

Town of Gawler

Walking and Cycling Plan: Consultation Report DRAFT

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Appendix A: Community Questionnaire and Schools Survey

1 Introduction

QED Pty Ltd has been engaged by the Town of Gawler (with support of the Office of Cycling and Walking) to review its existing Strategic Bicycle Plan, 1995 and develop a new Town of Gawler Walking and Cycling Plan.

The local community knows the barriers and opportunities to walking and cycling better than anyone else and is the best source of information on the barriers and opportunities for walking and cycling. A community questionnaire was used as the basis of data collection, along with key stakeholder consultation and a survey of all the schools in the area.

In addition, a Reference group consisting of Council and Office of Walking and Cycling staff and community representatives was formed to meet at specific milestones of the project and guide the development of plan.

Details and analyses of consultation strategies are presented in this report.

2 Community Questionnaire

A copy of the questionnaire survey is attached in Appendix A. The questionnaire was mailed to every household in the township (approximately 7,600 households), and advertised in Council's local newspaper and newsletter.

480 surveys were returned by the due date and analysed, representing approximately 6.5% of the total number of households. This return rate cannot be regarded as a statistically valid sample of the residential population, but it can assume that those who responded were among those more interested in walking and cycling and who would be a good source of local information to the development of the Plan.

The results represent a large cross-section of the Town of Gawler residents and provide a valuable source of information. The survey also provided an opportunity to collect base data as a reference point for future surveys and form a resource for the Town of Gawler beyond the scope of the Walking and Cycling Plan. Therefore, the survey also collected information such as demographics to enable future comparisons to be made with the survey undertaken and comparison with Census data.

The respondents were asked their sex, age group and whether they had any restriction on their mobility or used a stroller, shopping cart or other item that might affect their mobility. Responses to these questions enabled cross-tabulations to further illuminate responses to other questions.

The questionnaire survey sought information on:

- the most common means of travel;
- the most common walking and cycling routes;
- why do people walk and cycle;
- factors that encourage an discourage people to walk and cycle; and
- problem locations.

Respondents were also asked what it is they liked about Gawler, and given an opportunity for additional comments.

The questionnaire included a map of the Town of Gawler that enabled respondents to mark commonly used walking and cycling routes, as well as any specific problems with the route, for example, poor lighting, no footpath etc. These problems were pre-coded to enable respondents to easily identify the problem. They were also offered the opportunity to identify other problems not pre-coded.

2.1 The Survey Respondents

74% (355) of respondents answered questions specifically relating to walking and 29% of respondents (139) answered questions specifically relating to cycling. This reflects the dominance of walking over cycling as a mode of travel in Gawler.

Suburb of Origin

Each respondent was asked their suburb of residence with approximately 75% (364) of all respondents answering this question. Table 1 shows the number of respondents from each suburb within the Township of Gawler. The percentage of occupied dwellings from that suburb in relation to all of Gawler's occupied dwellings (from 2006 Census data) is also listed.

There were 10 respondents from suburbs outside of Gawler (Hewett (4), Babaringa (1), Concordia (1), Elizabeth Downs (1), Freeling (1), Mallala (1), and Roseworthy(1), one respondent worked in Gawler and one was a visitor to South Australia.

Suburb and number of dwellings	Number of respondents	% of all respondents	% of all dwellings
Evanston (680)	21	5.8%	8.9%
Evanston Gardens (280)	7	2.0%	3.7%
Evanston Park (1121)	55	15.2%	14.8%
Gawler (335)	28	7.7%	4.4%
Gawler East (1774)	101	27.7%	23.3%
Gawler South (996)	38	10.4%	13.1%
Gawler West (503)	15	4.1%	6.6%
Kudla (140)	0	0%	1.8%
Hillier (361)	22	6.0%	4.7%
Reid (45)	1	0.2%	0.6%
Willaston (1300)	64	17.6%	17.1

Table 1: Suburb of Respondents

Gawler, Gawler East and Hillier were over represented in relation to the percentage of dwellings in their suburb. Excluding Hillier, these suburbs are located closest to the Town Centre and they may be more aware/interested in walking due to this close proximity.

Evanston, Evanston Gardens, Gawler South, Gawler West and Kudla were under-represented. These suburbs are further away from the town centre and suffer from severance in access caused by main roads and the rail line.

The number of respondents from Evanston Park, Reid and Willaston correlated with the percentage of dwellings in those suburbs.

Age and Sex

Of the 480 responses, 52% were female, 36% were male; 12% did not reveal their sex. The age distribution is revealed in Figure 1. Table 2 indicates how the ages of respondents compare with that of the population as a whole.

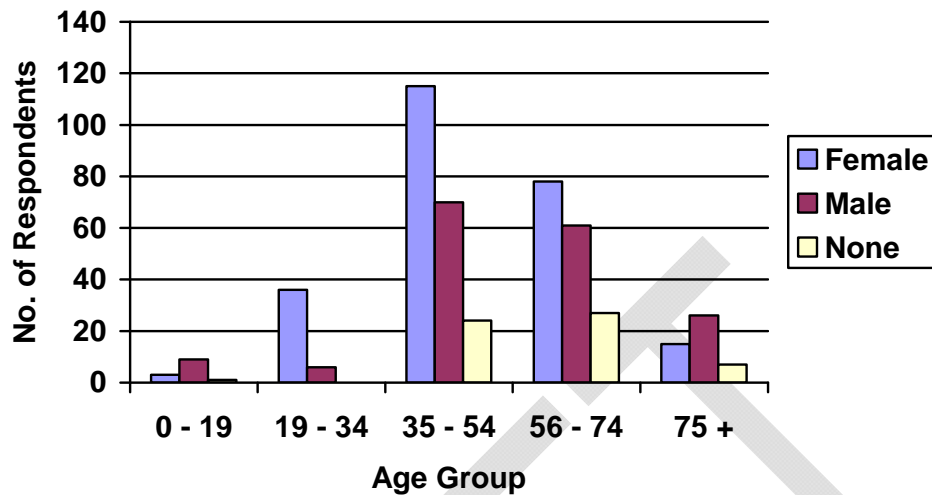


Figure 1: Age and Sex of Questionnaire Respondents

Age cohort	Number of respondents	% of respondents	Age as % of resident population
0-18	13	3%	27%
19-34	42	9%	17%
35-54	209	43%	29%
56-74	166	34%	19%
Over 75	48	10%	8%

Table 2: Age cohort of respondents compared with resident population

The 35 to 74 age groups were over-represented in the responses and the under 35's are under-represented. The over 75 age group correlates to the resident population. The response rate for the under 18 age group is particularly low, however a separate survey of schools has been undertaken to investigate the walking and cycling patterns of school aged children.

The 52% of respondents who were female compares to 52% of the total population who are female.

11% of respondents reported a mobility restriction and 12% said that they used a pram or stroller. That is, almost a quarter of the respondents require high quality and continuous footpaths and kerb ramps. Over a third of these respondents were aged 56 or older. 15 respondents said that they both used a pram and had a restriction. 2006 Census data found that 6-7% of residents of Gawler need assistance due to a severe disability.

Of the 57 respondents who used a pram or stroller, 43 were female, 9 were male and 5 did not advise their gender.

Travel Mode

Respondents were asked to nominate their most common means of travel, ranked from one to three. Figure 2 shows the number of first nominations and total of other nominations.

