City of Port Phillip BikeScope 2010
Electronic Report and Analysis

Contents

1.0 Executive Summary

This report contains data that was collected through Bicycle Victoria's City of Port Phillip BikeScope survey, which was run from 8 July to 16 August 2010.

There were 1265 responses to the City of Port Phillip BikeScope survey. This comprised 784 (62%) fully completed surveys and 481 partially completed surveys.

See Appendix B for more information about the demographics, geographic distribution and riding habits of these respondents.

1.1 Participation and Frequency

Bicycle Victoria identifies four main categories of riders:

- High Intensity Recreation
- High Intensity Transport
- Low Intensity Recreation
- Low Intensity Transport

The High Intensity Recreation category received the highest response count with 1062 responses.

The findings indicated that the respondents from the City of Port Phillip were mostly male (66.9%) and aged between 35-49 (45.3%), 50–59 (21.1%) and 25–34 (20.4%).

Around 16% of respondents ride on average 3 days a week, with another 14.7% of respondents riding 5 days a week.

26.5% of respondents indicated that they ride between 50 and 100km per week, with a further 26.5% of respondents riding between 100 and 200km per week.

1.2 Perceptions of Cycling in the City of Port Phillip

Figures indicate a reasonable level of general satisfaction amongst riders in the City of Port Phillip.

Respondents gave particularly high ratings out of ten to:

- 'Do you think bike riding in the City of Port Phillip has improved over the last 5 years?' – Average rating 7.15. To put this figure in context, another inner metropolitan council received an average score of 4.97 (for improvements over the previous 3 years).
- 'How would you rate your municipality from a cyclist's point of view?' – Average rating 6.70. The figure compares with a score of 4.57 from another inner metropolitan council.

They gave low ratings to:

- 'How easy do you think it is to combine bike riding with public transport in the City of Port Phillip?' – Average rating 4.43. The comparative figure from another inner metropolitan council was 4.08.
- 'Do you feel the City of Port Phillip is allocating enough money to improve cycling infrastructure?' – Average rating 4.93. This rating was well above the 2.80 rating that inhabitants gave another inner metropolitan council.

1.3 Destinations

Respondents indicated that the most popular destinations for riders within the City of Port Phillip was the beach (7.4% / 228 responses), St Kilda (6.2% / 189 responses) and Port Melbourne (5.6% / 171 responses).

12.2% of respondents identified the CBD as the most popular external destination, with 283 responses, followed by Mordialloc (9.3 % / 216 responses), and Frankston (7.2% / 167 responses).

1.3.1 On- and Off-road Travel

On-road travel is the most popular method for respondents to travel to their desired destinations (56.6%).

1.3.2 On-road Routes

The three most popular on-road routes in the City of Port Phillip are:

1. Beach Road 17.8% (488 responses)
2. St Kilda Road 8.4% (232 responses)
3. Beaconsfield Parade 8% (220 responses)

Brighton Road is also a significant on-road route for respondents, when leaving the City of Port Phillip, with 1061 responses.

1.4 Parking

54.3% of respondents park their bike at either on-street posts or other on-street furniture within the City of Port Phillip.

The PinPoint tool highlighted a number of key areas requiring more bike parking:

1. Acland Street
2. Carlisle Street between Chapel Street and Blenheim Street
3. South Melbourne Market

1.5 Priority for Improvements (as perceived by respondents)

The following **main road routes** were identified as requiring improvement (rank order):

- St Kilda Road
  - Separate Bike Lanes
  - Copenhagen Style lanes
- Beach Road
  - Cars Parked
  - Dedicated Bike Lane
- Brighton Road
  - Separate Bike Lanes
  - Surface Condition
- Albert Road
  - Dedicated Bike Lane
- Beaconsfield Parade
  - Cars Parked

1.5.1 Other on-road improvements:

The following additional on-road routes were identified as requiring improvements:

- Tennyson Street
  - Separate Bike Lanes
  - Surface Condition/Maintain
- Cecil Street
  - Surface Condition/Maintain
  - Cars Parked
- Lakeside Drive
  - Continuous Bike Lane
- Richardson Street
  - Marking Bike Lane

1.5.2 Improvements to off-road/shared paths:

The following off-road routes / shared paths were identified as requiring improvements:

- St Kilda Beach Foreshore
  - Separate Bike Lane
  - Signage
- Port Melbourne Light Rail
  - Lighting
- Albert Park Lake
  - Lighting
  - Surface Condition
- Elwood Foreshore
  - Surface Condition

2.0 How to Use this BikeScope Report

BikeScope is an in-depth analysis of an area's bike riding environment by gathering base data and direct input from residents.

This report collates and interprets the data collected from our BikeScope online survey, which was run from 8 July to 16 August 2010.

The content of this report to allow for different levels of data absorption.

The Executive Summary gives a summary of the BikeScope findings and results, and outlines our recommendations.

In section three, Results and Analysis, the BikeScope data is presented in more detail. Here, the data is presented in graph-form with a commentary, to provide a quick overview of responses and to show any patterns or general trends within the responses, and then in greater detail still in table form.

Any data that is not presented in a comprehensive table in section 3 will be available in an appendix.

Organisation of material:

- question from survey
- thesis statement describing findings with up to 3 bullet points
- graph where appropriate
- commentary where appropriate
- table with data

Appendix A provides more general information on the BikeScope tool.

Appendix B provides important information on demographics and gives a clear picture of the rider profile within the City of Port Phillip.

Appendix C contains the survey questions.

The glossary at the end of this document gives definitions for a variety of terms and abbreviations used in this report.

3.0 Results and Analysis

Bicycle Victoria's BikeScope survey for the City of Port Phillip was open from 8 July to 16 August 2010. During that period, the City of Port Phillip BikeScope received responses from 1265 people.

The findings from the survey found that in the City of Port Phillip a majority of riders are male; 66.5% of respondents were male, compared to 33.5% female.

The breakdown of respondents by age groups showed that:

- 45.3% are aged 35–49 years old
- 21% are aged 50–59
- and 20.5% are aged 25–34.

Figure 1 Postcodes of respondents from the City of Port Phillip BikeScope

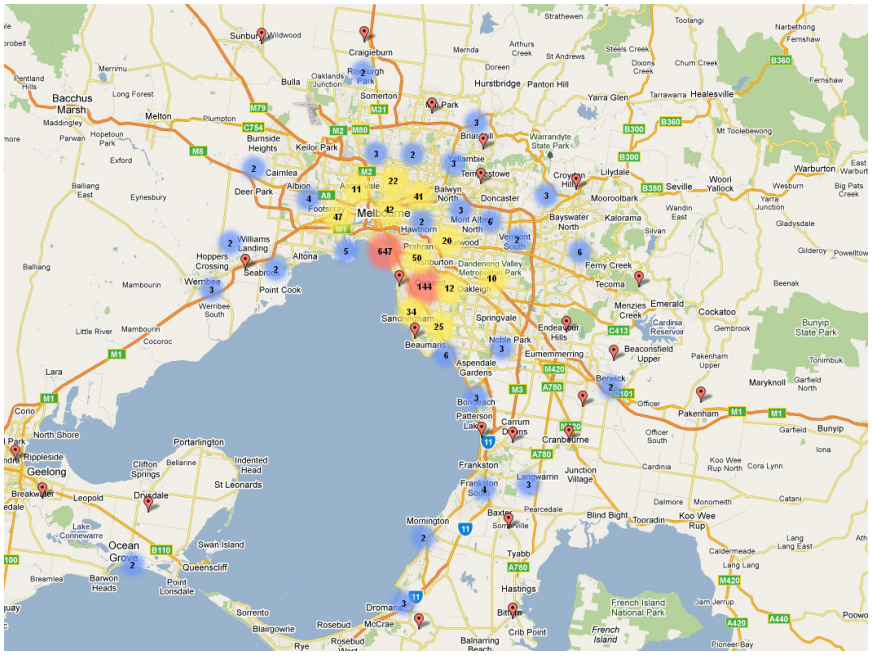


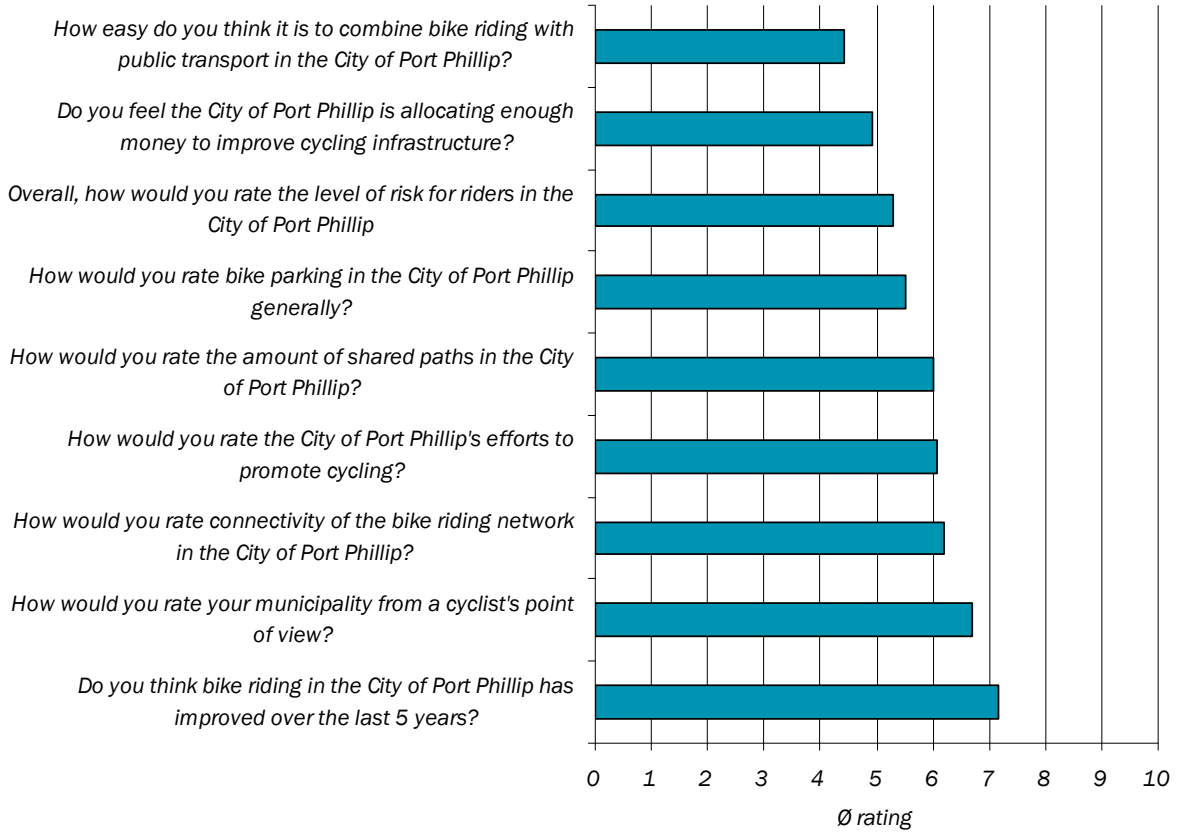
Figure 1 shows the geographic distribution of the respondents from the City of Port Phillip BikeScope (by postcode). To view this image in detail, please click on this link:
http://www.batchgeo.com/map/8f6c815bcfeca6744e8368ae8fbe5558

As shown in the image above, the survey respondents reside in areas across Melbourne and are not centralised in and immediately around the boundary of the City of Port Phillip.

For more detailed information about the demographics, geographic distribution and riding habits of our respondents, refer to Appendix B: Participation and Frequency of Riding in the City of Port Phillip. Also, to view a more comprehensive analysis of postcode respondents, refer to Appendix D, table 26.

3.1 Perceptions of Cycling in the City of Port Phillip

Figure 2 What is it like being a bike rider in the City of Port Phillip



Responses to the question, 'What is it like being a bike rider in the City of Port Phillip?' provide a scorecard of riding within the City of Port Phillip (see figure 2, above). With an average rating of just over 7 out of 10, the answers to this question indicate that bike riding in Port Phillip has improved over the last 5 years. And this is further supported by riders' responses to a question specifically about riding in Port Phillip improving over the last 5 years, with 201 respondents rating these improvements 8 out of 10 (see table 1, on page 11).

Another area of riding in Port Phillip that scored a high rating category was the 'How would you rate Port Phillip from a cyclist's point of view?' which received an average rating of 6.7, with 217 respondents rating Port Phillip 7 out of 10.

Table 1: What is it like being a rider in the City of Port Phillip?

Options	Rating Range (1= Poor, 10= Excellent) 1	2	3	4	5	6	7	8	9	10	Response Count
How would you rate your municipality from a cyclist's point of view?	15	6	26	41	95	105	217	194	60	30	789
	Port Phillip Ø 6.70				Inner Council 4.57			Outer Council 5.43			
Do you think bike riding in the City of Port Phillip has improved over the last 5 years?	12	12	20	17	96	71	173	201	119	68	789
	Port Phillip Ø 7.15				Inner Council 4.97			Outer Council 5.76			
How would you rate connectivity of the bike riding network in the City of Port Phillip?	13	20	34	67	134	137	180	145	45	14	789
	Port Phillip Ø 6.19				Inner Council 4.49			Outer Council 4.89			
How would you rate the amount of shared paths in the City of Port Phillip?	17	26	52	64	147	127	170	127	39	20	789
	Port Phillip Ø 6.00				Inner Council 4.31			Outer Council 5.39			
How would you rate bike parking in the City of Port Phillip generally?	20	33	71	69	226	119	120	98	22	11	789
	Port Phillip Ø 5.51				Inner Council 4.16			Outer Council 4.65			
How easy do you think it is to combine bike riding with public transport in the City of Port Phillip?	97	103	104	88	163	75	64	58	21	16	789
	Port Phillip Ø 4.43				Inner Council 4.08			Outer Council 5.33			
How would you rate the City of Port Phillip's efforts to promote cycling?	23	33	50	66	141	109	137	138	64	28	789

	Port Phillip Ø 6.06				Inner Council 3.64			Outer Council 4.87			
Overall, how would you rate the level of risk for riders in the City of Port Phillip?	39	51	87	87	155	111	137	84	25	13	789
	Port Phillip Ø 5.29				Inner Council 4.04			Outer Council NA			
Do you feel the City of Port Phillip is allocating enough money to improve cycling infrastructure?	70	74	89	88	157	88	106	71	32	14	789
	Port Phillip Ø 4.93				Inner Council 2.80			Outer Council 3.82			

3.2 Destinations

Respondents to the BikeScope survey listed the beach, St Kilda, Port Melbourne, Beach Road and Albert Park as the most popular riding destinations within the City of Port Phillip area. (See Appendix D for a table showing all destinations given to this question.)

