

Borough of Queenscliffe Active Transport Strategy:

Engagement Outcomes and Themes

ratio:



Borough of Queenscliffe
Queenscliff & Point Lonsdale, Victoria, Australia



Hesse Street / King Street,
Queenscliff



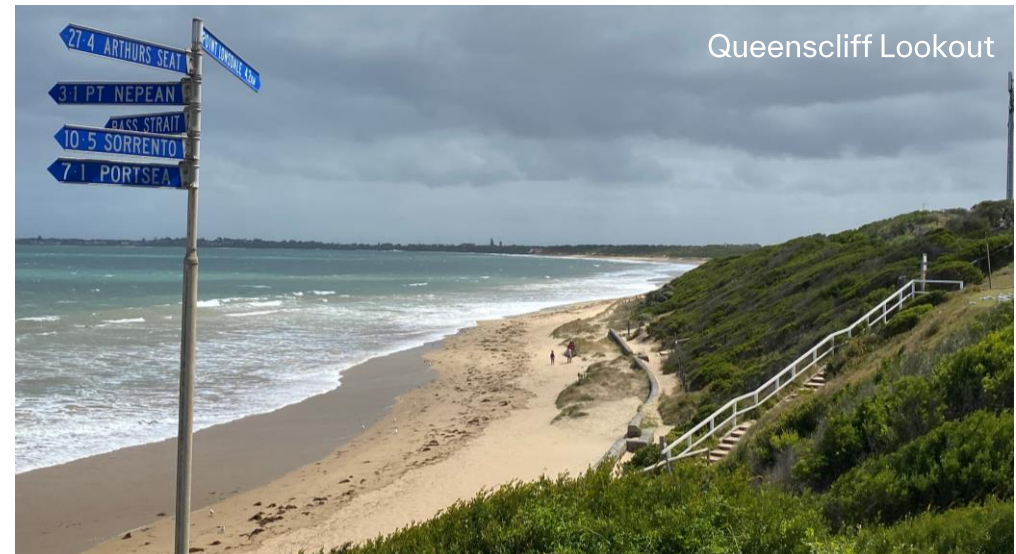
Hesse Street, Queenscliff

Bellawiyn is the Wadawurrung name for the lands where the Borough of Queenscliffe is located.

We acknowledge the Traditional Owners of these lands, waters and skies, the Wadawurrung People.

We acknowledge and respect their continuing connections to their lands, waters, skies, culture and the contribution they make to the life and spirit of our community.

We pay respect to their past and present Elders and their emerging leaders, and extend this respect to all Aboriginal and Torres Strait Islander peoples.



Queenscliff Lookout

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An overview

An overview of the project background, objectives and methodology.

Overview

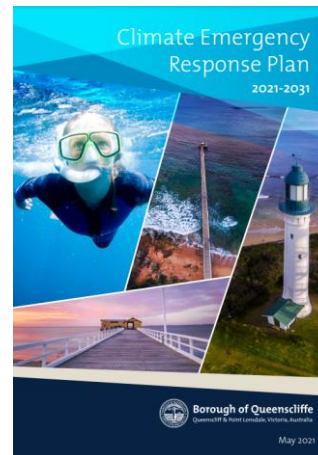
Background

The Borough of Queenscliff is developing an Active Transport Strategy to provide strategic direction for active transport network planning, infrastructure provisions and other education and communication initiatives.

From previous engagement and strategic planning, there is a clear community desire to create an accessible, integrated, comfortable, attractive and safe active transport network for people of all ages and abilities.

The Borough of Queenscliff's Climate Emergency Response Plan, May 2021 (*pictured*) developed eight (8) pillars, of which one was Sustainable Transport. A key action / strategy under this pillar was to develop an Active Transport Strategy for the Borough.

Active Transport also has a raft of health and wellbeing benefits for the wider community. The Borough of Queenscliff has the highest median age of any municipality within Australia. There is an increased need to provide all abilities pathways and pedestrian infrastructure to serve a population with growing mobility needs.



Overview - continued

Methodology

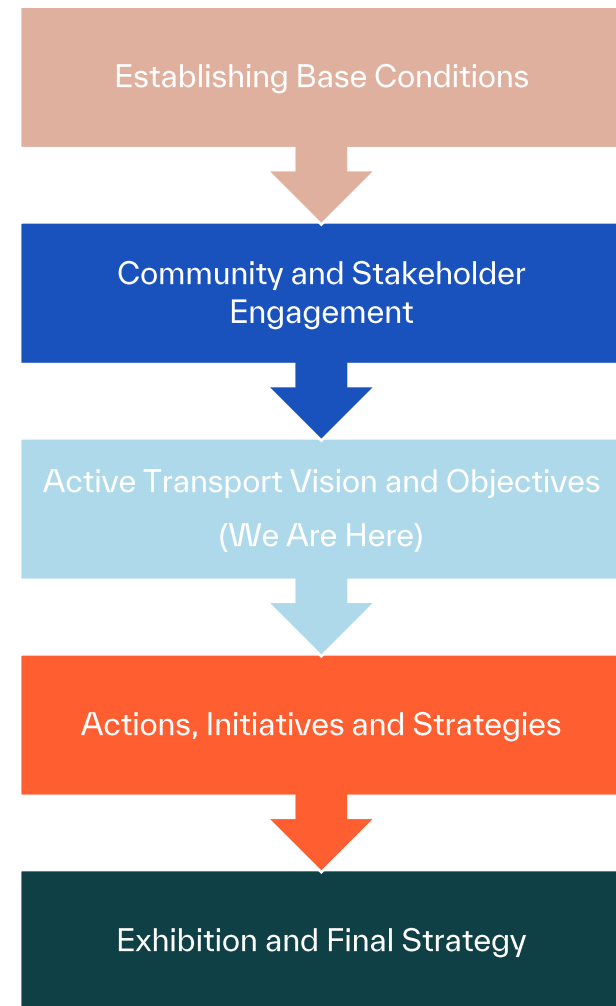
The methodology adopted for the project has regard for previous Active Transport related studies and community engagement undertaken within the Borough, as well as having consideration of the unique nature and size of the study area.

In addition to community and stakeholder engagement activities, analysis was undertaken on the existing pathway and cycling networks to determine the walking and cycling networks and infrastructure. From this, gaps in the networks were identified. These include a range of missing pedestrian / shared paths, cycling infrastructure, and road crossings.

