

Deputation List

Agenda Briefing Forum – 21 July 2026

Deputations will be heard at the Agenda Briefing Forum at **7pm, Tuesday 21 July 2026**.

The items will then be considered by Council at its Ordinary Council Meeting, scheduled for **7pm, Tuesday 28 July 2026**.

The procedure for making a deputation is available on the City's website:

[Petitions and Deputations - City of Bayswater](#)

Deputations may be made in person or in writing.

In-person deputations

The following people have registered to make in-person deputations:

Deputee Name(s)	In Support / Not in Support of the Officer's Recommendation or Councillor Motion
10.3.1 Stone Street and Garratt Road Intersection Upgrade, Community Engagement Outcomes	
Matt Duxbury (spokesperson), Matthew Morgan, Arron Cowdry, Peter Boer and Steve Hall <i>Bayswater</i>	Not in support <i>Has provided supporting documentation below</i>
Kate Bowker <i>Bayswater</i>	Not in support

Written deputations

The following deputations have been received in writing and are attached:

Deputee Name(s)	In Support / Not in Support of the Officer's Recommendation or Councillor Motion
10.3.1 Stone Street and Garratt Road Intersection Upgrade, Community Engagement Outcomes	
Garry O'Connell <i>Bayswater</i>	Not in support
Paul Adair <i>Bayswater</i>	Not in support

Matt Duxbury (spokesperson), Item 10.3.1 Stone Street and Garratt Road Intersection Upgrade, Community Engagement Outcomes

Matt Duxbury (spokesperson), Matthew Morgan, Arron Cowdry, Peter Boer and Steve Hall

I refer to detailed reports I lodged dated March 28 and June 14, and my letter of 18 July, where I have set out substantive errors and assertions, used in framing the proposed course of action for the signalisation, which we want reframed.

To this end, we respectfully request Council to instruct the Chief executive Officer to;

- Cease work on the standalone signalisation project, pending the following actions, while including it as an option.
- Collect sufficient traffic data to conduct professional road and community planning. This should be satellite data over a sufficient time period and precinct coverage to provide the necessary traffic data for proper street planning. We'd contend the planning should encompass all areas south of Guildford Rd, but at the minimum all ingress and egress points east of Kelvin Street to Milne Street.
- In the planning, make detailed reference to the critical planning guide principles contained in the WA Planning Commissions Liveable Neighbourhoods policy and the MRWA road classifications. We contend that this review is necessary as the classifications are historical and the current purpose and use is not aligned with the classifications. The miss classification by the City, simply adding to the problems.
- Review the functions of the impacted roads, with reference to the two documents above and the designed nature of the roads
- to fulfill that function.
- An outcome should be a list of recommended projects and actions, that are prioritised over time. A preliminary budget cost for each should be provided.

Mayor Filomena Piffaretti
Deputy Mayor Elli Petersen-Pik,
Councillor Nat Latter
Councillor Calla Loiacono
Councillor Steven Ostaszewskyj
Councillor Anthony Pittaway
Councillor Michelle Sutherland
Councillor Cale Black
Councillor Donovan Macdonald
Civic Centre and Council Chambers
61 Broun Avenue, Morley
PO Box 467 Morley 6943

CC: Mr Jeremey Edwards Chief Executive Officer

Dear Mayor, Deputy Mayor and Councillors

RE: Garratt Road, Stone Street and Frinton Street Intersection Signalisation

I write regarding the next Council meeting, Agenda item 10.3.1 relating to the above intersection, with a call to action in the closing section.

You will be aware that I have previously prepared a detailed report and analysis of the general area, raising some important planning and community concerns, but which have been largely ignored.

The City's management is designing the project and approach based on the following

- The use of accident data which has changed, with no reason or analysis.
- The majority community survey result in support of the project is not new information, as this is self-evident by the relative impact of the signalisation to a respondent. More can be made of the result than is valid.
- There is no traffic volume data, especially with respect to the feeders to Stone St, and consequently no analysis of the source of traffic and of alternative measures to reduce traffic flow. For instance, a 30km/hr speed limit would have a major impact on rat running.
- The planning principles adopted have not been stated, but do not comply with MRWA street classification or the WA Planning Commission's Liveable Neighbourhood design policies.

One of the critically important parameters of the Local Distributor, i.e. Stone St, is that it explicitly should not cater or encourage through traffic to other precincts. And yet, both

the initial submission, and even after having brought it to Council management's attention after the last Council meeting, council management continues to state this as the basis of design. The current submission statement is as below,

- Stone Street is the main access point from/to the Maylands Peninsula precinct via Page 393 Ordinary Council Meeting Agenda 28 July 2026 Garratt Road a....

