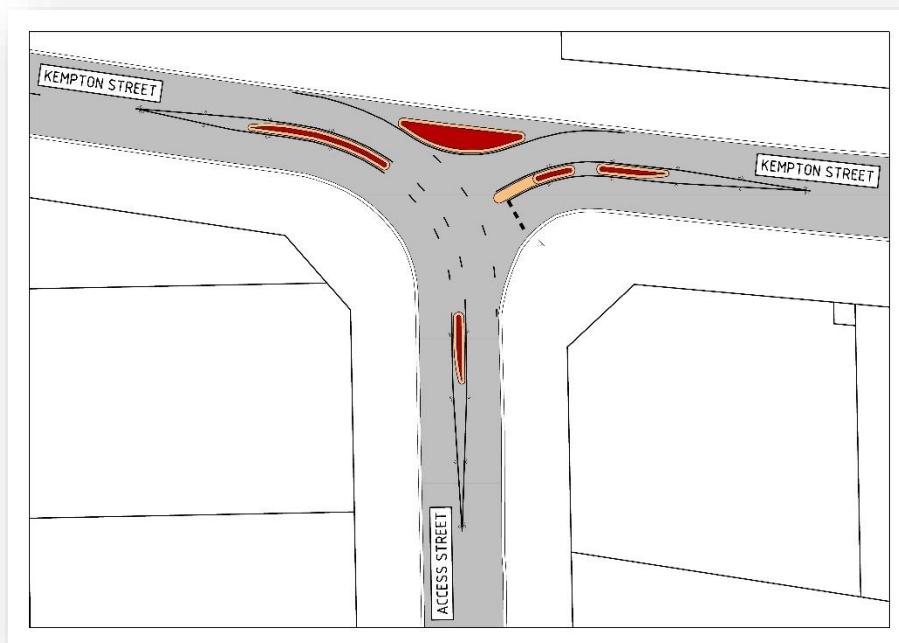


# Kempton Street Traffic Calming Survey Report

June 2020



TRIM Reference: D-20-071700

## Background

Kempton Street is a two-way local access street in Bluff Point which runs almost parallel to Chapman Road. The street is approximately 6 metres wide with regulatory speed of 50kph.

Kempton Street residents had raised concerns with the City regarding high traffic volumes and speeding vehicles on the street.

In February 2019, traffic counters installed on Kempton Street showed a significant increase in traffic volume on Kempton Street between Morris Street and Hosken Street was occurring mostly during school pick up and drop off times, indicating that motorists were likely using Kempton Street to avoid the 40km/h school zone on Chapman Road. The data also confirmed excessive speeding, up to 138kph, particularly during school peak hours was also occurring on the street. The WA Police also carried out patrols in the area and issued several speeding tickets to drivers.

Following discussions with Main Roads WA, the WA Police and a number of local residents on potential solutions to discourage “rat running” and reduce speeding, two chicanes located between Morris and Hosken Streets and a modified T-intersection (see diagram on next page below) at the corner of Kempton and Hosken Streets were identified as the most appropriate solution to resolve the significant safety issue. Construction of the modified T-intersection was then scheduled for early June 2020.

In May 2020, the City received a list of signatures requesting the suspension of scheduled works to build the modified T-intersection at the corner of Kempton and Hosken Streets until further investigation and public consultation was carried out that would take into consideration:

- Impact of the modified T-intersection to preferred cycling routes;
- Alternative traffic calming options that would meet traffic calming objectives but not impact existing cycling routes; and
- Alignment with principals outlined in the Geraldton 2050 Cycling Strategy and 2020 Cycling Forum.

From 11 June to 25 June, the City conducted a survey with the local community and identified stakeholders to ascertain the level of support for the installation of the modified T-intersection and provide the opportunity for community members to provide feedback on the option.

Letters inviting local residents to take the survey were mailed to 77 absentee property owners whose residential address differs from their mailing address and letter box dropped to 237 homes. (See Consultation Map on page 3 for more details)

Emails were also sent to the following stakeholders inviting them to take the survey:

- Woorree Scouts
- Meekatharra School of the Air (City staff also met with Principal to discuss chicanes)
- Geraldton Camp School
- Shaun Dynan (submitter of list of signatures)
- Spokes Cycling Club
- Geraldton Triathlon Club
- Geraldton Mountain Bike Club

## Survey Results

The City received 157 responses to the survey which asked if they supported the installation of the modified T-intersection (diagram below was included in the survey) and if not, to explain why.

Of the 157 survey responses received, 11% supported the installation of the shown modified T-intersection and 89% did not.