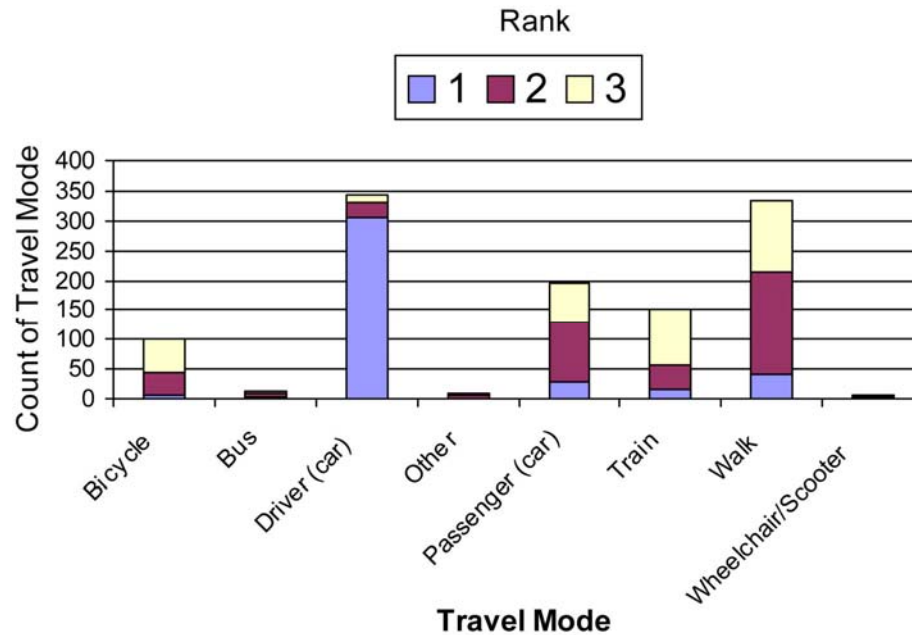


Figure 2: Travel Mode

The car is the most dominant form of transport, with 64% of respondents choosing 'driver of car' as the first nomination and a further 6% nominating 'passenger in a car'.

Walking is a popular second choice, nominated by 36% respondents.

2.2 Walking in Gawler

The analysis of the walking component of the questionnaire is discussed below.

2.2.1 Motivation for Walking

Respondents were asked about their personal motivations for walking. Figure 3 charts the responses to this question.

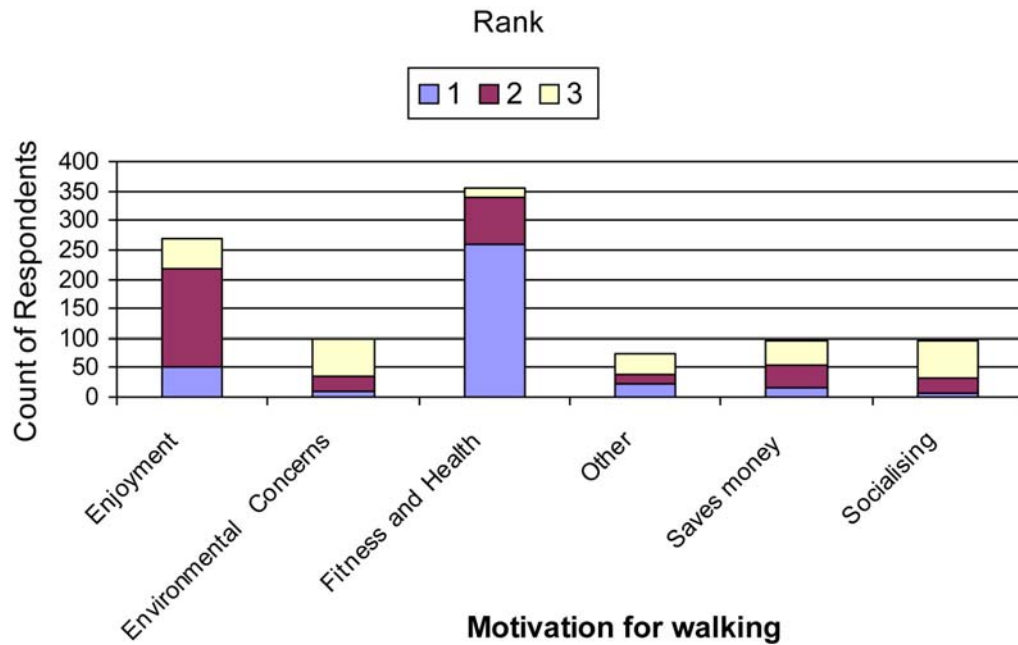


Figure 3: Personal motivation for Walking

The most common reason for walking is to maintain fitness and health, followed by simply enjoyment. 65% of respondents' first nominations gave one of these as the main reason for walking. Other reasons for walking were more evenly distributed. Of the 63 who gave "other" as a nomination, the most dominate single reason (33 respondents) was to walk the dog.

Walking dogs could arguably fit into either "fitness and health" or "enjoyment" categories. Certainly, no additional categories emerged from these "other" responses.

It should be stressed that the sample is skewed toward the older age groups, which would probably create a bias toward recreational walking and away from utility walking. Younger respondents would be likely to walk for utility reasons, such as to and from school and visiting friends.

2.2.2 Walking Destinations

Figure 4 gives the most common walking destinations, broken down by gender.

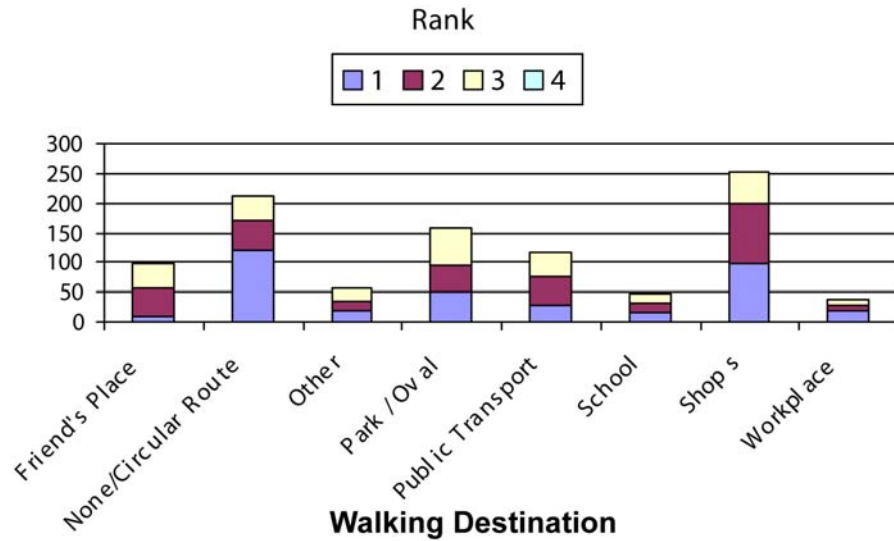


Figure 4: Most popular walking destinations

Generally walking to a destination such as the shops, park and train station etc is most popular (62% of respondents). The popularity of the shops is interesting in the light of the previous finding that walking was mainly for health and exercise or enjoyment. However, walking a circular route for exercise and enjoyment had the highest number one ranking, and walking to the shop and park can also be categorised as an enjoyable experience. The low nomination for “school”, (by females only), reflects that women are more likely to walk their children or grand-children to school.

