



Public Questions In Writing

Ordinary Council Meeting – 24 February 2026

Matthew Morgan, Bayswater

Subject: Stone / Finton Street and Garratt Road proposed signal crossing and MPPS traffic calming

Question 1

Eastbound Guildford Road drivers turning right onto Garratt Road can observe the traffic signal before the Traylen Road turn off, additionally, traffic often backs up before this turn-off. This turn-off is used to bypass the Guildford and Garratt Road traffic lights. Given that the proposed Stone/Finton Street and Garratt Road signal crossing will give Stone Street drivers turning right onto Garratt Road a safer and comfortable crossing; how will the traffic signals be modified to prevent this from happening??

Response 1

The signal operation at Garratt Road and Stone Street will prioritise through-traffic for Garratt Road, with gaps to provide a manoeuvre from Stone Street and Frinton Street. If rat running is observed upon the completion of the project, timings can be adjusted to provide only minimum green for traffic existing Stone Street that allows only few vehicles at a time.

Question 2

Does the City of Bayswater take the Maylands Peninsula community concerns about the issues of "rat running" seriously?

Response 2

Yes. The City is installing a series of traffic calming devices to deter such traffic.

Question 3

Police incident number TCF25121461798 involved an alleged near miss when a parent and child were almost killed walking to school by a car driver on the corner of Mephan and Darby Street. There is a cluster of near misses at this intersection and poor road design could be a major factor. How is the LCURS program progressing with this intersection?

Response 3

The intersection of Mephan Street, Darby Street and Rosher Place is scheduled for treatment under LCURS package 4B. The treatments proposed under this package are currently under design review by Main Roads WA. The construction of the treatments is expected to occur within this calendar year.

The following residents have indicated they will attend the meeting to ask their questions in person:

Andrew William Charlett, Maylands

Subject: Management of verges throughout the city

Question 1

Does the city agree that the state of a majority of verges throughout Maylands are in a poor state and indeed an eye saw?

Response 1

The City is aware that the quality of street verge presentation varies across the suburb.

Residents who have installed a verge treatment are responsible for the ongoing maintenance of that treatment. Where verges are not maintained by the adjoining resident, or do not have a verge treatment in place, the City provides a periodic basic mowing service for all unkempt or untreated verges.

Question 2

Were the areas affected by the recent below ground power instillation and water lines inspected after the work was carried? And were the city happy with that work?

Response 2

Yes, the areas were inspected. The City is following up several locations that will need further attention, such as correcting long-term settlement. The City will investigate and address any such matters as they are identified or reported.

Question 3

Why is the parking on verges so open to abuse that leads to dangerous situation's arising and why did it take myself to push the issue of parking on the verge adjacent to the intersection of Richard Street and Peninsular Road?

Response

Verge parking is generally permitted throughout the City, provided it is undertaken in a safe manner and does not occur near intersections where sightlines may be compromised. In locations where verge parking creates safety concerns, the City can implement verge parking restrictions to reinforce the requirements of the Traffic Code and the City's Parking Local Law.

Olivia Burmester, Bedford

Subject: Edward Street traffic and signage

Question 1

Has the council conducted a recent traffic assessment of Edward Street between Park St and Beaufort street during peak school hours, and if not, when will this occur?

Response 1

No, a traffic assessment has not been undertaken recently. This will be added to the list of locations to be assessed. We will endeavour to undertake the assessment by June this year.

Question 2

When will no stopping signage be extended from Park Street to the cul de sac similar to Lawrence Street, and how will this be enforced as it is day in day out a parking lot from 2:30-3:30, blocking residents driveways and the road.

Response 2

The City will assess the warrants for extending the parking restriction along this section in alignment with the Traffic Code. If vehicles are currently parking in a manner that obstructs driveways, footpaths or are parked close to an intersection, then City Rangers can be contacted to undertake the necessary actions as parking in these manners are prohibited under the Traffic Code.

Question 3

What are the 2026 numbers at Chisholm College for staff and students and does it continue to align with the report from the Ordinary Council Meeting on 28 February 2023 limiting the numbers to 1800 for their current parking bays.

Response 3

According to the school's page and profile, there are approximately 1,700 students currently enrolled.

Malcolm Guy – Bedford

Subject: Edward Street parking

Question 1

How is the council enforcing existing 'no stopping' signage on Edward Street from Park Street to Beaufort Street and why does it appear inconsistent with the council when we call to get immediate ranger support?

