

# Walking and Bike Riding Study Report

December 2010



Prepared by:



For:





# CONTENTS PAGE

---

- CONTENTS PAGE ..... 2**
  
- 1. Introduction ..... 3**
  
- 2. Study Methodology ..... 4**
  - 2.1 Data Collection ..... 4
  - 2.2 Demographics ..... 6
  
- 3. Walking Results..... 7**
  - 3.1 Frequency ..... 7
  - 3.2 Reasons for Walking..... 6
  - 3.3 Walking With Children .....10
  - 4.3 Walking Improvements .....11
  
- 4. Bike Riding Results..... 14**
  - 4.1 Bike Riding Improvements .....14
  
- 5. Appendices ..... 16**
  - 5.1 Walking and Bike Riding Survey .....16
  - 5.2 Maps .....21

# 1. Introduction

As part of its development of a new Walk Plan and a new Bike Plan, the City of Port Phillip commissioned UrbanTrans to gather some preliminary information to contribute to the drafting of these plans. These plans will also align with objectives and work programs to be set out in a new Sustainable Transport Strategy, also currently under development within the City of Port Phillip.

This report details the results of this work conducted by UrbanTrans and the City of Port Phillip to “gather preliminary data and information about barriers to the ‘take-up’ of sustainable transport options, with a focus on the walking and/or local bike riding component of any journey to contribute to the new Walk Plan 2011–2016 and the new Bike Plan 2011–2016.”

The data and information was collected through on-line and face-to-face on-site surveying. The work included research into both the specific as well as more general barriers to walking and bike riding, as identified by survey respondents, within the City of Port Phillip.

The results are being analysed by UrbanTrans as part of a broader contract to develop the new Walk Plan and new Bike Plan, which will include a recommended series of works to improve walking and bike riding within the municipality.

## 2. Study Methodology

### 2.1 Data Collection

Port Phillip residents were surveyed through a combination of an on-line survey hosted by the City of Port Phillip, and face-to-face surveys. These latter surveys were conducted by UrbanTrans staff at five council nominated locations on the following dates:

LOCATION	SUBURB	DATE / TIME
<b>Port Melbourne Primary School</b> Graham Street (between Clark Street and Walter Street)	Port Melbourne	Thursday 18 <sup>th</sup> November, 8 a.m. – 10 a.m.
<b>St. Columba's Primary School</b> Glen Huntly Road (between Wilton Grove and Normandy Road)	Elwood	Monday 20 <sup>th</sup> November, 2.30 p.m. – 3.30 p.m.
<b>Bay Street</b> (between Graham Street and Liardet Street)	Port Melbourne	Thursday 18 <sup>th</sup> November, 10 a.m. – 1 p.m. Monday 20 <sup>th</sup> November, 7 a.m. – 10 a.m.
<b>South Melbourne Market</b> (Cecil Street between York Street and Coventry Street)	South Melbourne	Thursday 25 <sup>th</sup> November, 12 p.m. – 3 p.m.
<b>Elwood Shops</b> (between Byrne Avenue and Bendigo Avenue)	Elwood	Monday 29 <sup>th</sup> November, 7 a.m. – 12 p.m.

Those intercepted were asked a series of questions which took, on average, about two minutes of their time. This struck a balance between getting people to stop and participate and gathering useful information.

Survey staff noticed that better responses with richer information were received at those locations where the people surveyed were more likely to be locals and when they had more time

to complete the survey, such as Ormond Road in Elwood. The reverse was true at locations with higher foot traffic, such as South Melbourne Markets, and which often attracted people from outside the area.

The time of day was also an important factor in both the quantity and quality of the responses received. People approached during lunch hours tended to have limited time to stop for a survey and gave only cursory responses. By contrast, surveys conducted early in the morning proved to be more successful, with two main audiences: the first were early walkers, people collecting a newspaper and occasional parents taking their children to school. The second was often young mothers out for a walk and to run errands, usually after dropping children off at school. Both audiences tended to walk a lot in their local area and provided more detailed information about walking and bike riding issues they identified.

Parents surveyed at the two schools were also good sources of information, as they often walked with their children and so were highly aware of any potential dangers on the local streets.

