MINUTES

CITY OF VINCENT

TRANSPORT ADVISORY GROUP

Wednesday 30 September 2026
at 5:30pm – 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 Reece Wheadon (RW) - Chair
Cr Con Poulios (CP)

Community Representatives
Paul Roberts (PR)
Lawrence Man (LM)

City of Vincent Officers
Rhys Taylor, A/Executive Director Infrastructure & Environment (RT)
Luke McGuirk, Manager Engineering Infrastructure & Environment (LM)
Eamonn Lourey, Coordinator Place (EL)
Tanja Gerum, Senior Place Planner (TG)
Shannon Galvin, Place Planner (SG)

Apologies
Cr Ashley Wallace (AW)
Jessie Moore (JM)
Blair Stroud (BS)
Kevin Guo (KG)
Imre Szito Balazs (IB)

1. Welcome/Declaration of Opening

Councillor Wheadon opened the meeting at 5:30pm and delivered the Acknowledgement of Country.

2. Apologies

Cr Ashley Wallace (AW), Jessie Moore (JM), Kevin Guo (KG), Imre Szito Balazs (IB) and Blair Stroud (BS)

3. Confirmation of the Minutes

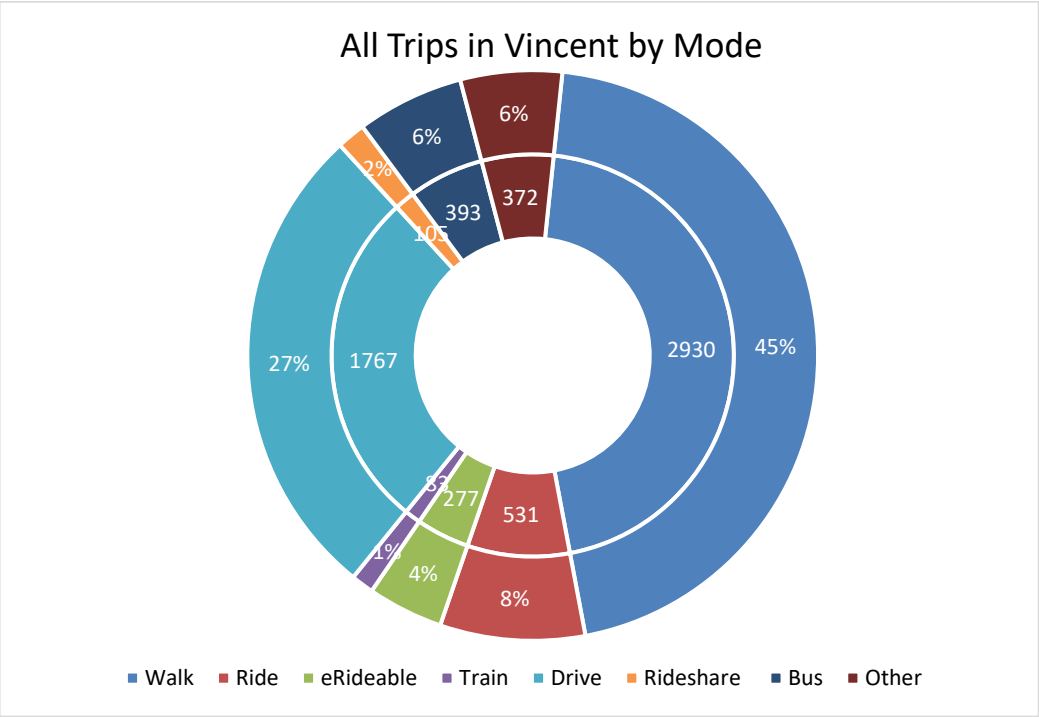
That the Minutes of the meeting held on 30 September 2026 be received and confirmed as true and correct record.

