

August 2026

Reference: D-26-098343



City of
Greater Geraldton
a vibrant future



Maitland Park Green Connect Concept Designs



Table of Contents

Executive Summary	2
Background	3
Engagement	3
Engagement Results	4
Who We Heard From	4
Safety and Traffic Management Priorities	5
Maitland Park Concept Design Feedback	6
Streetscape Scenario Preferences	8
Scenario 1: Two-Way Traffic Flow Feedback	9
Scenario 2: One-Way Traffic Flow Feedback	11
School Transport Feedback	14
Engagement Key Findings	15
APPENDICES	16
Appendix 1: Maitland Park Concept Design	16
Appendix 2: Streetscape Scenario 1 Two-Way Traffic Flow	17
Appendix 3: Streetscape Scenario 2 One-Way Traffic Flow	17
Appendix 4: Maitland Park Concept Design feedback	18
Appendix 5: Scenario 1 Two-Way Traffic Feedback	22
Appendix 6: Scenario 2 One-Way Traffic Feedback	23
Appendix 7: Newspaper Advertisement	25

Executive Summary

In total, 555 community members participated in the Maitland Park Green Connect consultation, either by completing the community survey or engaging directly with the project team through emails, meetings, the drop-in session or pop-up booths. The results demonstrated strong overall support for the project as follows:

- 79% supported the Maitland Park Concept Design.
- 51% preferred Scenario 2: One-Way Traffic Flow.
- 32% preferred Scenario 1: Two-Way Traffic Flow.
- 14% had no preference – considered both scenarios an improvement.
- 3% did not support either of the two scenarios.

Who We Heard From

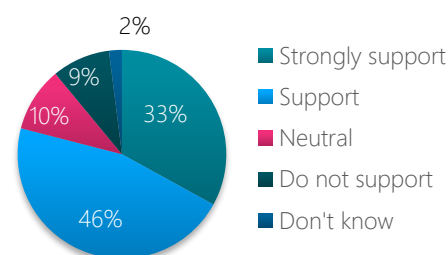
Overall, the survey captured feedback from a well-balanced mix of stakeholder groups including students, parents, local residents, local workers, commuters and community members of all ages who regularly use, live or work nearby, study within or travel through the precinct.

Feedback Overview

The engagement findings indicate a strong community consensus that safety should be the highest priority guiding future improvements. While traffic flow and access remain important, the majority of survey respondents and nearly all community members who engaged directly with the project team agreed that improving safety for students, parents, carers and other precinct users should take priority over reducing congestion.

Maitland Park Concept Design

The Maitland Park Concept Design received strong community approval with 79% of respondents supporting the proposal. This result demonstrates a high level of community endorsement for the concept design, with nearly four in five respondents expressing a positive view of the proposed improvements.

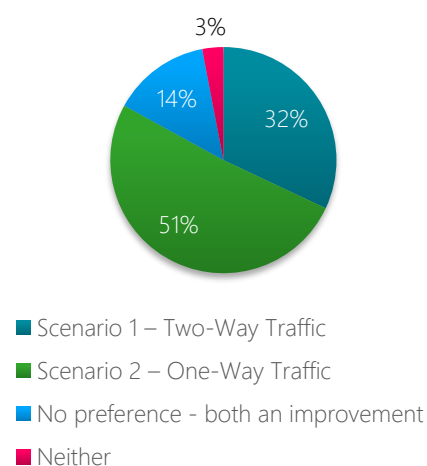


Key Drivers of Support: Community members supported the Concept Design because they believed it would create a safer, more attractive, activated and better-functioning schools precinct. Overall, the design balances transport improvements with high-quality public spaces that serve schools, community groups and the broader Geraldton community.

Preferred Streetscape: Scenario 2 One-Way Traffic Flow

One-way traffic flow received the highest level of support at 51%.

Key Drivers of Support: Community members supported one-way traffic flow because it was seen as the scenario most likely to improve safety and traffic management around the schools precinct. Feedback also highlighted support for broader streetscape improvements that would create a more walkable environment. While some concerns were raised about the loss of street parking and potential congestion these were outweighed by the safety and operational benefits of the scenario.



Scenario 1: Two-Way Traffic Flow

Two-way traffic flow received minority support at 32%.

Key Drivers of Support: Support for the two-way street configuration was largely centred on maintaining convenient vehicle access while minimising disruption to existing travel patterns and still delivering some amenity and safety improvements.

Background

The Maitland Park Green Connect Project is a 100% Australian Government grant funded design project that aims to redesign the streets and public space in and around Maitland Park - improving safety for the 3,000+ students, staff and community members who use the precinct every day, easing traffic congestion, and transforming an underused park into a shaded, climate-resilient community hub. The Project builds on the 2023 [Maitland Park Schools Precinct Transport Hub Concept Masterplan](#) and further community and technical work carried out through 2025 and 2026.

Over the past ten months concept designs for Maitland Park and its adjacent roads were developed and tested through a series of workshops with students who attend school within the precinct and the Project's Stakeholder Reference Group comprising school bus operators, school principals, Mainroads WA and representatives from local churches, community groups who use the Park and cycling advocates.

In June 2026, Council endorsed the preferred concept designs for Maitland Park Green Connect Project (see Appendix 1 on page 14) including both streetscape scenarios options (see Appendices 2 and 3 on page 15) for further design development and authorised broader community engagement.

Engagement

The purpose of the engagement was to obtain broad community feedback on Concept Masterplan for Maitland Park and the two streetscapes involving one-way and two-way traffic flow scenarios.

Promotion

The opportunity to provide feedback on the Maitland Park Green Connect Concept Designs was available for three weeks from 20 July to 10 August 2026. It was promoted to the broader community via a media release, series of targeted social media campaigns, a website consultation page, newspaper and radio advertisements and posters displayed at the schools surrounding Maitland Park.

Schools within the precinct shared the opportunity with their students and parents/carers and all other Stakeholder Reference Group members promoted the project and opportunity to provide feedback to their group members and/or congregations. Letters/emails of invitation to provide feedback were also delivered to residents, businesses and organisations who live/work/own property in the vicinity of Maitland Park. Members of the community who provided feedback on the initial Maitland Park Schools Precinct Transport Hub Concept Masterplan along with community members on the City's Community Engagement database were also invited to have their say.

The City also collaborated with the Beachlands Community Group to promote the project and opportunity to provide feedback to local residents.

Activities

A four pronged approach was taken to engagement to ensure a broad section of the community would have the opportunity to provide their feedback. These included a community survey, static displays in the foyers of the Civic Centre and Geraldton Regional Library featuring project background information, paper copies of the survey and a link to the project webpage and online survey. A drop-in information session was held at the Civic Centre and two pop-up booths; one at the Beachlands Community Garden Day and the other at the Sunday Platform Market were also conducted.

In total, 555 community members engaged with the City on the Concept Masterplan and two streetscape scenarios. Of these, 491 provided feedback via the online community survey, no paper copy surveys were submitted. The 64 community members who engaged directly with the Project Team either via email, meetings, the drop-in session or pop-up booths were also polled on their support of the Maitland Park Concept Design and the streetscape scenario they preferred.

This report presents the collated results of these engagement activities.

