Speed Review Aireys Inlet, Anglesea, Fairhaven, Moggs Creek - Engagement Results

September 2025

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Purpose

The purpose of the engagement was to hear about the communities feelings of safety when using local roads around Anglesea, Aireys Inlet, Fairhaven and Moggs Creek. The engagement was open from Monday 14 April to Monday 19 May 2025.

During this time we collected:



How we engaged

We received feedback from community via:

- an online survey on Council's Your Say page
- reactions to social media posts on Council's Facebook page.

To get the word out about the project and encourage feedback we prepared the following communications:

- Media release (Issued 24 April 2025).
- Social media posts: a primary post (15 April 2025) and a reminder post (12 May 2025)

The survey sought the community's input on some potential adjustments to speed limits across Aireys Inlet, Anglesea, Fairhaven and Moggs Creek townships.

In many cases, feedback received via the open text boxes in the survey, while acknowledged, was outside the scope of this project.

Your Say survey results - Anglesea

"We want people walking and cycling - it's great near the river. Need to slow down the cars - the gravel roads kick up stones and dust which impacts cyclists and pedestrians."

We had 548 contributions from Anglesea to the survey.

Overall, the feedback reflects the community calling for a balanced approach that protects Anglesea's unique coastal character while addressing genuine safety and infrastructure concerns. Residents want to see thoughtful planning, respectful dialogue, and a council that listens, adapts, and acts in the best interest of the whole community.

Questions with 'drop down' responses

Car travel and walking are both popular modes of transport in Anglesea. Nearly everyone (98%) uses a car, and 61% say it's their main mode of transport. 79% of respondents walk at least occasionally and 33% choose it as their primary mode.

Cycling is common but not dominant. About 40% of respondents ride bikes, though only 5% use them most often. Scooter and public bus use are minimal, with buses not used as a primary mode at all.

Driver behaviour is the top concern for respondents. 74% of people are at least somewhat concerned about how drivers behave. Road safety and speed also rank high, with over 60% expressing concern about each.

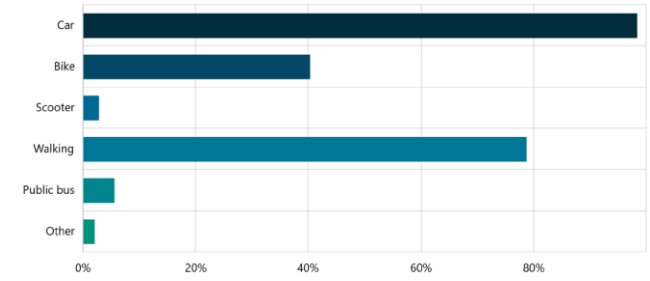
75% of respondents feel safe driving, while only 46% feel safe walking and just 35% feel safe cycling. Motorbike riders and trailer drivers fall somewhere in between.

Responses show footpaths make a big difference. Sealed roads with footpaths are seen as the safest (90% feel safe), followed by gravel roads with footpaths (81%). Roads without footpaths are seen as much less safe.

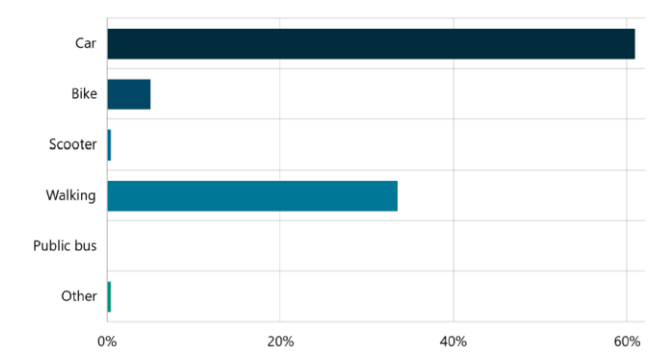
Gravel roads without footpaths raise concerns amongst respondents. Only 43% feel safe on gravel roads without footpaths, and 17% feel unsafe. These roads are seen as more hazardous than those with proper pedestrian infrastructure.

"(speed limits) - Mostly fine except for gravel roads with no footpaths where 40kph would be more appropriate"

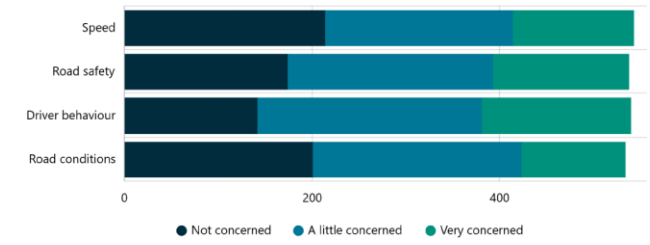
1. 1. What mode of travel do you use in Anglesea?
Multi Choice | Skipped: 2 | Answered: 544 (99.6%)



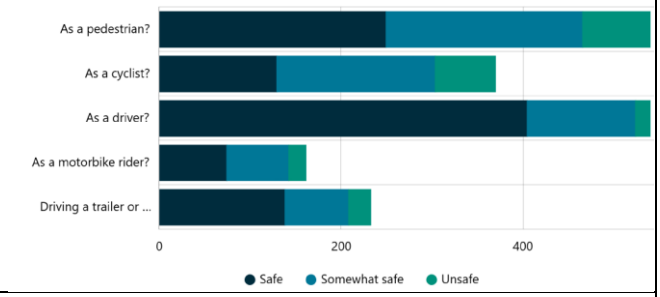
2. 2. Which mode of travel do you use most often in Anglesea?
Multi Choice | Skipped: 2 | Answered: 544 (99.6%)



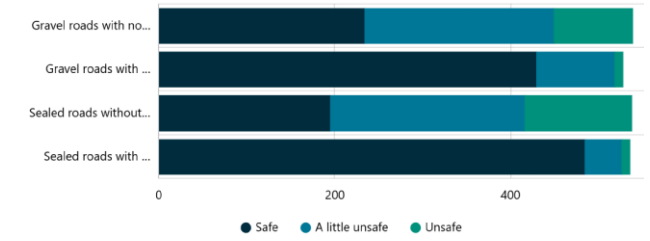
3. 3. How concerned are you about the following when thinking about the roads in Anglesea?
Matrix | Skipped: 3 | Answered: 543 (99.5%)



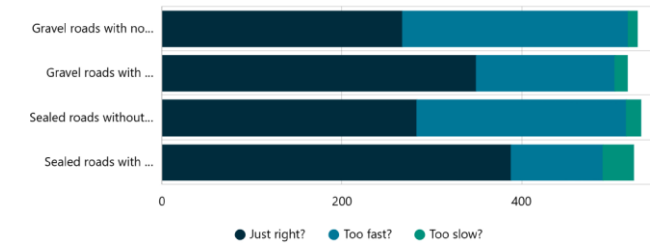
4. 4. How safe do you feel using the roads in Anglesea?
Matrix | Skipped: 2 | Answered: 544 (99.6%)