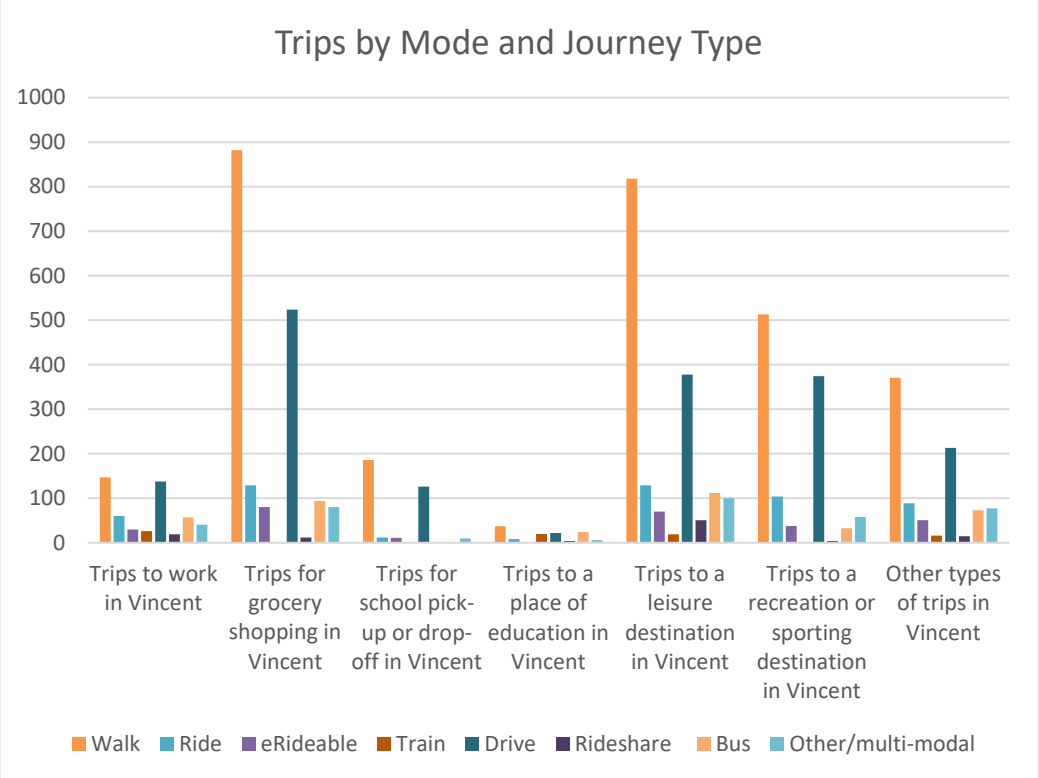
4. Business

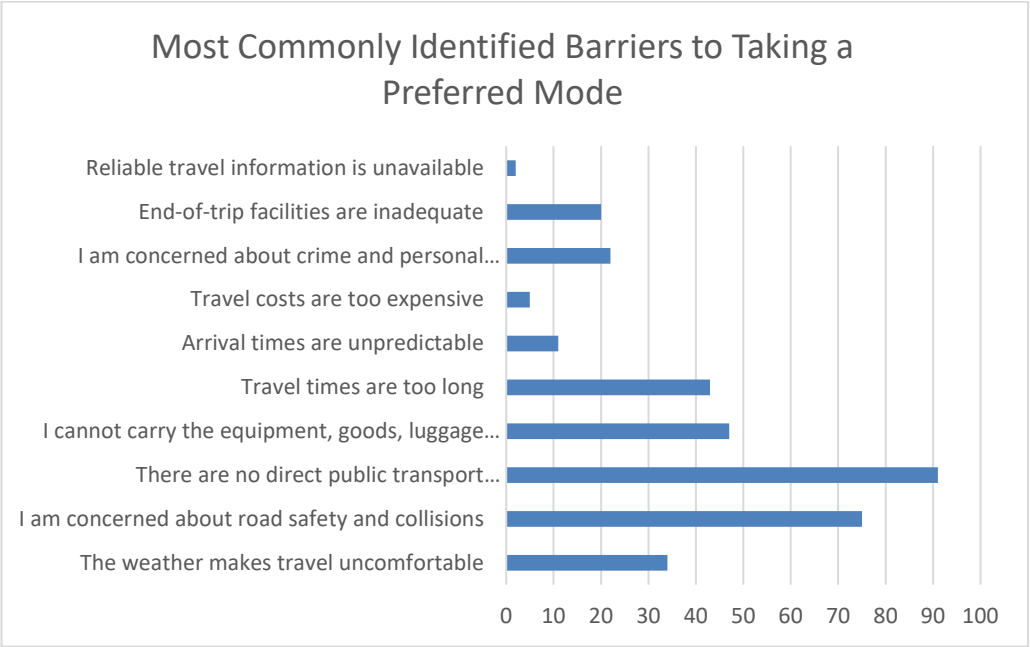
4.1 Recap and update on project progress