It is a deliberate statement in the scene setting, opening background statement. Given that it is incorrect, all subsequent planning and reasoning is critically flawed. How can the City's basis for planning be made in the face of the MRWA Local Distributor definition below?

Local Distributor :

Urban - (Built Up Area)

Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to, or serving the area. These roads should accommodate buses, but discourage trucks.

The submission is evidence again of a piecemeal approach to planning and devoid of analysis based on the data, specifically vehicles per day (vpd) and is a continuation of the same historically piecemeal approach. Proceeding with the signalisation as an isolated band aid to a problem, will simply perpetuate the generation of more problems elsewhere. The submission,

- Fails to mention, much less consider the State Planning Commission Liveable Neighbourhood design principles. Council says it will apply its principles, but management makes no effort to do so.
- It references no traffic data and avoids any assessment of sources or changes in traffic flows. Any assertions about traffic flow numbers (vehicle per day, vpd) and redirection to alternatives is an expression of general sentiment and unsubstantiated, by data and analysis.
- Council has failed to procure the necessary traffic data, which is a fundamental input to creditable and professional traffic planning,
- The signalisation case is presented solely on accident number reduction but fails to consider that the upward trend in accidents is largely due to increased traffic flow and the reason for the increase is not addressed.
- The basis for the signalisation has changed from the last Council paper, where the justification was Kill Serious Injury (KSI) number reduction by signalisation but there were no KSIs in the reference period. This change feels like a solution looking for justification, as the previous submission relied almost entirely on the emotional message that the KSI implies. The current level of property damage and injury in the incidents is at a very low level. Any risk analysis must consider both frequency and impact.

- The assessment of the Local Distributors is simply missing. Further, funnelling traffic through Stone and Frinton is patently unfair, simply to protect other roads. Why are they any more important than Stone St? Access Roads, can take up to 3,000vpd. Most are well below this, while Stone St is just under 3,000vpd, a comment that certain actions would account for more traffic through these as being a poor outcome is unsupported by vpd data and is premised on preferential treatment.
- The analysis of the survey by distance is flawed, there are natural groups that are totally unimpacted, getting all the amenity of the signalisation but none of the loss of amenity by the facility provided. It's hardly revealing that this group will agree with the proposition. Some such localities are serviced by Donald Way, Norco Way and Stone St between Percy and McGann. Surveys are notoriously complex to frame, as poorly considered questions and analysis can be used to reinforce previously held views. The majority support for the signalisation is an outcome that was evident without the survey, so what new information was gleaned, other than to confirm the already held belief by City's management? It cannot be used as a reason to proceed with the project.

All of this and the detailed information, data and analysis contained in my reports to the City, leads to the need for some action to properly assess this project in a broader context. To this end, we respectfully request Council to instruct the Chief executive Officer to,

- Cease work on the standalone signalisation project, pending the following actions, while including it as an option.
- Collect sufficient traffic data to conduct professional road and community planning. This should be satellite data over a sufficient time period and precinct coverage to provide the necessary traffic data for proper street planning. We'd contend the planning should encompass all areas south of Guildford Rd, but at the minimum all ingress and egress points east of Kelvin St to Milne St.
- In the planning, make detailed reference to the critical planning guide principles contained in the WA Planning Commissions Liveable Neighbourhoods policy and the MRWA road classifications. We contend that this review is necessary as the classifications are historical and the current purpose and use is not aligned with the classifications. The miss classification by the City, simply adding to the problems.
- Review the functions of the impacted roads, with reference to the two documents above and the designed nature of the roads to fulfill that function.
- An outcome should be a list of recommended projects and actions, that are prioritised over time. A preliminary budget cost for each should be provided.

Finally, the Council Submission Agenda item 10.3.1, makes the following recommendations in the conclusion,

In regard to the proposed signalisation of the Garratt Road and Stone Street intersection, it is recommended that the City engages a traffic consultant to undertake further refinement of the design to incorporate community feedback and requests, and to prepare a cost estimate for the works to assess suitability for a Blackspot submission.

Despite the problems set out above, it is evident that the City's management has decided to proceed with the signalisation project.

The City's management is being knowingly simplistic, relying of catchy "facts"; the accident numbers, the community majority support, the need to allow traffic to pass through to the Peninsular area, and the Local Distributor classified for this function, all flawed assumptions.

I look forward to your considered response and stand ready to convene a community meeting if necessary. We have 44 members on our WhatsApp.

Matt Duxbury

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

Garry O'Connell

Although I can see merit in the "lights" proposal I oppose the recommendation until I am convinced that the safety and amenity of the community will be maintained or improved.

My principal concern is that lights at Stone St / Garrett Rd intersection will attract more drivers to use that route and in particular that this will be traffic moving through our suburb, not from our suburb. This will be traffic in a hurry and perhaps not familiar with our streets.

