



**Borough of Queenscliffe**  
Queenscliff & Point Lonsdale, Victoria, Australia

# Active Transport Strategy

# Feedback Summary



“A connected Borough, where walking, riding, and wheeling are safe and enjoyable ways of moving to, from, and around the Borough regardless of age or ability.”

## The path so far

The draft Active Transport Strategy was developed through a comprehensive community engagement process. In addition to community and stakeholder engagement activities, analysis was undertaken on the existing pathway and cycling networks to locate existing gaps in the network.

Almost 500 residents, ratepayers, and visitors contributed to our online community engagement platform, bringing ideas, and sharing suggestions that helped inform recommendations in the document.

Together with Ratio, the consultants appointed to develop the strategy, Council officers worked to produce a draft version of the document to take to our community for feedback.

The draft ATS was endorsed by Council on 22 February 2023 and placed on public exhibition in April for a period of 28 days. The response during the exhibition period was lively, and Council received 168 individual responses on the document, plus (including) a petition which at the time comprised over 1700 signatories.

## The next steps

From the outset, it was clear that the development of the draft Active Transport Strategy would respond to the outcomes of community consultation, and Council committed to providing all who wanted to contribute their views and suggestions a space for doing so.

Engagement with the community has clearly shown that many residents feel strongly about changes to speed limits, but also many other factors affecting active transport in the Borough.

We know our community is an active community, and that residents and visitors alike care deeply about what changes we might make. We appreciate the rich feedback we have received and as a result, value the insight provided on what matters most to our community in this space.

Council officers are taking the time to consider all submissions, including the petition, to determine what amendments will be made to the draft Active Transport Strategy. All feedback will be provided to consultants Ratio as they work with Council to produce a revised version of the document, which is anticipated to be shared at the August Ordinary meeting.



## What we heard:

Key Theme	Link to ATS	Submissions
Opposed to 30km/h speed limits	Action 5.1	133 (including a petition which at the time comprised over 1700 signatories, 453 living in the 3225 area)
Support for completing the pathways network	Action 1.1	44
Support for reduced speed limits	Action 5.1	21
Support for separated bike lanes and improved cycling corridors	Action 1.4 Action 2.1	16
Support for completing rail trail links	Action 1.3	16
Request for improved vegetation clearance on roads and footpaths	Section 5 (p34) Action 4.3	15
Request for improvements to public transport	Nil	13
Request for Fellows Road improvements, including: speed reductions, footpaths, and other safety improvements	Nil	12
Support for 30km/h speed limit	Action 5.1	11
Support for increased bicycle parking	Action 2.2	11
Support for improved wayfinding signage	Action 1.6	8
Opposed to one-way treatment on Murray Road	Action 1.3 Section 7.2	7
Request to consider e-mobility devices in greater detail	Section 5 (p36)	7
Support for recycled and environmentally friendly materials for infrastructure	Action 4.1	5

Strong interest in the draft ATS was demonstrated with respondents letting us know their thoughts on the strategies through various channels.

In addition to formal submissions, social media, Council Listening Posts, public questions, and media coverage all served as effective methods of engagement.

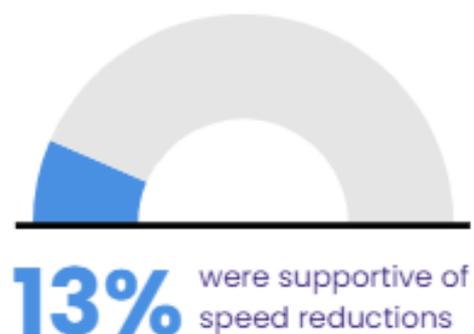
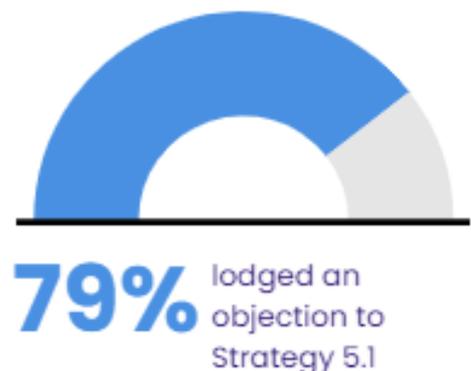
Encouragingly, both supportive and opposing feedback was received across a range of themes, providing Council with a clear picture of what matters most to our stakeholders.

### Key theme – Action 5.1 – 30km/h speed limits

The dominant theme identified throughout the consultation was the proposed trial of lower speed limits in parts of Point Lonsdale and Queenscliff, with 79% of respondents (113 submissions) and the change.org petition objecting to Strategy 5.1 - Make the Borough of Queenscliffe the first 30km/h municipality in Australia.

Council received 21 submissions which constituted 13% of respondents, that showed support for speed reductions, to either 30 or 40km/h.

There were 13 responses (8%) submitted that wholly support the 30km/h speed reduction proposal.



## Those opposing Strategy 5.1 do so for an assortment of reasons. Objections to the proposed 30km/h speed limit include:

- Increased travel times
- Disputing the need for a 30km/h speed limit based on local crash history
- Impacts on the economy
- Impacts on emergency services.
- Practicality
- Enforcement and compliance
- Lack of clarity regarding trial area

## Other concerns

### Vegetation Management

15 submissions requested improved vegetation management around roads and footpaths. Overgrown vegetation is listed as a major issue for active transport users under Section 5. Opportunities & Challenges (p. 34).

### Public Transport

A number of submissions were made requesting improvements to public transport within the Borough of Queenscliffe. Although this issue is considered outside the scope of the ATS, Council officers are continually advocating with PTV and McHarry's for improved public transport services. It will also be considered at a regional level as part of the G21 Integrated Transport Strategy

### Murray Road

Council received seven submissions that were specifically objecting to restricting traffic along Murray Road to one-way to help facilitate the critical missing link in the Bellarine Rail Trail. Concept designs for this key connection are still being investigated. This process will include targeted community consultation with Murray Road residents before a final design is adopted.

### Fellows Road

There were 12 submissions requesting speed reductions along the length of Fellows Road currently signposted 60km/h, down to 50km/h. A number of these submissions also requested construction of footpaths and other infrastructure upgrades at key locations along Fellows Road.

The requests for speed reductions on Fellows Road will be investigated further by the Borough of Queenscliffe Engineering team. Requests for active transport infrastructure upgrades are currently considered within the Strategy under Objective 1: Connected Places and Destinations and Objective 2: Access for all Ages, Abilities and Genders.

### E-mobility Scooters

There were 7 submissions expressing concern that the Strategy does not go into adequate detail regarding e-mobility devices such as electric bikes and scooters. Unfortunately, at the time of preparing the ATS, powered mobility devices were not legal to operate within the road network of the Borough of Queenscliffe. The legislation regarding e-mobility devices is currently in a state of frequent change making it hard to adequately plan for in a 10-year strategy.

However, many of the actions within the ATS will directly benefit e-mobility users. Furthermore, it is identified in Section 5. Opportunities & Challenges (p. 36).