

Document tabled at Rockingham Council Meeting May 27, 2025

As questions are limited to 3 minutes, here are the short versions of 3 questions presented to the meeting to fit into 3 minutes. The longer versions of the same questions are at the end of the document and contain more detailed reasoning and links to other websites.

Question 1

Is Council willing to engage with consultants from the State and Federal Government and/or the two Sydney universities transport consultancy services to design a better solution for Swinstone Street and other traffic issues around the City?

In the late 1970s, I was Transport Economist at the Urban Transport Study Group in Sydney.

Sydney is an extremely complex city to plan and roads and transport systems for, probably the most difficult city in the world. With the harbour, many beaches and many bays, the Parramatta River, Lane Cove River, and, back then, not many bridges apart from the Sydney Harbour Bridge. The job of the Urban Transport system was to design roads, bridge locations, train lines, to design bus routes, and organise ferries, timetables. As a result, two universities have large transport study and research departments and research sections which, based on their extensive experience, both offer consultancy services to other cities, not only in Australia but around the world.

The issue of Swinstone Street and other traffic issues in Rockingham would seem almost trivial to them to sort out in a city of just 140,000 residents. The two universities are:

The University of Technology Sydney where they have a transport research centre.

"We are global leaders in smart transportation systems – enhancing the design, performance and management of critical transportation infrastructure in modern complex environments."

And the Transport Lab at the University of Sydney.

"University of Sydney is the top-ranked university in Australia in Transport Science and Technology. Our research themes are: [Access](#), [Connect](#), [Control](#), [Design](#), [Rely](#) , Share, [Sustain](#)."

I have included further details and contact details in document I also table which contains concerns and solutions from the general public not only for Swinstone Street, but many other issues.

My question, then, is:

Is Council willing to engage with consultants from the State and Federal Government and/or the two Sydney universities transport consultancy services

to design a better solution for Swinstone Street and other traffic issues around the City?

Question 2

Is council willing to host a special meeting where the public can point out traffic issues and also suggest solutions?

I made several submissions to the Townsend and Swinstone St traffic smoothing, which were all ignored as I believe the project had very narrow terms of reference. It will increase congestion by slowing the traffic down, cause wear and tear on suspensions and interfere with wheel alignments. It does not address issues of the dog leg near Read St.

There have been multiple crashes into the traffic lights at Swinstone Street due to the dog leg. I go dancing every Friday night, and all too often have seen the aftermath of accidents at Swinstone St and the lights at Rockingham and Centaurus St intersection. When traffic is light, there is a natural tendency to drive faster, and alcohol may also be a factor at those times.

Crashes into the lights at Swinstone Street may be caused by the dog leg, and the smoothing may resolve the issue. But it doesn't resolve the issue of traffic turning right from Read Street into Swinstone St. Vehicles and motor cycles turning right into Swinstone sometimes accelerate into the turn to beat the lights, particularly on amber, which caused a crash at #5 where the vehicle was a write off. Fortunately the vehicle did not crash into the home, instead demolishing a solid, wide brick letter box.

A motorcyclist accelerating faster, is still in danger of an accident at the dog leg.

There are issues with travelling from Swinstone Street to Leghorn Street or vice versa. For example, my son was travelling from Leghorn to Swinstone and you want to change lanes ASAP. There was a vehicle waiting to turn into Leghorn Street. When there was a gap in traffic on both lanes, my son turned and moved to the right hand lane, where he collided with the vehicle which did a U-turn instead of proceeding to Leghorn and without indicating.

Since posting my concerns on 3 FB chat groups, many people have replied with other traffic issues and suggested solutions, which I include in the document I am tabling.

Everyone sees different traffic issues from a different perspective, depending on where they live and the routes they regularly take and they also see solutions. Concerns expressed about the difficulties turning right into heavy traffic on Rae Road at Seabrooke, Tully Court and Acapulco, and this applies in many situations around town, Bunnings, Dixon Road and also the cul de sacs on Swinstone Street.

