



Borough of Queenscliffe
Queenscliff & Point Lonsdale, Victoria, Australia

Murray Road Shared Use Engagement

Feedback Summary



Background

Murray Road is considered a key missing link within the Bellarine Rail Trail between Geelong and Queenscliff Harbour.

While a road link exists, it requires pedestrians and cyclists to mix with traffic, on what is currently a 50km/h residential street.

Finishing the missing link in the Bellarine Rail Trail is listed as a key strategy in Council's Active Transport Strategy 2023–2033.

Five concepts were developed regarding this missing link, and extensive community consultation was undertaken to help determine the community's preferred option.

The Options

Five concept options were presented to the community, including:

Option 1 – Traffic Calming

Implement speed humps along the full length of Murray Road.

Option 2 – Shared Pathway (South Side)

Construct a 2.5m wide pathway along the southern (property) side of Murray Road.

Option 3 – One-Way Road

Implement one-way traffic arrangements between Fellows and Ward Road, and construct a separated 2.5m wide pathway along the northern (Swan Bay) side of Murray Road.

Option 4 – Partial Road Closure

Close the road between Nelson and Ward Roads, implement one-way traffic arrangements for the remainder of Murray Road, and construct a separated 2.5m wide pathway along the northern (Swan Bay) side of Murray Road.

Option 5 – Status Quo

Make no changes to the existing conditions.



Engagement Summary

Council officers received comprehensive feedback throughout the engagement period, including the following:

- 209 responses through an online survey:
 - 189 respondents live within the postcode area of 3225;
 - 14 respondents live outside the postcode area of 3225; and
 - 6 respondents did not share their postcode.
- 38 people attended in-person pop-in engagement sessions over 4 days.
- Various additional comments were received via email, over the phone, and in person.

A summary of the online survey responses is provided in the table below:

Option	For	Neutral	Against
1 – Traffic Calming	39%	12%	50%
2 – Shared Path (South Side)	60%	8%	32%
3 – One-Way	24%	7%	69%
4 – Road Closure	20%	7%	73%
5 – Status Quo	40%	13%	47%

Engagement Findings

Option 1 – Traffic Calming

Traffic calming received mixed feedback throughout the engagement period. There was support for reducing the speed limit to 40km/h, improved directional signage, and installation of smaller speed cushions. It was also identified that street lighting must be improved along Murray Road if speed cushions are to be implemented which may adversely impact amenity and cost.

Detailed design is necessary to present to stakeholders the full extent of infrastructure required including the configuration of required lighting.



Option 2 – Shared Pathway (South Side)

Although the shared pathway was the most popular option from the survey results, it should be noted that it received strong opposition throughout the pop-in sessions from residents who live within The Springs neighbourhood. Although there was support for providing off-road access for pedestrians, the following negative impacts were identified:

- Concern that a pathway on the southern boundary would not be utilised by cyclists due to conflict points with driveways and side streets
- Negative impact on neighbourhood amenity
- Environmental impact due to vegetation removal required for path alignment
- Environmental impact due to the extent of sealed surface required
- Impact on existing swale drain, drainage, and pedestrian footbridges
- High costs associated with construction

Option 3 & 4 – One-Way Road or Partial Road Closure

Any concept designs that impacted traffic movements, including one-way treatments or road closures, received strong opposition through the survey and pop-in sessions. A number of negative external impacts were identified, including the following:

- Increased difficulty accessing the Bellarine Highway
- Increased travel times and resultant carbon emissions
- Impact on emergency services, waste services, and school bus services
- Environmental impact due to road widening at selected sections of Murray Road
- High cost associated with road widening

Option 5 – Status Quo

Retaining the existing conditions received mixed feedback and could be considered a feasible solution when balanced against the alternative options. Selecting this alternative would provide the opportunity to understand future growth in use of Murray Road as the Point development and Cove development progress toward completion. This would provide the opportunity to make a more informed decision with knowledge of the volume of pedestrian, cyclist and vehicle movements that will be reached.

Next Steps

At the Ordinary Meeting of Council of 22 May 2024, Council resolved to prepare a detailed design for traffic calming, inclusive of the below items, and to undertake direct engagement with primary stakeholders impacted by the proposed traffic calming arrangements.

- Installation of speed humps
- Installation of street lighting
- Speed limit reduction to 40km/h
- Improved directional signage