2.2.3 Which Route?

Respondents were asked why they chose their particular walking routes. Figure 5 represents these results. The major factors in choosing a route are safety, its length and the amenity of the route selected. The length of the route is selected for exercise reasons and again reiterates that exercise and enjoyment are the most common reasons for walking. Overall, the amenity of the route (safe, quiet, pleasant surroundings, nicest route) is the main factor for choosing a route (63% of all respondents).

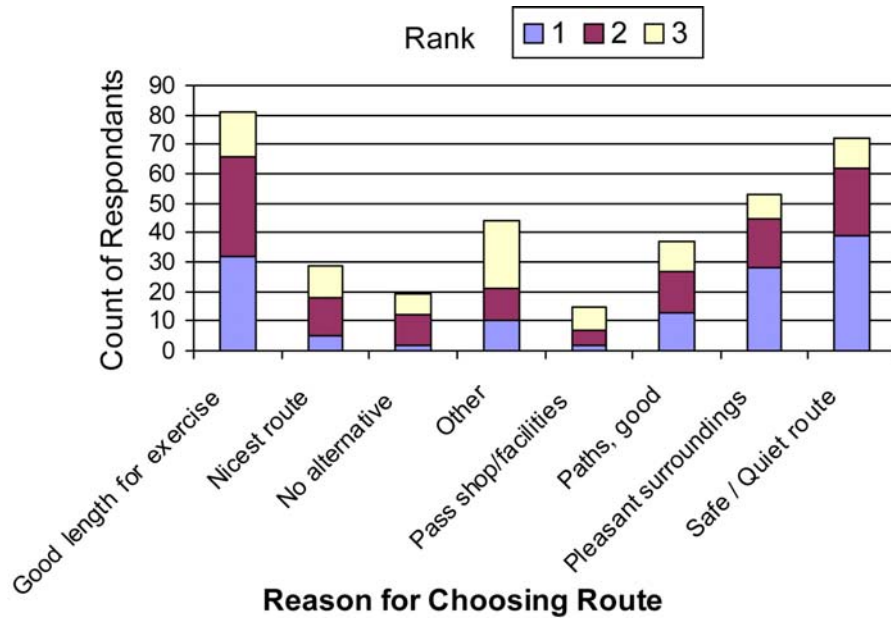


Figure 5: Reasons for choosing walking route

2.2.4 Council Encouragement of Walking

Respondents were asked to rank opportunities to encourage walking. Figure 6 represents the results.

The most significant way for Council to encourage walking would be to provide footpaths. This was expressed by over 60% of respondents as first ranking and another 24% as second or third ranking.

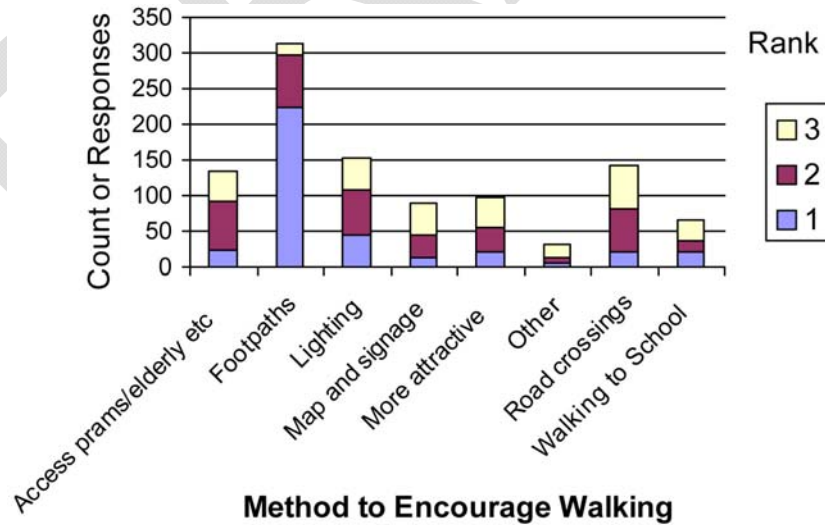


Figure 6: Measures to encourage walking route

Other ways identified to encourage walking are:

- Improve lighting

- Provide safe road crossings
- Provide access for prams and the elderly.

2.3 Cycling in Gawler

The questionnaire includes the same questions for cycling as it does for walking. This enables walking/ cycling responses to be compared.

Of those who answered the cycling questions, the split between male and female was almost equal. This is interesting, as a dominance of responses from males rather than females could be expected, given common cycling patterns in Australia.

82% of these respondents were over 35 years of age. Again, common cycling patterns in Australia show a dominance of a younger age group and in this case, the age group is likely to be a result of the overall age dominance of the survey participants.

2.3.1 Motivation for Cycling

Similarly to walking, most people cycle for fitness, health and enjoyment, refer to Figure 7.

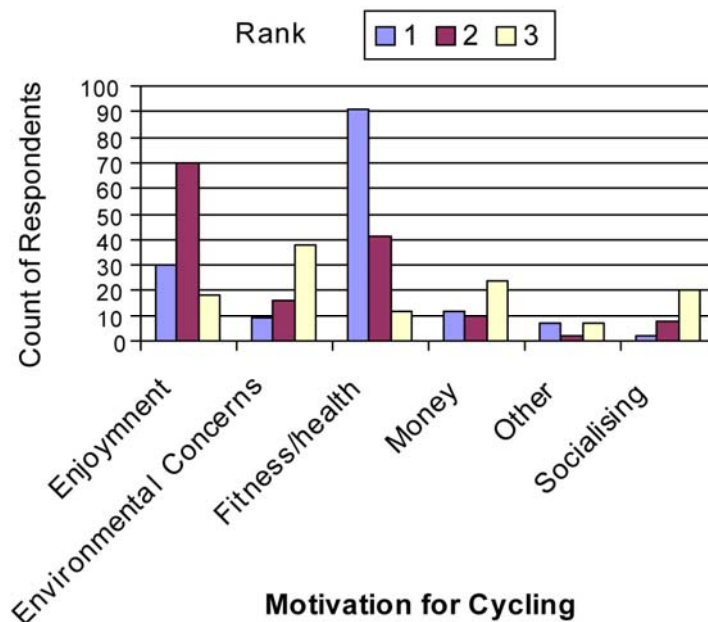


Figure 7: Reasons for Cycling

2.3.2 Cycling Destinations

Figure 7 illustrates that the highest first ranking of destinations is a circular route for fitness and enjoyment. However when second and third ranked destinations are

considered; the shops, park/oval and friends place all become important destinations for cycling.

As for walking, cycling appears to be chosen as a healthier option than driving to these destinations given that there is dominance of health and fitness as the motivating factors for cycling.

