



Sandringham Station to Sandringham Family Leisure Centre Connection Engagement Report

March 2023

1 Background

This document provides a summary of stakeholder and community feedback on the proposed bicycle route connecting Sandringham Station and Sandringham Family Leisure Centre.

Council has developed a concept design for a proposed bicycle route connecting Cheltenham and Sandringham to improve the east-west bicycle connection, with reduced impacts on existing nature strip trees and on-street parking. This has been implemented in the design through a combination of speed limit reductions and improved on and off-road infrastructure.

The proposed bicycle path will also offer increased mobility to sections of the community with low rates of car ownership, such as low-income earners, unemployed people, seniors and to those under 18 years of age.

The proposed bicycle routes consist of:

Stage 1: of the project will see a bicycle path connecting Sandringham Station and the Sandringham Family Leisure Centre along Station Street, Bay Road (arterial road), Fernhill Road, Royal Avenue, Bluff Road (Arterial Road), Spring Street, George Street and Tulip Street.

Stage 2: of the project will connect the Sandringham Family Leisure Centre and Cheltenham Station. The potential route to connect these two destinations will be considered in future years.

It is proposed that Stage 2 be referred to the 2023–24 budget and capital works process for consideration. The scope of works will be limited to the stage 1 route, along Council's managed roads only. Council will advocate for the Department of Transport and Planning (DTP) to provide appropriate infrastructure treatments on arterial roads and intersections.

2 Consultation process

2.1 Consultation purpose

The purpose of the consultation was to understand the following:

1. The level of community support or opposition to the proposed bike route.
2. The reasons for supporting or opposing the proposed bike route.
3. The potential use of as well as factors that may encourage additional use of the bike route.
4. Suggestions on how the route could be improved, including potential locations for bike parking hoops, drinking water fountains, and bicycle repair stations.

2.2 Consultation methodology

The tools and techniques selected for this project were informed by the project content, stakeholders, and type of feedback sought.

The consultation included a total of 233 online survey responses, 11 written submissions, nine email submissions, one meeting with a resident, a Question and Answer (Q&A) session comprising 31 questions, and three pop-up sessions that engaged with a total of 990 individuals of whom 352 had their say following discussions with Council officers around the proposed route and treatments of the proposed bicycle route.

The consultation was promoted through the following:

- Letter drop to all residential households on the proposed route (approx. 500).
- Postcard letterbox drop to all residential households within 250m of the proposed route (approx. 4,500).
- Facebook social media posts (x2) on Bayside City Council (BCC) and BCC Youth, both organic and sponsored posts to geo-target Sandringham & Cheltenham.
- Article in Let's Talk Bayside magazine (41,000 households).
- Email to Sandringham Village traders' association and Sandringham Family Leisure Centre tenants.
- Email to Have your say relevant subscriber groups:
 - Traffic & transport (1,393 subscribers)
 - Environmental sustainability, waste & recycling (1,897 subscribers)
 - Cheltenham (744 subscribers)

- Sandringham (1,125 subscribers)
- *This Week in Bayside* (e-newsletter) article linked to BCC website news story (approx. 11,000 subscribers).
- Digital screen display at all Bayside libraries and Corporate Centre throughout engagement period.
- Signage throughout engagement period at Sandringham Train station, Sandringham Family Leisure Centre and Tjillitjian Reserve (2x A0 signs at each location).
- Article in Bayside employee e-newsletter

3 Participant profile

A total of 233 online survey responses were received, with the breakdown of respondents as follows:

Demographic		Bayside 2021 Census	Participants (%)
Gender	Male	47.8%	51.1%
	Female	52.2%	37.8%
	Unknown	-	10.3%
	Other identity	-	0.8%
Age	15-24	7.8%	0.0%
	25-39	7.8%	1.7%
	40-49	19.4%	8.2%
	50-59	15.7%	25.8%
	60-69	12.1%	27.9%
	70-84	12.2%	16.7%
	85+	3.4%	11.2%
	Undisclosed	-	0.0%

The online survey was focused on participation from residents and property owners along the route and from the suburbs of Sandringham and Cheltenham, and this focus is clearly reflected in the above results.

Whilst direct comparison between the age and gender profile of the online survey respondents and the City of Bayside profile from the Census is not directly relevant, it is noted that the sample generally reflects the adult age profile of the Bayside community.

The sample is, however, somewhat skewed towards male over female respondents.

When read in conjunction with the fact that the survey was not a scientific (random sample) survey, the results of this consultation exercise can be read as a meaningful indication of the views of the Bayside community who were sufficiently engaged in the proposed bicycle route to choose to participate in the consultation.