- Administration updated the Transport Advisory Group (TAG) on project progress.
- Administration recapped the four overarching challenges identified through stakeholder engagement during the Opportunities and Constraints Analysis phase:
    - Challenge 1: Balancing regional traffic movement with connected and liveable neighbourhoods
    - Challenge 2: Gaps in the existing active transport network
    - Challenge 3: Gaps in the existing public transport network
    - Challenge 4: Vincent's existing transport user experience does not encourage mode shift and behaviour change

- Administration provided a snapshot of the Your Journey Survey outcomes to date. The survey, open from 14 September to 5 October, explored Vincent community's travel habits, trip types and barriers to mode shift. At the time of the TAG meeting, 355 surveys had been submitted, capturing over 6,450 logged individual trips. The following snapshot diagrams were shared:







4.2 Identified objectives and key opportunities

The Transport Advisory Group (TAG) participated in a facilitated discussion to provide feedback on the identified objectives and key opportunities. An extract from the Draft Opportunities and Constraints Report was provided to TAG members for review prior to the meeting.

Discussion outcomes are summarised below under each challenge:

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

- One TAG member noted that the protection of cycling infrastructure along north-south corridors could be more explicit.
- It was noted that the key barrier to implementing protected cycling lanes is the loss of on-street parking and associated community concerns.
- The existing 20 m road reserve along north-south corridors presents a significant constraint, requiring trade-offs between transport modes competing for the limited space.
- A TAG member requested to seek data to support the justification for bus lanes along north-south corridors and to explore whether underutilised bus lanes could be reallocated to cycling infrastructure, particularly along Beaufort Street.
- Relevant data collection and traffic modelling, including for Beaufort Street, was undertaken as part of the Precinct Traffic Studies.

Overarching Challenge 2:
Gaps in the active transport network

- Walking: Greater emphasis was suggested on accessibility for people with disability, people with prams and older people, including its consideration within the user conflict theme.
- A need for sufficient, high-quality bike and e-scooter parking across Vincent was highlighted.

Overarching Challenge 3:
Gaps in the public transport network

- No further comments.

Overarching Challenge 4:
Mode shift

- Greater emphasis was suggested on restrictions and disincentives, alongside incentives, to support mode shift away from private vehicles.
- Advocacy for fewer private vehicles per household was suggested, supported by measures such as parking restrictions and parking permit arrangements.
- Questions were raised around the number and size of vehicles per household and the extent to which private vehicles should be accommodated within on-street public space.

- It was suggested that public space be prioritised for active transport infrastructure, such as bike lanes, rather than the parking of oversized private vehicles.
- A more restrictive approach to on-street parking of oversized private vehicles was supported, while recognising the different needs of commercial and trade vehicles.
- It was suggested that restrictions should focus on the use of public space for vehicle parking, rather than vehicles accommodated on private property.
- Concerns were also raised about the size and safety impacts of larger vehicles.
- Consideration was suggested of opportunities to advocate for smaller private vehicles.
- Differentiated parking fees based on vehicle size, as implemented in Paris for SUVs, were raised as a potential approach for consideration.