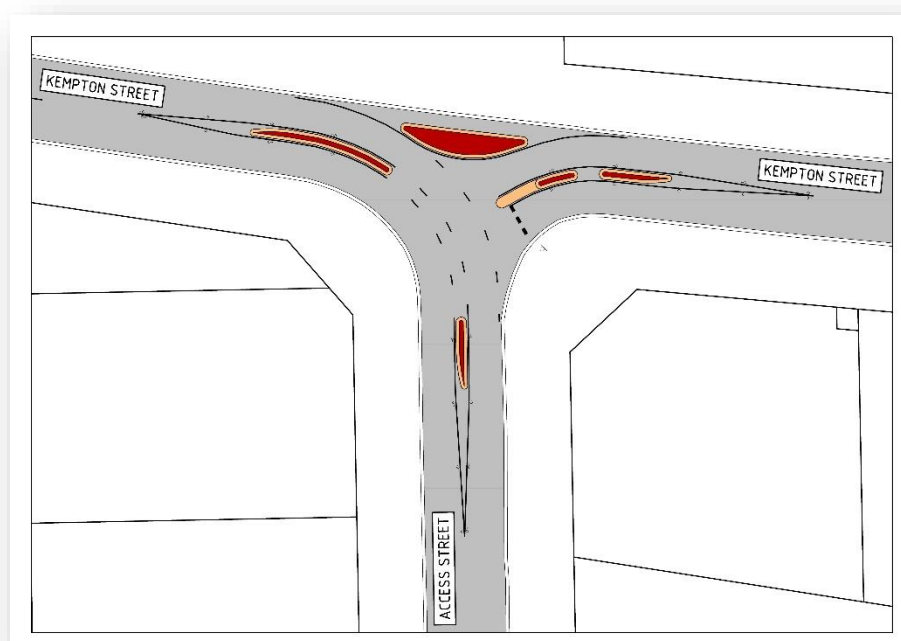
Support	No. of Responses Received	% of Responses Received
Yes	17	11%
No	140	89%

## Breakdown of Respondents

Given Kempton Street is a popular cycling route, and the cycling clubs were also asked to provide their feedback, respondents were asked to provide their street addresses so feedback could be categorised into resident and non-resident responses. 66 respondents, or 42%, provided their street address. The table below provides a breakdown of the responses categorised into local resident, non-resident and 'address not provided' which means the respondent may or may not be a local resident. Of the local residents who responded to the survey, 52% supported the installation of the modified T-intersection and 48% did not.

Support	Breakdown of Respondents	No. of Responses	% Local Residents
Yes	Local resident	14	52%
	Non- resident	0	
	Address not provided	3	
No	Local resident	13	48%
	Non- resident	39	
	Address not provided	89	

Concept design of the modified T-intersection at Kempton and Hosken Streets.





## Consultation Map

The red areas in the map below indicate the houses/organisations that were letter box dropped an invitation to provide their feedback on the modified T-intersection. The dots on the map are the local residents/organisations who responded to the survey. Yellow dots indicate which respondents support the installation of the modified T-intersection. Black dots indicate those who oppose it.



### Themed Comments Not in Supportive of the Modified T-Intersection

Of the 157 responses to the survey, 140 respondents provided 302 comments stating one or more reasons why they were either supportive or not supportive of the modified T-intersection. Three comments in support of the modified T-intersection and are listed on page 5. The 299 comments not in support of the installation of the modified T-intersection have been themed and are listed below. The table below includes a breakdown of the number of times the comments were made residents, non-residents and other respondents which are those who did not provide a street address.

Comment	Total No. of Mentions	Resident Mentions	Non-Resident Mentions	Other respondent mentions
T-intersection is dangerous to cyclists	62	2	21	39
Disrupts triathlon route	40	0	17	23
Traffic calming not needed	25	4	2	19
Popular cyclist route	19	1	7	11
Interrupts logical traffic flow	18	4	3	11
Pick an alternative device	17	1	7	9
Will have little or no effect	14	1	1	12
T-intersection is dangerous to drivers	14	0	4	10
Will force cyclists to use Chapman Road	10	0	6	4
Doesn't align with the Geraldton 2050 Cycling Strategy	9	0	6	3
Will increase speeding on Hosken Street	9	0	3	6
Install speed humps instead	8	1	3	4
Install more chicanes instead	7	2	2	3
Doesn't support health and fitness outcomes	5	0	4	1
More policing is needed	5	0	4	1
Stopping traffic at intersection not needed	5	2	2	1
Fix traffic issues on Chapman Road instead	4	1	2	1
Reduce speed limit instead	4	0	2	2
Chicanes are dangerous for cyclists	3	0	0	3
Increase traffic on the footpath which is too narrow	3	0	2	1
Penalises all for the actions of a few	3	0	2	1
People speed everywhere	3	0	2	1
Will increase traffic on Hosken Street	3	0	0	3
Waste of money	3	0	0	3
Doesn't align with the Community Strategic Plan	1	0	1	0
No accidents on the street	1	0	0	1
It will be noisy with braking and accelerating	1	0	0	1
Trial an alternative device instead	1	0	1	0
Trial chicanes first	1	0	1	0
Will be unsafe for pedestrians	1	1	0	0



## APPENDIX: Individual Survey Respondent Comments

### Local residents' comments in support of the modified T-intersection

We definitely support the installation but would also like to see speed humps near Rundle Park before a child is killed by these speeding idiots. They turn from Cecily into Kempton Street and are speeding dangerously along the park.
I answered yes to the T-section but wanted to say something about the chicanes. I think it would make sense to have the southern chicane just north of Morris Street, basically between playground and scout hall, both places that are always busy with kids. Put the chicane between Morris Street turnoff and exit of car park.
We lived here for 26 years and traffic has increased by 100% and the speeds are absolutely out of control.