It must, however, be borne in mind that the results reflect only the views of those who chose to participate and cannot be more broadly interpreted as a reliable scientific exploration of the views of the underlying Bayside community.

4 Consultation findings

The following section summarises the key findings from the various consultations.

The consultations included the following participations:

- 990 individual interactions with Council officers discussing the proposed route and treatment at the three Pop-Ups, with 352 providing feedback.
- 233 surveys completed via the Council website online survey.
- 31 questions via the Q&A.
- 11 written submissions.
- 9 email submissions.
- 1 meeting with a resident.

4.1 Feedback summary

The following key findings were identified in the data collected through the consultation:

Support / Opposition to the proposed bicycle path / route:

- A majority (58%) of the 233 online survey respondents either strongly (45%) or somewhat (13%) supported the proposed bicycle route, with an average score of 6.13 out of 10 (i.e., moderate support).
- A majority (52%) of the 45 online survey respondents who were property owners / residents along the proposed route, however, either strongly (48%) or somewhat (4%) opposed the proposed bicycle route, with an average score of 4.43 out of 10 (mild opposition).
- The overwhelming majority (88%) of 352 Pop-Up participants either strongly (77%) or somewhat (11%) supported the proposed bicycle paths, with an average score of 8.61 out of 10.
- Of the 21 participants providing a view in the Q&A sessions, 16 (76%) were generally supportive of the proposed bicycle route, and three were opposed (14%).
- Of the 19 written / email submissions, 11 (58%) were generally supportive of the proposed bicycle route, and six were opposed (32%).

Reasons for support / opposition to the proposed bicycle path / route:

- The most common reasons why respondents supported the proposed bicycle path were that it was safer (36%), support with some reservations (15%), better / safer for children (12%), that it encourages a healthy lifestyle (11%), and better visibility for bike lanes (10%).
- The most common reasons why respondents opposed the proposed bicycle path were related to the perception it was unnecessary / no demonstrated need (38%), existing traffic related hazards / safety concerns (37%), waste of money / better use of money on other areas (35%), perception that it was not safe (23%), poor route choice / better choices available (20%), and disruptions to traffic (18%).
- The feedback obtained from the written submissions, Q&A session, and Pop-Ups identified similar issues, both in terms of support, and reasons for opposing the proposal.

Potential use of the proposed bicycle path / route:

- Half (50%) of the 233 online survey respondents reported that they were either very (35%), or somewhat (15%) likely to ride on the proposed bicycle path if constructed, with leisure (75%), exercise (68%), and running local errands (36%) the most common reasons. This implies a mix of recreational and commuting uses for the proposed bicycle route.
- The most common reasons why online survey respondents were unlikely or unsure as to whether they would use the path were that driving was more suitable for them (39%), they walk to destinations along the route (27%), and that they don't feel safe riding on roads / shared paths (26%).
- The main factors that may encourage use of the proposed bicycle path were an increase in off-road paths (55%), safer bicycle and walking infrastructure (54%), safer road crossings (46%), improved bike lane markings on the roads (44%), and improved lane markings on shared paths and pedestrian paths (34%).

Suggestions to encourage community use of the proposed bicycle paths:

- Almost half (46%) of the 233 online survey respondents provided at least one suggestion as to features or installations that would encourage community use of the proposed bicycle path, covering a wide range of issues.
- The most common suggestions were related to more segregated / protected bike lanes (10%), safer crossings / signals / traffic lights (9%), using existing high-use bicycle routes / alternative routes (6%), and traffic calming measures along the proposed route (6%).
- The feedback obtained from the written submissions, Q&A session, and Pop-Ups were generally in line with the responses from the online survey.

4.2 Support for actions

The key finding from various consultations taken together is that there appears to be majority support for the proposed bicycle route / path as proposed. It is important to note, however, that there is some notable opposition from residents / property owners along the proposed route.

There was some support for having more protected bicycle lanes as part of the route, as well as improvements to safety particularly at crossings, around traffic lights and signals. There was also some feedback suggesting that existing high-use bicycle routes be incorporated into the proposed route.

4.3 Item-specific feedback

The following section provides the results from the 233 online survey respondents, in response to each question in the survey, with commentary on the additional consultations' feedback.

4.3.1 Support / opposition to the proposed bicycle route:

A majority of both online survey respondents (58%) and Pop-Up participants (88%) supported the proposal, whilst 34% of online respondents opposed the proposal.