Purpose of this Document

The purpose of this document is to outline key findings and outcomes from community and stakeholder engagement, as well as identifying themes and respective issues. In this regard, all feedback is being considered in the preparation of the strategy, regardless of whether it has been identified as a key issue / theme in this document.

The themes and respective objectives will form the basis for developing the Active Transport Strategy.



Community engagement: by the numbers

23 January
2022

Online community engagement platform (Crowdspot)

24 February
2022



495 Unique Users



148 Active Users

80 'walking issue' spots

74 'cycling issue' spots

66 'idea' spots



191 comments (on spots)

170 likes (on spots)



A Community Webinar was
held on 3 February 2022
Attended by the community
via both Zoom and Facebook



What is Crowdspot?

Crowdspot is an interactive, map-based, community engagement platform which allowed users to identify location specific issues and ideas relating to Active Transport within the Borough.

Direct engagement with key stakeholders including:

- Borough of Queenscliffe Councillors and Officers
- Department of Transport
- City of Greater Geelong
- Local Schools
- Searoad Ferries
- Victoria Police
- Bellarine Community Health

A range of other submissions were received and reviewed, including:

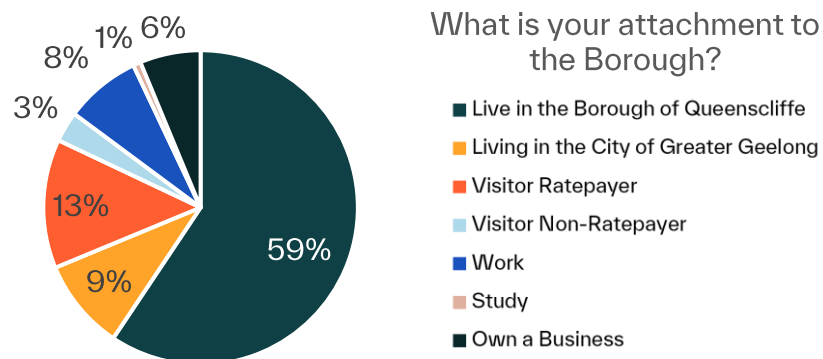
- Written submissions
- Paper Surveys
- Email Enquiries

Community Engagement: Detailed Findings

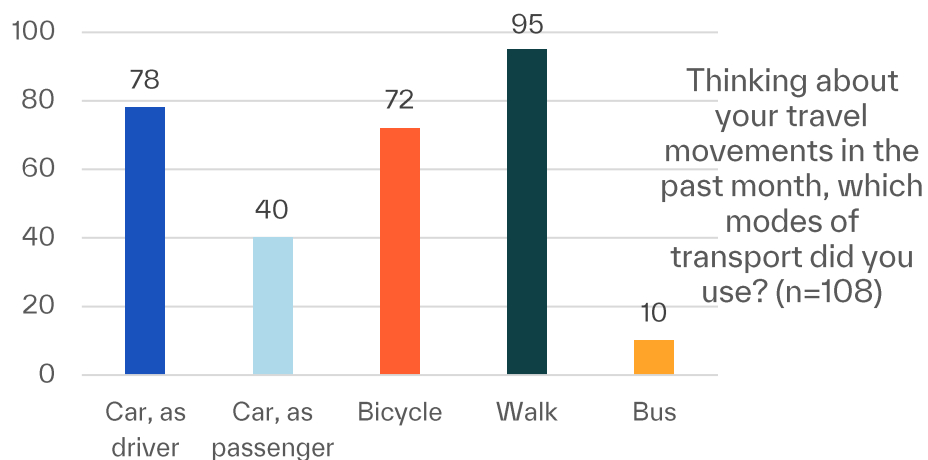
A range of community and stakeholder engagement activities were undertaken between January 2022 and May 2022.

Who did we hear from?

Through the community engagement phase we heard from a range of people across the community.

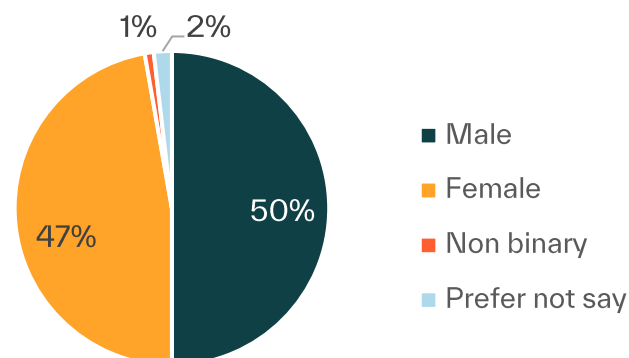


When asked about their travel behaviours, most people had walked, while approximately 67% stated they had cycled in the past month.

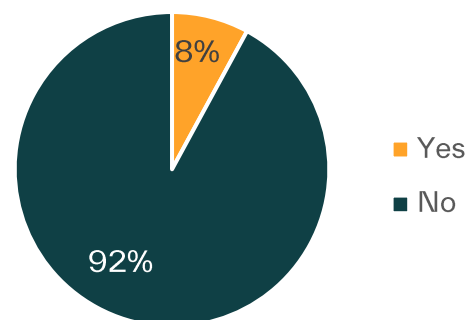


Respondents to the survey were generally aligned with the community demographic profile for age, gender identity and disability.

What gender do you most identify?



Do you identify as having a disability?

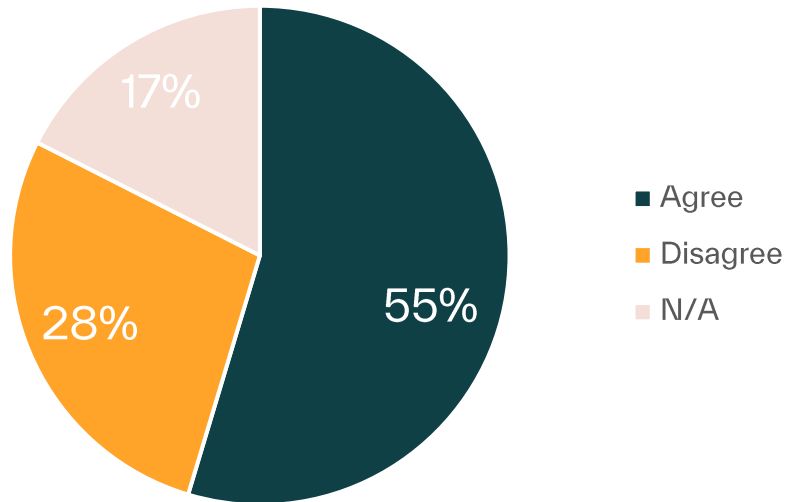


Is there a willingness to change transport modes within the Borough?