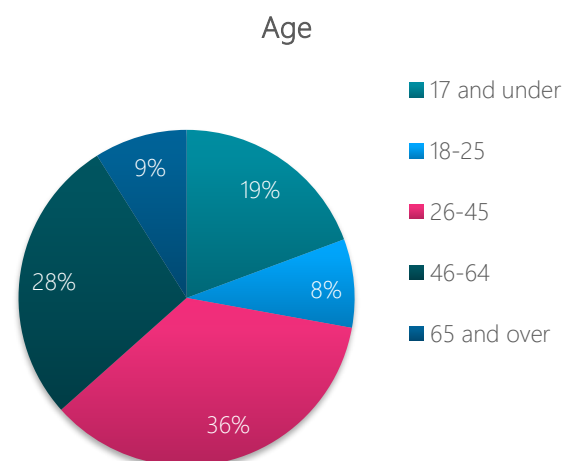
Engagement Results

Who We Heard From

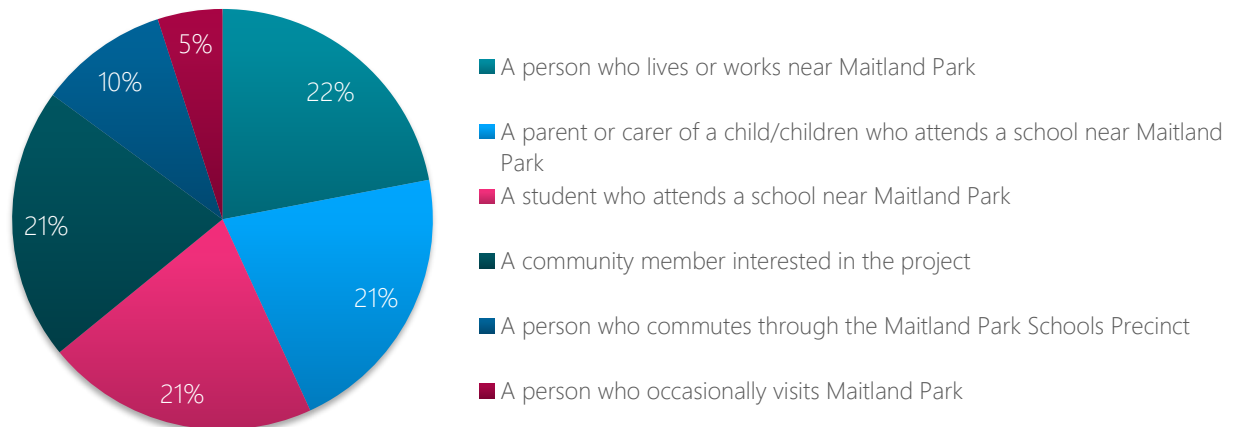
The survey attracted responses from a well-balanced mix of students, parents, local residents, workers, commuters and community members of all ages who regularly use, live and work nearby, study within or travel through the precinct.

26-45 year olds comprised the largest proportion of participants at 35% followed by 46-64 year olds at 27% and people aged 17 and under at 19%.

The largest respondent group was people who live or work near Maitland Park at 22%, followed by parents or carers of students attending nearby schools, students attending schools in the precinct and community members interested in the project with all three groups at 21%. Smaller proportions of respondents identified as commuters through the precinct or occasional visitors to Maitland Park.



Respondent groups



Safety and Traffic Management Priorities

Nearly all respondents at 94% agreed that the safety of school staff, students and their carers who attend or visit the schools around Maitland Park is important or very important.

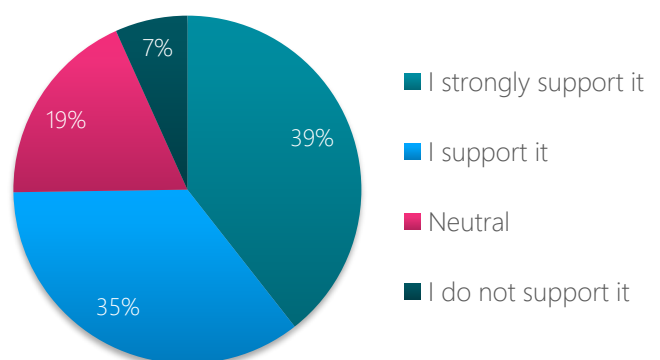
The majority of respondents at 86%, also agreed reducing traffic congestion around the Park during school pick-up and drop-off times was important or very important.

These findings suggest that the community is seeking solutions that improve safety while also supporting the efficient movement of vehicles, pedestrians and cyclists, with safety emerging as the foremost priority when balancing these two objectives.

Community Prioritisation of Safety

The majority of respondents placed a strong emphasis on safety with 74% strongly supporting or supporting the statement that '*addressing safety is more important than reducing traffic congestion*'. Although 19% were neutral only 7% did not support the statement. These results indicate that although traffic congestion remains an important issue, most respondents believe that improving the safety of students, parents, carers and other precinct users should be the highest priority when considering future improvements to the Maitland Park schools precinct.

Support for addressing safety over congestion

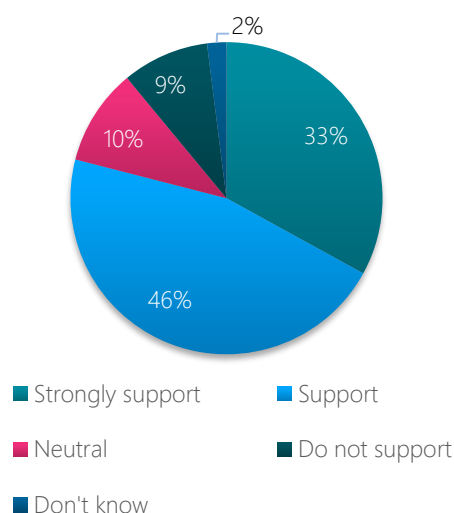


Key Takeaway: The majority of respondents clearly prioritised safety with nearly three-quarters supporting the view that improving safety is more important than reducing traffic congestion. This suggests that while traffic management remains an important consideration, the community's primary expectation is for changes to the schools precinct to create a safer environment for students, parents, carers, pedestrians and other precinct users.

Maitland Park Concept Design Feedback

In total 486 community members provided feedback on the Concept Design. This includes 422 survey respondents and 64 community members who were polled on their support for the Concept Design during their direct engagement with the project team.

Overall, the Maitland Park Concept Design received strong community support, with 79% of respondents strongly supporting or supporting the proposal. A further 10% of respondents were neutral while only 9% indicated they did not support the concept design. Just 2% were unsure. These results demonstrate a high level of community endorsement for the concept design, with nearly four in five respondents expressing a positive view of the proposed improvements.



Survey Respondent Preferences for Enhancing the Maitland Park Experience

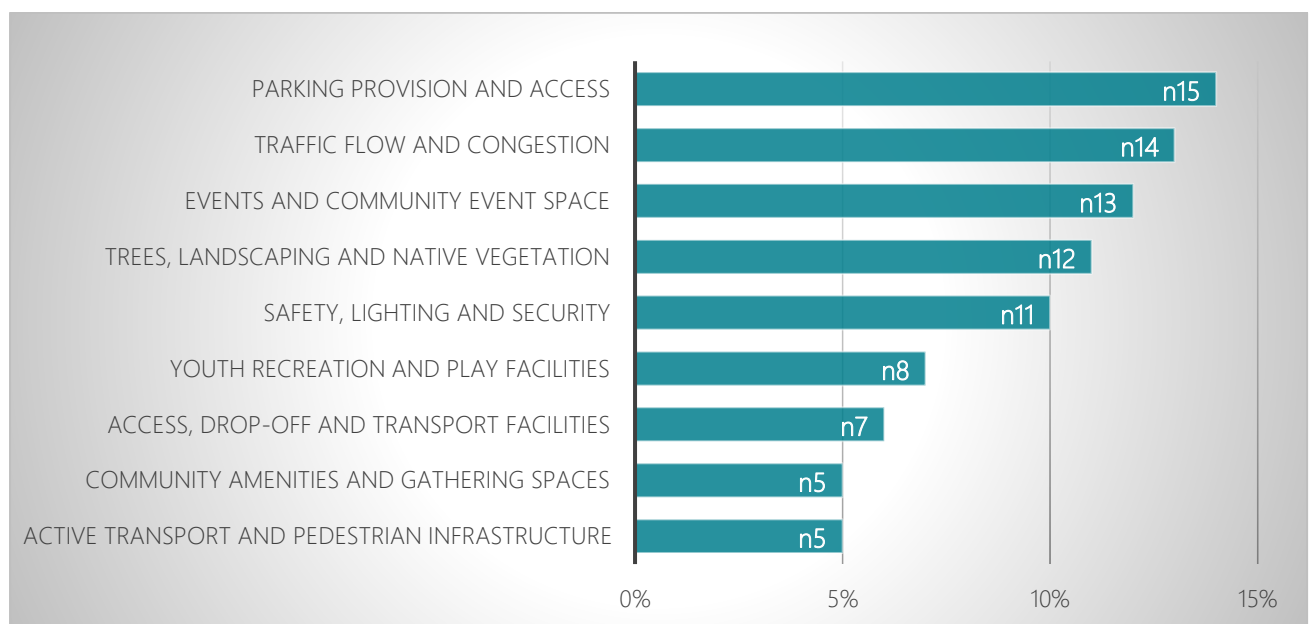
To better understand community priorities for Maitland Park, 422 survey respondents were asked to select up to three improvements from a predefined list of potential park enhancements involving social, recreational and cultural amenities and facilities. The prioritisation provides an indication of what is most valued by the community and where future investment could have the greatest impact on improving the park experience.