The CBD, Mordialloc, Frankston, Docklands and Black Rock were the most popular riding destinations outside the City of Port Phillip.

3.2.1 Destinations within the City of Port Phillip

Figure 3 Top local destinations

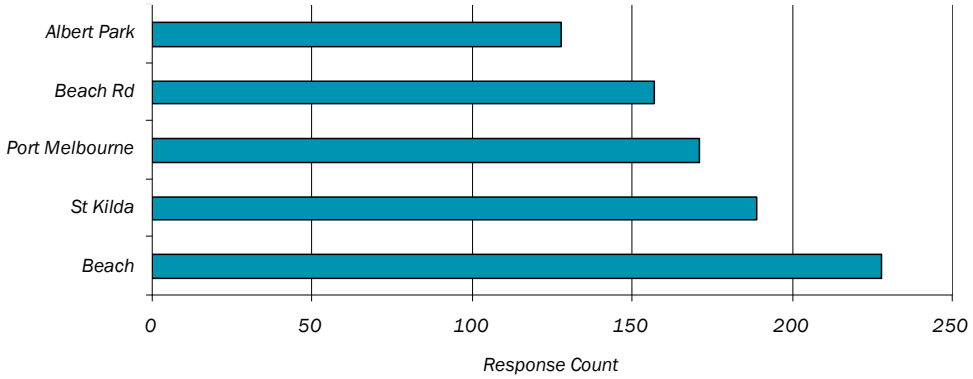


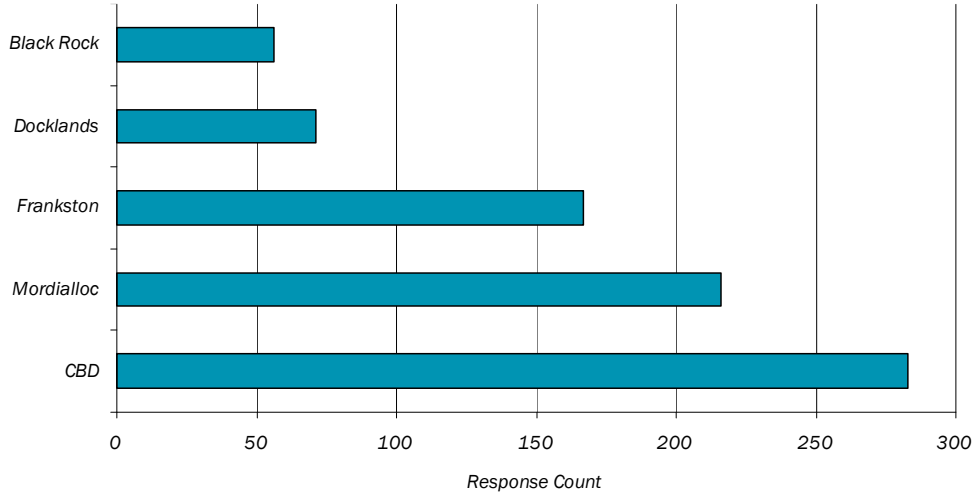
Figure 3 shows that the beach is the most popular local riding destination within the City of Port Phillip area. 7.4% or 228 respondents chose the beach (see table 2), which correlates with data collated in table 21, which shows the four types of rider, with a high number of respondents identifying their riding as Low Intensity Recreation riding. To see a more comprehensive table showing all responses to this question, see Appendix D, table 27.

Table 2 Top local destinations

Destination	Response Count	Response %
Beach	228	7.4
St Kilda	189	6.2
Port Melbourne	171	5.6
Beach Rd	157	5.1
Albert Park	128	4.2

3.2.2 Destinations outside of the City of Port Phillip

Figure 4 Top destinations outside Port Phillip



The CBD is the most popular destination for respondents outside of the City of Port Phillip, with a total of 283 responses (see figure 4). This is followed by Mordialloc, with 216 responses (see table 3).

As with the previous question, this result correlates with Bicycle Victoria's 'Four types of rider' (outlined in the executive summary and defined in the glossary), because people heading into CBD are likely to be commuting to work ie High Intensity Transport.

Mordialloc being a key external destination for riders in Port Phillip also corresponds with the number of respondents identifying themselves under Bicycle Victoria's High Intensity Recreation rider classification; riders heading to Mordialloc are likely to be Beach Road training riders, and this classification drew the highest response rate. To see a more comprehensive table showing all responses to this question, see Appendix D, table 28.

Table 3 Top destinations outside Port Phillip

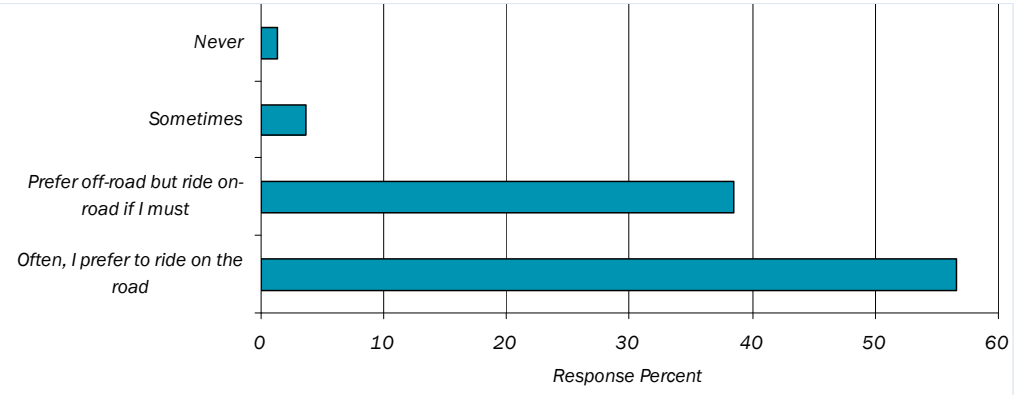
Destination	Response Count	Response %
CBD	283	12.2
Mordialloc	216	9.3
Frankston	167	7.2
Docklands	71	3.1
Black Rock	56	2.4

3.3 Routes

On-road riding is the most preferred way to travel by bike in Port Phillip, and Beach Road and St Kilda Road are the two most popular routes.

3.3.1 On-road riding

Figure 5 Do you ride on the road?



Riders prefer to ride on the road when travelling in and through the City of Port Phillip, with 56.6% of respondents (or 692 people) indicating that this is their preference (see figure 5).

The figures compare with an inner metropolitan council finding of 51.1% and an outer metropolitan council of 39.1%.

Respondents also indicated a significant preference for off-road travel; however the number of respondents who prefer this is almost 20% fewer (or 222 respondents less) than the number who prefer on-road travelling (see table 4).

Table 4 Do you ride on the road?

Options	Response Percent	Response Count
Often, I prefer to ride on the road.	56.6	692
Prefer off-road but ride on-road if I must.	38.4	470
Sometimes	3.7	45
Never	1.3	16

3.3.2 Popular roads

Figure 6 Popular on-road routes in Port Phillip

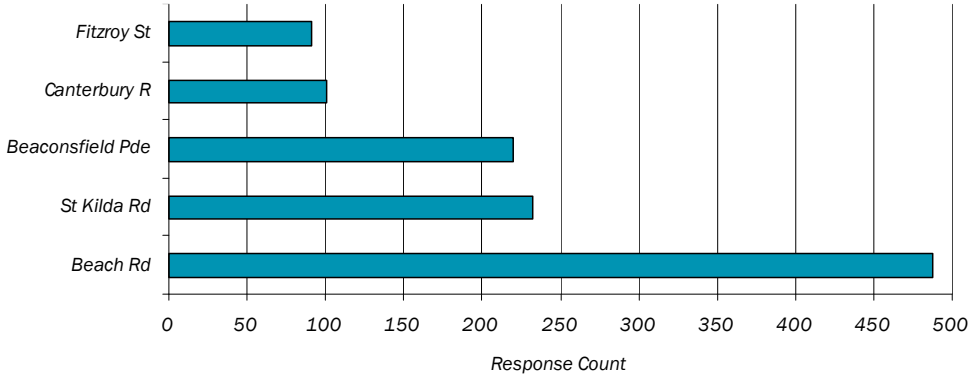


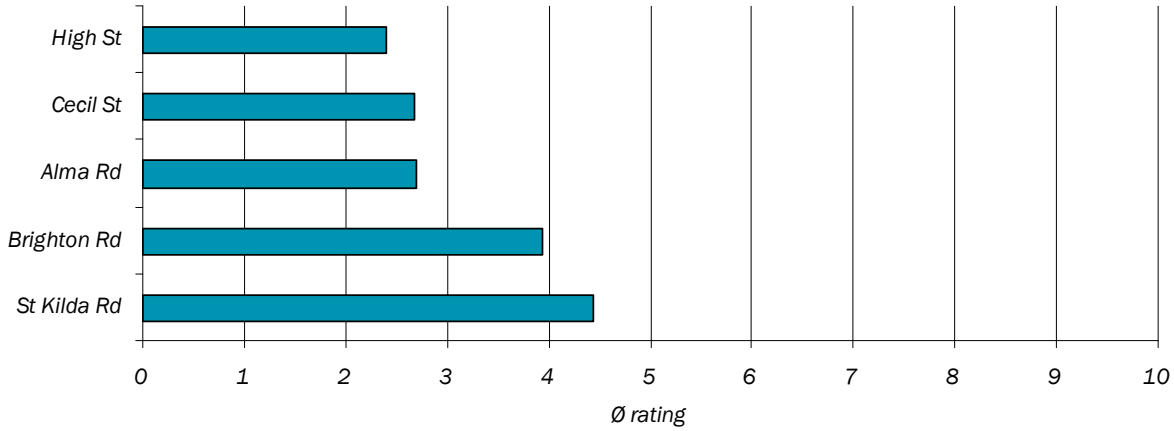
Figure 6 shows that Beach Road is the most popular on-road route within the City of Port Phillip. Beach Road recorded more than double the amount of responses (488) than the next two highest on-road routes, St Kilda Road and Beaconsfield Parade.

These findings correspond with the findings from the previous question, which revealed that Mordialloc is a popular external riding destination. It is safe to assume that riders using Beach Road to access Mordialloc are in the High Intensity Recreation rider category. This is likely to constitute the Beach Road training riders. To see a more comprehensive table showing all responses to this question, see Appendix D, table 29.

Table 5 Popular on-road routes in Port Phillip

Destination	Response Count	Response %
Beach Rd	488	17.8
St Kilda Rd	232	8.4
Beaconsfield Pde	220	8.0
Canterbury Rd	101	3.7
Fitzroy St	91	3.3

Figure 7 Rating of the most popular on-road routes for riders leaving Port Phillip



St Kilda Road is the most popular on-road route for leaving the City of Port Phillip, as shown in figure 10.

In light of responses to the previous questions, it appears that riders are using St Kilda Road to access the CBD, the municipality's most popular external destination.

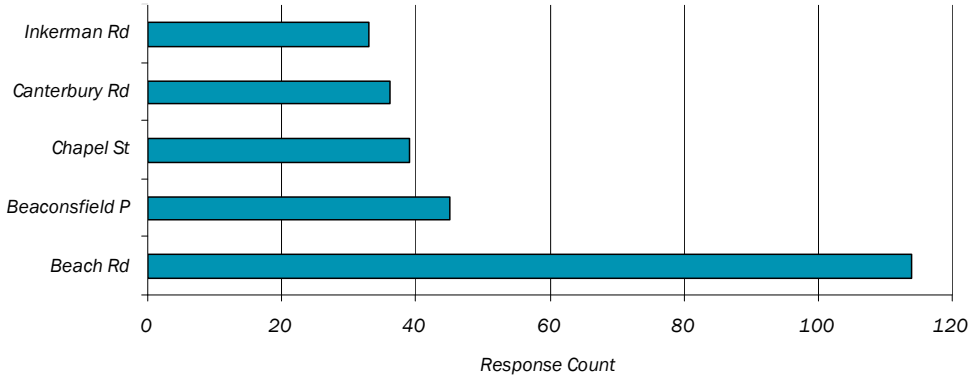
Further, the majority of these riders fall into the High Intensity Transport category, which has been identified from the results earlier as a key rider type within Port Phillip.

Table 6 Rating of the most popular on-road routes for riders leaving Port Phillip

	Rating Range (1= Poor, 10= Excellent)										
Options	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**Response Count**
St Kilda Rd	354	111	99	60	93	46	56	74	38	171	1102
										Ø 4.44	
High St	591	135	69	42	54	27	22	22	15	29	1006
										Ø 2.41	
Alma Rd	588	110	85	34	46	25	35	29	19	54	1025
										Ø 2.70	
Brighton Rd	427	98	81	57	76	53	50	60	29	130	1061
										Ø 3.94	
Cecil St	578	105	77	48	49	21	31	29	21	47	1006
										Ø 2.67	

3.3.3 Other popular roads

Figure 8 Other routes for leaving Port Phillip



Beach Road is another popular route for leaving the City of Port Phillip (114 responses, see Figure 8). This finding indicates that riders are using Beach Road to access Mordialloc, a popular destination for High Intensity Recreation riders.

