

City of Greater Geraldton – Integrated Transport Strategy Schedule of Submissions				
Number & Date	Submitter	Nature of Submission	Comment	Recommendation
1 20/05/2015	City of Greater Geraldton	Amend grammar and clarify wording in some sections		Uphold Submission  Amend the ITS with appropriate grammar and terminology
1 Continued		Amend Section 2.3 Scope		Uphold Submission  Section 2.3 Scope  Amend Section by adding clarity to population growth estimates "(expected in approximately 2074 based on the low growth rate outlined in section 3.4 of the Local Planning Strategy)".
1 Continued		Amend Section 5.1 Current Policies		Uphold Submission  Modify Section 5.1 Current Policies with the following.  <i>Designing our City 2029 Forum (2011)</i> to this list.
1 Continued		Change of wording in Section 6.2.3.6	The City will modify this section to ensure correct terminology has been used.	Uphold Submission  Modify Section 6.2.3.6 Developer Contributions with the following:  <i>"The new City Local Planning Scheme includes standard provisions for the implementation of development contribution plans. The ITS outlines, to a large extent, the transport infrastructure that should be the priority for developer contributions."</i>
1 Continued		Amend section 10.4 Bus Rapid Transport (BRT) and Park and Ride		Uphold Submission  Section 10.4.1 BRT and Park and Ride. Addition of clarification of BRT by including: " <i>Greater Geraldton Structure Plan</i> ". " <i>The City intends to factor BRT into future planning and developments to ensure it can be incorporated into the City's networks when required</i> ".
1 Continued		Amend Section 12 Roads		Uphold Submission  Section 12.1.1 Changes to Road Hierarchies  Amend the section to refer to <i>internal stakeholders</i> instead of specific departments within CGG.
1 Continued		Amend Section 12.7.7 Lester Ave		Uphold Submission  Section 12.7.7 Lester Ave  Amendment of section to include on-street parking
1 Continued		Amend Section 12.7. 8 Foreshore Drive		Uphold Submission  Section 12.7.8 Foreshore Drive  Amendment to include clarification of potential changes to this road in the future.
1 Continued		Amend Section 12.7.9 Bayly Street		Uphold Submission  Section 12.7.9 Bayly Street  Amend wording of section to reflect long term rather than short term changes to this road.
1 Continued		Amend Section 12.8 City Centre Intersection Improvements		Note Submission  Section 12.8. City Centre Intersection Improvements  Amendment to include the pedestrian crossing issues and Local Planning Strategy (LPS) road widening and CGG requirements for land acquisition.

City of Greater Geraldton – Integrated Transport Strategy Schedule of Submissions				
Number & Date	Submitter	Nature of Submission	Comment	Recommendation
1 Continued		Amend Section 12.9.4 Fairfax Drive		Uphold Submission.  Include within Section 12.9.4 Fairfax Drive <i>Amend to remove references to specific subdivisions. This road is an important link for network connectivity servicing the Moresby residential developments and also the existing Special Rural estate of Moresby. The City's intention is for this road to be constructed to 8m sealed rural road standard in the rural living area and suitable urban road standard (kerbed) in the residential development areas.</i>
1 Continued		Amend Section 13.1 Tourism		Note Submission  Section 13.1  Provide clarity to the current situation for tourism in the region, and for CGG.
1 Continued		Amend Section 14.2 Parking recommendations		Note Submission  Section 14.2 Parking recommendations  Provide clarity for the requirement of new developments to prepare a travel plan as outlined in LPS.