### Local residents' comments not in support of the modified T-intersection

Don't think this is necessary , a roundabout or just the chicanes would be a better option to keep traffic flowing.
This impedes through flow of traffic. Sometimes I wonder about your engineers they got no common sense.
I have lived just off Kempton Street, in Champion Bay Rise, for nearly 23 years and have not observed the speeding traffic you are suggesting is occurring. While there may be occasional issues with speeding vehicles, I do not believe it is such a problem that those of us using the street on a daily basis should be impacted with these traffic calming measures you plan to implement- they will be a daily nuisance/hazard for those of us just trying to lawfully use Kempton Street going to and from our homes. I believe that it may be a few residents who live across from the ocean trying to stop/lessen the volume of traffic in the hope that it gives them a quieter/more serene setting! Rarely have I observed/heard speeding traffic in my 23 years. I cannot see that these annoying chicanes will make the street safer, especially when trying to avoid the many cyclist that use this road. I object to the use of the chicanes as they will impede my ability to navigate Kempton Street, though feel less strongly about the T section changes.... but rather question again the need for such a change. I strongly disagree with the proposed changes!
We are 1 of 2 residents that this modified T-intersection will directly affect. We would like to see a more detailed site plan that includes proposed signage and overlay displaying current versus proposed modification.
I live in the area and I believe that Kempton Street is a wonderful drive for locals and visitors and it should be encouraged not discouraged. I am supportive of chicanes not modifying the T junction.
Prefer to follow regular road rules than have given way on a long road where turning cars would automatically have to give way.
I believe the modified T intersection is counter intuitive. If the council believe something is necessary then a roundabout will have the same effect. I would prefer to leave it as it is. Instead of the chicanes and modified T intersection, has the council considered electronic speed signs that advise motorists of their speed. I have seen these in use elsewhere and seem to be very effective at keeping speeds below the limit whilst not interrupting traffic flow. I recommend 2 on Kempton St and 1 on Crowtheron.
I believe that the problem exists on Chapman Road and this major artery needs sorting out rather than restricting our local access with barriers to a smooth flow of traffic.
I believe there is a bigger problem with the intersection at Morris street and Chapman Road during school drop off and pick up times. I live on the corner of MORRIS street (1) and experience the craziness of the traffic every school day. I always choose to avoid the busy strip on Chapman road too, by travelling along Kempton street. I can understand there may be people who speed along the area of concern. Many vehicles use our driveway to U-turn at these times too.
Totally unnecessary, obstructive to residents north of Kempton street and won't slow traffic south of the intersection as drivers can still travel at speed north and south of Hosken St. I have always seen the speed camera south of champion bay rise or near 58 Kempton Street chicanes would be more effective, much like they are on Glendinning Road. It isn't much of an advantage to people to travel south on Kempton during school drop off times as turning right onto Chapman Rd off Cecily St is a nightmare at this time. People are more likely to speed heading north anyway on Kempton. The Proposed intersection modification at Hosken St still allows people to speed north, bypass the schools and come out at the Hosken/Chapman Road roundabout. So In essence there is nothing achieved by modifying the intersection of Hosken and Kempton!

If the main issue is speeding I think the Chicanes would be more than adequate. As a cyclist and triathlete this would seriously affect a once safe cycling zone in comparison to Chapman road. Also as part of the triathlon club we would have to alter our course to use Hoskins street rather than Crowtherston street. In my opinion the Chapman Road/ Hosken Street intersection is unsafe for a larger number of triathletes.
Will cause backing up of traffic along Kempton street (north if this junction) right at the point where the pedestrian footpath is for crossing. This is a really busy areas for kids to cross coming from Spalding to the beach at St George's, I think it will make it difficult for kids to cross the road, darting out in front of cars that are slowing down, not knowing if they are stopping or not. If you do this the crossing for pedestrians needs to be addressed. It's a major cycling route and will create a squeeze point where the road is narrower where cars will be pushed closer to cyclists. Cyclists use this route as the parallel part of Chapman road is so poorly designed for bikes with cycle routes that suddenly end and wide spaces funnelling into narrow ones outside St Lawrence school. Please don't make both roads so unsafe for bikes
As a cyclist who uses this road regularly it will actually increase the danger for us.

