INNER WEST COUNCIL

Transport Advisory Committee
Monday 21 September 2020

Skype Meeting

Meeting summary

The meeting commenced at 6.10pm

Present

Community Members	Staff	Councillors
Neil Tonkin (acting chair)	Brigid Kelly	
Alan Finlay	Manod Wickramasinghe	
Pip Hyde	Ken Welsh	
Fred Gennaoui		
Angelo Arulanandam		
Colin Jones		
William Holliday		
Diane Clemens		

Apologies

Sarah Low, Ken Shepherd (stepping down from Committee due to work commitments),

Disclosure of interest

There were no disclosures or conflicts of interest.

Procedural Elements

1.   Welcome

2.   Acknowledgement of Country

3.   Apologies (as above)

4.   Disclosures of Interest (as above)

5.   Confirmation of meeting summary– no summary present as the previous meeting was an

information session provided by Council's Urban Strategy Team and a progress update on

State Infrastructure Projects, without specific input requested from the Committee.

Discussion items

Item	Summary	Recommendation/action	Council response
Item 6	Update on proposed approach to Council's Local Democracy Groups.	Provided for information. Committee members requested to confirm any preference for a 6.00pm or 6.30pm start for future meetings.	Start time for future meetings to be based on responses received from members by CoB on 25 September 2020
Item 7	Update on Future Transport Plans and Policies proposed in the ITS.	Provided for information	No response required
Item 8 (Primary Item)	Discussion regarding draft scope for the Public Transport Position Statement		Staff recorded committee member's comments on the draft strategy. These comments will then be reviewed and incorporated into the draft study scope where as appropriate.
Item 9 Other business	No other business		
Meeting Concluded:	**7.30 pm**		

NEXT MEETING – Monday 30 November 2020

Summary of comments received in relation to the Draft Scope for Council's Public Transport Position Statement (not formally part of the *Meeting Summary*)

It should be noted that the following only refers to comments relevant to the Public Transport Position Statement, other, more diverse comments have been recorded separately and will be forwarded to relevant officers for consideration.

Comments on objectives:

- "Identifying gaps" should not simply address gaps in physical infrastructure/services, it should also include:
    - Coordination of timetables, or transfer coordination, between all public transport modes – aimed at minimising inconvenience for passengers;
    - Inclusive accessibility at stations, wharves and bus stops;
    - Connectivity/interface with active transport, including bike parking, cycleways and footpaths, as well as the inability to carry bikes on buses;
    - Constraints/limitations on use of transport nodes (eg flooding at Lewisham and Stanmore Stations);
- COVID impacts should be considered (including possible need for more services to cater for demand while maintaining social distancing).

Comments on Key Steps

- Analyse COVID responses and implications;
- Examine both access/inclusion and accessibility of all transport at all transport nodes;
- Examine level of commuter parking burden around transport nodes;
- Examine traffic volumes on our streets with a view to reducing these by converting private car trips to sustainable transport (noting the relationship between this point and *Measures of Success*);
- Determine passenger load factors for public transport (pre -, post-, and during COVID);

Comments on key outcomes:

- Potential to better manage parking, including DCP parking controls being based on the level of public transport accessibility in specific locations/areas, noting that car share and increased public transport services could reduce concerns about parking loss (*Parking is the 'elephant in the room'. How do we discourage people from jumping in their cars as their first travel choice?)*
- Ensure close coordination with adjacent Councils;
- The study should provide a separate section addressing COVID and Post-COVID conditions.

Measuring success:

- Examine traffic volumes on our streets with a view to reducing these by converting private car trips to sustainable transport (particularly in relation to "rat running" on local streets;
- Consider whether it is possible to develop realistic Mode Share Targets or should we simply aim to increase mode share/mode shift toward sustainable transport as a measure of success.

Other comments:

- It should be noted that local buses are run by private companies;
- Dulwich Hill should have direct cross-station access for LR and heavy rail
- It is essential to coordinate timetables for light and heavy rail (metro) at Dulwich Hill instead of having every light rail vehicle going to Dulwich Hill;
- Consider opportunities for a marshalling area at Dulwich Hill LR station or double-sided platform (eg Bondi Junction);
- TNSW should stop creating gaps between existing services and new services (eg Metro West proposed at Schofields);
- Stations should have secure bike parking linked to the Opal Card payment system (like Ashfield Station);
- Ability to carry bikes on buses is needed;
- Provide a cycling link between Robert St and Anzac Bridge as part of Metro West and future development of White Bay;
- There is poor connectivity between the Inner West and CBD- Eastern Suburbs Light Rail lines – examine opportunities to extend Inner West Services onto the CBD - SE Light Rail network/routes;
- Explore opportunities for direct interchange between Metro West and Inner West Light Rail;
- Consideration should be given to the recent increase in local service delivery demand and any implications that may have on public transport;
- All carparks and adjacent streets should become 10km shared zones. (eg Summer Hill Car Park and Hardy Avenue where there is a high number of pedestrians and no footpaths).

NOTE – a number of additional comments have been received since the meeting, however these have not been included in the above list as they were not presented for all members to hear at the meeting. They will, however, be analysed internally for possible inclusion in the Project Scope.