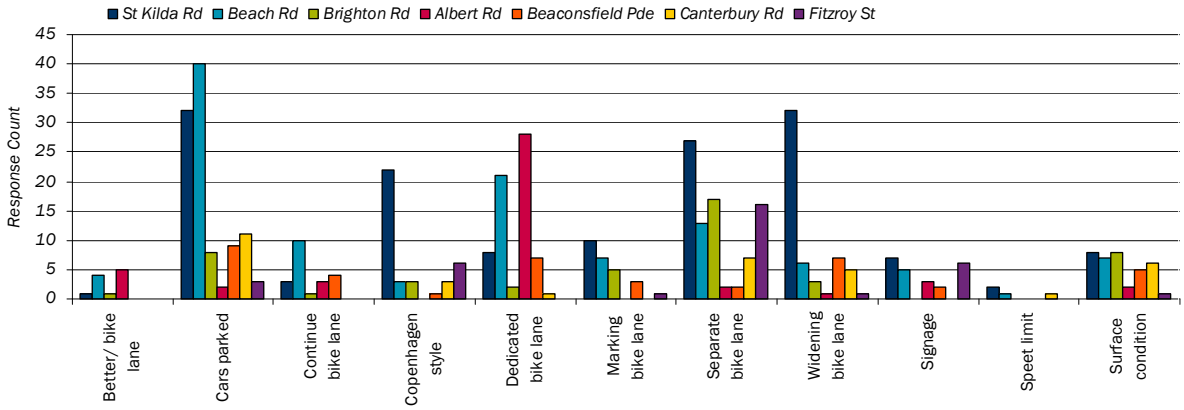
Other significant routes for leaving Port Phillip are Beaconsfield Parade (45 responses) and Chapel Street (39 responses). To see a more comprehensive table showing all responses to this question, see Appendix D, table 30.

Table 7: Other routes for leaving Port Phillip

Destination	Response Count	Response %
Beach Rd	114	13.2
Beaconsfield Pde	45	5.2
Chapel St	39	4.5
Canterbury Rd	36	4.2
Inkerman Rd	33	3.8

3.3.4 Improvements for main or arterial roads

Figure 9 Improvement of 3 main or arterial roads



Respondents identified St Kilda Road, Beach Road, Beaconsfield Parade, Albert Road and Canterbury Road as the main or arterial roads that require upgrades (see figure 9).

St Kilda Road is perceived as the main road most in need of upgrading, recording the highest number of responses (152 responses / 13.4%), followed by Beach Road, with 117 responses (10.3%). See table 8.

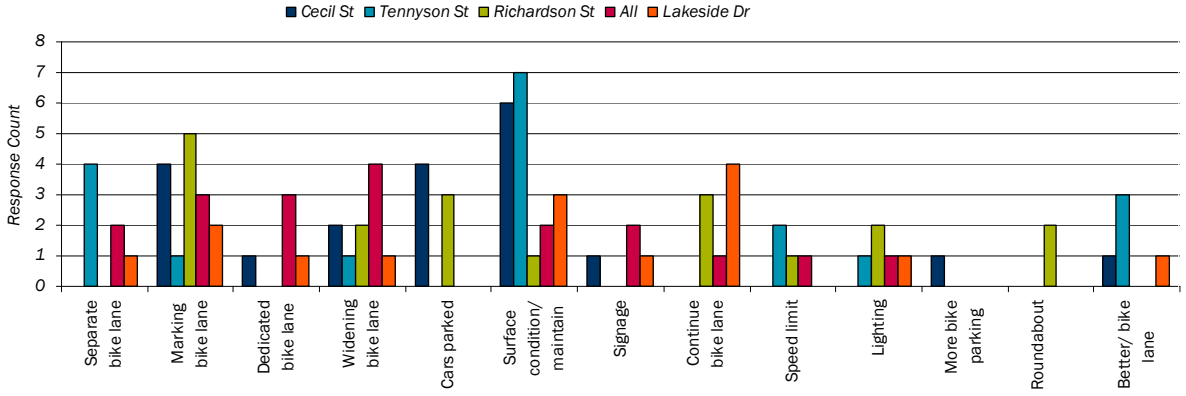
The main improvements on St Kilda Road were: 'widening of bike lane' (32 responses) and 'cars parked' (also with 32 responses), and 'separate bike lane' (27 responses). To see a more comprehensive table showing all responses to this question, see Appendix D, table 31.

Table 8: Roads identified as needing improvement

Road / Street	Better / bike lane	cars parked	Continue bike lane	Copenhagen style	Dedicated bike lane	Marking bike lane	Separate bike lane	widening bike lane	Signage	Speed limit	Surface condition	Response Count	Response %
St Kilda Rd	1	32	3	22	8	10	27	32	7	2	8	152	13.4
Beach Rd	4	40	10	3	21	7	13	6	5	1	7	117	10.3
Brighton Rd	1	8	1	3	2	5	17	3	0	-	8	48	4.2
Albert Rd	5	2	3	0	28	0	2	1	3	-	2	46	4.1
Beaconsfield Pde	-	9	4	1	7	3	2	7	2	-	5	40	3.5
Canterbury Rd	-	11	0	3	1	0	7	5	0	1	6	34	3.0
Fitzroy St	-	3	-	6	-	1	16	1	6	-	1	34	3.0

3.3.5 Improvements for local roads

Figure 10 Local roads identified as needing improvement



Respondents identified Tennyson Street, Cecil Street, Lakeside Drive and Richardson Street as the local roads requiring the majority of upgrading (see figure 10 and table 9). As can be seen in table 9 and in the spike in figure 10, the surface condition on Cecil Street and Tennyson Street is a major concern for riders. To see a more comprehensive table showing all responses to this question, see Appendix D, table 32.

Table 9: Local roads identified as needing improvement

Street / Road	Separate bike lane	Marking bike lane	Dedicated bike lane	Widening bike lane	Cars parked	Surface condition/ maintain	Signage	Continue bike lane	Speed limit	Lighting	More bike parking	Roundabout	Better/ bike lane	Response Count	Response %
Cecil St	-	4	1	2	4	6	1	-	-	-	1	-	1	20	4.6
Tennyson St	4	1	-	1	-	7	-	-	2	1	-	-	3	19	4.3
Richardson St	-	5	-	2	3	1	-	3	1	2	-	2	-	19	4.3
All	2	3	3	4	-	2	2	1	1	1	-	-	-	19	4.3
Lakeside Dr	1	2	1	1	-	3	1	4	-	1	-	-	1	15	3.4

3.3.6 Improvements for off-road routes

Figure 11 Shared off-road paths identified as needing improvement

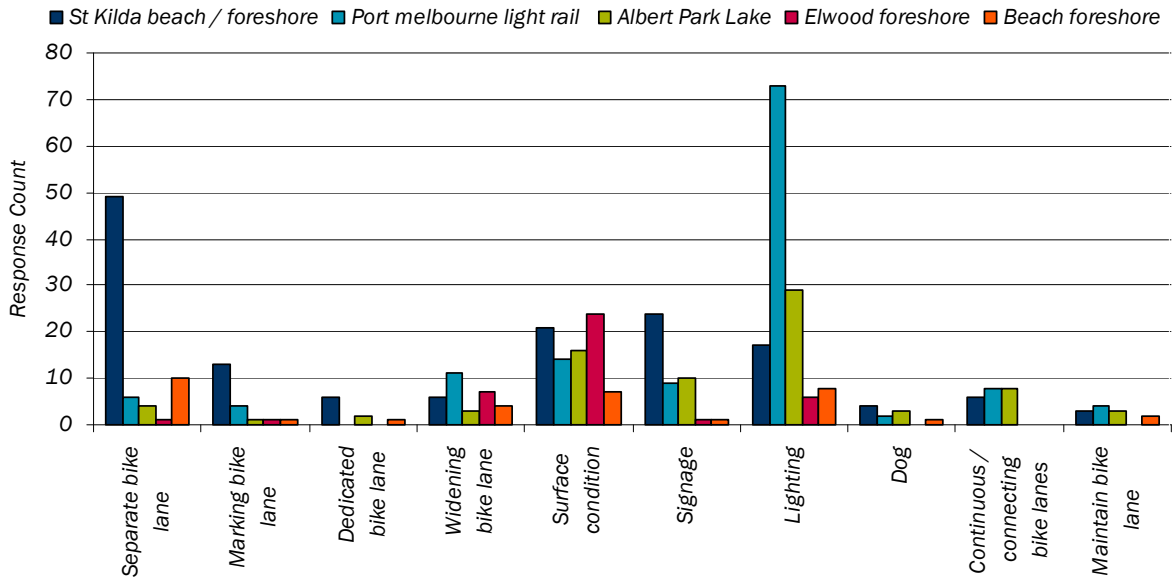


Figure 11 identifies lighting on the Light Rail Shared Path as the key perceived improvement on the off-road path network.

Other significant findings include greater separation along the St Kilda Beach foreshore with 49 responses referring to table 10. To see a more comprehensive table showing all responses to this question, see Appendix D, table 33.

Table 10: Shared off-road paths identified as needing improvement

Path/Trail	Separate bike lane	Marking bike lane	Dedicated bike lane	Widening bike lane	Surface condition	Signage	Lighting	Dog	Continuous / connecting bike lanes	Maintain bike lane	Response Count	Response %
St Kilda beach / foreshore	49	13	6	6	21	24	17	4	6	3	149	22.5
Port Melbourne light rail	6	4	0	11	14	9	73	2	8	4	131	19.8
Albert Park Lake	4	1	2	3	16	10	29	3	8	3	79	12.0
Elwood foreshore	1	1	-	7	24	1	6	-	-	-	40	6.1
Beach foreshore	10	1	1	4	7	1	8	1	-	2	35	5.3

Figure 12 Evaluation of the bike network

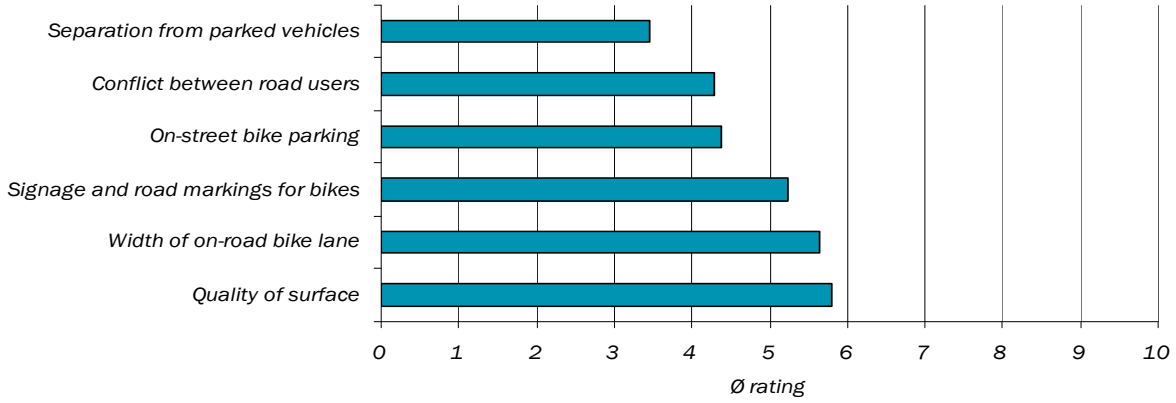
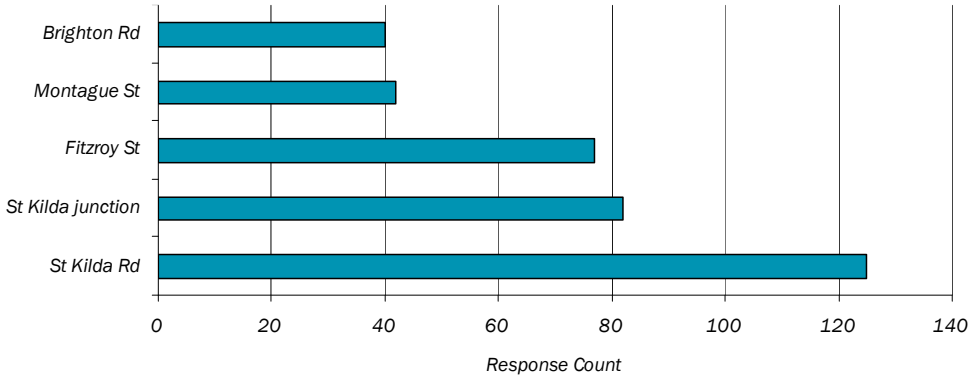


Figure 12 indicates that separation from parked vehicles recorded the lowest average rating score of 3.4. This correlates with the findings from figure 9, which indicated that cars parked is a major improvement required along the major/main arterial roads.

Table 11: Evaluation of the bike network

Options	Rating Range (1= Poor, 10= Excellent) (Ø = Average) 1	2	3	4	5	6	7	8	9	10	Response Count
Width of on-road bike lane	49	37	73	64	134	89	150	123	41	19	774
										Ø 5.6	
Quality of surface	14	37	70	72	143	124	153	122	31	16	776
										Ø 5.8	
Signage and road markings for bikes	41	55	93	87	146	106	130	91	27	7	777
										Ø 5.2	
Conflict between road users	89	103	107	105	162	77	66	44	14	6	768
										Ø 4.3	
Separation from parked vehicles	170	147	140	90	92	53	48	23	10	5	773
										Ø 3.4	
On-street bike parking	90	78	103	96	183	82	50	48	14	8	745
										Ø 4.4	

Figure 13 Top five Roads and Intersections avoided when leaving the City of Port Phillip



While St Kilda Road is a major arterial and commuter route figure 13 shows that St Kilda Road is also a route that riders avoid, with 125 respondents indicating so.

St Kilda Junction is another location within Port Phillip that is avoided by riders (82 responses). The high response rate on those two routes may be a barrier to getting more people to choose riding. To see a more comprehensive table showing all responses to this question, see Appendix D, table 34.

Table 12: Roads and intersections avoided when leaving the City of Port Phillip

Road	Response Count
St Kilda Rd	125
St Kilda Junction	82
Fitzroy St	77
Montague St	42
Brighton Rd	40

Table 13 Improvements on favourite cycling links

Road/Path	Separate	Marking	Dedicated	Widening	Surface condition	Signage	Lighting	Continuous /connecting bike lanes	Maintain	No car parking	Speed limit	Elimination of heavy vehicle	Copenhagen Style	Turning traffic	Response Count	Response %
Beach Rd	6	3	4	5	2	1	-	3	-	8	-	2	-	-	34	15.4
St Kilda Foreshore Path	12	1	-	1	-	7	1	1	-	2	-	-	1	-	26	11.8
Beach bike path	6	-	-	1	1	2	2	1	-	1	1	-	-	-	15	8.1
Port Melbourne Light Rail	2	1	-	-	1	-	9	2	-	-	-	-	-	-	15	7.2
St Kilda Rd	3	-	-	-	1	3	-	1	1	2	-	-	-	1	12	5.4

Table 13 indicates that respondents would like to improve the infrastructure on Beach Road (15.4%), with respondents highlighting the elimination of car parking as the issue to most improve. To see a more comprehensive table showing all responses to this question, see Appendix D, table 35.