2 8/06/2015	Affected Landowner	Our primary matter is the need to ensure that the existing mature planning status and development future of the Deepdale Rd industrial precinct is not adversely affected by subsequent curtailments arising from the draft ITS wording, particularly Sections 11 and 12.	Noted It is recognised that there needs to be more clarification within the document to detail how the ITS will not be applied to existing developments / plans for developments.	Note Submission  Included within Section 11 and 12 the following: <i>The ITS is not intended to be retrospectively applied to existing WAPC and CGG approved structure plans or subdivisions. The intent is to avoid allotment turning movements impacting traffic on higher volume roads.</i>
2 Continued		Does not define Deepdale Rd within the Section 12 hierarchy (Table 12)	Table 12 is only roads which are planned for future change of hierarchy. There are no plans to change the current hierarchy for Deepdale Road.	Note Submission
2 Continued		Implies that Deepdale Rd is to be reclassified as a Local Distributor, whereas it is currently an Access Road	The City has classified Deepdale Road in the Local Planning Scheme (LPS) as a Local Distributor. Deepdale Road may be classified by MRWA differently to the City, however the intent of the ITS is to avoid allotment turning movements impacting traffic on higher volume roads, irrespective of hierarchy. Alignment with MRWA hierarchies will be undertaken in due course.	Dismiss Submission
2 Continued		Does not acknowledge that the whole length of Deepdale Rd is covered by planning status that already provides for subdivided lots with Deepdale Rd frontage and access.	Noted It is recognised that there needs to be more clarification within the document to detail how the ITS will not be applied to existing developments / plans for developments.	Note Submission  Included within Section 11 and 12 the following: <i>The ITS is not intended to be retrospectively applied to existing WAPC and CGG approved structure plans or subdivisions. The intent is to avoid allotment turning movements impacting traffic on higher volume roads.</i>
2 Continued		Refers to 'new development' being dealt with differently, but does not define 'new development' and whether execution of the above would be considered so	The reference to "New development" was made with the intention that ITS principles be applied to any development proposal with traffic impact, not previously reviewed by the City.	Uphold Submission  Provide clarity for Section 11.3.  <i>"New Development" refers to any lots or groups of lots, with traffic impact, not currently covered by a WAPC endorsed Structure Plan or valid conditional WAPC subdivision approval.</i>
2 Continued		<ul style="list-style-type: none"> <li>Creates an impression that the existing activity on Deepdale Rd is limited to 3 lots, when there are in fact approaching 20 more already established</li> <li>Explicitly permits direct access to these 3 users only, creating an implication that other lots are not permitted.</li> </ul>	Noted It is recognised that there needs to be more clarification within the document to detail how the ITS will not be applied to existing developments / plans for developments.	Note Submission  Included within Section 11 and 12 the following:  <i>The ITS is not intended to be retrospectively applied to existing WAPC and CGG approved structure plans or subdivisions. The intent is to avoid allotment turning movements impacting traffic on higher volume roads.</i>

City of Greater Geraldton – Integrated Transport Strategy Schedule of Submissions				
Number & Date	Submitter	Nature of Submission	Comment	Recommendation
2 Continued		Incorrectly refers to Patience Transport being active on Deepdale Rd, which may intend to refer to Catalano's.	Noted The ITS should not refer directly to lot owners.	Uphold Submission  Amend Section 11.3  Remove the reference to specific landowners within this section
2 Continued		Explicitly prescribes access only from Industrial Access Roads rather than also Access Roads,	The submitter appears to be referring to the lack of clarification between Industrial Access Roads and Access Streets. Roads in Industrial areas are by their nature Industrial Access Roads and there is no intention to restrict direct allotment access from roads of this classification. The intent of this section is to avoid allotment turning movements impacting traffic on higher volume roads. The "Access Street" classification relates to lower order roads within residential areas.	Uphold Submission  Update document to provide the difference between Industrial Access Roads (rural and urban) from Access Streets (residential). A diagram will be included in Section 12.1 to further clarify the ideal layout of the City's' road classifications.
2 Continued		As a very minor drafting comment, "Parts of Arthur Road and Deepdale Rd." may be phrased clearer as " <i>Deepdale Rd and parts of Arthur Road...</i> "		Uphold Submission  Modify Section 11.3 with " <i>Deepdale Rd and parts of Arthur Road...</i> "
2 Continued		<p>Also of importance to us is the curtailment of heavy truck traffic in the vicinity of residential communities. Over the last decade we have voiced reservations relating to the incremental intensification of Edward Rd between the new roundabout and Horwood Rd. This contains the entry to our Eastlyn Estate and the Meru Development Investigation Area (MDIA).</p> <p>Of concern in this regard is the statement in Section 11.6.1 of: "<i>Edward Road will be granted partial approval for RAV Network 10 (53.5m) access at its southern extent to service the future industrial development, due to its immediate proximity to Geraldton-Mt Magnet Road</i>". This provides for the current RAV8 status of Edwards road to be upgraded along an unspecified length.</p> <ul style="list-style-type: none"> <li>• Where does the "the southern extent" exactly encompass ?</li> <li>• Does this intend to solely accommodate Patience or all lots ? (ie what does "service future industrial development" mean)</li> <li>• Is it intended to now open the way for road trains north of the roundabout up through Geraldton Industrial Estate/Komatsu/RDH/Waltons etc ?</li> <li>• Doesn't it create a one-way road to nowhere for long vehicles (Given Horwood/Flores remain non-RAV10)</li> </ul> <p>Changing the RAV classification on Edward road would also be inconsistent with:-</p> <ul style="list-style-type: none"> <li>• The light industrial/restricted use nature of the land along the road west side</li> <li>• The Rural Residential future of the Meru DIA on the road east side</li> </ul>	<p>Edward Road north of the STC roundabout has been approved for RAV 10 vehicles (53.5m) however this is only extends for approximately 250m. This enables these vehicles to access the MDIA which is zoned Industry Light – Restricted Use. The RAV 10 vehicles are not approved for access further north than this point and therefore will not impact on the rural living and residential areas. The remaining section of Edward Road is currently permitted to carry Road Trains up to 36.5m (Network 7) and this will not change.</p> <p>Through the structure planning of the MDIA an internal industrial access road network has been designed for this RAV classification. This ensures connectivity back onto Edward Road.</p> <p>Clarification is required in the ITS to define the extent of changes to Edward Road.</p>	Uphold Submission  Section 11.3 will clarify the extent of the proposed Network 10 RAV classification on Edward Road.