It should be stressed that the results only represent the views of those residents surveyed. The consultation was not a comprehensive conversation with the entire population of the City of Port Phillip and so, there are certainly omissions in the results and the recommended areas for action. The results from the two survey approaches (online and face-to-face) were collated and analysed by UrbanTrans. The total number of survey responses from the different approaches and locations are set out below:

LOCATION	NUMBER OF RESPONSES
<b>Online</b>	120
<b>Port Melbourne Primary School</b>	21
<b>St. Columba's Primary School</b>	32
<b>Bay Street</b>	49
<b>South Melbourne Market</b>	28
<b>Elwood Shops</b>	73
<b>TOTAL</b>	<b>323</b>

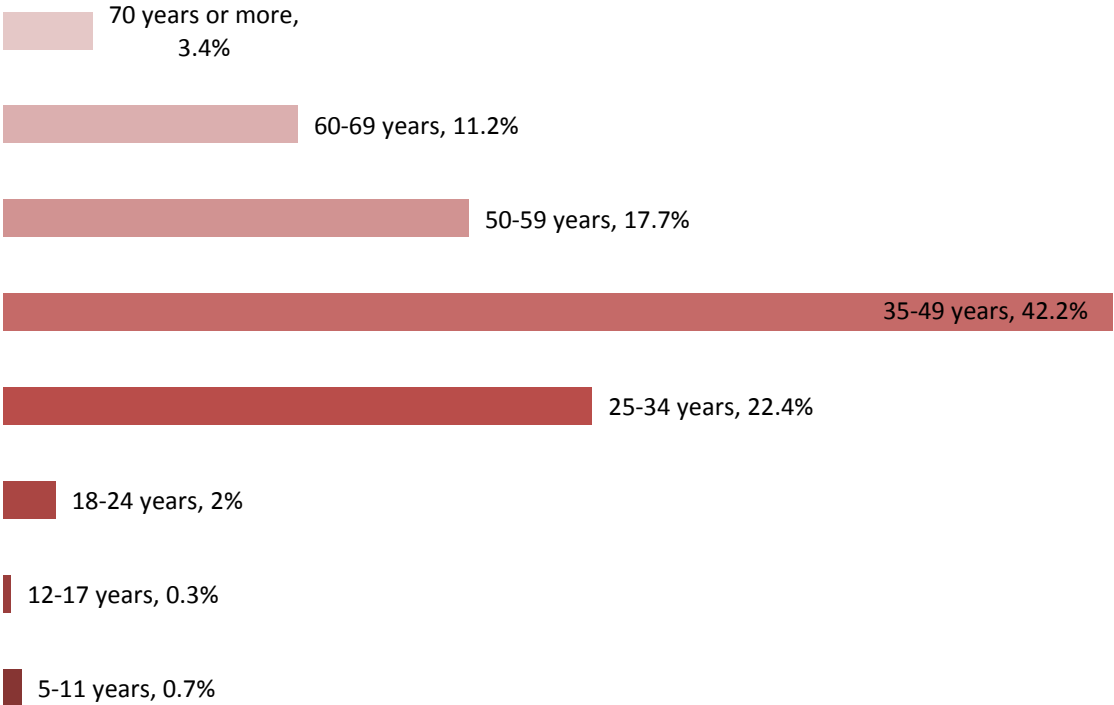
Geographically specific walking and bike riding issues were mapped. Both the survey and the maps are included in the appendices to this report.

## 2.2 Demographics

Almost two-thirds of the people surveyed were women (62.5 per cent). This is an important demographic to capture as women are often under-represented in active transport modes, especially bike riding.

The largest age group was people between the ages of 35 and 49, as set out below in Figure 1.

Figure 1 – Ages of survey respondents.