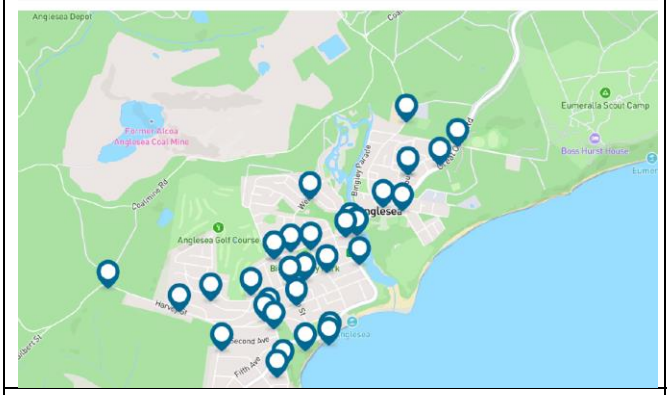
5. 5. How safe do you feel using:
Matrix | Skipped: 5 | Answered: 541 (99.1%)



7. 7. How do you feel about the speed limits on the following types of roads?
Matrix | Skipped: 11 | Answered: 535 (98%)



8. 8. Which roads in Anglesea concern you the most? Is there a road you think we should lower the speed limit?
Map | Skipped: 319 | Answered: 227 (41.6%)



Questions with open ended responses

How safe do you feel using different types of roads?

Pedestrian safety concerns
A main issue raised by respondents is the lack of footpaths across many streets in Anglesea. They say this absence forces children, dog walkers, and those with prams or mobility aids, to walk directly on the road, often alongside moving traffic.

They say danger can be combined with narrow verges and nature strips that are frequently overgrown or obstructed by parked cars and dense vegetation, leaving little to no refuge for walkers. They say without a clear separation between pedestrian and vehicle zones, interactions become a worry, especially during peak tourist seasons when traffic volume increases.

Poor lighting was raised on many roads, making early morning and evening walks unsafe.

Driver behaviour and road conditions
Speeding is a recurring concern for respondents. Tourists and non-local drivers who may be unfamiliar with Anglesea's road conditions were highlighted. Sealed roads and long straight stretches like Noble Street and Harvey Street are frequently cited as areas where drivers exceed speed limits. Some respondents feel that driver behaviour has deteriorated since the COVID pandemic, with more frequent speeding in residential backstreets.

Gravel roads, while thought by some as safer due to slower speeds, others said were poorly maintained, leading to corrugation, potholes, and reduced control for vehicles. There are also reports of drivers ignoring road rules, failing to give way to pedestrians, and driving aggressively, particularly during holiday periods when the town is busiest.

Recreational use and vulnerable road users
Anglesea's active lifestyle is evident in the number of respondents who walk, run, cycle, and push prams daily. However, many said they feel vulnerable due to the lack of pedestrian infrastructure and the speed of passing vehicles.

Gravel roads are seen as both charming and risky. Slower traffic can make some respondents feel safer, but poor maintenance and unpredictable driver behaviour were seen as real threats.

Respondents express particular concern for children walking or biking near fast-moving traffic, and said the rise of electric scooters and bikes has added a new layer of complexity. Comments suggested electric bikes and scooters are often operated recklessly, sometimes on footpaths or in shared spaces, creating additional hazards for pedestrians.

Emotional responses and mixed experiences
Community sentiment is mixed. Some long-term residents report feeling safe due to their familiarity with the area, responsible local drivers, and low traffic volumes in quieter streets.

Others express fear and frustration, especially when on busy roads with no footpaths or during peak tourist seasons. There's a sense among some that accidents are inevitable without intervention. A few respondents also voiced scepticism about council planning and consultation processes, suggesting that community feedback is not always reflected in infrastructure decisions.

Suggested improvements
There is strong support amongst respondents for the installation of consistent and accessible footpaths throughout Anglesea. Many believe this would significantly improve pedestrian safety and reduce conflict between road users.

Traffic calming measures such as speed bumps, clearer signage, and stricter enforcement of speed limits are also widely recommended by respondents, particularly during holiday periods.

Improved visibility through better lighting and vegetation management is another key request, alongside safer pedestrian crossings at high-risk locations like Odonohue Road and the surf club.

Respondents also call for more thoughtful infrastructure investment, including designated bike lanes and improved road maintenance, to support the town's active lifestyle and protect its most vulnerable users.

"My concerns primarily relate to Harvey Street west of Noble Street, which is a long straight section of road connecting with the hinterland, which has long had a speeding problem."

Is there anything else you want to tell us about speed limits in Anglesea?

Overall, the community's feedback reflects a desire for a balanced approach that improves pedestrian safety through thoughtful infrastructure investment, targeted traffic management, and shared responsibility among all road users.

Pedestrian safety and footpath infrastructure
Pedestrian safety is a consistent and high-priority concern across the responses. Many respondents strongly advocate for improved infrastructure, particularly the installation of footpaths on streets such as Noble Street, Inverlochy Street, McDougall Road, Betleigh Street, and various gravel roads. Respondents said the absence of footpaths in these areas forces pedestrians to walk along narrow or uneven road edges, often in close proximity to moving and parked vehicles. This is especially problematic during busy periods when traffic volumes increase.

In addition to footpaths, there were requests for the installation of pedestrian crossings, particularly along the Great Ocean Road and near the river, beach access points, and shopping precincts. Specific locations such as the toilet block near the shops and the area around Inverlochy St are cited as dangerous due to unclear right-of-way and high traffic volumes. Zebra crossings and crossings with lights are requested to reduce confusion between drivers and pedestrians and to improve safety.

However, not all feedback supports the expansion of footpath infrastructure. Some respondents express concern about the impact of footpath construction on Anglesea's natural streetscape, preferring to preserve vegetation and informal walking routes. These individuals advocate for lower speed limits as a more appropriate and less intrusive way to enhance pedestrian safety. Others note that existing footpaths are sometimes underused and emphasise personal responsibility.

Beyond new infrastructure, many respondents call for better maintenance of existing pedestrian routes. Clearing overgrown vegetation from footpaths and road reserves is seen as essential to improving visibility and accessibility. There is also a strong belief that council efforts should prioritise road surface maintenance (such as addressing potholes and corrugation) over adjusting speed limits, which some view as a less effective solution.

Speed limits and enforcement

Respondents' views on speed limits in Anglesea are varied but generally centre around the need for safer, more consistent traffic management. Many respondents support reducing speed limits during peak holiday periods when pedestrian activity increases. Common suggestions include lowering limits to 30 km/h in residential and pedestrian-heavy zones (such as near the surf club, shopping precinct, and schools) and 40 km/h on major side roads like Noble Street, Harvey Street and McDougall Street. Peripheral roads near nature reserves are often considered appropriate for 60 km/h, provided wildlife safety is addressed.

Despite this, a significant portion of the respondents believes the current 50 km/h limit on residential streets and 60 km/h on major roads is adequate when properly enforced. Concerns about overregulation are frequently voiced, with some respondents opposing further reductions and expressing frustration with what they perceive as a "nanny state" approach. Uniformity in speed zones is also requested to reduce confusion, with calls to simplify signage and avoid short, inconsistent speed zones.

"I think a lot of people do not stick to speed limits especially those cutting thru from Great Ocean Rd."

