Murray Street Pedestrian Crossing

Engagement Summary Report

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Executive Summary

Overview

Council is considering the installation of a new wombat style pedestrian crossing in Murray Street, similar to the crossings in Graham Street. The crossing provides pedestrian priority and slows down traffic to make the crossing safer by using a raised platform.

This proposal is driven by requests from the local community and our commitment to improving road safety and reducing the barriers for pedestrians.

The project recognises the growing population of Wonthaggi and aims to improve pedestrian safety and amenity and provide pedestrian access to fringe parking.

The project strongly aligns with Council's strategic plans and studies for the area including:

- Integrated Transport Strategy
- Wonthaggi Activity Centre Streetscape Plan
- Wonthaggi Access and Movement Study

Between 12 February and 13 March 2026, we engaged the broad community through social media and pop-up engagements. Surrounding businesses were also informed via mail and letter drop.

37 submissions were received via a combination of online and hard copy. 59 participants submitted their feedback via our ball drop tool at the two pop-up engagements. A total of 5 submissions were received via email or phone.

Engagement Activities and Promotion

Council utilised the Engage Bass Coast online platform to capture community feedback.

- **37** submissions to survey
- **284** visitors to the Engage Bass Coast project site

Two community pop-ups were held near the proposed crossing site:

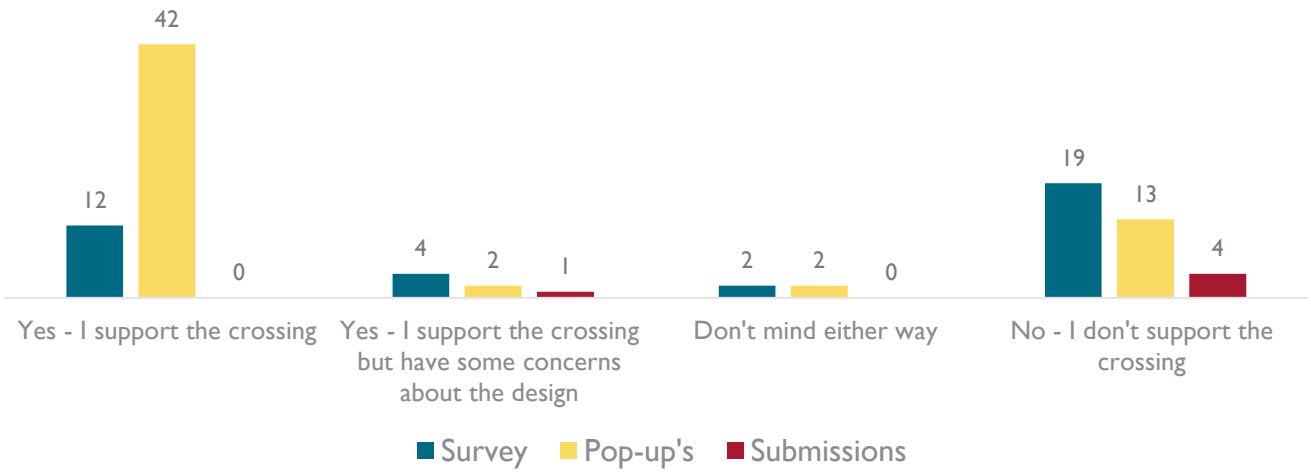
- **36** votes at session 1
- **23** votes at session 2

Engagement methods included:

