 Greenacre Road - calm
- 3 Frances St - calm

Carparking

- 1 Greenacre Road - if no shareway or on-street cycleway
- 2 John St
- 3 Crawford Av on side with no on-street cycleway.

Infrastructure Priorities Policies

It is proposed to adapt these priorities and include them in our Policy Register relating the whole NF 5 area. They will up for adoption at the AGM whether on 1st April or dealt with on-line if we cannot meet, as this seems increasingly unlikely.

Pedestrian Links priority should be given to links where:

- 1 they service a public school;
- 2 the link is nearest a major destination;
- 3 it is part of a strategic route.
- 4 there is no reasonable alternative.

Pedestrian Conflict priority should be given to where:

- 1 there is a record of high incidence of accidents;
- 2 schools are involved and co-operate;
- 3 they are part of a strategic route.

Bikeway Design priority should be given to:

- 2 making Shareway profiles level, not roller-coasting driveways;
- 3 keeping Shareways away from the kerb to avoid obstacles;
- 4 having bollards astride, not in the middle, of bike lanes;
- 5 safety at pedestrian/cyclist conflict points.

Bus Routes priority should be given to routes which:

- 1 are on main road;
- 2 service denser residential development;
- 3 link to other routes;
- 4 link to rail stations.

Traffic Calming priority should be given to streets

- 1 to prevent "rat runs";
- 2 in/near village or other centres;
- 3 near schools;
- 4 with high pedestrian movement.

Parking Spaces Priority should be given to marking in streets which:

- 1 include a bikeway;
- 2 are near the University;
- 3 in village and commercial centres;
- 4 are heavily parked out.

A comprehensive review of the K-G Access and Movement Study indicates the report is not worth the paper its printed on for the following reasons

1. The report seems to specifically focus on an Access and Movement study for the Uni and not for the Community.
2. The limitation of the study area does not include critical links on the boundary of K-G. Refer to Appendix E for what appears to be the original proposed study area and generally what was proposed by NF5 as a result of the 2014 Community Workshops.
3. Much of the data appears to be that available up to September 2017. The initial date signed off by Council Appendix E
4. The modelling of future traffic flow is based on the original proposed Mt Ousley Overpass (ref 3.8.5.5) and not the current proposal. Subsequent all the projected traffic levels through the area are in question. The final design of the overpass is shown at fig 3.8 (point 3.7.1) but the description following relates to the original proposal not the final proposal.

This is a Major fault of the study. It means the figures are useless.

5. The outcome of the WCC workshop in 2018 is not considered. Ref 4.5.4. Nor does it appear to address issues raised by NF5 and UoW in 2018.
6. Many of the influences on traffic study are from outside the study area. Refer Appendix C. The study area does not take into account traffic generators and destinations. Refer to Appendix E point 1.3
7. There is no reference to the Fairy Creek Corridor Master Plan in the list of WCC strategic plans (2.2) yet it is mentioned in the overview document. Consideration of what is in the FCC Master plan is not documented with respect to M&A assessment.
8. Almost all of the priority safety issues raised in the KEG workshops reported in list Appendix F, do not appear to rate a mention in the study.
9. The bike plan is well out of date and urgently needs upgrading to include feedback from the community. Some of the other data is even older.
10. The Beaton Park master plan is mentioned but is outside the study area. Particularly with respect to Cycle plans.
11. Traffic counts have been for 2 days - 1 in, 1 out of sessions at UOW, and limited time. (Ref Appendix C 2.1) From a statistical data point of view, this is insufficient to be reliable.
12. Noted traffic counts were done on the M1/Mt Ousley road intersection – well outside the study area of influence – Why? Yet the roundabout at Throsby/Foleys is not.

There is some useful information in the report on the broader area assessment but due to the shortcomings, the report does not meet the needs of the community or UoW.

In Summary;

The report needs to be redone. It is not acceptable from an Engineering standard to be useful. Due to the limitation of study area, a restriction on what is to be included, incorrect design considerations of the Northern Uni entrance and the age of the data the report lacks credibility.

From my engineering management experience the key issue with the report is the management of it. This report was managed by WCC without overview especially when it is a Community and UoW led proposal. Note WCC are acting on behalf of the community.

The report needs to be redone. This time the management of the preparation needs to include representation from the Community (NF5), UoW, and RMS, as the steering committee and be facilitated by WCC. Additional subcommittees can be formed to add greater detail as required.

Background

I should point out I facilitated the K-G Community Workshop in 2013 on 'Safety'. There was also a 'Parking' Workshop. Both UoW and WCC had representatives at those workshops.

From these workshops the following was determined

- A complete access and Movement study was needed to justify solutions to many of the safety concerns raised at the workshop.
- The need for the link for the residential area on the northern side of the University to M1 and Old Mt Ousley Road. This was recognised as having a significant impact on reducing the traffic movement and parking issues for the suburbs. It was noted RMS promised this in 1994. The locals had not forgotten.
- Local residents would conduct parking counts in their adjacent streets early morning, midday and late afternoons to determine the pattern and destination of persons parking.
- Closer working links with UoW was essential to address the common issues.

Following the workshops findings, the community steering committee,

1. Requested of WCC, \$30,000 to do a traffic count using road counters. It was refused. Had the money been provided a preliminary report could have been prepared by end of 2014 showing preferred routes, parking patterns and destination of traffic passing through the suburbs, as well as specific recommendations on improvements for safe movement for no additional money. Subsequently WCC has spent a lot more on the study for only part of the area without a clear understanding of the issues.
2. Commenced discussions with UoW on the issues raised including the northern entrance to the UoW which lead to its subsequent design.
3. In discussions with WCC in 2014 it was suggested the need for a steering committee as described above involving NF5, UoW, RMS, and chaired by WCC.

Ian Young