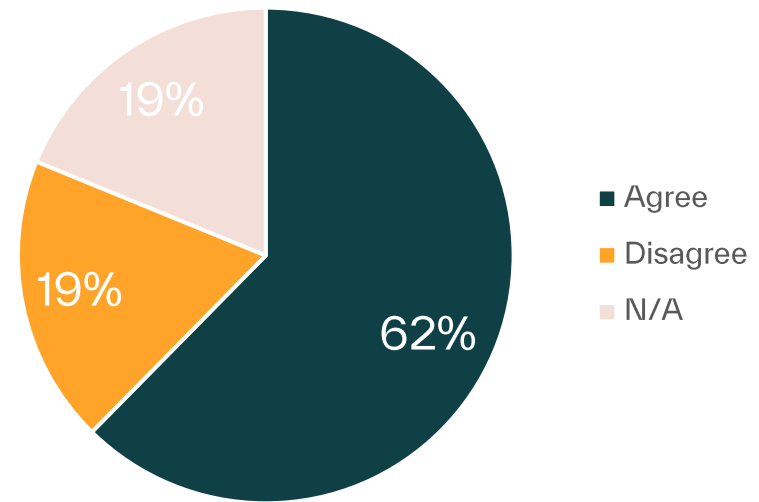
Survey respondents were asked questions to understand their willingness to change travel modes based on their feelings and experiences surrounding comfort and safety. Subsequently, we can begin to understand the potential opportunities for a shift in the proportion of active transport trips within the Borough.

The results of the survey indicated that for respondents, 55% would make more walking trips, and 62% would make more cycling trips, if improvements could be made to comfort or safety.

"I would like to walk to more places more often in the Borough instead of driving, but either don't feel comfortable or safe doing so"



"I would like to ride my bike to more places more often in the Borough instead of driving, but either don't feel comfortable or safe doing so"

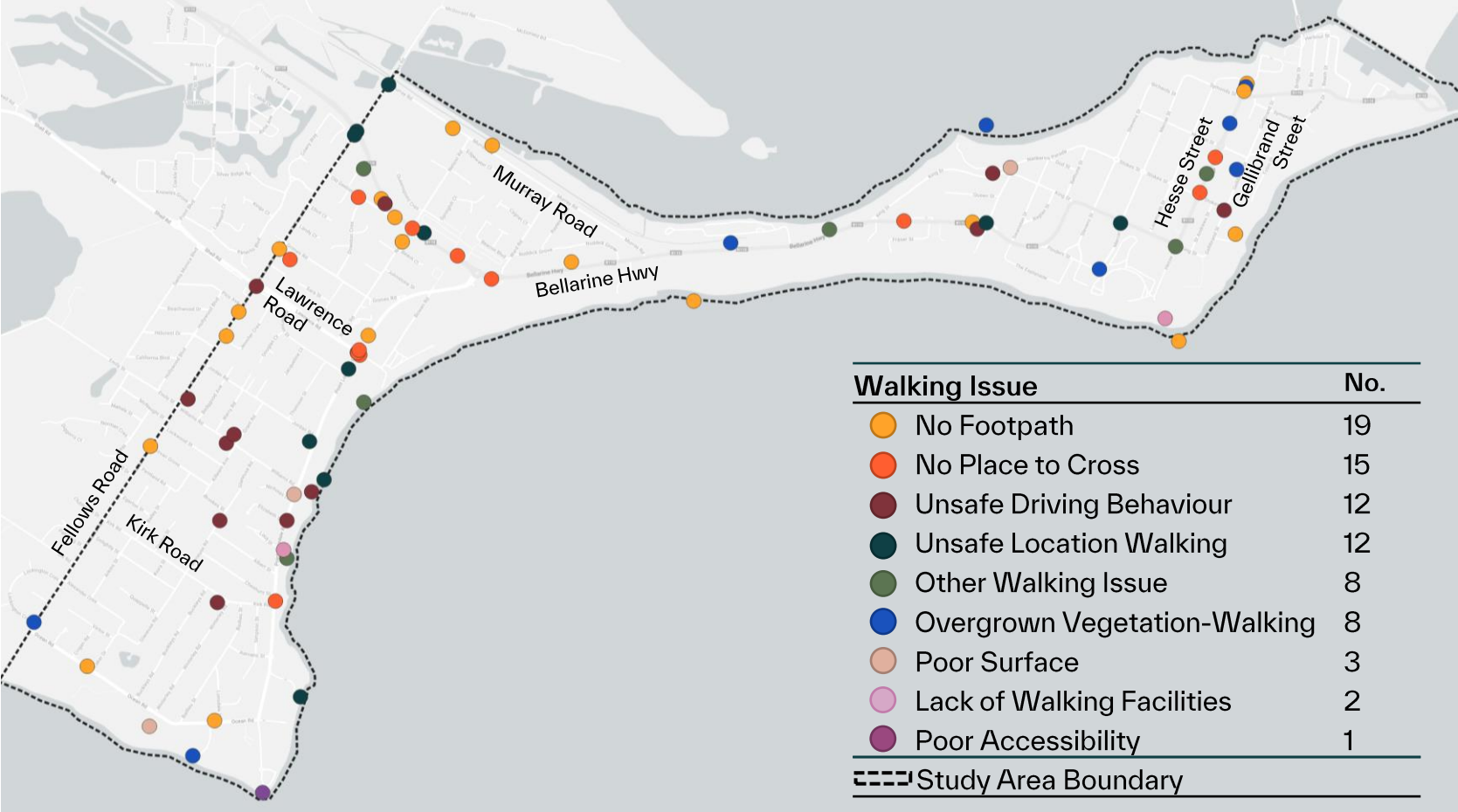


Note: N/A results may include a range of users who do not currently walk or cycle, have no desire to change mode, or other unknown reasons.

What did the community tell us the key walking issues were?

A total of nine (9) options were provided within the Crowdsport tool for ‘walking’ issues within the Borough. The most common ‘walking issue spot’ type was ‘no footpath’, following by ‘no place to cross’ and various safety concerns.