Response 1

Parking enforcement across the City is carried out using a combination of approaches, including responding to community reports, undertaking targeted patrols in identified hot-spot areas, and addressing issues observed during routine compliance activities. While the City endeavours to support safe parking practices around schools, resource constraints mean it is not possible to attend every school precinct daily. To ensure a fair and consistent approach, school visits are scheduled through a rotating roster, with additional patrols directed to locations experiencing higher levels of parking concerns where resources allow.

Question 2

Why was the assessment for speed humps, raised platforms and chicanes not successful in implementing them at Park Street and down the crest of the hill on Edward Street.

Response 2

Initial treatments were identified by Main Roads based on crash data for the area. During community engagement, the City also considered residents' lived experiences and feedback, which resulted in additional locations being identified. A draft plan was then prepared and presented to the community for comment.

Not all suggested locations could be included. Some were excluded to maintain an appropriate distribution of treatments across the area, while others were not feasible due to physical constraints such as sewer lids, crossover locations, or verge trees.

Question 3

What is the reason that Edward Street does not have the same no stopping signage that Lawrence Street has for the distance from Park Street to Beaufort Street.

Response 3

Parking restrictions in the City are implemented in accordance with the requirements of the Traffic Code. Lawrence Street has a continuous solid centre line, which under the Traffic Code, prohibits vehicles from crossing the line to pass a parked vehicle. Additionally, the Traffic Code also restricts parking on or near a crest where a stopped vehicle is not clearly visible to an approaching driver within 50m. Accordingly, the City has installed the parking restrictions to emphasise these restrictions. Whilst Edward Street does not have a centre line, the City will assess the crest for any parking restriction requirements.

Stephanie Gray – Noranda

Subject: Item 11.1 - Proposed Change of Day for Annual Australia Day Citizenship Ceremony and Awards

Question 1

As the Reconciliation Advisory Panel is still a functioning Council endorsed entity, do the City Officers and Elected members understand, engage with, and value the advice given?

Response 1

Yes, the City considers the advice of the Reconciliation Advisory Panel on relevant matters.

Question 2

Given that this culturally appropriate advice was accepted by the majority of Council in 2024, why is Council now considering a step backwards in our City's path to reconciliation with our First Nations community?

Response 2

Council will be considering this matter at the 24 February 2026 Ordinary Meeting.

Question 3

Have the Elected members considered how the destruction of this hard-earned, fragile trust, which has been carefully and respectfully built, will impact the First nations community, as well as creating negative publicity, and causing massive reputational damage to the City, if this backwards motion is supported?

Response 3

Council will be considering this matter at the 24 February 2026 Ordinary Meeting.

James McDonald – Bayswater

Subject: Item 11.1 - Proposed Change of Day for Annual Australia Day Citizenship Ceremony and Awards

Question 1

Cr Sutherland's proposal would require additional staffing costs on a date which is a public holiday. Given the councillor has repeatedly stressed the importance of being responsible with funds expended by the council and has questioned previous increases to rates, what justification is there to move the ceremony to a date which would attract significant additional costs related to staffing?

Response 1

Council will be considering this matter at the 24 February 2026 Ordinary Meeting.

David Dyke – Maylands

Subject: Item 11.1 - Proposed Change of Day for Annual Australia Day Citizenship Ceremony and Awards

Question 1

Could each Councillor indicate if they have ever attended a RAC (Reconciliation Action Committee) meeting, or are intending on doing so in the next few months.

Response 1

Council will be considering this matter at the 24 February 2026 Ordinary Meeting.

Wendy Garstone – Maylands

Subject: Item 10.5.1.3.2 - Planning Policy Review - Bedford North Design Guidelines Policy

Question 1

Has the future mature canopy coverage been calculated based on required tree planting, including street trees, within the design guidelines boundary?

Response 1

Future mature canopy coverage has not been calculated for the Bedford North amendment area as part of the preparation of the local planning policy.

Question 2

If the future mature canopy coverage has not been calculated, can this be done so that everyone is aware of the contribution that tree planting, including future street trees, in this area will have in increasing local canopy coverage?

Response 2

Mapping and forecasting current, and future, mature tree canopy is outside the scope of this local planning policy. The City is currently investigating the feasibility of calculating future mature canopy coverage.

Question 3

Will street trees be required to be planted by the Developer when adjacent lots are developed?

Response 3

Street trees will be required to be planted, when verge areas adjacent to the development site are developed and where no existing verge trees are present. This is applied as a condition of approval.