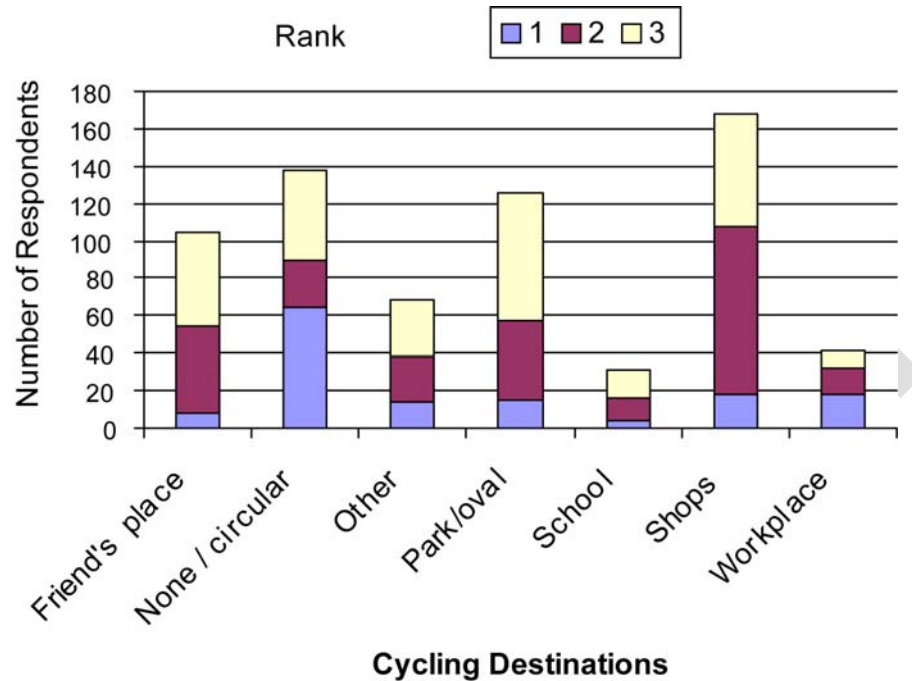


Figure 8: Cycling Destinations

2.3.3 Which Route?

Respondents safety concerns are evident in the analysis of the question, "why do you choose this route?" (refer to Figure 9). When grouped together, 82% of respondents ranked their first priority as safety related factors such as safest route, route with the least traffic or along bicycle lanes/paths.

When all rankings are combined, safety factors and enjoyment are the two major reasons for choosing the routes.

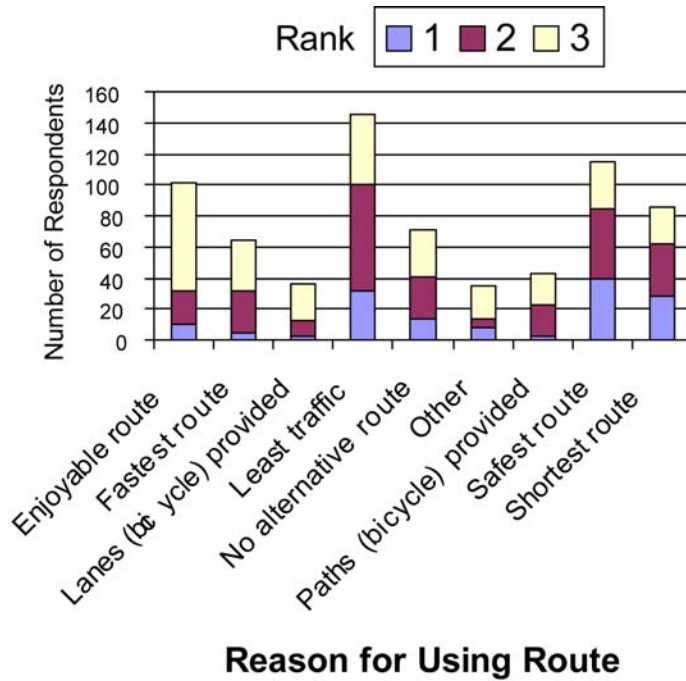


Figure 9: Reason for Using Route

2.3.4 Council Encouragement for Cycling

The respondents gave a range of responses when asked how Council can encourage cycling. However, there is a clear preference for improved infrastructure, shared use paths, improved surfaces and dedicated space.

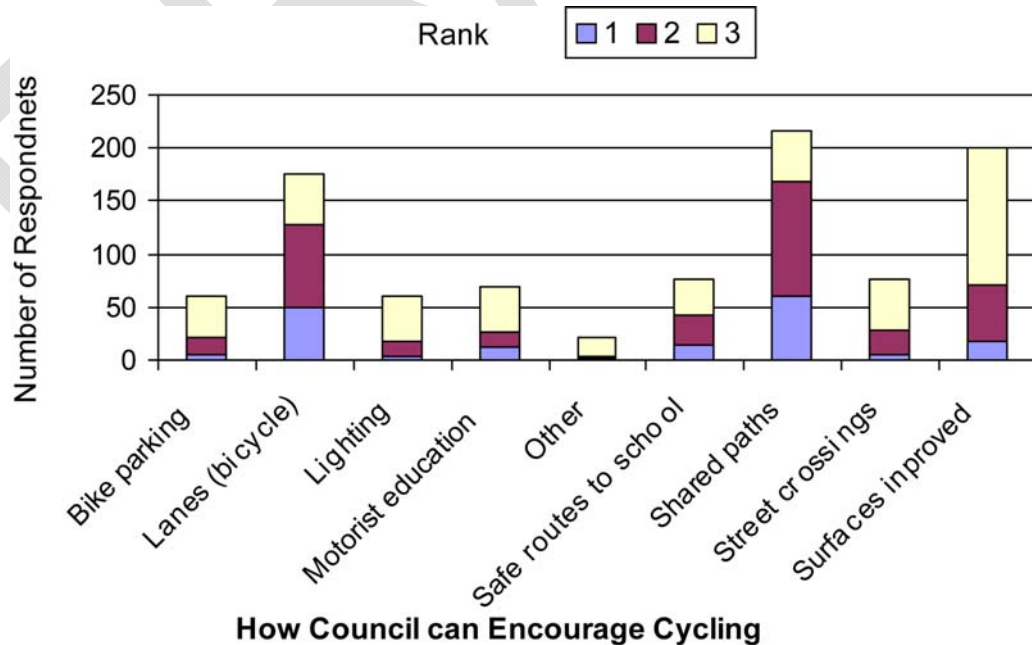


Figure 10: How Council can Encourage Cycling

2.4 Common Walking and Cycling Routes

Respondents were provided with a map on which to mark their most commonly used walking and cycling routes. The most common routes were similar for both walking and cycling and mostly concentrated around the town centre. Map 1 illustrates the nominated routes and the most common routes are listed below.

- Main North Road
- Murray Street
- Adelaide Road
- First Street
- Lyndoch Road (Barossa Valley Way)
- Calton Road
- Sunnyside Drive
- Cheek Avenue
- East Terrace

The off-road paths at Clonlea Park and Tingara Reserve were also nominated by numerous respondents.



2.5 Problem locations for Walking and Cycling

Respondents were asked to nominate typical and site specific problems when walking and cycling. 54% of respondents nominated issues for walking and 27% for cycling. Map 2 illustrates specific locations where problems were identified repeatedly. All these are on main roads (maintained by DTEI) with the exception of the ford at First Street.



2.5.1 Problems for Walking

The top 10 general problems for walking are listed below.

- No footpath or narrow/uneven footpath – 43%
- Poor lighting – 14%
- Overgrown foliage – 12%
- Hard to cross road – 10%
- Poor sight distance – 5%
- Traffic does not give way – 4%
- Obstruction in path – 4%
- Not passable by wheeled device – 3%
- Poor drainage – 3%
- No pedestrian route – 2%
- Lack of pathways along the rivers.

Overwhelmingly, the most commonly nominated problem was the overall lack of footpaths or narrow/uneven footpaths. Other issues that were raised a number of times include:

- Difficulty with cars parking on footpaths;
- Service covers not flush with surface;
- Stormwater drains broken;
- Residents extend their gardens to the street blocking access.