Enforcement and driver behaviour

Across all feedback, the most consistent concern is the lack of enforcement. Speeding is widely attributed to a small number of reckless drivers rather than the general population. Streets like Noble Street and McMillan Street are repeatedly mentioned as hotspots for excessive speeds, especially during busy periods when they are used as shortcuts to avoid congestion on the Great Ocean Road.

Respondents strongly advocate for increased police presence, speed cameras, and traffic calming infrastructure such as speed humps and stop signs. Seasonal speed adjustments and illuminated signage are also proposed to better reflect traffic conditions and encourage compliance. Many feel that enforcement and education (rather than blanket speed reductions) would be more effective in improving safety and reducing risky behaviour.

Driver and rider responsibility

Non-compliance with speed limits and poor driver behaviour are recurring themes, with emphasis placed on shared responsibility among all road users. Electric bikes and scooters are seen as increasingly problematic, particularly when used on pedestrian paths or at high speeds. Some respondents call for better monitoring and education for cyclists and e-bike users, especially tourists unfamiliar with local conditions.

There is also a call for greater courtesy and awareness from drivers, particularly around parked cars, pedestrian zones, and areas with limited visibility. Many believe that fostering a culture of mutual respect and responsibility (supported by targeted enforcement) would do more to improve safety than further changes to speed limits.

Wildlife and environmental safety
Wildlife protection is a concern among Anglesea respondents, with frequent reports of kangaroos, ducks, and geese crossing roads near the golf course, the river end of Noble Street, Gherang Road and along the Great Ocean Road. These areas are regularly cited as hotspots for animal-vehicle collisions, prompting calls for reduced speed limits, improved signage, and better roadside visibility to prevent injury and death to native fauna.

Noble Street is highlighted as a zone where speeding vehicles pose a serious threat to kangaroos, especially during early morning and evening hours. Respondents advocate for traffic calming measures and lower speed limits near nature reserves and dead-end beach roads to protect wildlife and reduce accidents.

Beyond animal safety, broader environmental concerns are also raised. Dust from gravel roads is seen as a hazard, affecting both air quality and visibility for drivers and cyclists. Some respondents suggest that reducing vehicle speeds on these roads could help minimise dust, slow erosion, and improve overall road conditions. Others link speed reduction to environmental benefits such as lower emissions and a shift toward more pedestrian and cyclist friendly town.

Traffic management and infrastructure
Traffic congestion is a persistent concern in Anglesea, particularly during peak holiday periods when visitor numbers surge.

Key problem areas mentioned include Camp Road, Coalmine Road, Bingley Parade, Roadknight are, and the shopping precinct, where increased vehicle volumes lead to risky driving behaviour, and reduced pedestrian safety. Intersections such as Betleigh Street, Ellimatta Road, and the roundabouts at Noble Street and Murray Street, Murray Street and Parker Street and Murray Street and McMillan Street are frequently flagged for redesign due to vehicles entering too quickly or without adequate visibility.

To address these issues, respondents propose a range of traffic calming measures including speed humps, chicanes, and roundabouts in high-traffic zones. There is also strong support for a bypass or ring road (potentially via upgrades to Coalmine Road and Messmate Track) to divert through-traffic away from residential streets and alleviate pressure on the Great Ocean Road. This is seen as a critical long-term solution for both congestion and emergency access.

Street design and parking
Street design is another focal point of community feedback. Suggestions include converting certain roads (such as Minifie Avenue, Peter Avenue, Sparrow Avenue and Third Avenue) into one way or pedestrian priority zones to improve safety and reduce traffic volumes. Parking congestion is a recurring issue, especially on narrow streets like Harvey Street, Noble Street and Parker Street. During peak times, parked cars on both sides of these roads limit visibility and restrict traffic flow. Temporary parking restrictions and clearer signage are recommended to ease congestion and improve safety.

Signage and driver awareness
Improving signage is seen as a practical way to enhance traffic flow and driver awareness. Respondents recommend installing speedometer readouts near playgrounds and key intersections, as well as clearer directional signage at town entrances.

Gravel roads and access control
Gravel roads present challenges. Many are considered unsafe due to poor drainage, perceived inconsistent maintenance, and lack of speed reducing infrastructure. Respondents suggest restricting access to these roads to local traffic only, to prevent their use as shortcuts during busy periods. Speed humps and chicanes are proposed to slow vehicles and reduce dust, erosion, and environmental impact.

Road conditions, visibility and maintenance
Road surface quality is a concern among Anglesea respondents, particularly on gravel roads and older sealed streets such as Parker Street, O'Donohue Road, and Camp Road. Potholes, cracks, and uneven terrain are frequently reported, with many noting that these conditions contribute to unsafe driving environments, especially during low-visibility periods like early mornings, evenings, or poor weather. Gravel roads are seen as especially problematic, requiring more frequent grading, drainage improvements, and general upkeep to prevent accidents and maintain safe access.

Visibility at intersections is another recurring issue raised. Overgrown vegetation, fencing, and poor lighting often obstruct sightlines, making it difficult for drivers to navigate safely. Residents call for clearer signage at town entrances and key junctions, improved lighting, and vegetation management to enhance safety for all road users. Streets like McMillan Street are suggested for one way traffic during events or construction to ease congestion and reduce risk.

Frustration with council maintenance practices is evident. Long standing issues (such as reports of a recurring pothole on O'Donohue Road near Second Avenue) are cited as examples of temporary fixes that fail to address underlying problems. Some respondents feel that lowering speed limits in response to poor road conditions is a misplaced solution, arguing that infrastructure should be repaired rather than regulated around. There is a strong desire for council to prioritise core responsibilities like road maintenance and safety improvements over broader initiatives perceived as less relevant to everyday community needs.

To support safer driving and deter speeding in known problem areas, residents also advocate for the installation of static speed cameras and other monitoring tools.

Cycling safety and infrastructure
Cycling safety is a concern among Anglesea respondents, particularly in areas where cyclists must share narrow roads with fast-moving vehicles. The Great Ocean Road is frequently cited as unsuitable for safe shared use due to its limited width and the presence of debris on road shoulders. Cyclists report feeling vulnerable, especially when overtaken or forced into traffic due to poor separation between bike and car lanes. There is strong support for dedicated cycling infrastructure to better protect riders and encourage active transport.

Gravel roads such as No 2 Road, Aireys Bambra Road, Gilbert Street, and Distillery Creek Road are also flagged as hazardous for cyclists. These roads are often used as shortcuts between towns, yet their uneven surfaces and high speed limits create unsafe conditions for cyclists. Respondents recommend lowering speed limits on

these roads and discouraging non-local traffic to reduce risk and preserve their function as shared-use corridors.

E-Bike use and shared path safety
Electric bikes and scooters are increasingly mentioned in community feedback, with concerns about their speed, silent operation, and use on pedestrian paths. Several respondents report near misses.

Suggestions include better monitoring of e-bike usage, helmet enforcement, and clearer separation between walking and cycling zones. There is also a broader call for a shift toward sustainable transport, with more bike lanes and walking paths to reduce car dependency and support healthier, low-emission travel options.