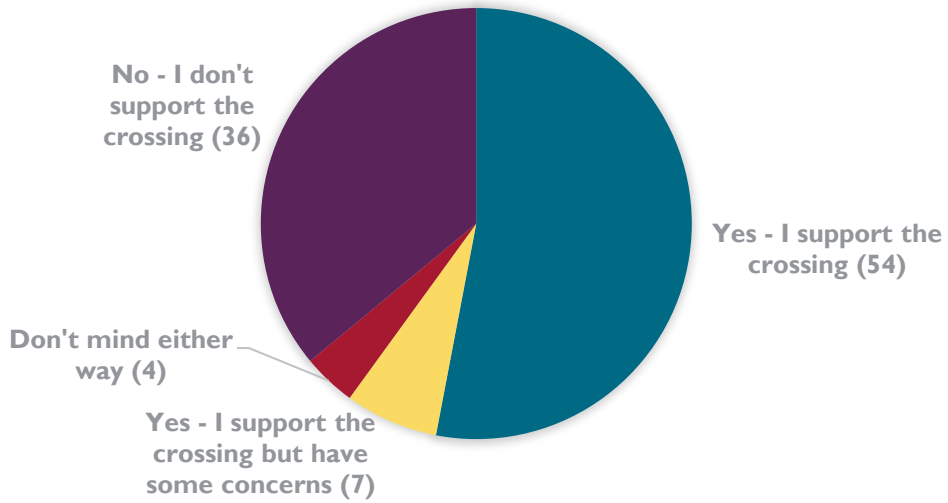
- February Coastell E-Newsletter sent to **1153** community members
- Engage email sent to **424** community members
- Media Release on Council website
- Posted letter and letter drop to surrounding businesses

Overall level of support

There were differing levels of support across each of the engagement methods. Participants at the pop-up engagements were more likely to be in support of the crossing while those who completed the survey or submitted feedback directly were more likely to be unsupportive of the crossing.



Overall, 53% were in support, 36% were not in support, 7% were in support but had some concerns about the design and 4% don't mind either way.



The most common reasons for not supporting the crossing were:

- Traffic flow/congestion concerns
- Loss of car parking
- Perceived inclusion of changes to the McKenzie Street intersection
- Not required - minimal pedestrian activity and

The most common reasons for supporting the crossing were:

- Improved safety
- Improved pedestrian movement

The most common suggestions/concerns about the designs were:

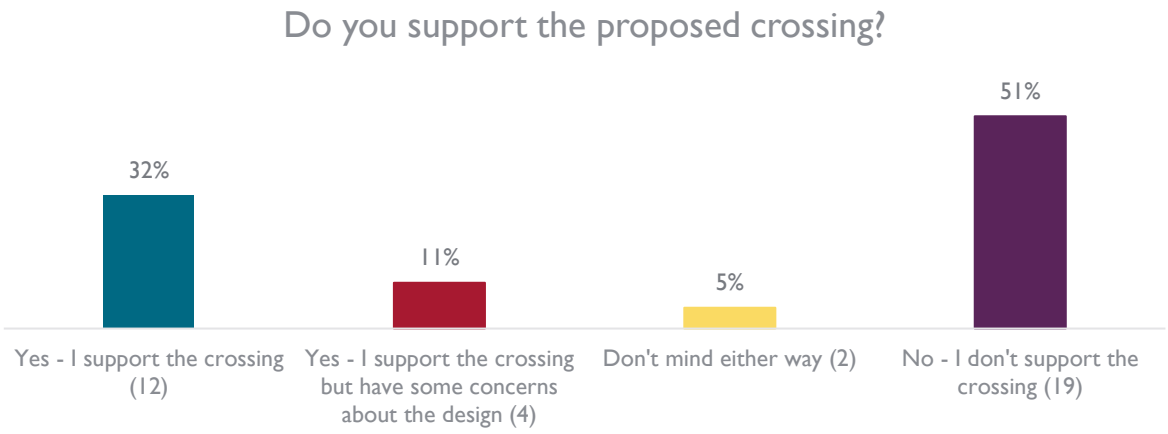
- Wrong location – needs to be further West
- Current sight lines
- A range of potential changes to the McKenzie Street intersection