Markets and community events received the strongest support at 48% followed by more shade and seating at 46%, highlighting a desire for a more comfortable and vibrant gathering place. Interest was also strong for nature play and outdoor learning opportunities at 41%, as well as a food and coffee van or kiosk at 36%. One-third of respondents supported improved evening activities and lighting at 33%, suggesting opportunities to extend park use beyond daylight hours. Lower priorities included art, culture and heritage features at 15% and sports and fitness facilities at 14%.

Overall, the feedback suggests a preference for improvements that strengthen social connection, comfort and family-friendly park experiences.

RANK	PARK ENHANCEMENT PREFERENCE	RESPONDENTS (%)
1	Markets and community events	48%
2	More shade and seating	46%
3	Nature play and outdoor learning	41%
4	Food and coffee van/kiosk	36%
5	Evening activities and lighting	33%
6	Art, culture and heritage features	15%
7	Sports and fitness facilities	14%

In addition to the structured survey responses, 84 written comments on the Concept Design were also submitted via the survey and 25 statements made directly to the project team. These were analysed and grouped into key themes in the table below. The results indicate that respondents were not only concerned with direct safety measures but also with the broader factors that influence how people move through and use the precinct. While parking provision and access, traffic flow and congestion were the most commonly identified concerns, these issues are closely linked to creating a safer environment by reducing vehicle conflicts and improving lighting and access around the park and surrounding schools. Respondents also recognised that well-designed public spaces with trees, landscaping and native vegetation that include youth recreation and play facilities as well as a community event space will encourage positive use of the park and increase passive surveillance. Overall, the findings suggest that the community views safety holistically, encompassing not only traffic and personal security concerns but also the design, accessibility and activation of the park that supports a safe and welcoming environment for all users. (See Appendix 4 page 16 for comments)



Key Themes

Parking Provision and Access

The need for additional parking to support schools, the Cathedral, QPT, local businesses, staff, students, parents and event attendees. Additional parking at the Cathedral Avenue end of the Park and the retention of existing street parking was mentioned along with support for the improved pick-up/drop-off arrangements.

Traffic Flow and Congestion

Improving vehicle movement and reducing bottlenecks during school peak periods.

Events and Community Event Space

Maitland Park's long history as a community events venue was recognised and called for the park to continue supporting festivals, concerts, markets, carnivals and community gatherings.

Trees, Landscaping and Native Vegetation

Increasing vegetation, particularly native species, shade trees, bushland and botanical garden-style landscaping was supported.

Safety, Lighting and Security

Safety particularly through improved lighting, CCTV, traffic management and safer crossings would be improved by the design.

Youth Recreation and Play Facilities

Support for facilities/amenities that provide activities for young people.

Access, Drop-off and Transport Facilities

Support for practical transport infrastructure featured in the design such as bus shelters, kiss and drop facilities, the Promenade and provision of safe transport connections.

Community Amenities and Gathering Spaces

Facilities that encourage social interaction and community use including BBQs and community meeting spaces

Active Transport and Pedestrian Infrastructure

Support for improvements for wider footpaths, running circuits and cycling infrastructure in the Park.

Key Takeaway: The feedback highlights a strong community desire for Maitland Park to be a safe, welcoming and vibrant destination that supports social connection, family-friendly activities and community events. Collectively, the results suggest that future improvements should focus on creating an activated and attractive public space that balances community amenity and recreation with safe access, movement and use for people of all ages.

Streetscape Scenario Preferences

474 community members provided feedback on the two streetscape scenarios. This includes 410 survey respondents and 64 community members who were polled on the streetscape scenario they preferred during their direct engagement with the project team.

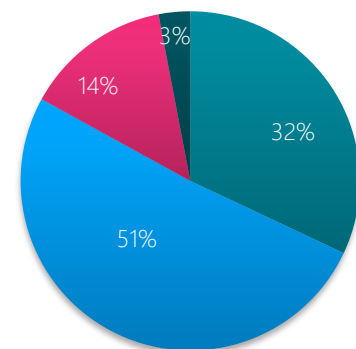
The majority of survey respondents and community members who engaged directly with the project team support one-way traffic flow at 51%.

Less than one third, or 32%, supported the two-way traffic scenario.

While 14% indicated no preference, they noted that both options would improve upon the existing arrangement.

Only 3% felt that neither option was suitable.

Overall, the results demonstrate a clear community preference for the one-way traffic arrangement as part of the proposed streetscape improvements.



- Scenario 1 – Two-Way Traffic
- Scenario 2 – One-Way Traffic
- No preference - they are both an improvement
- Neither

Scenario 1: Two-Way Traffic Flow Feedback

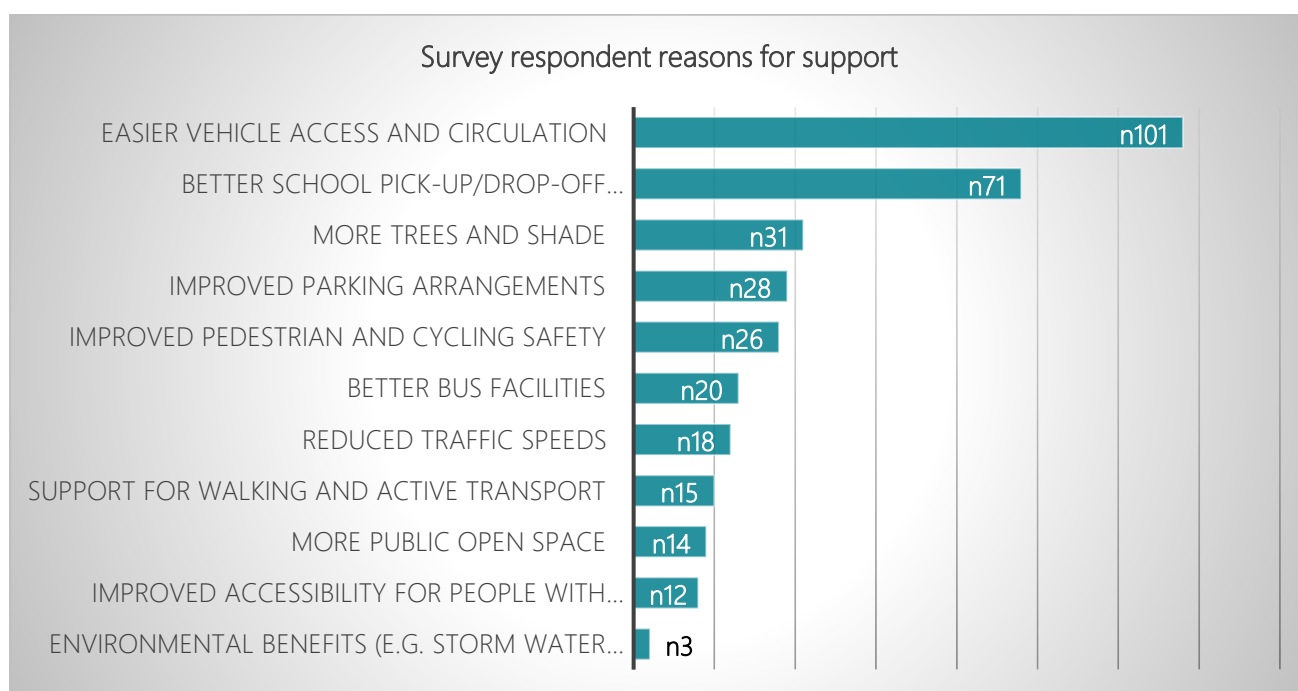
Less than a third of those who provided feedback, 32% or 153/474 persons, preferred two-way traffic flow. This comprises 149 survey respondents and four community members who were polled on their streetscape scenario preference when they engaged directly with the project team.