Carpark safety and speed management
Carpark safety, especially around the shopping precinct, is another area of concern. Residents report that vehicles often travel at unsafe speeds in these zones, creating a risk for pedestrians. To address this, there are calls to reinstate 10 km/h signage and enforce speed limits more rigorously.

Governance, consultation, and community sentiment
Community feedback reveals an often-divided perspective on local governance and decision-making in Anglesea. While some respondent's express satisfaction with current council initiatives, many voice frustration over perceived inaction, ineffective consultation processes and a lack of responsiveness to long standing issues. A recurring concern is that surveys and engagement efforts do not adequately reflect the lived experiences of locals, particularly those who reside in Anglesea full-time.

There is a desire for transparent, evidence-based decision making that prioritises practical, location specific solutions over blanket policies. Many respondents urge Council to focus on core responsibilities such as road maintenance, infrastructure upgrades, and enforcement. Some feel that recent proposals (particularly around speed limit reductions) are driven by a vocal minority and do not reflect the broader needs of everyday users, including working families and long-term residents.

Sentiment across the community is mixed. A portion of respondents believe that current speed limits and road conditions are adequate and oppose additional spending on changes they view as unwarranted. Others advocate for proactive safety measures, especially in areas with high pedestrian activity, arguing that action should be taken before accidents occur.

Your Say survey results – Aireys Inlet

"I am conscious of traffic when walking on roads."

We had 286 contributions to the survey from Aireys Inlet.

Respondents say Aireys Inlet is a walking friendly community, but road safety concerns, especially for pedestrians and cyclists are significant. Footpaths and lower speed limits are strongly linked to feeling safe, and many residents want speed reduced on roads without pedestrian infrastructure.

Questions with 'drop down' responses

Walking is the most common way people get around. While nearly everyone (98%) uses a car at some point, more than half (55%) say walking is their main mode of travel.

Around 70% of respondents are at least somewhat concerned about speed, road safety, driver behaviour, and road conditions. These concerns are evenly spread, suggesting no single issue dominates.

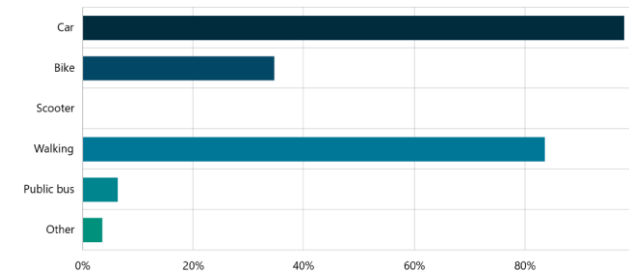
Drivers feel safest, pedestrians and cyclists less so. Three quarters of people feel safe driving, but only 43% feel safe walking and just 31% feel safe cycling. This gap shows that non drivers feel more vulnerable on local roads.

88% of people feel safe on sealed roads with footpaths, compared to just 35% on sealed roads without them. Gravel roads with footpaths also score well (83% feel safe), while gravel roads without footpaths are seen as less safe (43%).

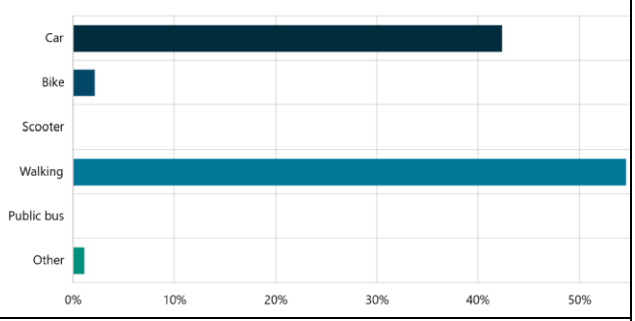
More than half of respondents think speed limits are too fast on gravel roads without footpaths (54%) and sealed roads without footpaths (53%). Even on roads with footpaths, a significant number still feel speeds are too high.

"More footpaths would be a good addition to the streets around Aireys Inlet."

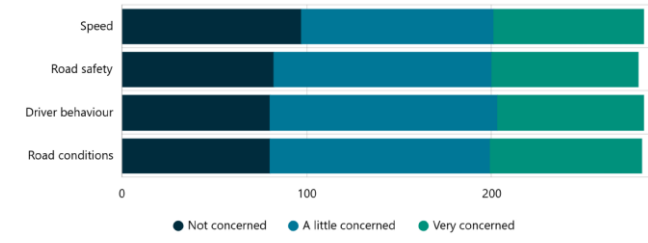
1. 1. What mode of travel do you use in Aireys Inlet?
Multi Choice | Skipped: 0 | Answered: 286 (100%)



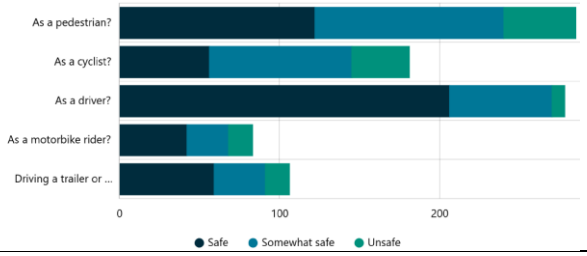
2. 2. Which mode of travel do you use most often in Aireys Inlet?
Multi Choice | Skipped: 0 | Answered: 286 (100%)



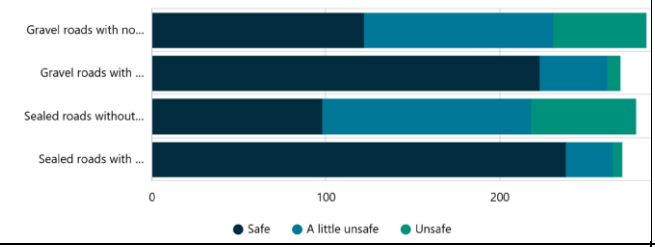
3. 3. How concerned are you about the following when thinking about the roads in Aireys Inlet?
Matrix | Skipped: 2 | Answered: 284 (99.3%)



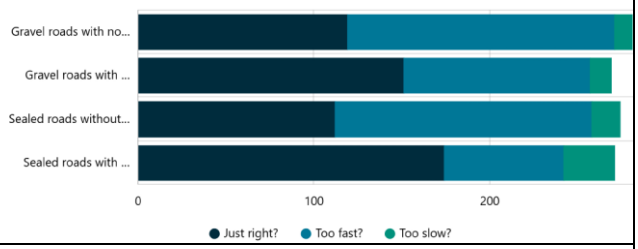
4. 4. How safe do you feel using the roads in Aireys Inlet?
Matrix | Skipped: 0 | Answered: 286 (100%)



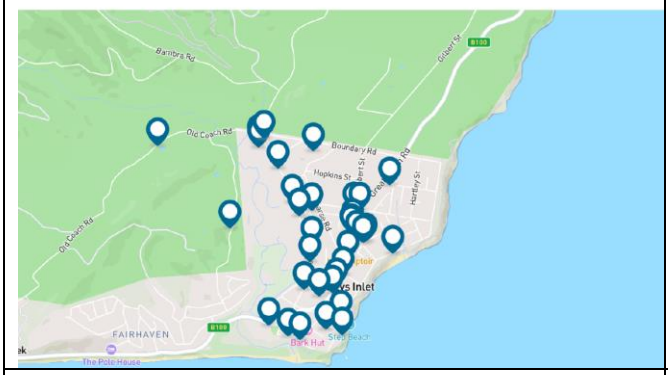
5. 5. How safe do you feel using:
Matrix | Skipped: 1 | Answered: 285 (99.7%)



7. 7. How do you feel about the speed limits on the following types of roads?
Matrix | Skipped: 3 | Answered: 283 (99%)



8. 8. Which roads in Aireys Inlet concern you the most? Is there a road you think we should lower the speed limit?
Map | Skipped: 142 | Answered: 144 (50.3%)



Questions with open ended responses

How safe do you feel using different types of roads?

