



Transport Advisory Committee

Date: Monday 7 August 2023

Time: 6.00pm – 7.30pm

Location: Level 6 (Room 2), Inner West Council's Ashfield Service Centre (260 Liverpool Road, Ashfield)

Tonight's Chair: Amanda Watkin

Running Order

- Acknowledgement of Country
- Introductions, apologies and preamble
- Disclosure of interest
- Confirmation of previous minutes and actions

Time	Items for discussion
6:10pm	<p>Update on Local Democracy Group Workshop – Alan Finlay</p> <p>In June 2023, Council convened a selective debrief/workshop of Local Democracy Group Chairs. As the Transport Advisory Committee has a rotating chair, Alan Finlay was chosen to represent the Committee based on his involvement with this and the previous Transport Advisory Committee.</p> <p>Council's Engagement Team has asked that attendees provide their committees with a brief overview of the workshop.</p>
6:20pm	<p>Inner West Parking Strategy & DCP Parking Elements – Overview and Feedback</p> <p>As identified in Council's Integrated Transport Plan (Going Places 2020) Council's Traffic and Transport Planning team has been working with the Strategic Planning Team to develop the <i>Transport, Access & Parking</i> section of the new Council <i>Development Control Plan</i> (DCP). The DCP controls will apply to all new developments across the Council area. Whilst the DCP applies to the <i>private</i> domain only, the Team is also developing an</p>



overarching Parking Strategy that considers both the *private* and *public* domain and inter-relationships between the two.

At this stage the draft DCP is proposing reasonably constrained maximum parking rates. There would be no minimum rate in areas that have good access to public transport and urban service, and there would be low minimums in other areas. This approach aims to limit parking supply and allow for flexibility so that supply is well matched to the nature of the development and its location. Limiting supply brings multiple benefits to developments and communities, such as reduced traffic, promotion of sustainable transport, reduced greenhouse emissions, improved design outcomes and improved affordability of housing and workplaces.

Importantly, the Parking Strategy will include policies and actions to improve Council's management of public domain parking in neighbourhoods where there is substantial new development. In these places, increased demand for kerbside parking usually justifies implementation of resident parking schemes to ensure existing residents without onsite parking maintain a reasonable level of access to kerbside parking.

Other strategy actions include:

- guidance on shared use of parking resources;
- regulation and pricing of parking to optimise turnover and fund local improvements;
- encouraging car sharing to reduce parking demand;
- provision of bicycle parking;
- reallocation of kerbside parking space for landscaping, outdoor dining and bike/bus priority;
- provision of electric vehicle charging facilities;
- mobility parking provision to ensure equitable access; and
- allowing space for delivery and service vehicles.

The Strategy's approach will be generally consistent with international, national and local good practice, and existing policies of TfNSW and surrounding councils. It will aim to improve parking outcomes for private vehicles whilst simultaneously improving outcomes for sustainable transport and the affordability, liveability and economic viability of our neighbourhoods. Though all councils have (to varying degrees) been managing parking in this way for some time, the new strategy will provide an opportunity for Council to engage with the community to resolve specific local parking issues and improve outcomes over time through a more strategic, less reactive approach.



Members' thoughts on the proposed Inner West Parking Strategy are sought in this meeting.

6:50pm

Freight and Service Delivery Strategy Scope – Review and Feedback

Council has appointed PTC to carry out the Freight Goods and Services Study to analyse. The previous Transport Advisory Committee provided guidance on the development of the scope for this Study with the project objectives being:

- Review classification and function of designated freight and goods delivery routes;
- Review kerbside allocation for loading and delivery activities;
- Identify appropriate locations for designated kerbside freight and goods delivery (loading/unloading spaces);
- Identify innovative technology to manage kerbside control;
- Compare the implications of kerbside and off-street loading facilities (including implications on streetscape, Workplace Health & Safety, built form etc);
- Identify opportunities for the encouragement of economically, environmentally and socially sustainable freight delivery vehicles;
- Identify opportunities to minimise loading times, noise pollution and ensure pedestrian safety and amenity in shopping areas;
- To provide:
 - Analysis of the existing and likely future demand and type of freight and goods delivery activity in the Inner West;
 - Analysis of the numerous competing factors relating to freight and goods delivery, including safety, amenity, traffic operation and implications for the built form of new developments and the public domain;
 - A series of recommendations (key principles) to be applied to achieve the best possible outcomes in the provision, management and design of freight and goods delivery activity for the Inner West LGA, while balancing the numerous competing factors relating to freight and goods delivery;
 - A minimum of 3 location-based (reflecting the diverse nature of the LGA), 5-year action plans which clearly illustrate how the recommendations/key principles of the Strategy can be applied and what the likely results will be.
 - Advice to Council's operational parking and traffic teams to assist them in applying the principles the Strategy to achieve its goals including:
 - Guidance on the number of loading zones required in a main street, or criteria to assist with assessment of this



(e.g. appropriate distances between loading facilities, land use types, etc);

The next step for Council will be the development of a Freight and Service Delivery Strategy.

Council would like to take this opportunity to ask Members to provide feedback on the draft scope for the Strategy (which has been distributed with this agenda), particularly on any key aspects that should be included or amended.

7:10pm	<p>Challenge Questions</p> <p>Committee Members are asked to continue consideration of the following <i>Challenge Questions</i>:</p> <ol style="list-style-type: none"> 1. <i>How do we help to improve air quality and reduce road noise in the LGA by facilitating the uptake of electric vehicles and by other measures, including providing electric vehicle charging for residents who do not have off-street parking?</i> 2. <i>Should IWC adopt targets for the percentage of trips by active and public transport, and if so, what should these be?</i>
7:25pm	General business
7:30pm	Meeting closes

Next meeting: 6 November 2023