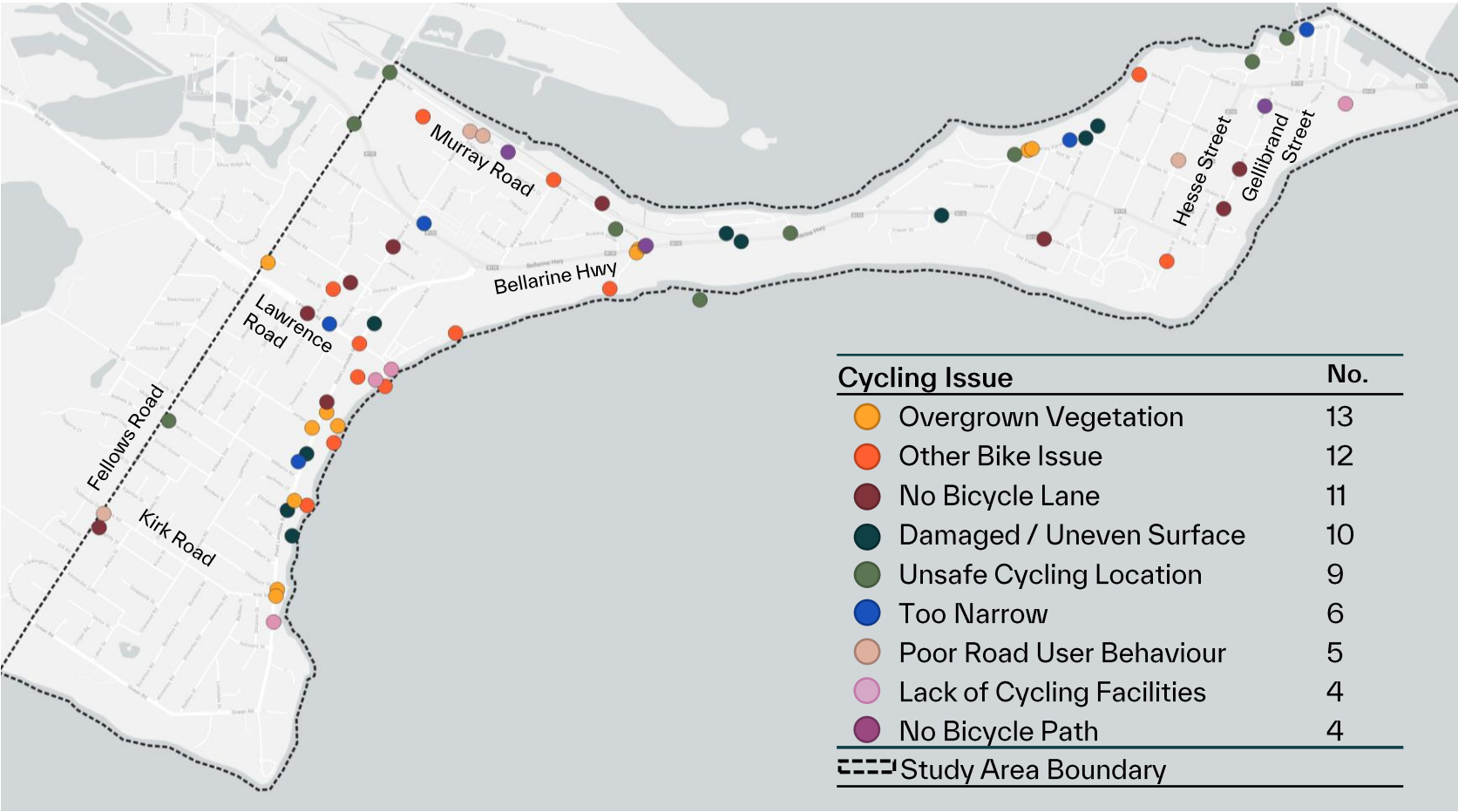
The distribution, number and location of ‘walking issues spots’ is shown below.



What did the community tell us the key cycling issues were?

A total of nine (9) options were provided within the Crowdsport tool for ‘cycling’ issues within the Borough. The most common ‘cycling issue spot’ type was ‘overgrown vegetation’, following by ‘no bicycle lanes’ and various safety concerns.

The distribution, number and location of cycling issues spots is shown below.



Theme 1: Connected pathways & crossing infrastructure

The Borough of Queenscliff has an extensive network of existing pathways including high quality shared paths on the Bellarine Rail Trail and Pt Lonsdale Promenade.

The footpath network in Point Lonsdale is almost non-existent in residential areas, which is limited by existing road cross sections.

Many of the networks present are however incomplete with missing links in pathways or at key crossing points along pedestrian desire lines. These missing links comprise both short and long sections of pathways.

Theme 1: Connected pathways & crossing infrastructure

Current conditions

There are currently approximately 15 km of pathways in Queenscliff and 6 km in Point Lonsdale, which includes a mix of standard footpaths and shared paths.

The existing network is supported by a range of crossings, including many that have only recently been installed on key roads within the Borough.

Within Queenscliff, historically wide road reserves accommodate a full range of walking facilities. On the other hand, streets in Point Lonsdale are constrained by overall width and vegetation, including trees and landscaped naturestrips.

Pedestrian footpaths are generally provided around key services such as schools, shopping precincts and health care facilities, however fail to extend and connect between key destinations.

What did the community tell us?

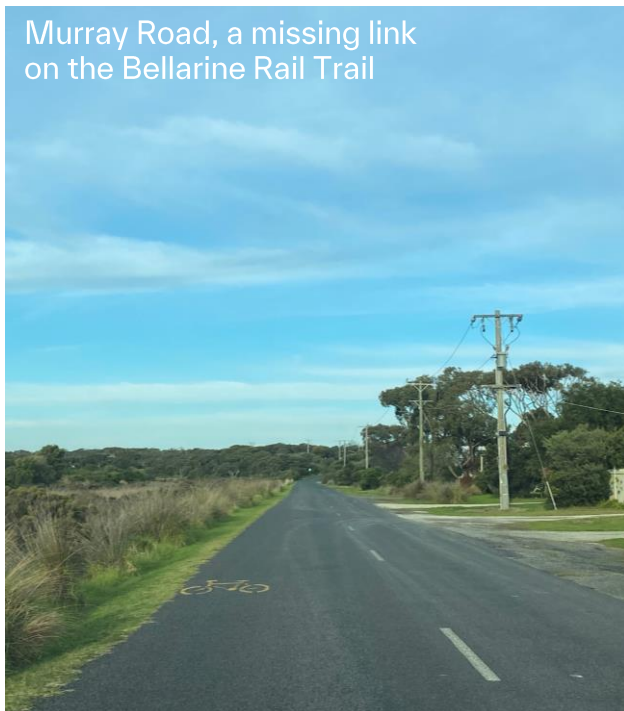
The community told us that there is a general lack of footpath infrastructure and crossings facilities across the network.