Pedestrian safety and footpath access
Pedestrian safety is a concern in Aireys Inlet, largely due to the widespread absence of formal footpaths. Residents frequently walk on roads because nature strips are either planted out or too narrow to use safely. Roads such as Bambra Road, Lighthouse Road, Gilbert Street, and Federal Street are repeatedly flagged as unsafe, especially during busy periods. Respondents say deep gutters, blind corners, and uneven terrain further compound the risk.

There is strong community support for the installation of footpaths or designated walking spaces, particularly near schools, shops, and popular walking routes. Some residents suggest informal paths or clearer signage as interim solutions. While many value the rural character of Aireys Inlet and prefer minimal infrastructure, there is broad agreement that pedestrian safety must be prioritised.

Speed limits and driver behaviour
Speed and driver behaviour are seen as significant safety issues. Sealed roads are consistently described as more dangerous than gravel roads, as they encourage higher speeds and reduce tyre noise, making it harder for pedestrians to hear vehicles. Roads like Bambra Road, Aireys Street, and Hopkins Street are frequently cited for excessive speeds, especially during peak holiday periods.

Many residents advocate for reducing speed limits to 30–40 km/h on shared roads, similar to school zones, to reflect the vulnerability of pedestrians. Tourist traffic, particularly buses and caravans, is viewed as a major contributor to speeding and congestion. There are calls for speed bumps, clearer signage, and stricter enforcement to address unsafe driving, especially by visitors unfamiliar with local conditions.

Road conditions and surface types
Respondents say the range of road surfaces in Aireys Inlet plays a significant role in how safe they feel. Gravel roads are generally seen as safer due to slower vehicle speeds and audible tyre noise. However, perceived poor maintenance (such as potholes, corrugation, and sloping edges) can make walking hazardous and driving unpredictable.

Sealed roads without footpaths are considered more dangerous, as they are seen to promote faster driving and reduce pedestrian visibility. Roads like Boundary Road and Bambra Road are criticised for either neglect or unnecessary overlays. There is strong support for more consistent grading, drainage improvements, and targeted upgrades to ensure roads remain safe for all users.

Seasonal traffic and tourist impact
During peak holiday periods, the influx of visitors dramatically increases traffic volume and pedestrian risk. Tourist buses, delivery vans, and unfamiliar drivers are frequently cited as sources of congestion and unsafe behaviour. Respondents say roads near the lighthouse, beach access points, and the market precinct become particularly hazardous.

Respondents suggest restricting bus access to narrow streets, installing cameras to monitor traffic, and implementing traffic calming measures such as speed bumps and signage to manage seasonal surges.

Community sentiment and shared responsibility
Despite concerns, many respondents describe Aireys Inlet as a generally safe and respectful community. Local drivers are often seen as courteous and aware of pedestrians, especially on gravel roads. However, there is recognition that safety depends on shared responsibility.

Some respondents oppose infrastructure changes, preferring to maintain the town's relaxed, coastal feel. Others stress the need for proactive measures to prevent accidents before they occur.

Is there anything else you want to tell us about speed limits in Aireys Inlet?

"Apart from lowering the speed limit on unsealed shared roads, speed limit signage and enforcement should be improved."

Pedestrian safety and shared road use
Respondents say pedestrian safety is a priority for Aireys Inlet residents, especially given the widespread absence of formal footpaths. Locals say they frequently walk with children, pets, prams, and mobility aids along narrow, often unsealed roads shared with vehicles. Roads such as Bambra Road, Lighthouse Road, Eagle Rock Parade, Pearse Road, Amaroo Crescent, and Aireys Street are repeatedly flagged as unsafe. Respondents support designating key roads as shared zones, reducing speed limits in pedestrian heavy areas, improving crossings near shops and schools, and enhancing signage and roadside visibility.

Speed limits and traffic calming
Community views on speed limits are mixed, but there is agreement that safer, more consistent speed zoning is needed. Many respondents advocate for a blanket 40 km/h limit across residential streets, with 20–30 km/h on gravel roads and high pedestrian zones such as Inlet Crescent and River Road.

Others feel current limits are sufficient and worry that further reductions may lead to driver frustration and unsafe behaviour. The Great Ocean Road is a particular point of debate, with calls for both extended 50 km/h zones near pedestrian crossings and increased limits outside peak periods to reduce confusion. Respondents support clearer signage and physical traffic calming measures like speed humps, chicanes, and one-way systems.

Enforcement and driver behaviour
Speed limits alone are seen as ineffective without proper enforcement. Many respondents report frequent speeding, particularly by tourists, motorbike riders, and trade vehicles. Dangerous behaviours such as overtaking on double lines, cutting corners and failing to stop at signs are common.

To improve compliance, residents call for increased police presence during busy periods, targeted education campaigns, and infrastructure that physically slows traffic. Enforcement is viewed as essential to complement signage and design improvements.

Road conditions and maintenance
Poor road surface quality is a concern. Unsealed roads like Gilbert Street, Anderson Street, Boundary Road and Old Coach Road are described as hazardous due to corrugation, erosion, potholes, and unstable edges. Respondents strongly support more regular grading, sealing of key access roads, improved drainage, and better gravel selection. There is also concern about poor design and signage in dead end streets, which complicate turning and increase risk.

Tourist traffic and infrastructure pressure
Respondents say tourist traffic places significant pressure on local infrastructure, especially during peak seasons. Large vehicles such as buses, campers, and 4WDs contribute to congestion and safety risks around the lighthouse, beach access points, and Inlet Crescent. Respondents propose restricting bus access to narrow residential streets, prohibiting parking in high-risk zones, expanding parking facilities, and improving traffic flow near popular destinations. They say oversize vehicles ignoring signage are a recurring concern, with calls for stricter enforcement and clearer restrictions.

Environmental character and community values
While safety is a shared concern, many respondents are equally committed to preserving Aireys Inlet's relaxed, bushland character. Unsealed roads and footpath-free streets are seen as part of the town's charm, encouraging casual use and community interaction.

Some oppose sealing roads or installing footpaths, fearing it would increase vehicle speeds and suburbanise the town. The community supports thoughtful, location-specific solutions that balance safety with the preservation of Aireys Inlet's unique identity, such as shared zone signage, minimal but effective infrastructure, and design that respects the natural environment.

Your Say survey results – Fairhaven

"Drivers in general respect pedestrians and drive to road and weather conditions."

We had 112 contributions to the survey from Fairhaven.