Survey Respondent Key Drivers of Support

The 149 survey respondents who preferred the two-way traffic flow scenario were asked to select up to three reasons for their preference from a predefined list of potential benefits. The results indicate that support for the two-way traffic arrangement was driven primarily by practical transport and access considerations.

101 persons cited easier vehicle access and circulation as a key reason for their support while 71 persons also valued better school pick-up and drop-off arrangements. Other reasons included more trees and shade, 31 persons, improved parking arrangements for 28 persons and 26 persons said it would improve pedestrian and cycling safety. Smaller proportions of respondents supported the two-way option with 20 persons citing better bus facilities and 18 persons reduced traffic speeds. 15 persons said it would support for walking and active transport and 14 persons supported more public open space. Improved accessibility for people with disability or reduced mobility was supported by 12 persons and three persons said it would have environmental benefits.

Overall, support for the two-way street configuration by the 149 survey respondents was largely centred on maintaining convenient vehicle access while minimising disruption to existing travel patterns and still delivering some amenity and safety improvements.



Drivers of Support by Respondent Group

Across all respondent groups, there was strong alignment around the importance of easier vehicle access and circulation and better school pick-up/drop-off arrangements. Vehicle access and circulation was the leading preference for parents/carers, interested community members, commuters and people living or working nearby while also ranking highly among students and occasional park visitors. Better school pick-up and drop-off arrangements was another common priority across all groups, particularly for students and parents/carers reflecting the importance of improving school-related traffic movements. Students, parents/carers and nearby residents also valued improved parking arrangements, commuters highlighting

better bus facilities, occasional visitors supporting walking and active transport and interested community members recognising the value of more trees and shade.

Overall, the results indicate broad agreement that improving traffic circulation and school access are the key benefits, with secondary priorities varying according to how different groups use the precinct.

Top Three Predefined Reasons Respondent Groups Preferred Two-Way Traffic Flow

Students attending a school near Maitland Park

1. Better school pick-up/drop-off arrangements.
2. Easier vehicle access and circulation.
3. Improved parking arrangements.

Parents/carers of students

1. Easier vehicle access and circulation.
2. Better school pick-up/drop-off arrangements.
3. Improved parking arrangements.

People living or working near Maitland Park

1. Easier vehicle access and circulation.
2. Better school pick-up/drop-off arrangements.
3. Improved parking arrangements.

Occasional visitors to Maitland Park

1. Easier vehicle access and circulation.
2. Better school pick-up/drop-off arrangements.
3. Support for walking and active transport.

People who commute through the precinct

1. Easier vehicle access and circulation.
2. Better school pick-up/drop-off arrangements.
3. Better bus facilities and more trees and shade.

Community members interested in the project

1. Easier vehicle access and circulation.
2. Better school pick-up/drop-off arrangements.
3. More trees and shade.

Community Feedback

Five comments regarding two-way traffic flow were also submitted via the survey and four statements made by community members during engagement with the Project Team. (See Appendix 5 on Page 20 for comments)

- Four persons commented that the current two-way arrangement should be maintained
- Two persons raised concerns that vehicles exiting the carpark who want to turn right onto Carson Terrace or Maitland Street would create congestion in the carpark and prevent vehicle movement.
- Two persons commented that two-way traffic improves safety through better driver awareness, reduced impatience and fewer risky manoeuvres.

Key Takeaways Regarding Two-Way Traffic Flow

The preference for the two-way streetscape scenario was driven by a desire to maintain vehicle access and circulation with easier traffic movement and better school pick-up/drop-off arrangements emerging as the highest priorities across most respondent groups. The preference to retain existing travel routes rather than inconvenience the broader community were also mentioned.

Overall, while some respondents acknowledged safety considerations, support for the two-way option reflected a preference for balancing school-related traffic needs with convenient access and traffic flow for all precinct users.

Scenario 2: One-Way Traffic Flow Feedback

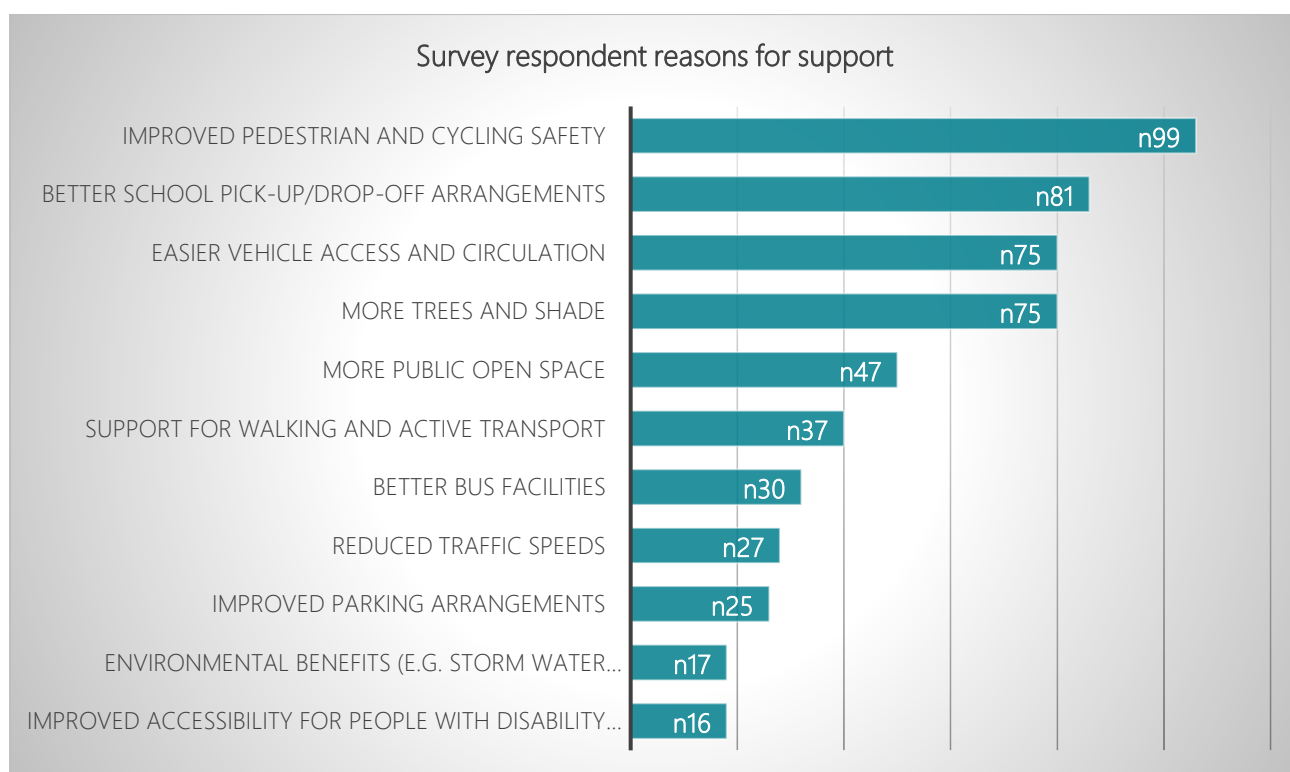
More than half of those who provided feedback, 51% or 242/474 persons, preferred one-way traffic flow. This comprises 187 survey respondents and 55 community members who were polled on their streetscape scenario preference when they engaged directly with the project team.

Survey Respondent Key Drivers of Support

The 187 survey respondents who preferred the one-way traffic flow scenario were asked to select up to three reasons for their preference from a predefined list of potential benefits. The results indicate that support for the one-way option was driven primarily by a desire to improve safety and create a more people-focused streetscape.

Support for the proposed one-way street traffic flow by survey respondents was primarily driven by safety and access benefits. 99 persons supported the one-way streetscape because they believed it would improve pedestrian and cycling safety while 81 persons cited better school pick-up and drop-off arrangements. Easier vehicle access and circulation along with more trees and shade were identified as key advantages by 75 persons each. 47 persons supported more public open space and 37 persons said the option supported walking and active transport which highlighted the importance of quality public open space. 30 persons thought bus facilities were improved and 27 persons said one-way traffic flow would reduce traffic speeds. 25 persons thought the scenario improved parking arrangements, 17 persons said it would have environmental benefits and 16 persons said it would benefit people with disability or reduced mobility.