My question then is:

Is council willing to host a special meeting where the public can point out traffic issues and also suggest solutions?

Question 3

Is council willing to seek funding from State and Federal governments to bring Swinstone Street up to standard by making it wider, to modify the S bend, and remove the dog leg at the lights, footpaths either side, bus shelters and bus bays on each side, long laybys on BOTH sides for drop off zones, improved lighting and moving the Street closer to Rockingham High School, and to make it easier for residents in cul de sacs to turn right?

In 1994 I stood for council after collecting 10,000 signatures petitioning for an Emergency Department at the Hospital, a facility everyone takes for granted now.

In 1996 I stood in the state election. Both times losing to Mark McGowan. However, candidates were lobbied by residents of Leeuwin Parade to take measures to stop it being used as a short cut and it was successful. Now I discover that McNichol street is being used as a short cut instead, which could not be foreseen, and needs to be investigate further.

Similarly, drivers from Safety Bay using Rae Road, speed limit 70kph, who want to reach Paterson Road would logically turn left into Read Street.

Residents also report difficulty turning right into Rae Rd from Acapulco, Tully and Seabrooke at busy times, a problem in many places throughout Rockingham

But an increasing number use Seabrooke Avenue as a short cut, whilst other do so to reach Star of the Sea and Rockingham High. Some improvement could be made by synchronising the traffic lights on Read Street. Cameras at each end of Seabrooke Avenue could capture the average speed to prevent speeding, just as it could have done for Parkin Street, There are many trucks going to Garden Island, and the traffic smoothing means that the sounds of trucks braking may wake residents in the early morning.

Having worked for the Urban Transport Study Group in Sydney in the late 1970's, I have a special interest in roads and transport systems. I had been aware of the plan for the Garden Island Highway, which was not completed but is now being revisited. And also of a plan for a new road alongside Rockingham High School through the bush and for Swinstone St to become an access road similar to the access road and drop off zone for the school on Read St, and the access road on Read St from Swinstone St to Centaurus. The council cannot find such a plan, however, documents were in paper form back then, and not all documents have been digitised. It is just possible that I may have written a letter outlining such a plan to Mark McGowan and council in the late 1990s with just such a plan, it was almost 30 years ago.

Posts on FB chat groups on the subject have resulted in many comments and suggestions, highlighting many other issues, and one is the difficulty turning right into busy roads in many places, such as on Rae Road, from the cul de sacs in Swinstone St, but also in other parts of the city.

All these comments are included in the document I have tabled.

I repeat the question:

Is council willing to seek funding from State and Federal governments to bring Swinstone Street up to standard by making it wider, to modify the S bend, and remove the dog leg at the lights, footpaths either side, bus shelters and bus bays on each side, long laybys on BOTH sides for drop off zones, improved

lighting and moving the Street closer to Rockingham High School, and to make it easier for residents in cul de sacs to turn right

Comments from posts on FB on Rockingham Public notice board, Residents of Safety Bay and Residents of Rockingham regarding this issue:

If only Rockingham had a state representative who was Premier

People in Rockingham need to start lobbying the state government for funding towards these local projects. They're sitting on bucket loads of our tax payer's cash in reserve which they're struggling to find projects in the northern suburbs to spend it on. We need to change this spending imbalance and redirection of our taxes to the northern suburbs.

Give your Labor mp a call get it sorted

My reply: have emailed her and Madeline King with the 3 questions I will be asking at Question time at the council meeting. Doesn't get sorted overnight, wish it was that easy!

Thread:

A roundabout at hungry jacks would alleviate some of the congestion turning right onto read. Leeuwin shall remain closed !!

Thanks, will include all suggestions in a document I will table at the council. Thanks for the suggestion. Might be the solution at some of the other traffic lights on Read St, too!

i fear that roundabout would be a blockade at school time. People that are impatient will enter the roundabout going straight on read and wait there and you'll never be able to turn right. Same as read x malibu roundabout south becomes more blocked than a when kids are crossing as cars just enter and then stop.

