



URBAN MOBILITY ADVISORY GROUP (UMAG)

Monday 19 August 2019 at 6.00pm

Venue: Committee Room

City of Vincent Administration and Civic Centre

UNCONFIRMED MINUTES

Attendees:

City of Vincent Elected Members:

Cr. Jonathan Hallett (*Chairperson*)

Community Representatives:

Adam Wilmott, Holly Taylor, Laura Donovan, Regina Foley, Sam Laybutt, Philip Taylor (*Westcycle*), Katherine Celenza (*Roadwise Road Safety Advisor*), Andrew Main, Geraldine Box

City of Vincent Officers:

Andrew Murphy (Director Infrastructure & Environment), Mikel Haramboure (Coordinator Engineering Design), Sam Jamieson (Active Transport Officer)

1. Welcome / Declaration of Opening / Apologies

Apologies: Mayor Emma Cole, Cr. Alex Castle, Craig Wilson, Courtney Weber, Scott Smith, Scott Gibbings

2. Confirmation of Previous Minutes

Confirmed 7.30pm

3. Actions from Previous Meeting

CW to present groups feedback on Bulwer/Stirling Woolworths to planners	Application went to Joint Development Assessment Panel (JDAP) and decision was deferred for 60 days
SJ to represent CoV at future meetings regarding Bob Hawke College	No meetings since previous UMAG
SJ to ask DoT or school representatives to UMAG	Have invited them to next meeting in September
SJ to add Imagine Zero to agenda	Will discuss later this meeting

4. Business

4.1 North Perth Precinct (20 minutes)

GTA presented short and long term suggestions for traffic calming in area at 27 May meeting. Recommendation from group was that City pursues short term option whilst awaiting outcome of 40km/h trial. Council decided to invite lead petitioners to comment on plans to ensure still aligned with resident's vision. GB thinks plans need more formal consultation, believes residents would be surprised if any infrastructure was installed now. Worried short-term plan will involve too much concrete, community were looking at precinct treatment with lower environmental impact.



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Hoped council could consider temporary traffic calming in area and look at filtering e.g. left in left outs inside precinct to discourage traffic. Also highlighted need for entry statements, more pedestrian crossings.

AMain gave presentation on condition of road, footpath and precinct. Initial request from community was focused on pedestrian and cyclist amenity, not just on speed/volumes. Lots of children use footpaths and PBN routes cross through. Recognised greening on Alphonso St as example of good work by Council but other past works not to same standard e.g. 90 degree parking or narrow lanes on Angove. Identified specific issues (in photos in presentation) – poor footpath condition, no street trees, poor crossovers. Note that these are maintenance issues and will be raised through correct channels. Presented ideal scenario as identified by community including entry statements, raised plateau, road closure and more vegetation. Want a solution that increases vegetation, not just extra concrete. Used Alphonso entry as example of treatment that is concrete and line marking heavy. GB lives on residential street not a road and is worried planned treatments will turn street into a road. AMain and GB left meeting at this point.

AM summarised GTA plans for group and believed that community plan was not far removed from GTA long term plan. AM says council will audit maintenance issues this year and schedule as budget allows. SL highlighted that residents plan creates continuous walk to school along Leake which is a good idea given destinations in North Perth. RF agrees plans are not far apart. SL would recommend adopting plan minus two slow points close to raised plateaus on Alma and Claverton. JH asked group for recommendation to go to council – still recommend original plan of 5 slow points as stage one and long term plan using elements of community design.

4.2 Safe Active Street Road Safety Audit (RSA)

SL wrote Stage 2 RSA and this conflict of interest was highlighted to group. RSA was discussed last meeting in context of retrofitting of kerbs on Shakespeare St stage 1. Shared RSA for both stages with group for comment. Consultation with residents of Shakespeare St has ended with 82% in favour of retrofitting and works will now be scheduled as soon as possible. CoV has also taken two small parking changes to council for approval (plans attached). RF agreed with report on stage 2 that 90 degree parking on Richmond St near Kindergarten is a hazard but think route is great progress for city. SL and RF agreed that lighting is poor on route. CoV consulted residents before construction and they were against increased lighting as they were worried it would affect feel of street. CoV is commenting on other recommendations and will consider high priority options first.

4.3 Imagine Zero (15 minutes) - <https://imaginezero.rsc.wa.gov.au/>

Discussed in previous meeting but scheduled again to give group opportunity to comment. City has option to endorse WALGA submission or submit own response. KC informed group that there are upcoming consultations in Victoria Park 4th Sept and Belmont 16th September and a cycle specific forum soon.

4.4 WALGA Update (10 minutes)

113 road deaths to date, 51 metro and 62 regional compared to 105 last year. Work is being done to look at KSIs



5. General Business

AW was not present at previous meeting but wanted to note support for shared zone concept for Woolworths development on Bulwer Street.

6. Close / Next Meeting

Update Information

Update on Previous Agenda Items

1. Bike Plan Project 2019/20

The consultation for Florence and Carr project is currently being designed by our media team.

2. 40km/h Speed Zone Trial Progress

Project ongoing and research project underway. Currently working on blueprint for community and local government to use for future speed zone applications. CoV has fed our experience into this process.

3. Integrated Transport Plan

The feedback from the previous UMAG meeting regarding the Vision and Priorities for the ITP has been provided to the consultant. This is now being incorporated into the plan which is anticipated to be received by the City in the coming weeks. Once received, the plan will be subject to further consultation with the UMAG.