Overall, support for the one-way traffic flow by the 187 survey respondents was largely linked to its ability to deliver safer pedestrian and cycling environments while also enhancing amenity, accessibility and the overall quality of the streetscapes in the precinct.



Drivers of Support by Respondent Group

Across all respondent groups, there was strong alignment around the importance of improved pedestrian and cycling safety, which ranked among the top three priorities for every group and was the leading reason for parents/carers, people living or working nearby, occasional park visitors and commuters. Better school pick-up and drop-off arrangements was another consistently valued benefit, particularly among parents/carers, people living or working nearby, commuters and students attending school. Easier vehicle access and circulation was also a shared priority for parents/carers, nearby residents and workers and commuters. While these transport and safety benefits were common themes, students and interested community members placed greater emphasis on more trees and shade, which was the top reason for both groups. Interested community members also uniquely highlighted more public open space as a key benefit.

Overall, the results suggest broad agreement on the importance of safety and access improvements with some groups also valuing opportunities to enhance the area's greenery and public amenity.

Top Three Predefined Reasons Respondent Groups Preferred One-Way Traffic Flow

Students attending a school near Maitland Park:

1. More trees and shade.
2. Improved pedestrian and cycling safety.
3. Better school pick-up/drop-off arrangements.

Parents/carers of students attending a school near Maitland Park:

1. Improved pedestrian and cycling safety.
2. Better school pick-up/drop-off arrangements.
3. Easier vehicle access and circulation.

People living/working near Maitland Park:

1. Improved pedestrian and cycling safety.
2. Easier vehicle access and circulation.
3. Better school pick-up/drop-off arrangements.

Occasional Park visitors:

1. Improved pedestrian and cycling safety.
2. More trees and shade.
3. Better school pick-up/drop-off arrangements.

People who commute through the Maitland Park schools precinct:

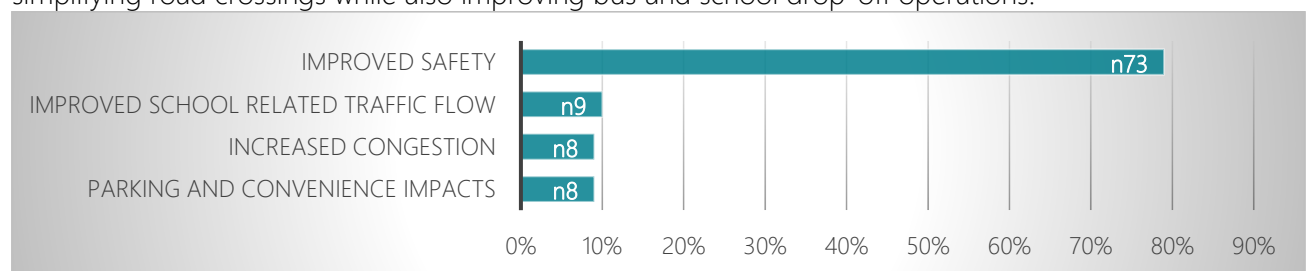
1. Improved pedestrian and cycling safety.
2. Better school pick-up/drop-off arrangements.
3. Easier vehicle access and circulation.

Interested community members:

1. More trees and shade.
2. Improved pedestrian and cycling safety.
3. More public open space.

Community Feedback

30 comments regarding Scenario 2 were also submitted via the survey and 55 statements made by community members during engagement with the Project Team. (See Appendix 6 on page 20) Feedback on the one-way streetscape scenario was dominated by perceptions of improved safety, with 79% specifically identifying one-way traffic flow as the safer option. The majority believed the design would provide a safer environment for children, pedestrians and cyclists by reducing traffic conflicts and simplifying road crossings while also improving bus and school drop-off operations.



Key Themes

Improved Safety

- Safer for children crossing the road - only need to watch traffic from one direction.
- Safer for cyclists.
- Improved crossing opportunities and pedestrian environment.
- Reduced conflict between vehicles, buses and pedestrians.
- Strong support for improved parent pick-up/drop-off parking.

Improved School Related Traffic Flow

Many respondents felt the design would function more effectively for school-related transport movements.

- One-way operation would improve traffic movement.
- Better bus access, drop-off and pick-up arrangements.
- More efficient kiss-and-drop operations.
- Easier school transport management.

Increased Congestion

While safety was broadly supported, congestion impacts were raised.

- Concerns that congestion could be relocated.
- Concerns that one-way operation could increase driver frustration.

Parking and Convenience Impacts

Concerns that improving school safety could inconvenience other users of the precinct. Parking remains an important supporting issue, particularly if on-street parking is removed.

- Access to St Francis Xavier Cathedral and nearby businesses.

- Potential inconvenience for funerals, tourists, caravans and local visitors without on-street parking.
- Need for additional parking at the Cathedral Avenue end of Maitland Park.
- Reduced route choice for motorists.

Key Takeaways Regarding One-Way Traffic Flow

Support for the one-way streetscape was driven primarily by its safety and school traffic management benefits. Improved pedestrian and cycling safety emerged as a shared priority with many respondents highlighting safer road crossings for children, reduced conflicts between vehicles, buses and pedestrians, and a more comfortable environment for walking and cycling. There was also strong support for the improved school pick-up and drop-off arrangements noting that one-way operation would create more efficient traffic flow, better bus access, and easier management of school-related transport movements.

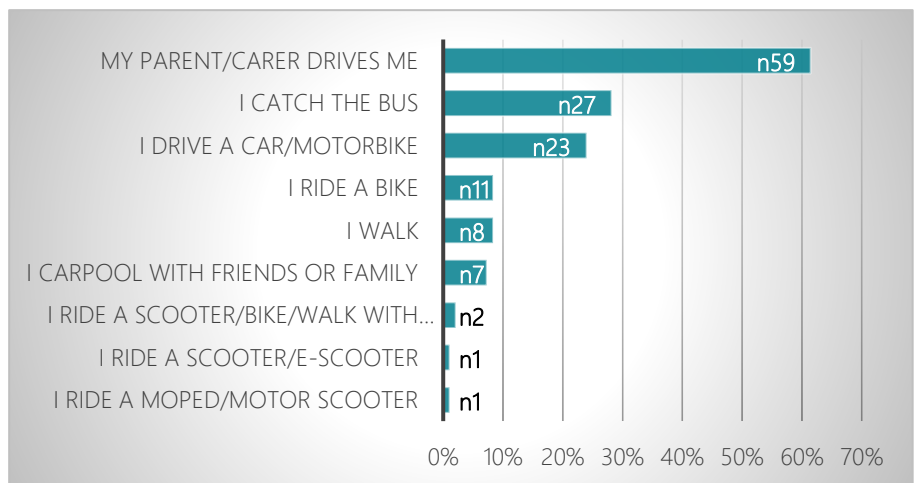
While there was broad support for these benefits, a few respondents expressed concerns that congestion could be shifted, that reduced route choice may inconvenience motorists and a need to carefully manage parking impacts.

Overall, the feedback suggests that the community views the one-way streetscape as offering significant safety and school access improvements provided that traffic circulation and parking

School Transport Feedback

Students

Most of the 96 students who responded to the survey travelled to school by car or motorbike with 61% reporting that they are driven by a parent or carer making it the most common mode of transport. Public transport also played a significant role with 28% of students catching the bus while 24% drove themselves via car or motorbike. Active transport was less common with 8% of students walking and 8% riding a bike to school. Smaller proportions of students reported carpooling with friends or family at 7%. Overall, students rely on their parents/carers to take them to school.