Also people turning left from swinstone would need to change lanes straight away if theyre going right onto leghorn

just an idea. Would you have a better one?? The whole area needs better management

Thread:

The worst example of bad road planning is the corner of Ennis Avenue and Eleanor's Drive Cooloongup. From 2-30 onwards daily the bank up is horrendous. Ambulance access in and out is hampered any time of day but almost impossible after 2-30 . Emergency access should be provided for them as over bridge back of golf course or over railway line Hillman or Cooloongup.

I've emailed people years ago about the hospital and ambulance having only that one road in and out... And no one's done anything about it

I will include in document to council. Thanks!

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Thread..

Rae Road ? (the section with houses on it)

- No! From the Garden Island Highway roundabout up to Read Street. Was originally designed to be like Read Street, going from Ennis Ave, and the Garden Island Highway to the HMAS Stirling.
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- I'm referring to the terrible amount of traffic on Rae Road from the roundabout to Safety Bay Road. The amount of traffic and on that section of Rae Road for people with homes there is a nightmare, especially the section immediately after the roundabout.
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- Hi name redacted will include your concerns. Already concerns have been raised about turning right into Rae Rd from Seabrook, Tully Court and Acapulco which I will also include in a document I table at council meeting.

The middle island they have marked out the front of star of the sea carpark is going to cause huge traffic congestion. It's already hard enough to get passed the people waiting to turn into SOTS in the afternoons, now it will be impossible.

There is actually 3 intersections along Rae Rd. Seabrook, Accapulco and Tully Crt. When coming along that 70km section from Read, it is already a bit dodgy for those trying to turn right into Tully as well as those driving behind them. It is single lane, with no room to go around. There have been numerous near misses of rear end collisions. Trying to turn right out of Acapulco can take a ridiculous amount of time depending on time of day. It appears that a lot of people seem to think that the answer to Rockingham's traffic woes is to funnel every vehicle down Rae Rd. Seems as long as their problem is alleviated, it doesn't matter about those they are dumping the problem onto.

Thread

The bushland is probably being kept in reserve for future expansion of the school. Putting a road through it would be short-sighted.

I'm sure that everyone who bought the houses on those streets, especially number 5 and 7 which were bought in 2007 and 2014 was aware that there was a school there at the time of purchase and capitalised on that by paying a lower price for the property. If you buy next to or surrounding a school and don't expect traffic and kids at drop off that's on you.

Hi (name redacted). This is probably too much information, but it is a detailed response to your concerns. However. we have lived in Apus Close since 1991. I

was aware of the plan back before the Anchorage existed. After changing career, an opportunity came up to open a clinic. Safety Bay Chiropractic and Lifeline Chiropractic are both in residential areas. When I graduated, I purchased 5 Swinstone to be my clinic two doors down from the chiropractic, borrowing the lot, no deposit. Alas the rules had changed and I could not get permission

As I had no equity, I was unable to sell and became a reluctant landlord. I was expecting a new road at some time in the future. For years I have lobbied for bus shelters to no avail. I had stood against Mark McGowan when first elected campaigning on issues like this, many others and also toilets at Point Peron. When Mark McGowan retired after 27 years, there were still no toilets at Point Peron still no bus shelters for Rockingham High School students, so I stood again. Didn't poll well, as it is hard to get your message across. Last night I went over the speed bumps on Swinstone Street. No Signage "New unmarked speed bumps ahead" Difficult to make out under certain light conditions and at night (insert: now been fixed)

This will be fixed, but I saw one driver caught out. If you use speed bumps regularly, it gives suspension a hammering, can mess with wheel alignment, and in slowing traffic, adds to the congestion at busy times! When we moved to Rockingham in 1990, there was a drive-in cinema, and a sign, Welcome to Rockingham, population 40,000. It is now 140,000, with 40,000 just in Baldivis! There was no Emergency Department at the Hospital back then. I collected 10,000 signatures requesting one, submitted to State Parliament, in 1992.