2.5.2 Problems for Cycling

The top 10 general problems for cycling are listed below.

- No bicycle lane/path – 31%
- High speed traffic – 21%
- High volume of traffic – 12%
- Squeeze point – 9%
- Hard to cross road – 7%
- Traffic does not give way – 5%
- No bicycle parking – 5%
- Poor lighting – 5%
- Poor sight distance – 3%
- No cycling access – 2%

The most commonly nominated problem was the lack of dedicated space for cyclists. This was followed by the problem of speeding traffic which is intrinsically linked to the lack of dedicated space, due to the resulting need to share the road with traffic.

Entire streets were nominated and are: Murray Street, Main North Road, Adelaide Road, Redbanks Road, Calton Road, Jack Cooper Drive, Coventry Road and Lyndoch Road. The major issues with these roads were the lack of dedicated space and the difficulty crossing these roads.

2.6 Key Issues Raised by Suburb

Survey responses were analysed by each suburb to identify the most common concerns raised, specific to each suburb. They are listed below.

Evanston

- Lack of footpaths and poorly maintenance footpaths
- Main North Road is hazardous for cyclists
- Path along railway good alternative to Main North Road.

Evanston Gardens

- A need for an off-road cycling facilities
- Need for increased maintenance at parks/reserves.

Evanston Park

- Lack of footpaths and seating
- Caltrop along paths
- Squeeze point at the bridge on Bridge Street
- Lack of off-road bicycle paths
- Need for improved lighting of paths.
- Connect the paths alongside Tingara Reserve to the Gawler Town Centre and/or Dead Mans Pass.

Gawler

- **Need a safe route to Adelaide from Gawler** as Main north road and Coventry Roads are hazardous
- **Lack of footpaths, narrow, uneven and poorly maintained paths**
- Paths along the river corridors are desirable
- The roundabout at Tod / Reid Street is difficult to cross
- **Requests for outdoor gym equipment** at a reserve, sighting Fremont Park in Elizabeth as a good example.

Gawler East

- Bicycle lanes terminating without warning are hazardous
- Cycling on Murray Street is hazardous
- Squeeze point at Bridge Street
- Need for footpaths & improved lighting
- Need more seating and outdoor gym equipment.
- Overgrown vegetation and parking on the footpath
- Footpaths too narrow for pram

Gawler South

- Need off road paths, particularly along the river
- Lack on on-road bicycle lanes
- Adelaide Road at Twenty-first Street and Fourth Street is difficult to cross.

Gawler West

- Students cross river via rail bridge by the recreation centre - need pedestrian bridge at this location
- Need bicycle parking in Murray Street
- Lack of off road paths for pedestrians and bicycles
- More footpaths needed (wider footpaths and better maintained footpaths).

Hillier

- The Gawler Bypass is a major barrier to walking and cycling. Dawson Road is the only opportunity to cross the bypass. This route is not desirable, and a crossing at Hillier Road is desired.
- Lack of safe off road bicycle paths
- Cars park on the on-road bicycle paths in Murray Street

Willaston

- Lack of footpaths and the poor condition of the available paths with overhanging vegetation, debris and tree root lifted concrete blocks.
- Main North Road and Redbanks Roads are hard to cross, especially at their junction.
- Dawkins Road is hazardous due to the traffic speed and volume of vehicles using the road

2.7 Things people like about Gawler

Respondents were asked to list aspects of Town of Gawler that they liked or did not want to see changed.

Of the 347 responses received, two main aspects were apparent. These are:

- Trees, wildlife and open space (52%)
- Quiet, country town feel (35%)

These two responses correlate with the high ranking of walking and cycling as a form of enjoyment and fitness. Numerous respondents liked the off-road paths that have recently been constructed between Sunnyside Drive and Potts Road, Evanston Park.

Other aspects identified include the heritage areas, access to shopping and facilities, and the ease of parking.

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3 Stakeholder Consultation

Liaison was undertaken with a number of key stakeholders to invite their input into the development of the plan. The organisations contacted were various State Government departments, adjoining Councils, Bicycle SA, the Gawler Sport and Community Centre, Gawler Caravan Park, Gawler Elderly Centre, TAFE SA - Gawler Campus, Gawler Cycles, Gawler Cycles, the Police, and schools that are outside of the Township of Gawler but have a large number of Gawler residents attending them.

Outcomes of the consultation are summarised below.

Department of Transport, Energy and Infrastructure (Office of Cycling and Walking)

The Office of Cycling and Walking identified that Main North Road is under investigation for the provision of cycling facilities.

The Adelaide – Gawler rail corridor has been earmarked as a future Green Travel Corridor (dedicated walking and cycling route) in the State Government publication, Safety in Numbers.

The above projects require further investigation and are dependant on future funding.

Department of Sport and Recreation

There are many unmade roads throughout the area that should be utilised as trails and links. Some are leased by private land owners but retain public access rights.

Provide links to existing trail networks, eg Mawson Trail, Heyson Trail, Barossa Valley Walks.

Utilise the Adelaide to Gawler rail line.

Light Regional Council

A meeting with staff from Light Council identified walking and cycling routes to Clonlea Park that should have linkages from/to the Town of Gawler for continuity.

City of Playford

There are no existing walking or cycling routes relating to the Town of Gawler, however future projects under consideration include:

- Green travel corridor along the rail line
- Path along the wind breaks - Main North Road
- Future development in Playford North - links to Gawler
- Edinburgh Parks – proposed cycle paths
- Possible development at Munno Para West

Barossa Council

Liaison with Council Staff at Barossa Council identified the following:

- **A Shared use path along the rail line or North Para River, or a combination of both, would provide an excellent trail from Gawler to the Barossa. Path users**

could bring their bicycles on the train from the city, cycle around Gawler then head to Barossa for a longer trip and for accommodation;

- The rail authority currently grades the rail line annually to maintain a route for their access vehicles. If designed appropriately, a shared-use path could be used by the access vehicles;
- A path along the rail line would provide a good off-road link from the area of future development in Concordia to the Gawler Town Centre;
- A link to Calton Road via Balmoral Road would be an appropriate link from the Barossa Council, as an alternative to the busy Barossa Valley Highway (Lyndoch Road).

Gawler Environment and Heritage Group

Site visits of the river corridors were undertaken by QED, Council staff, a Councillor and members of the Gawler Environment and Heritage Group. Routes and specific issues were mapped out for shared use paths along the South Para and North Para Rivers.

Gawler Visitor Centre

- **Staff from the visitor centre** often has requests for maps of off-road cycling groups. They envisage that shared use paths along the river corridors would be popular.
- There are currently 2 brochures for walking routes in Gawler. The Heritage walk through Church Hill and the Town Street Walk.
- Small to large groups regularly go on the walks with a guide from the Visitor Centre. These include groups such as overseas students and Probus groups who catch the train from Adelaide to undertake the walks.

