

City of Greater Geraldton – Geraldton 2050 Cycling Strategy: Schedule of Submissions – (Public Comments)

Public Comment Survey Questions

- Question 1 Do you have any specific comments regarding the Geraldton 2050 Cycling Strategy?
- Question 2 Do you have any specific comments regarding the proposed Primary Network actions?
- Question 3 Do you have any specific comments regarding the proposed Secondary Network actions?
- Question 4 Do you have any specific comments regarding the proposed Local Network actions?
- Question 5 Do you have any specific comments regarding the proposed Tourist Trails action?
- Question 6 Do you have any specific comments regarding the proposed Road Cycling Routes action?
- Question 7 Do you have any specific comments regarding the proposed General actions?

Schedule of Submissions

Number & Date	Submitter	Survey Question	Nature of Submission	Comment	Recommendation
1 (4-June-18)	Individual	1	I think the priorities need to better reflect cycling within the town centre area.	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network. Review of the cycling network within Geraldton, including the CBD, will be undertaken at a network hierarchy level as detailed in the action plan.	Note submission
		2	Regarding the proposed Primary Network actions, what types of cycling does the high quality cycling connection between Sunset Beach and Drummond Cove cater for? Maybe all that is needed is road adjustment to lower speed limit and include more space for all cyclists? I agree with the priorities order.	The Sunset Beach to Drummond Cove planning project will consider the types of cycle users and infrastructure forms, as well as advise on other items such as the project's cost, benefits and constraints.	Note submission
		3	Regarding the proposed Secondary Network actions, I think within the first priority a focus on town centre should be a separate priority. The Chapman Rd and Phelps St intersection needs addressing now. It is a known issue and is both usage and intimidating.	Review of the secondary routes will be undertaken at a network level, with the CBD precinct potentially being prioritised first. Timeframes for investigations of the two intersections is considered appropriate, with detail design and construction timing subject to Council budget processes.	Note submission
		4	Regarding the proposed Local Network actions, the review of the "bike lanes" needs to take into consideration that they were originally marked to move traffic away from the trees (visual obstruction) and by putting cyclists there it is making them less visible	The review of local network routes will include cycle lanes as well as other cycle infrastructure. Cycle lanes are located on roads and provide a demarked area for cyclists.	Note submission
		5	The proposed Tourist Trail would be nice.		Note submission
2 (4-June-18)	Individual	1	After attending the recent Tourism Summit I think there is potential to use some of Paul Ma's suggestions of incorporating stories along multi user cycle/walk paths.	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network. Interpretative signage is outside the scope of this strategy, and will be considered at a project level during the project planning and design stages.	Note submission
		2	Regarding the proposed Primary Network actions, there is a desperate need for connectivity from the eastern suburbs to the city centre.	The Action Plan has been modified to include advocacy and planning of improvements to NWCH, which will include crossing facilities. The feasibility into the old PTA rail corridor may include investigation into a potential crossing points on NWCH.	Uphold submission (partly).

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			Regarding the proposed Primary Network actions, I'm glad that the strategy has recommended the need to investigate the development of the old PTA rail corridor.		Modify Ref 3 in Section 5.2.6 General to include NWCH.
		5	It's great that cycling tourist trails are being considered.		Note submission
3 (4-June-18)	Individual	1	Just complete the cycle way from Drummond Cove to where the cycle way ends - which is at Sunset Beach by the IGA supermarket as quickly as possible so we have the opportunity to ride into town/city safely and quickly as an exercise regime for us as we like to ride our bikes when the weather is great (which it is during our lovely winter months).	The cycling link between Sunset Beach and Drummond Cove is one of many important projects. The planning project will advise on the project's cost, benefits and constraints, which will assist decision making on the project's priority and possible future construction timeframe.	Note submission
4 (3-June-18)	Individual	1	Where ever possible primary routes should be utilized or implemented as required. Proper education should be made available to cyclists so they are aware of the risks and necessary precautions that need to be taken whilst cycling, for example a truck/road train/heavy vehicle manoeuvrability and stopping constraints. That cyclist must not pass on the left of a vehicle that is turning left. That cyclists are only allowed within the bicycle lane when one is provided. That cyclists are only allowed two side by side up to a distance of 1.5meters apart	Note The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network. Educational initiatives for both cyclists and motorists is outside the scope of this strategy.	Note submission
5 (1-June-18)	Individual	2	Regarding the proposed Primary Network actions, safely linking the schools, CBD and towns tourist assets as high priority. Regarding the proposed Primary Network actions, provision of areas to lock bikes. Bikes being stolen seems to be an issue that frustrates the public and would also deter bike use if not provided.	The strategy has considered connectivity to a wide variety of destinations, which include schools, parks, shopping precincts and other key destinations. The focus for this strategy is on identification and planning of an aspirational 2050 cycle network. Bike storage facilities are outside the scope of this strategy, however may be considered as part of other projects, such as CBD revitalisation planning.	Note submission
		3	Regarding the proposed Secondary Network actions, great that these areas are earmarked for improvement		Note submission
		4	Regarding the proposed Local Network actions, very attractive to our family we would use this planned developments		Note submission
		5	The proposed Tourist Trail is ambitious and forward thinking to connect people to outlying areas of beauty. Perfect for many forms of recreation & connecting suburban people to nature.		Note submission
		6	The proposed Road Cycling Routes don't apply to us but I'm sure their families will appreciate any measure that helps to ensure they return home safely. I agree that a widening of shoulders going up hills would ensure trucks and vehicles are not stuck behind at lower speeds for an extended time period. Cyclists would then not need to ride in the middle of the road which could result in oncoming crashes for the traffic passing them.		Note submission
6 (1-June-18)	Individual	1	A link between Sunset Beach and Drummond Cove via Chapman Rd is the highest priority in Geraldton. For safety reasons alone.	The cycling link between Sunset Beach and Drummond Cove is one of many important projects. The planning project will advise on the project's cost, benefits and constraints, which will assist decision	Note submission