Fairhaven respondents rely heavily on walking and driving, but feel less safe when footpaths are missing, especially on gravel and sealed roads. There's strong support for lower speed limits and better pedestrian infrastructure to improve safety and comfort for all road users.

Questions with 'drop down' responses

Walking and driving are equally common. While 96% of respondents use a car at some point, 50% say walking is their main mode of travel.

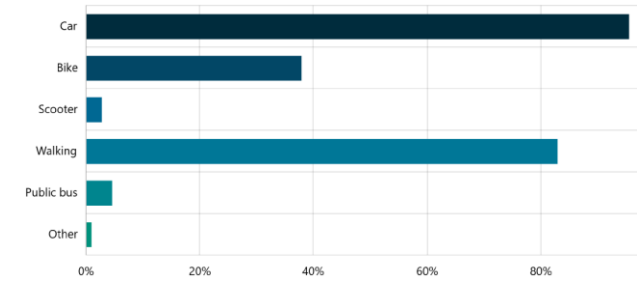
Most respondents are at least somewhat concerned about speed (63%), road safety (66%), and driver behaviour (73%). Road conditions are a bit less concerning but still noted by over half of participants.

Nearly 70% of people feel safe driving, compared to 42% who feel safe walking and just 33% who feel safe cycling.

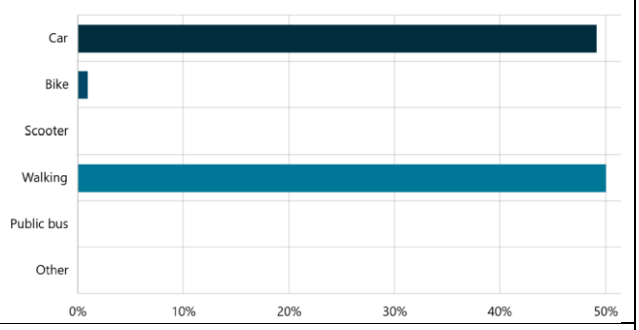
94% of people feel safe on sealed roads with footpaths, and 83% feel safe on gravel roads with footpaths. In contrast, only 39% feel safe on gravel roads without footpaths, and 43% on sealed roads without them.

More than half of respondents think speed limits are too fast on gravel roads without footpaths (55%) and sealed roads without footpaths (50%). Even on roads with footpaths, around a quarter of people still feel speeds are too high.

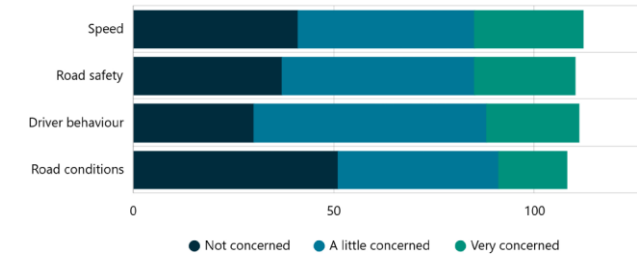
1. 1. What mode of travel do you use in Fairhaven?
Multi Choice | Skipped: 1 | Answered: 111 (99.1%)



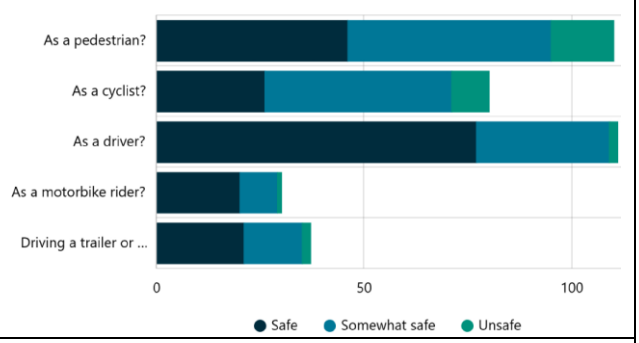
2. 2. Which mode of travel do you use most often in Fairhaven?
Multi Choice | Skipped: 0 | Answered: 112 (100%)



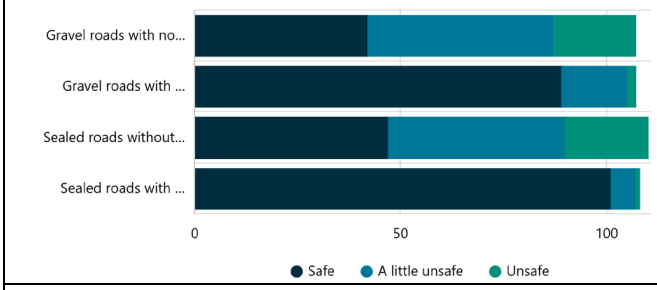
3. 3. How concerned are you about the following when thinking about the roads in Fairhaven?
Matrix | Skipped: 0 | Answered: 112 (100%)



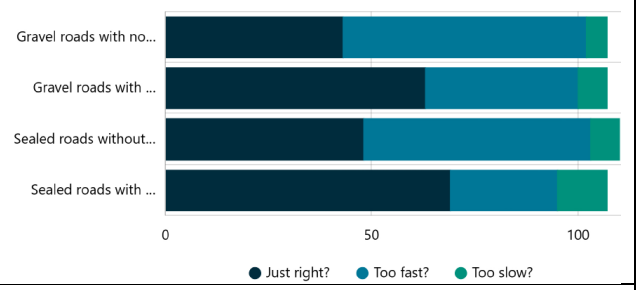
4. 4. How safe do you feel using the roads in Fairhaven?
Matrix | Skipped: 0 | Answered: 112 (100%)



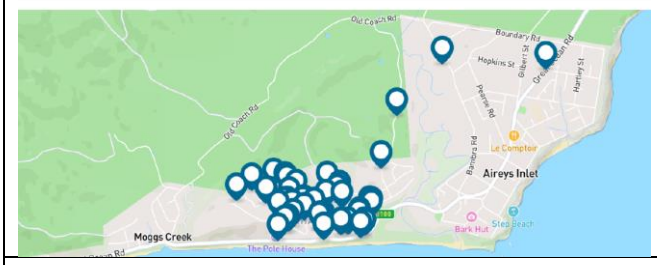
5. 5. How safe do you feel using:
Matrix | Skipped: 2 | Answered: 110 (98.2%)



7. 7. How do you feel about the speed limits on the following types of roads?
Matrix | Skipped: 2 | Answered: 110 (98.2%)



8. 8. Which roads in Fairhaven concern you the most? Is there a road you think we should lower the speed limit?
Map | Skipped: 66 | Answered: 46 (41.1%)



Questions with open ended responses

How safe do you feel using different types of roads? Why do you feel this way?

"Local motorists around here seem considerate and caring and stay to the 40km limit or lower."

Pedestrian safety and shared roads
Respondents say pedestrian safety is a concern, especially on roads without footpaths. Many residents walk with children, pets, or mobility aids along narrow streets where vehicles and pedestrians share the same space. Roads like Ridge Road, Lialeeta Avenue, and Forest Drive are frequently mentioned as unsafe. While some locals feel safe and take personal responsibility, others report feeling vulnerable during peak visitor periods when unfamiliar drivers are less cautious.

