

31/10/2025

Robert Dines – Petition Convener

By email: council@cgg.wa.gov.au

Attn: Mayor of City of Greater Geraldton – Mr Jerry Clune

Dear Mr Mayor,

Please find attached a petition of 354 local residents and road users who are all in fierce agreement and request the City of Greater Geraldton:

1. Reinstate the 90km/hr speed limit along Chapman Rd between Glenfield Beach Dr & Sail Boulevard.
2. Install a turning lane into Sail Boulevard for northbound traffic along Chapman Rd.
3. Create a welcoming and appropriate entrance statement at Reef Boulevard.
4. Extend footpath along Chapman Rd from Glenfield Beach Dr to Bayside Boulevard & connect with Reef Boulevard.

Summary

This petition was conducted primarily over a 5 day period, for an hour each morning, on Chapman Road near Glenfield Beach Drive. Residents from other portions of the City have not been targeted. This was deliberately done so as to preserve the integrity of this petition and demonstrate the high level of direct local engagement, in contrast to other previous petitions considered by the City. The few signatures that appear in this petition that are from addresses not within the Drummond Cove suburb are users of the local roads in the area who have volunteered their signatures, some having intentionally sought out the petition.

Undoubtedly, this petition would have even greater numbers should there be more time devoted to gathering signatures.

Item 1.

In May 2024, Councillors were presented with a petition of just 57 signatures requesting the long-held speed limit along Chapman Road Glenfield of 90km/hr be reduced to 70km/hr.

This petition contained signatures from addresses from across the local government area, and some from outside, with very few from actual local residents.

According to Council minutes, the City executive reported that the only consultation carried out was with two State government departments: Main Roads and WA Police.

There is no evidence of city executives conducting any consultation with local residents or road users.

Similarly, there is no evidence that the elected councillors carried out any consultation of their own.

Residents of the northern beaches suburbs are outraged by the distinct lack of consultation on this change. The repeated conversations had with locals who were eager to sign the attached petition indicates that residents were unaware there had been any petition to reduce the speed limit or that the City was proposing to reduce it.

CGG failed to properly consider and engage with affected locals. Had they done so, it would have been clear that the overwhelming majority of the community did not agree with the minority request. This failure is at odds with the City's stated Strategic Direction of "*A strong local democracy with an engaged community*".

The impact to those in Drummond Cove is not insignificant. For the 3000 or so residents who live there, it cumulatively equates to thousands of hours of additional time spent commuting each year. It effectively puts Drummond Cove properties further away from the City centre.

CGG failed to provide any compelling argument in favour of reducing the speed limit. There was no data presented on the number of traffic crashes or injuries due to speed. No record of near-misses or reported incidents.

It is a straight, flat, wide and open road where the few residential properties that have long existed along that section have large crossovers and large lot sizes. Vehicles do not reverse onto this section of Chapman Rd.

It is also worth noting that that section of Chapman Road was previously Highway Number 1 and had a speed limit greater than 90km/hr.

The executive failed to consider the Alternative Option of not changing the speed limit at all and only considered the minority request. Councillors similarly failed to consider this as an option.

It is the view of the 354 petitioners that the 90km/hr speed limit be re-instated.

Item 2.

The modern sub-division at the northern end of Sunset Beach contains hundreds of lots. Sail Boulevard was designed as the main thoroughfare for the majority of these residences. For an unknown reason that is difficult to comprehend, augmentation of the local road network to include a turning lane was not made a requirement of the development.

This has now become a choke point for traffic, particularly during the morning and evening peak periods, as northbound traffic along Chapman Rd is forced to bank up due to the lack of slip-lane for Sunset bound vehicles and traffic exiting Sail Boulevard and heading towards the City is forced to wait for the oncoming vehicles turning in to Sail Bvd to clear before they can crossover.

This further delays traffic and increases the risk of collision.

It is the view of the 354 petitioners that a turning lane be installed.

Item 3.

The entrance to Reef Boulevard in Drummond Cove is simply embarrassing. A derelict portion of land, cast aside by the developers and ignored by the City, it belies the lovely suburb that sits behind it. Overgrown with weeds and bush, lacking in pedestrian access and overall highly unsightly, this is a locality that can do better. Many southern suburbs have very appealing entrances from their main arterial roads. Drummond Cove residents deserve similar.

It is the view of the 354 petitioners that an attractive welcome statement be created that reflects the feel of the suburb.

Item 4.

The most northern section of Chapman Road, from Glenfield Beach Drive to Bayside Boulevard has no facility for pedestrians or bikes. Despite that, the demand exists as is evidenced by the fact that people insist on traversing along the road or the road's edge on foot or bicycle. For local residents, it is difficult to access the new bike path along Glenfield without either first going along the road or alternatively cutting through the bush. For parents of children, neither of these options are particularly palatable.

It makes little sense that foot and bike traffic can go all the way from the City's centre right up to Glenfield Beach Drive, but the path stops there without continuing on to Bayside Bvd.

It's worth noting that there is a pedestrian crossover on the north-west corner of the Chapman Rd / Glenfield Beach Dr intersection that clearly indicates an intention of a future footpath. By continuing the path along, this would allow pedestrians and cyclists to travel to the most northern reaches of the City's boundaries.

It is the view of the 354 petitioners that a path be installed north along Chapman Rd from Glenfield Beach Dr to Bayside Bvd.