

**ROAD SAFETY ADVISORY GROUP (RSAG)****Thursday 10 August 2017 at 5.30pm****Venue: Function Room
City of Vincent Administration and Civic Centre****Unconfirmed Minutes****Attendees:**City of Vincent Councillors:

Mayor Emma Cole	Chairperson
Cr. Jonathan Hallett	Elected member

Community Representatives:

Regina Foley	Community Representative
Greg Koroveshi	Community Representative

City of Vincent Officers:

Craig Wilson	Acting Director Technical Services
Francois Sauzier	TravelSmart Officer

1. Welcome / Declaration of Opening at 5.35 pm

Mayor Cole opened the meeting at 5.35 pm welcomed the members.

2. Apologies

Jade Lam Sin Cho	Community Representative
Charlotte Dudley	Community Representative
Toby Hodgson	Community Representative
Parwez Jahmeerbacus	Community Representative
Jonathan Riley	Community Representative
Anthony Fisk	Community Representative
TBA	WALGA Roadwise - Road Safety Advisor

3. Confirmation of Previous Minutes – Moved Emma Cole, Seconded Regina Foley.**4. Matter Arising from Previous Minutes****4.1 Redfern Street, North Perth:**Intersection of Redfern and Walcott Streets

CW advised that a concept has been developed for tightening up the Redfern / Walcott intersection to slow the traffic down as they turn into Redfern. The affected residents will be consulted via an Information Bulletin prior to construction commencing. **Action: CW**

Intersection of Redfern and Hunter Streets

CW advised that the traffic data on usage and speed on Redfern St does not warrant an expensive plateau treatment. EC commented it may be possible to consider lower cost treatments, such as higher and/or additional speed humps, in the future. Once the new corner treatment has been installed, the City will monitor the traffic to assess the impact.

No Action



4.2 Randell Street, Perth:

CW advised consultation has commenced on the proposed traffic calming measures on Randell Street, the results of which will be reported to Council. **Action: CW**

General discussion ensued about how people are keen for 40kmh on their streets, but want 50kmh access on neighbouring streets. GK advised that local residents using Matlock Street tended to treat the street as an extension of their driveway traveling at lower speeds and displaying more courtesy.

5. Business

5.1 Warrants System/Black Spot Funding

CW presented two documents – the City of Stirling (CoS) Traffic Management Warrants Policy and the Austroads Guide to Traffic Management Part 8 – Local Area Traffic Management for reference. The group reviewed an example of a ‘warrant’ provided by the CoS for Bradford Street, Menora, and then went through an exercise applying the criteria to Edinboro Street. EC advised this tool could be used as an ‘expectation management’ guide rather than a ‘fixed’ criteria. It may be possible to include it in the Terms of Reference for the next iteration of the RSAG group, post the October Local Government elections.

Action: CW

CW advised he had attended a resident’s meeting on Edinboro St regarding the same. The data does not reflect the community’s perception of increased traffic or high speeds on Edinboro St especially at the level of the Edinboro St Reserve.

5.2 Black Spot Program submissions

CW explained a benefit/cost ratio (BCR) applies to all reported traffic accidents crashes and applies a \$ value to the various gradings of severity of crashes.

The process involves undertaking a review of qualifying intersections, preparing a submissions in accordance with the guidelines and applying to MRWA for Black Spot funding (both State and National) by the specified date (2 financial years in advance). The submissions are then assessed by an independent panel of accredited road safety consultants. They assess if it meets the criteria for State or National funding.

For State funding, the CBR minimum score is ‘1’ in that a \$1 is saved for \$1 invested, however because of the competition for funding the ‘cut off’ is generally higher. State funding is allocated at a 2:1 ratio, 2/3 State to 1/3 Local Government.

For National funding the minimum CBR is ‘2’ and if successful is fully funded by the Federal Government.

CW then detailed the projects that the City had submitted for 2018/19 (which closed in July 2017) with no guarantee of funding.

General discussion ensued about some of the possible projects including a roundabout at the intersection of London and Ellesmere Streets. EC highlighted \$3million Scarborough Beach Road/Main/Brady/Green Streets project. CW provided some background. EC recommended this be brought to RSAG attention. RF suggested that local roads in certain areas could be 1-way for cars with bi-directional bike lanes – CW advised of the need to ensure permeability for all users. **Action: CW**



6. RoadWise

No RoadWise update available as the replacement for Karen White is yet to be appointed.

7. General Business

7.1 Edinboro Street Reserve

Although discussed in 5.1 above, EC requested that Edinboro Street Reserve crossing point needed further exploration, including, the prohibition of parking on the Reserve side of the road as presented by CW and possible speed humps/traffic calming at the level of the park to slow cars in the general area. **Action: CW**

7.2 40km/h Speed Zone Trial

EC asked for a quick update on the 40KMH. FS advised of correspondence with the Office of Road Safety where they asked for confirmation that the City actually had the resources to implement the trial (*this was initially coming from Main Roads, but they advised they would not contribute to the trial). EC advised she is happy to lobby the Minister to ensure it gets up in Vincent, considering the recent press regarding the 40kmh preference. **Action: FS**

7.3 Share the Space campaign

FS advised that the EMRC (Eastern Metropolitan Regional Council), in conjunction with the City, and other partners, have created 3 animated short films which highlight the behavior of drivers, riders and pedestrians. These will be shared on digital platforms as well as posters and some radio and TV advertising. **No Action**

IMPORTANT NOTE:

The terms of Reference for this, or any Advisory Group, shall operate at all times in accordance with the City's Policy No. 4.2.12 – Advisory Groups, which states (in part):

- Any items which have been dealt with by the Advisory Group will not be implemented by the City's Administration until a report has been submitted to the Council for a decision.

8. Close / Next Meeting

Next meeting to start at 5.30pm and tentatively scheduled for Wednesday, 12 October 2017 (now confirmed).

The meeting closed at 6.50pm.

These minutes are confirmed as a true and accurate record of the meeting of the Road Safety Advisory Group (RSAG) held on 10 August 2017.

Signed:..... Chairman

Dated this:..... day of2017