Back then, there were only a handful of traffic lights in all of Rockingham. Many traffic lights and roundabouts have been installed, roads such as Safety Bay Road to Baldivis with a separate cycle track, all great improvements. However, the only thing council has ever done to Swinstone Street in 34 years has been to install traffic lights.

In 1994 I stood for council (losing to Mark McGowan). A lobby group contacted all candidates to gain support to block off Leeuwin Parade, which was used as a short cut (and race track) from Leghorn Street to Dixon Road or Paterson Road. The lobby group was successful. I think some thought similarly needs to be given to reducing Seabrooke being used as short cut. The current traffic smoothing in Swinstone is reactive, and a band aid solution. The upgrade to Rockingham High School was welcomed after 50 years and should hold it in good stead for years to come. What is needed is a solution which has a well designed road capable of handling increased traffic flows for decades to come. The current traffic smoothing does not look forward to increased population growth and greater use of Swinstone St and Townsend Rd down to Seabrooke Avenue.

closing Leeuwin Parade just pushed the traffic to McNichol St. when the DOT is open , that street is a nightmare, but apparently, that doesn't matter.

I will be including all these insights in a document I table to council. All these issue very much DO matter. The Leeuwin Parade closure occurred 30 years

ago, well before DOT was there, and not all the consequences could have been foreseen at that time. It would have been presumed that people from Leghorn St would continue to Louise St, and turn left there to get to Paterson or Dixon Roads. It is time to bring all these issues to council's attention and, just as they have committees and subcommittees, such as the Planning Committee, it might be beneficial to have a traffic and roads (sub)committee, to focus on one particular nightmare! I don't have all the answers, but will collate people's concerns and any proposed solutions and present a case to council. Have a great day!

Brief Interlude.

I am reminded of the Dire Straits hit of 1982, Telegraph Rd, describing the growth of a settlement from one person, how it grew into a town and then the problems a town has.. here are just a couple of verses from the start of the song

A long time ago came a man on a track
Walking thirty miles with a sack on his back
And he put down his load where he thought it was the best
He made a home in the wilderness
He built a cabin and a winter store
And he ploughed up the ground by the cold lake shore
And the other travellers came walking down the track
And they never went further, no, they never went back

Then came the churches, then came the schools

Then came the lawyers, then came the rules

I would replace the last line with

Then came the churches, then came the schools

Then came the government, red tape and the rules!

End of Interlude.

Commentary included in petition

"When Rockingham High School first opened, it was a different world with different societal norms and expectations. Many homes constructed were compact and basic, often 3X1 compared to the larger 4X2 people demand today. Women's participation rate in the work place was less than it is today. Many families had just one car. And just one debt: the mortgage. Visa and Master Cards were only introduced in Australia in the 1980s. Before that time it would have been more difficult to get a loan for a car, particularly for a single income family.

In 1990, the population of Rockingham was 40,000. It is now 140,000. Multiplying the population by 3.5 times creates a tenfold increase in traffic issues, and that is compounded by having more cars per family than in 1990 due to rising standards of living, greater workforce participation and ease of credit. "

A petition I may need to start, willing to modify text according any feedback received.

"We the undersigned petition for significant traffic and road improvements on either side of Rockingham Senior High School, Farris St at the junction of Farris Street and Read St where drivers use the access road in front of the school to drop off their children, and in Swinstone Street, and to widen the road, have bus shelters and bus bays and long laybys for drop off, and footpaths on either side, and to remove the dog leg close to the lights at the Swinstone Street and Read Street intersection.

Many drivers turning right into Swinstone from Read St speed up to go through while green to make sure of getting through to avoid having to wait another two or three minutes before getting another opportunity to turn. And if not familiar with the area, they may not be aware of the dog leg. A car was a write off in an accident at #5. Fortunately it did not crash into the home, but instead a very large, wide, old fashioned brick letter box, with an ornamental garden on top, protected the home and destroyed the car.

