



URBAN MOBILITY ADVISORY GROUP (UMAG)

Monday 27 May 2019 at 6.00pm
Venue: Committee Room
City of Vincent Administration and Civic Centre

A G E N D A

Attendees:

City of Vincent Elected Members:

Cr. Jonathan Hallett (*Chairperson*), Mayor Emma Cole, Cr. Alex Castle

Community Representatives:

Adam Wilmott, Courtney Weber, Greg Korovesi, Sam Laybutt, Scott Smith, Katherine Celenza (*Roadwise Road Safety Advisor*)

City of Vincent Officers:

Andrew Murphy (Director Infrastructure & Environment), Craig Wilson (Manager Asset & Engineering), Mikel Haramboure (Coordinator Engineering Design), Jordan Korovesi (Coordinator Policy & Place), Sam Jamieson (Active Transport Officer), Fiona Atkins (Urban Planner), Stephanie Smith (Manager Policy & Place), Tim Elliot (Senior Strategic Planner)

GTA

Tim Judd (Director), Simon Pedretti (Senior Consultant)

1. **Welcome / Declaration of Opening / Apologies**
Apologies: Regina Foley, Scott Gibbings, Holly Taylor, Laura Donovan, Parwez Jahmeerbacus, Philip Taylor, Stephanie Smith
2. **Confirmation of Previous Minutes**
 SL asked for amendment on question regarding 40km Zone. Should read – Why are William and Brisbane south of Bulwer 60km/h?
3. **Actions from Previous Meeting**

Action	Outcome
End date for Water Corp work on Beaufort St?	Stage 4 commencing on 27 th May (Bulwer to Chatsworth). Stage 5 should be completed shortly.
GTA to be asked for design options to ensure Florence/Carr bike lanes connect to current/future network?	Will be discussed in project update.
Check if renewal of road surface on Lake St is scheduled?	No it isn't scheduled for resurfacing but will be reviewed again next year for 2021 budget.
Wayfinding to/from PSP on Bourke Street and Britannia Road?	Recently discussed wayfinding on Safe Active Street with DoT and discussions about this are ongoing.
Asked why Brisbane and Bulwer Streets are not included in 40km zone?	Bulwer is part of zone and signage reflects this.



4. Business

3.1 North Perth Precinct Traffic Report - DRAFT

Council received petition from residents regarding high speeds and high volumes. City reviewed and presented designs to council. It was felt more information was needed to look at precinct as a whole so GTA employed for North Perth Precinct Traffic report. GTA presented results (presentation attached).

GTA took desired speed of 40km as target and assessed precinct based on this. Many of the roads that exceeded this target were wide and straight with high forward visibility. Created a short term plan for addressing areas with most need and long term plan that sought to address speeds in the whole precinct using entry statements and midblock treatments.

EC stated that we are now getting requests for speed reduction measures from residents just outside this area. Would we need treatments if area was inside 40km/h zone? TJ thinks yes due to wide nature of roads. Discussion followed about nature plans and the need for interventions at key points e.g. Claverton St and area around Monastery. SL stated that intersection treatments without narrowing road may not reduce speeds. AW worried that treatments may push more traffic onto View St as it joins into Bourke St and Safe Active Street.

EC stated that whatever treatments are implemented it is essential that we view the area as part of 40km/h zone in the future and take this into account.

AC asked about possibility of staging delivery of short term plan. TJ agreed this was possible but would not address wider precinct issues. Suggested GTA can create third option of small scale infrastructure and signage.

Group were broadly supportive of schemes and implementation.

AM due to bring budget and indicative costs to council in June.

3.2 Integrated Transport Plan (ITP)

ITP last brought before group when SWOT analysis of current situation had been carried out. Since then community consultation has taken place and was presented to group during meeting (slides circulated). City asked UMAG for feedback on the priorities highlighted by consultants.

Priority 1

- Path maintenance is scheduled work so if it is raised as an issue then this work is not happening quick enough
- Should crossing points be specifically mentioned? AC pointed out that people do not cross roads they perceive as dangerous. We don't want to leave unconnected pockets
- Should we focus on points of interest e.g. stations, schools, town centres
- SL asked if we need a quantifiable goal e.g. ramp every XXX metres on activity corridor. CW and AC agreed but this needs to be purposeful
- Discussion focused on Brady Street in particular. This is part of an ongoing issue and will there be scheduled for another meeting as own topic

Priority 2

- Thought this needs to mention local centres and major amenities, not just regional facilities
- Should there be some focus on local short trips? E.g. to school, library



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- Bike Network Plan in place since 2013 and needs to be referred to. Minutes from UMAG meeting to discuss this to be circulated to MR
- GK highlighted the importance of education within this priority

Priority 3

- Group agreed east-west link is missing. SL suggested City fund circular route or CAT bus with aim of PTA taking over route. EC explained that cost of these schemes very high
- Discussed need to balance increase/improvement of public transport and public space. Concern Beaufort bus lane makes the centre more of a transit corridor.
- AC and JH highlighted importance of aspiration for alternative modes of public transport.
- Public transport needs to service needs of the community not just commuter journeys into the city.
- CW raised issue of difficulty reaching major destinations outside the city e.g. UWA

Priority 4

- MR asked group if they supported fees for residential permits. Discussion followed. AM thinks we need a consistent residential parking policy. EC explained the city is shifting away from idea of readily available parking.
- If overall aim is to move away from private vehicle all parking policies need to be in line with this.
- SL suggested focusing more on removing parking from where we don't want it not from residential areas at this point in time.

Priority 5

- Mixed discussion on road infrastructure. SL didn't agree with priority. AW wants to be clear that Main Roads have to actively manage roads as demand increases and make it clear the City does not support widening roads.
- EC suggested focus on containing traffic to key roads.
- Need to ensure that key roads do not create severance for communities.
- Do we need to add commitment to lowering speeds on certain road types?

Priority 6

- Agreed we need to use greening to help achieve other aims e.g. traffic calming
- Discussed whether greening should be included in ITP given existence of Greening Plan
- EC thinks connecting plans is important and highlighting links between them useful

5. **General Business**

Due to limited time it was agreed to bring any other business and update information to next meeting.

6. **Close / Next Meeting**

Monday 8th July 6pm

Update Information

Update on Previous Agenda Items

1. **Leederville Oval Master Plan**

2. **Oxford Street North**

Bike Plan Project 2019/20 - Florence and Carr



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- 3. 40km/h Speed Zone Trial Progress**
Project ongoing and research project underway.