2 Continued		Changing the RAV classification on Edward road would be inconsistent with the long term policy direction of advocating the N-S route (and ultimately de-rating Edward)	The decision to extend RAV10 classification on Edward Road to service Industry Light – Restricted Use area of the MDIA does not conflict with the City's' policy position which advocates for the North South Highway. The City's' intention is not to expand the existing RAV network along the Edward/Horwood/Flores/Webborton route. The City's' strategic priority, as per Councils' endorsed Position Statement is to promote and progress the North-South Highway as the City's' highest priority Main Roads project. This will redirect road trains from local roads and improve accessibility to the planned industrial areas.	Dismiss Submission
2 Continued		We make substantial investments which are subject to very long timeframes given the regional context. Consistency and certainty of the regulatory framework is absolutely crucial to taking this upfront risk. Costs are already higher in the regions, and profits are not there to accommodate them blowing out. Mid project changes that degrade the	Through the modifications proposed to the ITS to clarify how it will be applied, should provide certainty to existing projects.  The ITS is intended to support existing long term	Note Submission

City of Greater Geraldton – Integrated Transport Strategy Schedule of Submissions				
Number & Date	Submitter	Nature of Submission	Comment	Recommendation
		product offered or increase the costs of delivery are therefore particularly adverse. I simply make this point so the extreme sensitivity of the viability of development in this region to framework changes can be appreciated.	planning directions for the region and provide clarity for new projects.	
3 11/06/2015	Wonthella Progress Association	Support  The WPA would like a footpath on the south side of Fifth Street between Howard Street and Central Road.	The ITS includes the provision of a new footpath along the south side of Fifth Street between Howard Street and Central Road.	Note Submission
4 11/6/2015	Public Transport Authority & School Bus Services	When departing the bus bay at Geraldton Grammar, delays are experienced due to the high volume of traffic exiting George Road onto Phelps Street. Introduction of traffic management to improve traffic flow during peak periods	Congestion is an issue in all areas surrounding schools. The environment is in most cases high volume, low speed and very short term. There are no plans to change this intersection in the near future as the traffic issues in this area are limited to school arrival and departure periods and considered lower priority relative to other safety issues across the road network.	Note Submission
4 Continued		George Road and Durlacher Street - turning left into Durlacher St Noting there is a plan to create a left and right turning lane; consideration to be given to modifying or removing the curbing to allow the buses a reasonable circle, so as not to cross into the oncoming traffic lane.	George Road and Durlacher Street intersection within Section 12.8.3. When the intersection of George Rd and Durlacher St is modified allowance will be made for vehicles up to 19m semi-trailer. There is limited available land within the road reserve for upgrades to this intersection to accommodate pedestrians, cyclists and vehicles. Interim line marking has been provided.	Note Submission
4 Continued		Where buses are required to turn right into Maitland against oncoming traffic, lengthy delays are experienced. Consideration for the introduction of traffic management.	Maitland St and Durlacher Street intersection within Section 12.8.2 Maitland St / Durlacher St. Maitland St / Durlacher St intersection redesign has included widening, service relocation, dedicated RH turn lane, dedicated LH turn lane and improvement to safety which will be constructed when funding is available in the near future. Long term potential for this intersection to be signalised. This project is high priority for the City and funding opportunities are being explored.	Note Submission
4 Continued		The roundabouts in Geraldton CBD are constructed in a manner that impedes large vehicles moving at reasonable speed, i.e. the turning circle is restrictive due to their inadequate size. Buses are required to move at a rate that slows traffic and causes delays to other road users.	All new roundabouts are designed and installed for “as of right” vehicles which are 19m semi-trailers and would be suitable for all buses used in the City. Roundabouts are not designed for large vehicles to move quickly through – to provide safety to all users.	Note Submission
4 Continued		The traffic islands constructed on Shenton Street prevent other vehicles passing; however, when a bus is parked in a bus stop adjacent to the islands it causes the traffic to come to a halt for extended periods.	There is no intention to remove the islands on Shenton Street as they are designed to provide a safe crossing point for students and other pedestrians. It is not uncommon in built-up areas for other road traffic to stop and give way to buses re-entering the traffic stream.	Note Submission
4 Continued		Forden Street, outside Mt Tarcoola Primary School, the islands in the centre of the road restricts traffic flow.	Congestion is an issue in all areas surrounding schools. There is no intention to remove the islands on Forden Street as they are designed to restrict traffic flow and traffic speed to provide a safe crossing point for students and other pedestrians.	Note Submission
4 Continued		North West Coastal Highway (NWCH) - Utakarra Road or Webberton Road Entering onto Utakarra or Webberton Roads from NWCH is time consuming as the intersection is uncontrolled. The introduction of either traffic lights would resolve this. Roundabouts need to be the size of the Chapman Valley Road, NWCH to benefit traffic flow.	MRWA are responsible for any intersection upgrades on NWCH. They are also responsible for approval of signalised intersections on local roads. Any changes to NWCH will need to be undertaken by MRWA and would be subject to MRWA capital priorities. Availability of land may also be a constraint for any future intersection upgrade in these areas.	Note Submission
4 Continued		Shenton and Cathedral Intersection - traffic lights Introduce a right turn arrow during designated time periods to allow school buses to continue through the intersection. (Note: It is not uncommon to have to wait through several changes of the traffic lights to turn right.)	MRWA are responsible for the approval of any changes to signalised intersections on City roads.	Note Submission  Amend Section 12.6 to include a section on “Other Main Roads Involvement” in the City’s road network.