General:

- The objectives were considered appropriately broad, with a need to explore priority areas in greater detail through draft actions for implementation.
- The opportunity of future ferry transport was identified as a missing theme.

- It was noted that several opportunities align with areas the City is already advocating for.
- The importance of identifying effective advocacy priorities was discussed, recognising that previous advocacy has delivered a number of smaller wins but fewer significant outcomes. A need to prioritise advocacy items within the Integrated Transport Strategy (ITS) was highlighted.
- The current CAT bus advocacy was identified as a potential significant advocacy outcome.
- There was support for including long-term and ambitious advocacy priorities in the ITS, even where implementation may not currently be planned or is dependent on external stakeholders.
- AX noted that there is sufficient capacity to pursue advocacy in support of the ITS objectives.
- It was further noted that an adopted ITS would provide a strategic mandate and permission for the Mayor and other political stakeholders to advocate for identified priorities.

Measuring progress

- Questions were raised about whether KPIs or targets would be established for the objectives and opportunities, and how progress and success would be measured.
- It was noted that the previous Accessible City Strategy (ACS) relied primarily on ABS Census data to measure progress, which has limitations. Administration is seeking to broaden the range of indicators used to measure progress under the ITS, including investigating the Enhanced Environment Strategy's approach to integrating targets and measures of success.
- Reducing the number of private vehicles per household was suggested as a potential target that could be allocated to one or more objectives.

Review of existing ACS vision statement:

No specific concerns were raised, with a view that the current vision remains appropriate and focus could be directed towards other aspects of the ITS.

4.3 Activity to define Vincent's corridor roles

TAG members were asked to review the Movement and Place classification of key corridors, based on the Link and Place framework in the current ACS. Key suggestions included:

- Classify Beaufort Street as *City Hub* along its full length.
- Extend the *High Street* classification along William Street to Vincent Street.
- Classify the route along Little Parry Street, Forbes Road, Stuart Street and Carr Street to Loftus Street as a *Connector*.
- Extend the Bulwer Street *Connector* to East Perth Train Station.
- Classify Charles Street, East Parade and the Freeway as *Core Roads*, reflecting their primary role in accommodating vehicle movement.

General feedback: Movement and Place classifications should better align with journey routes, recognising that journeys continue beyond where individual classifications currently end.

Detailed worksheets can be found in the appendix.

4.4 Activity to further develop identified objectives

TAG members were asked to consider potential actions to achieve selected objectives, as well as possible targets and measures of success. Detailed worksheets can be found in the appendix.

Challenge 2 Objective: User hierarchy embedded in practice

The City's transport planning, design, asset management and operational practices consistently reflect the user hierarchy.

- Clarification: Reduced speed limits do not necessarily affect the frequency of road renewals.
- State and Federal Government grants are key funding sources for road renewals, but funding conditions can limit opportunities to incorporate active transport infrastructure.
- City-funded projects provide greater flexibility in how funding can be allocated.
- A Complete Streets approach was suggested, integrating multiple improvements and projects into street renewal works and measuring their collective delivery.

Challenge 2 Objective: Strategic focus on active transport

Active transport is elevated as a core consideration in transport planning, investment and delivery decisions.

- Use a combination of incentives and disincentives to encourage active travel and reduce recreational car use.
- Build on partnerships to encourage and promote mode shift. Explore incentive initiatives such as for example ‘free ice cream for using active transport to town centres’.
- LM noted the City’s existing e-bike and e-scooter initiatives for commuting as an example.
- Provide practical pre-trip information to help people understand their active travel options, using newsletters and other communication channels.
- Develop and communicate wheeling route plans, including information on route safety.
- Build on existing “how to get here” information for key events, such as events at East Perth Power Station.
- Reflect the user hierarchy in the level of service provided, including adequate end-of-trip infrastructure and initiatives that prioritise active transport users, such as e.g. bike concierge services.
- Potential measures of success could include general traffic volume data and data from travel surveys tracking changes in mode split.