I have raised my concerns (prior to this project proposal) about the sun glare that strikes drivers in the eye as you turn onto Percy Street from Stone Street - when the sun is low on the horizon of an evening. Drivers cannot see and are often travelling at speed. This is just the location pedestrians are encouraged to cross the road. I have witnessed many near misses where serious accidents have just been averted. (If you are not familiar with this issue, I suggest you see it first-hand.)

In general, the traffic along Queen Street Percy Road, Stone Street travels too fast given the bends and undulations in the road and the issues of traffic turning right into Queen Street from Percy Road, traffic leaving Donald Way and the Traylen Road / Queen Street intersection. Unless the traffic is slowed in these areas a fatal accident will occur. There are recommended traffic speed of 30km/hr. in these locations, but traffic does not comply and in some cases seem to enjoy travelling through the obstacles as fast as they can.

These are not the streets you want to encourage more traffic and should be for local use only. (I am not a signature to the petition that was presented about this issue but would have happily signed if approached) Because I don't live near the intersection, I'm not impacted by loss of value or access issues but can appreciate that this would be a strong concern for those who are.

The proposed lights are only needed at "peak" hour, at other times there is no issue. Perhaps a left-hand turn lane is all that is needed (to let the 41 bus through) and a "u" turn or roundabout on Garrett Road be provided for traffic that wanted to turn right and head back across the bridge.

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

Paul Adair

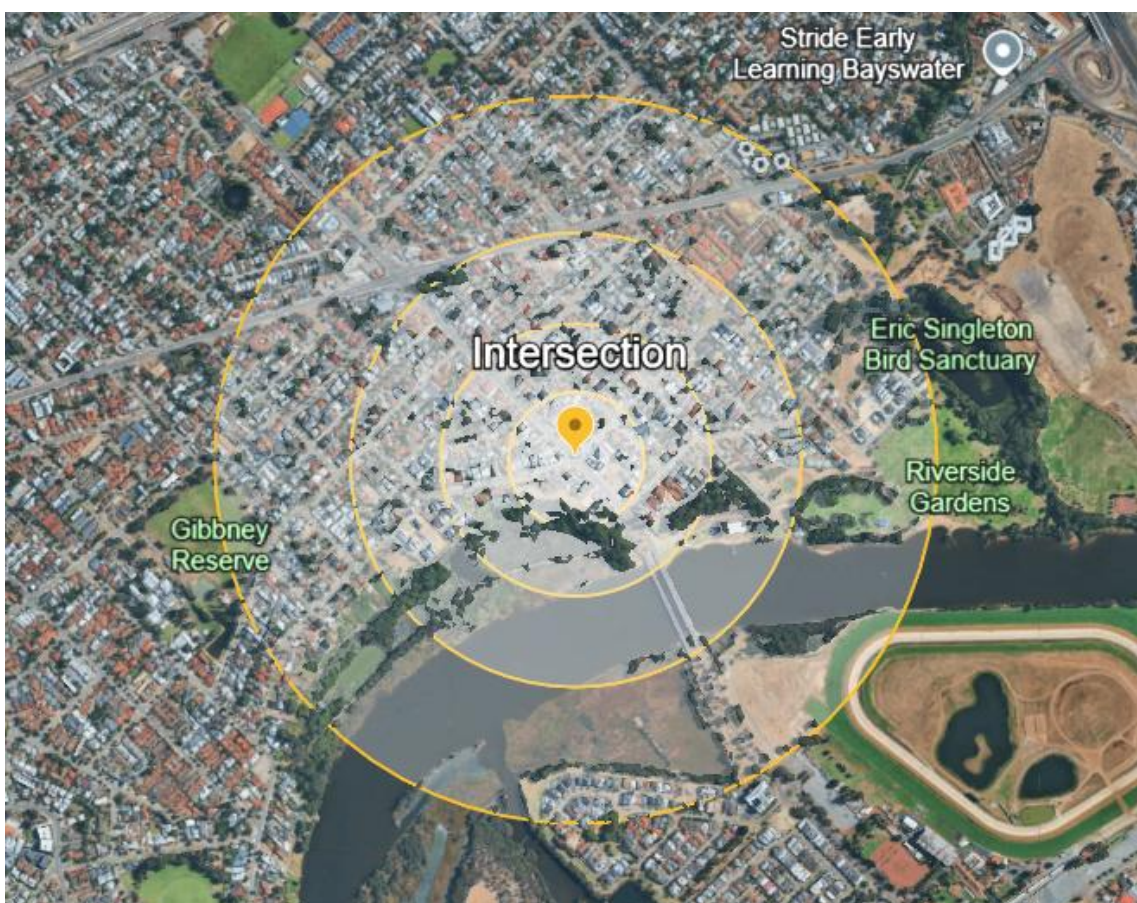
Response to Agenda Item 10.3.1 Infrastructure and Assets Directorate Reports Stone Street and Garratt Road Intersection Upgrade, Community Engagement Outcomes

I was advised by email on Friday 17 July of the opportunity to send a written deputation to be presented at the Agenda Briefing 21 July.