And there are other issues the traffic smoothing fails to address. A footpath on the residential side of the street, littering due to lack of rubbish bins at bus stops, and the potential for misbehaviour as has already occurred at #7 Swinstone Street where the bus stop is located, eventually forcing the resident to relocate due to lack of support to stop the harassment.

A well designed road does not require traffic smoothing, currently being implemented. Slowing traffic with speed bumps adds to the congestion at peak times. For regular users, it adds wear to suspensions, particularly in sedans, and can affect wheel alignment.

There are many problems that could not have been foreseen back then.

When Rockingham High School first opened, it was a different world with different societal norms and expectations. Many homes constructed were compact and basic, often 3X1 compared to the larger 4X2 people demand today. Women's participation rate in the work place was less than it is today. Many families had just one car. And just one debt: the mortgage. Visa and Master Cards were only introduced in Australia in the 1980s. Before that time it would have been more difficult to get a loan for a car, particularly for a single income family.

In 1990, the population of Rockingham was 40,000. It is now 140,000. Multiplying the population by 3.5 times creates a tenfold increase in traffic issues, and that is compounded by having more cars per family than in 1990 due to rising standards of living, greater workforce participation and ease of credit.

In its early days, most students of Rockingham High School would have cycled, walked or caught the bus to school. With the increase of numbers of cars per family, Mum's taxi is an attraction, adding to congestion.

There are issues with shortcuts that could not have been foreseen when the planning was done back then. Rae Road was originally intended to be a significant artery from Ennis Avenue to Garden Island Highway. The Garden Island Highway was only partly constructed, but is now being reviewed, as there is difficulty getting to HMAS Stirling, with Parkin Street being subjected to similar issues as Swinstone Street.

Even in the early 1990s, people were looking for short cuts. Drivers wanting to get to Paterson Road heading north or to Dixon Road could turn into Leghorn Street, and turn left into Leeuwin Parade to Louise Street. In 1994 a lobby group of Leeuwin Parade residents were successful in having the road blocked off to prevent being used as a main road.

Back then, there were very few traffic lights in Rockingham. From Safety Bay, residents could proceed along Rae Road and turn left into Read St.

As the years went by, with more traffic and traffic lights, increasingly it was often quicker for Safety Bay residents to take a short cut by using Seabrooke Avenue as a short cut to Townsend Road, Swinstone St, before turning left into Read Street.

In later years, there are now four traffic lights in a row along Read Street at Rae Road, Cygnus St /Council Avenue, Centaurus and Chalgrove Avenue and Swinstone. These traffic lights are not well synchronised, which makes for delays in peak times, making the Seabrooke Avenue/Townsend/Swinstone street an attractive time-saving alternative. A solution could be more roundabouts to replace traffic or making upgrades to how the traffic lights work together.

The traffic smoothing on Townsend and Swinstone as a Black Spot initiative is admirable, but is nothing but a temporary measure. As population continues to grow, so will the traffic problems. A new road is needed which solves many of the problems described above.

A \$60 million upgrade to Rockingham Senior High School should have included an upgrade to the roads that serve it, so that it is serviceable for decades to come, with greater collaboration between Federal Government (for possible funding due to it being an accident black spot), WA State Government and Rockingham City Council.

As funding may be shared by Federal Government, State Government and Local Government, this petition is addressed to member of all three levels of government so that they might collaborate on this important issue.

Yours sincerely

Clive "Arthur" Galletly

More details and longer versions of the questions:

Question 1 with links to websites:

Is council willing to engage with consultants from the State and Federal Government and/or the two Sydney universities transport consultancy services to design a better solution for Swinstone St and other traffic issues around the city?

In the late 1970s, I was Transport Economist at the Urban Transport Study Group in Sydney

This link is to a survey of residents in 1971.