Key locations included along Bellarine Highway, Fellows Road and Point Lonsdale Road, which correspond with 'higher vehicle traffic' road network.

In addition, many participants noted the abrupt end to the Bellarine Rail Trail at both Murray Road and the Harbour, and walking tracks surrounding within the coastal reserves.

Theme 1: Connected pathways & crossing infrastructure

Murray Road, a missing link on the Bellarine Rail Trail



No footpath on Flinders Street, an arterial road



Footpath leading to nowhere on Wharf Street



Quotes from Crowdsport

“ There is nowhere safe to cross to access bus stops. Need a pedestrian crossing or island for school kids and elderly to cross to bus stops.

”

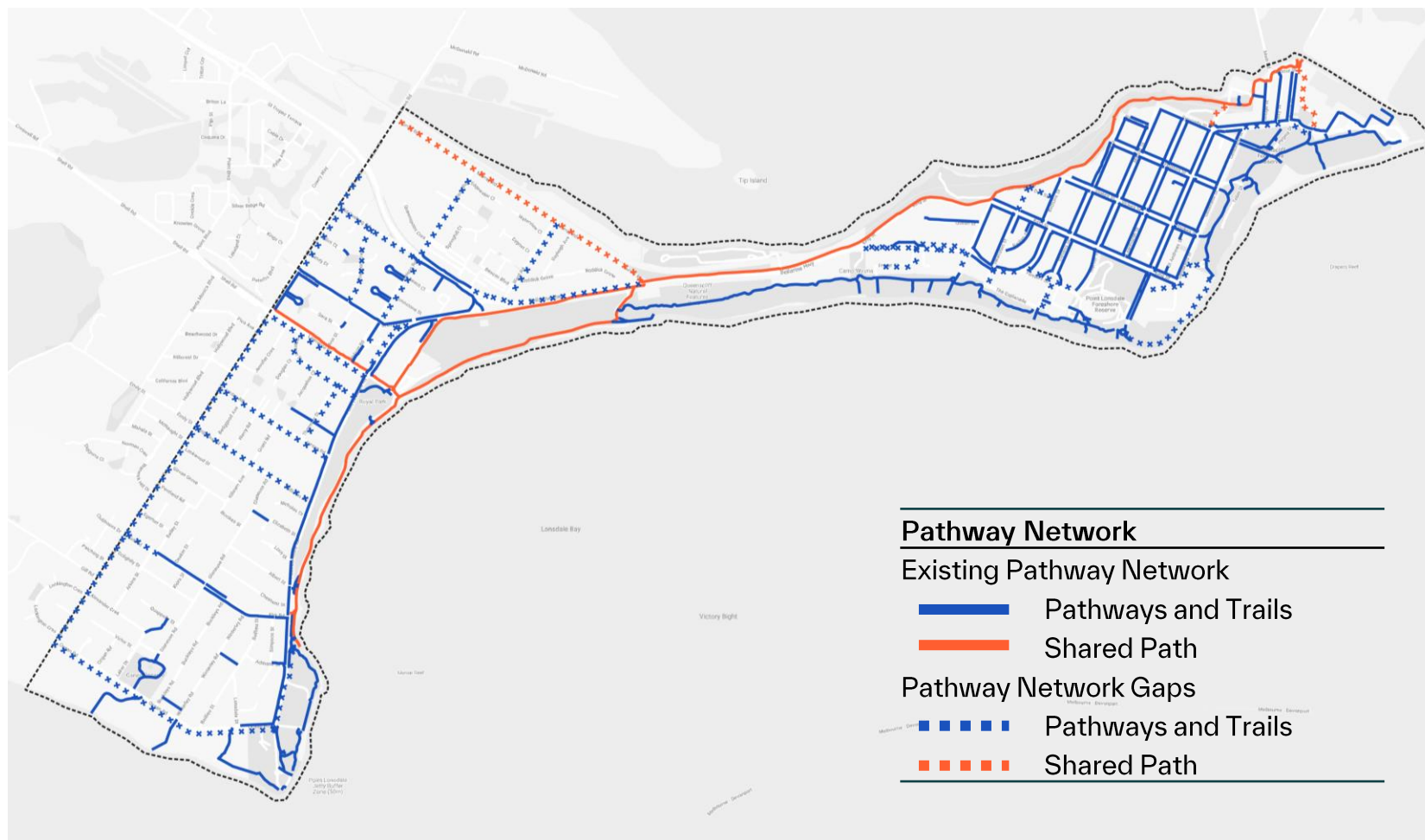
“ Fellows Rd is now used by a much bigger population. It is currently unsafe for cyclists and not easy for walkers.

”

What does the existing pathway network look like now and where the gaps?

The following map shows existing pathway networks within the Borough and location of key gaps in footpath or shared path infrastructure, based on a variety of factors including the location of key destinations and routes.

The plan represents an 'aspirational' pedestrian and shared path network for the Borough.



Theme 2: Improved accessibility to schools, services, bus stops and shops.

Queenscliff and Point Lonsdale provide a wide range of local services for the local community and visitors alike.

These include health, education, convenience, entertainment, plus an abundance of tourism destinations.

An active transport network that is accessible by all people, regardless of age or ability benefits the whole community.

Theme 2: Accessibility to schools, services, bus stops and shops

Current conditions

The Borough of Queenscliffe has a broad range of services, including educational facilities, healthcare, shopping strips and more. These services enable members of the community to live, shop, study and work within their local areas.

A single bus route exists within the Borough, which connects Queenscliffe to Geelong Station via Point Lonsdale and Ocean Grove. The bus routes provides good coverage across the Borough with stops located at regular intervals.

While many of these facilities are on the doorstep for local residents and visitors, barriers often include uneven, poorly designed, or non-compliant (DDA) paths and on-road cycling routes.

What did the community tell us?

