



Public Questions In Writing

Ordinary Council Meeting – 28 July 2026

Name: Nana Maeshinjo, Bayswater

Subject: Item 10.3.1 Stone Street and Garratt Road Intersection Upgrade, Community Engagement Outcomes

Question 1

At 24 February 2026 meeting, it was stated to reduce rat running the signal “timings can be adjusted to provide only minimum green for traffic existing Stone Street that allows only few vehicles at a time” essentially forcing cars to idle to dis-incentivise rat running. Given that idling vehicles increase exhaust pollutants, brake pad and tyre air particulates; what analysis has the City of Bayswater conducted to ensure these carcinogens will not adversely affect nearby residents?

Response 1

The potential traffic signal timing at the Garratt Road/Stone Street intersection will be designed primarily to prioritise traffic volumes along Garratt Road.

The proposed signals are an accepted form of treatment within an urban environment, approved by the State Government’s governing body, Main Roads WA (MRWA).

Question 2

Exhaust fumes, brake pad and tyre air particulates emitted from stopping and starting cars at traffic lights are highly carcinogenic. Pregnant women and Senior Citizens are at higher risk from these increased carcinogens. Does the City of Bayswater value the health and wellbeing of pregnant women and Senior Citizens on Stone Street, Frinton Street and Traylen Road?

Response 2

Yes. The City values the health, safety and wellbeing of all members of the community, including pregnant women, senior citizens, and other vulnerable road users and residents. Protecting and enhancing community safety is a key consideration in the planning, design and delivery of our projects and services.

Question 3

It appears no residents received information brochures regarding the installation of these traffic lights by the vendor engaged by the City of Bayswater. What was the cost to rate payers for this failed letter distribution?

Response 3

After experiencing problems with the initial distribution contractor, an alternative contractor was engaged to deliver flyers to 3,026 households. As the initial contractor did not complete the required works, no invoice was issued and consequently, there was no cost to the City or its ratepayers.

Name: Matthew Morgan, Bayswater

Subject: Item 10.3.1 Stone Street and Garratt Road Intersection Upgrade, Community Engagement Outcomes

Question 1

At the 2025 AGM, Motion 1 regarding measures to reduce rat running on routes associated with Maylands Peninsula Primary School was not supported. What actions has the City taken since that time to address road safety concerns in this area, particularly in relation to 'Safe Routes to School', and how are community concerns being considered in decision-making?

Response 1

The City has continued with the State-funded Local Cost Urban Road Safety Road program (LCURS). This programme seeks to install raised platforms and other treatments throughout the Maylands Peninsula Precinct by the end of the year. Once completed, the City will monitor the outcomes with the intention of seeking approval from Main Roads WA to reduce the existing 50 km/h speed limit to either a 40 km/h or, where appropriate, a 30 km/h area-wide speed limit. The proposed speed reduction is intended to enhance road safety throughout the precinct.

The City's Safe Routes to School program has been included as part of the LCURS program. Currently, the City is focussed on the delivery of the LCURS project in the Maylands Peninsula.

Question 2

At 23 June 2026 Ordinary meeting it was stated that the dangerous 56km/h speed on Stone Street of the 85th percentile does not "warrant the installation of traffic calming measures under The City's usual assessment criteria" instead they will rely on community engagement. Unfortunately community engagement does not incorporate evidence based research and is subject to confirmation bias and a sense of entitlement. How does a qualified traffic engineer disregard this empirical evidence of 56km/h on a residential street by not recommending traffic calming on Stone street?

Response 2

The City's assessment of traffic calming requests is based on industry guidelines, including traffic volume, 85th percentile speed, crash history and road function in line with Austroads guidance, to ensure a consistent approach across the municipality. The latest traffic data reflects a reduced 85th percentile speed for Stone Street of 54km/h, which does not meet the 58 km/hr threshold for a local distributor classed road to warrant the investigation of further treatments. It is also reiterated that subject to Main Roads WA approval, the implementation of the LCURS program, together with the introduction of reduced area-wide speed limits, are expected to further improve driver behaviour throughout the area.

Question 3

Given the changes in staffing associated with the management of the Stone Street and Garratt Road traffic light project, what governance and oversight measures are in place to ensure

continuity, transparency, and integrity in the delivery of the project, including communication with residents and Elected Members?

Response 3

The Garratt Road, Stone Street and Frinton Street traffic lights project continues to be delivered under the City's standard processes and reporting lines through the Infrastructure and Assets directorate. This ensures that delivery is not reliant on any single officer.

Where staffing changes occur, formal handover documentation and project files are transferred to the incoming officer to ensure continuity. Project decisions and correspondence are recorded, maintaining a transparent and auditable record of the project's progress.

The City will provide updates as requested.

