



Public Questions In Writing

Ordinary Council Meeting – 23 June 2026

Name: Matthew Morgan, Bayswater

Subject: Construction of Stone and Frinton street traffic lights

Question 1

The Council did not pass the original motion 1 at 2025 AGM to install restricted movement traffic calming on Traylen Road as “To adopt the motion would precede any due and proper analysis and may prejudice the up-and coming community engagement process”. However, the City of Bayswater have already omitted several treatment options in the GHD report that many residents have not had the opportunity to consider.

Why were these omissions not prejudicial to the community engagement process?

Response 1

The proposal is currently at the end of the community consultation stage and Council has not made a decision to proceed with any treatment.

The options presented for consultation were identified through a technical assessment undertaken by the City's consultant and reviewed by officers. Options not included were not identified as preferred options for further consideration through that process.

All feedback received during consultation will be reported to Council, which will consider both the technical assessment and community feedback before making any decision on the project.

Question 2

Main Roads WA are commencing work on Garratt Road to reduce the LHS Guildford Road westbound turning pocket lane size, and increase the RHS Guildford Road westbound turning pocket lane size at the Garratt/Guildford Road traffic lights. Is this indicative that City of Bayswater is not reducing rat-running of Stone/Percy/Queen/Traylen residential streets by allowing these cars to bypass these main road traffic lights?

Response 2

The proposal is being undertaken by Main Roads WA to improve the operation of the Garratt Road/Guildford Road intersection. By reducing queue lengths on Garratt Road, it is expected that the incentive for motorists to divert through the surrounding local streets may also be reduced.

Question 3

The City of Bayswater's own traffic count surveys for Stone Street found the 85th percentile of cars are driving dangerously at 56km/h. The City of Bayswater have used their discretion to remove 3 treatment options from the GHD report and recommend traffic calming for Milne and Williamson Street. Why did the City of Bayswater traffic engineers not recommend traffic calming for Stone Street given they had full knowledge of these unsafe vehicle speeds in a residential street?

Response 3

Stone Street is classified as Local Distributor Road. While traffic speed data has identified some instances of vehicles exceeding the posted speed limit, the available data does not currently indicate a level of speeding that would automatically warrant the installation of traffic calming measures under the City's usual assessment criteria.

The options presented for consultation were informed by a technical assessment of the broader road network, including traffic volumes, vehicle speeds, road function and network impacts. Council has not yet made a decision to proceed with any treatment. All feedback received during the consultation process will be considered and reported to Council before any future decision is made.

Name: Nana Maeshinjo

Subject: Installation of Traffic Lights for Stone and Frinton Street

Question 1

According to City of Bayswater website, the Transport and Infrastructure Manager position is now vacant. Who can residents contact regarding any queries regarding these traffic lights?

Response 1

The City has engaged an experienced engineer to undertake the duties and responsibilities of the Transport Infrastructure Manager on a temporary basis. Residents wishing to make enquiries regarding the project should contact the City via mail@bayswater.wa.gov.au, and their enquiry will be directed to the appropriate officer.

Question 2

Many residents are concerned that if these traffic lights are constructed, land on their verge will be dispossessed to widen Stone and Frinton street. These residents require closure regarding the Community Engagement survey. Given that there is no Transport and Infrastructure Manager, when, by the latest, can concerned residents expect a response regarding this Community Engagement survey?

Response 2

A report is being prepared for the July 2026 Ordinary Council Meeting, providing outcomes from the community survey and recommendations for Council's consideration regarding the proposed traffic signals.

Question 3

To ensure this Manager will prioritise walkability in residential areas for senior citizens and school children and not vehicle movements for cars between suburbs; what involvement will the Active Transport Committee have in the recruitment of the Transport and Infrastructure Manager?

Response 3

The recruitment of the Transport Infrastructure Manager will be undertaken in accordance with the City's recruitment and selection processes.

The Active Transport Advisory Group's role is to provide advice to Council on active transport matters. It has no role in staffing matters and will not be involved in the recruitment, selection or appointment of the Transport Infrastructure Manager.