Bicycle Institute of South Australia (BISA)

BISA submitted a comprehensive document that raised the following points:

- Anticipate growth in Gawler and plan integrated transport systems before development exists.
- Access to rail via walking and cycling very important.
- Include connectivity to future Green Travel Corridor (along rail line);
- Gawler to embrace bicycle use beyond recreational use, as an important transport alternative. Particularly with rising fuel costs and peak oil supply concerns where outlying suburbs will be most affected.
- Identify a functional cycling network throughout the town and surrounding areas for unconstrained and safe access by bike to all major trip attractors, such as schools, shops, medical, and other services and work-place and recreational locations;
- Include adequate end of trip facilities
- Consider bicycle tourism, eg Barossa Valley via disused rail line north of Gawler;

- Council to have a HEAT funding program supported by Federal Government (refer www.vote4cycling.com.au)

Gawler River Flood Plain Management Authority

A Master Plan is currently being prepared for Gawler River and its flood plain (from Gawler to the sea at Port Gawler, approximately 35 kilometres). The study identifies the opportunity for a linear park along the river's length.

Gawler Police

Gawler Police noted that there are a number of blind corners around the area where sight distance to pedestrians is poor. They were also of the view that a number of pedestrians were not educated to walk in highly trafficked areas, but are used to the country town feel. These pedestrians are observed to be inattentive and often jay-walked.

Particular hazardous locations noted were Light Square and the intersection of Queen Street and Jerningham Street.

Xavier College

Xavier College is situated within the District Council of Light, on the northern side of the Gawler Bypass. A large proportion of students attending the College are from the Town of Gawler. Students who access the school by walking or cycling enter via a walkway on the south-eastern side of the College which links to the Willaston Bridge and Redbanks Road.

Discussions were held with the Principal of the College and a College Board member. They noted several concerns regarding road safety surrounding the school. The school suffers from its location in a rural setting, where the lack of a built-up residential area surrounding it results in a low traffic volume for most of the day. Therefore traffic safety issues occur only at school drop-off and pick-up times. The College has had discussions with DTEI requesting the installation of a 50km/h zone along Gawler Bypass in front of the school, but was not successful.

Some of the safety issues raised were within the District Council of Light, which included the high speed zone (80km/h) along Mallala Road and the queuing length at the T-junction of Mallala Road and Kentish Road which resulted in frustrated motorists. Other issues related to the route between the College and the Town of Gawler, which is used by many students. These issues include:

- Narrow footpath on the Willaston Bridge;
- Redbanks Road hazardous due to traffic speed and volume, and lack of dedicated walking and cycling routes;
- Roundabout at Redbank Road and Dawkins Avenue intersection is hazardous to cross;
- Students living at northern Willaston or Hewett cross the Gawler Bypass north of the bridge and cut through the cemetery. The Bypass is hazardous to cross at this location, but the bridge is anti-directional;
- The construction of NEXY will increase the traffic volume onto Redbanks Road;

Hewett Primary School

Hewett Primary School is located within the District Council of Light, on the eastern side of Main North Road. Many students to this school are residents of the Town of Gawler, particularly Willaston.

A number of students walk and 1 or 2 students occasionally cycle to the school. Many of these travel along Dawkins Road from Redbanks Road, cross Main North Road and cut across vacant land to Goldfinch Way to access the school. The following issues were identified:

- **The intersection of Main North Road and Dawkins Road** is hazardous due to high speed and volume of traffic. In addition the bend and the pine trees reduce sight distance to oncoming cars;
- A school crossing is desired on Main North Road;
- The school is on top of a hill and therefore cycling is not desirable by many students.

4 Schools Survey

A copy of the school survey is attached in Appendix A.

Education is a significant industry in Gawler with its substantial growth and demographics. A telephone survey was undertaken at the schools listed in table 3 (Evanston Gardens Primary School did not undertake the survey). In addition, conversations were undertaken with the Principals from Xavier College and Hewett Primary School which are located in the District Council of Light. The survey

Name of School	Years	Number of Students
St Brigids PS	Reception to Yr 7	450
Evanston PS	Reception to Yr 7	200
Gawler East PS	Reception to Yr 7	480
Emmanuel Lutheran PS	Reception to Yr 7	240
Gawler PS	Reception to Yr 7	170
Gawler High	Yrs 8-12	810
Trinity College	Reception to Yr 12	2,300

Table 3: Schools Surveyed

The questions covered the following:

- basic information about the school (see Table 3);
- how students get to school;
- facilities and programs that cater for or encourage walking and cycling to school;
- issues preventing students from walking or cycling to school;
- actions that Council and school could take to promote walking and cycling to school, and whether the school would be willing to pursue these; and
- the most common routes used by students who walk or cycle.

4.1 How Students get to School

The schools were asked to estimate how many students walk or cycle to school.

Name of School	Regularly Cycle	Regularly Walk
St Brigids PS	3 (1%)	135 (30%)
Evanston PS	6 (3%)	100 (49%)
Gawler East PS	6 (1%)	238 (50%)
Emmanuel Lutheran PS	0 (0%)	5 (2%)

Gawler PS	8 (5%)	51 (30%)
Gawler High	6 (1%)	200 (25%)
Trinity College	20 (1%)	220 (10%)

Table 4: How students get to school

There is a large amount of variation for cycling and walking however an average of 1% of students cycle and 23% walk to school.

Emmanuel Lutheran has a lower proportion of children walking or cycling to school. This may be due to a high number of students who do not live locally but reside in the Barossa region.

4.2 Facilities and Programs for Walking and Cycling

4.2.1 Bicycle Parking

All schools reported having bicycle parking rails and they were located in areas with good passive surveillance.

4.2.2 Programs to Encourage Walking and Cycling

Schools were asked if they participated in the South Australian government's Safe Routes to School Program, and also whether the school promotes walking/ cycling to school.

Name of School	Participation
St Brigids PS	No
Evanston PS	No
Gawler East PS	Yes
Emmanuel Lutheran PS	Yes
Gawler PS	Yes
Gawler High	No
Trinity College	No

Table 5: Safe Routes to Schools Participation

Activities undertaken in addition to this are:

- 'Fit to Play' program in collaboration with Gawler Health
- 'Active for Life' program
- Early morning walks
- 'Walk to School Day'

Several schools noted that they would promote cycling if there were safe areas to ride, but they did not think there were any suitable locations at present.

4.3 Issues Preventing Children Walking or Cycling to School

The schools were asked to nominate the issues preventing students from walking or cycling to school. Five possibilities were presented, along with the opportunity to add one or more other factors. The five presented to the schools were:

- crossing roads;
- traffic volumes;
- traffic speed;
- lack of walking or cycling routes; and
- personal security concerns.

The most common nomination was 'personal security' (all but one school). 'Lack of walking or cycling routes', 'crossing roads' and 'traffic volumes' were each nominated by four schools.

Of the other comments, the railway line and hills were the major barriers seen to walking and cycling to school.

4.4 Possible Actions

All schools nominated measures that could be taken by Council to improve conditions for walking and cycling.

- Five suggested dedicated cycling and/ or walking paths.
- Two suggested pedestrian crossings, one at the rail line (over the South Para) and another of Lyndoch Road.
- Two suggested improving roads (lighting/upgrade school crossing).
- One suggested a team based rewards system.

All schools said that they would be willing to work with Council to take measures to encourage students to walk and or cycle to school.

4.5 Most Popular Routes Used

Not all schools indicated the most common routes and some noted there were no direct routes available for students.

The table below describes frequently used routes that students currently use.

Name of School	Frequently Used Routes
St Brigids PS	Evanston local roads, Main Street is difficult
Evanston PS	
Gawler East PS	Carlton Road
Emmanuel Luthern PS	Lyndoch Road, Daly Street
Gawler PS	Ford near elderly centre, difficult crossing, Banks Road, Route from train station
Gawler High	
Trinity College	Path from Tambelin Station, need path through the Estate to the College.