Challenge 4 Objective: Supporting better journeys

Supporting infrastructure enables seamless, comfortable and accessible active and public transport journey.

- Local junior sporting clubs were identified as a partnership opportunity to encourage mode shift and behaviour change.
- Incentive programs delivered in partnership with sporting clubs were suggested as a potential approach.
- Path lighting along cycling routes was highlighted as important for perceived safety and encouraging active travel to and from training – especially for younger transport users.
- Opportunities to improve bus stop amenity by enhancing existing infrastructure, such as extending awnings for additional shelter, were suggested, including collaboration with private property owners to deliver cost-effective improvements to the public transport user experience.

Challenge 4 Objective: A future-ready network

The transport network is adaptable and responsive to changing technologies, travel behaviours and mobility needs.

- Consider storage and management of shared micromobility devices to support first and last-mile journeys.
- Consider future requirements for autonomous taxi depots, including charging infrastructure.
- Concerns were raised about speed differences between delivery drones/robots and other wheeled users, particularly on cycling paths, and the potential for increased safety risks and user conflict.
- Provide EV charging infrastructure at key destinations and higher-density residential areas, such as apartments, supermarkets and gyms.
- Consider the future mobility needs of an ageing population, including requirements for mobility aids and accessible infrastructure, i.e. pram ramps and wider median widths.
- A potential measure of success could be increased access to social interaction and opportunities enabled by alternative transport options, aligning with the broader accessibility focus.

5. Close

The Chairperson closed the meeting at 7:05pm.

FUTURE ROAD FUNCTION - LINK AND PLACE MAP



Legend

Areas
- Mixed Use Areas
- Town Centres
- Regional Public Open Space

Link and Place Classification
- City Hub
- High Road
- Core Road
- City Street
- High Street
- Connector
- City place
- Town Square
- Local Street

Figure 1: Link and Place Matrix

Objective: Clear Corridor Roles

Vincent's movement corridors have clearly defined functions and place outcomes that support the broader transport network.



Figure 1: Link and Place Matrix

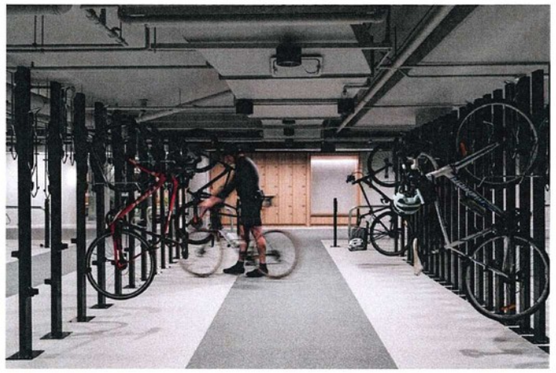
FUTURE ROAD FUNCTION - LINK AND PLACE MAP



Figure 1: Link and Place Matrix

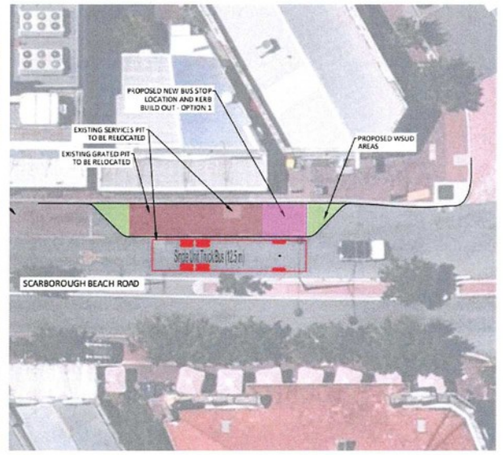
Objective: Supporting better journeys

Supporting infrastructure enables seamless, comfortable and accessible active and public transport journeys making it a competitive alternative to cars.