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				making on the project's priority and possible future construction timeframe.	
		5	The proposed Tourist Trail is an excellent idea.		Note submission
		6	The proposed Road Cycling Routes are a great idea.		Note submission
7 (31-May-18)	Individual	1	As a cyclist everything looks great on paper, but action would be good now.	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network, and includes a 5 year action plan detailing some key proposals for the short term.	Note submission
		1	The only thing overall is the existing cycle lanes. They all need work done on them. Too many potholes uneven surfaces. Motorists moaning that we don't use the cycle lanes because of the above. Then you get motorist who still don't give enough room when overtaking.	Infrastructure maintenance and cycling educational initiatives is outside the scope of this strategy.	Note submission
		1	More lighting on foot paths outside of town. I live in the Wandina area and have to use my bike from time to time at 5am/6am in the morning. I don't feel safe. I have to wait until light before I go. Thought about asking the cycle club if any of their guys go pass but I thought I would slow them down.	Audits and improvement to existing street lighting is outside the scope of this strategy. Lighting requirements for new land developments are assessed based on the City's land development specifications and development approvals.	Note submission
		1	Don't like the idea about what was in the news from Perth that was they want to stop riders riding in 2's. We do this for safety in moderation. Drivers need to be more aware just like the riders need too as well if car drivers. Need cycling classes in schools. Teach them young too be road safe.	Educational and law enforcement initiatives for both cyclists and motorists is outside the scope of this strategy.	Note submission
8 (30-May-18)	Individual	1	Good to see proactive, forward focussed planning around sustainable community infrastructure. Agree completely that Sunset Beach - Drummond Cove route should be top priority.		Note submission
		2	Regarding the proposed Primary Network actions, route following the coast would be the best outcome for the Primary network	The strategy identifies primary routes along the foreshore, both existing and proposed.	Note submission
		4	Regarding the proposed Local Network actions, safe active zone sounds fantastic.		Note submission
		6	Safety improvements important for the proposed Road Cycling Routes.		Note submission
9 (30-May-18)	Individual	1	It is important that not only is all new cycling infrastructure designed to cater for the "8 to 80" cycling demographic, but it includes ability for a range of cycling modes to share space (trikes, e bike, handcycles, gophers, scooters and bicycles) Any new development needs to also provide accessible support infrastructure such as accessible rest areas, drink fountains, toilets	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network. The proposed constraints review project will help clarify what the appropriate form of infrastructure for each route is considering factors such as cycle route, site constraints, affordability, suitability, etc. End of trip facilities and landscape furniture are outside the scope of this strategy, however will be considered during the planning and design phase of project.	Note submission
		2	Regarding the proposed Primary Network actions, just to ensure any access and egress on and off the primary networks allow for safe and accessible entry and exit		Note submission
		5	Regarding the proposed Tourist Trail, support the development of accessible infrastructure and ability for all users to benefit. Urge	The design and specification of cycle infrastructure will be considered at a project level during the planning and design stages.	Note submission

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			consideration of the Australian MTB Guidelines in any development as appropriate		
		6	Regarding the proposed Road Cycling Routes, it is absolutely imperative that safety is paramount.		Note submission
10 (30-May-18)	Individual	1	I live in Cape Burney and I have a bicycle which I Currently have to take to town when I want to go for a decent ride. I Agree that a primary cycle path to Cape Burney will open up an opportunity to enjoy this area. It will also make the residents of Cape Burney feel less isolated. Great idea.		Note submission
11 (30-May-18)	Individual	1	The Cape Burney connection is desperately needed	Investigation into a cycle link between Cape Burney and Tarcoola Beach is included in the action plan.	Note submission
		2	Regarding the proposed Primary Network actions, the Cape Burney link should be sooner as the highway has already claimed a cyclists life.	The planning project will advise on the project's cost, benefits and constraints, which will assist decision making on the project's priority and possible future construction timeframe.	Note submission
		5	The proposed Tourist Trail is good.		Note submission
		6	The proposed Road Cycling Routes are good.		Note submission
		7	The general actions are good.		Note submission
12 (30-May-18)	Individual	1	It would be great to see a connecting bike/footpath between Willcock Dr and John Willcock Link in Mahomets Flats. Currently there is a well-used informal dirt track leading to the train track crossing and Fitzgerald Street. This track provides the most direct "scenic" way into the city centre from the south not considering Brand Highway.	Mapping has been modified with the addition of a proposed future secondary route added on the land between John Willcock Link and Willcock Drive.	Uphold submission Modify mapping, adding a proposed future secondary route between John Willcock Link and Willcock Drive.
		2	Regarding the proposed Primary Network actions and regarding point 3 -a cycling path away from Brand Highway leading through the Sand Dunes similar to the path between Separation Point and Grey's Beach carpark would provide a great opportunity for family friendly recreational cycling in Geraldton's south. Possibly starting from the most southerly carpark on Glendinning Rd	A cycle route through the sand dunes between Tarcoola Beach and Cape Burney would have considerable environmental, land tenure and maintenance issues. A cycle route which runs parallel to Brand Highway has been selected as it is more likely to be feasible, and is proposed to be investigated under the action plan.	Note submission
		3	Regarding the proposed Secondary Network actions, development of safe, even, separated inner city cycling paths required to not only take commuter to the city but also allow for safe arrival to the destination once in the city centre	Secondary routes will be reviewed for improvements as part of the action plan. The proposed constraints review will clarify what the appropriate form of infrastructure is for each route, considering factors such as the cycle route, site constraints, affordability, suitability, etc.	Note submission
		4	The proposed Local Network actions are ok.		Note submission
		5	The proposed Tourist Trail is not a priority for me.		Note submission
		6	The proposed Road Cycling Routes are not a priority for me.		Note submission
		7	Point 3 very valid in the general actions.		Note submission
13 (30-May-18)	Individual	1	Ongoing cycle safe paths throughout town and beaches		Note submission
14 (30-May-18)	Individual	1	I am glad the City are placing road and path access for cyclists as a priority, we need to encourage more children and teens to actively travel to schools and need to provide safe areas for this to be able to		Note submission