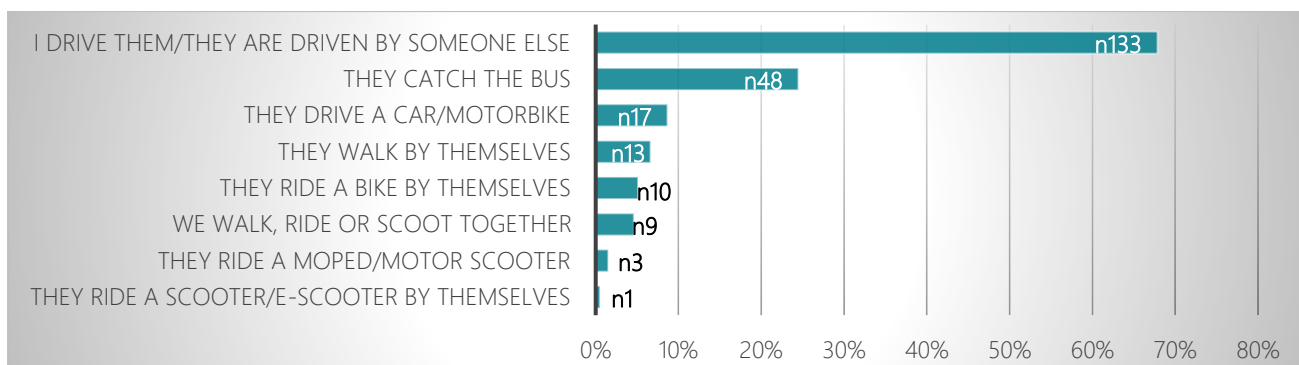


Most parents and carers reported that their children travel to school by car with 68% indicating they drive their children or that their children are driven by someone else. Public transport was the second most common mode with 24% of children catching the bus while 9% drive themselves by car or motorbike. Active transport modes were less common with 7% walking independently, 5% riding a bike independently, and 5% walking, riding or scooting with a parent or carer. Only small numbers of respondents reported their children travelling by moped or motor scooter or scooter/e-scooter.

Parents/Carers

Most parents and carers reported that their children travel to school by car with 68% indicating they drive their children or that their children are driven by someone else. Public transport was the second most common mode with 24% of children catching the bus while 9% drive themselves by car or motorbike. Active transport modes were less common with 7% walking independently, 5% riding a bike independently, and 5% walking, riding or scooting with a parent or carer. Only small numbers of respondents reported their children travelling by moped or motor scooter or scooter/e-scooter.

Overall, the results show that the majority of children rely on private vehicles to access schools within the precinct with buses also playing an important role.



Key Takeaway: Most students and school-aged children travel to the Maitland Park schools precinct by private vehicle with parents and carers playing a significant role in school transport. Bus services are the second most common mode of travel. Comparatively fewer students walk, ride or use other forms of active transport. These results highlight the importance of effective traffic management, safe drop-off and pick-up areas, and reliable bus facilities within the precinct.

Engagement Key Findings

While survey respondents and community members who engaged directly with the project team expressed different preferences for the one-way and two-way traffic scenarios, the feedback revealed a high degree of alignment on the following key issues and priorities the community wants the project to achieve.

- Improved pedestrian safety and cycling environments
- Efficient traffic movement that reduces conflict between road users.
- School pick-up and drop-off arrangements have been improved through the design.
- Practical solutions that avoid creating new congestion or parking problems should be considered.
- Access arrangements should work for the broader community and not just school users.

When considered alongside the broader survey findings, safety emerged as the community's primary consideration for future improvements, with respondents indicating that all design decisions should be assessed through a safety lens. Key findings include:

- Most respondents agreed that improving safety for students, parents, carers and other precinct users is more important than reducing traffic congestion.
- While efficient traffic flow and access remain important, these outcomes were generally viewed as secondary to achieving improved safety outcomes.
- The community's preference for the one-way traffic flow scenario reflects a belief that it would deliver the greatest safety benefits, particularly for pedestrians and cyclists.
- Respondents also recognised the importance of maintaining reasonable levels of vehicle access and traffic efficiency alongside safety improvements.
- Overall, the findings suggest that the community supports solutions that prioritise safety while balancing the access and movement needs of all precinct users.

APPENDICES

Appendix 1: Maitland Park Concept Design



Appendix 2: Streetscape Scenario 1 Two-Way Traffic Flow



Appendix 3: Streetscape Scenario 2 One-Way Traffic Flow



Appendix 4: Maitland Park Concept Design feedback

More parking to accommodate all licensed students, including cars and mopeds.
Natural spaces to show our regions flora.
Traffic, fix traffic.
Please start using angled parking in carparks. If bays are narrow it's easier to get out with limited visibility. I preferred the previous draft design that incorporated the bus bullring and kiss and drop zones that moved vehicles away from main thoroughfares.
Trees!
Minimum change to the topography.
Bring the sunshine festival and fireworks back to Maitland Park. Don't block off Cathedral Avenue, it's not clear if the proposal shows road closure, it's the way into town leave it as it is, don't make it one way, and open up the one way turn from Carson onto Cathedral it's really annoying. The whole town doesn't revolve around schools for a couple of hours 5 days a week.
As many trees and plants as possible.
Appropriate style space for large crowd for events - level ground, easily accessed by food vans, concert equipment & other vehicles related to the events. Consideration of sun position in reference to time of event for crowd positioning.
Less lawn and more low maintenance native trees and shrubbery, footpath for joggers. Anything else will be a point of contention for ratepayers who are sick of paying rates much larger than Perth's rates.
More lighting, a bit bigger footpaths. Maybe not so many trees, as trees will fight over root space - possibly causing footpath to be raised by roots, or road.
Once you take away the open space you then leave less room for annual events that bring people to the park. It was great to see the GPS cross country still taking place there today and where does that and the things held there go?
Bring playground closer to parking.
More lighting; cleaner public toilets that are open; regular security patrol i.e. police, ALO, Streeties or Grams officers, private security.
Attractive gardens but it's going to need a police post.
Bus stops.
Perfect place for BBQs, a proper skate park, pump track, grassed areas. keep it well lit & use the foreshore development for community events, etc.
Bring back Midwest show and shine. Boo.
This area could be opened up to provide much needed additional parking for the three schools, as well as the QPT, church and local cafés, which all struggle with limited parking in the CBD. Adding good lighting and a reliable CCTV system would also help improve safety and security.
Improve the students parking area.
While in favour of upgrading the Maitland Park amenities I believe the project needs to be considered in the context of a much broader area than the immediate streets of Cathedral Ave, Carson Tce and Maitland St. Changing the existing traffic flow of these streets will inevitably affect the traffic flow of surrounding streets, as in Durlacher St, Sanford, Lester Ave, Shenton St, Fitzgerald St & Gregory St. Has there been a study of the flow-on consequences of the proposed changes. Also, what are the long-term plans for these CBD streets. In recent years the traffic flow of Chapman Rd in the CBD was altered and it never worked as intended. One could make a similar comment with the quasi mall set-up of Marine Terrace and sections of Foreshore Drive. Because the concept plans of the CGG for Maitland Park focus only on Carson Tce, Cathedral Ave and Maitland St there will undoubtedly be flow-on consequences in surrounding streets and their facilities (e.g. parking). I note also, by increasing the "attractiveness" of Maitland Park, there will be an increase in users who will cause further congestion. I believe the proposed concept plans will add to the 2 day congestion times rather than reduce it. It seems to me that what started out as an exercise to reduce twice a day congestion has become more focused on improving Maitland Park and its amenities and with the potential to add to the existing congestion problem.
Leave the skate park for the school kids and extend it out a little bit has a kid who used to use it after school while parents finished work.