Name: Sandra Kift, Bayswater

Subject: Item 10.3.1 Stone Street and Garratt Road Intersection Upgrade, Community Engagement Outcomes

Question 1

The long-term cycle network shows Percy Street and Stone Street as future cycling connection to the Wetlands/Swan River/Riverside Gardens. Unfortunately the bike plan of the City of Bayswater has excluded the area between Meltham Station and the Swan River for their planning. Will the City for Bayswater include pedestrian and bike planning for the planning?

Response 1

The City is currently looking at the LTCN routes in the vicinity of the Meltham Station, particularly south of the railway. This includes the location of the proposed signalised pedestrian crossing on Guildford Road. The City is planning to consult with the community regarding the crossing and any changes to the LTCN.

Pedestrian and cyclist access will be considered as part of any future intersection design for this area.

Question 2

When will this happen?

Response 2

City officers have been liaising with the Active Transport Advisory Group on possible LTCN routes and the crossing location. Community consultation is expected to occur in late 2026; however, exact dates have not been determined at this stage.

In regard to the intersection itself, provision for pedestrian and cycling facilities will be considered during the detailed design phase, should the project be approved to progress beyond the preliminary design stage.

Name: Kate Bowker, Bayswater

Subject: Item 10.3.1 Stone Street and Garratt Road Intersection Upgrade, Community Engagement Outcomes

Question 1

The officers report refers to crash statistics for the Stone/Frinton/Garratt intersection with data from the MWRA Crash Map portal. The data presented from 2021 to 2023 is inconsistent with data publicly available through Crash Dash which also uses the MWRA crash data set. Can the difference in the data be explained?

City of Bayswater - 2023 15 (4 medical); 2022 10 (1 hospital); 2021 8 (3 medical)

Crash Dash - 2023 four (all minor); 2022 one (serious), 2021 three (all minor).

Response 1

The City utilises the official Main Roads WA crash data available through the Crash Map system. All crash statistics presented in the report were extracted directly from this source and have been used as the City's single source of truth.

The City is aware that Crash Dash may display different crash totals. As Crash Dash is a separate reporting interface, differences in the way data is presented or filtered may result in different totals.

For reporting purposes, the City has relied on the official data extracted directly from the Main Roads WA Crash Map system.

Question 2

The report made a note regarding alternative treatments suggested by the community – specifically on the ‘right-turn time of day’ ban for right-turning traffic from Stone Street. Has the city reviewed the time of day of the crashes – to understand the relevance a time of day ban could have on reducing the risk of right turn crashes? The report has ruled out the right turn time of day ban as it would require MRWA approval, installation of signage & associated line marking – doesn’t the proposed signalisation require approval from MRWA and more costly line marking and signage? There was a comment made about driver compliance – drivers don’t always comply with traffic lights – but no comment about the risk of effectiveness due to lack of compliance has not been made the proposed traffic lights – why is that? The Guildford Rd and Garratt road intersection has high levels of non compliance with the lights and pedestrian crossing right of way.

Response 2

Neither Main Roads WA nor the City supports a time-of-day right-turn restriction at this location. While such a restriction would require Main Roads WA approval, it relies on driver compliance with signage and would redistribute traffic to adjoining local access roads, neither of which is supported.

Traffic signals are a recognised engineering treatment that physically controls conflicting traffic movements and provides a more effective and reliable safety outcome. While no traffic control measure achieves 100% compliance, this does not outweigh the overall safety benefits of signalisation.

Question 3

I understand the council will pursue Black Spot Funding to cover the capital cost of the intersection upgrades. Is the council responsible for the preliminary and detailed design costs

and administrative overheads of the project? If so what is the expected cost to the council for:

- the preliminary design (already completed);**
- the proposed traffic consultant concept design; and**
- further stages of design and administrative overheads?**

Response 3

The preliminary study undertaken by GHD was to assess available treatments that could be considered to address safety at the intersection.

The concept design and cost estimate process would be undertaken by an external traffic consultant, at an estimated cost to the City in the order of \$15,000. This process would determine whether the works are likely to attract external funding and would satisfy the Officer's Recommendations 3 and 4.

Should Council proceed with the submission for Blackspot Grant funding, the cost of the design and the construction will be carried as part of the grant funding.

Name: Danielle De Sousa Fra, Bayswater

Subject: Item 10.3.1 Stone Street and Garratt Road Intersection Upgrade, Community Engagement Outcomes

Question 1

Residents fear proposed signalisation will drive non-resident traffic through local streets to bypass the Guildford / Garrett intersection. This surge threatens pedestrian safety on Frinton Street and impacts families using Alf Brooks Park. A recent Guildford Road incident already proved how easily Frinton Street becomes overwhelmed and unsafe for young families. Locals question why a cul-de-sac is not being considered instead to eliminate through-traffic and prevent accidents.