Potential Targets or Measures of Success

Key Opportunities

- Improve the provision and quality of end-of-trip facilities through planning and development processes.
- Improve the availability and suitability of parking infrastructure for bicycles, eRideables and other micromobility devices to support increased uptake and use.
- Improve public bicycle parking provision across Vincent, with secure and covered facilities prioritised at strategic destinations where demand, location and space constraints support their delivery.
- Improve the public transport customer experience through more accessible, comfortable and well-connected bus stop environments.
- Improve public transport accessibility and pedestrian safety by integrating bus stop design into broader street design and road space allocation decisions, including consideration of in-lane bus stops where appropriate.
- Improve integration between train stations, surrounding town centres and active transport networks by reviewing Station Access Strategy priorities and building agency support for implementation.

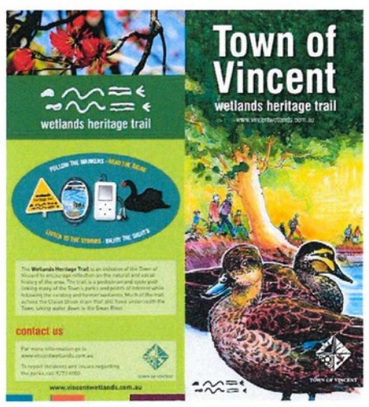
2 Stadiums
or paths
-Junior sporting facilities need lighting to encourage alternate users included cycling, e-rideables / need for more infrastructure to lock up.

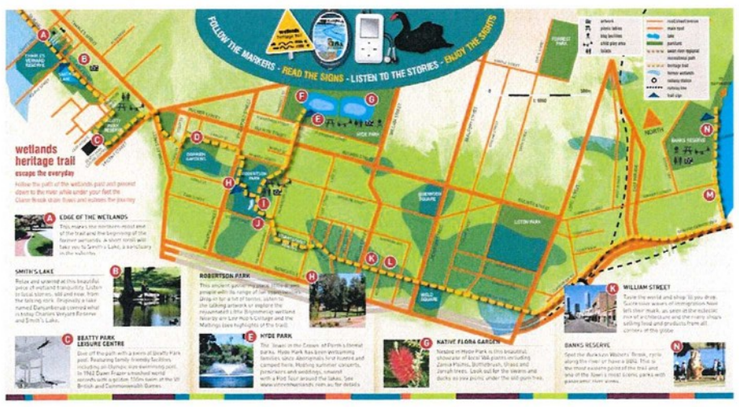
- Other

Objective: Strategic focus on active transport

Active transport is elevated as a core consideration in transport planning, investment and delivery decisions.







Key Opportunities

- Elevate pedestrian movement as a core strategic consideration through a coordinated approach to footpath network planning and investment.
- Enhance recreational walking through a revitalised Wetlands Heritage Trail and the investigation of additional themed trails.
- Create a network of green active transport corridors through planning, policy, investment and partnerships.
- Elevate active transport in capital investment decisions through a more strategic funding approach.

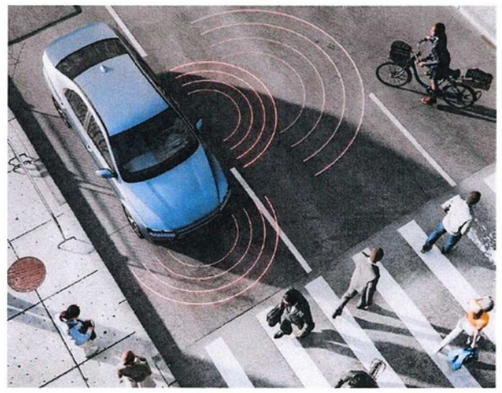
- Develop like/endeable route plans with safety ratings and communicate to the community.
- Investigate bike hire schemes.
- Improve pedestrian experience via improved footpaths/crossings.
- Provide incentives for active travel
- Provide/investigate disincentives for car travel.

Potential Targets or Measures of Success

- Reduced car trips measured from travel surveys
- Reduced traffic volumes.