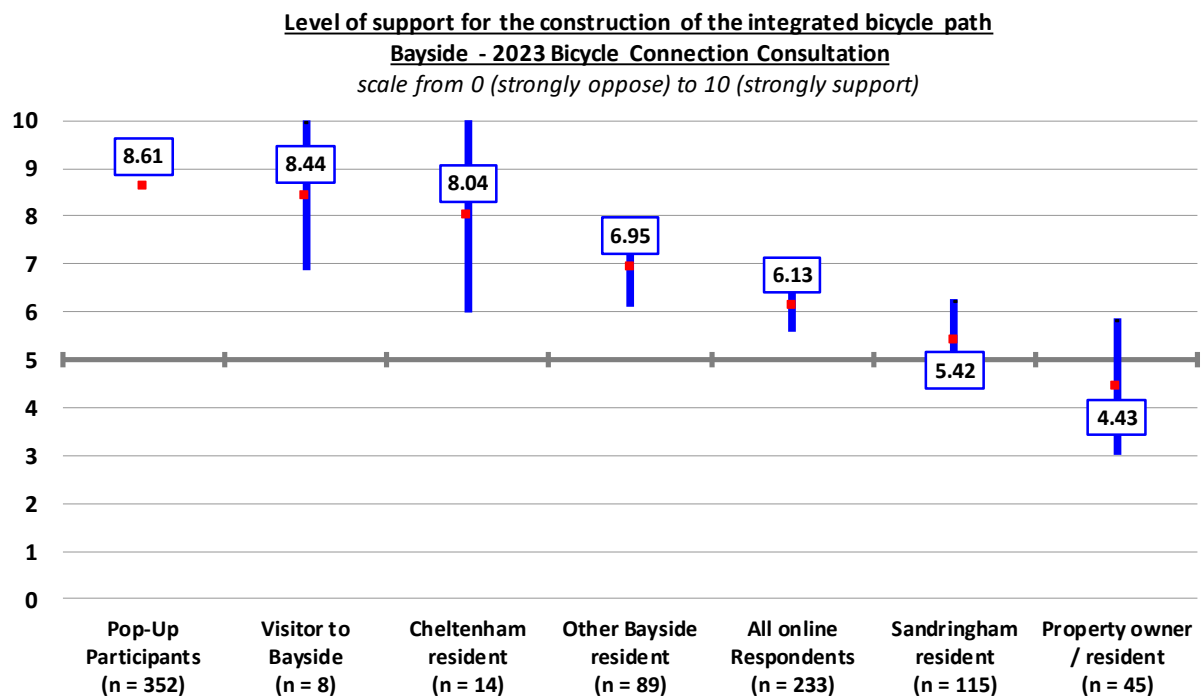
Level of support for the construction of an integrated bicycle path

Bayside - 2023 Bicycle Connection Consultation

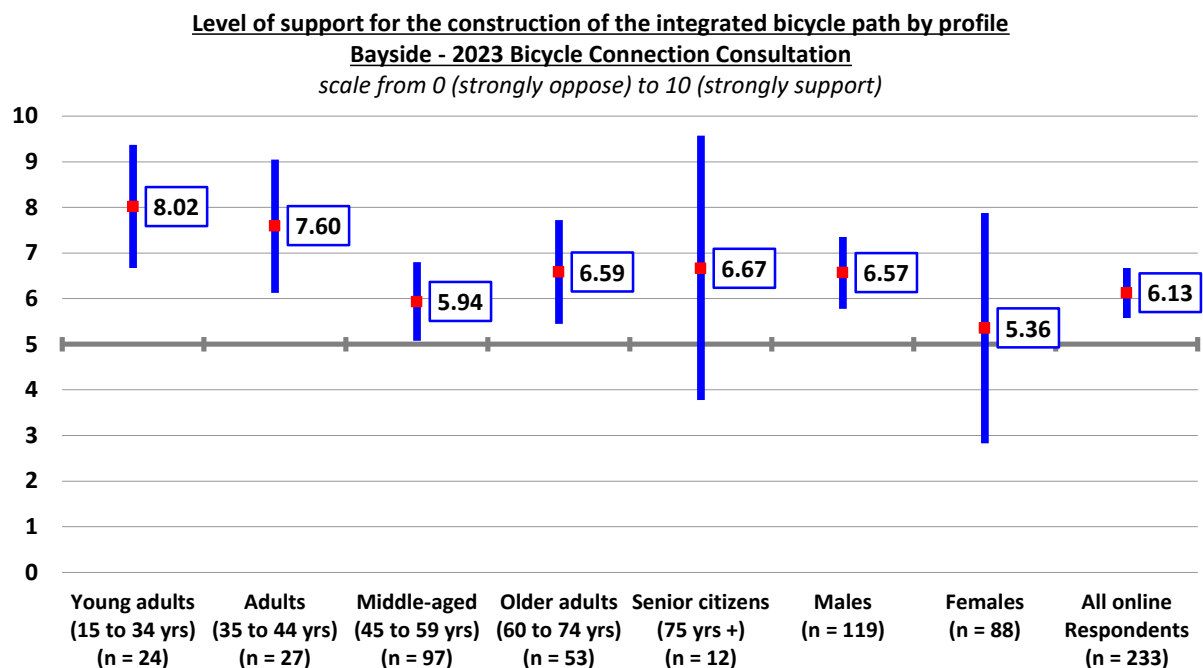
(Number and percent of respondents providing a response)