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			happen. Many adults are turned off cycling as a commute by the local roads and rivers so it would open up more possibilities for adults too.		
		2	Regarding the proposed Primary Network actions, will be fantastic when finished. Regarding the proposed Primary Network actions, I am eager to see a cycle/shared path between Webberton and Place Roads along the side of NWCH (preferable) or Flores Rd (2nd choice) as currently there is no safe cycling on or off the road, there is a cycle lane on Flores Rd but it is not safe with much industrial traffic ignoring the lane and a lot of debris in the lane making it hazardous to ride in anyway.	The strategy includes a proposed future cycling route along NWCH and also includes an action proposal to investigate the feasibility into development of a cycle facility along the old PTA rail corridor.	Note submission
		4	Regarding the proposed Local Network actions, needs to include passage from Place Rd to St Lawrence Primary School as not available currently unless going to Chapman Rd Beresford Foreshore which includes crossing both the NWCH and Chapman Rd	The strategy includes a proposed future cycling route along NWCH (from Place Road north to Chapman River), and proposes investigation into improvements along NWCH and the old PTA rail corridor.	Note submission
		5	The proposed Tourist Trail sounds great, could be like the Munda Bidy trail to included mountain biking areas		Note submission
		6	The proposed Road Cycling Routes are definitely needed, no safe areas on side of road and very little safe shoulder (mostly very angled, weedy and otherwise hazardous) to escape to when large vehicles passing.		Note submission
		7	The general actions sound great, can't wait!		Note submission
15 (28-May-18)	Individual	1	When is it going to be implemented, hopefully before 2050	The strategy is an aspirational vision of what Geraldton's integrated cycle network could look like in 2050. Decision on project priorities and possible future construction timing will be subject to Council budget processes.	Note submission
		2	Regarding the proposed Primary Network actions, what about lighting as there is minimal road light along Chapman road	The planning project into possible development of a cycling link from Sunset Beach to Drummond Cove will consider elements such as lighting in its cost estimate and needs analysis.	Note submission
		4	Regarding the proposed Local Network actions, cyclist lane and cyclists traffic lights.	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network. Traffic lights are outside the scope of this strategy, however may be reviewed within the constraints analysis.	Note submission
16 (27-May-18)	Individual	1	I am concerned that despite the suggestion of some very exciting possibilities that the 'investigation' of those possibilities will result in few of the large scale changes needed to improve the cycling infrastructure of the city and instead low hanging fruit such as improving the existing cycle paths (as I believe we call the area on the side of the road that motorists typically ensure they have two tyres in)	Decisions on the merit and possible construction timing of the larger projects will be subject to Council budget processes. Due to the costs, construction of the larger projects may be contingent on obtaining grant funding or require multi-year staging.	Note submission
		2	Regarding the proposed Primary Network actions, I like the idea of a cycle route stretching all the way from Drummond Cove to Cape Burney, although not sure about the justification of a cycle/pedestrian bridge on the Chapman River unless significant cycle/pedestrian infrastructure is in place as existing bridge near Spalding Park is currently a cycle friendly option.	All three mentioned projects will likely have large construction values, and are therefore proposed to first have a planning phase completed to advise on the project's cost, benefits and constraints. This will assist decision making on the project's priority, merit and possible future construction timeframe.	Note submission
		3	Regarding the proposed Secondary Network actions, I would reconsider the roundabout improvement - once the foreshore improvements are	Chapman Road is a popular cycling route, with the issue of the cycle lanes terminating on the approach to the roundabout (without	Note submission

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			completed, the majority of cyclists will use that route, while there is less cycle traffic from Phelps Street due to the gradient. Regarding the low cost improvements to infrastructure, there needs to be careful evaluation to ensure that low cost solutions (such as painted cycle lanes) actually result in increased safety.	suitable off-road bypass facilities) identified during the community consultation process. The Chapman Road / Phelps Street intersection planning project will investigate cycle behaviour and the merit of different improvements which could be implemented once the Foreshore works are complete.	
		5	The proposed Tourist Trail could be interesting but will appeal to quite a select group of visitor rather than local cyclists and am unsure how much additional revenue such a trail would bring compared to the ongoing benefits of facilitating a healthy transport option.	The strategy focusses on planning of an integrated cycling network for all users. Primary, secondary and local routes address connectivity for the average cyclists, with tourist and training network routes provide strategic options for specialist cycling activities.	Note submission
		6	Regarding the proposed Road Cycling Routes, good luck with that one at harvest time		Note submission
		7	Regarding the general actions, facilitating cycling along the Brand Highway would be wonderful as currently it is petrifying to even attempt	A cycle path currently exists along Brand Highway from Mahomets Flats to Tarcoola Beach.	Note submission
17 (27-May-18)	Individual	1	Trust in the powers to be to plan for cycling for the future.		Note submission
18 (27-May-18)	Individual	1	Massive document, lot of info there. Obviously a lot of time and effort has gone into it		Note submission
		2	Regarding the proposed Primary Network actions, looks good to me.		Note submission
		3	I agree with the Regarding the proposed Secondary Network actions.		Note submission
		4	agree		Note submission
		5	I agree with Regarding the proposed Tourist Trails.		Note submission
		6	I agree with the proposed Road Cycling Routes.		Note submission
		7	Agree		Note submission
19 (25-May-18)	Individual	1	Looks really good and is about 20yrs over due in the area.		Note submission
		2	A man has been killed only last year on the Brand Hwy, between Cape Burney and Tarcoola. It's a known black spot, yet area is in the 5 year plan not the short time plan?	The action plan contains a primary network proposal to investigate development a cycle link between Tarcoola Beach and Cape Burney.	Note submission
		6	Regarding the proposed Road Cycling Routes This needs to happen ASAP. Everyone that cycles in Geraldton rides this route on a regular basis.	Investigation of safety improvements along the Wolf Pack route is the primary action identified in the strategy for training routes.	Note submission
20 (25-May-18)	Individual	1	Education to the drivers and cyclists re main roads law and rules, courtesy and knowing route conduct...	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network. Educational and law enforcement initiatives is outside the scope of this strategy.	Note submission
		2	Regarding the proposed Primary Network actions, great path along coast up to past Drummond Cove.		Note submission
		3	Regarding the proposed Secondary Network actions, making sure well indicated at roundabout where drivers don't always see cyclists.	The action plan contains projects to investigate cyclist improvements at key intersections.	Note submission
		4	Regarding the proposed Local Network actions, make sure all paths lead to respective schools and parks	The strategy has considered connectivity to a wide variety of destinations, which include schools, parks, shopping precincts and other key destinations.	Note submission
		6	Regarding the proposed Road Cycling Routes, enforcing cycling two abreast or single line only.	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network. Educational and law enforcement initiatives is outside the scope of this strategy.	Note submission
	Individual	1	I am impressed by the strategy draft.		Note submission