### Non-residents' and others' comments not in support of the modified T-intersection.

This road is heavy used by cyclists. By creating this T section bikes will be forced to use Chapman road. Considering the cycling strategy to create a bike path from Drummond's to town I think this goes against what the city is trying to achieve
It is a nice tourist scenic drive. The t will make tourists go up Hosken Street.
I think there will be traffic accidents when people from Hosken Street has cars coming from Kempton St. It will not be good as I ride my bike along Kempton Street.
That design is dangerous as the traffic heading north will still speed and now they will swerve through the new T section.
This design now create a dangerous situation for cyclists as there is now not enough room for a car and a cyclist.
Danger to cyclists who use this road to avoid heavy traffic on Chapman Road
Unnecessary and a waste of tax payers money
I think more cyclists use this road as a means of staying safe away from areas that are high traffic roads
Potential of Increased traffic on Hosken Street.
I am a long time member of the Geraldton Triathlon club and we use this section of road as part of our cycle leg during our Sunday afternoon triathlon. If the intersection was to be modified, it would severely impact the cycle course
Kempton St forms a key component of safe cycling routes along the coastline of Geraldton where road cyclists avoid areas of high traffic where possible. The Geraldton Triathlon Club utilises this road regularly and the planned intersection would force a complete revision of the cycle leg either onto the shared pathway causing interactions with walkers or onto Chapman Road causing even greater interaction with motorists. Surely traffic slowing through other means without interrupting the continuous and safe flow of traffic along that road is possible.
Drivers of vehicles have rules to ensure they do not speed if this is the case they should monitor the speed and issue fines. Cameras seem to slow down the speed while also raising revenue. To put these intersections in actually increase the safety of drivers and especially cyclists who travel down this road. This causes an impediment to the natural use of the road, makes passing more difficult and creates a further hindrance. The isles in Chapman road have also made the roads less safe for cyclists and road users as vehicles find it harder to pass and then get frustrated by cyclists holding them up or take chances in passing.
I travel Kempton Street often and have not found speeding to be a major concern. Modifying this intersection greatly increases the hazards for cyclists. Also as this is a busy street for cyclist during triathlons this modification will create unnecessary risks during the season
As a member of the Triathlon club - we will not be able to use this route for Triathlon every Sunday in Spring and Summer - there is not a safe alternative.
It's dangerous for cyclists
It is a safer bypass for cyclist traffic at the moment. To install this will make it more hazardous. It will negatively impact the safest route for triathlons. There are so few places left for cyclists to compete anymore. There will be one less if this T-junction is installed.
Danger to cyclists

Impacts cyclists
Not necessary
The proposed intersection layout is dangerous for cyclist - particularly at the merge point between cars and bikes to the north. Such treatment seems to penalise the majority of sensible road users for the actions of a minority hooning element.
Not safe for many cyclists that use this road to dodge the traffic on Chapman Road
Kempton street is an important cycling route - this has been identified during the development of the 2050 cycling strategy. It is used daily for organised groups and every Sunday for 6 months of the year for triathlon races. It is important Kempton street is used as it is a low traffic volume and safe alternative to Chapman road and other busy streets. Installing a modified t section would introduce unnecessary hazards associated with cyclists not having right if way. There are other options that can be used to slow traffic - why not use one of these
I don't believe it's needed. It will confuse road users and end up being more of an issue in the future. Also the Geraldton triathlon club uses this route along with many other cyclists which will now impact them causing them to have to go onto much busier roads and creating more potential danger to cyclists
It's not needed....it will Create more problems for cyclists who use the road for a safer route to remain away from Chapman road. Also Geraldton triathlon club use the route and will no longer be able to use for cycle leg of their races
Kempton Street is very popular with cyclists as a safe alternative to Chapman Rd where it narrows through Bluff Point and there is no cycle lane. Introducing a give way sign for south bound cyclists will detract from Kempton's appeal as a safer option for cyclists and more will opt to use Chapman Road. This intersection will also make Kempton unusable for the local triathlon club based at St Georges Beach, for their cycle leg, without the use of traffic control.
Not needed. A waste of money and will cause issues for other road users such as cyclists and triathlon club.
Not needed. Make the current road a 40 zone. Problem solved and thousands saved.
Negative impact to cyclists on a key cycling route.
Because then I won't be able to compete in triathlons
Why would you not give way on a t junction, seems counter intuitive to have the right of way as you are coming down a hill (Hosken St) and turning sharp left. Surely this is where cars should be slowing and stopping?? If this is really about slowing traffic then why not put chicanes north of Hosken Street on Kempton as well? This looks to me like someone at the northern end of Hosken Street wants to reduce Northbound traffic and funnel it all up Hosken St rather than to reduce speed. Do any councillors live on the Northern end of Kempton Street by any chance??? Having this will not reduce speed on the northern part of Kempton Street at all but just inconveniences everyone. It looks dangerous, traffic coming down a hill and making a sharp turn should have to slow - will the speed be reduced for these vehicles or can they take that corner at 50kph??? Glendinning works fine with chicanes, put some in at the North end of Kempton and use something that is proven to work rather than this modified T junction which is really designed to divert traffic - there are more effective things to slow it down
I'm a member of the Geraldton Triathlon club and this will impact greatly to our riding course. We have worked hard to build up our club members. This will finish the club, so much for life be in it get out and get going. On Glendinning road Tarcoola beach they have a speed bump which I drive on every day and works fine. Don't change the road to suite a few people not happy.
I am a cyclist who uses this road and I feel this would not be a safe option for me
It is ill considered. It does not provide adequately for all users of Kempton street. It appears to provide for users of Hoskins street only. Why install at this intersection if you could achieve the same or similar result by installing chicanes as are prevalent on Glendinning rod Tarcoola beach?
Dangerous for cyclists using the normal cycling route.
Not needed
Dangerous to cyclists. It has a high degree of use for cyclists wanting to avoid more commonly used roads for vehicles to diminish exposure and to risk. Tri club uses this street as well and will render the course less safe as a result of having to stop for stop sign.
Cycling squeeze point
It is not sympathetic to the needs and safety of cyclists.
Standard traffic furniture will slow traffic and maintain flow
No, it creates a confusing intersection which it turn is its own hazard. There are other means to slow traffic
The traffic flow through there is slow and dangerous enough as it is, this won't improve that