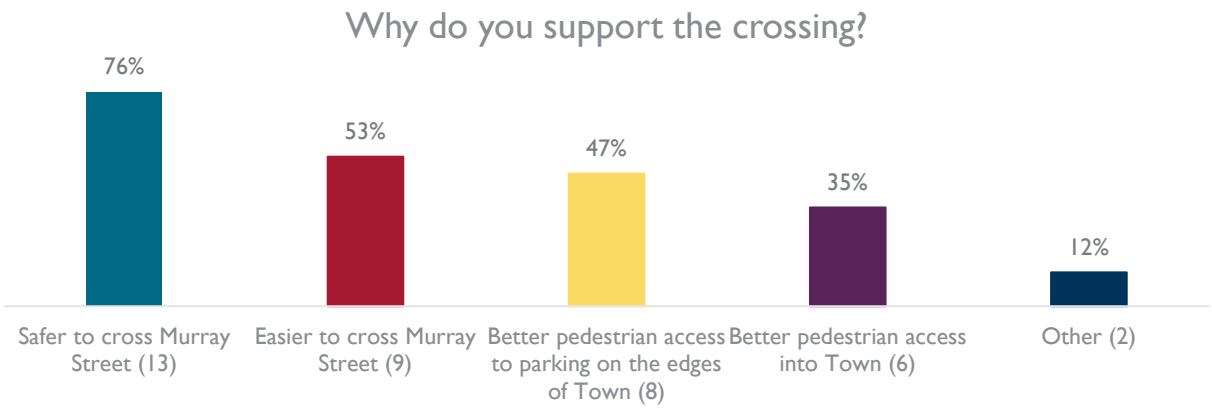
Survey Summary

An online survey was open from 12 February to 13 March 2026. A total of 37 surveys were completed.

Around half (51%) of respondents didn't support the crossing, one third (32%) support the crossing, 11% supported the crossing but had some concerns and 5% don't mind either way.

The most common reason for supporting the crossing is safety (76%).





Summary of survey feedback about the proposed crossing:

In support:

- When crossing Murray Street there are cars coming from many directions and it can be hard to navigate safely
- Cars go too fast in this area – changes would help to slow them down
- Will be much safer than it is now
- More pedestrian friendly – will encourage more people to walk

Not in support:

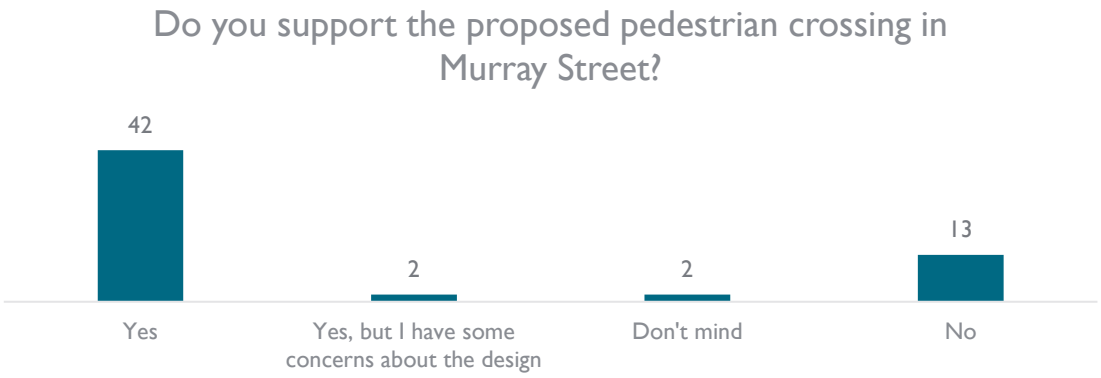
- Would cause further traffic congestion/chaos, particularly in peak times (13)
- Not required, already a pedestrian refuge on this corner, no one will use it (9)
- Will make it more dangerous for cars and pedestrians (3)
- Removal of car parks
- Lights (at the intersection) would be better
- Not enough foot traffic to warrant it
- Don't support other changes to McKenzie Street intersection and other streets further up
- Money could be better spent on other things