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21 (20-May-18)		2	Regarding the proposed Primary Network actions, happy to see that the Drummonds-Sunset link is a priority and has secured funding for planning.		Note submission
		3	Regarding the proposed Secondary Network actions, I am happy with current plans.		Note submission
		5	The proposed Tourist Trail is a great tourism idea (and for the locals too - provides another weekend/holiday activity)		Note submission
22 (19-May-18)	Individual	1	It doesn't address the potential of MTB in the Midwest	The strategy includes consideration and action proposals relating to tourist trails / mountain bike trails.	Note submission
		2	Regarding the proposed Primary Network actions, the sooner a bike lane is running parallel to Chapman Rd the better. A dangerous stretch of road for vehicles and bikes.	The foreshore shared path is categorised as a primary route, with Chapman Road identified as a secondary route. Chapman Road will be reviewed for constraints and improvements as part of the action plan. Development of a cycling link from Sunset Beach to Drummond Cove has been identified as a planning project in the Strategy.	Note submission
		3	Regarding the proposed Secondary Network actions, there are no provisions for cyclists to get through the roundabout at Phelps street with the foreshore development. Fix it now, not in 5 years!	Completion of the foreshore and associated pathways is due in the second half of 2018 and will offer cyclist an alternative north-south route along Stella Maris Drive over Phelps Street. Investigation into possible future improvements to the Phelps St roundabout is proposed within the action plan.	Note submission
		4	Regarding the proposed Local Network actions, the sooner the active street corridor linking Beresford to Sunset Beach is constructed the better.	Decisions on project priorities and possible future construction timing will be determined in line with Council budget processes.	Note submission
		5	Tourist trail is a great idea, just look at what Margaret river has done with the trail connection the two towns of Cowaramup and Margie's		Note submission
		6	Regarding the proposed Road Cycling Routes, bike lanes along all major roads in the Midwest will keeps the road bikes off the road and reduce the chance of accidents.	Increased cyclist safety is a key element of the strategy, with many of the proposals within the action plan supporting on safety improvements.	Note submission
		7	Regarding the general actions, cyclists currently take huge risks riding on the highway that only has one lane in either direction. More lanes and bike lanes are a must for all future highway developments	The action plan includes a proposal to work with Main Roads WA regarding planning of future cycle infrastructure along Brand Highway and NWCH, of which both roads come under the jurisdiction of Main Roads WA.	Note submission
23 (18-May-18)	Individual	1	It's very promising, completing the coastal route and specifically the Chapman river bridge should be the top priority.	Decisions on project priorities and possible future construction timing will be determined in line with Council budget processes.	Note submission
		2	Regarding the proposed Primary Network actions, the bridge should be the number 2 priority.	The timeframe for the planning phase of this project is considered appropriate.	Note submission
		3	Regarding the proposed Secondary Network actions, need to do it faster. The review could be done by the end of this year.	Timeframes for undertaking the proposed actions are considered satisfactory, with some actions likely to be undertaken well within the timeframe specified.	Note submission
		4	Regarding the proposed Local Network actions, the review can be done far quicker. I mean just each day walk along one of the green marked streets. Take some notes and photos. Set aside Fridays to go back over and finalise the work. How hard could it be?	Refer to the comment under submission 23.3	Note submission
		5	The proposed Tourist Trail sounds really great, can't wait to ride them.		Note submission
		6	The proposed Road Cycling Routes are cool.		Note submission
		7	The general actions sound good.		Note submission

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24 (18-May-18)	Individual	1	It is a great opportunity to continue the work already done towards this fantastic initiative.		Note submission
		2	Regarding the proposed Primary Network actions, these are all worthy routes to increase cycling in Geraldton		Note submission
		3	Regarding the proposed Secondary Network actions, with the cyclists on the road you need to look at driver awareness and training	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network. Educational and law enforcement initiatives is outside the scope of this strategy.	Note submission
		5	The proposed Tourist Trail would be a great tourist draw card during wild flower season		Note submission
		6	Regarding the proposed Road Cycling Routes these are ok but only benefits one specific group of cyclists.	The strategy focusses on planning of an integrated cycling network. Primary, secondary and local routes address the strategic connectivity for the average cyclists, with tourist and training network routes provide strategic options for specialist cycling activities.	Note submission
		7	Regarding the general actions, local members should be able to get some leverage on this issue		Note submission
25 (17-May-18)	Individual	1	Probably too few people surveyed.....it appears that majority are cyclists. I was unaware of the survey prior to reading the draft strategy	The Community Consultation contained in Appendix C was well publicised and promoted, with a good volume and quality of responses received.	Note submission
		2	Regarding the proposed Primary Network actions, I trust that the current pathway along Glendinning Rd is to be made much wider (like those being constructed along Chapman Rd to Bluff Point so there is ample room for both cyclists with the many walkers.	Upgrade and/or renewal of existing cycle infrastructure will be assessed by officers as part of the Council budget processes, with project design to be developed on a project-by-project basis based.	Note submission
		6	Regarding the proposed Road Cycling Routes , these are roads that have many large vehicles and the roads tend to be winding.....and unfortunately we have too many cyclists who ride in the centre of the lane or two abreast and as vehicles come over a crest or around the corner this can be very hazardous - especially if incoming traffic.....therefore I hope the cycle path would be separate to the road - more people would use if it is	Investigation of safety improvements along the Wolf Pack route is the primary action identified in the strategy for training routes.	Note submission
26 (17-May-18)	Individual	1	This should be done straight away not sat in for years to come	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network, and addresses integration of all levels of the cycling network and users. Possible project construction timeframes will be determined in line with Council budget processes.	Note submission
		2	Regarding the proposed Primary Network actions, why is there no inner city road cycling routes? Surely this would reduce congestion on the roads. There is a difference between recreational cyclists and road cyclists, we should be creating safe lanes on the roads for both sets of riders not just paths	A variety of cycle routes in the CBD and wider Geraldton area are identified within the strategy. The action plan also identifies a series of projects to further assess and plan improvements to the network.	Note submission
		4	Regarding the proposed Local Network actions, not Railway Street use Kempton Street.	Railway Street has been identified as a possible safe-active street project. A primary cycle route already exists along the foreshore in Bluff Point, parallel to Kempton Street.	Note submission
		5	The proposed Tourist Trail is fantastic.		Note submission
		6	The proposed Road Cycling Routes are fantastic.		Note submission

