

MINUTES

ACTIVE TRANSPORT REFERENCE GROUP 5PM ON TUESDAY 4 OCTOBER 2016

PRESENT	
Councillor Ann Martin	Wollongong City Council
Councillor Jill Merrin	Wollongong City Council
Councillor George Takacs	Wollongong City Council
Mike Dowd	Wollongong City Council
Werner Steyer	Illawarra Bicycle User Group
Phil Latz	Bicycle Community Representative

IN ATTENDANCE	
Peter Nunn	Wollongong City Council
Ted Collins	Wollongong City Council
Walter Galvan	Wollongong City Council
Naomi Reid	Wollongong City Council
Megan Lowe	Wollongong City Council

1. APOLOGIES – Apologies were received and accepted on behalf of Lachlan Anderson. Bede Crasnich was absent from the meeting
2. DECLARATIONS OF INTEREST – Nil
3. CONFIRMATION OF MINUTES OF MEETING HELD ON 2 AUGUST 2016.

Recommendation: The minutes of the meeting held on 2 August 2016 be confirmed as a true and accurate record

4. BUSINESS ARISING FROM PREVIOUS MINUTES

NIL

5. GENERAL BUSINESS

ITEM 1 – ACTIVE TRANSPORT REFERENCE GROUP PROJECT DESIGN CONSULTATION

Werner Steyer gave an example of a recent shared path project in Port Kembla which could have been improved if group members were consulted at the design stage. Mike Dowd indicated that Council would review the process of engagement with a view to include the Active Transport Reference Group on distribution lists for engagement material for all transport infrastructure projects.

Jill Merrin asked whether a pedestrian user group existed in Wollongong. The group noted that no formal city wide pedestrian users group exists.

ITEM 2 – NSW BIKE WEEK 2016 DEBRIEF

Road Safety Officer Naomi Reid provided a debrief on Council run events for NSW Bike Week 2016 that included a major and minor event.

The 'Ride the Gong' major event was held at Stuart Park on Saturday 17 September and attracted some 250 participants. The six stallholders included WCC, IBUG, RMS, Bicycle NSW, Bicycle Network and Spearman Cycles. Children's Entertainment was also provided by "Tom Foolery". RMS provided helmets with for a helmet exchange resulting in 20 exchanges. A bicycle maintenance workshop was also held which had 12 participants. The event received favourable media coverage including segments on ABC Illawarra Radio and University of Wollongong TV. The Illawarra Mercury posted articles prior to and after the event. Giveaways at the event included five major drawn prizes and hundreds of minor giveaways distributed to many attendees, Cycling maps and related information was also distributed.

The Ride the Gong kiosk minor event was held on 23 September 10am - 2pm at the Wollongong Produce & Creative Markets. Approximately 90 people visited the kiosk and obtained information including cycling maps from Wollongong City Council, Shellharbour City Council and Kiama Municipal Council. Share the Track campaign information was also provided as well details of the upcoming free cycling workshops and other NSW Bike Week merchandise.

Jill Merrin suggested that bike week events in the future could incorporate ride components. Werner Steyer noted that public liability, safety and resourcing issues make facilitation of rides difficult. An alternative would be to provide material that would facilitate self-guided rides, perhaps including a 'treasure-hunt' or similar aspect.

ITEM 3 – TRAMWAY CONSTRUCTION MANAGEMENT

An overview of the Tramway Seawall and Shared Path project status was given. The upgrade is part of the Blue Mile Master Plan and works are anticipated to commence in early 2017 and will be completed by mid 2018. The closure of the tramway path during construction will necessitate the diversion of pedestrians and cyclists. Feedback was sought from the group on a number of tabled options for the diversion of pedestrians and cyclists during the roughly 18 month closure of the tramway path. The table below lists the options discussed and the comments put forward by group members.