The other significant improvement for respondents was the St Kilda Foreshore Path (11.8%), which correlates with Table 10, where respondents indicated greater separation was a priority on this path.

Evaluation of PinPoint

The comments from respondents, below, provide a summary of the types of response and the themes generated by the PinPoint tool, as part of the City of Port Phillip BikeScope.

To view and further analyse these findings, please use the attached Google Earth KML file, which was sent as an email attachment.

Parking

Acland Street

- *'Too many on street car parks when they could be located off Acland Street. There are never any bike parks available'*
- *'Acland St, especially outside supermarkets need more bike parking.'*

Carlisle Street between Chapel Street and Blenheim Street

- *'More parking required on Carlisle St around shops from Chapel St to Orange Grove.'*
- *'2 bike parking that's it, there is none around the supermarkets.'*

South Melbourne Market

- *'Not enough at the market or outside the Spotlight centre'*
- *'Not enough Bike Parking at the South Melbourne Market. Please install additional hoops where they were removed to allow for the upgrades to the market.'*

Surface

The results from PinPiont tool indicate a wide spread of findings with no real key areas or hot spots to draw in on. It is recommended that the City of Port Phillip use the KML file, to ascertain key priority/action areas from this data.

- *'Very bumpy and narrow off-street bike path that parallels Albert Road.'*

Intersection

Fitzroy Street, Canterbury Road and Grey Street

- *'Difficult to safely and conveniently cycle through intersection'*
- *'Bike lane from Canterbury Road ends after you cross onto Grey Street.'*

Junction of St Kilda Road, Punt Road, Fitzroy Street and Queens Road

- *'Dangerous Traffic crosses bike lanes a speed, especially travelling north Dangerous turning right from St Kilda road to Fitzroy street or Barkly street.'*
- *'Cars can turn across the bike lane if you wish to head into punt road creating dangerous situation.'*

Domain Road and St Kilda Road

- *'It's difficult/unsafe for north bound cyclists to get past traffic turning into Park Street.'*
- *'Converging and crossing traffic. Bike lane has disappeared and it can sometimes be a bit dicey with traffic moving on either side with no bike lane.'*

3.4 Parking

On-street bike parking is the most popular way for respondents to park their bike, locking to either street posts and furniture or formal on-street bike parking.

3.4.1 Where riders park bikes

Figure 14 Bike parking in Port Phillip

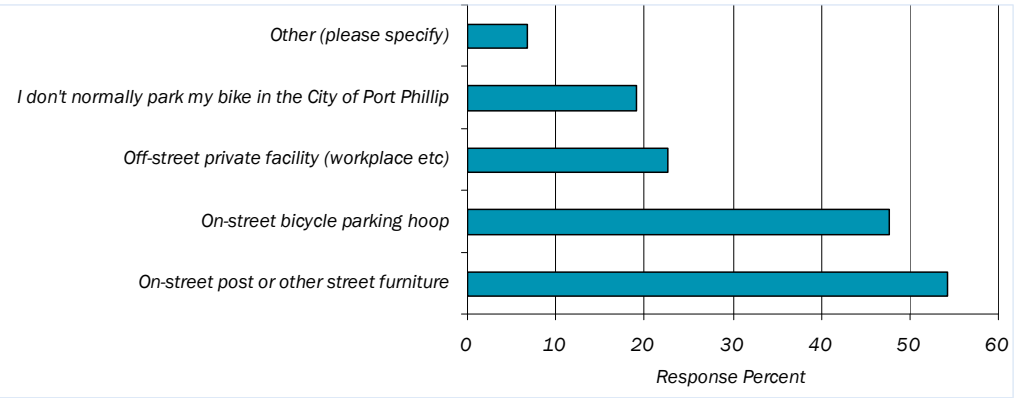


Figure 14 indicates that a high percentage of respondents (over 50%) park their bike to an on-street post or similar piece of street furniture.

In addition to the high number of riders who park bikes against street furniture and posts, a significant percentage of respondents utilise on-street bicycle parking hoop (47.6%).

These results highlight that riders within the City of Port Phillip prefer to park on the street, and will lock their bike to whatever they find at hand if a destination lacks formal parking facilities.

Table 14 Bike parking in Port Phillip

Options	Response Percent	Response Count
On-street post or other street furniture	54.3	438
On-street bicycle parking hoop	47.6	384
Off-street private facility (workplace etc)	22.6	182
I don't normally park my bike in the City of Port Phillip	19.1	154

3.4.2 Workplace bike parking

Table 15 Workplace bike parking

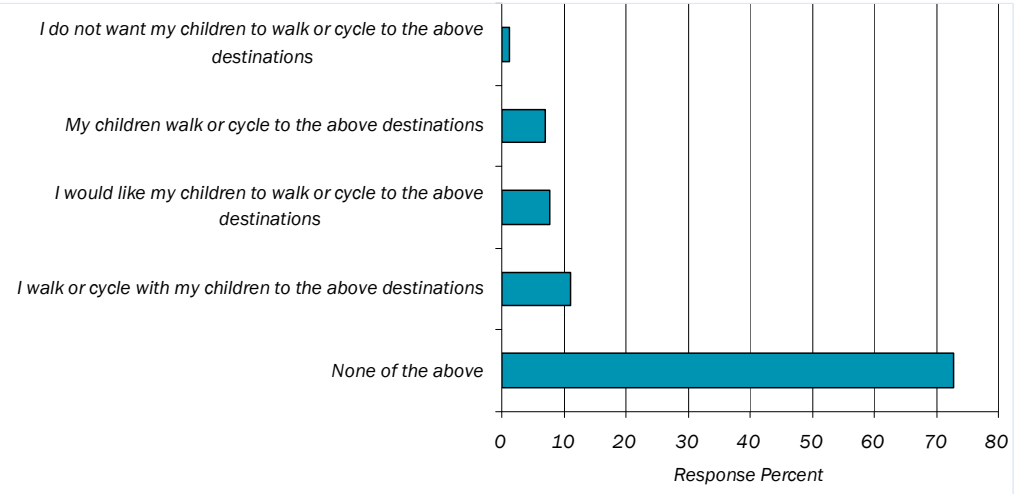
Options	Yes	No	I don't know	I don't work in the City of Port Phillip	Response Count
Adequate bike parking	195	59	5	542	801
Secure bike parking	175	75	6	509	765
End-of-trip facilities (eg change rooms, showers etc)	175	68	6	514	763

The majority of respondents indicated that there is adequate bike parking at their work.

A minimal number of respondents indicated that their workplace absolutely no end-of-trip facilities (approximately 1 in 10).

3.5 Schools

Figure 15 Modes of transport used to drop children to school



The spike in the data under 'None of the above' in figure 15 shows that either children are not using sustainable forms of transport to get to school or that this question did not apply to many respondents because, for example, they do not live within the City of Port Phillip or they do not have children attending school.

This finding correlates with results for an outer metropolitan council BikeScope, which recorded 58.4% of responses to this question.

Table 16 Modes of transport to drop children to school

Options	Response Percent	Response Count
None of the above	72.8	587
I walk or cycle with my children to the above destinations	11.2	90
I would like my children to walk or cycle to the above destinations	7.7	62
My children walk or cycle to the above destinations	7.1	57
I do not want my children to walk or cycle to the above destinations	1.2	10

Table 17 Infrastructure improvements around schools

School	Safer crossing	Signs	Bike lane	Marking	Bike parking at school	Surface condition	Speed limit	Dedicated	Parking outside school	Bike Ed	Encouragement School	Wider bike lane	Access	Response Count
Elwood Primary	11	2	8	2	2	-	1	1	1	-	-	-	-	28
Port Melbourne Primary	6	3	1	-	6	-	3	-	-	1	1	-		21
St Michaels Grammar	5	4	5	1	-	1	-	3	-	-	-	2	-	21
St Kilda Primary	1	3		1	1	1	1		1	-	-	-	3	12
Albert Park Primary	2	1	2	2	1	1	1	1	-	-	-	-	-	11
Middle Park Primary	5	-	1	-	-	-	-	-	-	-	-	1	-	7

Table 17 indicates that Elwood Primary School received the highest number of responses for infrastructure improvements, with 11 respondents indicating the need for safer crossings. To see a more comprehensive table showing all responses to this question, see Appendix D, table 36.

3.6 Other

Figure 16 Safety and Visibility Items

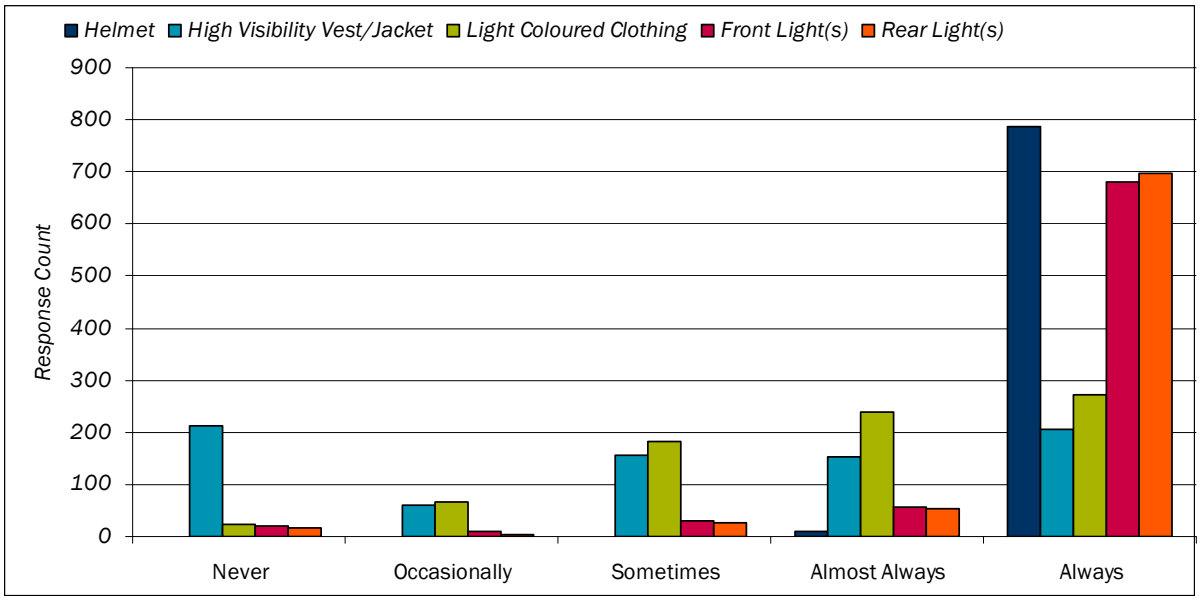


Figure 16 and table 18 (below) indicate that the majority of respondents always wear the appropriate safety and visibility items.

- 98.7% always wear a helmet
- 85.5% always use a front light
- 87.9% always use a rear light

The results also show that a proportion of riders will not wear a helmet or use front and rear lights, regardless of lighting.

Table 18 Safety and Visibility Items

Options	Never	Occasionally	Sometimes	Almost Always	Always	Response Count
Helmet	1	0	0	9	788	798
	0.1%	0%	0%	1.1%	98.7%	
High Visibility Vest/Jacket	213	59	157	152	207	788
	27.0%	7.5%	19.9%	19.3%	26.3%	
Light Coloured Clothing	22	65	184	240	271	782
	2.8%	8.3%	23.5%	30.7%	34.7%	
Front Light(s)	19	9	30	57	680	795
	2.4%	1.1%	3.8%	7.2%	85.5%	
Rear Light(s)	15	4	25	52	698	794
	1.9%	0.5%	3.1%	6.5%	87.9%	

Table 18 indicates that the majority of respondents always wear the appropriate safety and visibility items.

- 98.7% always wear a helmet
- 85.5% always use a front light
- 87.9% always use a rear light

There were a number of riding issues raised by the respondents at the conclusion of the survey. The main themes of these issues are:

- Increase signage around Port Phillip
- Improve holistic liaison with other bayside councils
- Clearways on Beach Road on weekends
- Increase education of all road users
- Increase connectivity of bike routes
- On-road bike lanes along Beach Road and Jacka Boulevard.

APPENDIX A: About BikeScope

A.1 Aims and Purpose

BikeScope is an in-depth analysis of the bike riding environment within a municipality by gathering base data and direct input from residents. BikeScope is an intensive research survey that is commissioned by councils wanting information about riders and bike riding in its area and is run by the Bike Futures division of Bicycle Victoria.

Every BikeScope survey is designed in consultation with the commissioning council, to ensure that the survey contains questions that are suitable for the area and the information that the council requires.

Areas commonly investigated include:

- Riding participation, frequency and type
- Destinations – where people are riding to within and outside the commissioning council's area
- Routes – how people are entering, moving through and leaving the municipality
- A breakdown of on- and off-road use
- Riders' perceptions of priority for improvement
- Parking use and need at destinations and activity centres
- Riders' perceptions of cycling in the municipality and levels of satisfaction
- General feedback

A.2 How BikeScope works

BikeScope gathers information an through online survey that is run for 4-5 weeks and generally gets anywhere from 700 - 1000 responses, depending on the numbers of cyclists in the municipality.

The raw data is collected, processed and then presented in a BikeScope report, together with an analysis of findings. The BikeScope report draws on the data to identify – and prioritise – the actions available to the commissioning council to improve and increase cycling in the area.

Councils may draw on the key findings from their BikeScope as they prepare deliverable works action plans to further bike riding in their area.

A.3 Complementing the BikeScope data

Commissioning councils can gain an even more comprehensive analysis by combining their BikeScope survey results with data from other sources such as:

- Super Tuesday Bicycle Counting

- Satellite Mapping (RiderLog)
- Past Census data (The last census was in 2001. Data from the 2006 Census may also be available for reference.)

