

MINUTES

ACTIVE TRANSPORT REFERENCE GROUP 5PM ON WEDNESDAY 15 JULY 2015



PRESENT	
Councillor Jill Merrin	Wollongong City Council
Councillor Ann Martin	Wollongong City Council
Mike Dowd	Wollongong City Council
Stuart Porter	Community Representative
Phil Latz	Bicycling Australia
Werner Steyer	Bicycle NSW
Lachlan Anderson	Community Representative

IN ATTENDANCE	
Councillor George Takacs	Wollongong City Council
Peter Nunn	Wollongong City Council
Ted Collins	Wollongong City Council
Walter Galvan	Wollongong City Council

- 1 APOLOGIES – Apologies were received and accepted on behalf of Naomi Reid, Council Road Safety Officer.
- 2 DECLARATIONS OF INTEREST – None.
- 3 CONFIRMATION OF MINUTES OF MEETING HELD ON 1 APRIL 2015.
Recommendation: The minutes of the meeting held on 1 April 2015 be confirmed as a true and accurate record.
- 4 BUSINESS ARISING FROM PREVIOUS MINUTES
 - The need for an adjustment to the intersection of the Princes Highway/West Dapto Road to address an unsafe narrowing was discussed at the April Meeting. Werner Steyer requested that correspondence from Council regarding its investigations to improve the intersection be sent the customer who brought the matter to the attention of Council.
 - Phil Latz informed the group that the 2015 Dutch Study tour discussed at the previous meeting will only include delegates from Melbourne.
- 5 GENERAL BUSINESS

ITEM 1 – UNANDERRA ACCESS AND MOVEMENT STRATEGY

Walter Galvan from the Traffic and Transport Planning Unit team gave a presentation on the Unanderra Access and Movement Strategy covering the following aspects:

- Integration with adopted Town Centre Masterplan
- Traffic and Transport issues determined through consultation and investigations

- Six Access and Movement Principles
- Pedestrian strategies and actions
- Cycling strategies and actions
- Public Transport strategies and actions

The existing bicycle network bypass of the town centre was discussed and it was acknowledged that a number of conflicts exist on the highway at the town centre, including highly trafficked petrol station driveways, that the bypass helps cyclists avoid. The importance of properly delineating shared paths which cross busy driveways and the need for continuing footpaths/shared paths through driveways (with sufficient surface contrast either side of the path) was noted. It was also mentioned that the bypass provides a pleasurable diversion from the busy highway environment.

It was noted that the Unanderra Access and Movement Strategy will go on public exhibition later in the year and that the group will be invited to provide a submission on the strategy at that time.

6 ITEM 2 – CITY WIDE PEDESTRIAN PLAN SCOPE

The City of Wollongong Pedestrian Plan Scope document was tabled and discussed. The group queried the level of detail of the pedestrian plan in relation to the bike plan and whether a consolidated Active Transport Plan would be preferable to the current approach of developing individual plans for pedestrians and cyclists. Mike Dowd and Peter Nunn indicated that the pedestrian plan will need to be more strategic in nature than the bike plan which includes a future bicycle network at a street by street level.

Group discussion on the tabled pedestrian plan scope included the following comments and ideas for consideration as part of the plan development:

- Provide detail on walking outcomes for business centres in the LGA
- Integrate with the Public Spaces Public Life (Jan Gehl) work
- Significant developments should provide local pedestrian improvements in the public domain
- Review DCP subsequent to pedestrian plan adoption to incorporate recommendations from the plan
- Support or align with recommendations of any federal walking policies / strategies
- Consideration of conflict with mobility scooters is welcome
- Integrate with Council's Disability Access Strategy where possible

7 ITEM 3 – BOLLARDS ON CYCLEWAYS

Walter Galvan gave an overview of the Austroads extract provided on vehicle barriers and noted that where vehicle barriers are found to be necessary the current preferred barrier type is the u-rail installation including appropriate colours, reflective materials and approach linemarking.

Phil Latz tabled a pamphlet regarding the need to keep shared paths free of obstructions and suggested that all vehicle barriers should be removed from the bicycle network.

Werner Steyer noted that he previously provided a list to Council of vehicle barriers in the south area of the LGA with recommendations for removal or modification.

Lachlan Anderson recommended the removal of dangerous barriers even if they are necessary for preventing vehicle access due to the greater potential impact to path users.

Recommendations

- Council to review list of south area vehicle barriers provided by Werner Steyer and provide comments regarding recommendations at the October group meeting
- Group members to provide a list of vehicle barriers with recommendations in residual areas for tabling at the October group meeting

8 OTHER BUSINESS

MOUNTAIN BIKE PARK

Stuart Porter requested an update on the Mountain Bike Park project. It was noted that Council resolved to pursue a feasibility study for a mountain bike park at Cringila Hills. George Tackas noted that an alternative site at Mount Kembla adjacent to Cordeaux dam is preferred by a number of members from the Mountain Bike Club as there are established tracks at that site. It was noted that the land is owned by the Sydney Water Catchment Authority. Phil Latz indicated that the Wollongong Mountain Bike Club has some 600 members. Jill Merrin noted that Canberra and Campbelltown have formal Mountain Bike areas that can be viewed as good examples as Council progresses its own project.

RECENT CONSTRUCTION PROJECT ISSUES

Werner Steyer described a number of conflicts at the interface of the Berkeley Skate Park facility and the shared path which runs along beside it. The close proximity of the basketball hoop is of concern due to errant balls posing a hazard and Werner is aware of a number of near misses between cyclists and skate park users meandering onto the path.

Werner Steyer noted that bullnose construction joints have been recently used in shared path works adjacent to Windang Bridge.

Werner Steyer noted the recent removal of a pavement reflector at the new pedestrian refuge island on Keira Street, Wollongong which was a hazard to cyclists.

SMITH STREET COUNCILLOR BRIEFING

Mike Dowd and Walter Galvan provided an update on the Councillor Briefing scheduled for Monday 20 July regarding the Smith Street cycleway. The group suggested if a trial arrangement were to be chosen for the project, that a 3 year timeframe would be appropriate.

The meeting concluded at 7.30pm.

Minutes to be confirmed at the next meeting to be held at 5pm on **Wednesday 5 August 2015**.

2015 – Future Meeting Schedule

Wednesday 5 August Level 10 Committee Rooms 2 and 3, 5pm – 7.30pm
Wednesday 7 October Level 10 Committee Rooms 2 and 3, 5pm – 7.30pm
Wednesday 2 December Level 10 Committee Rooms 2 and 3, 5pm – 7.30pm

ACTION SUMMARY

No.	Meeting Date	Action	Officer	Status
13	21.11.13	Traffic Unit to investigate development related mechanisms for the next DCP review where private developments make parking available to the general public outside trading hours	WG	To proceed as part on next DCP review
32	15.7.15	Council to review list of south area vehicle barriers provided by Werner Steyer and provide comments regarding recommendations at the October group meeting	WG	In progress
33	15.7.15	Group members to provide a list of vehicle barriers with recommendations in residual areas for tabling at the October group meeting	ALL	In progress