<i>Response</i>	<i>Online survey</i>		<i>Pop-Up</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Strongly support	104	45.6%	270	77.4%
Somewhat support	29	12.7%	38	10.9%
Neutral	18	7.9%	7	2.0%
Somewhat oppose	20	8.8%	7	2.0%
Strongly oppose	57	25.0%	27	7.7%
Unsure / not stated	5		3	
Total	233	100%	352	100%
<i>Average level of support</i>	<i>6.13</i>		<i>8.61</i>	

There was significant variation in the average support for the proposal observed between the different groups of respondents, with property owners / residents along the route, on average, opposed to the proposal, with 52% of these 45 respondents opposed to the proposal.



There was some notable variation in support / opposition to the proposed bicycle route observed by the online survey respondents age and gender, as outlined below. It is noted that it was middle-aged adults (aged 45 to 59 years) and female respondents who were the least likely to support the proposal, whilst it was younger adults (aged under 44 years) who were the most likely.



The following table provides a more detailed breakdown of the level of support / opposition to the proposal for the 45 respondents who were property owners / residents along the proposed route.

The key finding from these results is that most of the respondents from along the route who were opposed to the proposed bicycle route were located in the Spring Street and Royal Avenue areas.

Level of support for the construction of an integrated bicycle path

Bayside - 2023 Bicycle Connection Consultation

(Number and percent of respondents who were property owners / residents along the route)

<i>Location along / near the route</i>	<i>Strongly Support</i>	<i>Somewhat Support</i>	<i>Neutral</i>	<i>Somewhat Oppose</i>	<i>Strongly Oppose</i>	<i>Total</i>
Spring Street	2 (15%)	1 (8%)	1 (8%)	0	9 (69%)	13
Royal Avenue	1 (14%)	1 (14%)	1 (14%)	0	4 (58%)	7
Fernhill Road	3 (60%)	0	0	1(20%)	1 (20%)	5
Sandringham Station	2 (66%)	0	0	1(34%)	0	3
Wentworth Avenue	1 (50%)	0	0	0	1 (50%)	2
George Street	1 (50%)	0	0	0	1 (50%)	2
Cheltenham	1 (100%)	0	0	0	0	1
Harold Street	1 (100%)	0	0	0	0	1
Northern Section	1 (100%)	0	0	0	0	1
Sandringham	0	1 (100%)	0	0	0	1
Melrose Street	1 (100%)	0	0	0	0	1
Sims Street	1 (100%)	0	0	0	0	1
Tulip Street	0	1 (100%)	0	0	0	1

4.3.2 Reasons for support of the proposed bicycle route:

The main reasons why online survey respondents supported the proposed bicycle route were related to perception of safety / increased safety (36%), better / safer for children (12%), that it encourages a healthy lifestyle (11%), and due to the perceived better visibility of bicycle lanes (10%).

Many of those supporting with reservations outlined similar safety related concerns to those expressed by respondents who opposed the proposal (discussed below).

Reasons for supporting the construction of an integrated bicycle path

Bayside - 2023 Bicycle Connection Consultation

(Number and percent of total respondents who supported or were neutral to the proposal)

<i>Response</i>	<i>Online survey</i>	
	<i>Number</i>	<i>Percent</i>
Safer	55	36.4%
Support with reservations	23	15.2%
Better / safer for children	18	11.9%
Encourages healthy lifestyle	16	10.6%
Better visibility of bike lanes	15	9.9%
Eases traffic congestion	12	7.9%
Better cycling infrastructure	10	6.6%
Encourages cycling	10	6.6%
General positive	10	6.6%
Environmentally friendly / car alternative	10	6.6%
Better connectivity	9	6.0%
As a cyclist	7	4.6%
Encourages / easier train commuting	5	3.3%
More trees / greenery / wildlife / nature	5	3.3%
Other	17	11.3%
Total responses	222	
<i>Online survey respondents nominating at least one reason for supporting or being neutral to the proposal</i>	<i>135</i>	<i>(89.4%)</i>

The feedback obtained from the written submissions, Pop-Ups, and Q&A sessions were generally consistent with those outlined above. A summary of the feedback from these submissions is provided later in this report.

