



Public Questions In Writing

Ordinary Council Meeting – 9 December 2025

Nana Maeshinjo

Subject: Traffic Calming Maylands Peninsula Primary School

Question 1

There were 5 deputations submitted at the 28 October 2025 on item 10.3.2 regarding serious road safety issues. Despite all the deputations submitted, elected members voted in favour of the Officer's recommendation. Many residents I have spoken to feel like they have been ignored and disregarded by their Elected Members.

What discretion and purpose are elected members exercising when they continuously vote in favour of the Officer's recommendation and ignore the Electors' concerns?

Response 1

The role of the Council is to make decisions for the good governance of the people in the district. In doing so Elected Members must take into consideration all relevant information available to them. This includes advice from City officers, and the views of community members. Elected Members must exercise independent judgement when making decisions. A decision of Council is the result of open and democratic debate and must be made with regard to the benefit of the entire local government area.

The Low-Cost Urban Road Safety Program has been running since 2022, and the City, in support of Main Roads, has completed three precincts. Council has maintained a consistent approach throughout the delivery of the program, with another four precincts proposed, for which Council will continue to consider all relevant factors in line with the established methodology.

Question 2

The original motion 19 at the 29 April 2025 meeting was not passed due to "the City is proposing the installation of Traffic calming devices... Collectively, these treatments will help reduce the speed of vehicles through the area". There are no proposed LCURS treatments along Goldmead and Darby street because the original motion 19 was not passed in favour of the Officer's recommendation.

How does the council intend to "reduce the speed of vehicles" on Goldmead and Darby street when there are no proposed LCURS road treatments on these roads?

Response 2

The City explored installing a raised platform on Darby Street, however, due to the road layout and proximity of crossovers, a traffic calming treatment was assessed as unsuitable for that location. The City is proposing a modified intersection treatment at Rosher Place, Goldmead Street, Mephan Street and Darby Street intersection. This design includes median islands and speed cushions on both

Goldmead and Darby Streets, subject to Main Roads approval. This proposed treatment will help reduce the speed and ensure that vehicles are utilising the intersection lane correctly.

Question 3

Traylen road is going to receive raised platforms through the LCURS road treatments. It is apparent that these treatments reduce speed.

Please explain how these treatments reduce the volume of cars bypassing the traffic lights on Guildford and Garratt road?

Response 3

By providing a series of traffic treatments, the travel time along a local road route can be increased to the point where it exceeds the travel time of using the arterial road and its traffic signals.

Raised platforms are designed to reduce vehicle speeds, and they can also influence driver behaviour by creating a less convenient and attractive route for through traffic. When drivers encounter a series of traffic calming devices, the need to slow down and accelerate repeatedly increase travel time and decreases the efficiency of using the road as a bypass.

For example, if a driver attempting to bypass a set of traffic lights finds that the local rat-run route now takes longer due to speed-management devices or intersection treatments, then the route is less attractive as a shortcut. As a result, drivers may decide to remain on the arterial road network.

Matthew Morgan

Subject: Traffic Calming Maylands Peninsula Primary School

Question 1

The Officer's recommendation for motion 19 at 2025 AGM was passed unanimously to advocate Main Roads WA for additional funding to improve road safety around Maylands Peninsula Primary school ("MPPS"). The Council recently obtained additional funding from Main Roads for 10 additional road treatments.

Why was this additional funding not predominantly used for road safety improvements around MPPS?

Response 1

The LCURS Program is designed to treat a road-network precinct that incorporates specific elements within the area, with the overall aim of creating an environment that supports reduced traffic speeds.

The additional treatments under the program are proposed to be applied across the entire precinct area. It is important to note that a number of additional treatments are being proposed around MPPS as well as a number of treatments already exist around the school.

Question 2

Why was the MPPS P&C not consulted when additional road safety funding was approved and made available from Main Roads WA?

Response 2

MPPS were included in the consultation process on a number of occasions on the development of proposed treatments. The additional treatments was a result of a separate petition that was received from the public and was brought to the attention to Main Roads.

Question 3

**There have been traffic counters previously installed on Traylen road, Bayswater.
Can the council disclose the daily volume of cars results?**

Response 3

The latest traffic counts that have been recorded on Traylen Road show that the 85th percentile speed was 50.6km/hr with an average volume of 570 vehicles per day. This data indicates that drivers are adhering to the speed limit, and the traffic volume remains well below the allowable capacity for an Access Road, which can carry up to 3000 vehicles per day in accordance with Main Roads WA road hierarchy.