Urban Mobility Advisory Group

PEDESTRIAN AND CYCLING

ADVISORY GROUP

**URBAN MOBILITY ADVISORY GROUP (UMAG)**

**Monday 11 March 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*), Mayor Emma Cole, Cr. Alex Castle

Community Representatives:

Adam Wilmott, Greg Koroveshi, Laura Donovan, Parwez Jahmeerbacus, Sam Laybutt, Scott Gibbings, 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), Stephanie Smith (Manager Policy & Place) Jordan Koroveshi (Coordinator Policy & Place), Stephen Schreck (Strategic Planning Officer).

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

Cr. Hallett opened meeting at 6.02pm

1. **Confirmation of Previous Minutes**

Confirmed

**3. Business**

3.1 Review of Update on Previous Agenda Items

None

3.2 Integrated Transport Plan

Presentation by Stephen Schreck and Jordan Koroveshi

Pedestrian Network:

* Primary schools to be identified on the map with a 40m/500m catchment
* Beatty Park once new pedestrian crossing is included
* Strip between Bourke and Richmond for pedestrians to expand it
* Richmond “safe/active street”
* Whole of Oxford Street to be included in pedestrian analysis
* Include major public open spaces in pedestrian network
* Make it clear that the transpriority is for infrastructure priority, not useability

Cycling

* Already prepared a plan at the December meeting
* Smith Street is too far east to service as an alternative for Beaufort St
* Slower car speeds – 40kmh trial helps
* Safe active streets
* Opportunities to co-mingle different uses
* Safe active street is just one tool to prioritise bicycles over cars
* Underused safe active streets
* Where can install infrastructure and trees to slow traffic, we should
* City of Perth identify cycling routes off major transit routes

Private vehicles

* Treat Vincent like CBD, all roads inside should be to move traffic around
* Depends on metronet availability of public transport to offset car use reduction
* Connectivity and land uses matter, not just the carriageway
* Road infrastructure cap relies on other services
* Bluetooth sniffers

Public Transport

* Mount Hawthorn to Leederville to Perth/Highgate
* Direct route to inner city college/subi/uwa/qe2
* Look at CAT/ shuttle buses
* Free transit zone
* Uber now taking up autonomous services and shuttle services
* Car share/ bike share/ E-scooters
* Bayswater keen on establishing a ferry along the river
* Green and Walcott streets are not suited to public transport and cyclists
* Update the bus bridge on the usage map

Overall plan

* Vincent should be for Vincent people
* Routes should be to carry people, not vehicles
* Ride-share, electric, autonomous, we will pick them up faster than others, then set blueprint, parking will become less necessary
* 10 years time, less parking, more trees
* Some more balance with reducing parking
* State government extending freeway
* Rail through Vincent, Ellenbrook line proposed in Central Area Sub Regional Framework
* Bus is temporary, light rail is more permanent
* The final plan must have a pragmatic approach, ensuring that the actions are achievable.

3.2 WALGA / Road Safety Report

* 33 deaths on road (17 metro – 19 regional)
* Road Safety week 6-12 May
* Consultation for new strategy: link available in April.

1. **General Business**

None

**5. Close / Next Meeting**

Meeting closed at 7.34pm.

Next meeting Monday 15 April.