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WalkSydney

## **Submission Corrimal Coke Works (New Development)**

To  
The General Manager  
Wollongong City Council  
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WalkSydney is pleased to make a joint submission on the Corrimal Coke Works site.

WalkSydney is a community group working to make it easier, safer and more pleasant to walk in Greater Sydney (Wollongong to Newcastle, and the Coast to the Blue Mountains). With a growing population we need to ensure people can easily walk to public transport, local shops and services, and shared transport options and the Corrimal Coke Works site provides a great opportunity to achieve these outcomes.

We welcome the steps to increase density in Corrimal as this should generally speaking improve walkability but it is crucial to also include walking links to the rest of town and make the streets inside the new development safe and pleasant for walking.<sup>1</sup>

To connect the development to the rest of town for people walking we need:

- Pedestrian Crossing on Railway Street
- Pedestrian bridge over Towradgi Creek on the southern side to link to a potential future shared path along Towradgi Creek. This would enable pedestrian access to Corrimal pool, library and shops as well as the coastal path/

Corrimal is a planned Strategic Growth Centre and the Council should future proof Railway Street to enable an increase in people walking and cycling for transport and minimise the growth of car traffic. The proposed design of Railway Street with a shared

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<sup>1</sup> <https://www.healthyactivebydesign.com.au/design-features/housing-diversity/evidence#traffic>

path and roundabout will be a poor outcome for people walking particularly for elderly people, people with vision impairment and for children.

We advocate to include the following changes:

- Provide a footpath and separated bike path on Railway Street, from Cross Street to the railway crossing (not a shared path).
- Construct a four-way roundabout at the intersection of Railway Street and Harbinger Street designed to prioritise the safe movement of people walking, including people with vision impairment or low vision, on-road separated cycleway. The design should allow children to be able to cross the street without putting their life in danger. A well-suited design would be a Dutch-style roundabout that has raised, parallel crossings (cycle and pedestrian zebra crossings) on each arm which enables pedestrians and cyclists to have priority over motorists.
- Within the development, the speed limit should be the global best practice 30km/h.<sup>2</sup>
- Streets within the development should ideally have footpaths on both sides of the street. Designing the streets for 30km/h speed along with a display of a 30km/h speed limit will mean significantly lower cost to provide and maintain these footpaths as they do not need to be raised.<sup>3</sup> In the absence of a slower speed limit, pedestrian crossings should be raised.

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<sup>2</sup> <https://thanksfor30.com.au/why-30kmh>

<sup>3</sup> <https://safe-streets-to-school.org/swiss-toolkit/>