Speed and driver behaviour
Speeding is reported as an issue across both sealed and gravel roads. Sealed roads are seen to encourage faster driving, which increases risk for pedestrians. Tradies, weekenders, and tourists are often cited as the main offenders.

Respondents suggest lowering speed limits to 40 km/h or less in residential areas, installing speed humps on streets like Ridge Road, and clearly signing shared zones to remind drivers to slow down and watch for pedestrians.

Road conditions and visibility
Narrow roads, blind corners, and poor sightlines (especially on curved sections like Lialeeta Avenue and Banool Road) add to safety concerns for respondents. Gravel roads such as Bimbadeen Drive are described as dangerously corrugated, causing vehicles to swerve and pedestrians to trip.

Respondents support better road maintenance, vegetation trimming to improve visibility, and clearer signage at intersections and dead ends.

Infrastructure and footpaths
There are mixed views on footpaths. Some respondents feel they are essential for safety, offering clear separation between pedestrians and vehicles. Others worry that adding footpaths would compromise Fairhaven's rural character. Where footpaths do exist, they are appreciated.

Suggestions include adding paths to main feeder roads like Wybellenna Drive and improving pedestrian infrastructure near the Surf Club and Great Ocean Road crossings.

Community character and shared responsibility
Many respondents value the informal road network and believe safety comes from respectful behaviour, not heavy infrastructure. While some oppose widespread changes, there is broad support for thoughtful, location specific solutions that balance safety with preserving the town's character, such as shared road signage, speed controls, and minimal but effective upgrades.

"No footpaths is fine in Fairhaven. It is part of the towns charm. Cars give you plenty of room."

Is there anything else you want to tell us about speed limits in Fairhaven?

Pedestrian safety and shared roads
Pedestrian safety is a concern for respondents, where most roads lack formal footpaths and are shared by vehicles, walkers, cyclists, and wildlife. Respondents report feeling unsafe on narrow, steep streets like Ridge Road, Lialeeta Avenue, and Forest Drive due to speeding and limited visibility. There is strong support for clearer shared road signage, wildlife crossing alerts, and pedestrian priority zones to protect vulnerable users and encourage active transport.

Speed limits and enforcement
Many respondents advocate for reducing speed limits across Fairhaven's residential streets, with suggestions ranging from 40 km/h down to 20–30 km/h. A blanket 30 km/h limit is the most common proposal. However, views are mixed.

Some feel current limits are adequate or even too low, particularly on the Great Ocean Road, where slow drivers can frustrate traffic flow. There is broad agreement that speed limits are ineffective without enforcement.

Road conditions and hazardous intersections
Road surface quality is seen to affect safety. Gravel roads like Bimbadeen Drive and Narani Way are described as poorly maintained, with corrugations, loose stones, and drainage issues creating slippery and dangerous conditions. Respondents report near misses and crashes, and strongly support more frequent grading, improved surface materials, and better design at key intersections such as Yarringa Road and the Great Ocean Road.

Infrastructure priorities and practical solutions
While speed limits and signage are important, many respondents feel that more pressing infrastructure issues like curbing, drainage, and pedestrian access are being overlooked.

There's frustration over long standing problems that remain unresolved, and a call for Council to prioritise practical upgrades that improve safety and usability. Suggestions include advisory speed systems on curves, better surfacing, and clearly marked shared zones that reflect actual road use.

"Having a footpath reduces contact with vehicles which sometimes don't give pedestrians distance."

Community character and personal responsibility
Fairhaven's relaxed, coastal character is deeply valued by respondents. There's resistance to excessive signage and infrastructure, with many preferring minimal but effective interventions that preserve the town's charm. Some emphasise personal responsibility, arguing that respectful behaviour and awareness are more effective than regulation alone.

Your Say survey results – Moggs Creek

"The streets around Moggs Creek are being used by a lot of pedestrians. We as a family use them for walks with the dog and young kids. Tourists often don't know or care about the locals using the road on a daily basis for walks and bike rides."

We had 39 contributions to the survey from Moggs Creek.

Moggs Creek respondents say they rely heavily on both walking and driving but feel less safe on roads without footpaths. There's strong support for lower speed limits and better pedestrian infrastructure, especially on gravel and sealed roads without footpaths.

Questions with 'drop down' responses

Walking and driving are equally common. Almost everyone (97%) uses a car in Moggs Creek, but walking is also popular, with 64% of respondents doing so. Interestingly, when asked which mode they use most often, the results were nearly split 51% drive most often, while 49% walk.

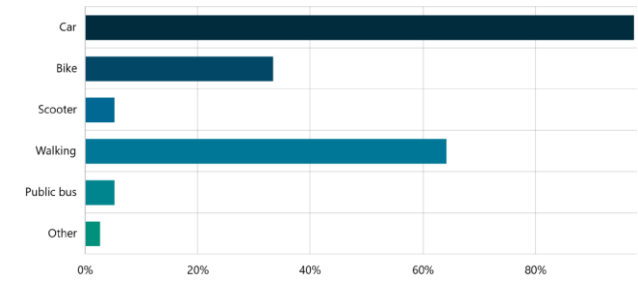
Around 60–70% of respondents expressed at least some concern about speed, road safety, driver behaviour, and road conditions. Road conditions drew the highest level of concern, with nearly a third of respondents saying they were "very concerned."

Nearly 73% of respondents feel safe driving in Moggs Creek, compared to 47% who feel safe walking and 48% who feel safe cycling.

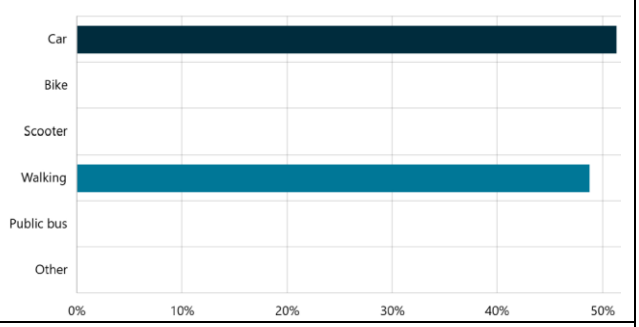
96% of people feel safe on sealed roads with footpaths, and 87% feel safe on gravel roads with footpaths. In contrast, only 59% feel safe on gravel roads without footpaths, and 52% on sealed roads without them.

On gravel roads without footpaths, half of respondents think the speed limit is too fast. Similar concerns were raised for sealed roads without footpaths, where 45% said speeds are too high. Even on roads with footpaths, around 30% still feel limits should be lower.