The following statement summarises the submission that had been made on the 30 March 2026.

1. The number of total respondents is less than 10% and would be considered insufficient to reliably inform most decision making processes where the outcome is detrimental to a large group of people.
1. This intersection is the 23rd worst intersection in the City. This decision seems driven in part by the perceived lack of direct costs although it does not consider the subsequent costs of various traffic calming nor the effects on resident's amenity which the council will also be responsible for.
2. The residents most affected by this decision do not lie within an arbitrary circle 150m from this intersection but are generally located on the left hand lanes of each road leading to this intersection.
3. The engagement process did not present alternative approaches to address the problem of vehicles turning right onto Garratt from Frinton and Stone St.
4. The council has not sufficiently considered the consequences to other roads in the area before deciding that signalisation of this intersection is the best outcome.
5. Signalisation is considered the least effective form of traffic management.
6. The stated crash statistics do not acknowledge the subsequent signalised intersection may result in only a 30% decrease in overall accidents – at best a return to 2018 – 2022 levels – it will not remove the likelihood of accidents entirely.
7. No mention is made of the effects of queuing at this intersection.
8. The report mentions a crash on the corner of Garratt Rd and Queen Street which is not relevant to this report.
9. The use of a 150m radius circle represents a catchment of 70,000sqm and that of a 300m radius circle is 280,000sqm or 3 times the area represented by the residents reasonably considered to be the most affected. This statistical method is faulty and in this case supports the desired outcome of the officer's report.
10. The report does not acknowledge the various closures on Tonkin and Great Eastern Highways which dramatically affect vehicle numbers on Garratt Rd and people's decision to not use the established Garratt Guildford/Tonkin route.
11. Elevated Particle Concentrations of between 20 – 30 times higher than free flowing roads are for signalised intersections.

12. A majority decision that imposes a negative outcome on another group cannot be accepted. The reasons for opposition should and do carry more weight than those in favour of the installation of traffic lights.
13. The inclusion of data regarding Milne and Williamson St is not relevant as these changes were a condition of Main Roads "preliminary support" and therefore not negotiable they only serve to create an impression of overall support.
14. The below map shows the various catchment areas of the corresponding graphed responses. As previously a exponentially larger area is captured in each success ring indicating that there could be more people recorded where their experience of this intersection or its consequence are diminished.



Submission made on the 30 March 2026 through Engage Bayswater

Response to the Proposed Signalisation of Garratt Road, Stone Street and Frinton Street Intersection

My commentary is in Teal below and made against the relative section of the engage Bayswater document.

I request further time to make additional comments especially around the officer's recommendations to the council which I would also like to address. I would also like to collect additional data as I have not had sufficient time yet due to being out of Australia for the first two weeks of April and interstate the second last week of March.

As a long time resident of Bayswater and an active community member and user of Engage Bayswater I was glad to have been publicly contacted and asked to respond to this proposal.

I however would have considered that my views and those residents directly affected by this proposal would have been individually sought ahead of this matter going to council and subsequently receiving the support of the council. I would have thought that the views of residents within the immediate vicinity of these sorts of changes would have a greater bearing than those of motorists or visitors inconvenienced by delays at this crossing.

This is a matter of considerable import to a number of people whose lived experience will be impacted by a desire to reduce crashes on an intersection which I will suggest could be better managed in ways other than by being signalised.

Background

The City has received numerous requests to consider the operation and safety of the Stone St and Garratt Rd intersection. It has conducted an observational survey at the intersection and recorded non-permitted movements, including vehicles turning right from Garratt Rd into Frinton St, and going across Garratt Rd between Stone and Frinton Streets.

The numerous requests to consider the operation and safety of Stone St and Garratt Rd Intersection arises from a small number of people inconvenienced by waiting at this intersection for a brief period each afternoon. They are fundamentally unaffected by the imposition of a set of traffic lights, idling vehicles, accelerating vehicles and an increased number of minor collisions that are present wherever lights are installed.

The numerous crashes that have taken place in this location are the result of no action being taken for the entire period subject of this study.

I have lived at 124 Garratt Road since 2011 and have observed accidents frequently at this location – most of these have been single car crashes involving the light poles along both sides of the road and excessive speed and alcohol.

Most other crashes have been because of the piling up of vehicles in the lanes all the way back to the Guildford Rd and Garratt Rd intersection in the afternoons.