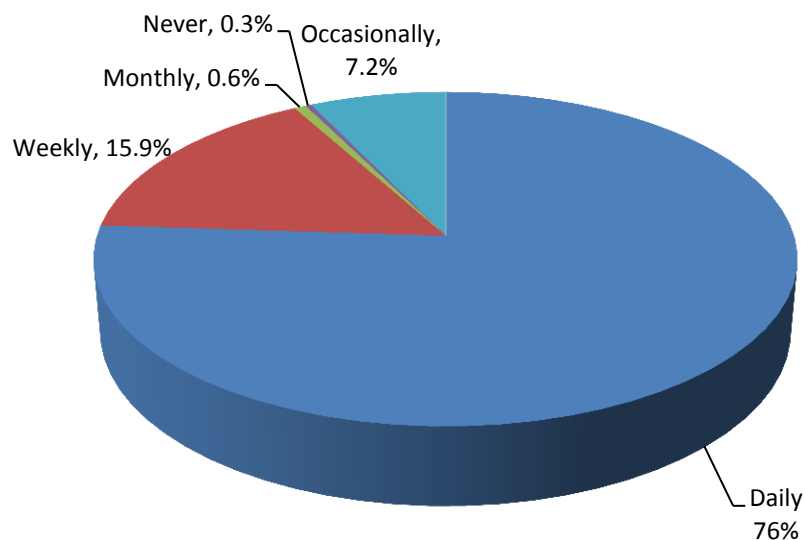


## 3. Walking Results

### 3.1 Frequency

More than three-quarters of those surveyed were regular walkers, with 76 per cent saying they walked every day.

Figure 2 – Frequency of walking of respondents

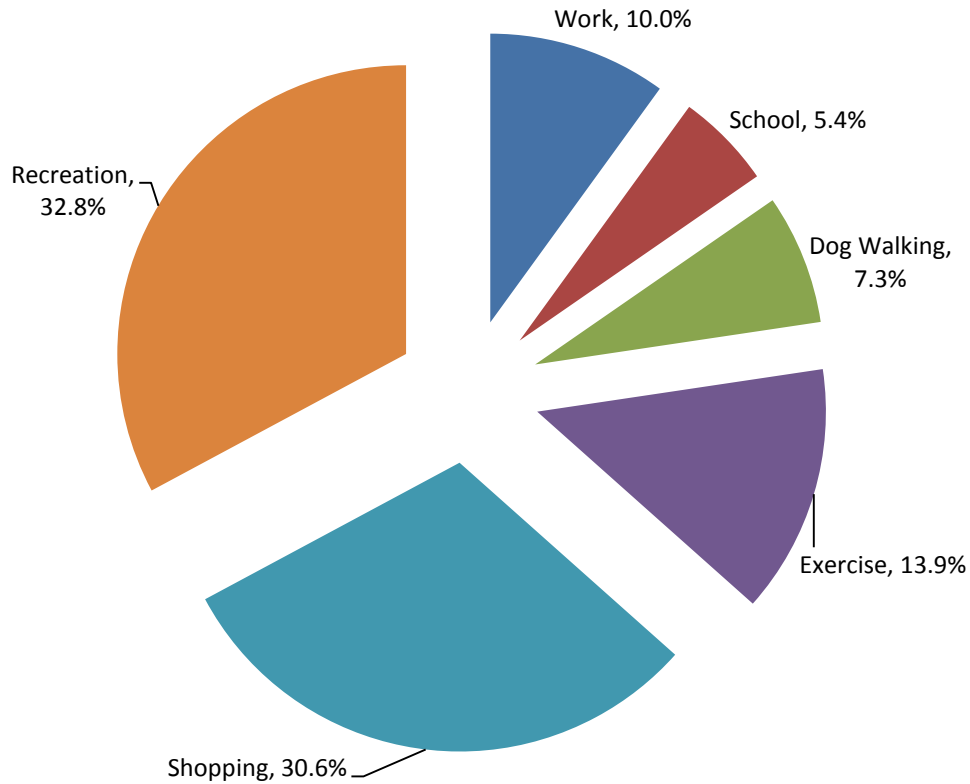


### 3.2 Reasons for Walking

Those surveyed were asked to nominate their most common destinations for walking and the reasons specific for those destinations. The reasons for different walking trips tended to divide between purely utilitarian in nature and recreational. Examples of the former include walking children to school or walking to a shop to pick up a newspaper. Examples of recreational walking included walking the dog each morning or walking along an off-road trail for exercise. Often, these reasons were combined into one trip, such as when a person noted that they had done a longer walk than necessary for exercise but finished it with a stop at the local shop to pick up a newspaper.

The utilitarian reasons are set out in Figure 3.