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27 (27-May-18)	Individual	1	What disabled cyclists. Did we get a look at a park for us	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network. Bike parks are outside the scope of this strategy.	Note submission
		2	Regarding the proposed Primary Network actions, nice park designed with rails.	Refer to the comment under submission 27.1	Note submission
28 (17-May-18)	Individual	1	Love cycling all around Geraldton. Great to see you're working on improvements		Note submission
		2	Regarding Primary Network actions, yes, the bridge over the Chapman river is really important. Great to see you have it in there! It will put the centre closer for both cyclists and pedestrians. An absolute must! Should be built sooner than later.	The planning project for Chapman River cycle/pedestrian bridge will advise on the project's cost, benefits and constraints, which will assist decision making on the project's priority and possible future construction timeframe.	Note submission
29 (16-May-18)	Individual	1	I Live in Wonthella. I am 71 1/2 years old. I support the Strategy to use the former rail line as a bike track so that I can get safely to the beach, and to the city on my bike. I will not ride beside a road, and the hills are too steep - both ways! Please complete this part first!	Feasibility into development of the old PTA rail corridor is proposed to be undertaken in the next 3 years, with findings helping to inform decisions on the project's feasibility and possible future construction timeframe.	Note submission
		2	Regarding the proposed Primary Network actions, please start the planning for the old PTA rail corridor in Wonthella - I want to ride on next year!!!!	Refer to the comment under submission 29.1	Note submission
30 (16-May-18)	Individual	1	I would like to see the secondary route extended out along Chapman Valley Rd to Carnalea Rd.	Mapping has been modified, with the secondary route along Chapman Valley Road extended up to Hackett Road. Chapman Valley Road (Hackett Road east to Carnalea Road) is within of Shire of Chapman Valley.	Uphold submission (partly). Modify mapping, extending Chapman Valley Road secondary rout east up to Hackett Road.
		2	Regarding the proposed Primary Network actions, I like these plans.		Note submission
		5	The proposed Tourist Trails sounds great.		Note submission
		6	The proposed Road Cycling Routes should be a priority.	Investigation of safety improvements along the Wolf Pack route is the primary action identified in the strategy for training routes.	Note submission
31 (14-May-18)	Individual	1	It's so wonderful that the cycling community has been listened to and that this draft will improve cycling for all ability levels. It really addresses the needs of cyclists across Geraldton.		Note submission
		2	Regarding the proposed Primary Network actions, all of these are such fantastic initiatives for cyclists and will really improve safety and increase numbers of everyday cyclists.		Note submission
		3	Regarding the proposed Secondary Network actions, I'm not sure that there's really a solution provided for crossing the highway on any East-West routes in the draft plan for road cyclists, despite it being listed as a main issue for many cyclists. I'm interested to know more about the low cost improvements that will be made to the secondary cycling routes as they develop.	The Action Plan has been modified to include advocacy and planning of improvements to NWCH, which will include crossing facilities. The feasibility into the old PTA rail corridor may include investigation into a potential crossing points on NWCH.	Uphold submission (partly). Modify Ref 3 in Section 5.2.6 General to include NWCH.

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		4	Regarding the proposed Local Network actions, these all look very exciting and appear to cater for a variety of suburbs which is very pleasing.		Note submission
		5	Regarding the proposed Tourist Trail, if this is found to be feasible, I would definitely use these trails and I think they will be a fantastic tourist attraction. It will be wonderful to have somewhere else for off road riders to go.		Note submission
		6	While the proposed Road Cycling Routes are great, I hope that communication between farmers and cyclists can continue to be positive as changes are made. Any safety improvements along this route will be worthless without a positive attitude from truck drivers and cyclists alike.	An action plan includes a proposal to investigate improved outcomes for sport cyclists.	Note submission
		7	The general actions are all very important aspects to be considered. It's very pleasing that they have been included in the draft.		Note submission
32 (14-May-18)	Individual	1	Safety comments in the sections below. Overall a great plan to see more bikes on the road (and hopefully more cars off the road		Note submission
		3	Regarding the proposed Secondary Network actions, when providing cycle lanes it's important they are continuous... eg: chapman road, the cycle lane just ends once it gets to Birdwood house then restarts again once you get past KFC... Same at the Phelps St roundabout, the cycle lane doesn't continue through the roundabout.	The issue of the cycle lanes terminating on roads and on the approach to roundabouts is acknowledged. The action plan contains projects to investigate cyclist improvements at key intersections, as well as proposals to undertake a network review and constraints analysis.	Note submission
		7	The general actions all sound great. Bear in mind that they cycle ways need maintenance. Often I have to ride out of the cycle lane as it is full of debris.	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network. Infrastructure maintenance is outside the scope of this strategy.	Note submission
33 (13-May-18)	Individual	1	My concern is the funding required for proposed cycle routes at the detriment of current projects around Geraldton that has been postponed due to lack of funds eg. Tarcoola Beach foreshore and broad walk.	The strategy proposes undertaking planning investigations into projects to advise on project costs, benefits and constraints. The City is keen to fund a variety of different and good projects each year, with discussion and decision making on which new capital projects to fund being undertaken in line with Council budget processes.	Note submission
		6	The proposed Road Cycling Routes will have impact on heavy haulage vehicles especially during harvest	The use of the training routes by sports cyclists already exists, with the action proposal to investigation improvement opportunities.	Note submission
		7	Regarding the general actions, according to study, there is little demand by cyclist for Brand Highway	Brand Highway has been identified within the strategy as a primary route, and important north-south connector. The current use of Brand Highway as a cycle route is supported by Strava Labs CGPS data and an installed cycle trip counter.	Note submission
34 (12-May-18)	Individual	1	Good plan with right priority to Drummonds Cove infrastructure. The sooner the better. Particularly like the coastal route proposed.		Note submission
		2	Regarding Primary Network actions, the bridge near Nazareth house in bluff point could be escalated as this provides both walking and cycling access and is a stand alone project that would open up immediate opportunities.	The planning project for Chapman River cycle/pedestrian bridge will advise on the project's cost, benefits and constraints, which will assist decision making on the project's priority and possible future construction timeframe.	Note submission
	Individual	1	Great idea.		Note submission