Option Description	Comments
Option 1: One way motor traffic northbound - Parking on east side moved to current southbound motor traffic lane - Bidirectional cycleway in place of current east side Parking	- Number 1 preferred option. - Provides community with a view of possible outcome when reallocating road space for alternative uses
Option 2: One way motor traffic southbound - Parking on east side moved to current southbound motor traffic lane - Bidirectional cycleway in place of current east side parking	Not preferred due to waste collection problem
Option 3: Conversion of east side footpath to a shared path	- opposed to converting the east side to a shared path due to the unsafe bicycle speeds arising from the southbound descent - conversion of footpath to shared path would increase negative attitudes towards cyclists
Option 4: Conversion of east side footpath to a bicycle only path	Should not push the pedestrians to the west (away from the ocean). Not supported.
Option 5: Mixed traffic arrangement both directions -Bicycle symbols marked within existing traffic lanes	Not supported. Prefer option 6
Option 6: Mixed traffic arrangement southbound with bicycle lane northbound -Parking lanes narrowed -Centreline shifted east -northbound bicycle lane with car door buffer -bicycle symbols marking within existing southbound travel lane	- Number 2 preferred option by Werner Steyer and Phil Latz however Jill Merrin was concerned that confusion would arise from providing one treatment northbound (ie bike lane) and other southbound (mixed traffic arrangement)
Option Description	Comments

Option 7: Conversion of east side footpath to a shared path with mixed traffic arrangement southbound with bicycle lane northbound -Parking lanes narrowed -Centreline shifted east -northbound bicycle lane with car door buffer -bicycle symbols marking within existing southbound travel lane	- opposed to converting the east side to a shared path due to the unsafe bicycle speeds arising from the southbound descent - conversion of footpath to shared path would increase negative attitudes towards cyclists
Option 8: Conversion of east side footpath to a bicycle only path with mixed traffic arrangement southbound with bicycle lane northbound -Parking lanes narrowed -Centreline shifted east -northbound bicycle lane with car door buffer -bicycle symbols marking within existing southbound travel lane	Should not push the pedestrians to the west (away from the ocean). Not supported.
Option 9: Do Nothing (ie no diversion for cyclists)	Not supported. Would create significant safety risks and project delays when change to some other option is needed.
Option 10: Road closure with access for local traffic only buses excepted	Not preferred as option is unlikely to be supported by community due to inconvenience and parking loss
Option 11: Road closure with access for local traffic only	Not preferred as option is unlikely to be supported by community due to inconvenience and parking loss
Option 12: Convert parking on east side to bidirectional cycleway	Not preferred as option is unlikely to be supported by community due to parking loss
Option 13: Convert parking on east side to bidirectional cycleway. No Bus and Large truck movements southbound	Not preferred as option is unlikely to be supported by community due to parking loss

ITEM 4 – COMMUNITY ENGAGEMENT UPDATE

Megan Lowe noted that material will be sent shortly to the group in relation to two projects. A streetscape improvement project at Cringila Village Centre as well as bridge works on Yallah Road.

Mike Dowd and Megan Lowe informed the group that the Grand Pacific Walk section that includes construction of a footpath in Murrawal Road, Stanwell Park is on hold at present due to a range of resident concerns expressed through a recent Council community engagement exercise. Council is working through the resident feedback at present.

OTHER BUSINESS

Jill Merrin described her two notices of motion to Council regarding compliance of kerb ramps and driveways which adversely affect pedestrian amenity along a footpath. Mike Dowd noted that the reports on these issues are under development and are expected to be completed in November 2016.

Mike Dowd informed the group that the Councillors did not support the installation of traffic signals at the intersection of Bourke Street and Cliff Road, North Wollongong and have requested the investigation of alternate treatment options such as shared zones and additional community engagement with respect to intersection improvement options.

Minutes to be confirmed at the next meeting to be held at 5pm on **Tuesday 6 December 2016**.

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
44	4.10.16	Active Transport Reference Group to be included in community engagement for all transport infrastructure projects	WG	In progress