Response 1

The proposal aims to improve the safety at the intersection, particularly the right turn in and out of the Stone Street and Garratt Road intersection. Consideration will be given to reducing the potential of rat-running and other impacts to the surrounding areas, including Frinton Street, during concept development.

Question 2

Bus re-routing from Crowther to Frinton Street will further worsen traffic. Crowther's existing stop is safe, underutilised by traffic, and preserves verge benefits. Conversely, Frinton Street is too narrow for speeding non-resident traffic and buses. A small hill on Frinton also increases westerly speeds, creating a major collision risk near the proposed stop. Residents want to know if these risks were evaluated and if the council plans to widen Frinton Street to adapt.

Response 2

The proposal aims to improve the safety at the intersection, particularly the right turn in and out of the Stone Street and Garratt Road intersection. Consideration will be given to the impact on bus routes and subsequent impacts on nearby residents including Frinton Street, during concept development.

Name: Kurt Boullineau, Bayswater

Subject: Item 10.3.1 Stone Street and Garratt Road Intersection Upgrade, Community Engagement Outcomes

Question 1

Has the council undertaken a formal assessment of the sight distance and visual conditions for vehicles turning right from Stone Street, including the impact of the three existing power poles and the inward road alignment on a driver's ability to identify approaching traffic? Specifically, has consideration been given to whether these visual obstructions contribute to vehicles only becoming visible when they are already within a limited reaction distance?

Response 1

The City has considered the sight lines of the intersection as part of the initial assessment. A more formal assessment will be undertaken as part of the preliminary design.

Question 2

Has the council considered whether introducing traffic lights could effectively create a four-way drag strip effect, with approximately 200-metre straight runs in each direction? Has the potential impact of increased noise from repeated vehicle take-offs, braking and stopping — particularly from V8s, motorcycles, scooters and heavy vehicles — as well as increased emissions and air pollution from stop-start traffic, been assessed?

Response 2

The City has an obligation to investigate an intersection that is shown to have a high number of accidents. This intersection has a higher-than-normal level of right turn accidents, and the use of traffic signals are a standard treatment (for existing traffic volumes) to address the issue of improving safety at the intersection.

Question 3

Has the council assessed whether Queen Street provides a safer alternative location for a right turn compared with Stone Street, particularly in relation to improved sightlines and driver visibility? Given the current changes restricting access at Queen Street, has consideration been given to whether traffic movements could be reviewed or redirected to a location with better visual conditions and reduced safety risks?

Response 3

Main Roads WA would not support the installation of traffic lights so close to the Guildford Road intersection lights.

Name: Wendy Garstone, Maylands

Subject: Canopy coverage and public open space

Question 1

Last year there were many street trees with canopy near or touching power lines, and as a result Western Power inspectors ordered urgent 'pruning' of canopy resulting in severe impact to tree structure and vegetation loss to many City trees. Why has this occurred again in 2026, how many trees were impacted and how many street trees are still at risk of Western Power severe pruning?

Response 1

The City is aware of Western Power undertaking the pruning of 23 of the City's verge trees to varying degrees in the past month. Whilst these are known instances, Western Power is under no obligation to report works and does not provide advance notice.

The City has recently introduced a new contractor to the southern portion of the City, and they are working on improving clearances between trees and powerlines. The City continues to complete regular inspections of verge trees under power lines and is working with the newly appointed contractor to reduce risk of further urgent works by Western Power.

Question 2

Regarding Wotton Reserve, the sale of public open space for \$1 is concerning considering the value and use of public open space for tree canopy as well as for sport. Has an Arborist report been undertaken to ensure that Local and State commitments to tree canopy coverage will be upheld, if not, why not, and will this report be made public?

Response 2

An arborist report for Wotton Reserve has not been undertaken as the proposal is currently at the land disposition consultation stage.

Should the proposal progress, a detailed planning, subdivision or development assessment process would be required. It is expected that retention of trees, and other planting requirements, will be considered and conditioned as part of any future development approval process.

Question 3

I wrote to the CEO by email on July 1st with several questions regarding public open space amenity in the City, I haven't received a reply yet. Can you please advise when this might be provided?

Response 3

Thank you for your submission regarding the proposed disposal of part of Wotton Reserve, Embleton. The City acknowledges the time taken by community members to consider the proposal and provide feedback, whether in support, objection or with other comments.

All submissions will be included as part of a report presented to Council for consideration at an Ordinary Council Meeting, currently scheduled to be held on 25 August 2026. Councillors will consider the submissions received before deciding whether to proceed with the proposed disposal, and on what basis.

Following the Council meeting, the minutes will be published on the City's website, and you will be provided with a letter outlining the decision of Council and the next steps.