Number & Date	Submitter	Survey Question	Nature of Submission	Comment	Recommendation
35 (12-May-18)		2	Regarding the proposed Primary Network actions, I think the development of the pedestrian and cycling bridge over the Chapman River should precede the Wonthella and Cape Burney developments	The planning project for Chapman River cycle/pedestrian bridge will investigate the feasibility of continuing the coastal primary route, which is preferred to diverting cyclist to Chapman Road crossing. The planning project will advise on the project's cost, benefits and constraints, which will assist decision making on the project's priority compared to other projects and possible future construction timeframe.	Note submission
		6	Regarding the proposed Road Cycling Routes, will the 'Wolf Pack' be contributing financially to this project?	The focus for this strategy is on identification and planning of an aspirational 2050 cycle network. Project funding sources is outside the scope of this strategy.	Note submission
		7	Regarding the general actions, review areas with shared access, especially those roads with a medium strip.		Note submission
36 (12-May-18)	Individual	5	I have concerns about the proposed Tourist Trail how will this effect people living in White Peak	City officers will apply the Council's Community Engagement Policy when working on cycle projects, including any trail developments along White Peak.	Note submission
		7	Regarding the general actions, make sure there is enough space with the new passing laws with cyclists	The focus for this strategy is on identification and planning of an aspirational 2050 cycle network. Educational and law enforcement initiatives is outside the scope of this strategy.	Note submission
37 (12-May-18)	Individual	1	Seems to canvas most of the city's ongoing cycling requirements quite well.		Note submission
		2	Regarding the proposed Primary Network actions, a primary backbone route should be considered along the North West Coastal Highway linking the Brand Highway to the primary route at the Chapman Valley Road intersection. This would benefit those in the Eastern, North Eastern and South Eastern suburbs such as Waggrakine, Wonthella, Strathalbyn and Rangeway who wish to cycle in to town, North or South. Cycle paths alongside highways are hugely utilised in Perth such as along the Roe Highway from the Kwinana Freeway all the way to Midland. These get used heavily during weekdays for commuting to and from work, and for recreational cycling on the weekends. They are safely fences and separated from the highway with crossings at convenient locations or intersections. I understand this would be an expensive addition to the proposed primary network actions, however if the city is serious about planning for the long term and avoiding spending more money retro fitting cycling infrastructure in the future as mentioned in the plan, then this must be considered.	Mapping in the strategy currently highlights current and proposed future cycle routes along NWCH. The City understands the importance of the NWCH cycle route, with recent investment into a shared path being undertaken along NWCH between Johnston Street and Bayley Street. Unlike Roe Hwy, NWCH is not a controlled access highway, meaning that a high quality off-road cycling facility would have issues with vehicles turning in and out of side roads and driveways (especially the section between John Wilcock Link and Place Road). NWCH has therefore been classified as a secondary route. The City will work with stakeholders such as Main Roads to plan improvements along NWCH and Brand Highway NWCH, with parallel north-south routes of Railway Street in Bluff Point also being investigated to provide better local cycling opportunities.	Note submission
		3	The proposed Secondary Network actions look good.		Note submission
		4	Regarding the proposed Local Network actions, time frames are reasonable.		Note submission
		5	Trails linking Geraldton to neighbouring towns will be great for tourism. Hiking and mountain biking tourism are becoming more popular.		Note submission

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		7	Regarding the general actions, consider the designated cycle lanes on main, busy roads that are separated by an island, like they have in Adelaide. These increase rider's confidence and convey the message that the city is cycle conscious and friendly.	The strategy details a variety of cycle infrastructure forms which vary depending on the cycle route, site constraints, affordability, suitability, etc. The proposed constraints review project will help clarify what the appropriate form of infrastructure for each route is considering factors such as cycle route, site constraints, affordability, suitability, etc.	Note submission
38 (11-May-18)	Individual	2	Regarding the proposed Primary Network actions, would prefer priority be to provide connection where none already exists - e.g. bridge near Nazareth House should be lower priority as there is an alternative connection.	The planning project for Chapman River cycle/pedestrian bridge will investigate the feasibility of continuing the coastal primary route, which is preferred to diverting cyclist to Chapman Road crossing. The planning project will advise on the project's cost, benefits and constraints, which will assist decision making on the project's priority and possible future construction timeframe.	Note submission
39 (11-May-18)	Individual	1	Yes, please read the secondary network		Note submission
		3	To complete the bike path on Chapman Valley Rd to Webber Rd. Ensure there is a bike path on Webber rd. As the nearest bus stop from Geraldton Heights is 3km away, and children as young as 8 are riding their bike on an unmarked 80kph road. A matter of duty of care	The mapping identifies both Chapman Valley Road and Webber Road as secondary routes. Decisions on the project's priority and possible future construction timing will be determined in line with Council budget processes.	Note submission
40 (11-May-18)	Individual	1	Fantastic, cyclists finally get the importance given which they should be. Question: Will the 'normal' bike rider be swept away on cycle paths by the 'packs' of 20+ serious licra riders or can they be expected to use the roads as the almost go at the speed of a car anyway?	The primary, secondary and local routes cater for the average cyclist, while the training routes cater towards the training cyclist.	Note submission
		2	Regarding the proposed Primary Network actions, bridge sounds great! Give it higher priority.	The planning project for Chapman River cycle/pedestrian bridge will advise on the project's cost, benefits and constraints, which will assist decision making on the project's priority and possible future construction timeframe. The timeframe for the planning phase is considered appropriate.	Note submission
41 (11-May-18)	Individual	1	Making primary routes as much cycling only or segregating cyclist from pedestrians should be really important, people should see the routes as an alternative for commuting rather than just leisure/cruising and as much as bikes and cars don't mix neither do bike and people with dogs, talking on phones or walking in groups chatting.	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network, and addresses integration of all levels of the cycling network and users. Section 5.2.6 includes proposal to work with Main Roads to improve Brand Highway and NWCH (part of the primary network), as well as undertake a constraints analysis to identify what form of cycle infrastructure is appropriate and achievable based on constraints.	Note submission
		1	Believe the proposed extended southern Dongara route and Northampton, Nabawa routes could be a great tourism initiative. An extended cycle way through the Midwest would be a real draw card and cash in on the rise of cycle touring and bike packing		Note submission
		2	Regarding the proposed Primary Network actions, good initiatives.		Note submission
		3	Regarding the proposed Secondary Network actions, improvements at Marine Tce West End, Fitzgerald St and Lester Ave needed too	Marine Terrace, Fitzgerald Street and Lester Avenue will be included within the constraints analysis and network review (for improvements) proposed under Sections 5.2.2 and 5.2.6.	Note submission
		5	The proposed Tourist Trail is a great initiative. Could have great international impact on tourism. Link into Mundabindi, cycle tourism bike packing popularity etc.		Note submission