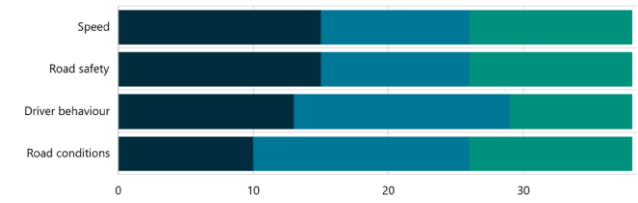
1. 1. What mode of travel do you use in Moggs Creek?
Multi Choice | Skipped: 0 | Answered: 39 (100%)



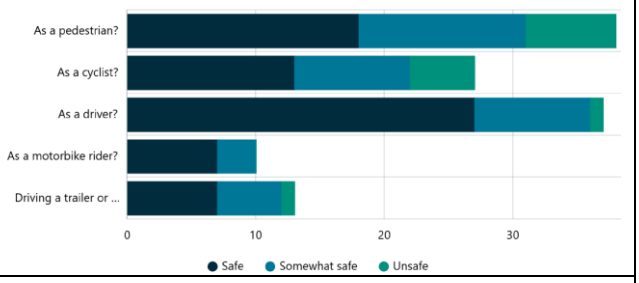
2. 2. Which mode of travel do you use most often in Moggs Creek?
Multi Choice | Skipped: 0 | Answered: 39 (100%)



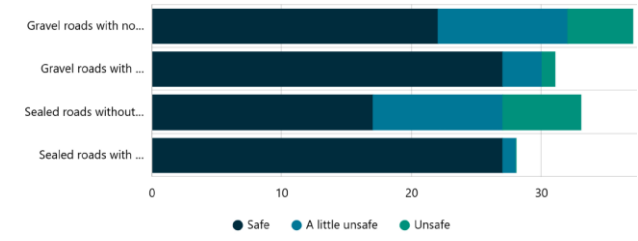
3. 3. How concerned are you about the following when thinking about the roads in Moggs Creek?
Matrix | Skipped: 1 | Answered: 38 (97.4%)



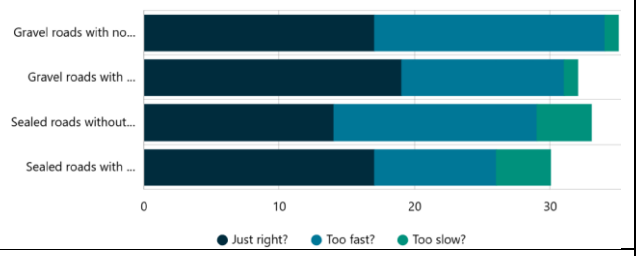
4. 4. How safe do you feel using the roads in Moggs Creek?
Matrix | Skipped: 1 | Answered: 38 (97.4%)



5. 5. How safe do you feel using:
Matrix | Skipped: 2 | Answered: 37 (94.9%)



7. 7. How do you feel about the speed limits on the following types of roads?
Matrix | Skipped: 4 | Answered: 35 (89.7%)



8. 8. Which roads in Moggs Creek concern you the most? Is there a road you think we should lower the speed limit?
Map | Skipped: 26 | Answered: 13 (33.3%)



Questions with open ended responses

How safe do you feel using different types of roads?

"People drive slowly and walking slightly off the road is possible."

Pedestrian use and safety
Walking is common in Moggs Creek, with many respondents using the roads for daily walks, dog outings, and family strolls. Roads are often shared spaces, with pedestrians walking slightly off the road due to the lack of footpaths. While locals generally feel safe walking, concerns arise when vehicles and pedestrians occupy the same narrow space, especially for children and the elderly.

Driver behaviour and speed
Most drivers in Moggs Creek are reported to drive slowly and respectfully, particularly on gravel roads. However, there is a perception that some vehicles (especially those driven by tourists unfamiliar with the area) travel too fast. Sealed roads tend to encourage higher speeds, and drivers on these roads are perceived to show less regard for pedestrians and cyclists. While traffic is usually light, the mix of fast-moving cars and foot traffic can feel unsafe for respondents.

Road conditions and maintenance
Gravel roads in Moggs Creek are frequently described as poorly maintained, with potholes, corrugation, blind corners, and muddy or dusty surfaces.

Many respondents feel that the roads are unsafe not because of speed limits, but due to neglect and lack of upkeep. There is strong support for investing in road maintenance rather than lowering speed limits.

Local vs tourist awareness
Locals are generally aware of pedestrian activity and adjust their driving accordingly. Respondents say tourists, however, are often unfamiliar with the shared nature of the roads and may drive too fast or fail to notice walkers and cyclists. This disconnect contributes to feelings of vulnerability among residents, especially in areas with high pedestrian use and no formal walking infrastructure.

Community sentiment
Despite concerns, many long-term residents report no significant issues with road safety, attributing this to slow traffic and community awareness. There is a clear preference for maintaining the informal, walkable character of Moggs Creek while improving road surfaces and encouraging respectful driving, particularly from visitors.

Is there anything else you want to tell us about speed limits in Moggs Creek?

There is broad support for lower speed limits, better signage, and road designs that reflect the shared, slow paced nature of the area.

Speed limits and signage
Many respondents are unaware of official speed limits in Moggs Creek due to the lack of visible signage. While some assume the default limit is 50 km/h, most agree this is too fast for local conditions.

There is strong support for reducing speed limits to 40 km/h in residential areas and 30 km/h (or even 10 km/h) on shared roads used by pedestrians, cyclists, and children. Some residents note that locals typically drive at safer speeds (around 25–30 km/h), but visitors and short-term renters often drive too fast, especially on roads like Noel Road, Boyd Avenue, and Old Neuk Road.

Shared road use and pedestrian safety
Respondents say Moggs Creek roads are frequently used by pedestrians, including families, children, and dog walkers. With no footpaths and narrow, unsealed roads, pedestrians share space with vehicles. This creates safety concerns, especially when drivers are unfamiliar with the area or fail to slow down.

Specific issues include:
- Poor visibility on steep roads like Noel Road
- Groups of walkers using the road while wearing earphones
- Children playing on roads like Old Neuk Road

Respondents emphasise that roads should be treated as shared zones, with speed limits and infrastructure reflecting pedestrian vulnerability.

Road conditions and maintenance
The condition of Moggs Creek's roads is a recurring concern for respondents. Gravel roads are described as full of potholes, dusty and muddy, and poorly maintained on stretches like Old Coach Road.

While some residents appreciate the rustic charm and traffic calming effect of gravel roads, others call for better maintenance. There is also a preference for sand coloured gravel over grey gravel to preserve the natural beachside aesthetic.

Visitor behaviour and event impact
Local drivers are generally reported as cautious and respectful, but respondents say visitors and tradespeople often drive too fast, unaware of the shared nature of the roads. Events like the Surfcoast 100km raise concerns for respondents about speeding, parking, and emergency access, particularly near the picnic ground.

Respondents urge that speed limits and signage be designed to slow traffic, not accommodate faster vehicles. There is also concern that adding signs alone has little effect without enforcement or education.

Community character and safety
Moggs Creek is valued for its quiet, coastal charm and strong sense of community. Roads are used not just for transport but for recreation, play, and connection. Respondents want to preserve this character by keeping roads unsealed and

informal, prioritising pedestrian and wildlife safety, and avoiding infrastructure changes that encourage higher speeds.

Social media results

We posted on Council's Facebook and Instagram pages at the start of engagement (15 April), and towards the end of engagement (12 May). Community was encouraged to visit our Your Say page for information and to provide feedback via a survey.

We had 46 reactions across our Facebook and Instagram posts including shares to other Facebook pages.

Next steps

Community feedback will be considered alongside an independent technical report to determine speed limit changes.

We expect to have this information and report from the consultant ready for the community in October 2025.