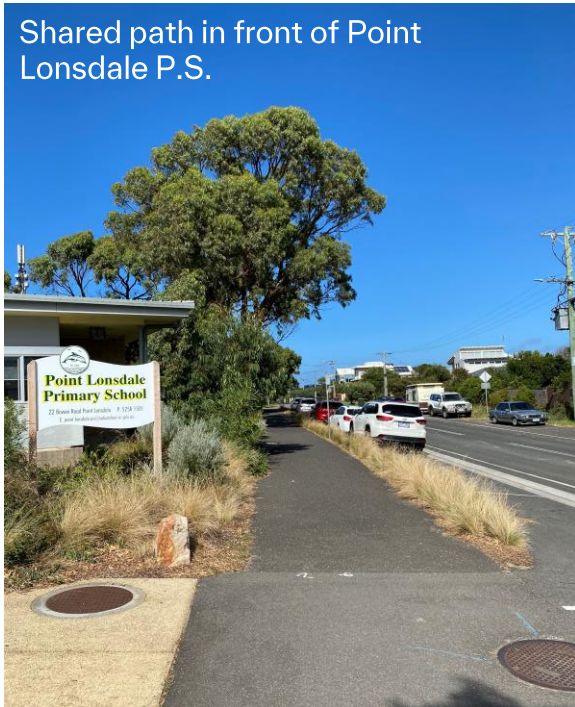
The lack of connectivity along existing path infrastructure was raised multiple times by the community. This was highlighted as an issue for both walking and cycling within the area. This ranged from larger connections to short sections of footpath.

Common locations raised by the community and stakeholders included:

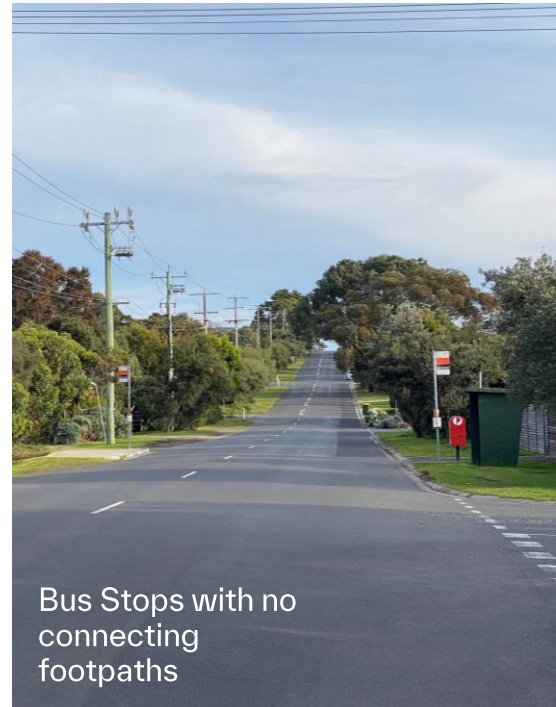
- Around Point Lonsdale Medical Group / Bellarine Community Health along Nelson Road;
- Connecting Hesse Street to the harbour;
- Around the Primary Schools, in both Point Lonsdale and Queenscliffe;
- Recreation reserves, Royal Park, beaches, parks and other sporting facilities; and
- Connections to bus stops along arterial and higher order roads.

Theme 2: Improved accessibility to schools, services, bus stops and shops.

Shared path in front of Point Lonsdale P.S.



Bellarine Rail Trail near the Marine Discovery Centre



Bus Stops with no connecting footpaths

Quotes from Crowdsport

“

There is the path to Queenscliff along the Highway, but when that turns towards Point Lonsdale primary, there is no safe way to keep going along the Highway with kids/prams/bikes.

”

“

If you were to walk from the bus stop to the health centre....there is no path. Also there is a great path that goes along Lawrence Rd and around the corner to the bus stop but nothing from the bus stop to Grimes Rd.

”

Theme 3: Family safe & active streets

The Borough of Queenscliff is home to a wide range of road users ranging from families with young children, to older persons and people with disabilities.

There is currently a mix of street types and cross sections within the Borough, with distinct differences between the communities of Point Lonsdale and Queenscliff.

Streets need to be designed for all people, and this requires a balance between the desired movement and place aspirations of a road.

Theme 3: Family safe and active streets

Current conditions

The Borough of Queenscliff is home to over 2,800 residents with over 750 individual families. A review of ABS Census data from 2016 shows that over 16% of the population were aged under 20 while over 50% were aged over 60 years.

The Borough is also home to three (3) primary schools, a range of sporting and recreation facilities, local parks and open space, and beaches. Walking and riding to these facilities is a popular form of transport, including notably the high rates of cycling to schools.

There are a mix of street types within the Borough, which greatly differ between the wide open historic streets of Queenscliff, to narrow and heavily vegetated areas of Point Lonsdale which have limited pedestrian footpath infrastructure.

What did the community tell us?

Many submissions and responses received during community and stakeholder engagement highlighted the need to provide safer speeds, including 'area wide' 30km/h or 40km/h speed limits in local streets.

The lack of footpaths and shared use of roads for pedestrians and vehicles in many local residential areas of Point Lonsdale was a major issue highlighted in community feedback and a main reason why users did not feel safe walking or cycling places.

Within Queenscliff, the wider open streets and large intersections were highlighted as key reasons for high vehicle speeds, resulting in major barrier for pedestrians.

Concerns surrounding shared road space between vehicles and vulnerable road users (including both pedestrians and cyclists) were raised for streets including Fellows Road, Ocean Road, Gellibrand Street and Murray Road.

Theme 3: Family safe and active streets



Quotes from Crowdsport

“

I would like to see speed limits dropped to 30km per hour across all side streets in Point Lonsdale so that the streets function as shared streets. Separated bike infrastructure is not necessary here just that pedestrians and cyclists should have priority.

”

“

Widen path[s] and or at least maintain in order that children can ride/walk safely to and from Queenscliff primary school

”

Theme 4: Vehicle traffic, speeds and conflicts

Visitation is continuously growing within the Borough and this brings additional vehicles into the road network.

Key vehicle roads are also the most direct and efficient routes for pedestrians and cyclists, however often only secondary considerations.

Conflicts between vehicles and vulnerable road users needs to be managed to minimise risk, while also creating a forgiving road environment.

Theme 4: Vehicle traffic, speeds and conflicts

Current conditions

There are a mix of road types and classifications within the Borough including local residential streets, to higher order Council collector and State Arterial roads. These roads provide vital connections to nearby activity centres, services, and areas beyond including Geelong, Ocean Grove and Mornington Peninsula (via the Ferry).

Higher order roads typically have higher volumes and higher speed limits which conflicts with providing a safe pedestrian and cyclist environment, in particular where there is no separation between users. In this regard, there is no on-road formal protected or separated bicycle infrastructure within the Borough.