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		6	Regarding the proposed Road Cycling Routes, Chapman Road through Bluff Point also a key part of route that needs attention.	Chapman Road (Bluff Point) will be included within the constraints analysis and network review (for improvements) proposed under Sections 5.2.2 and 5.2.6.	Note submission
42 (11-May-18)	Individual	1	The strategy is ambitious in that it sets goals for the next 30 years. As a cyclist I think there needs to be an initial focus on improving primary routes and only focus on lower order routes once primary routes are provided	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network, and addresses integration of all levels of the cycling network and users. Whilst we recognise that improving and extending the primary network will have big impacts on cycling uptake, there are some potentially low-cost improvements to local and secondary routes which can also be planned for in the short-term.	Note submission
		2	Regarding the proposed Primary Network actions, the Chapman River bridge will cost approx. \$1-2 million. there are already bridges within 1km of the rivermouth and funds could be reallocated to more critical projects.	The planning project for Chapman River cycle/pedestrian bridge will investigate the feasibility of continuing the coastal primary route, which is preferred to diverting cyclist to Chapman Road crossing. The planning project will advise on the project's cost, benefits and constraints, which will assist decision making on the project's priority and possible future construction timeframe.	Note submission
		3	Secondary network actions should be a lower priority compared to primary network actions. Secondary network actions should focus on providing one high quality access to the CBD from the south and north. Cyclists will change their behaviour to use a safe route	Whilst we recognise that improving and extending the primary network will have big impacts on cycling uptake, there are some potentially low-cost improvements to local and secondary routes which can also be planned for in the short-term. Completion of the constraints analysis proposal under Section 5.2.6 and review of Secondary Routes under Section 5.2.2 will help inform planning of key cycling routes into the CBD.	Note submission
		4	Local network actions won't make cycling more appealing if there aren't any secondary or primary roads to connect to. There network action should be low priority.	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network, and addresses integration of all levels of the cycling network. Whilst primary and secondary routes are important, the City recognises that there are potentially low cost improvements to local routes which could be identified simultaneously.	Note submission
		5	The proposed Tourist Trail is a good idea.		Note submission
		6	Regarding the proposed Road Cycling Routes, Brand Highway shared path facilities / improvements would meet this objective and also meet primary network action. MRWA are owners of Brand Highway and Morrell Road and should be included in the stakeholder list	The proposal under the Training Route actions will be modified to specifically refer to Main Roads WA. Section 5.2 of the strategy also outlines Main Roads WA as a stakeholder.	Uphold submission (partially) Modify Section 5.2.5 to include Main Roads WA.
		7	Regarding the general actions, there is a risk that there will be no outcomes if the City tries to do too much. Suggest focusing on key routes fist.	The actions and timeframes proposed are considered important to continuing the planning of network improvements and development by both the City and third parties such as Main Roads WA.	Note submission
43 (11-May-18)	Individual	1	One of the Primary Routes and the most popular route used by cyclists (Geraldton Foreshore as stated in report) has just been fenced off by the City in the latest Foreshore works - forcing cyclists onto the footpath then the road at Cecily Street Bluff Point - cyclists after negotiating the footpath will then have to dismount to cross road. The route until the fence was constructed linked Beresford and Bluff Point and was safe	Investigations regarding continuation of the foreshore primary route from Beresford to Bluff Point will be undertaken as part of the constraints analysis proposed in section 5.2.6 of the Action Plan.	Note submission

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			and direct. It is highlighted on 7 maps in this report and is one of the most important and well used (Strava Heat Maps) part of the cycling infrastructure.		
		2	Regarding the proposed Primary Network actions, the coastal Primary routes look amazing and will make cycling very popular as well as being a great venue for Marathons, triathlons and walking running events. They will be a popular training venue too. The end of the coastal path at Bluff Point / Beresford has just been fenced off and will destroy this Primary route. Eastcott way at Tarcoola Beach is also a route which could go on Crown land instead of onto the road (this is a missing piece of cycle/ walk path) insisted on by residents who did not wish to have pedestrians passing the rear of their houses - which have an ocean view.	The importance of a continuous primary network is recognised. Alignment of the foreshore primary route along the mentioned areas in Tarcoola Beach and Beresford and Bluff Point will be reviewed as part of the constraints analysis contained under section 5.2.6 of the Action Plan.	Note submission
		3	Regarding the proposed Secondary Network actions, hopefully Bike lanes will have Priority at Intersections so cyclists do not have to stop several times - this makes commuters simply use the road instead as cycle paths can become too slow.	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network. Infrastructure design and materials specification will be undertaken at a project level.	Note submission
		4	Regarding the proposed Local Network actions, great idea - but they need to be asphalt as stated in the report as preferred surface - Geraldton City prefer to make cycling infrastructure from concrete with expansion gaps.	Refer to the comment under submission 43.3	Note submission
		5	The proposed Tourist Trail is another great idea - water stations will greatly increase the viability of long trails - rail trails in other parts of Australia have water tanks for travelling cyclists	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network. Cycling furniture (e.g. water stations) is outside the scope of this strategy.	Note submission
		6	Regarding the proposed Road Cycling Routes, the current share the road signs have been deliberately knocked down and the route is still unusable during Harvest Time - a cycling lane would be ideal	Officers have been informed of the fallen signs. Investigations into improved outcomes along Wolf Pack route is included in the Action Plan.	Note submission
		7	Regarding the General Actions, a route to Cape Burney will be well used - if it followed the coast rather than the Highway it would be better used and an attraction for tourists too.	A cycle route through the sand dunes between Tarcoola Beach and Cape Burney is foreseen to have considerable environmental, land tenure and maintenance issues. A cycle route which runs parallel to Brand Highway has been selected and listed for investigation as it is more likely to be feasible compared to the coastal route.	Note submission
44 (10-May-18)	Individual	3	How much is this going to cost the rate payer?	The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle infrastructure network. Construction of projects arising from the strategy will be considered alongside side other capital projects as part of budget processes. Cycle infrastructure developed by third parties will be determined in line with future land development and approval processes.	Note submission
		4	Regarding the proposed Local Network actions, this sound all very well but when is the CGG going to spend money on fixing sporting grounds instead of putting new strategies in place.	Construction of projects arising from the strategy will be considered alongside side other capital projects as part of budget processes.	Note submission
45 (10-May-18)	Individual	1	I think it's great that the primary trail continues along the shoreline from Tarcoola Beach to Pages Beach.		Note submission