Also add more shade and seating, and a food and coffee van/kiosk.
Will there still be room for the carnivals? I think they are great in a central location.
Make the area more useful for school and community events, while also putting my shade and places to sit, and a better bus shelter for school students who catch the bus home.
Only interested in more parking to drop and pick up kids from Nagle. And sort out congestion.
Things for younger people to do for free. Teenagers nowadays need adult money to do teenager things - go shopping with friends, go to the movies, go on dates, etc.
Skate park.
Making it safer.
Less anti-social behaviour.
A great eyesore to have our beautiful park and church grounds to be used as a bus depot park. A great inconvenience to have a one-way for people commuting that way. The roads around will need to be upgraded and widen to support extra traffic directed to other areas.
Need safe enclosed community meeting space e.g. afterschool homework club, dance space, space for parents with toddlers to meet (post school drop off) with activities e.g. story time.
Added lighting for security purposes.
More parking, less traffic congestion.
Reduce the number of vehicles in and around the park the reduce traffic congestion and improve overall safety.
Plus gardens.
Restrict motor vehicle movement in the area making it safer for community members to move about.
Definitely not evening activities.
Extended Botanic gardens spaces incorporating all of the above.
sufficient parking, large flat areas for events, good access for bump in and out.
More parking for school staff and students.
It's not going to address the main issue and that is reducing traffic congestion during peak periods.
Improved and increased car parking, pedestrian and vehicle flow are the top requirements. Wetlands should be avoided to prevent creating a mosquito nuisance. Significant concerns regarding adding facilities to the park which may encourage truancy from students, homeless people using the park to sleep, and generally encourage anti-social behaviour.
Better road layout to improve traversing through the area during school time.
Two large roundabouts need to be constructed at each side of the Mainland Park adjoin Brand Hwy and significantly increase the size of the roundabout at Durlacher St. Condensing traffic flow to one lane and a loop will form a total blockage during times morning and afternoon.
More trees.
A better flow from Holland Street down Maitland Street- why don't we have a roundabout to make less congestion at the Holland Street junction?
Revamp the park, fix the dirt carpark. Roads should remain 2 way. No trees on the verge as it blocks views of cars leaving driveways.
Activities that will bring the community together and showcase the great things that Geraldton has to offer both the local community and visitors alike.
More native trees planted. No Norfolk pines!!
In.
More trees and bushland, micro forests, less concrete and infrastructure.
More facilities for kids to do outdoor activities like skating/bike pump track.
Leave as is.
Safety and less antisocial behaviour.
Better footpaths/circuit for runners.
Additional parking in the area. Better flow of traffic through the area.
Remove the car parking and insert bus port, for all students from all schools to safety access via bridge or underground tunnel.
Making sure there are designated and safe crosswalks for students who cross all roads surrounding the park.
Native garden/ terrarium.

Public artwork by local artists.
Dunno can't really see the plan it's too small.
Street cameras make it more safer for the community.
Car shows, stalls.
Nearby parking to GSHS and easy pick up/drop off at school time including easy flow of traffic through the feeder streets getting to the precinct
Botanical gardens and wildlife
Deterrents for students to hide out, vape & deal drugs in the toilets.
Updated park. Keeping a skate park.
Increased parking, including angled parking around the outside of the park and a car park with two entrances and exits.
More parking and free parking.
I think we need to also include disability walkways and solar lighted foot paths to help access in the evening.
Suitable outdoor stage for small and large events.
Less congestion on the roads and more parking spots.
Parking.
More interesting horticultural displays.
Please maximise the nature playground. Geraldton seems to always have great ideas but never executes properly. A large nature playground will be a huge drawcard for visitors and locals alike but it needs to be substantial, something that makes all travellers "need" to stop with the kids on while passing through Geraldton or even better, "need" to stay in Geraldton as part of their travels.
More than 94 extra bays of parking.
Cycling infrastructure.
Parking opposite Cathedral for elderly people should be maintained.
Will street tree roots wreck the footpaths and road.
The trees will attract Corellas- use low bushes.
Ensure entrances to park are safe with users in mind.
Power is needed for events space.
A shell or covered events space needed.
Does the design reduce maintenance costs?
Concert area for activities needed.
Can gym facilities/adult exercise equipment be added?
Does it include a coffee shop or food place?
Kids playground should be close to parking.
Like the idea of the student promenade.
Stage direction for Carols by Candlelight needs to be taken into consideration.
Vehicles need to drive into park for events (food/coffee vans, etc...)
Can you include charging pads for phones?
Wetlands are a great idea.
Lots of trees are great.
Angle parking opposite Cathedral for elderly people should be maintained.
Include a lockable bike garage.
Create a second kiss and drop lane to prevent vehicles from backing up.
Distance markers on paths in the park.
Include solar panels on the covered promenade.
Coffee van or mobile food/drinks vans.
Concerns about homeless people living in the park once it has been upgraded.
Disappointment that the skatepark is not included in the design.
Speeding in school zones is still bad.
People will avoid the area potentially increasing traffic on Fitzgerald Street.
Traffic congestion is out of hand.

Will dangerous sprays such as glyphosate be used in the park?	
Keep existing on-street parking and add more to it. When church masses are being held, QPT events are on and the park is hosting activities there isn't enough parking. There is limited parking on this side of Maitland Park.	
Elderly church goers can't walk very far so street parking is still needed.	
Don't remove the skate park. There is nothing wrong with it and it can only be made better. More seating more shade maybe even extended. It would be a complete waste of time and money removing it don't do it.	
Maitland Park has been since the early 1980's a major events venue. It has been upgraded twice for that reason. Prior the use as an events space it was a football/sports field. For 35 years it was THE city events hub. Maitland Park was cleverly re-designed as a multiple events space and designed to accommodate various scope and sizes of events by creative landscaping, tree planting and gardens that enabled having different flat/level spaces available to suit different uses. The Council in the 1990's ultimately installed the massive (80KVA) power facilities on both sides of the park to attract events and alleviate hire of noisy generators. Maitland Park has a long history of successful events: • Carols By Candlelight • GRAMS Family Fun Days • Australia Day concerts and events – more than two decades. • City of Geraldton Community events – Volunteers Appreciation Event • Multicultural Events • Youth Events such as the Drug Aware series 1996 to 2005 • Larger Format Youth Concerts • Market Day Events Jaycees • Harmony Day Events • Farmers Market • Sunshine Festival Float Parade conclusion point • Sunshine Festival Day activities and Evening Concerts • Jaycees Trade and Industry Fairs • Midwest Show N Shine for three years (8000 people attended this!). • Carnival Events – Family Fun Fairs, carnival rides, side show alley • Carnival Events – Family Fun Fairs, carnival rides, side show alley • NAIDOC Events and concerts • RSPCA Million Paws walk • Midwest Show N Shine for three years (8000 people attended this!). • Children's Event: Teddy bear's Picnic • Trade and Industry Fairs • Telstra Road to Tamworth Events • Telstra Road to Tamworth Events • NAIDOC Events and concerts • RSPCA Million Paws walk • Children's Event: Teddy bear's Picnic The site was well patronised until the foreshore development was realised in 2015. The CoGG policy has often focussed on encouraging events towards the Stowe Gardens site and this has pros and cons. Stowe Gardens is indeed an attractive space however Stowe Gardens does not offer as large events space, and for events logistics, bump in/out much more difficult to access. A larger event area at Maitland Park allows greater economies of scale and less demanding set up logistics. It is an enabling economic factor for events in accommodating a larger audience. Planning though might be enacted in such a way as to ensure safety and ease of access and egress. The current Maitland Park Concept does not provide this. The asymmetrical nature of the Stowe Gardens stage and performance areas presents a challenge for larger concerts where quality and even distribution of sound is crucial. For Lighting the design means the events logistics providers must charge accordingly because there is neither supporting stage infrastructure nor any overhead trussing for mounting lighting fixtures. Additionally the entire grass area front of stage area is not flat – it has a gentle slope of several degrees which adds to set up costs for levelling external stage infrastructure. Stowe Gardens proximity to the ocean, salt laden air and strong sea breezes can be a limiting factor for a number of reasons: Evening events can be very cold; Strong wind gusts can be unpredictable; orchestral instruments cannot be exposed to salt laden air; Owners of Classic and Vintage Cars are often reluctant to leave their vehicles on display for longer durations. Stowe Gardens is a wonderful facility and stands as an attractive area. In some circumstances however it would be highly advantageous to the region to have an equally attractive alternative events space that represents a garden/bush setting. The gardens and the trees offer a potentially spectacular site that is both compellingly attractive and more protected from Geraldton's sun and famous afternoon and evening winds. Such an alternative of choice adds to Geraldton's comparative advantage for event organisers.	

As a site isolated from direct sea air exposure it will favour events involving orchestral instruments. Instruments such as classical violins, reeds, orchestral brass cost on average beyond \$30,000 per instrument. They are extremely delicate and sensitive to airborne moisture. Maitland Park could become a site for ensembles of various sizes; 'Classics in the Park', or 'Jazz in the Park' The bush setting is ideal for folk and country music as well. There is currently no alternative to Maitland Park in Geraldton as a quality event space for larger events, both display events and performance events.