Not safe for cyclists!
Dangerous intersection. Not bike friendly. It will end triathlon. Expensive. Options; Please fix Chapman Road so people don't take Kempton. Block south end of Kempton to cars entering.
Dangerous for cyclist who want to travel straight down Kempton!
Affects cycling traffic going south. Chicanes are likely to have a significant effect without needing this.
Dangerous for cyclists
I ride along Kempton street on my bike several times a week. Riding right to left in the picture thru that intersection would be a nightmare. How am I supposed to go that way after you build that intersection??? Why can't we make this town more cyclist friendly, like the rest of the world is doing???
1. Believe the design will only serve to move the issue of vehicles speeding along the length of Kempton Street to an issue of vehicles speeding down Hosken and onto Kempton given no need to stop before turning left as is the case at all other T junctions 2. Will impede on the flow of southbound cyclists. This is a well-established safe route for the triathlon club and leisure/recreational cyclists. City should be seeking a design that aims to maintain safe and healthy alternative methods of transport
It will impact on bike riders and the triathletes that use this street
The City of Greater Geraldton needs to apply a consultation process and enact its own policy regarding cycle friendly considerations. Then the project can go ahead.
This is a regular cycling route and should be adapted to encourage people to cycle. Cyclists use this route as an alternative to Chapman rd. The Triathlon club use this road most Saturday's in Summer, an intersection would pose safety issues for this community group.
It is hazardous to cyclists and Kempton street is a designated "priority cycling route" in the Geraldton Cycling Strategy 2020-2050
Kempton Street is designated by the City Council as safe for cyclists. The T junction is not cycle-friendly and will push cyclists onto Chapman road which is overtly dangerous due to the volume of traffic. Chicanes on both sides of Kempton is a much safer option for cyclists and will slow drivers down.
Poor idea why not have a round about?
This street is used regularly by many cyclists due to it being the quieter and safer alternative, so is especially used for younger cyclists (children) who don't have a lot of experience on the roads. This installation is great for north bound cyclists, however south bound cyclists having to turn right to continue on the same street provides some safety concerns. In particular this is a major concern for triathletes who race nearly every Sunday from October through to April, and include members who are under driving age and others with disabilities such as poor eyesight. This modification greatly increases the danger to being on the road for this user group. Could alternatives such as chicanes, like on Glendinning Rd, be considered as an alternative.
Because Kempton St is a positive way to keep cyclists off Chapman Rd for a good distance. This intersection would make it dangerous for cyclists!!!
I am a cyclist and this would be more dangerous for me to turn
Triathlon cycle course would be compromised
I don't think it's a significant issue in comparison to other More significant intersections in Geraldton that do need prioritising and are extremely dangerous for far more road users i.e. North west Coastal/Webborton Road Intersection.
It will stop cyclists and triathlon club from using this road. Maybe put in some speed humps instead??
I don't believe this is the best way to modify the street for all road users
It's the only safe triathlon course - making it a t-section will make it unsafe.
Cyclist use of Kempton Street will be significantly impacted and make using this road dangerous for cyclists. Also, will likely lead to excess speed coming off Hosken street onto Kempton. What about large speed bumps like on a Glendinning Road?
It won't slow traffic and it is dangerous
Not public friendly nor good for recreational cyclists and will negatively impact on our tri club which brings tourism to this city
Chicanes are all that is needed to slow down traffic. Modifying the T junction is an accident waiting to happen!
It would stop the triathlon events. It's a design problem to be brainstormed to allow bicycles free flow and cars reduced speed
Turning vehicles will travel faster through this intersection to and from Hosken Street.

