

PEDESTRIAN AND CYCLING

ADVISORY GROUP

**URBAN MOBILITY ADVISORY GROUP (UMAG)**

**Monday 8 July 2019 at 6.00pm**

**Venue: Committee Room**

**City of Vincent Administration and Civic Centre**

**UNCONFIRMED MINUTES**

**Attendees:**

City of Vincent Elected Members:

Cr. Alex Castle

Community Representatives:

Adam Wilmott, Greg Koroveshi, Scott Smith, Philip Taylor (*Westcycle*), Katherine Celenza (*Roadwise Road Safety Advisor*)

City of Vincent Officers:

Craig Wilson (Manager Asset & Engineering), Sam Jamieson (Active Transport Officer)

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

Mayor Emma Cole, Mikel Haramboure, Cr. Jonathan Hallett, Andrew Murphy (Executive Director Infrastructure & Environment), Courtney Weber, Regina Foley, Sam Laybutt, Parwez Jahmeerbacus, Holly Taylor, Laura Donovan, Scott Gibbings

1. **Confirmation of Previous Minutes**

Confirmed 6.05pm

1. **Actions from Previous Meeting**

No actions from previous meeting

**4. Business**

4.1 Safe Active Street Road Safety Audit

CoV has received Road Safety Audit on stage 2 of Safe Active Street meaning the whole route has now been audited. Post construction report for stage 1 showed that whilst design initially slowed speeds they have since been creeping up. Stage 2 audit highlighted discrepancy between kerb heights on slow points and commented that design on stage 2 was more effective. As such CoV undertook to retrofit semi mountable kerbs on stage 1 of Safe Active Street before end of financial year. Unfortunately residents were not given much notice of this and some were unhappy about these changes.

CoV postponed works and began two week consultation with residents. This closed on 28th June. While a number of respondents were against the changes the majority supported the higher kerb profile. CoV will inform residents of the outcome and the intention is to proceed with notice. CW confirmed that works are likely to be scheduled for mid-August. AC happy that City gave residents time to comment and glad we now have support for works.

ACTION: SJ to circulate CoV and DoT comments on both Road Safety Audits before next UMAG meeting.

4.2 Woolworths Development Stirling / Bulwer

Planned development of a new Woolworths Supermarket at junction of Stirling and Bulwer Streets, Perth, which will also contain other shops and a day care centre. Car park access to site will be from Stirling Street only. This junction was a blackspot (11 accidents in 5 years) and City has received concerns from McCarthy Street residents regarding the impact development will have on parking. CW brought item to group as there have been rumours that the City is planning to install roundabout at this junction. This is not the case but have been considering left in left out on south side of junction.

AC, council has received some comments and expect this to increase as development progresses. PT has received concerns from cyclists about development, particularly the increased number of vehicles crossing cycle lanes. AW suggested the City consider upgrading street environment instead to encourage pedestrian environment e.g. more street trees, speed humps. CW agreed this is another option that can be considered alongside left in left out. SS agreed that is it a high density area and urban design could successful.

ACTION: CW to present idea to planners before next meeting with developers.

4.3 Bob Hawke College (20 minutes)

Large part of Bob Hawke College’s catchment area will be in CoV. Discussion on how students will reach school are at early stages. SJ attended meeting last week with Subiaco, MRWA, DoT, school principals and Department of Finance. Discussion was on how to improve access to school but at this stage was focused on area immediately outside school and West Leederville. DoT would like to see a range of upgrades to crossings particularly along Northwood Street and outside school. Unfortunately, MRWA warrants are unlikely to be met whilst school only has a limited intake. Whilst the school is promoting walking and cycling to school DoT recognized this might not be practical from Mt Hawthorn and that public transport options (train, bus) will likely be used.

UMAG agreed that students would be very unlikely to use train from Glendalough to reach school and commented that bus 15 to Leederville would be the preferred option. Were concerns how students would then complete journey from Leederville to school. Discussed potential for school shuttle bus from Leederville Station. Wayfinding from footbridge may be important, especially whilst cohort is relatively small in the initial years as the student numbers increase incrementally.

At this point school has been informed that they will not receive funding for bus route. AC had similar discussions regarding buses from Mt Hawthorn to Churchlands SHS. Pressure resulted in new bus route. GK asked who finances a school bus, PTA? Is it possible for City to fund this?

This could be option but believed City should follow official channels initially.

AW did not think Lake Monger and Northwood an attractive option. Too many users/poor lighting around Lake and Northwood too hilly.

AC keen for someone to present at UMAG, sooner rather than later. Concerned that don’t have information to present yet.

ACTION: SJ to continue to represent City at meetings and present these views.

ACTION: SJ to ask DoT to present at forthcoming UMAG meeting.

4.4 WALGA Update

KC wanted to use update to bring Imagine Zero consultation to the Groups attention. Asked CoV to encourage residents to participate in consultation and community forums. Residents should register interest if they want to attend forum and will be informed when one is happening near them. Target is 50% reduction in KSI by 2030 and 0 KSI by 2050.

There will also be targeted forums working with local government, industry, interest groups etc. Not sure when LGA forum is yet.

KC felt there had been an undue focus on speed but that this is only one part of wider strategy hoping to create a safe system. PT also attended first forum and felt the session touched on all aspects of safe system but attendees tended to focus on speed. Need to promote idea of driving at safe speed for the road and the idea of survivable speed. Westcycle have created a series of videos that explain the concept of ‘sharing the road’, which CoV is welcome to use.

AC wanted to know if City will be submitting response. KC believes RSC will be seeking LGA responses but doesn’t know when. WALGA will also be submitting a response based on members. AW asked if City wants to submit own response if we are worried our opinion will be diluted if part of WALGA.

ACTION: SJ to add Imagine Zero to agenda for next meeting. Consultation paper will be circulated before meeting and group asked to consider.

1. **General Business**

5.1 Draft Safer Vincent Plan - closes 5pm, 16 July 2019, through the Imagine Vincent website.

5.2 Road Safety Commission Imagine Zero - <https://imaginezero.rsc.wa.gov.au/>

* 1. Any Other Business (AOB)

CW advised that residents from North Perth were invited to attend group to discuss precinct traffic calming. They were unable to attend but will be invited to the August meeting.

PT informed group that Westcyle now one group representing all cycling disciplines apart from BMX. However, they are now dependent upon membership subscriptions for funding and will no longer State funding.

**6. Close / Next Meeting**

**Update Information**

 **Update on Previous Agenda Items**

1. **Leederville Oval Master Plan**

Comments from 15th April meeting have been provided to coordinator and will be incorporated into final plan.

1. **Oxford Street North**

Line marking has been finished by MRWA and kerb-stops modified, project is completed.

1. **Bike Plan Project 2019/20**

The concept design for Florence/Carr Street bicycle path has been finalized and consultation is currently being designed.

1. **40km/h Speed Zone Trial Progress**

Project ongoing and research project underway.

1. **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.