

**Minutes of Transport Strategic Reference Group
Held in Council Chambers, Petersham Service Centre on 13 September, 2017**

The meeting commenced at 6.06pm

Members:

Mr Mark Clancy
Mr Alan Finlay
Mr Bob Moore
Mrs Vera Nadile
Mr Ian Phillips
Mr Lyall Kennedy
Mr Kevin Eadie
Mr Neil Tonkin
Mr Colin Jones
Ms Finola Border
Ms Robyn Bantoft

Other Attendees:

Mr John Stephens	Traffic and Transport Services Manager (Facilitator)
Mr Joe Di Cesare	Civil Design Coordinator
Mr Simon Lowe	Strategic Transport Planner
Mr Emilio Andari	Traffic Engineer

1. Welcome

2. Acknowledgement of Country

"I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today and their elders past and present"

3. Apologies

Members:

Ms Kylie Segaert
Mr Rob Lake

Officers:

Mr Ken Welsh
Mr George Tsaprounis

4. Disclosures of Interest (any conflicts of interest need to be disclosed in accordance with Council's Code of Conduct)

Mr Finlay declared a non-pecuniary interest as he is undertaking casual traffic engineering work on Stage 3 of the WestConnex Darley Road access site and Sydney Metro - Sydenham to Bankstown, Central Station access arrangements.

5. Presentations

a. Update on Cycleway Projects

Council's Coordinator, Civil Design informed members of the progress of six Cycleway Projects that Council is currently managing. These projects include Addison Road (Local Route 16), Livingstone Road (Local Route 3), Dulwich Hill to Marrickville (Local Route 18), Lewisham to Newtown (Regional Route 7), St Peters to Tempe (Local Route 7), and Parramatta Road to Marrickville Park (Regional Route 2).

Mrs Nadile raised concerns with bike paths installed adjacent to driveways and safety of cyclists as vehicles exit driveways and cross the bike path. Council Officers acknowledged that it may take time for residents to adapt to the bike paths and Council will promote bike path rules on its website and to residents via letterbox drops. Council Officers also advised that road safety audits are undertaken during the design process and if safety issues are identified, the design is revised to resolve those issues.

Members also raised questions over whether the diversion from a section of Addison Road towards Newington Road will be used by cyclists. Council Officers advised that the diversion provides a safer option for all road users as it takes cyclists away from a narrower section of Addison Road. However, it was acknowledged that more experienced cyclists may not use the diversion.

It was suggested by a member that Council work with bike hire companies during the construction of cycleways to develop tie-in points where hire bikes could be made available and to encourage users of hire bikes to use the cycleways. Council Officers noted that the suggestion will be considered during the construction phase.

Council's Traffic and Transport Services Manager advised that the former Leichhardt Council received funding from the State Government to prepare a detailed drawing for the Lilyfield Road Cycleway Project (a 2.7km separated cycleway from Hawthorne Canal to Victoria Road and ending at the pedestrian bridge). It was advised that two community meetings were held in 2016 and a number of objections regarding loss of resident parking were raised. Council's consultant investigated a number of options to reduce the loss of on-street parking and Roads and Maritime Services are currently assessing the impacts these options would have on the traffic signals, particularly along the City-West Link.

b. Sydney Metro Project

Council's Strategic Transport Planner made a presentation outlining the stages of the Sydney Metro Project which entails:

- Stage 1 – Chatswood to North West Rail Link: Currently under construction and expected to open in 2019.
- Stage 2 – Chatswood south to Sydenham: Approved by Department of Planning and early construction started.
- Stage 3 – Sydenham to Bankstown Environmental Impact Statement (EIS) released on 13 September 2017 and on exhibition until 8 November 2017.

Members were encouraged to make a submission in response to the EIS and were advised that Council will be preparing its own response.

Mr Tonkin asked whether the linear park parallel to the railway between Sydenham and Bankstown Station is an opportunity for a bike path to connect Sydenham and Marrickville Station. The Committee were advised that a linear path has been proposed by the Department of Planning as

part of the Sydenham to Bankstown Urban Renewal Program and significant parts of it will be built by Sydney Metro with consideration given to cycleway connectivity near railways.

Mr Moore suggested that the land south of Fraser Park could be used to provide a cycleway connection between Sydenham Station and Tempe Station. Council's Strategic Transport Planner advised that Council has developed a proposal similar to that suggestion and has submitted it to the Department of Planning and Sydney Metro for consideration.

6. General Business

Section 94

Members asked whether there was an update on the development of Section 94 Plan since the last meeting. Council's Traffic and Transport Services Manager will forward an update to the members.

Parramatta Road GETS Project

Committee members asked whether there was an update on the Parramatta Road GETS Project since the last meeting. Council's Strategic Transport Planner advised that Transport for NSW had agreed to work with Council to gauge its feasibility. However, they have since put the proposal on hold until their Future Transport paper is released in 2018. Transport for NSW have indicated their intention to work on a feasibility study with Council after the paper is released.

Sydney Metro Project - Sydenham to Bankstown

Mr Eadie noted that the Sydenham to Bankstown Metro Environmental Impact Statement is publicly available and asked how Council intends to seek input from the community. Council's Strategic Transport Planner advised that Council generally encourages members of the community to make submissions directly to the Department of Planning. He also advised that any comments from the community received by Council will be considered when Council develops its own response.

Mr Eadie stated that there is strong opposition to converting the Sydenham to Bankstown line from heavy rail to metro rail which has resulted in misinformation in the public in relation to seating arrangements in metro trains. He asked whether Council is in a position to inform the community of the facts about the seating of metro trains. Council Officers recommended that members of the community should direct any questions regarding the project to Sydney Metro to prevent the dissemination of misinformation.

WestConnex M4-M5 Link

Mr Eadie asked whether Council can comment on City of Sydney's alternative proposal for the WestConnex M4-M5 Link, specifically in relation to the upgrade of State Road A3. Council's Strategic Transport Planner advised that Council made a submission to Sydney Motorway Corporation, prior to the recent release of the EIS, and included comments on the City of Sydney's alternative proposal. Members were advised that some elements of the proposal were supported, such as the removal of St Peters interchange, while other elements were not supported, such as the expansion of the A3 connection.

Mr Moore stated that the M4-M5 Link proposes to widen the left turn lane on The Crescent at the intersection of City-West Link Road which would remove Buruwan Park. He requested Council

consider this when responding to the EIS. Council's Strategic Transport Planner noted Council will object to any proposal from WestConnex which involves removal of parks.

Members also discussed the need for a coherent cycle and pedestrian link as part of the M4-M5 Link. Council Officers stated that this will be considered when developing Council's submission.

Members asked about the results of Council's M4-M5 Link local traffic impact assessment. Council's Strategic Transport Planner advised that the modelling is currently being finalised and will be available soon. He advised that the assessment will consider impacts to all road users including to bike users and pedestrians, and the results will be used to determine measures to improve the environment of streets most impacted by additional traffic.

Mrs Nadile asked for clarity on how traffic will move into WestConnex from Parramatta Road in the Rozelle/Annandale area as the plan is not clear. Council's Officers will provide contact details of Council's Manager, WestConnex Unit to Mrs Nadile who can clarify details of WestConnex plans.

Future of Transport Strategic Reference Group

Members discussed the group's future as results of the Council election are being finalised. Council's Traffic and Transport Services Manager advised that the next meeting to be held on 22 November will be the last meeting until Council Officers receive direction from the incoming Council. Members moved to recommend to the incoming Council that the Transport Strategic Reference Group continue in its current form until it is replaced by an equivalent entity.

The meeting concluded at 7.50pm.