It will not reduce speeding. It will increase it. People will be able to drive at speed down Hosken St onto Kempton Street and vice versa knowing they have right of way. People. Will still be able to bypass school zones and drive at speed between Hosken and Cecily streets. It will achieve nothing other than create a dangerous intersection.
It will not slow down traffic. It is dangerous.
Will affect cycle traffic and cycle events.
I thought the CGG would prioritise the safety of cyclists. Chapman Rd is not a safe route for cyclists after modifications removed cycling lanes at St Lawrence PS. Kempton Rd is a safe route and speeding vehicles have not been a problem. Please install permanent speed cameras and fine those who exceed the speed limit. Prioritising cars at Hosken Street will make it dangerous for cyclists if cars speed around that intersection and then suddenly intersect with southbound cyclists. This is NOT the solution.
I support the installation of measures to reduce speed along this stretch through the use of chicanes, but the T-junction modification will negatively impact traffic flow. It will cause potential for conflict between cyclists and cars on what is currently the safer alternative to Chapman Road. It will also negatively impact the triathlon club and cause a safety hazard for their competitors.
It will be greatly inconvenient to the flow of recreational cyclists and triathlons that have made use of that road for many years.
This location is used for cycling events and this will create a hazard for cyclists heading south. Also, the cycling gap heading north will fill with rubbish and crap and cyclists will need to avoid this too. The Tri club has the opportunity to build a world class event along this stretch on road, with great promotional opportunities for Geraldton, but this cannot proceed if this obstruction is created. Perhaps try an alternative first, like removable speed humps for events that have spacing for cyclists when in place normally? <a href="https://www.safetyxpress.com.au/speed-humps/speed-cushion-1-6m/">https://www.safetyxpress.com.au/speed-humps/speed-cushion-1-6m/</a>
I will increase the use of Kempton Street by easing the flow from Hosken Street
This will not decrease speeding along the entirety of Kempton St. It will result in hooning behaviour, and confusion in one location. Leave Kempton St alone - if speeding is an issue, work with the police to have more speed cameras
Waste of time, the road is still long enough that people will speed if they want to.
It will impact cyclists who use Kempton Street to stay of busy Chapman Road
I am surprised speed in Kempton St is a safety issue. Perhaps only during specific times when schools are opened (40 out of 52 weeks of the year). Kempton St to me seems predominantly to be a calm and safe street. Traffic calmers in place at two locations will be enough to slow speeding vehicles and limit road clutter to two locations only. The proposed T junction is an unnecessary encumbrance and cluttering along Kempton St. The T junction poses a safety threat and obstacle to group and competitive cyclist (triathletes). Instead appropriate signage (e.g. STOP, GIVE WAY) should be used.
I don't believe speeding on Kempton St is a major issue and I think the money would be better spent elsewhere.
Makes is more dangerous for cyclists
This modified intersection is not solving the real problem which is the Chapman Road school zone causing delays and obstructions during school drop off and pick up times. The school zone, in particular outside St Laurence's school is a major traffic bottleneck and it is also a dangerous for cyclists and drivers because at present Chapman road suddenly changes from dual lanes and a cycle lane to a single car lane. Therefore if Chapman Rd was redesigned and student pick up areas modified then Kempton road work wouldn't be necessary and Chapman road would be an efficient and safe road again.
This doesn't resolve the problem but the real problem is on Chapman road and this is where further redesign to resolve bottleneck and traffic holdups during school times should be the emphasis.
Chicanes on Kempton Street like on Glendinning are a great idea for slowing automotive traffic and that is a great idea, they slow down cars and let bicycles travel normally. They are also planning to build a T section that would make all cyclists on Kempton Street stop and give way to traffic. This would stop the cyclists from free flowing along with tri club being able to use Kempton street for Triathlon and would be dangerous for cyclists crossing the junction.
The intersection is harder to navigate on a road bike. I frequently use this route to avoid the traffic on Chapman Rd. I believe it will create a hazard rather than traffic calming.
It will make it dangerous for cyclists to cycle south along this quieter route, which now has beautiful smooth tarmac!
Danger to cyclists

