MINUTES

CITY OF VINCENT

TRANSPORT ADVISORY GROUP

Wednesday 27 May 2026
at 5:00pm – 7:00pm

Venue: Karak One/Two
City of Vincent
Administration and Civic Centre
244 Vincent Street Leederville

Attendees:

City of Vincent Councilors
Mayor Alison Xamon (AX) — Cr Ashley Wallace (AW) – Chair
Cr Reece Wheadon (RW) — Cr Con Poulios (CP)

Community Representatives
Imre Szito Balazs (IB) — Blair Stroud (BS)
Paul Roberts (PR) — Lawrence Man (LM)

City of Vincent Officers
Peter Varris, Executive Director Infrastructure & Environment (PV)
Eamonn Lourey, Coordinator Place (EL)
Tanja Gerum, Senior Place Planner (TG)

Apologies
Jessie Moore (JM) — Jack Hobbs (JH)
Kevin Guo (KG)

1. Welcome/Declaration of Opening

Councillor Poulios opened the meeting at 5:00pm and Mayor Xamon delivered the Acknowledgement of Country.

2. Apologies

Jessie Moore (JM), Kevin Guo (KG) and Jack Hobbs (JH). Mayor Alison Xamon (AX) from 6pm.

3. Confirmation of the Minutes

That the Minutes of the meeting held on 27 May 2026 be received and confirmed as true and correct record.

4. Business

4.1 Update on project progress

- Administration informed the Transport Advisory Group (TAG) about the outcomes of the stakeholder engagement for the Major Review of the Accessible City Strategy.
- This included stakeholder interviews with neighbouring LGAs (Town of Cambridge and Cities of Stirling, Perth and Bayswater); State Government agencies (Department of Transport and Major Infrastructure; Department of Planning, Lands and Heritage; Public Transport Authority; and Main Roads WA) and not-for-profits and advocacy groups (RAC and WestCycle).

- Key Insights – Active Transport:
    - Approaches to prioritising footpath improvements using data-driven methods are common practice across local governments.
    - There are varying perspectives on emerging mobility options such as e-scooters.
    - Opportunities exist for collaboration across neighbouring areas, particularly in aligning active transport routes and projects.
    - State agencies are progressing broader strategic frameworks that will inform future movement and place planning.
    - Improving connectivity, particularly near public transport stops, was identified as important for enhancing the overall user experience.
    - Potential opportunities for data sharing and collaboration with external organisations were noted.
    - Progress is being made across the region in developing long-term cycling networks.
    - Lower speed environments and targeted improvements to existing infrastructure were identified as potential approaches to improving safety and usability of the network.

- Key insights – Public Transport:
    - Stakeholder feedback highlighted a range of perspectives on planning approaches and priorities across different areas.
    - Existing policy frameworks and funding mechanisms are under review, which may create future opportunities for local advocacy.
    - Several corridors and routes were identified as important in supporting public transport use.
    - Delivery of future public transport improvements is subject to planning, funding, and broader network priorities.
    - Improving connections, service coverage, and user experience were identified as key considerations.
    - Bus infrastructure and operations can also contribute to broader street function, including traffic calming and safety.

- Key Insights – Vehicular Traffic:
    - Traffic volumes and congestion on key corridors are a shared concern across multiple jurisdictions.
    - There is general support for initiatives that improve road safety, including lower speed environments where appropriate.
    - Ongoing upgrades to traffic infrastructure are being undertaken in parts of the network.
    - The potential impact of emerging technologies remains uncertain and will require ongoing monitoring.
    - Opportunities for collaboration on environmental monitoring and data analysis were identified.
    - Understanding travel behaviour, including patterns of car ownership and access to alternative transport options, was highlighted as an important area for further investigation.

4.2 Activity to discuss overarching challenges and opportunities

- The Transport Advisory Group (TAG) participated in a facilitated discussion to explore potential responses to key transport challenges.
- Discussion was supported by mapping exercises and worksheets.

Overarching Challenge 1:
Balancing regional traffic movement with connected and liveable neighbourhoods

- Key themes raised included:
    - The importance of improving the attractiveness and viability of alternative transport modes.
    - Recognition that trade-offs may be required when balancing different corridor functions.
    - The need to improve connectivity and continuity across transport networks.
    - Opportunities to prioritise different modes in different parts of the network based on function and context.
    - The importance of collaboration with State agencies when considering changes to public transport services or infrastructure.

- Consideration of traffic patterns, congestion points, and broader network performance.
- Acknowledgement of capacity constraints within parts of the existing road network.
- The role of street design and lower-speed environments in supporting safety and amenity.
- The need to strengthen connections between key destinations and precincts.
- Opportunities to learn from approaches used in other cities to manage transport demand and improve accessibility.

Overarching Challenge 2a:
Gaps in the active transport network

- Key themes raised include:
  - It was noted that there are currently no direct east–west active transport connections from North Perth to Beaufort Street without encountering uncomfortable or awkward conditions
  - Upgrades to active transport infrastructure on William Street and Walcott Street should be treated as a high priority. Idea to demote from four to two lanes.
  - Idea to better integrate Glendalough Station into the active transport network
  - Missing connection to PSP coming from Highgate causes detours
  - Scarborough Beach Rd, Vincent St and Bulwer St are seen as the main east west routes. Walcott St and Green St serve a regional scale.

Overarching Challenge 2b:
Gaps in the public transport network

- Key themes raised include:
  - Opportunities to improve service coverage and connectivity along key corridors.
  - The potential for different types of public transport solutions to support activity centres.
  - Support for proposed improvements to east–west connections.
  - Opportunities to enhance access to key destinations through improved routing and integration.
  - The importance of clear wayfinding and user information.
  - Opportunities to improve comfort and amenity at stops and station

5. Close

The Chairperson closed the meeting at 7:10pm.