APPENDIX B: Participation and Frequency of Riding in the City of Port Phillip

B.1 Demographic Profile

Figure 27 Gender of respondents

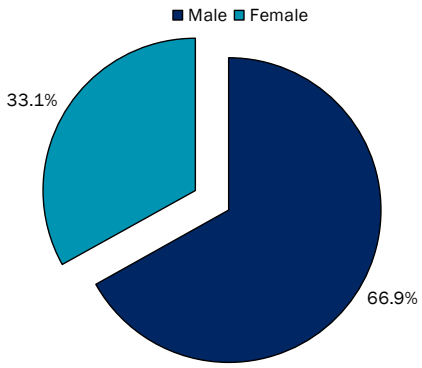


Figure 17 indicates the majority of respondents to the BikeScope survey for the City of Port Phillip.

Table 19 Respondents by Gender

Options	Response Percent	Response Count
Male	66.9	837
Female	33.1	415

Figure 18 Age group of respondents

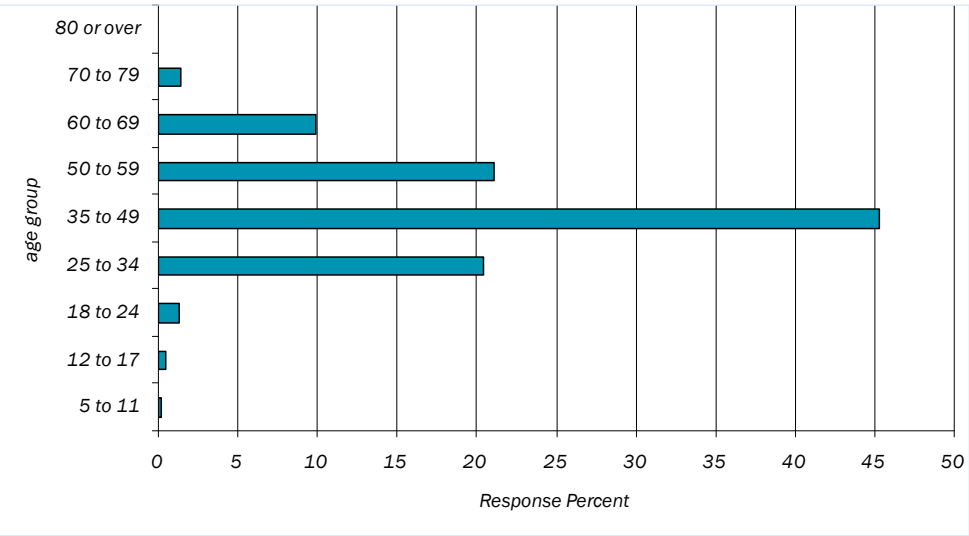


Figure 18 highlights that the 35–49 age group was the most significant respondent age category, containing just over 45% of respondents.

Referring to table 2, the 35–49 age group totaled 567 respondents.

The other significant age groups were 50–59 with a little over 21% and the 25–34 age bracket with a slightly lower percentage response rate, at 20.4% (referring to table 20).

Table 20 Respondents by age group

Options	Response Percent	Response Count
5 to 11	0.2	2
12 to 17	0.5	6
18 to 24	1.3	16
25 to 34	20.4	255
35 to 49	45.3	567
50 to 59	21.1	264
60 to 69	9.9	124
70 to 79	1.4	17
80 or over	0.1	1

Figure 19 Bicycle Victoria's Four Rider Types

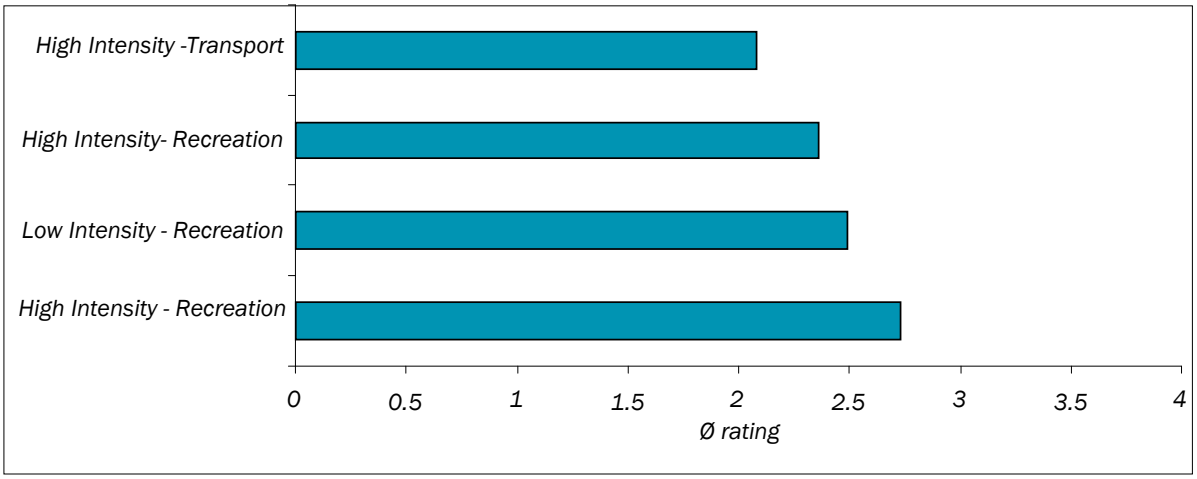


Figure 19 and table 21 provides a strong indication and profile of the types of riders in the City of Port Phillip. The majority of riders in Port Phillip fall either into the High Intensity Recreation or High Intensity Transport categories.

However, the Low Intensity Recreation category recorded a significant number of responses with a total of 945.

These findings indicate that the City of Port Phillip is seen as a serious High Intensity training/transport area as well as a family/casual riding destination.

Table 21: Types of riders in the City of Port Phillip

Options	Most of my riding	Some of my riding	My riding occasionally	I don't do this riding at all	Response count	Ø rating
High Intensity – Recreation	339	284	161	278	1062	2.73
Low Intensity – Recreation	158	313	327	147	945	2.49
High Intensity – Transport	442	264	126	201	1033	2.36
Low Intensity – Transport	133	240	235	271	879	2.08

The average rating number represents the number of responses closest to the category respondents identified as 'Most of my riding,' ie the higher rating, the closer the 'Most of my riding' category.

Table 22 Comparisons with Inner Melbourne Councils

To assist in analysis of comparisons, the percentages in the table below when all added up do not equal 100%.

They have been calculated, by dividing the total response count for each category by the number in the most of my riding column.

Options (Most of My Riding Only)	Port Phillip	Inner Council 1	Inner Council 2
A High Intensity – Recreation	32%	23%	16%
B Low Intensity – Recreation	17%	11%	11%
C High Intensity – Transport	43%	57%	53%
D Low Intensity – Transport	15%	13%	14%

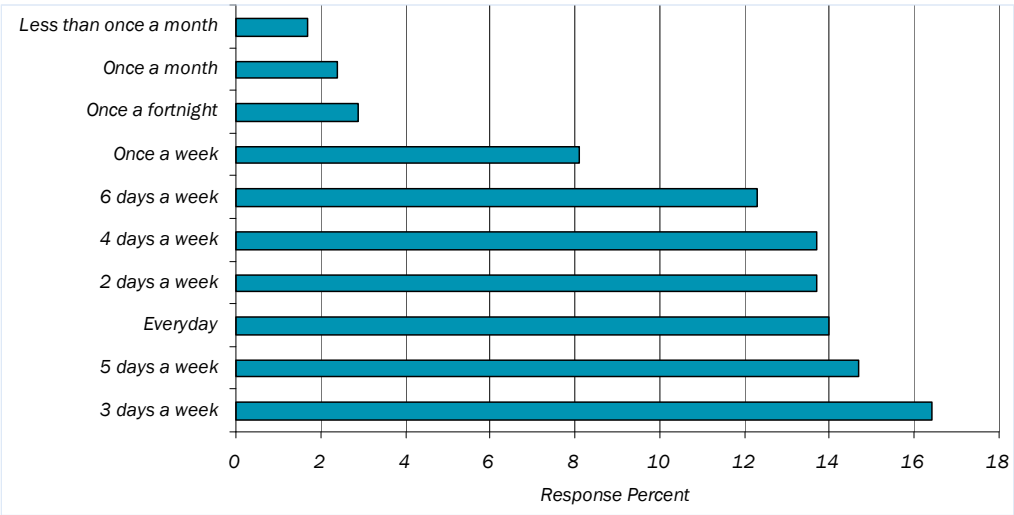
Table 22 indicates that comparisons exist within Bicycle Victoria's Four Types of Riders, with High Intensity Transport among the most popular form of riding across the three Local Government Areas (LGAs).

High Intensity Recreation across the LGAs was also another significant form of riding, being the most popular behind High Intensity Transport.

Additionally, the findings highlights that there are opportunities to develop the network in the Low Intensity Recreation and Transport categories across the three LGAs.

B.2 Regularity of riding

Figure 20 How often people ride in general in Port Phillip



The majority of respondents ride on average 3 days per week (a little over 16%).

There is a cluster around the 14% mark of respondents that ride either:

- 6 days a week
- 4 days a week
- 2 days a week
- Everyday

Table 23 Regularity of riding in Port Phillip

Options	Response Percent	Response Count
Less than once a month	1.7	21
Once a month	2.4	29
Once a fortnight	2.9	35
Once a week	8.1	99
2 days a week	13.7	168
3 days a week	16.4	201
4 days a week	13.7	168
5 days a week	14.7	180
6 days a week	12.3	151
Everyday	14	171

B.3 Riding distances

Figure 21 Riding distance per week

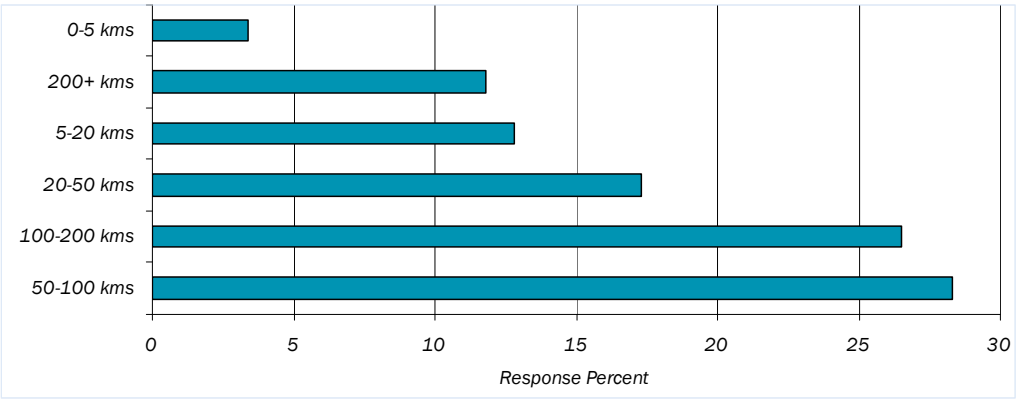


Figure 21 shows that the majority of respondents ride between 50 and 100 kilometres a week. Table 24 indicates that the number of respondents who ride this distance is 346.

The 100–200 km category was another significant category for respondents, with a little over 25% or 324 respondents.

Table 24: Riding distance per week

Options	Response Percent	Response Count
0–5 km	3.4	41
5–20 km	12.8	156
20–50 km	17.3	212
50–100 km	28.3	346
100–200 km	26.5	324
200+ km	11.8	144

B.4 Rider profiles

Figure 22 Main reason people ride a bike

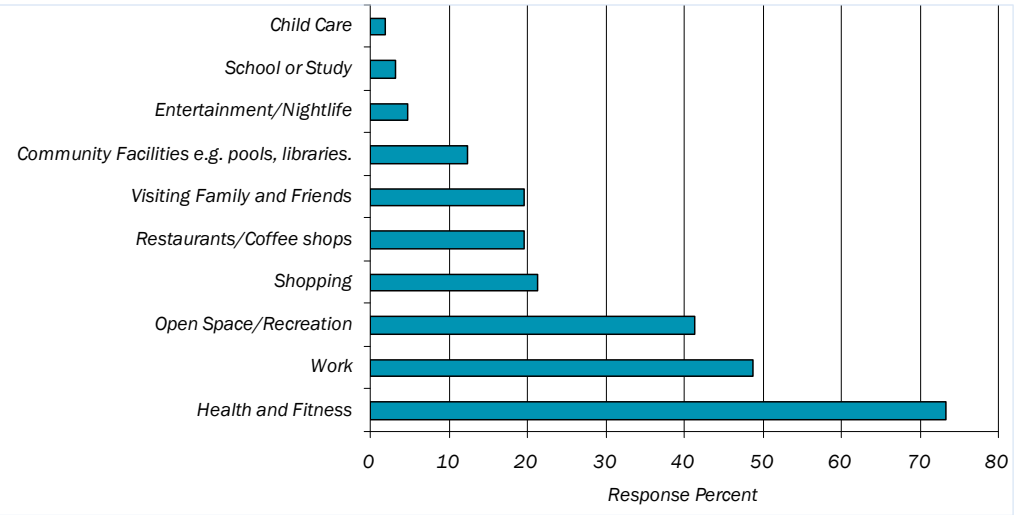


Figure 22 highlights that health and fitness is the most popular reason for respondents to ride a bike in the City of Port Phillip. Table 25, indicates this as 73.4%.

The other significant reasons for choosing to ride a bike in Port Phillip include:

- For work: 48.8%
- Recreation: 41.3%
- Shopping: 21.3%

Of interest, the least popular reasons for respondents to ride a bike are:

- Entertainment/Nightlife: 4.8%
- School/Study: 3.3%
- Child Care: 1.9%

These figures indicate that there is potential to develop and/or promote 'End-of-Trip Facilities' at destinations such as these, to encourage more people to ride to them and increase riding as a viable form of transportation.