Home interview study

Study conducted by Urban Transport Study Group in 1971

[https://dataverse.ada.edu.au/dataset.xhtml?](https://dataverse.ada.edu.au/dataset.xhtml?persistentId=doi:10.26193/WDHMD1)

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The issue of Swinstone Street and other traffic issues in Rockingham would seem almost trivial to them to sort out in a city of just 140,000

The two universities are

The University of Technology Sydney

<https://www.uts.edu.au/research/centres/transport-research-centre>

"We are global leaders in smart transportation systems – enhancing the design, performance and management of critical transportation infrastructure in modern complex environments.

And the Transport Lab at the University of Sydney.

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UTS industry@uts.edu.au

<https://www.uts.edu.au/contact-us>

<https://transportlab.sydney.edu.au/>

I have included further details and contact details in document I also table which contains concerns and solutions from the general public not only for Swinstone St, but many other issues.

My question then, is council willing to engage with consultants from the State and Federal Government and/or the two Sydney universities transport consultancy services to design a better solution for Swinstone St and other traffic issues around the city?

This one was one of my original drafts for question 3

Is council willing to seek funding from State and Federal governments to bring Swinstone Street up to standard by making it wider, to modify the S bend, and remove the dog leg at the lights, footpaths either side, bus shelters and bus bays on each side, long laybys on BOTH sides for drop off zones, improved lighting and moving the Street closer to Rockingham High School, and to make it easier for residents in cul de sacs to turn right?

The point I wish to make, is that the traffic smoothing will cause more congestion, compounding the issue, and it doesn't resolve the issues that Swinstone St needs a substantial upgrade worthy of the \$60 million upgrade to Rockingham Senior High School.

In 1994 I stood for council after collecting 10,000 signatures petitioning for an Emergency Department at the Hospital, a facility everyone takes for granted now.

In 1996 I stood in the state election. Both times losing to Mark McGowan. However, candidates were lobbied by residents of Leeuwin Parade to take measures to stop it being used as a short cut and it was successful. Now I discover that McNichol street is being used as a short cut instead, which could not be foreseen, and needs to be investigate further.

Similarly, drivers from Safety Bay using Rae Road, speed limit 70kph, who want to reach Paterson Road would logically turn left into Read Street. Residents also report difficulty turning right into Rae Rd from Acapulco, Tully and Seabrooke at busy times, a problem in many places throughout Rockingham

But an increasing number use Seabrooke Avenue as a short cut, whilst other do so to reach Star of the Sea and Rockingham High. Some improvement could be made by synchronising the traffic lights on Read Street. Cameras at each end of Seabrooke Avenue could capture the average speed to prevent speeding, just as it could have done for Parkin Street, There are many trucks going to Garden Island, and the traffic smoothing means that the sounds of trucks braking may wake residents in the early morning.

Having worked for the Urban Transport Study Group in Sydney in the late 1970's, I have a special interest in roads and transport systems. I had been

aware of the plan for the Garden Island Highway, which was not completed but is now being revisited. And also of a plan for a new road alongside Rockingham High School through the bush and for Swinstone St to become an access road similar to the access road and drop off zone for the school on Read St, and the access road on Read St from Swinstone St to Centaurus. The council cannot find such a plan, however, documents were in paper form back then, and not all documents have been digitised. It is just possible that I may have written a letter outlining such a plan to Mark McGowan and council in the late 1990s with just such a plan, it was almost 30 years ago.

Posts on FB chat groups on the subject have resulted in many comments and suggestions, highlighting many other issues, and one is the difficulty turning right into busy roads in many places, such as on Rae Road, from the cul de sacs in Swinstone St, but also in other parts of the city. All these comments are included in the document I have tabled.

I repeat the question:

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Expanded version of Question 2

Is council willing to seek funding from State and Federal governments to bring Swinstone Street up to standard by making it wider, to modify the S bend, and remove the dog leg at the lights, footpaths either side, bus shelters and bus bays on each side, long laybys on BOTH sides for drop off zones, improved lighting and moving the Street closer to Rockingham High School, and to make it easier for residents in cul de sacs to turn right?

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