Figure 3 – Reasons for walking



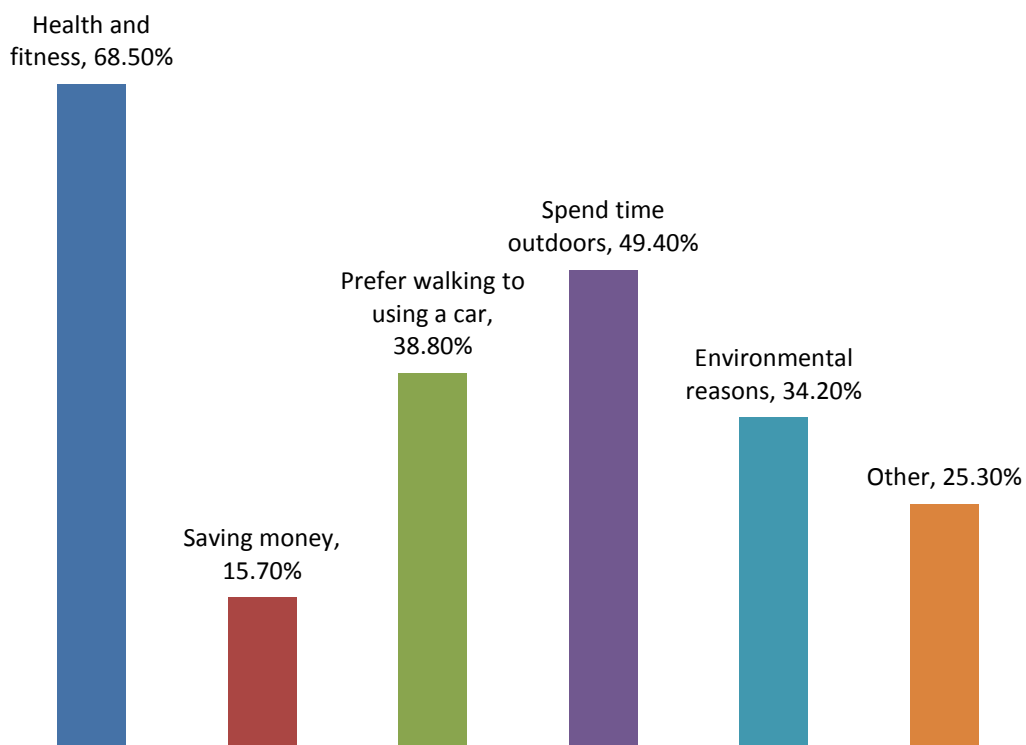
For Recreation trips, the beach, Albert Park Lake and St. Kilda (Acland Street) were the most popular destinations, often attracting people from beyond the immediate neighbourhoods. Bay Street in Port Melbourne, South Melbourne Market, Ormond Road, Acland Street and Carlisle Street, were all popular destinations for shopping.

The beach along St. Kilda and Elwood was the most popular destination for both general exercise and walking the dog, two activities that were often combined.

People noted that they walked to locations for specific purposes (e.g. to walk the dog, take children to school, shopping) but that they chose to walk as opposed to other modes because of factors intrinsic to walking.

Of these the desire to be healthy and fit through walking came out as the strongest factor, but others such as preferring walking to driving a car and enjoying being outdoors were also notable factors. This suggests that creating pleasant walking environments, both at the destination and on the way, may help increase walking rates around the surveyed areas.

Figure 4 – Opinions on walking as a mode.



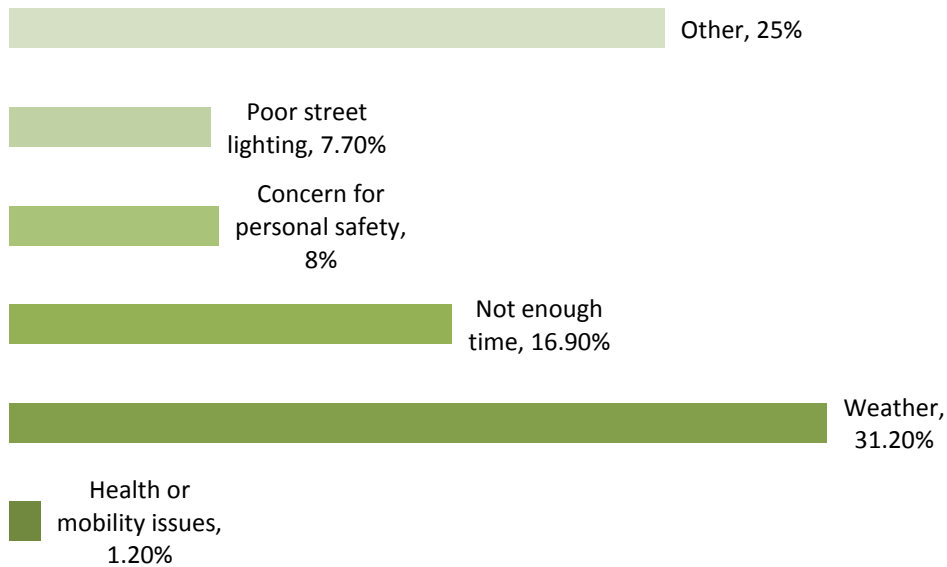
There were a number of respondents who cited a wide variety of reasons as to why they walked (Other), ranging from “needing to walk the dog” to “car broken down” to “business” to “walk regularly with a friend”. A number of these responses also cited local convenience, such as “live locally” and “everything I need is in St. Kilda.”