4 Continued		Consideration to be given to extensive one way traffic around the central City School zones, perhaps to include Bus Only lanes;	Congestion is an issue in all areas surrounding schools. No changes to road layout in school zones is planned for the central City School zone in either the ITS or LPS.	Note Submission

City of Greater Geraldton – Integrated Transport Strategy Schedule of Submissions				
Number & Date	Submitter	Nature of Submission	Comment	Recommendation
4 Continued		Designated school bus zones areas to allow for better re-entry into traffic,	Buses have priority over passenger vehicles when entering the traffic stream as passenger vehicles are required to give-way. At this stage it is not planned to introduce dedicated bus zones. The primary cause of congestion around schools is the concentrated volumes of vehicles and pedestrians, particularly in the short pm peak period, which the City has no control over.	Dismiss Submission
4 Continued		City planning requirements to be reviewed to incorporate appropriate space to enable school buses to undertake normal traffic actions, i.e. left hand turn at traffic lights and T intersections.	All new intersections will be designed for “as of right” vehicles (which are 19m semi-trailers and would also be suitable for standard PTA buses.)	Note Submission
4 Continued		City planning requirements to be reviewed to understand school bus requirements at schools. Currently, there are insufficient bus bays to cater for the growing volume of students and/or traffic flow has not been adjusted with growth to allow efficient departure.	The City has no specific school bus requirements as each school development’s traffic impact assessment is reviewed on the specific detail in the design and its proposed location. The City may provide recommendations however it is up to the school operator or Department of Education to initiate discussions on bus bay requirements. Parking Bay line marking is under the jurisdiction of the City. Note the Department of Education (public) school developments are exempt from City planning approval, though the City strongly encourages proposals to be submitted by the state government. Private schools are subject to normal planning approval process.	Note Submission
4 Continued		Consideration for the specifications of school buses, i.e. the amount of space and visibility requirements of these vehicles as they often differ from regular large passenger vehicles both in a physical requirement and as a result of contractual restraints.	School buses are within the “as of right” 19m vehicle sizing which is used to design and build new and upgrade existing road networks and intersections. Some existing areas have space constraints.	Note Submission
4 Continued		Maitland and Cathedral Avenue roundabout, this area is an extreme hazard for students when they depart Nagle College on foot. Consideration for a solution to enable pedestrians and vehicles to be separated.	Congestion is an issue in all areas surrounding schools. The current roundabout is the most efficient solution to promote free flowing traffic movement while maintaining pedestrian safety. An upgrade to the existing pedestrian refuges adjacent to the Cathedral and the Civic Centre on Cathedral Avenue is planned as a high priority.	Note Submission
4 Continued		Chapman Road, Bluff Point in front of St Lawrence Primary School. Cars have to wait on Chapman Road waiting to enter the School grounds to drop off students. Because there are parking bays on Chapman Road, the lane waiting to enter the School blocks traffic flow.	Congestion is an issue in all areas surrounding schools. The new development south of St Lawrence’s school has included a roundabout at Cecily Street and will improve access to the school. Outside of this, the City is not planning any upgrades to improve road capacity of Chapman Road through Bluff Point. The ITS advocates the use of NWCH as an alternate route through this area, which avoids any traffic around St Lawrence school.	Note Submission
5 22/6/2015	Community Member	Support <ul style="list-style-type: none"> <li>• Encouraging Walking in CBD - Consider; Shade, Colour, Reflection</li> <li>• Encouraging Cycling - Electric Assistance</li> <li>• Healthy CBD</li> </ul>	The objective of the ITS is to prioritise walking and cycling as modes of transport for the City. The CBD is also intended to be a destination not a thoroughfare.	Note submission