Table 6: Frequently Used Routes to Schools

5 Summary

The results of the community questionnaire clearly indicate that residents of the Town of Gawler would support the construction of footpaths, shared use paths and bicycle lanes. Improved infrastructure and safer roads that link key destinations would encourage more people to walk and cycle more often for recreation as well as transportation.

There are a significant number of residents with restricted mobility or wheeled devices. For these people, it is essential that good quality, continuous footpaths with kerb ramps at every road junction are provided.

Residents currently walk and cycle as a recreational activity, and particularly enjoy the reserves and river corridors. However, these areas suffer from a lack of walking and cycling facilities.

Busy roads are intimidating for cyclists and there is a latent demand for cycling in the area that would increase if safety was improved and dedicated facilities provided.

Appendix A

Community Questionnaire and Schools Survey

DRAFT

Community Consultation Survey

Return by Monday, [date].

(But why not do it now?)

Gawler Council has commissioned QED Pty Ltd to develop a plan to encourage walking and cycling in Gawler. Council wants to meet community needs for safe, connected and convenient walking and cycling facilities that link people and places. We are seeking your input to the new plan through this walking and cycling survey. Your contribution to the development of this plan will greatly assist Council in ensuring walking and cycling needs are met in your area.

The outcomes of this survey plus other data collection and reviews will be used to identify pedestrian and cycling routes and to guide Council in identifying and prioritising works into the future. You will be asked to comment on a draft plan.

Please complete the following survey form and return it to Council by Monday, [date]. Additional forms are available from Council by 'phoning [phone number]. We value your input.

1 About you.... (Please tick the responses that apply to you)

Are you ... Male Female

What is your age? Under 19 19-34 35-54 56-74 75+

What suburb do you live in?

Do you own a ... Bicycle? Yes / No Car? Yes / No

Optional questions: please answer if you would like to advise us about the following:

- Do you have a restriction, limitation, disability, or use a mobility device that affects the way you move? Yes
- Do you use a stroller, shopping cart, etc, that affects the way you move? Yes

2 What is your most common method of travel? (please number from 1 to 3, with 1 being the most common).

.....Car (driver) Wheelchair/ scooter Walk Train

.....Bus Car (passenger) Bicycle Other:

3 Using the map provided, show your most-used walking route(s).

Please mark your destination with + and mark your house with a * if these appear on the map.

4 When walking, what are your most common destinations? (please number from 1 to 3, with 1 being the main one.)

.....Workplace Friend's place Public transport stop No destination/circular

.....Local park/ oval Local shops School Other:

5 Why do you use this route/ these routes? (please number from 1 to 3, with 1 being your main reason)

.....Pleasant surroundings No alternative route Nicest/ most enjoyable route (why?

.....Safe/ quiet route (traffic) Good footpaths Other:

.....Good length for exercise Passes shops/ facilities I use Other:

6 What personal motivations encourage you to walk? (please number from 1 to 3, with 1 being the most important.)

.....Enjoyment Environmental concerns Socialising

.....To improve fitness / health Saves money Other:

7 How could Council encourage walking? (please number from 1 to 3, with 1 having the highest priority).

.....Provide/ improve lighting Make routes more attractive (how?.....)

.....Provide/ improve footpaths Improve road crossings Other:

.....Encourage walking to school Provide walking maps/ signage

.....Improve access for prams/ elderly/ wheelchairs

8 Please nominate problem locations for walking – see attached map for details.

Cycling (Please complete questions 9-16 if you cycle at least occasionally. Otherwise go to question 17.)

9 How often do you cycle? (please tick one) Often Occasionally Rarely/ never

10 Referring to the map of Gawler provided in the middle of this form, please show your most-used cycling route(s), using red or green pen. Please mark your destination with * and mark your house with a # if these are on the map.

11 When cycling, what are your most common destinations? (please number from 1 to 3, with 1 being the main one.)

.....Workplace Friend's place School Other:

.....Local park/ oval Local shops No destination/ circular route

12 Why do you use this route/ these routes? (please number from 1 to 3, with 1 being your main reason)

-Shortest route Bicycle path provided Fastest route
-Safest route No alternative route Most enjoyable route (Why?.....)
-Least traffic On road bicycle lanes provided Other:

13 Which of the following types of bicycle parking are available at your usual trip destination? (please tick any that apply)

- Bike rails/ racks No parking Other:
- Storage inside a building Not applicable (e.g. circular route)

14 What personal motivations encourage you to cycle? (please number from 1 to 3, with 1 being the most important)

-Enjoyment Environmental concerns Socialising
-To improve fitness / health Saves money Other:

15 How could Council encourage cycling? (please number from 1 to 3, with 1 being your highest priority)

-Motorist education More bicycle lanes (on-road) Improve lighting
-More bike parking More bike/ shared paths (off-road) Easier street crossings
-Safe routes to schools Improve road/ path surfaces Other:

16 Please nominate problem locations for cycling – see attached map for details.

17 What are the things you like about the area?

(In dealing with the issues raised earlier, we want to make sure we don't spoil things that you like.
If relevant, you can mark the locations on the map.)

- 1**
- 2**
- 3**

18 Do you have any other comments?

.....

.....

.....

.....

.....

Thank you for completing this survey.

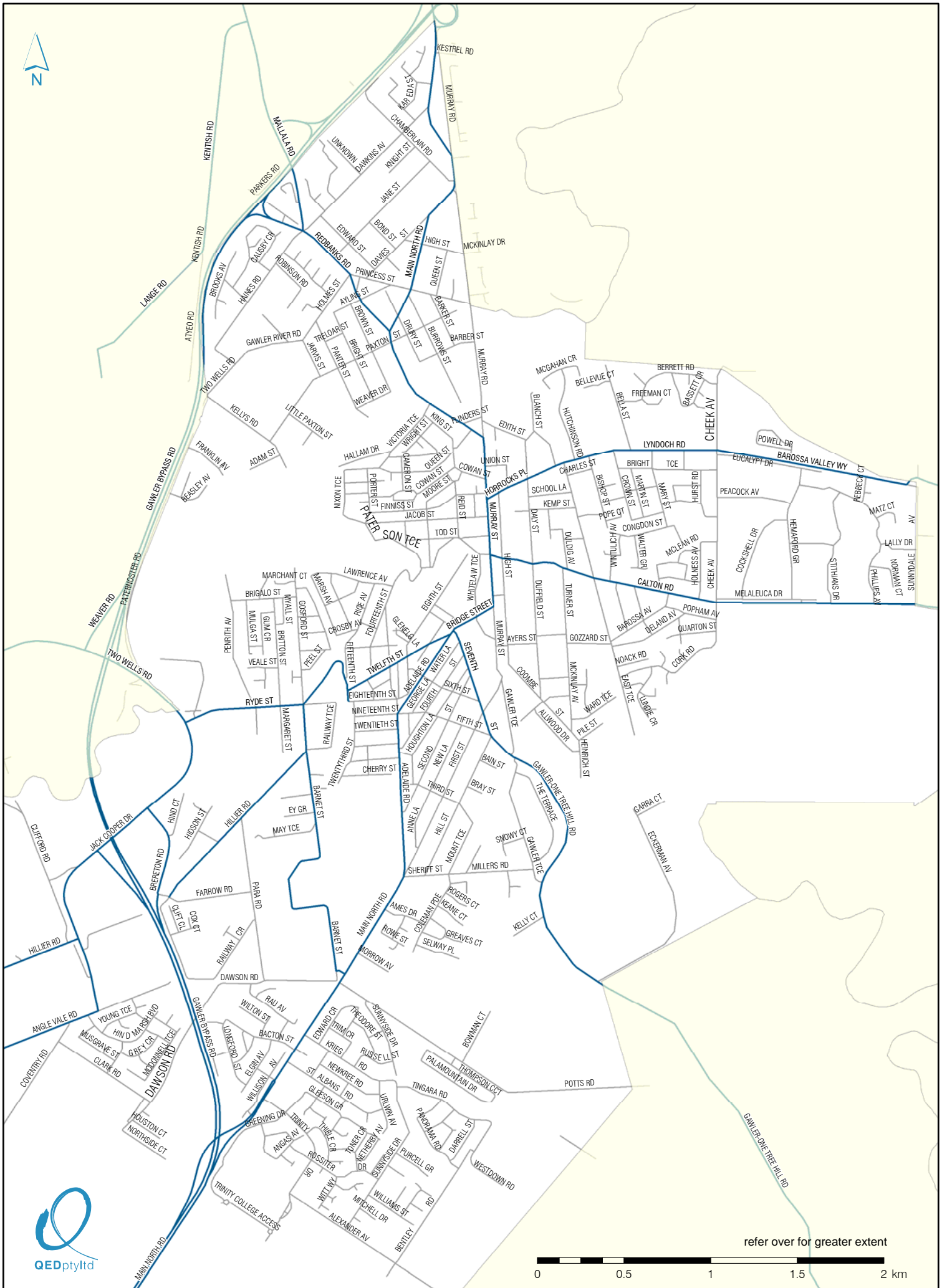
Please fold form, including the maps, and tape closed at top and bottom and return to the address below.
Additional survey forms are available from Council on [phone].

