



Public Questions In Writing

Ordinary Council Meeting – 25 August 2026

Name: Matthew Morgan, Bayswater
Subject: Stone street intersection improvement

Question 1

Essentially, this intersection upgrade has returned back to the draft concept stage that will now incorporate community consultation. It is apparent, before any community consultation, the City of Bayswater had prematurely engaged a traffic consultant – GHD, that produced a rigid framework that nearby residents strongly opposed. Was the City of Bayswater premature by spending \$15,000 of rate payers money before any community consultation had commenced?

Response 1

The City engaged GHD to undertake the necessary technical assessment to determine a suitable treatment to address the identified crash pattern at the intersection and to obtain in-principle support from Main Roads WA. This work was necessary to establish that there was a technically feasible treatment before presenting a concept to the community for consultation.

The project has not returned to the beginning of the process. The next stage is to further develop the initial configuration into a geometric design that responds to the physical constraints of the location and takes into account the feedback received through community consultation.

Question 2

At 23 June 2026 Ordinary meeting it was stated that the dangerous 56km/h speed on Stone street of the 85th percentile on a residential street does not “warrant the installation of traffic calming measures under The City’s usual assessment criteria”. Given that as pedestrians, Senior Citizens are disproportionately more likely to be victims of road trauma collisions, why did the City of Bayswater Traffic Engineers not give extra consideration for its Senior Citizens by advocating for traffic calming on Stone street?

Response 2

The City’s assessment criteria are applied consistently across all suburbs and are based on established traffic engineering and road safety principles. The safety of vulnerable road users, including pedestrians and senior citizens, is reflected in these criteria. The City also continues to monitor speed and crash data on Stone Street.

As previously advised at the May meetings, the City had already identified and considered a raised platform on Stone Street through the Low Cost Urban Road Safety (LCURS) Program. Main Roads WA has now confirmed funding for this treatment, with installation currently proposed by October 2026.

Question 3

It is important for City of Bayswater Senior Citizens that reside nearby Stone street to remain physically active by living in a walkable neighbourhood. Many Senior Citizens have defended our country in a time of war, worked their entire life for the community and some are respected First Nations Elders. In relation to my previous question, does the City of Bayswater consider and respect its Senior Citizens in the Bayswater Community?

Response 3

Yes. The City respects and values the contribution of its Senior Citizens, including our veterans and First Nations Elders, and recognises the importance of providing safe and accessible neighbourhoods that support people to remain active and connected to their community.

Name: Nana Maeshinjo, Bayswater

Subject: Upgrade of Stone Street intersection and reducing rat running

Question 1

At 28 July 2026 meeting, regarding community requests to lower the Garratt Road speed limit to improve safety at the Stone street intersection, council stated: “it is considered very unlikely that MRWA would support a reduction in the posted speed limit on Garratt Road”. Has the City of Bayswater even formally requested MRWA for a reduction in speed limit on Garratt Road? If not, without prejudicing an outcome, why not?

Response 1

No. The City has not formally requested Main Roads WA to reduce the posted speed limit on Garratt Road. The comment in the July Council report was based on the City’s understanding of Main Roads WA speed zoning criteria and the characteristics and function of Garratt Road. On that basis, officers considered that a reduction in the posted speed limit was unlikely to be supported.

This does not prejudice any future consideration of a speed limit reduction or prevent the City from making a formal request to Main Roads WA should Council determine that it wishes to pursue this option.

Question 2

Will the Active Transport Committee have any input of the tender process of the new traffic consultant to upgrade the Stone Street intersection?

Response 2

No. The engagement of a traffic consultant is an operational procurement matter undertaken by the City in accordance with its procurement requirements. The Active Transport Advisory Group does not have a role in the tender or consultant selection process.

Any relevant input from the Active Transport Advisory Group regarding the Stone Street intersection can be considered separately through the appropriate project and consultation processes.

Question 3

Will the new traffic consultant directly engage and communicate with nearby residents on Stone Street and Frinton street and the residents that signed the petition to install “restricted movement traffic calming devices”?

Response 3

Community engagement will be coordinated by the City as part of the development of the revised intersection design. The traffic consultant will provide the necessary technical expertise and may participate in engagement activities where appropriate.