

Deputation List

Agenda Briefing Forum – 18 August 2026

Deputations will be heard at the Agenda Briefing Forum at **7:00 pm, Tuesday 18 August 2026**.

The items will then be considered by Council at its Ordinary Council Meeting, scheduled for **7:00 pm, Tuesday, 25 August 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

No in-person deputations have been submitted.

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 Drake Street Traffic Management	
Ian Rogers <i>Baywater</i>	In support
Lee Hollingsworth <i>Bayswater</i>	Neutral
Brendan Williamson <i>Bayswater</i>	Neutral
10.3.2 Verge Tree Removal Request - Elstead Way, Morley	
Robert Furina <i>Morley</i>	Not in support
Wendy Garstone <i>Maylands</i>	In support

Item 10.3.1 Drake Street Traffic Management

Ian Rogers, Bayswater

Thank you to City officers, councillors and residents who have engaged with the community following submission of the Drake Street petition.

I support the officer recommendation to install two temporary speed cushions along Drake Street. The petition has always been about improving pedestrian safety and access, and any action that reduces vehicle speeds is a positive step. I am also encouraged by the City's commitment to continue monitoring traffic conditions and pursue a future 40 km/h speed zone for the area.

However, I ask that Council view these measures as the beginning of the improvements required on Drake Street, while longer-term pedestrian and parking improvements continue to be explored.

The report recognises that the Bayswater Town Centre is expected to experience significant increases in activity and population density as redevelopment around the station continues. In recent years we have seen the station redevelopment, the Bayswater Hotel redevelopment, construction of the active transport path, and now additional commercial activity emerging in the area.

The issue raised by residents is not simply vehicle speed.

It is that Drake Street has changed, and the surrounding pedestrian environment has not yet adapted to those changed conditions.

I note that the report identifies constraints around providing a pedestrian crossing adjacent to Halliday Park. While I understand the City's position, this still leaves residents without a safe crossing point to access Halliday Park, and without a safe crossing opportunity anywhere along Drake Street between Halliday Park and the Beechboro Road South intersection.

The existing crossing point at the Drake Street and Beechboro Road South intersection already experiences considerably higher pedestrian activity than other locations along this section of Drake Street. It is used by people accessing local businesses, public transport, Halliday Park and the wider town centre. However, it remains a difficult crossing location due to the offset nature of the intersection, vehicle movements and the current road geometry.

Given the anticipated increase in activity within the area, I ask that the City continue to investigate opportunities to improve pedestrian access and safety at the Drake Street and Beechboro Road South intersection. This location already experiences higher pedestrian activity and may present greater opportunities for future improvements under Main Roads criteria. If improvements adjacent to Halliday Park are not currently feasible, then improving safety at the Beechboro Road South intersection should remain under consideration.

I also welcome the City's commitment to concrete the missing section of verge adjacent to the hotel carpark, improving continuity of the existing pedestrian path network in that location. This is a positive outcome that will better connect existing footpaths and improve accessibility for pedestrians.

I would also like to highlight that the report does not address the ongoing illegal parking issues that continue to affect pedestrian safety and amenity. Vehicles continue to park on footpaths, verges and vacant land, reducing accessibility and creating hazards for pedestrians, families with prams and people using mobility aids.

While enforcement by Rangers is appreciated, the practical reality is that residents are often left repeatedly reporting these problems. Unless physical measures are implemented to prevent this behaviour, I am concerned these issues will continue and the burden will remain on the community to report them rather than addressing the underlying cause. I note that physical measures such as bollards and verge protection were discussed during the site meeting but do not appear to be reflected in the current recommendation.

I also note the report's suggestion that future activity and density may naturally reduce vehicle speeds. Respectfully, residents of Drake Street have not observed that effect over recent years. As activity around the station and hotel has increased, we have not seen the corresponding reduction in speeds that might be expected, which is one reason residents continue to raise concerns today.

That said, I am encouraged by the City's longer-term vision for Drake Street. The report refers to future upgrades incorporating improved public realm outcomes and contemporary streetscape design. I strongly support that vision and hope Drake Street remains a priority as the Town Centre continues to evolve.

I therefore support the recommendation before Council and welcome the proposed installation of speed cushions and the planned improvement to the pedestrian path adjacent to the hotel carpark. I ask that these measures be seen as important first steps, while continuing to investigate pedestrian access improvements, parking management measures and longer-term upgrades for Drake Street.