Because the road is used extensively by other community members, not just the local residents. Cyclists, the triathlon club and tourists alike travel along this route and this alteration impacts all of those things.
We use Kempton street for our Triathlon cycle route and this will increase an unsafe scenario.
A stop sign in the middle of Kempton street does not any sense, if you want to slow traffic down install speed bumps and ensure speed cameras are a regular addition to this stretch of road. Seems like a lot of expense for slowing cars down!!
The stop sign is unnecessary and will create a dangerous interaction between cyclists and cars
It will impact on cyclists in the area making it less safe
It creates a dangerous intersection for cyclists who travel this route who are trying to stay off the busy road being Chapman Road. The pinch points you are proposing (like on Glendinning Road) also create dangerous points that cars and cyclists come in close contact.
The stop sign will significantly interfere with one of the most popular cycling and triathlon routes. It is important to preserve cycling routes because it helps sharing of the roads when cars know where to expect and therefore tolerate cyclists
As a cyclist, we ride on Kempton Street every day. The current road is safe for cyclists. The proposed chicane system will be dangerous for cyclists, and will potentially cause vehicle/cycle accidents, in what is currently a highly cycled route. (Chicanes force vehicles and cycles together creating a pinch point where cyclists get hit). Please reconsider your plan to keep Geraldton safer for cyclists.
It is not a safe option for cyclists on a main cycling route
Disturbs the cycle path for the Geraldton triathlon
Can't see any reason for it. Impact on cyclists/ tri club course
It's making it more dangerous for cyclist. It will have little effect on traffic using Kempton street People will still try to avoid the Hosken Street roundabout. It's a waste of money and will have little effect. I've travelled Kempton St many times over countless years and have never come across a speeding vehicle. Surely there are cheaper and simpler ways of slowing the traffic.
There are better ways to slow traffic other than a complete modification of this one junction.
As usual bending over to a minority group. Speed humps would be fine as they are on Glendinning Road Tarcoola Beach. Spend the money else we're more importantly.
It doesn't seem to make sense in terms of the objective. It will make it easier to drive down to and along Kempton St, bypassing Chapman Rd Bluff Point, rather than discouraging that action. Is there a question regarding the chicanes? If they are similar to the ones on Glendinning, they will do little to slow determined speeders and create a safety hazard for cyclists. It is a scary experience approaching one of those on a bike whilst a car approaches from behind at an indeterminate speed with the risk of meeting at the pinch point with nowhere to go. Has a speed limit reduction been considered? Or a one way chicane with room for cycle through traffic either side of that? Or if you don't consider Kempton St suitable as a cycle safe route, have you considered building a dedicated path for cycling (as the current path is dangerous for cycling with so many pedestrians, dogs and bends)? Are the residents happy with the additional braking and accelerating noise associated with the chicanes?
There will be no triathlons and is unnecessary
Not good for tri club & its many members that race every weekend in season.
Because I don't want triathlon's to be cancelled
Will affect triathlon club, can you liaise with them for solution
Too much interruption to traffic flow. The use of speed reduction strategies may be more beneficial i.e. speed bumps, roundabouts. This proposal only covers one section of the road.
The cost and the disruption while it is constructed and the impact for cyclists and triathletes who hold community events at St Georges beach. We have lived in Drummond Cove since 2002. When we first moved there I noticed there was excessive, really dangerous speeding along Chapman Road, between Sunset and Drummond Cove. Even when you were doing the speed limit of 90 kph there were always other vehicles overtaking at much higher speeds. And local Hoons used it like a raceway on weekends. So I emailed the WA Police and asked if a multanova could be placed out there from time to time. They arranged this to happen and I believe it has been really effective. I, and the police, have noticed that motorists rarely go above the speed limit along there now, to the point the Police recently told me they don't place the speed camera out there much now as they don't get enough people speeding. My suggestion is that you just change the speed limit on Kempton Street. That you put up signs that say it is 40 km during school hours, just the same as on Chapman Road. That way they don't have an option of a faster way in the mornings, unless they wish to take NWCHwy which would be preferable anyway. And, once these new 40 kph signs

are up ask the Police to get the multanova man to go down there. People learn very quickly not to speed when they get a hefty fine. And in the backs of their minds they are always wondering if it will be back there again another day so they are more cautious about their speed. I think this would be a more cost effective and less disruptive alternative. Perhaps it is something that could be trialled anyway. Thank you for the opportunity to provide input.
Very unfair on a long standing sporting club promoting exercise and good health.
This creates a dangerous intersection for cyclists and cars alike
Other long term solutions with health promotion output should be in place. We need to reduce traffic everywhere in this town and increasing roads, extra car parks etc is not long term solutions. Please involve other stakeholders in decision making and work with public health bodies.
Think it will be dangerous as people aren't used to stopping there (those of us who lived here for 50 years) plus we have a boat and I can see us taking out some signage
Too much crap on the road along with the chicanes. Do not actually remember any accidents ever on Kempton Street be interesting to see how many there will be if you go ahead with this intersection that 1 person has requested
I only support the use of chicanes to slow the traffic, not the installation of the T-Intersection and stop sign. It is not necessary and will make it a lot more dangerous for cyclists. It will also mean that the Triathlon club will lose their cycle course. Both road bike riding and the Triathlon club are growing groups that greatly encourage people in Geraldton of all ages to improve and maintain their physical fitness and mental health and therefore their cycling routes should be protected and kept safe.
It is a popular cycle route avoiding the busy Chapman Road and would be a safety hazard.
Interrupts triathlon course and cyclists route who will then be forced onto chapman road
Makes Kempton street dangerous for cyclists who will be forced to use walk/cyclist path or Chapman road
Makes cyclists use bike/cycle path or Chapman road which would be more dangerous for all user
1) It will force cyclists to detour off Kempton street which forms an important component of the Geraldton Triathlon Club races and is also often traversed by cyclists during training rides. This goes against The City of Greater Geraldton's Strategic Community Plan (2017-2027) which includes, amongst its stated objectives, to "support the strong sporting culture that has shaped Greater Geraldton's identity and lifestyle." 2) Cyclists commuting to and from the CBD along Kempton Street will more than likely choose to use the footpath which is congested enough as it is with foot traffic and children playing on skateboards and rollerblades. Dogs roam freely about on this section of the footpath despite it being a leash only area. I was injured quite badly by a dog bite some time ago whilst running on the footpath along Kempton street and all the council could do was ask the dog not to do it again. Reflecting on the experience I would consider the narrowness of the particular section of footpath and crowding to have been contributors to the incident. I'd suggest giving some thought as to how the footpath will cope with the extra traffic should the modified T-Intersection go ahead. 3) Excessive speeding on ANY street poses a significant community safety issue. What evidence does the council have to show that this is more of a problem on Kempton street than anywhere else? On the street I live on in Geraldton, speeding vehicles are not uncommon and yet there have been no T-Intersections or chicanes installed to prevent speeding nor am I aware of any plans to have these installed. Diverting speeding drivers away from Kempton street will just shift the problem elsewhere. The City of Greater Geraldton needs to develop a more comprehensive plan to manage speeding vehicles within the entirety of the "Greater Geraldton" for which it has been elected to serve. 4) The instalment of chicanes may alone be sufficient to manage speeding vehicles. A responsible allocation of scarce resources would be to install the chicanes, monitor their effectiveness and then decide if any further interventions are required. If the chicanes prove to be an effective strategy to manage speeding then the money saved by not building a T-intersection could be reserved for building chicanes on other roads within Geraldton. 5) The disregard for Geraldton's cycling culture and the use of this environmentally sustainable and health promoting means of transportation again questions the assertions of The City of Greater Geraldton's Strategic Community Plan (2017-2027) which states that the City "value(s) our natural and built environment and live(s) sustainably, in balance with nature" and that it wishes to "promote healthy lifestyle initiatives and living standards." Cars, even when they're not speeding, pose enormous environmental and health costs. Air pollution has been shown to contribute to the shortening of people's lives worldwide on a scale far greater than wars and other forms of violence, parasitic and vector-borne diseases such as malaria, HIV/AIDS and smoking (Lelieveld J et al). Fine particulate matter from the exhaust of internal combustion engines forms a significant component of global air pollution. As federal and state governments consistently struggle to come up with meaningful strategies to combat the issues of air pollution and climate change the