My primary concerns are two fold;

1. The safety of myself and my family and friends living at and coming and going from the house. Our quiet enjoyment and reasonable peace, comfort, and privacy will be impacted greatly by the installation of traffic signals within at most 40m from our front gate. Instead of the steady flow of traffic for 23 hours of each day we will be exposed to the stopping and starting and idling of 1000s of vehicles everyday.
2. The high chance of large increases in airborne pollution due to accelerating, idling and braking vehicles. My fear in this regard is such that I have engaged a Occupational Health professional to record baseline air pollution in my front yard ahead of these proposed works.

I contest the feasibility study and the engagement process and already passed motion in council that preferences motorists over the immediate occupants of this corner.

This huge change in traffic flows is retroactive and without prior notice and comes after enormous sums of money were spent on increasing the capacity of Tonkin Highway which further relieves traffic on Garratt Rd.

Signalisation

The City engaged a traffic consultant to assess the intersection and determine the most feasible treatment to address high crash statistics and community concerns. Given land constraints the most feasible option is installation of traffic signals which will:

- Permit all movements
- Provide controlled pedestrian crossing on all approaches of the intersection

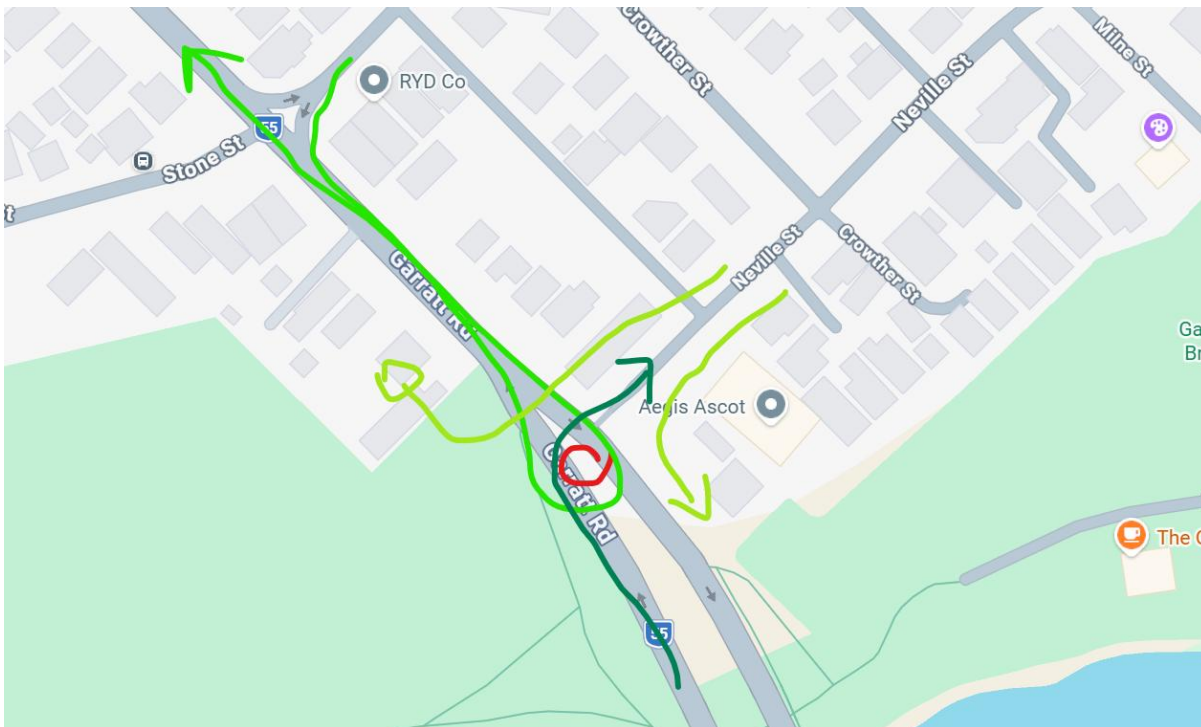
By dictating that an all directions intersection be installed at this location the only option is signalisation – this is now being presented as a fait accompli where alternative access to and from the Maylands peninsula has always been available.

Main Riads have indicate that require other exits on to and off Garratt Road shut down if Garratt Road/Stone Street intersection is upgraded.

I argue that the additional traffic at this intersection is the direct result of the Tonkin Hwy Upgrades that been occurring almost continuously for the last 6 – 7 years.

The Frinton road island was not sufficient to deter traffic from moving straight across thus preventing cars turning right onto Garratt Road in a timely manner as they needed additional time to get across and manoeuvre around the Frinton rd island.

Neville Street could be re-opened and a roundabout put in place which would negate all traffic turning right on to Frinton st. to divert all traffic turning right from across the bridge. There is ample room to install a round about which would also allow all Frinton road traffic to safely turn west after negotiating the roundabout there.