A number of respondents described regular trips they took to get to the destination where they were surveyed. These included walking along the beach, Elwood Canal and along quiet neighbourhood streets.

The combination of utility and fitness reasons for walking certain routes suggests there may be an opportunity to create *fitness routes* where some potential walkers can be encouraged to get fit by walking the routes to get to a utility destination, combining both utility and leisure as they do so. These could be established with little additional infrastructure beyond signage marking the routes, with minutes rather than distance required to complete the route.

Few people were discouraged from walking and generally noted factors (such as the weather) which are beyond the control of the City of Port Phillip.

Figure 5 – Factors discouraging local walking.



Of the 25 per cent of respondents who noted Other factors, these ranged from “poor health” to “lack of motivation” to “incredibly large puddles when raining.” In only a few instances, such as poor street lighting along Raglan Street in South Melbourne, did survey respondents develop their answers to point out specific examples of discouraging factors that are within the control of council. In the remainder of responses, people did not specify the locations of poor street lighting.

### 3.3 Walking With Children

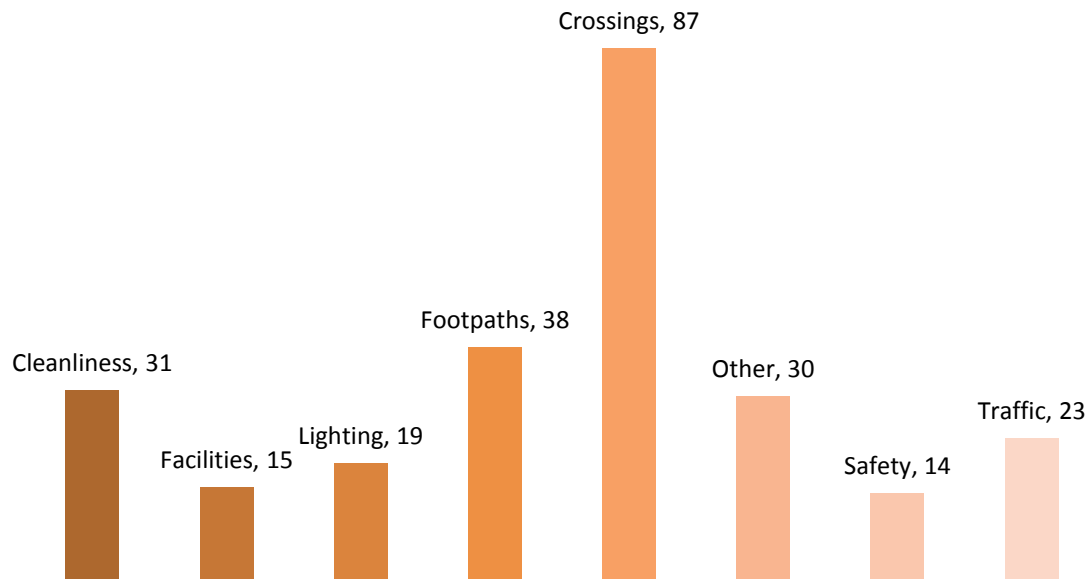
Of the 44.3 per cent of respondents who said they had or looked after children, 83.8 per cent said their children often walked with them to the same destinations.

84 respondents said their children attended a local school with the majority at Port Melbourne Primary school and St. Columba’s Primary School in Elwood, reflecting the locations of the face-to-face surveys.