I look forward to continued engagement with both the City and Council as we work together to improve safety, accessibility and amenity along this section of Drake Street.

Ian Rogers

Item 10.3.1 Drake Street Traffic Management

Lee Hollingsworth, Bayswater

I welcome the news that some action is being taken to address community concerns, including the proposed installation of temporary rubber speed cushions. However, I am concerned that this is being presented as an adequate response when, in reality, it appears to be the minimum possible intervention - low cost, low effort and ultimately low impact.

Temporary rubber speed cushions may provide some short-term benefit, but they don't resolve the broader issues of pedestrian safety, traffic speed, parking conflict, road design or future growth in this area. Clearly council sees it as an issue of sorts, or they wouldn't be doing anything. It feels like they don't actually want to do what is actually required to genuinely slow traffic down and make the area safe for pedestrians in terms of full studies and evidence-based actions. FYI - Previous advice given to us was that there was concern that drivers would drive around any traffic bumps across Drake st, now they are installing temporary rubber versions, which are known for being easy to drive around and avoided?

Drake Street is not just a local traffic route, (it is a rat-run for those avoiding the Beechboro Road South gridlock of a morning via Burnside and round Coode), it sits beside Halliday Park, the Bayswater Hotel, homes, existing parking, the bike path and the growing Bayswater Town Centre. This is exactly the kind of location where Council should be planning for safer, slower and more permanent street design, not just temporary traffic calming. If Council believes speed cushions are needed because there is a genuine safety concern, then permanent solutions should be investigated. I am concerned that stronger options appear to have been dismissed without enough evidence. There does not appear to be any pedestrian counts, crossing desire-line analysis, parking assessments, future-demand modelling or a proper comparison of temporary treatments against permanent options such as raised crossings, improved park access, safer parking layouts or continuous accessible footpaths.

The report also relies on the Low-Cost Urban Road Safety project, but my understanding is that this specific section of Drake Street was effectively omitted from that consultation and treatment area. I provided suggestions at that time, as did others, but was advised my suggested areas were not included. If that is correct, LCURS should not be used as evidence that this section of Drake St has been properly assessed or that no further treatment is needed. See attached picture from the consultation from CoB's website - in that small area alone, there were 18 submissions (more than the other end of Drake st / Hillcrest) and yet none have been addressed - <https://engage.bayswater.wa.gov.au/hillcrest-area-traffic-management/places/put-pins-on-the-map> - there seems to be a reluctance to act for some reason.

I welcome a 40 km/h speed limit for this section of Drake Street, but it will only be effective if it is properly monitored and enforced - there's already evidence of unchecked speeding at over 53kph as per CoB's data. A lower speed limit without checks, penalties and most effectively, supporting street design, risks becoming symbolic rather than effective.

I also ask that you clarify the following points:

- The petition response percentages appear to be incorrect, as they total 103% - this is a concerning lack of attention to detail that highlights the lack of application / care factor by the staff involved.
- The claim that a footpath beside Halliday Park is “not possible” should be reconsidered unless alternative options have been properly tested - a narrower path along the fence line for example, would reduce those walking in the road?
- The dismissal of a wombat crossing or other raised pedestrian treatment without clear pedestrian surveys and future-demand data - feels like an arbitrary decision made without evidence.

At a minimum, Council should commit to a targeted pedestrian and parking assessment for this section of Drake Street, to prove there's no requirement for a crossing, as well as regular traffic speed and volume monitoring - my thoughts are that people don't cross because its too dangerous - I know I have stopped my kids from doing so.

All in all, temporary rubber speed cushions, and a 40KPH limit to an expanded area are a welcome start. Drake Street is changing because Bayswater is changing, and the street design needs to keep up. It's disappointing and confusing to me that there seems to be reluctance from council to this area safer for residents and pedestrians.

I'm not able to attend the council meeting, but I would ask that you note the above - and if possible accept this as a written statement.

Thanks for your support,

Lee Hollingsworth

Item 10.3.2 Verge Tree Removal Request - Elstead Way, Morley

Robert Furina, Morley

Thank you, Mayor and Councillors, for the opportunity to speak on Item 10.3.2

My name is Robert Furina and I reside at 6 Elstead Way Morley 6062.