Objective: A future-ready network

The transport network is adaptable and responsive to changing technologies, travel behaviours and mobility needs.







Potential Targets or Measures of Success

- Social interactions that occurred that would not have otherwise ~~occurred~~ happened (Loneliness Epidemic)

Key Opportunities

- Protect planned cycling routes from development outcomes that may compromise future network connectivity.
- Plan for evolving freight, servicing and last-mile delivery needs through innovative approaches that balance efficient goods movement with people-focused places.
- Support DTMI's strategic planning for the impacts of autonomous vehicles and emerging mobility technologies to support future-ready communities.

→ Last mile (public escooter etc.) vehicle storage and management

→ Aerial drone navigation / pathways → delivery to door.

→ Autonomous taxi depots
↑ Use as battery / duck curve mitigation

→ EV charging near higher density apartments, supermarkets, gyms

→ Aging population mobility aids

→ Mid (Larger) crossing islands, longer duration pedestrian phasing

- Other

→ Concern on speed difference of delivery drones with other wheeled users (particularly on bike paths)

→

Objective: User hierarchy embedded in practice

The City's transport planning, design, asset management and operational practices consistently reflect the user hierarchy.

USER HIERARCHY

PEOPLE WHO ARE WALKING

↓

PEOPLE WHO ARE CYCLING

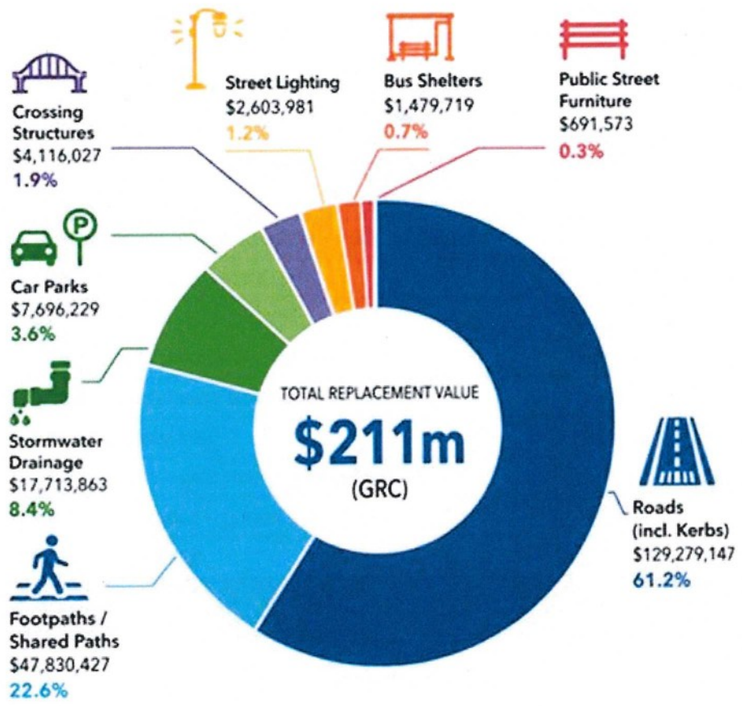
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PEOPLE WHO ARE CATCHING PUBLIC TRANSPORT

↓

PEOPLE WHO ARE CHOOSING TO DRIVE

Figure 3.1 – Total Current Replacement Cost as of June 2023



Key Opportunities

- Better embed contemporary place-led street design principles into existing (road) renewal programs and new transport projects and upgrades.
- Strengthen people-focused street design by incorporating active transport user lived experience into design and delivery of transport projects including traffic calming measures.
- Improve pedestrian safety, accessibility and network continuity by prioritising continuous footpaths across crossovers and laneways through coordinated policy, renewal programs and development/compliance assessment processes.
- Increase pedestrian and cyclist priority at intersections, including through protected signal phases and traffic calming measures.

Have a "complete streets" approach - measure delivery of multiple projects. - yes!!

Already do this.

Potential Targets or Measures of Success