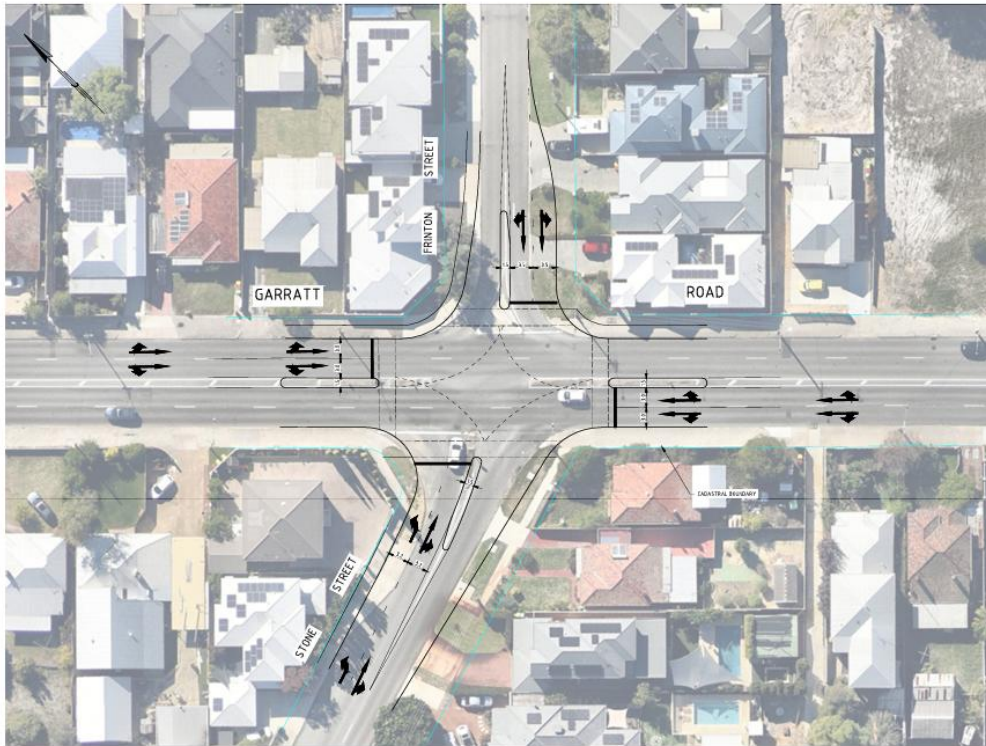
Local area considerations

A number of changes to the local area will be required to support traffic flow as part of the signalisation project. These include:

- Conversion of Milne Street at Guildford Road to left in left out arrangement. This is a non-negotiable condition imposed by Main Roads upon their approval of signals installation.
- Conversion of Williamson Street to left in left out and associated relocation of the 41 bus service from Williamson St to Frinton St, recommended by Main Roads to further improve safety and reduce conflict points within the road network
- Consideration of traffic calming devices west of Garratt Road to ensure low speeds on local roads and reduce potential rat-running.

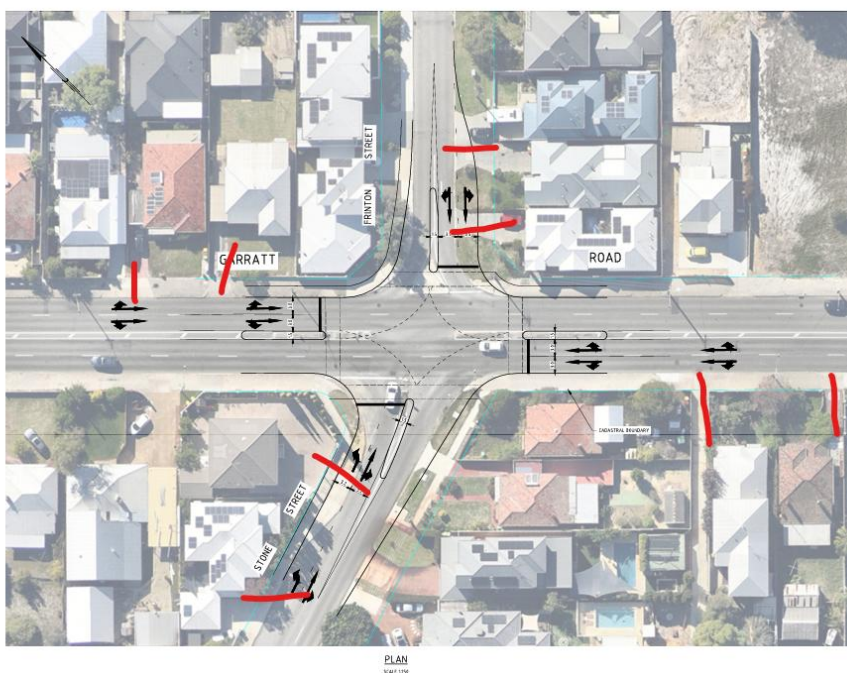
These considerations of other changes have not been sufficiently investigated – if the Frinton Road and Stone Street intersections of Garratt Rd had been modified earlier there would be less crashes to report and therefore less perceived need to rectify them. A lighter more modern approach to risk reduction not involving signalisation would still provide good results without creating major concerns for residents.

