

PEDESTRIAN AND CYCLING

ADVISORY GROUP

**URBAN MOBILITY ADVISORY GROUP (UMAG)**

**Monday 23 September 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*), Cr. Alex Castle

Community Representatives:

Adam Wilmott, Regina Foley, Sam Laybutt

City of Vincent Officers:

Craig Wilson (Manager Asset & Engineering), Mikel Haramboure (Coordinator Engineering Design), Sam Jamieson (Active Transport Officer)

Bob Hawke College:

John Burke (Principal)

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1. **Welcome / Declaration of Opening / Apologies**

Mayor Emma Cole, Courtney Weber, Holly Taylor, Laura Donovan, Parwez Jahmeerbacus, Scott Gibbings, Scott Smith, Philip Taylor, Katherine Celenza, Andrew Murphy

1. **Confirmation of Previous Minutes**

Confirmed 7:30pm

1. **Actions from Previous Meeting**

None

**4. Business**

4.1 Bob Hawke College – John Burke Principal presenting (20 Minutes)

JB presented to the group on how College was focusing on getting students to school. Was appointed 12 months ago, earlier than usual for a principal due to complexity of new school and planning conditions regarding getting to school e.g. must get students and staff to school using active/public transport. Stage 1 for College due to be finished in Jan 2020 and will accommodate up to 1000 students, stage 2 will be finished in 2023 and will accommodate up to 2000 students. Projected to be 200 staff and 1750 students by 2025. Have 230 enrolments as of 20th Sept, most from northern section of catchment area. DoE Strategic planning has predicted 276 students enrolling this year and see this growing year on year. School designed to take students that would otherwise have gone to Churchlands, Shenton and Mt Lawley and is already doing so.

Travel and Access Management Plan was created using input from stakeholders and focuses on public transport, active transport and improvements to existing streets (focusing on crossing around school and Northwood St). Plan does not point to Vincent often but school is very open to input on improvements that will help Vincent students reach the school. There is very limited parking on site and staff, students and visitors are all made of aware of this and will need to learn how to travel to school differently. There is lots of work going on at school but JB still welcomes advice from all, including LGA.

JB outlined bus routes available to students (see attached PTA doc). PTA main strategy to have students catch 85 from Glendalough, new route from Glendalough which will run past school on way to UWA and buses from Perth Bus Port.

AC does not support this. Five years ago had similar case for Churchlands, PTA wanted to see evidence of demand before new routes but this clearly does not include those that have already given up on bus as an option. Pressure from parents resulted in new routes. Bob Hawke has enrolment numbers already and students are all young. Anecdotally AC has heard from parents that they do not want their children changing services or travelling to city. It is not just about finding the best option but also avoiding path that parents will reject. Do not want to miss opportunity to have students make sustainable travel choices and develop culture.

JB left meeting. Group discussed next steps, focused on 15 bus route and potential for diversion service each morning and afternoon to take students to West Leederville Station. Service currently diverts to retirement village twice a day so precedent set.

City should go back to JB with thoughts of group, including plans for diversion, and offer to meet with P&C.

**ACTION: JB to provide update for next meetings.**

4.2 Review of advisory groups (5 minutes)

City is currently reviewing function and role of advisory groups and future of group beyond current term was discussed. AC and JH made clear that they value the group and its input. Group will be kept updated on review.

4.3 Oxford Street North – Speed Zoning (15 minutes)

City is considering asking MRWA to change speed zoning on Oxford St North and Scarborough Beach Road. Long term aim of City is to apply for 30km/h on Oxford Street North as per recent upgrades and mix of cyclists and pedestrians. Administration seeking the thoughts of the group on three possible options to reach this:

* 40km/h along SBR extended to Kilarney in west and Edinboro Street in east to provide consistency. Oxford St North to become 40km/h. Once this is in place 30km/h will be investigated
* 30km/h along SBR and Oxford St North
* 40km/h along SBR and 30km/h on Oxford St North.

AW believes 40km through both areas best option. Does not think place value high enough in Oxford St North to go straight for 30. Outcome of Towards Zero consultation may reduce limit in residential streets to 40km/h. Once this has happened then 30km for town centre is logical next step.

Group highlighted need to consider bringing speed zone in Mt Hawthorn up to the primary school, end of cycle lanes or overpass - Kilarney St

SL wants City to be clear with MRWA that ultimate aim is 30km/h whatever option is pursued. RF highlighted number of cafes in Oxford St North, parking movements and cycle route as reasons to consider 30km/h

Group agreed ideal situation 30km/h through whole zone, then 40km/h SBR and 30km/h Oxford St North followed by 40km/h through whole zone.

4.4 Britannia Road Traffic Calming Concept (15 minutes)

City considering traffic calming on Britannia Rd. Have received deputations from residents for last two years and there is money allocated to the project in this year’s budget. Recent traffic counts show 85% is close to 50 except between roundabouts at Kalgoorlie and Brentham. Current concept presented to group. CW wanted to bring project to group’s attention and will bring further concepts to next meeting.

AW thinks City should look at what treatments have been used in the area already and replicate these. SL worried current concept will create squeezing for cyclists.

1. **General Business**

5.1 Thanks to outgoing members

Thanks was given to all members particularly those that are leaving the group. The time and effort they have given to the group is greatly appreciated by the City and their contributions will be missed.

5.2 Brisbane St/Beaufort St

Work has begun at Brisbane/Beaufort St junction as part of two way upgrade. SL wanted to make sure upgrade would include pram ramp on eastern side of junction so cyclists could ride straight through. Raised similar concern about path at end of Baker Avenue. City will endeavour to include these in plans.

**6. Close / Next Meeting**

TBC

**Update Information**

 **Update on Previous Agenda Items**

1. **North Perth Precinct**

Maintenance issues have been reviewed by engineering team and works scheduled and some carried out. Consultation for traffic calming measures is being developed and will be released in the next month.

1. **Safe Active Street Road Safety Audit**

Retrofitting of kerbs on stage one of Safe Active Street has been scheduled for 2nd October