Table 25: Main reason why people ride a bike

Options	Response Percent	Response Count
Health and Fitness	73.4	597
Work	48.8	898
Open Space/Recreation	41.3	40
Shopping	21.3	151
Restaurants/Coffee shops	19.7	59
Visiting Family and Friends	19.6	23
Community Facilities eg pools, libraries	12.3	261

Entertainment/Nightlife	4.8	241
School or Study	3.3	505
Child Care	1.9	240

APPENDIX C: City of Port Phillip BikeScope Survey Questions

1. Your Name
2. Address
3. Postcode
4. Contact phone number
5. Email Address
6. Gender
7. Which age group are you in? (in years)
8. Are you a Bicycle Victoria Member? If so, please enter your rider number
9. Would you like to receive information on Bicycle Victoria events and activities in the future?
10. When you are travelling by bike WITHIN the City of Port Phillip, what are the MAIN reasons for your riding?
11. Bicycle Victoria uses the following FOUR main categories of riding. Tell us about your riding by assessing how much riding you do in each category. (Note that riders often fit into more than one category)
12. On average, how often do you ride a bike?
13. How far do you generally ride per week? (occasional riders please estimate a weekly average)
14. Do you ride on the road? ('Riding on the road' refers to the actual road including on-road bike lanes, and does not include path riding).
15. Please list up to 5 of your top local riding destinations WITHIN the City of Port Phillip.
16. Please list up to 3 of your top destinations that you ride to OUTSIDE the City of Port Phillip.
17. Tell us your most popular ON-ROAD routes WITHIN the City of Port Phillip. You can identify up to 5 routes.
18. Bicycle Victoria has identified the following as the most popular on-road routes for riders LEAVING the City of Port Phillip. Please rate each one based on how often you use it:
19. Are there other routes that you ride that are not shown in Q. 17 above? Please list up to 3 of these.

20. If you could improve up to 3 MAIN or ARTERIAL roads (marked as black, red and orange in the Melways street directory) for BIKE RIDERS in the City of Port Phillip, which would they be and what would you want improved?
21. If you could improve up to 3 LOCAL roads (marked as grey and brown in the Melways street directory) for BIKE RIDERS in the City of Port Phillip, which would they be and what would you want improved?
22. If you could improve (e.g. improve surface quality, provide a missing link in the path, improve lighting etc) up to 3 shared off-road paths (or up to 3 sections of the same offroad path) for bike riders in the City of Port Phillip, which would they be and what would you want improved?
23. Thinking about when you are using on-road routes within the City of Port Phillip, evaluate the following aspects of the bike network:
24. Do you wear any of the following safety and visibility items when riding in low light/night times?
25. When riding WITHIN or LEAVING the City of Port Phillip is there a road, street or intersection that you avoid on your bike because using it makes you uncomfortable?
26. Using our online map locator 'PinPoint' tool, please identify 1 location for each of the following 3 issues (P = Bicycle Parking e.g. more bike parking required, I = Poor Intersection Design (e.g. hard to cross, not legible design, more bike markings needed and S = Surfaces/Potholes Problems) you experience when riding in the City of Port Phillip.
27. If you could improve your favourite local cycling link (it doesn't need to be a recognised cycle path or link already) within the City of Port Phillip, what improvements would you suggest to make your journey easier?
28. When you ride to a destination in the City of Port Phillip, where do you usually park your bike?
29. Does your workplace (in the City of Port Phillip) have:
30. The following question relates to children walking or riding to school, shops, friends etc. Please select from the choices below:
31. If you have children attending school, can you indicate up to 3 infrastructure improvements (e.g. new crossing, improved signals, additional bike path etc.) that would help your children to walk or cycle to school more often (or begin walking or cycling to school)?
32. What is it like being a bike rider in the City of Port Phillip?

33. Are there any other cycling issues in the City of Port Phillip we have not asked you about yet?

Appendix D: More Comprehensive Data

Table 26 Respondents' postcodes

Postcode	Response count	Response % [1]
3207	128	10.34
3184	116	9.37
3182	99	8.00
3206	96	7.75
3183	70	5.65
3186	65	5.25
3205	60	4.85
3185	37	2.99
3181	31	2.50
3141	27	2.18
3161	24	1.94
3004/3188	19	1.53
3204	17	1.37
3163	16	1.29
3070	14	1.13
3193	13	1.05
3006, 3187, 3191	12	0.97
3008, 3032, 3121	11	0.89
3143	10	0.81
3012, 3162	9	0.73
3000, 3013, 3068	8	0.65
3146, 3166	7	0.57
3056, 3147, 3190, 3192, 3194	6	0.48
3015, 3030, 3065, 3122, 3123, 3150, 3165, 3195	5	0.40
3011, 3020, 3039, 3044, 3053, 3066, 3072, 3124, 3126, 3144, 3145	4	0.32
3031, 3051, 3057, 3058, 3064, 3071, 3078, 3104, 3130, 3149, 3155, 3167, 3172, 3196, 3910	3	0.24
3002, 3003, 3023, 3029, 3040, 3054, 3055, 3079, 3084, 3088, 3103, 3107, 3133, 3142, 3156, 3226, 3806, 3931, 3936, 8011	2	0.16
3016, 3022, 3025, 3028, 3067, 3073, 3075, 3082, 3086, 3089, 3094, 3100, 3101, 3102, 3111, 3125, 3127, 3129, 3131, 3134, 3135, 3136, 3153, 3159, 3168, 3173, 3198, 3202, 3218, 3219, 3222, 3233, 3241, 3429, 3431, 3556, 3564, 3645, 3800, 3802, 3805, 3810, 3840, 3912, 3918, 3934, 3937, 3960, 3977, 5000, 7250, 8006, 8007	1	0.08

[1] Response count = 1238

Table 27 Destinations inside Port Phillip

Destination	Response count	Response %
Beach	228	7.43
St Kilda	189	6.16
Port Melbourne	171	5.57
Beach Rd	157	5.12
Albert Park	128	4.17
Acland St	110	3.59
Home / Friend / Work	109	3.55
South Melbourne Market		
Albert Park Lake	106	3.46
Bay St	93	3.03
Elwood	87	2.84
MSAC	74	2.41
Carlisle St	70	2.28
MSAC		
Fitzroy St	64	2.09
Elwood beach	59	1.92
City	49	1.60
Brighton	48	1.56
St Kilda beach		
Sea bath	44	1.43
Beaconsfield Pde	43	1.40
Bike path beach	41	1.34
Mordialloc	36	1.17
South Melbourne		
St Kilda Rd	35	1.14
Station Pier		
Clarendon St	32	1.04
Café Racer	29	0.95
West Gate Park		
Blach Rock	28	0.91
Beacon Cove	25	0.81
Middle Park		
Albert Park Shops	22	0.72
St Kilda Pier	21	0.68
Esplande	20	0.65
Ormond Rd	18	0.59
Southbank	17	0.55
Docklands	15	0.49
Frankston		
Sandridge Beach		
St Kilda Townhall		
Elwood Shop / Village	14	0.46
Williamstown Rd		
Local Rd and shops	13	0.42
Bridport St	7	0.23
City Rd		
Middle Park shops / restaurants		
Anywhere	6	0.20
Blessington St		
Canterbury Rd		
Hospitals		
Kerferd Rd		
Nepean Hwy		
Ripponlea Station		
Various playground		
Windsor		
Albert Park library	5	0.16
Bunnings		
Capital City Trl		
Eco Centre		
Elwood Canal		
Middle Park beach		
North Rd		
Parks		
Port Melbourne beach		
Port Melbourne pier		
Port Melbourne shops		
Port Mellbourne Primary School		
St Kilda Primary School		
Botanic Garden	4	0.13
Brighton bath		
Caroline Springs		
Ferry Terminals		
High St		
Jacka Bvd		
Middle Park primary school		
Montague St		
Pickel St		
Sandbar Café		
South Melbourne beach		
South Melbourne Townhall		
Barkley St	3	0.1

Destination	Response count	Response %
Elwood LSC	[3]	[0.1]
Catani Garden		
Freedom Machine Bike Shop		
Hotham St		
Mill St		
Mitford St		
Victoaria Ave		
Elsternwick Hotel / Park / Station	12	0.39
Sandringham		
St Kilda libirary		
Bike path tram	11	0.36
Inkerman St		
Primary School		
Armstong St	10	0.33
Marine Pde		
Shops		
Fischermans Bend	9	0.29
Glenhuntly Rd		
Library		
Prahan Market		
Brighton Rd	8	0.26
East St Kilda		
Foreshore		

Destination	Response count	Response %
Gas works park		
Mornington		
Point Ormond		
St Kilda Botanical gardens		
Yarra Trail		
Moray St		
Patterson River		
Peanut Farm Oval		
South Wharf		
St Michaels Gramma School		
Dorcas St	2	0.07
Glen Eira		
Jerrys Milk Bar		
Lorimer St		
Luna Park		
Mentone		
Murphys Reserve		
Nelson Rd		
Sandrige LSC		
St Kilda LSC		
Turtle Café		
Wattie Watson Oval		
Yarra Bvd		

Table 28 Destinations outside Port Phillip

Destination	Response count	Response %
CBD	283	12.22
Mordialloc	216	9.33
Frankston	167	7.21
Docklands	71	3.07
Black Rock	56	2.42
Williamstown	54	2.33
Yarra River Trl	53	2.29
King Lake	41	1.77
Mornington	39	1.68
Mt Eliza		
Carlton	38	1.64
Dandenong		
Richmond		
Brighton	33	1.42
Fitzroy	31	1.34
Southbank		
Sandringham	30	1.30
Chapel St	28	1.21
Hawthorn	26	1.12
South Yarra	25	1.08
St Kilda		
Kew Blvd	22	0.95
Mt Dandenong	20	0.86
Brunswick	19	0.82
Collingwood	17	0.73
Capital City Trl	15	0.65
Beach Rd	14	0.60
Ricketts Point		
Mentone	13	0.56
Abbotsford	12	0.52
Altona		
Carrum		
Footscray		
Maribyrnong River Trl		
Mornington Peninsula		
Patterson River		
Port Melbourne		
Yarraville		
Elsternwick	11	0.47
Lysterfield Park		
Northcote		
South Melbourne		

Destination	Response count	Response %
Beaumaris	10	0.43
Caulfield		
Dandenong Ranges		
Federation Square		
Mt Martha		
Prahran		
Queen Victoria Market		
You Yangs		
Melbourne Uni	9	0.39
Mt Martha		
Prahran Market		
Brighton Beach	8	0.35
Dromana		
Eltham		
Geelong		
Kew		
Merri Crk Trl		
Sorrento		
Werribee		
Yarra Blv		
Bentleigh	7	0.30
Brighton Baths		
Brimbank Park		
Carnegie		
Clayton		
MCG		
Portsea		
Sassafrass		
Warburton		
Windsor		
Botanic Gardens	6	0.26
Chelsea		
Fairfield Bootshouse		
North Fitzroy		
Main Yarra Trail		
North Melbourne		
Olinda		
Parkville		
South Wharf		
Collins St	5	0.22
Bayside		
Brunswick St		

Destination	Response count	Response %
Camberwell	[5]	[0.22]
Clifton Hill		
Coburg		
East Link Trail		
Essendon		
Flinders St		
Gardiners Creek Trail		
Glen Waverley		
Hampton		
Jells Park		
Malvern		
Mt Macedon		
Mt Waverley		
South Bank		
Victoria St		
Whittlesea		
Yarra Bike Trail		
Arthurs seat	4	0.17
Bourke St		
Bright		
Church St		
East Melbourne		
Elwood		
Ferntree Gully		
Glen Iris		
Glenhuntly Rd		
Lygon St		
Moonee Ponds		
Nepean Hwy		
Parkdale		
Point Cook		
Prahran Pool		
Studley Park		
Warrandyte		
Yarra Bend Park		
Alfred Hospital	3	0.13
Armadale		
Belgrave		
Bellarine Rail Trl		
Exhibition Centre		
Fairfield		
Flemington		
Kensington		
Monash Uni Caulfield		
Mulgrave	[3]	[0.13]
Queenscliff		
Rosebud		
St Vincent's Hospital		
Sunshine		
Sydney Rd		
Toorak Rd		
Westerfolds Park		
West Gate Bridge Park		
Yarra Valley Trl		
Albert Park Reserve	2	0.09
Ashburton		
Austin Hospital		
Bayswater		
Bendigo		
Box Hill		
Bridge Rd Richmond		
Burwood		
Caulfield Primary School		
Caulfield North		
Chadstone		
Cheltenham		
Clock tower		
Craigieburn		
Cranbourne		
Crown Casino		
Croydon		
Doncaster		
Emerald		
Federation Trl		
Freshwater Pl		
Glen Eira Town Hall		
Glenferrie Rd		
Government Services		
Graduate House		
Carlton		
Great Ocean Rd		
Hastings		
Highpoint Shopping Centre		
Knox		
Lilydale-Warburton Rail Trl		

Destination	Response count	Response %
Macedon Ranges		
Martin St		
Monash Uni Clayton		
North Rd		
Nova Cinema		
Olivers Hill		
Princes Park		
Red Hill		
RMIT University		
Royal Brighton Yacht Club		
Royal Melbourne Hospital		
Seniors Club Fawkner Park		
South Rd		
Southgate		
Spencer St		
Station Pier		
Swinburne Uni		
The Alfred Hospital		
Victoria University		
Warrandyte		
West Melbourne		
Wildwood		
Airport (commute)	1	0.04
Alexandra Av		
Albury bike trl		
Alma Park		

Destination	Response count	Response %
Anderson St		
Ashwood		
Aspendale		
Avondale Heights		
Balwyn Library		
Basterfield Park		
Bay St Brighton		
Beacon Cove		
Birregurra		
Boroondara		
Boss James Reserve		
Burnley		
Canterbury		
Caulfield Hospital		
Como Park		
Darebin		
Darebin Creek		
Domain Road		
Dynon Rd		
East Malvern		
Grattan St.		
Hobsons Bay Trail		
Melbourne Zoo		
Moorabbin Airport		
Narre Warren North		
Ormond		
Queens St		
Thomastown		