### 3.4 Walking Improvements

The area of greatest potential improvement to the local walking environment, identified by survey respondents, was crossing facilities of roads. Generally, these fell into two categories: identifying a need for crossing facilities to be installed and identifying a need for longer crossing phases for pedestrians at traffic lights, especially on wide busy roads.

Figure 6 – Potential improvements to the walking environment identified by respondents.



Survey respondents were often quite specific about crossings that were in need of improvement. In most instances, these suggested improvements took the form of increased crossing times at traffic lights, especially those along major roads, such as Brighton Road and Beaconsfield Parade.

The identified crossing improvements are set out overleaf.

Table 2 – Identified improvements to the walking environment suggested by survey respondents.

LOCATION	IMPROVEMENT IDENTIFIED
<b>Clark Street, Port Melbourne</b>	Need for safer crossing across Clark Street (between Graham Street and Poolman Street) to get to school.
<b>Walter Street, Port Melbourne</b>	Need for footpath along either side of street, especially when approaching from the west. Currently grass verge next to school. Grass is long and wet in winter.
<b>Bay Street, Port Melbourne</b>	Improve intersection between Liardet Street and Bay Street
<b>Beaconsfield Parade, Middle Park</b>	Crossing times are too short across Beaconsfield Parade (pedestrian crossings sited between Mills Street and Wright Street / between Harold Street and Nimmo Street / between Armstrong Street and McGregor Street)
<b>Fitzroy Street, St. Kilda</b>	Decrease interval between crossing time at lights on intersection of Grey Street and Fitzroy Street.
<b>Brighton Road, St. Kilda East</b>	Need faster responding pedestrian lights outside the Medical One medical centre (corner Hennessy Avenue) to get across Brighton Road.
<b>Brighton Road, St. Kilda East</b>	Longer crossing time needed at lights on Brighton Road.
<b>Tennyson Street, Elwood</b>	Need for pedestrian crossings on north and south sides of Byron Street, at Tennyson Street dog-leg.
<b>Broadway, Elwood</b>	Need for pedestrian crossings at roundabouts along length of Broadway.
<b>Ormond Road, Elwood</b>	Need a proper crossing point at Ormond Road and St. Kilda Street.
<b>Brighton Road, Elwood</b>	Need for better light coordination and longer crossing times on Brighton Road.

When referring to improvements required around cleanliness, respondents most commonly identified dog waste as the major issue. Suggested improvements included more dog waste disposal bins (35.7%) with bags throughout the council area. With regard to facilities, respondents cited a need for water fountains (14.2%), seats (7.1%) and toilets (28.5%).

## 4. Bike Riding Results

Almost two thirds (62.5 per cent) of respondents said they rode a bike in the City of Port Phillip for short trips. Of the remainder who didn't ride a bike, the majority did not do so because they did not own a bike.

In many instances the respondents did not specify a geographic location for the improvements required.

### 4.1 Bike Riding Improvements

When asked to identify improvements that could be made within the City of Port Phillip for bike riding, the majority (72.1 per cent) called for more bike lanes throughout the municipality. A number of respondents noted specific bike lanes.