Perhaps it is true that in recent years the focus on the foreshore and Stowe gardens as the "entertainment and events hub" that the upside potential of Maitland Park as an *alternative* events site has been overlooked. Maitland Park could be described as an events heritage site that has served the community for decades. That rich historic tapestry need not be lost. To maintain a significant proportion of the area currently used for events is to maintain a long and cherished Heritage Site of the region. It is a larger, more diversified and relatively protected area, uniquely nestled into and bordered by tall native trees. It was cleverly designed, the earthworks and tree planting to minimise wind impact. The banks on the southern side were designed in the way they are so that the central bank level could be utilised as an elevated event stage or as a rear of stage vehicle access if the stage was built on the ground level. The access to Maitland Park by events service providers has always been easy. Movement flow of events service teams' vehicles is enabled well away from audience areas. Ease and safety of access is often overlooked in concept designs.

Maitland Park is not adjacent to direct residential housing so noise emanating from events has never been a problem. Trees are a major factor in enhancing noise reduction. Obviously the CoGG is planning to maintain at least part of Maitland Park as an events space and whilst encouraging this I would offer that the positioning and nature of the proposed performance area (stage or soundshell?) and the sun aspect becomes crucial. Any performance area facing either east or west will be permanently plagued by sun issues. The proposed small entertainment area included in the Transport Hub Masterplan faces east/west. ANY event morning or evening exposes either the performers (morning) or the audiences (sundown) to severe direct sunlight that is not favourable to viewing the activity on the planned stage. This is the VERY reason why Stowe Gardens was altered to give the performance area a north/south aspect – neither the performers nor audience face the sun at any time of day. The Transport Hub masterplan does not need adjustment in any way – simply minor plan adjustments to parts of the garden plan west of the proposed covered walkway. This area can quite easily be altered to accommodate a larger event area – similar as we enjoy at the moment. This adjustment will not affect the traffic control objectives in any way. The adjustment is simply to alter the southern aspect along Carson Tce by expanding the proposed borders on the current plan a little southwards and eastward. These areas are designated only for future plantings and are not involved with the transport hub. Simply by small changes to the Carson Tce. Side of the park a safe service access path can be included. Adjustment to the plan will not affect any pedestrian or parking already shown on the plan.

A large and well facilitated event space CAN easily be part of the new proposal. Changes required to the existing concept plan are minimal. If the same event space area outlined in the concept plan was re-allocated to the open area closer to Carson Tce it would, with minimal change establish a much larger, more protected and more useable area for all kinds of events. It would make the current proposal even more attractive by creating a different, larger and versatile event space in a natural parkland setting. In adopting this aspect access to the park by both day to day service vehicles and events vehicles is far less intrusive. It will be advantageous that Maitland Park can be perceived as a very special place with a viable event space within it. The Masterplan parking objectives would be a significant improvement aspect of maintaining the events space, served by more parking and the enhanced traffic flow. It is a well matched proposal.

Don't block off Cathedral Avenue, it's not clear if the proposal shows road closure, it's the way into town leave it as it is, don't make it one way, and open up the one way turn from Carson onto Cathedral it's really annoying. The whole town doesn't revolve around schools for a couple of hours 5 days a week.

Love the ideas for the park, more shade and a bigger playground will be excellent.

Two of the schools are private schools and need to accommodate their own parking as well.

Appendix 5: Scenario 1 Two-Way Traffic Feedback

People exiting the carpark and wanting to turn right onto Carson Terrace and Maitland Street would cause congestion in the carpark

Would stop the flow of people trying to exit the carpark.
I drive from Cathedral to Fitzgerald and want to keep doing so
I prefer to leave as is as I drive on Maitland St every day going towards Fitzgerald Street.
Under no circumstances should the speed limit be reduced to 30kph. More police are needed in school hours now to keep speeders in order at 40kph. So speeders at 30kph will not slow down. More police during school bus pick up/drop off times are urgently needed. Police and the City are failing the community in this matter.
Control of students and their lack of thought about stepping into traffic.
Don't block off Cathedral Avenue, it's not clear if the proposal shows road closure, it's the way into town leave it as it is, don't make it one way, and open up the one way turn from Carson onto Cathedral it's really annoying. The whole town doesn't revolve around schools for a couple of hours 5 days a week.
Having two way traffic improves the safety of the area this has been shown at the homemaker centre for example. People can become impatient when waiting and cut corners, I have witnessed this while working in that centre for a period of time and even seen two crashes. Safety is also efficiency for what the space can provide, cramming too much can restrict road access hence the two scenario options and the survey.
The road should remain two ways.

Appendix 6: Scenario 2 One-Way Traffic Feedback

Could funnel more traffic to Geraldton Primary School.
One way bus and kiss and drop works.
Much safer.
Safer as kids don't have to look both ways for traffic.
Traffic flow is much better.
Safer for cyclists, encourages people on bikes.
Works a lot better for buses.
One-way is safer for children crossing as they only have to focus on one set of traffic.
Much better for buses to drop off students.
Much safer for pedestrians crossing the road.
Country people hate change, hopefully they avoid the place altogether and their kids can walk into town to get picked up, with the upside of increased foot traffic in town...hopefully.
It's the safer option.
One-way is safe for pedestrians.
Less impact during non-school hours for access in the area.
The one-way street proposal will cause enormous inconvenience, particularly for the many daily SFX Cathedral users, including tourists, their campervans and caravans, Cathedral funerals, and Tarts & Co patrons. I also understand MRD will be very loath to approve the one-way traffic.
Much safer.
Too congested one way
SFX Cathedral will keep option of left and right turn entry and exit. Making it one way, driving at snail pace will frustrate most and children will be dropped off away from the area, making it more unsafe for them.
The one way plan would just make the congestion further along at Fitzgerald Street especially at school times.
This survey is leading in that it supposes either that addressing safety is more important or reducing traffic congestion or the other way. Surely reducing congestion also contributes to safety. Making this area one way would be a disaster and would increase the terrible congestion in the area. Making it harder to get through there won't change driver/drop off behaviour, it will just increase frustration.
Concerned that making Maitland St one way will make the intersection of Carson and Cathedral very congested and a traffic hazard for those just passing through the area.
I fear the people of Geraldton would struggle with one way roads, and I think it could make congestion worse.
It doesn't negatively impact the area outside of normal school hours. The school rush needs to be managed but not at the expense of the road networks purpose for the majority of the time. If pedestrians were given full priority, it would become unsafe outside of school hours

I went to GSHS and I feel this would be a very good improvement to the area. A number of students have to stand outside in the sun while waiting for their bus and I feel the bus stops would help reduce that number. If they can't get to the bus stop, the shade's a great alternative. I feel this would make crossing the street safer and easier for a lot of people and I love the addition of a nature playground. Also, the greenery makes the park more inviting.

Include more parking.

I think one way traffic would worsen congestion

Wider footpaths will do nothing to address the massive issue with parking and congestion. If the City goes one way loop we need a lot more parking and actually planning on how the side streets will be impacted by the traffic forced from main roads to side streets to get where they wish to go. One way streets may fix an issue around the park but may cause major issues on smaller streets.

Safer for the children, more bigger, better parking for parents! Traffic is the main concern, bloody ridiculous every day! Not good enough Geraldton need to upgrade ASAP!

It scores higher using the Healthy Streets framework, the one-way design is obviously better. The Healthy Streets assessment process is real and thorough.

Flows the way i already travel.

55 comments made during drop-in session and pop-up booth stated one-way traffic flow would be safer for students to cross the street.

Image: Artist Impression of proposed nature playground.





Have your say on the Maitland Park Green Connect Draft Masterplan

Explore the Concept Design for the Park. Provide feedback on the proposed streetscape scenarios. Help shape what comes next for the schools precinct.

Drop-in for a chat with the team

Wednesday 29 July 2.30-5.30pm Civic Centre
Sunday 2 August 8am-12pm Platform Markets

Take our survey via the QR code above or:
<https://www.surveymonkey.com/r/GreenConnect>

Paper copies are available at the Civic Centre and Geraldton Regional Library.
Deadline to have your say is 9am on Monday 10 August 2026.

Concept Design



Scenario one



Scenario two