Table 29: All popular on-road routes in Port Phillip

Destination	Response count	Response %
Beach Rd	488	17.75
St Kilda Rd	232	8.44
Beaconsfield Pde	220	8.00
Canterbury Rd	101	3.67
Fitzroy St	91	3.31
Brighton Rd	81	2.95
Bay Rd	74	2.69
Marine Pde		
Barkly St	71	2.58
Albert Park Lake Circuit	65	2.36
Esplanade	64	2.33
Kerferd Rd		
Carlisle St	63	2.29
Chapel St	58	2.11
Albert Rd	47	1.71
Cecil St	42	1.53
Richardson St	40	1.46
Alma Rd	39	1.42
Lakeside Dr		
Ormon Rd		
Inkerman St	36	1.31
Ferrars St	33	1.20
Glenhuntly Rd	32	1.16
Montague St	31	1.13
Park St		
Nepean Hwy	30	1.09
Williamstown Rd		
Moray St	29	1.05
Albert Park	28	1.02
City Rd		
Clarendon St	26	0.95
Glen Eira Rd	21	0.76
Jacka Blvd		
Tennyson St	19	0.69
Dorcas St	17	0.62
Hotham St		
Lorimer St		
Acland St	16	0.58
Aughtie Drive		
Liardet St	15	0.55
Victoria Ave		
Light Rail Track	14	0.51
Dandenong Rd	13	0.47
Mitford St		
Pickles St		
Grey St	12	0.44
High St		
Bridge St	9	0.33
Broadway		
Balaclava	8	0.29
Dickens St		
North Rd		
Todd Rd		
Westbury Street		
Graham St	7	0.25
Howe Pde		
Orrong Rd		
Ingles St	6	0.22
Mills St		
Yarra Trail		
New St	5	0.18
Princes St		
Sturt St		
Wellington Rd		
Bridport St	4	0.15
Cardigan Pl		
Poolman St		
St Kilda Esp		
York St		
Byron St	3	0.11
Danks St		
Johnson St		
Punt Rd		
Rouse Street		
Alma Park	2	0.07
Boundary St		
Cowderoy St		
Flemington Rd		
Page St		
Princes Hwy		
Wright St		
Bank St	1	0.04
Commercial Rd		
Coventry St		

Destination	Response count	Response %
Fisherman's Bend		
Grosvenor St		
Nott St		

Table 30 Other routes for leaving Port Phillip

Destination	Response count	Response %
Beach Rd	114	13.16
Beaconsfield Pde	45	5.20
Chapel St	39	4.50
Canterbury Rd	36	4.16
Inkerman Rd	33	3.81
City Rd	26	3.00
Bay St	25	2.89
Park St	24	2.77
Kerferd Rd	23	2.66
Fitzroy St	22	2.54
Glenhuntly Rd	21	2.42
Montague St		
Moray St		
Esplanade	20	2.31
Carlisle St	19	2.19
Williamstown Rd	18	2.08
Albert Rd	17	1.96
Clarendon St		
Light Rail bike path 109		
St Kilda Street	16	1.85
Ferrars St	14	1.62
Lakeside Drive		
Marine Pde		
Barkly St	13	1.50
Glen Eira Rd		
Todd Rd	12	1.39
Dandenong Rd	11	1.27
Albert Park Lake Circuit	10	1.15
Lorimer St	9	1.04
Beach bike path	8	0.92
Pickles St		
Queensbridge St		
Sturt St		
Mitford St	7	0.81
Albert Park	6	0.69
Domain Rd		
Hotham St		
Normanby Rd		
North Rd		
Punt Rd		
Richardson St		
Tennyson St		
Acland St	5	0.58
Balaclava Rd		
Footscray Rd		
Grey Street		
Nepean Hwy		
Ormond Esp		
Ormond Rd		
Aughtie Drive	4	0.46
Johnson St		
Langridge St		
Orrong Rd		
Commercial Rd	3	0.35
Dorcas St		
Princess Hwy		
Swanston St		
Westbury St		
Beacon Cove	2	0.23
Byron St		
Flinders St		
Graham St		
Ingles St		
Jacka Blvd		
Queens Way		
Wellington St		
Alexander Pde	1	0.12
Alexandra Ave		
Bank St		
Flemington Rd		
Grosvenor St		
Kooyong Rd		
Market St		
McGregor St		
Mills St		
Raglan St		
Station St		
Victoria Ave		
York St		

Table 31 Roads identified as needing improvement

Road / Street	Better / bike lane	Cars parked	Continue bike lane	Copenhagen style	Dedicated bike lane	Marking bike lane	Separate bike lane	Widening bike lane	Signage	Speed limit	Surface condition	Response count	Response %
St Kilda Rd	1	32	3	22	8	10	27	32	7	2	8	152	13.44
Beach Rd	4	40	10	3	21	7	13	6	5	1	7	117	10.34
Brighton Rd	1	8	1	3	2	5	17	3	0	-	8	48	4.24
Albert Rd	5	2	3	0	28	0	2	1	3	-	2	46	4.07
Beaconsfield Pde	-	9	4	1	7	3	2	7	2	-	5	40	3.54
Canterbury Rd	-	11	0	3	1	0	7	5	0	1	6	34	3.01
Fitzroy St	-	3	-	6	-	1	16	1	6	-	1		
Kerferd Rd	1	-	14	-	3	6	-	1	-	-	8	33	2.92
Barkly St	5	3	5	-	4	6	2	3	1	-	3	32	2.83
Bay St	4	5	2	2	2	5	4	5	1	2	-		
City Rd	12	1	2	-	4	3	2	4	2	-	2		
Chapel St	2	6	1	1	-	4	2	4	2	-	6	28	2.48
Marine Pde	3	6	3	1	3	3	6	1	-	-	1	27	2.39
Montague St	5	3	8	1	4	-	1	1	1	-	-	24	2.12
Pickles St	15	-	-	-	3	-	2	1	-	-	2	23	2.03
Clarendon St	7	1	2	-	1	3	-	2	1	1	4	22	1.95
Carlisle St	7	2	-	-	-	3	-	2	-	-	8		
Grey St	16	-	2	-	1	2	-	-	-	-	-	21	1.86
Alma Rd	7	-	5	1	-	1	2	-	-	-	5		
Ormond Esplanade	7	3	1	-	1	1	4	4	-	-	-		
Jacka Blvd	2	5	9	-	-	1	1	1	-	1	-	20	1.77
Inkerman St	5	-	2	-	-	2	2	-	-	-	7	18	1.59
Williamstown Rd	3	-	-	2	-	5	4	2	-	-	2		
St Kilda Jct	12	-	4	-	1	-	-	-	-	-	-	17	1.50
Hotham St	10	-	2	-	-	3	-	-	-	-	2		
Park St	5	1	-	-	-	1	1	4	3	-	1	16	1.41
Normanby Rd	9	-	2	1	1	-	1	1	-	-	-	15	1.33
St Kilda St	7	-	-	-	1	1	-	-	-	-	6		
Lorimer St	6	-	-	-	2	1	2	1	1	-	1	14	1.24
Ingles St	8	-	1	-	1	-	1	1	1	-	-	13	1.15
Dandenong Rd	5	-	-	-	3	-	1	-	1	-	2	12	1.06
All	-	1	2	-	1	1	-	-	1	2	3	11	0.97
High St	3	-	-	1	-	1	1	2	-	-	1	9	0.80
Punt Rd	3	-	-	-	1	1	1	2	1	-	-		
Queens Rd	2	1	3	-	1	-	-	1	-	-	-	8	0.71
Ferrars St	-	1	-	1	1	-	2	2	-	-	-	7	0.62
Glenhuntly Rd	2	-	-	1	1	2	1	-	-	-	-		
Richardson St	-	3	-	-	-	1	1	1	-	1	-		

Road / Street	Better / bike lane	Cars parked	Continue bike lane	Copenhagen style	Dedicated bike lane	Marking bike lane	Separate bike lane	Widening bike lane	Signage	Speed limit	Surface condition	Response count	Response %
Sturt St	1	-	-	-	2	-	1	2	-	1	-		
Ackland St	2	2	-	-	-	-	-	2	-	-	-	6	0.53
Kings Way	4	-	-	-	1	1	-	-	-	-	-		
Nepean Hwy	-	-	4	-	1	-	-	-	-	-	1		
Princes St	4	-	-	-	-	1	-	1	-	-	-		
Balaclava Rd	2	1	1	-	-	-	-	-	-	-	1	5	0.44
Albert Park Lake	-	-	1	-	-	-	1	1	-	-	1	4	0.35
Glen Eira Rd	1	-	-	-	-	-	-	1	1	-	1		
Graham St	4	-	-	-	-	-	-	-	-	-	-		
Lakeside Dr	-	-	2	-	-	-	1	-	1	-	-		
Moray St	1	-	-	-	-	-	-	-	-	-	3		
Orrong Rd	1	-	-	-	-	1	-	-	-	-	2		
Todd Rd	1	-	2	-	-	-	1	-	-	-	-		
Victoria Ave	4	-	-	-	-	-	-	-	-	-	-		
Bridge St	1	-	-	-	-	-	-	-	1	1	-	3	0.27
Mitford St	1	-	-	-	-	1	-	1	-	-	-		
Ormond Rd	3	-	-	-	-	-	-	-	-	-	-		

Table 32 Local roads identified as needing improvement

Street/Road	Separate bike lane	Marking bike lane	Dedicated bike lane	Widening bike lane	Copenhagen style	Car parking	Surface condition/ maintain	Signage	Continue bike lane	Speed limit	Lighting	More bike parking	Roundabout	Better/ bike lane	Response count	Response %
Cecil St	-	4	1	2	-	4	6	1	-	-	-	1	-	1	20	4.58
Tennyson St	4	1	-	1	-	-	7	-	-	2	1	-	-	3	19	4.35
Richardson St	-	5	-	2	-	3	1	-	3	1	2	-	2	-		
All	2	3	3	4	-	-	2	2	1	1	1	-	-	-		
Lakeside Dr	1	2	1	1	-	-	3	1	4	-	1	-	-	1	15	3.43
Barkly St	-	2	-	3	1	-	-	-	3	-	1	-	1	3	14	3.20
Carlisle St	1	3	1	1	1	1	3	-	-	-	-	-	-	2	13	2.97
Grey St	-	-	1	2	1	1	-	-	1	-	-	-	-	6	12	2.75
Acland St	1	1	2	-	1	-	1	-	1	-	1	2	-	1	11	2.52
Pickles St	1	2	1	1	-	-	1	-	-	-	-	-	-	5		
Chapel St	1	2	-	2	1	-	2	-	1	1	-	-	-	1		
Park St	1	2	1	1	-	-	2	-	-	-	-	-	-	3	10	2.29
Ormond Rd	1	-	1	1	-	1	-	1	-	-	-	-	-	5		
Bridge St	2	-	1	1	-	-	-	-	1	-	-	-	-	5		
Mitford St	-	2	-	2	-	-	2	-	-	1	1	-	-	1	9	2.06
Kerferd Rd	-	-	-	-	-	-	5	-	2	-	-	-	2	-		
Johnson St	-	-	-	-	-	-	3	-	1	-	2	-	-	3		
Alma Rd	-	3	-	3	-	1	1	-	-	1	-	-	-	-		
Bay St	-	1	-	4	-	1	-	-	-	-	-	-	-	2	8	1.83
Alma Rd	1	2	1	2	-	1	-	-	-	1	-	-	-	-		
Bridge St	-	-	-	1	-	-	-	-	1	-	-	-	1	5		
St Kilda St	-	-	-	-	-	-	4	-	-	-	-	-	-	4		
Inkerman St	1	1	-	-	-	-	1	-	-	-	-	1	-	3	7	1.60
Canterbury Rd	-	-	-	-	1	2	3	-	-	-	-	-	-	1		
Albert Rd	-	1	1	2	-	-	1	-	-	-	-	-	-	2		
St Kilda Rd	-	-	-	2	-	2	3	-	-	-	-	-	-	-		
The Boulevard	-	-	-	-	-	-	6	-	1	-	-	-	-	-		
Glenhuntly Rd	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6	1.37
Westbury St	-	-	-	-	-	-	-	1	-	-	-	-	-	5		
Beaconsfield Pde	-	-	1	1	-	2	1	-	-	-	-	-	-	-	5	1.14
Clarendon St	-	-	-	-	-	2	-	-	-	-	-	-	-	3		
Cowderoy St	1	-	-	1	-	1	1	-	-	1	-	-	-	-		
Dickens St	-	2	-	-	-	-	1	-	-	-	-	-	-	2		
Montague St	-	-	-	-	-	-	-	-	1	-	-	-	-	4		
Aughtie Dr	1	-	-	-	-	-	-	-	-	-	-	-	-	3	4	0.92

Bridport St	-	-	-	-	-	-	1	-	-	-	-	-	-	3		
Broadway	3	-	-	-	-	-	-	-	-	-	-	-	-	1		
Mills St	3	-	-	-	-	-	-	-	-	1	-	-	-	-		
Princes St	-	-	2	-	-	-	-	-	-	-	-	-	-	2		
Raglan St	-	-	-	-	-	-	2	-	-	-	1	-	-	1		
Rouse St	1	-	-	-	-	-	3	-	-	-	-	-	-	-		
Brighton Rd	-	-	-	-	-	1	-	-	-	-	-	-	-	2	3	0.69
City Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	3		
Coventry St	-	-	1	-	-	1	-	-	1	-	-	-	-	-		
Danks St	-	-	-	1	-	-	2	-	-	-	-	-	-	-		
Dorcas St	-	-	-	-	-	-	-	-	1	-	-	-	-	2		
Esplanade	-	-	-	-	-	-	2	-	1	-	-	-	-	-		
Ferrars St	-	-	-	1	-	-	2	-	-	-	-	-	-	-		
Glen Eira Av	-	-	-	1	-	1	-	-	1	-	-	-	-	-		
Graham St	-	-	-	-	-	-	-	-	2	-	-	-	-	1		
Jackson St	-	-	-	-	-	-	1	-	-	2	-	-	-	-		
Liardet St	-	-	1	-	-	2	-	-	-	-	-	-	-	-		
Lorimer St	2	-	-	-	-	-	-	-	-	-	-	-	-	1		
Marine Pde	-	-	-	1	-	-	-	1	-	-	1	-	-	-		
Moubray St	-	2	-	-	-	-	-	-	-	1	-	-	-	-		
Patterson St	-	-	-	-	-	-	1	-	-	-	1	-	-	1		
Queens La	-	-	-	-	-	-	2	-	-	-	-	-	-	1		
Wellington St	-	-	-	-	-	-	1	-	2	-	-	-	-	-		
Williamstown Rd	-	2	-	-	-	-	-	-	1	-	-	-	-	-		
Armstrong St	-	-	-	-	-	1	-	-	-	-	-	-	-	1	2	0.46
Dow St	-	-	-	-	-	-	2	-	-	-	-	-	-	-		
Ingles St	-	-	-	-	-	-	-	-	-	-	-	-	-	2		
New St	-	-	-	-	-	-	1	-	-	-	-	-	1	-		
Normandy Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	2		
Salmon St	-	-	2	-	-	-	-	-	-	-	-	-	-	-		
Upton St	-	1	-	-	-	-	-	-	-	-	1	-	-	-		
Wright St	-	-	-	-	-	-	-	-	-	-	-	-	-	2		
Argyle St	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	0.23
Moray St	-	-	-	-	-	-	1	-	-	-	-	-	-	-		
Swallow St	-	-	-	1	-	-	-	-	-	-	-	-	-	-		
Wells St	-	-	-	-	-	-	-	-	-	-	-	-	1	-		
Nelson St	-	-	-	-	-	-	-	-	-	-	-	-	-	1		