Currently, key arterial roads operate with a speed limit of 60km/h for the most part, reducing to 40km/h in high-activity areas such as shopping strips and around schools. The balance of road within the Borough operate with a default speed limit of 50km/h.

What did the community tell us?

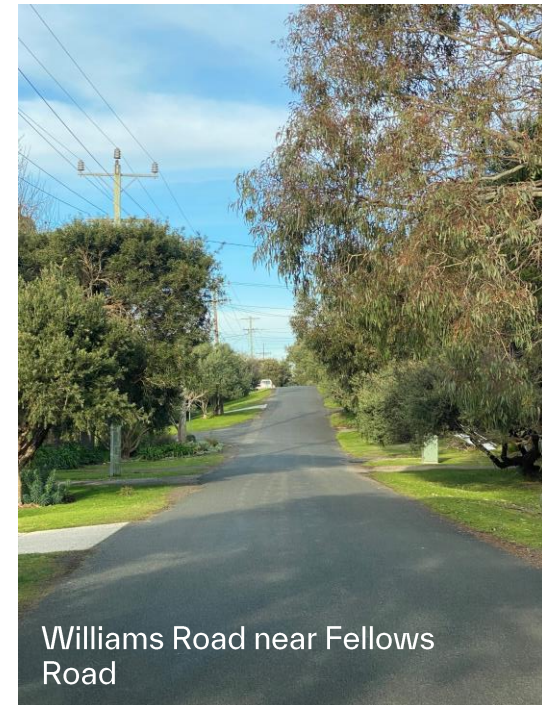
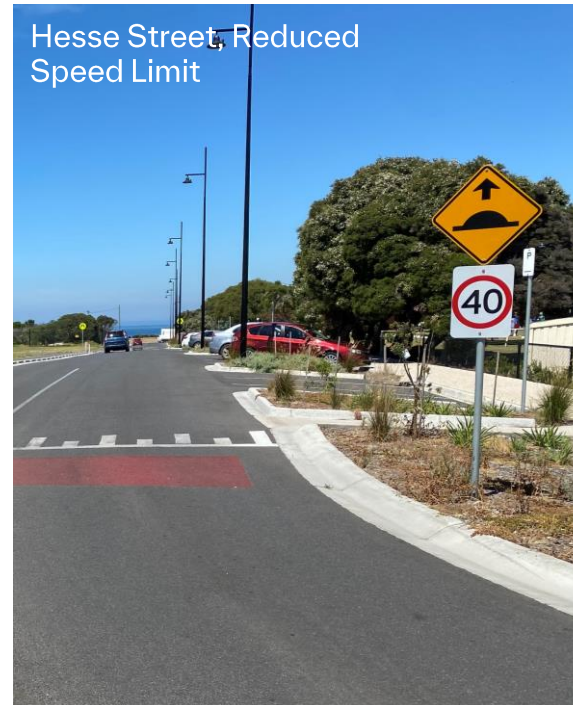
The necessity of key arterial roads within the Borough was acknowledged by the community, however the need for speed reduction and enforcement was highly sought.

High speeds and growing numbers of vehicles along Bellarine Highway, Point Lonsdale Road and Fellows Road were regularly mentioned, with many saying the ability for pedestrians to cross the road was dramatically reduced.

The disruption in connection between the Bellarine Rail Trail along Murray Road was a large issue for the community, with key suggestions including separation or reduced speeds limits.

William Road, Ocean Road and Kirk Road in Point Lonsdale provide efficient access between residential areas and the foreshore. Higher speeds on these roads combined with pedestrian movements was highlighted as a key issue.

Theme 4: Vehicle traffic, speeds and conflicts



Quotes from Crowdspot

“ Car traffic drives too fast along [Williams] road and most other roads in PL. whether you are dog walking, pram walking in a mobility scooter or walker or just walking with family or on a bike, car traffic can make it feel unsafe. The speed limit should be 40kmh. I like that PL has no footpaths, makes it less suburban so therefore traffic needs to adjust

”

“ The walking track is very close to the road and I feel very vulnerable when cars come speeding down the hill.

”

Theme 5: Improved walking and cycling amenities

Essential to encouraging active transport trips are provision of well-designed, located and inclusive amenities.

These range from providing sufficient bicycle parking, to place for people to rest, and adequate shading during the day and lighting during the evening.

Theme 5: Improved walking and cycling amenities

Current conditions

Generally, the level of pedestrian and cyclists amenities throughout the Borough is not consistent with the numbers of users.

For pedestrians, key amenities include supporting infrastructure such as shading, places to rest, good lighting and public toilet facilities. In addition, for cyclists, key amenities include the provision of sufficient bicycle parking at key locations.

During site observations there were high numbers of cyclists riding to key destinations such as Hesse Street, however with no where to park their bike.

Pedestrian amenities such as seating and rubbish bins are provided within shopping strip areas and throughout open space. However minimal infrastructure is provided near public transport facilities or along key walking routes.

What did the community tell us?

Issues surrounding the lack of pedestrian amenities within the Borough was a key theme raised during community engagement. Key areas included a lack of shading and places to rest, as well as poor lighting in residential areas in the evening.

The requirement of trees for shading and aesthetics was highlighted around schools and open space, as well as along key shopping streets. The need for such amenities was a particular focus for those with mobility issues within the Borough.

A need for increased bicycle storage at key locations such as Hesse Street, Point Lonsdale Shops, the Queenscliff Ferry, and various sporting and recreation facilities was highlighted.

Other key locations highlighted with a lack of pedestrian and cyclist amenities included the Point Lonsdale Promenade Path, Bellarine Rail Trail and at the Queenscliff Lookout car park (at the top end of Hesse Street).

Theme 5: Improved walking and cycling amenities



Lack of bicycle parking along Hesse Street and surrounds



Point Lonsdale Promenade shared path

Quotes from Crowdsport

“ More seats in the streets (Hesse St and beyond) to provide rest stops for walkers. Being able to sit down for a few minutes lets older folks and people with mobility issues keep shopping locally and interacting with the community. Many more street trees for shade would also help the walkability rating.

“ Increase bike parking on [Point Lonsdale Road]. A few parks should be left for disabled / elderly access but otherwise have lots of parking for bicycles and cargo bikes.

”

”

Theme 6: Active travel and the natural environment

Active transport can both benefit and impact the natural environment.

Increased walking and cycling trips contributes to lower car use, however can impact sensitive environments through overuse.

New infrastructure often requires removal of vegetation, replacing existing permeable or vegetated areas with hardscape pavements.