Proposed Signalisation



The above plan does not show the significant bend just back to the east of this picture. This sweeping bend all ready confronts us each time we turn into or or out of our driveway. In the short peak hour this will lead to cars banking cars up along the west heading Garratt road all the way back to the bridge.

There is an enormous impact on people accessing their houses in all of these locations;



NOTES

ALL UNITS MUST BE UNITS NOTED ON FORM C

Why is the intersection proposed to be signalised?

- Mainly to address the number of crashes at the intersection, particularly those associated with the right turn from Stone Street
- To provide safer gaps in traffic for vehicles to turn into and out of Stone Street and Frinton Street
- There are numerable other options available to direct traffic across Garratt Rd – the safety concerns are brought about by concentration of traffic onto Stone St in the first place
- There is already a right turn available at Williamson street for the small amount of traffic that needs to access the area north of Garratt Rd. This could easily be corrected by a better design of the island in front of Frinton street. Traffic from this area can access Guildford Road via a left turn onto Milne Stree and then travel back down Garratt Rd – a diversion of 1 km.
- Simply modifying the Frinton rd island will reduce the ability for vehicles to illegally turn around that island. Accidents from people driving irresponsibly should not be considered when the impact to residents of signalisation will be so significant.
- Modifying the Stone street island to stream traffic further to the left and right and prevent moving straight forward.
- There are already left turns available from the Maylands Peninsula via Gilbert St, Queens St – the requirement for left turns here is minimal – it is only serving a small number of commuters.
- This would also increase pedestrian safety.



- To provide improved pedestrian crossings on all four approaches of the intersection – this can be addressed without signalisation and pedestrian numbers here are low.

- To address the concerns raised by the community to date – these concerns – delays and crashes caused usually by impatience or illegal manoeuvres should not outweigh long term residents real personal health and safety concerns.
- It is the most feasible treatment to address crashes and traffic concerns at the intersection given the current constraints. There are alternatives that would mitigate risks without imposing signalisation on everyone for the hour or two each day where it would be of value to motorists.

Why is the intersection proposed to accommodate all movements?

Based on the latest video survey conducted by the City, there appears to be non-compliances at the intersection where vehicles are undertaking non-permitted movements, even though the configuration currently does not allow.

These include, vehicles driving through the intersection between Stone Street and Frinton Street, and vehicles turning right from and to Frinton Street. Once signals are installed, these types of movements will be legal and safely supported.

Illegal movements are illegal – much as running lights is illegal and equally likely and far more dangerous.

Will the new signals introduce new rat running through my area?

The configuration of the intersection and the lack of land availability to accommodate turning pockets, it is unlikely that the new signals will attract rat running.

The turning movements on Garratt Road will share lanes with through traffic and given less green time than the through movement. These turns will not be able to "filter" through gaps from the opposite movement (with a red arrow visible), meaning that they will be waiting for a decent time to undertake their manoeuvre.

Similarly, for left turns on Garratt Road, they will be held up by any pedestrians crossing Stone Street/Frinton Street if the demand for pedestrians is activated.

Turning vehicles from side roads are also given minimum green time to undertake their manoeuvres, therefore providing little opportunities to encourage any rat running.

Yet there is elsewhere an observation that traffic calming and other measures will be required to reduce rat running and there are changes in other road intersections to "trade off" the increased traffic expected at this intersection.

Why will the right turn from and to Milne Street be closed?

This closure was conditioned by Main Roads as part of the project upon approving the signals facility at Garratt Road and Stone Street. The closure will be undertaken and funded by Main Roads.