I oppose the council's recommendation Item Number 10.3.2 on the basis below:

My justification and my reasons for my deputation application on item 10.3.2 is to request to the council to remove the tree at 2 Elstead Way Morley WA is as follows:

Leaf Litter is scattered along several properties along Elstead Way and there are complaints from several neighbours' that the litter is are going in to their gutters and yards. I understand the owners from 5 and 7 Elstead Way Morley 6062 has written directly to Luke Botica about this and complained about the leaves going into their gutters and yards at their properties and making mess at their properties and this occurs during the winter's months. The leaf builds up happens for a period of three months until all the leaves fall off the tree. The owners of 5 and 7 Elstead Way Morley have had enough of constantly cleaning their yards like myself to keep things clean and tidy and remove the risk of fires when the leaves dry up during the dryer periods of year.

Their gutters will not be able to drain and water damage will occur to people's home. This issue occurs this time every year during winter. I am constantly cleaning up leaves that blow down from the tree and scatter throughout my property front and rear and you have photos which are attached to the 25 August 2026 Ordinary Council Meeting Agenda report.

Inside my garage builds up with leaves, the back porch and my front lawn build up with leaves and also my front driveway. This occurs for period of up to three months.

Leaf litter builds up along the both of the verges at Elstead Way Morley and these will wash up into drains along the street and these will eventually block storm water drains and cause flooding along Elstead Way.

Also, I want the tree removed to avoid fires especially when leaf litter dries in a fire-prone zone with excess dry leaf litter on the ground. Some councils have vegetation clearing programs for residents in fire-prone areas and will help with removing dead or dry leaves and also at the perimeter of properties along the street.

There are underground NBN fibre cabling, scheme water pipes and underground electric power and gas lines and this tree will grow with larger roots and affect the underground services along the council verge if left untouched.

Safety: This tree is dangerous and poses a risk to people or property and this tree should be removed to prevent accidents or damage as the branches are weakened over time by strong winds during winter.

This tree is also weakened through physical impact or natural means such from stormy weather. Severely damaged trees can be dangerous especially if the damage is on major limbs or stems.

I understand the tree has been assessed by City officers and determined not to meet the removal criteria contained within the City's Urban Tree Planting and Maintenance Policy. Officers therefore recommend the tree be retained.

I understand that during the winter months that street trees are planted along verges and I am requesting that the existing tree to be removed and substituted with a street tree with species that does not drop leaves like the one as mentioned and not affect the tree canopy policy in place at the Bayswater City Council. You can see along my verge there are three street trees are planted and these are Kanooka species and these do not drop as many leaves during winter. You can actually plant 2 Kanooka Trees in place of the tree at 2 Elstead Way Morley.

These are the points I will raise in my deputation at the council agenda briefing forum on Tuesday 18th August, 2026 since the council oppose my request to remove the tree.

I respectfully ask Council to consider these impacts addressed in this deputation response when making decisions in relation to Item 10.3.2 and I am looking forward to a positive response to this deputation.

Brgds

Roberto Furina

Please find attached photos of the three Kanooka street trees planted by the Bayswater City Council some time ago. These trees can be planted to substitute the tree at 2 Elstead Way Morley 6062. They drop little leaves and they look elegant and won't affect the tree canopy.



Item 10.3.2 Verge Tree Removal Request - Elstead Way, Morley

Wendy Garstone, Maylands

The benefits of all trees have been outlined many times in this chamber, and the City's position has been debated, decided and outlined in both the Urban Forest Strategy and the City's Urban Tree Planting and Maintenance Policy.

I'd like it to be noted that the canopy coverage in Morley is only 7.7%, compared to the City of Bayswater canopy target of 20% and the State Govt's target of 30%. Two days ago I placed a post on the Bayswater Tree Canopy Advocates Facebook group advising this item will be decided this month, I also shared it with the Morley, Noranda & Embleton Postcode 6062 group. The response from both groups was overwhelming in support that the tree remains.

The main issue people questioned was why this decision has even come to council, when the policy is clear that it must remain. The second main issue raised was the possibility of the community helping out people who need support in sweeping up leaves. This brings us to a motion that was supported in 2024, to create a Tree Champion Program.

The adopted motion was: 'That the City creates a tree guardian program to work with residents who are willing to promote simple actions (verge tree planting, yard planting, and verge tree watering over summer) within their local area.' The motion doesn't quite meet the brief tonight, but the point is that we can't be removing healthy street trees due to basic maintenance challenges when there are people in the community willing to help out. Perhaps we would all rather see this kind of program implemented by the City than see items like this request take up officers' time.