Theme 6: Active travel and the natural environment

Current conditions

Walking paths and trails traverse a range of environments including in residential streets, through open space, and coastal reserves. These paths are used for a range of purposes including recreation and access to nearby destinations and places.

The condition and quality of paths also varies greatly, including concrete / asphalt hardscape paths, gravel tracks and dirt trails.

In many instances, paths and in some instances roads are overgrown with vegetation within the road reserve which impacts both pedestrians and cyclists.

Boardwalks have been provided in areas of environmental significance including along Murray Road at the Swan Bay Saltmarsh and Wetlands.

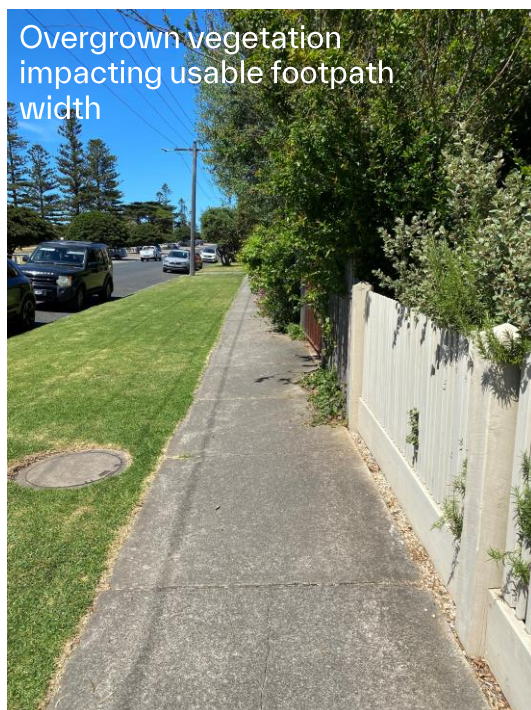
What did the community tell us?

A key theme raised during community engagement was the need to protect and retain the existing and significant natural environment within the Borough.

Feedback that was frequently raised by the community included a desire to see less concrete footpaths and instead using permeable materials such as gravel.

Overgrown vegetation was noted as a big issue throughout the Borough, particularly as both a deterrent and barrier to cyclists and pedestrians who were unable to use the existing active transport network.

Theme 6: Active travel and the natural environment



Quotes from Crowdsport

“ It is vital that we protect the beautiful and ecologically significant environment along Murray Road. This unique Swan Bay Saltmarsh Wetland provides critical habitat. ”

“ Encouraging more cycling is also better for the environment. ”

A Vision for Active Transport within the Borough of Queenscliffe

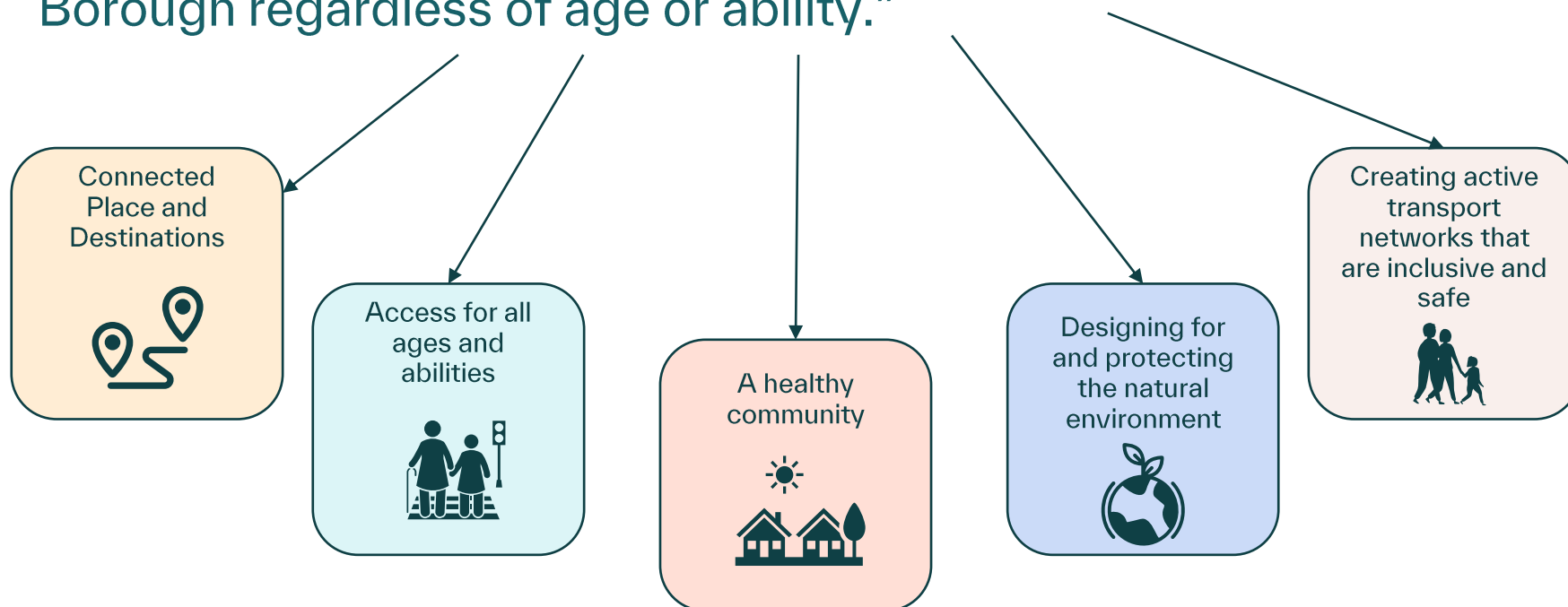
A vision and set of objectives has been developed for the Active Transport Strategy.

This vision has been developed having regard to community input, review of existing conditions, relevant strategic context and industry best practice & guidance.

A Vision for Active Transport within the Borough of Queenscliffe

Vision and Objectives:

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



The strategic objectives, and how they relate to the themes presented in this paper.

Key Themes from Community Engagement

Connected pathways and crossing infrastructure

Accessibility to schools, services, bus stops and shops

Family safe and active streets

Vehicle traffic, speeds and conflicts

Improved walking and cycling amenities

Active travel and the natural environment



Active Transport Strategy: Objectives

Connected places and destinations

Access for all abilities and ages

A healthy community

Designing for and protecting the natural environment

Creating active transport networks which are inclusive and safe

Borough of Queenscliffe Active Transport Strategy:

Engagement Outcomes and Themes

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