Table 33 Shared off-road paths identified as needing improvement

Path/Trail	Separate bike lane	Marking bike lane	Dedicated bike lane	Widening bike lane	Surface condition	Signage	Lighting	Dog	Continuous / connecting bike lanes	Maintain bike lane	Response count	Response %
St Kilda beach / foreshore	49	13	6	6	21	24	17	4	6	3	149	22.5
Port Melbourne light rail	6	4	0	11	14	9	73	2	8	4	131	19.8
Albert Park Lake	4	1	2	3	16	10	29	3	8	3	79	12.0
Elwood foreshore	1	1	-	7	24	1	6	-	-	-	40	6.1
Beach foreshore	10	1	1	4	7	1	8	1	-	2	35	5.3
Beaconsfield	2	4	1	6	5	5	2	-	1	2	28	4.2
Albert Rd	0	1	1	0	14	2	7	0	1	1	27	4.1
Foreshore	3	1	-	4	5	3	2	-	3	1	22	3.3
Elwood Canal	0	1	0	0	7	2	8	0	2	0	20	3.0
Beach Rd	6	2	-	1	3	3	2	1	1	-	19	2.9
All	1	-	-	-	1	6	-	1	3	2	14	2.1
Fitzroy St	-	-	-	-	-	9	2	-	1	-	12	1.8
Alma Park	-	-	-	-	1	2	2	-	1	2	8	1.2
Brighton	2	-	-	1	4	-	-	-	1	-		
Sandridge foreshore	-	-	-	-	4	1	3	-	-	-		
1 Tram Route	1	-	-	-	2	-	4	-	1	-		
Todd Rd	1	-	-	1	2	1	-	-	1	2		
Yarra River Trl	-	1	-	1	1	2	-	-	-	2	7	1.1
Canterbury Rd (along light rail)	-	-	-	1	3	-	1	-	-	1	6	0.9
Beacon Cove foreshore path	1	-	-	1	2	1	-	-	-	-	5	0.8
Westgate Park	-	-	-	-	1	1	1	-	2	-		
Point Ormond	-	-	-	1	2	-	2	-	-	-		
Lorimer St	-	1	1	-	-	1	-	-	-	1	4	0.6
Pier Rd	1	-	-	-	1	1	-	-	-	-	3	0.5
Garden City Park	-	-	-	-	1	-	1	-	-	-	2	0.3
Beacon Cove	-	-	-	-	-	-	1	-	1	-		
Capital City Trl	-	-	-	-	1	1	-	-	-	-		
Nepean Hwy	-	-	-	-	2	-	-	-	-	-		
Mullem Mullem Trl	-	-	-	-	1	-	-	-	-	-	1	0.2
Jacka Bvd	1	-	-	-	-	-	-	-	-	-		

Table 34 Roads and streets that make riders uncomfortable

Road / Street	Response count	Response %
St Kilda Rd	125	10.65
St Kilda Jct	82	6.98
Fitzroy St	77	6.56
Montague St	42	3.58
Brighton Rd	40	3.41
Barkly St	39	3.32
City Rd	35	2.98
Queens Rd		
King Way	34	2.90
Albert Rd	32	2.73
Carlisle St		
Punt Rd	31	2.64
Canterbury Rd	29	2.47
Bay St	28	2.39
Beach Rd	26	2.21
Chapel St		
Grey St		
Dandenong Rd	23	1.96
Alma Rd	21	1.79
Clarendon St		
Acland St	20	1.70
High St	19	1.62
Beaconsfield Pde	16	1.36
Nepean Hwy		
Park St		
Normanby Rd	15	1.28
Dockland	13	1.11
Hotham St	12	1.02
Pickles St		
St Kilda St		
Ferrars St	11	0.94
Kerferd Rd		
Princes St		
Graham St	10	0.85
Ingles St		
Marina Pde		
Spencer St		
Williamstown Rd		

Road / Street	Response count	Response %
Domain Interchange	9	0.77
Glenhuntly Rd	8	0.68
Inkerman St		
Sturt St		
Cecil St	7	0.60
Jacka Blvd		
Lakeside Dr		
Ormond Esp		
Toorak Rd		
Flinders St	6	0.51
Orrong Rd	5	0.43
Queensbridge		
Swanston St		
Todd Rd		
Bridge St	4	0.34
Lorimer St		
Mitford St		
Albert St	3	0.26
Danks St		
Glen Eira Rd		
Moray St		
Richardson St		
Williams Rd		
Dorcas St	2	0.17
Princes Bridge		
South Melbourne Market		
Tennyson St		
Aughtie Drive	1	0.09
Elizabeth St		
Elsternwick Jct		
Footscray Rd		

Table 35 Improvements to respondents' favourite local cycling links

Street/Path	Separate bike lane	Marking bike lane	Dedicated bike lane	Widening bike lane	Surface condition	Signage	Lighting	Continuous / Connecting bike lanes	Maintain bike lane	No car parking	Speed limit	Elimination of heavy vehicle	Copenhagen style	Turning traffic	Better/ bike lane	Response count	Response %
Beach Rd	6	3	4	5	2	1	-	3	-	8	-	2	-	-	-	34	15.4
St Kilda Foreshore Path	2	1	-	1	-	7	1	1	-	2	-	-	1	-	-	26	11.8
Port Melb Light Rail	2	1	-	-	1	-	1 2	2	-	-	-	-	-	-	-	18	8.1
Beach bike path	6	-	-	1	1	3	2	1	-	1	1	-	-	-	-	16	7.2
St Kilda Rd	3	-	-	-	1	3	-	1	1	2	-	-	-	1	-	12	5.4
Albert Park	-	1	1	-	-	-	1	5	-	-	-	-	-	-	-	8	3.6
Elwood canal	1	1	-	-	2	-	1	-	1	-	-	-	-	-	-	6	2.7
Chapel St	-	-	-	-	1	-	-	1	-	3	-	-	-	-	-	5	2.3
Albert Rd	-	-	1	-	1	-	-	2	-	-	-	-	-	-	-	4	1.8
Barkly St	-	1	1	-	-	-	-	-	-	-	1	-	-	-	1		
Bay St	-	-	2	-	1	-	-	1	-	-	-	-	-	-	-		
Docklands	-	-	-	-	-	-	1	3	-	-	-	-	-	-	-		
Esplanade	-	-	1	1	-	-	-	-	-	1	-	-	1	-	-		
Grey St	-	1	1	-	-	-	-	-	-	-	-	-	-	-	2		
Inkerman St	-	-	-	-	1	-	-	1	-	-	-	-	-	-	2		
Lorimer St	1	-	-	-	1	-	-	1	-	-	-	-	-	-	1		
St Kilda Jct	1	-	-	1	1	-	1	-	-	-	-	-	-	-	-		
Alma Rd	-	-	-	1	1	1	-	-	-	-	-	-	-	-	-	3	1.4
Balaclava Rd	-	1	1	1	-	-	-	-	-	-	-	-	-	-	-		
Fitzroy St	1	-	-	-	-	-	-	2	-	-	-	-	-	-	-		
Kerferd Rd	-	-	-	1	-	-	-	-	-	-	-	-	-	-	2		
Montague St	-	1	-	-	-	1	-	-	-	-	-	-	-	-	1		
Williamstown Rd	-	2	-	-	-	-	-	-	-	-	-	-	-	-	1		
Brighton Rd	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	2	0.9
Capitol City Trl	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-		
City Rd	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1		
Dandenong Rd	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1		
Dorcas St	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1		
Jacka Blv	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-		
Marine Pde	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-		
Pakington St	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1		
Pickles St	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1		
Queens Rd	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-		
St Kilda St	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2		

Street/Path	Separate bike lane	Marking bike lane	Dedicated bike lane	Widening bike lane	Surface condition	Signage	Lighting	Continuous / Connecting bike lanes	Maintain bike lane	No car parking	Speed limit	Elimination of heavy vehicle	Copenhagen style	Turning traffic	Better/ bike lane	Response count	Response %
Yarra River Trl	-	-	-	-	1	-	-	-	1	-	-	-	-	-	-	[2]	[0.9]
Todd Rd	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	0.5
Cecil St	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-		
Ferrars St	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-		
Footscray Rd	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-		
Garden City Reserve	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-		
Glen Eira Rd	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-		
Head St	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-		
High St	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1		
Ingles St	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-		
Moonee Ponds Creek path	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-		
Moray St	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-		
Munro St	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-		
Ormond Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1		
Orrong Rd	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-		
Page Ave	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-		
Richardson St	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1		
Yarra River Pth	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-		
Ingels St	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-		

Table 36 Up to three improvements to infrastructure suggested by respondents with children at school

School	Safer crossing	Signs	Bike lane	Marking bike lane	Bike parking at school	Surface condition	Speed limit	Dedicated bike lane	Parking outside school	Bike Ed	Encouragement school	Wider bike lane	Access	Response count	Response %
Elwood Primary	11	2	8	2	2	-	1	1	1	-	-	-	-	28	20.74
Port Melbourne Primary	6	3	1	-	6	-	3	-	-	1	1	-	-	21	15.56
St Michaels Grammar	5	4	5	1	-	1	-	3	-	-	-	2	-	21	15.56
St Kilda Primary	1	3	-	1	1	1	1	-	1	-	-	-	3	12	8.89
Albert Park Primary	2	1	2	2	1	1	1	1	-	-	-	-	-	11	8.15
St Michaels	4	-	3	1	-	1	-	-	-	-	-	-	-	9	6.67
Middle Park Primary	5	-	1	-	-	-	-	-	-	-	-	1	-	7	5.19
Caulfield Primary	-	-	-	-	1	-	-	-	-	-	-	1	-	2	1.48
Elwood College	-	-	-	1	1	-	-	-	-	-	-	-	-		
Galilee Catholic	1	-	-	-	-	-	-	-	1	-	-	-	-		
Luther College	1	-	-	-	1	-	-	-	-	-	-	-	-		
Wesley College	-	-	1	-	-	-	-	-	-	-	1	-	-		
Armadale Primary	-	-	-	-	-	-	-	1	-	-	-	-	-	1	0.74
ashburton Primary	-	-	-	-	-	-	-	1	-	-	-	-	-		
Ashby	-	-	1	-	-	-	-	-	-	-	-	-	-		
Bialik College	-	-	-	-	1	-	-	-	-	-	-	-	-		
Firbank	-	-	1	-	-	-	-	-	-	-	-	-	-		
Fitzroy High	-	-	-	-	-	-	-	1	-	-	-	-	-		
Footscray North Primary	1	-	-	-	-	-	-	-	-	-	-	-	-		
Kingsville Primary	1	-	-	-	-	-	-	-	-	-	-	-	-		
McKinnon Secondary College	-	-	1	-	-	-	-	-	-	-	-	-	-		

School	Safer crossing	Signs	Bike lane	Marking bike lane	Bike parking at school	Surface condition	Speed limit	Dedicated bike lane	Parking outside school	Bike Ed	Encouragement school	Wider bike lane	Access	Response count	Response %
Melbourne Grammar	-	-	-	-	-	-	-	-	-	-	-	1	-		
Mentone Grammar	-	-	-	-	-	-	-	1	-	-	-	-	-		
Presentation College	-	-	1	-	-	-	-	-	-	-	-	-	-		
Sandringham Primary	-	-	1	-	-	-	-	-	-	-	-	-	-		
St Columbas Primary	-	-	1	-	-	-	-	-	-	-	-	-	-		
St Francis Xavier Primary	1	-	-	-	-	-	-	-	-	-	-	-	-		
St Columbas Primary	-	-	1	-	-	-	-	-	-	-	-	-	-		

Glossary

Ø	The average (used in graphs).
end-of-trip facilities	Facilities such as showers, change rooms, lockers, laundry and ironing facilities that are utilized once a rider is at their ultimate destination.
headstart box	Also known as a 'bicycle box,' a headstart box is an area at the lane head of an intersection that has been set aside for cyclists. Headstart boxes are marked with the bike icon, and many are also painted green. They allow cyclists to wait ahead of traffic at signalised intersections and to get a head start on motor vehicles. Headstart boxes make riders more easily seen by drivers. See VicRoads for more information.
High Intensity – Recreation	(C) Adult, 'new golf' / lycra, 35km/hr, one hour+ sessions.
High Intensity – Transport	(D) Adult commuters, 25km/hr, 30mins+ sessions.
Low Intensity – Recreation	(B) Adults and kids getting some fresh air, on the weekend or on holiday, 1–3 hour sessions.
Low Intensity – Transport	(A) Adults and kids getting to the shops, station and school, 15km/hr, 15 minute sessions.
PinPoint	PinPoint is a *Google Map*-based consultation tool that enables riders in a municipality to identify issues, preferences or problems along a route or within a specified area. For more information, see the Bike Futures Toolbox page on the Bicycle Victoria website.
Principal Bicycle Network	The Principal Bicycle Network (PBN) is a network of cycle routes that provide access to key destinations within the Melbourne metropolitan area. The PBN is one of a number of cycling networks that make up the cycling infrastructure of metropolitan Melbourne.
riding categories	See Low Intensity – Transport (A), Low Intensity – Recreation (B), High Intensity – Recreation (C) and High Intensity – Transport (D).