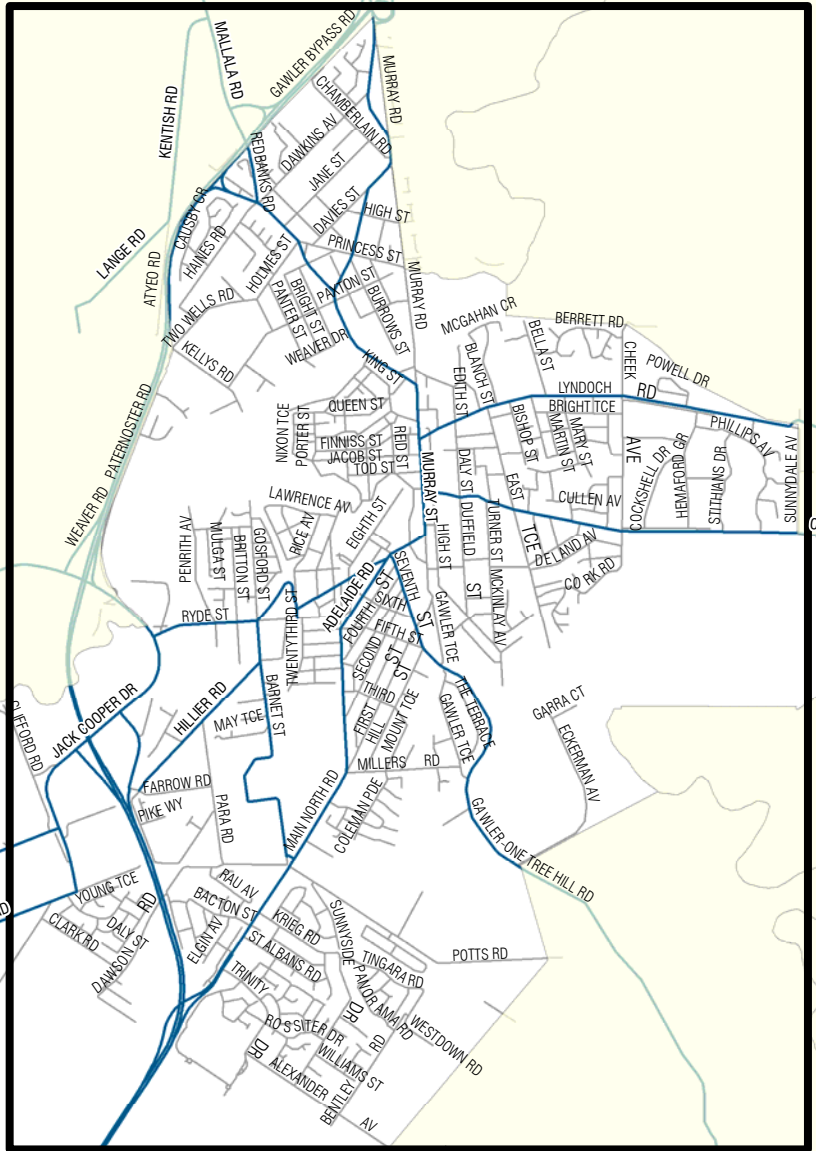
Delivery Address:
PO Box 141
MOSS VALE NSW 2577

No stamp required
if posted in Australia

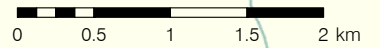


Town of Gawler
Pedestrian and Cycling Survey
Reply Paid [#]
[address]





Refer over for enlargement



Town of Gawler Walking and Cycling Plan Survey of Schools

1. Name of School:
2. Phone No:.....Fax No:.....
3. Contact Person:.....
4. Grade/Year levels at the school:
5. Number of students:
6. Number of staff:
7. Number of students that regularly cycle to school:
8. Number of staff that regularly cycle to school:
9. Number of students that regularly walk to school
10. Number of staff that regularly walk to school
11. Does the school have any bicycle facilities (eg parking rails / secure cage)? If so, what type?.....
.....
12. Has the school participated in the Safe Routes to Schools program?
 - a. If yes – when?
13. Does the school have any bicycle education courses?
 - a. If Yes – specify length of involvement and at which year levels it is taught.....
14. If No to the above – has the school considered implementing a bicycle education or walking program?.....
15. Does the school promote walking and/or cycling to school? If so, how?
.....

16. Are you aware of any issues preventing students from walking or cycling to your school? (Some common issues follow. If you have more than one, please list with 1 being the most important issue)

- | | |
|-----------------------------------------------------|-------------------------------------------------|
| <input type="checkbox"/> Crossing Roads | <input type="checkbox"/> Other (Please Specify) |
| <input type="checkbox"/> Traffic Volume | |
| <input type="checkbox"/> Traffic Speed | |
| <input type="checkbox"/> Lack of cycling routes | |
| <input type="checkbox"/> Personal security concerns | |

17. Please suggest any actions or initiatives that could be undertaken to encourage more students to walk or ride to school.
.....
.....

18. If Council can suggest actions or initiatives to encourage more students to walk or ride to school, would your school be willing to pursue these?
What other assistance could Council provide?
.....

19. Are you aware of any main used to walk or cycle the school? Please either list here, or mark on the map provided.....
.....
.....
.....

Thank you for completing this survey. Please fax this form to:

QED Pty Ltd (Attn: Bryden Smith), Fax No. 8227 0271

If you have any queries, call Bryden Smith on 8227 0188