



# Illawarra Bicycle Users Group Submission: draft Wollongong City Council Community Strategic Plan 2025-2035

Wollongong City Council

**INSERT DATE SENT** May 2025

<https://our.wollongong.nsw.gov.au/ourfuture>

Submissions due 7 May 2025, extension granted to 9 May 2025.

## About IBUG

*The Illawarra Bicycle Users Group (IBUG) advocates for cycling to be the most attractive and inclusive mode of transport for everyone and actively help to better cycling and increase participation in cycling in the Wollongong and Shellharbour Local Government Areas by holding Councils and New South Wales Government accountable to their strategies and policies and best practice and through collaboration with others who are committed to an equitable, accessible and sustainable transport system.*

IBUG appreciates the opportunity to provide comments on Wollongong City Council's (Council) draft Community Strategic Plan 2035 (CSP).

## CSP Goals

*IBUG would prefer retention of Goal 6 from the CSP ('We have affordable and accessible transport'). This Goal provided an elevated platform for prioritising and monitoring Council's efforts to achieve affordable and accessible transport, including actions relating to improving cycling infrastructure and other actions to promote active travel.*

IBUG notes that many of the objectives, strategies and Indicators relating to the deleted transport Goal from the current CSP are still included in the draft CSP 2025-2035, largely under Goal 2. We are concerned that removal of a separate Goal 6 relating to transport may over time reduce the priority and focus given to affordable and accessible transport.



The following comments relate to the current formulation of the draft CSP goals.

## CSP objectives, strategies and indicators

The proposed Goal 2 (We have well-planned, connected and livable places) contains the content most relevant to IBUG. We are pleased to see the inclusion of new community indicators relating to residents' average satisfaction score with availability of foot paths, shared use paths and cycleways.

We suggest the following changes:

Draft CSP	Suggested change	Comment
Goal 2, Objective 4: There is an increase in sustainable transport use including public transport, walking, and cycling.	Objective 4: There is an increase in sustainable, affordable and active travel including public transport, walking and cycling	Travel is a broader term than transport, and encompasses a wider range of human movements. Active travel should be emphasised for its public health benefits, from reduction in carbon emissions, but also healthier citizens and communities (see references).
Strategy 2.1 Urban areas are planned and well maintained to provide a healthy and safe environment for our community to live, work and play.	Strategy 2.1: Urban areas are planned and well maintained to provide healthy, safe environments for our community to live, travel, work and play.	<p>Safe environments for travel in particular should be referenced. Urban spaces are becoming more dangerous for people on bikes and foot in Australia. Some municipalities in the Netherlands have adopted rights-based approaches such as focusing on the proportion of children who can travel autonomously to school (as referenced in a 6 May 2025 interview with Professor Marco te Brömmelstroet).</p> <p>Urban spaces are also becoming more unsafe for all users due to climate change. Providing more shade for active travel routes is a component of Council's Urban Heat Strategy and Urban Greening Strategy, and although these Strategies are referenced under Goal 1, they are also directly relevant to creating safer places and hence to Goal 2 and Strategy 2.1.</p>

		<p>The draft Wollongong Integrated Transport Strategy (ITS) includes a number of actions that relate to safe travel, such as 30km/h speed limits in town centres; 30km/h and dedicated cycling/walking infrastructure up to 800m around schools; and development of 15 minute walking and 5 minute cycling catchments around schools. Including 'travel' in this strategy provides a link to these actions in the draft ITS, which is close to final.</p>
<p>Community Indicators for Goal 2</p>	<p>We suggest adding one or two new indicators to track targets from the Wollongong Cycling Strategy 2030, such as 'Increase weekly [cycling] participation by women, from 10.9% to 15%,' 'Increase weekly cycling participation, from 12.9% to 20%' and 'Reduce the number of cycling related crashes from 156 to 70 per 5-year period.'</p>	<p>Increase alignment with the targets and indicators in the Wollongong Cycling Strategy 2030.</p>
	<p>We suggest adding a new indicator or indicators to track priorities identified in the draft ITS, and that IBUG has previously supported, such as 'Percentage of schools with dedicated cycling/walking infrastructure up to 800m' or 'Percentage of schools with 15 minute walking and 5 minute cycling catchments.'</p>	<p>Increase alignment with the actions and projects in the draft ITS.</p>

## Draft Delivery Program

IBUG notes with strong approval that the proportion of the Goal 2 expenditure dedicated to the category of 'Footpaths, Cycleways and Public Transport Stops' is consistently at or above 20% of the total Goal 2 budget for the financial years covered by the Program. We support this level of expenditure on active, accessible and affordable transport, though believe it could be even higher to achieve the many benefits of active travel (individual and community health, decarbonisation, decongestion and so on).

We are unable to comment on the proposed projects to be funded because we do not have access to sufficient detail to understand what exactly is proposed, nor what options were considered but excluded in the budget preparation process. In particular, a budget that does not separately cover shared paths and cycleways means that we cannot understand what proportion of each is being proposed. We encourage greater use of on-road separated cycleways created by removing parking along one side of residential streets with off-street parking available, as this is safer for people on bikes, people on foot and other footpath users. We also encourage more effort to prioritise convenience and connection ('desire lines') in extending the cycling and active travel network across the local government area.

We support better bicycle parking facilities at public libraries, community centres and leisure centres. These facilities are often used by people on bikes and bikes in these areas are often targeted for theft and vandalism.

We look forward to closer collaboration with Council staff to contribute to prioritisation and planning of cycling and active travel infrastructure.

## SIGNATURE BLOCK

## References

- <https://our.wollongong.nsw.gov.au/ourfuture>
- <https://www.transport.nsw.gov.au/system/files/media/documents/2025/Active-Transport-Community-of-Practice-Translating-Strategy-into-Reality-Wollongong-City-Council-March-2024.pdf>
- <https://auscycling.org.au/news/scale-cyclings-economic-health-and-environmental-benefits-revealed-weride-study>
- <https://thewarncars.org/2025/05/06/episode-151-more-motornormativity-with-marco-te-brommelstroet-aka-the-fietsprofessor/>
- <https://theconversation.com/australia-spends-714-per-person-on-roads-every-year-but-just-90-cents-goes-to-walking-wheeling-and-cycling-247902>
- [Wollongong-Cycling-Strategy-2030.pdf](#)