

Urban Road Safety Program - Joondanna and Tuart Hill (south)

Consultation Report August 2025

Background

The City of Stirling is working in collaboration with Main Roads WA (MRWA) to improve the safety of local roads and intersections. A safety review of Joondanna and the area just south of Royal Street has identified a higher-than-average vehicle crash history. Between 2020 and 2024, there have been 139 crashes, eight requiring hospitalisations, 28 requiring medical attention, and a further 66 incidents resulting in major property damage (excluding Cape Street).

In response, the City proposed the installation traffic calming treatments throughout the neighbourhood to improve safety. Reducing vehicle speeds in an area-wide approach is a proven strategy for enhancing safety by preventing and reducing the severity of traffic-related incidents. Slower vehicles also create an attractive and more liveable environment that facilitates community connection through improved access for people to walk, wheel, ride, and use mobility aids.

Project

French Street and Lawley Street intersection upgrade

A raised safety platform, funded by Main Roads WA, through the Black Spot Program, will be installed at the above intersection. These works to commenced in early September 2025. Residents within proximity of the intersection have been notified of the planned works, and variable message boards are in place.

Proposed treatments

Two different types of treatments were proposed; asphalt speed cushions and raised safety platforms. These treatments would be delivered by the City and funded by MRWA through the URSP. The selected treatments are generally viewed as zero impact on verges and access/egress. Similar URSP treatments have been implemented in Mt Lawley, Glendalough, and in Waterloo Street and Tyler Street, Joondanna.

Asphalt speed cushion: The low-profile design and reduced width of the proposed asphalt speed cushions minimises the noise and vibration typically associated with full-width speed humps.

Raised safety platform: Raised safety platforms are suitable for slowing traffic through intersections. The footprint of raised safety platforms is considerably smaller than the typical intersection plateau and does not require changes to kerb alignments.

Consultation

The consultation period for the Urban Road Safety Program in Joondanna and Tuart Hill ran from 1 August to 22 August 2025. During this time, the project page received 975 views, and the accompanying news article titled *Joondanna and Tuart Hill – Urban Road Safety Program* was viewed 187 times. To support community engagement, approximately 6,577 households were sent a letter, and 10 temporary signs were installed throughout the project area to raise awareness and encourage participation.

Table Summary: Submissions received – relative locations

Submissions received	Within 100m radius of proposed site	Within 200m radius of proposed site	Within the City of Stirling	Outside of the City of Stirling	Total Submissions received	Percentage
Support	66	0	3	0	69	69%
Object	29	1	0	0	31	31%
Total responses					100	

Table Summary: Submission issues and comments

Issue Ref.	Number of responses to raise issue	Submission issue	Summary of comments
1	43	Speeding/hooning	Comments relating to speeding and hooning with many anticipating the proposal will alleviate this issue.
2	39*	Suggest other/extended treatments.	<p>Some participants suggested additional treatments for the area, including stop signs, no parking signs and roundabouts. Others wanted to see the treatments extended to other roads, including Roberts Road and Cape Street.</p> <p>Participants also stated that amenities for pedestrians and cyclists should be improved with wider and more paths.</p> <p>*Includes 14 mentions of French Street and Lawley Street.</p>
3	8	Excessive and unnecessary amount of treatment for the area.	Respondents felt that the number of treatments was excessive for the area and a waste of funds.
4	8	Cars parked on side of street an issue.	Respondents felt that the area could be made safer by preventing vehicles from parking on the street.
5	6	Noise from the vehicles going over speed cushions etc.	Respondents were concerned about the noise created by vehicles accelerating away from the treatments or when going over the treatments.
6	7	Advocating for 40km	Some respondents suggested implementing 40km/h instead of the treatments or in addition to the treatments.
7	5	Crash data/safety review	Some residents requested more transparency regarding the safety review/crash data and wanted the report to be shared.

Written responses

In addition to survey responses, the City received seven written submissions as summarised below. These submissions have been included in the above).

Support/object	Summary	Response No.	Issue Ref.
Support	Supports the URSP, but feels more should be done to slow traffic. Advocates for a 40km zone as per neighbouring suburbs. Expressed preference for 'protected bike lanes, marked pedestrian crossings, wider footpaths and slow shared zones'.	1	2, 6
Support	Reluctant support for the URSP. Suggests including gateway features, mid-block treatments, narrowed streets, slow points, pedestrian facilities, tree planting, and community engagement initiatives, rather than relying solely on raised plateaus. Particularly concerned about speed on Osborne Street. Keen to see a 40km/h zone applied.	2	2, 6
Opposed	Does not believe the URSP will be effective in slowing traffic. Concerned about noise.	3	3, 5
Opposed	Doesn't believe the accident history and would like to see the safety review. Feels the URSP will not slow traffic, create noise, and are a waste of money.	4	3, 7
Opposed	Questions the validity of the safety review.	5	7
Support	Supports the proposal and asked that treatments for Stoneham Street/Tyler Street also be considered due to poor visibility in both directions. Request that the City implement the Safe Active Street on Joondanna Drive. Concerns about increasing traffic on Tyler Street.	6	2
Opposed	Questions the validity of crash data and asks for further information. Indicates that 139 accidents are not significant, the number of treatments is excessive, expresses concern about street parking, and asks for evidence of the effectiveness of treatments. Agrees that some intersections require treatments.	7	3, 7, 6, 4