responsibility for ensuring the very future of life on this planet falls ever more on the shoulders of local councils. The broader and more important question is not simply one of how to reduce the extent of speeding in residential areas - but how to banish cars from our cities all together.

If a cyclist is riding North & enters the T-Intersection with a car coming from behind & as the car is moving faster the cyclist & the car will both be leaving at the same time, Who has right of way? If the North riding cyclist has to come to a complete stop (If there is going to be a stop sign that isn't on your diagram.) will they have enough time to get balanced, start moving & merge into traffic given the fact that both Kempton & Hosken have down hills leading into this T-Intersection? This increases the problems of both speed & line of sight for merging traffic. Again if a Stop or Give way sign is in place for a cyclist asking them to merge with traffic coming directly from behind & also from the right seems dangerous. I am not aware of any other types of intersections that have this issue without there being two separate lanes leaving to allow space for the traffic to merge. So having a separate cycle lane on Kempton may fix that issue. If a cyclist is travelling North on Kempton & wants to turn into Hosken they may have trouble removing their hand from the bars & indicating for an extended time due to imbalance or road debris. This may mean a car travelling south on Kempton doesn't correctly see their indication to turn & moves into the intersection causing a collision. As this T-Intersection is different to most others this indication problem may occur for all users. E.G. a vehicle is travelling South on Kempton & stops at the T-Intersection & another vehicle is travelling North through the T-Intersection with no indicator on. Is the North travelling vehicle continuing on Kempton or into Hosken? Would the south bound driver move into the intersection thinking the North bound vehicle is staying on Kempton? Or are all drivers at T-Intersections now required to give way to oncoming traffic that is indicating to turn off before they get to their position. I am not asking what the road rules are, I am sure there is something there for this situation. I am asking what most current road users will do? You have to remember that cyclists today can be aged anywhere from 5 to 80 years old & with E-bikes that upper age may get even higher. Some of these cyclists may be unsteady on a bike & take a while to get moving again. Most of the cyclists ride on Kempton due to the congestion & traffic speed on Chapman road. You are now asking them to move into a separate lane & then merge back into traffic in the length of an intersection. As a cyclist I will let you know that a lot of riders will not follow the outside cycle path if they are travelling North along Kempton, They will just ride through the middle of the T-Intersection in the same path that cars take. This is due to the real possibility of cars accelerating through the intersection to beat the cyclist on the path so they don't get "stuck" behind the cyclist on the other side. It is also why a lot of cyclist move away from the edge of the road at roundabouts to help prevent cars from pushing past through the roundabout. You may find more cyclists will use Chapman road instead of Kempton also due to this merging with traffic problem. Why not just put traffic calming devices in several locations along Kempton & Hosken where there is not a T-Intersection? The same as Glendenning road in Tarcoola beach. That way there won't be any merging traffic problems. Or if the speed limit along Chapman road between the Chapman Valley Rd & Phelps St roundabouts is changed to 40kph more through traffic will take Northwest Coastal Highway & then Phelps St. These roads are much better suited to higher traffic volumes & speeds. This may reduce a lot of through traffic in the whole area making it safer for all including pedestrians that at the moment have problems crossing Chapman road to the new redeveloped foreshore at peak traffic flow times & due to the current 60kph speed limit. Lastly with this modified T-Intersection in place any traffic travelling from Hosken & then South along Kempton may not be slowed down as they now have full right of way so they may only go faster. This may happen a lot a School drop off & pick up times due to the stop start traffic flow on Chapman Rd. It may be quicker for traffic travelling South along Chapman road to turn down Hosken, along Kempton & re-join Chapman Rd at Cecily or Morris Streets after the schools & this will increase through traffic on Kempton St.