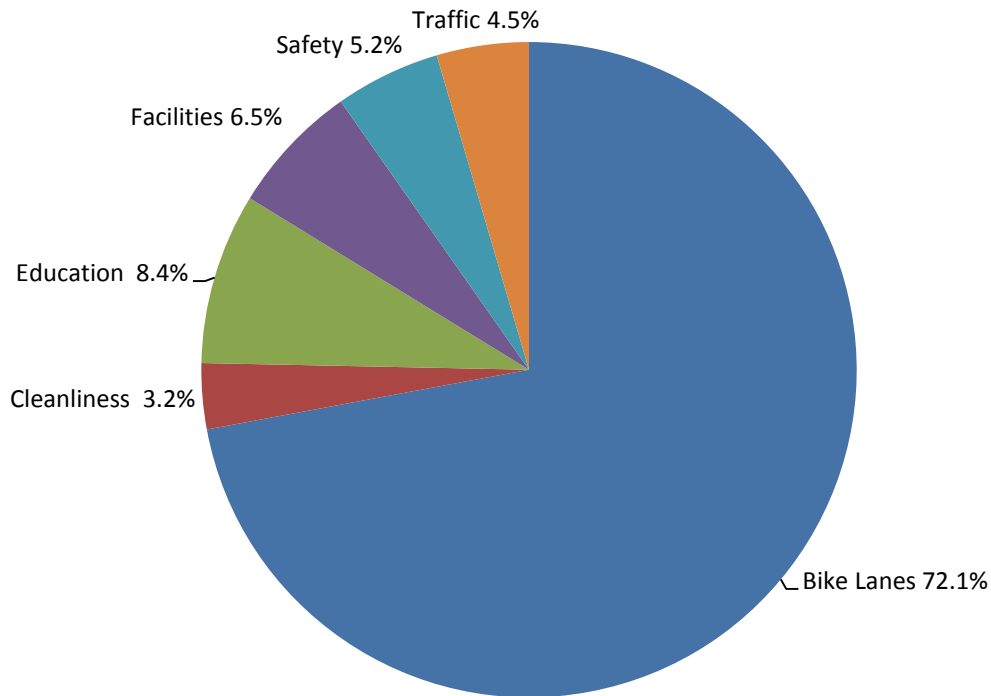
Table 3 – Identified improvements to the bike riding environment suggested by survey respondents.

LOCATION	IMPROVEMENT IDENTIFIED
<b>Grey Street, St. Kilda</b>	Bike lane required.
<b>Carlisle Street, St. Kilda East</b>	Bike lane required.
<b>Hotham Street, Balaclava</b>	Bike lane required.
<b>Ormond Road, Elwood</b>	Bike lane required.

Respondents also noted two main areas of conflict with pedestrians, much of which seemed to be attributable to pedestrian and bike rider behaviour. One was along the St. Kilda foreshore , between Donovans restaurant in the south and the St. Kilda Sea Baths in the north, where pedestrians and riders mix. While the design suggests uncertainty within the environment, which usually forces users to slow their pace and be more aware of others, respondents felt that bike riders in this area were still travelling too fast. This may be due to the fact that this area forms part of a longer trail often used for quicker riding and commuting, which may be treated through improvements which make speeding bike riders more aware that they are entering a mixed use environment.

The other main area was along Beaconsfield Parade in Albert Park. Despite separated facilities for pedestrians and riders (and in-line skaters), respondents noted that pedestrians still used the bike path, causing loss of speed and conflict. An associated issue was that placement of parking meters along Beaconsfield Parade, where drivers putting money into the meters stepped onto the bike path to do so.

Survey respondents also wanted bike lanes to be clearly marked (in some cases, preferably in green paint) and to provide a continuous route which serves local destinations. This latter point fits well with the City of Port Phillip's focus on developing a vision of walking and bike riding which emphasises local trips.



Those who highlighted a need for better Education, defined this as a need for all road users to have a clearer idea of their rights and responsibilities as way to ensure safer use of the roads. Respondents said that this applied to both bike riders and car drivers with a need to stress respect for other road users. Responses which highlighted a need for improved Facilities, often focused on more and better bike parking at destinations.

# 5. Appendices

## 5.1 Walking and Bike Riding Survey

### CITY OF PORT PHILLIP WALKING AND BIKE RIDING SURVEY



The City of Port Phillip is interested in hearing from parents about how they walk and bike within the municipality.

This short survey will help identify any issues (such as blocked footpaths etc.) that council can fix or improve.

The whole survey takes no more than 5 minutes and can be returned to school with your child.

1. How often do you walk within the City of Port Phillip?

- Daily
- Weekly
- Monthly
- Occasionally
- Never

2. Where are the main places you walk to each week within the City of Port Phillip, and the reason for your journey?

Destination	Reason
<i>e.g. shops on Carlisle Street</i>	<i>e.g. to go shopping</i>


3. What are the main things you would like to see improved to make those trips better for walking?

Trip	Improvement
<i>e.g. Trip 1 - shops on Carlisle Street</i>	<i>e.g. more time needed for crossing at lights</i>

4. What are your main reasons for walking in the City of Port Phillip?

- Health and fitness
- Saving money
- Prefer walking to using a car
- Spend time outdoors
- Environmental reasons
- Other \_\_\_\_\_

5. What discourages you from walking in the City of Port Phillip?

- Health or mobility issues
- Weather
- Not enough time
- Concern for personal safety