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		3	Looks great.		Note submission
		4	The proposed Local Network actions looks great.		Note submission
		5	The proposed Tourist Trail looks great.		Note submission
46 (11-May-18)	Individual	1	Cycle lanes adjacent to roads should be kept clear of broken glass or cyclists will continue to favour the road.		
47 (15-May-18)	Individual	NA - Form	<p>We live in Drummond Cove. We notice in the documentation relating to the outcomes of the previous cycling survey that Drummond Cove had the most number of respondents and the most number of people saying they would like a cycleway from Drummonds to Sunset Beach. However, we note that even though this seems to have been given a relatively high priority in comparison to other areas, the priority is only to investigate the installation of a cycle way and that priority is to occur within the next 2 years.</p> <p>We would like to suggest that since it seems to be a high priority among residents of Drummond Cove, us included (we responded to the survey) that the cycle way be given a much shorter timeframe to investigate, obtain funds and construct. We cycle in many other places in our travels and we can assure you that there are much busier places than Geraldton we have cycled in but we have also been much safer because of the cycleways. It is never our choice to cycle on the road.</p> <p>As an example one of us was nearly hit by a car in Drummond Cove last week. The driver of the car stated he could not see us despite the fact we wear high vis clothing and have bright front and rear lights on our bikes. The driver of the vehicle came up to the corner much too fast and turned in front of us without giving himself time to take a good look to see what was coming then blames us! This is not a one off occurrence. Hence our suggestion for a higher priority out at Drummond Cove for a much safer area for cyclists changing the timeframe from medium to short term.</p>	The planning project into development of cycle link between Sunset Beach and Drummond Cove is prioritised for within 2 years, which is considered a relatively short timeframe for a strategy action. The project will include advice on the project cost, benefits and constraints, which will assist decision making on the project's priority and possible future construction timeframe.	Note submission
48 (15-May-18)	Individual	NA - Form	Glad to see that Cape Burney is going to be connected to Geraldton! Long overdue! The sooner the better.		Note submission
49 (1-June-18)	The Mid West Sports Federation	NA - Form	<p>The Mid West Sports Federation (MWSF) would like to commend the Department of Transport and the City of Greater Geraldton on the Development of the Geraldton 2050 Cycling Strategy and thank you for the opportunity to participate in this process through stakeholder engagement sessions and community consultation.</p> <p>We have also considered the community consultation which in our view is somewhat skewed towards existing users and may not represent the needs of future users to whom this should be targeted. For example, with reference to the age of community respondents, only five people under the age of 14 and four over the age of 75 provided feedback during this process. The MWSF have concerns that these age groups were not adequately targeted and consultation with these groups in conjunction with educators is encouraged.</p>	<p>Considerable effort was made during development of the strategy to engage and seek input from community members and groups so that a balanced representation of respondents and views were obtained as far as practical. Details regarding community consultation is contained in Appendix C.</p> <p>In addition to community feedback, the strategy was also largely informed by the WA State Government's specialist DOT cycling team,</p>	Note submission

Number & Date	Submitter	Survey Question	Nature of Submission	Comment	Recommendation
				a specialist transport engineering consultant, City officers and other local organisations.	
			<p>The MWSF accept that this document is a descriptor for infrastructure needs to a state and national standard. However the activation of this strategy, which is critical to the creation of a cycle friendly community, largely remains unaddressed. We maintain a 'build it and they will come' approach does not enhance long term value and usage of assets, and this should be reflected to Council and within the document.</p> <p>If we build it, will they come? Not unless bike education, promotion of safe cycling routes and the creation of cultural change is prioritised in the planning process.</p> <p>Whilst we support the vision for a prosperous, diverse and sustainable community we feel that, to achieve this vision, some further work needs to be undertaken to the activation of cycling infrastructure as detailed in the strategy. MWSF is available to assist the City or Greater Geraldton with further planning processes.</p>	<p>The strategy's focus is to provide a long-term aspirational vision of Geraldton's cycle physical infrastructure network and includes a 5 year action plan detailing some key proposals for the short term. While planning of specific educational and change initiatives is outside the scope of this strategy, we acknowledge the importance of activation, consultation and evaluation at a project and network level. The strategy has been modified to include a section covering these important elements, and the City looks forward to working with the Mid West Sports Federation and other key stakeholders on cycle initiatives as part of the planning projects and other broader cycle related initiatives.</p>	<p>Uphold submission (partially)</p> <p>Section 6.1 has been added to the strategy to cover activation, consultation and engagement.</p>
50 (1-June-18)	Road Safety Commission	NA - Form	<p>I am pleased to note the prominence given to safety in this strategy, with safety listed as the first guiding principle. I applaud the Department of Transport's commitment to developing long-term strategies to cover the State. Long term, aspirational planning is needed to substantially improve cycling take up and safety.</p> <p>As a member agency of the WA Bike Network, the Commission provided input into the Bike Network Plan and supports the overall structure of the draft Geraldton 2050 Cycling Strategy.</p>		Note submission
			Regarding the specific proposals in the draft Geraldton strategy, the Commission particularly notes the importance of improving facilities on Brand Highway (where there appears to be a history of road trauma for cyclists and pedestrians). Work on Chapman Road, the North West Coastal Highway, Fitzgerald Street and the John Wilcock Link is also encouraged as these are also crash hotspots for cyclists and pedestrians.	The action plan includes a proposal to work with Main Roads WA regarding planning of future cycle infrastructure along Brand Highway and NWCH. Network reviews and constraints analysis are also proposed on networks.	Note submission
			The Commission also supports the principle of creating low speed environments and bicycle boulevards, on the grounds of their improved safety for vulnerable road users such as pedestrians and cyclists. The Commission supports this work through planning for cyclists as vulnerable road users, and through regular community education campaigns across the State.		Note submission
			As you note in section 4.6.1, the Commission undertook some work to improve safety on the cycling circuit of Rudds Gully Road, Moonyoonooka-Narngulu Road, Moonyoonooka-Narra Tarra Road and Chapman Valley Road. The Commission would appreciate it if the phrasing on page 43 could be changed to the past tense ('worked' rather than 'is currently working'). The Commission is currently reviewing this project, but is unlikely to undertake the more sophisticated approaches listed on page 43 of the strategy document.	Section 4.6.1 has been modified to reflect RSC feedback.	<p>Uphold submission</p> <p>Modify Section 4.6.1 to reflect RSC feedback.</p>