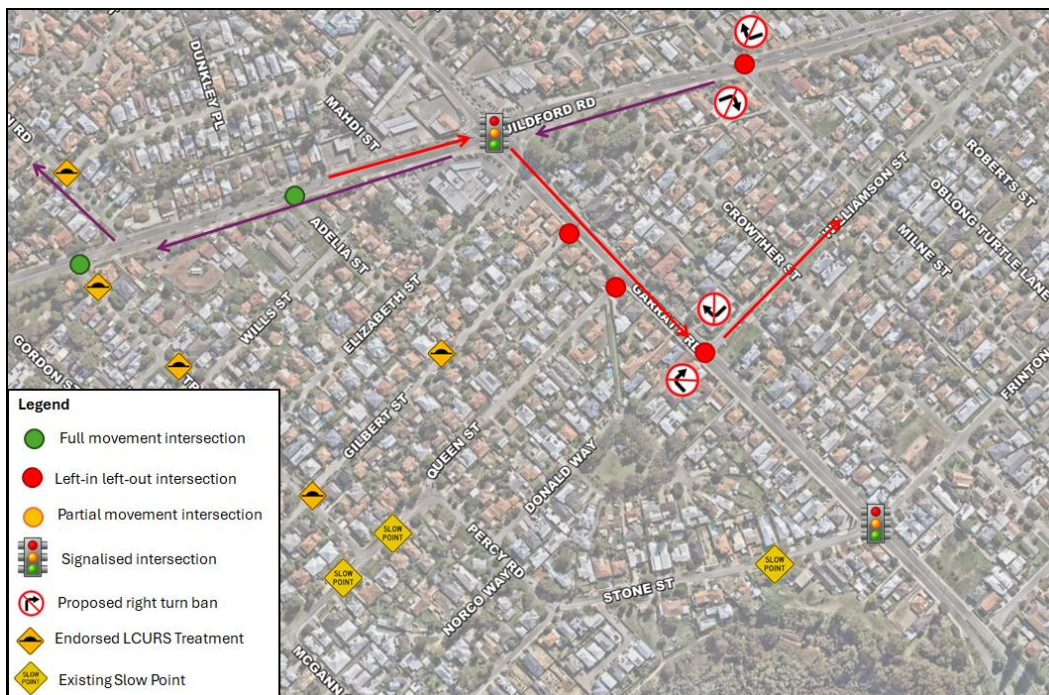
Please explain this closure – it forces more traffic into this proposed intersection. These increased numbers would support a business case for signalisation and redevelopment of this intersection

I turn right into and out of Milne Street, where should I make my turn now?

If travelling along Guildford Road and wanting to turn right into Milne Street, then:

- Heading eastbound away from the City, turn right onto Garratt Road, make a left turn into Williamson Street then left or right into Milne Street
- Heading westbound towards the City, make a right turn into Crowther Street, another right turn into Almondbury Street, then left or right into Milne Street. A right turn can also be performed at any other side road currently open before or after Milne Street

All of these alternatives increase travel on low volume residential streets.



If travelling along Milne Street and wanting to turn right into Guildford Road, then:

- Heading eastbound away from the City, continue down Milne Street, make a right at Frinton Street, then do a right turn at the new signals, followed by a right turn at the Guildford Road signals
- Heading westbound towards from the City, utilise Garratt Road to make a right turn into Guildford Road
- All of these alternatives increase travel on low volume residential streets.



Why will the right turn from and Williamson Street be closed?

This was recommended by Main Roads at the early stages of the project to make the new proposed signals the main access to the precincts on either side of Garratt Road. This closure, however, along with the right turn closure from Milne Street, will prevent any rat running currently occurring to avoid the signals at the Guildford Road signals.

This is self serving and further concentrates traffic into the Stone Street and Garratt Road and Finton Street intersection. These changes are bringing even more traffic into a previously very quiet intersection.

I used to turn right into and out of Williamson Street, where should I make my turn now?

A right turn into and out of Williamson Street will be replaced by a right turn at the new proposed signals.

This is self serving and further concentrates traffic into the Stone Street and Garratt Road and Finton Street intersection. These changes are bringing even more traffic into a previously very quiet intersection.



Will traffic calming devices be installed to support this project?

For the Maylands Peninsula precinct west of Garratt Road, the City will be installing traffic calming devices as part of the Low-Cost urban Road Safety (LCURS) program, funded by Main Roads. These treatments will be delivered in 2026.

Whilst no treatments are currently proposed within the precinct west of Garratt Road, these can be considered as part of this project. The City will be monitoring the intersection operation and if any rat running is identified, then traffic calming devices will be installed, subject to Main Roads approval.

Managing the whole area south of Garratt Rd as “Maylands Peninsula” and positioning Stone St as the main conduit for all traffic north bound out of the peninsula has changed the approach completely and further supports the council’s own position on the requirement for a new upgraded intersection.

What will happen to the 41 Bus Service?

The City have liaised with the Public Transport Authority in regards to the impact to the 41 bus service, who advised they would align this service through the intersection from Stone Street to Frinton Street. This will result in the relocation of two bus stops along Williamson Street and Crowther Street.



Merely swapping Williamson St for Frinton Rd. This bus has never experienced significant delays using a right turn onto Williamson. This further concentration of traffic into this new intersection will have large impacts on our lifestyles and quiet enjoyment of our home.

Paul Adair

30 March 2026