- Poor street lighting
- Other \_\_\_\_\_

6. Do you have children or look after children?

- Yes
- No (go to Question 11)

7. Do your children ever walk with you to the main places you go?

- Yes (go to Question 9)
- No

8. If not, why not?

9. Do you children go to a local school within the City of Port Phillip?

- Yes ( \_\_\_\_\_ ) name of school
- No (go to Question 11)

10. Is there anything about the trip to school that would help your child walk to school more often?

11. Do you ever ride a bike for short trips within the City of Port Phillip?

- Yes (go to Question 11)
- No

12. If you don't use a bike for short trips, what are the main reasons for you not choosing to ride?

13. What are the main improvements Council could make to improve bike riding within the City of Port Phillip?

14. Do you have any other comments?

15. Gender

- Male
- Female

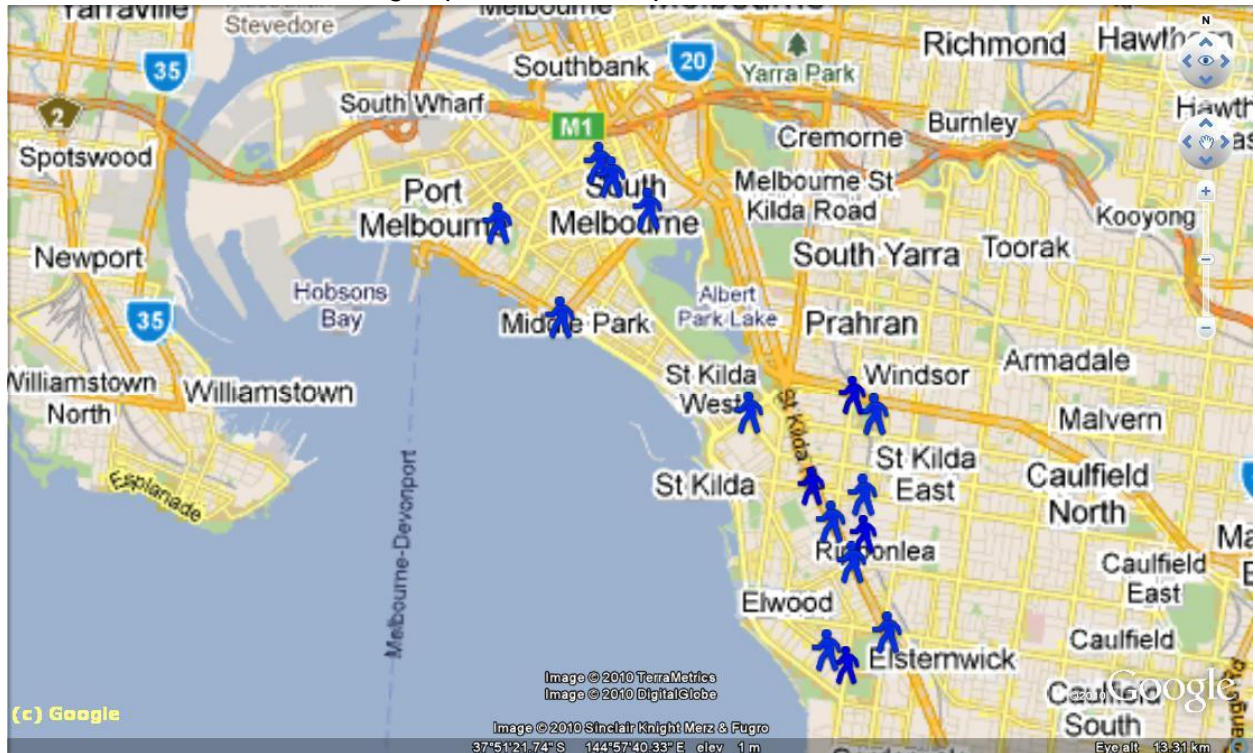
16. Which age group are you in? (in years)

- 5 - 11
- 12 - 17
- 18 - 24
- 25 - 34
- 35 - 49
- 50 - 59
- 60 - 69
- More than 70

**MANY THANKS FOR YOUR TIME.**

## 5.2 Maps

*Locations of Identified Walking Improvements Required.*



*Locations of Identified Bike riding Improvements Required.*