Design concerns/suggestions:

- Wrong place – should be further West (8)
- Cancel right hand turn into McKenzie Street (3)
- Remove right hand turn in Murray Street from McKenzie Street
- If it was closer to McKenzie Street it would capture foot traffic going to the high school
- Intersection needs to change to improve flow and safety
- Concern about sight lines due to diagonal parking at Aldi
- Don't block right turn into Murray Street

Pop-up's Summary

Two pop-up engagement sessions were held in Murray Street on Tuesday 3 March from 3.30pm to 5.30pm and Thursday 5 March 11.30am to 1.30pm. People walking past were asked whether they supported the project and were asked to select one of the following four options: 'Yes', 'Yes – but I have some concerns about the design', 'Don't mind' and 'No'. There was a total of 59 participants - 36 at the first session and 23 at the second session. Their selections have been combined in the chart below. 75 percent of participants were in support of the project.



Additional feedback captured included:

- The pedestrian crossing is too close to the Aldi access, it needs to be further to the West
- Don't want anything changed at the intersection of Murray Street / McKenzie Street
- Don't want a barrier along McKenzie Street preventing right turns in
- Would like a roundabout at the intersection of Murray Street / McKenzie Street (and more throughout Wonthaggi)
- Would like more consultation on speed limits
- Don't need any more greenery
- Concern about turning right out of Aldi
- Would like disable carpark included
- Wentworth Road near school needs a traffic island to stop cars cutting the corner of the intersection
- Would like the bus stop at Woolworths moved to near the Police Station
- Would be safer to cross without car parks (on Murray Street – near Aldi)
- People won't walk down to the crossing to cross
- Suggestion to install a temporary crossing and see how it works

Two hard copy surveys were completed at the sessions. These have been entered manually to the online survey and captured as part of that data set.

Submission Summary

5 submissions were received from local business/property owners either via email or phone. The feedback has been summarised in the table below. There was some misconception among business owners that this project includes changes to the McKenzie Street intersection.

Submission 1	Concerned crossing will increase traffic congestion Customers rely on convenient vehicle access for the services provided by many of the businesses in this location due to weight of products, high proportion of elderly clientele. Murray street is used by suppliers for deliveries due to limited parking at rear of the business. Concern also about impact on other businesses. Restricting right turns from McKenzie Street in Murray Street is not viable for delivery vehicles.
Submission 2	Strongly oppose the crossing. Reduced parking and traffic congestion will negatively impact the business. Crossing will create traffic chaos at busy times of the year. A left in left out of Murray Street would lead to customers by-passing their business. Times have been tough for retail – restricting access for customers would be further detrimental.
Submission 3	Biggest current issue is restricted sight lines turning right out of Aldi (from parked cars). Aware of near misses of right turners with reversing vehicles. Queuing in peak times from traffic wanting to enter McKenzie Street blocks the access in and out of Aldi at times and reduced sight lines. Supportive of crossing but would like to see it shifted further west – perhaps near the toilets.
Submission 4	Concern about removing more car parking spaces from the Wonthaggi CBD. Don't feel that the amount of foot traffic in the area warrants a crossing.

	Possible future removal of right turns into Murray Street from McKenzie Street would not work. Alternative routes would cause other traffic issues and not be feasible for delivery trucks accessing the supermarkets in Murray Street. Pedestrian safety could be improved by introducing a mid-road safety refuge in the area identified (like what's on McKenzie Street just above the traffic lights) or a zebra pedestrian crossing at the eastern end of Murray Street.
Submission 5	Crossing would greatly inconvenience customers turning left into Murray Street. Concerned vehicle queueing will be more than one or two cars during the busy time in the morning and afternoon. Crossing would cause congestion. Don't support left only turn out of Murray Street into McKenzie Street or left only access to Murray Street off McKenzie Street. Business is dependent on traffic flow. Adjoining businesses are destination businesses and require good car access.