4.3.3 Reasons for opposition of the proposed bicycle route:

The main reasons why online survey respondents opposed to the proposal were the perception that it was not necessary / no demonstrated need (38%), existing traffic related hazards / safety concerns (37%), the perception that the money could be spent better elsewhere (35%), the perception that it was not safe (23%), and concerns around the route choice / better options available (20%).

These results do suggest that many of those opposing the proposal do so based more on their perception that it was not a high priority project / expense, rather than specific concerns as to the aspects of the proposal such as route or physical attributes.

A slightly smaller proportion of respondents were opposed to the proposal because of their perception of safety related issues, or existing traffic related hazards and safety concerns.

A range of other concerns were raised by a smaller proportion of respondents, including interaction with parked cars, the perceived disruption to traffic, and interaction with the dog-off leash area.

Reasons for opposing the construction of an integrated bicycle path

Bayside - 2023 Bicycle Connection Consultation

(Number and percent of total respondents who opposed or were unsure to the proposal)

<i>Response</i>	<i>Online Survey</i>	
	<i>Number</i>	<i>Percent</i>
Not necessary / not enough users / no demonstrated need	31	37.8%
Existing traffic related hazards / safety concerns	30	36.6%
Waste of money / better use of money on other areas	29	35.4%
Not safe	19	23.2%
Poor route choice / better options available	16	19.5%
Disruption to traffic	15	18.3%
General negative / opposition	11	13.4%
Obstruction due to parked cars	9	11.0%
Route overlap with dog-off leash area	7	8.5%
Existing routes to be maintained	4	4.9%
Inconsiderate / reckless cyclists on road	4	4.9%
Impact on residents	3	3.7%
Road too narrow / loss of lanes	3	3.7%
Other reasons	6	7.3%
Total responses	187	
<i>Online survey respondents nominating at least one reason for opposing or being unsure to the proposal</i>	<i>82</i>	<i>(100%)</i>

The following table provides the 16 verbatim responses related to “poor route choice / better options available” as reasons for opposing the proposed bicycle route.

There appears to be a small number of respondents who preferred the route travel along Tulip Street, although it is important to note the variation in suggested routes, and most importantly the fact that just a handful of the total number of respondents were suggesting alterations to the proposed route.

"Poor route choice / better options available" - verbatim responses
Bayside - 2023 Bicycle Connection Consultation
(Number of responses)

<i>Response</i>	<i>Number</i>
A route from Sandringham Train Station to the Sandringham Leisure Centre does not jump out as a popular route.	1
As a driver and cyclist I dont see the benefit of the proposal at all. Spring St is hard to just drive a car through with cars parked on either side of the road, let alone add bikes to the mix.	1
Existing roads and shared spaces can be used for the cycle lanes. Instead of Royal Street, use Victoria Street. From Spring Street, use Tjilatjirrin Reserve to connect Tulip Street.	1
Should travel up Tulip St not Spring St	1
The pathway will run along Royal Avenue which is a very busy road servicing Council Offices, a school and the army barracks. Royal Avenue is not wide enough to service a proper bike lane without risk of accidents.	1
The route does not make sense - you want it past the houses that need to commute and use the Sandringham train.	1
There is already a suitable bike path along Beach Rd which can be utilised as part of the route.	1
Bay side of Highett are not covered and most people cycle down Highett Road	1
Cheltenham Rd, Black Rock has a high cyclist use, but the road is too narrow for cars to pass cyclists on the road in many places, while there is room for a dedicated bike path to be created on the sides of the road which aren't currently sealed.	1
It is a silly route and will see very little usage.	1
More logical to travel Tulip Street from Bluff Road to the destination.	1
Plenty of safe riding streets around the proposed route	1
The route is not well considered and sends bikes up Spring Street, most likely at times when the road is almost blocked from soccer traffic - both sides of the road are parked on and it will not be safe.	1
There is currently an existing shared path running along the southern side of Tulip Street to the Baseball field and could easily.	1
Why go through a nature reserve at the end of Spring St?	1
I would opt to go through the park off Spring St near the park to house boundary and then down Meredith Street to Tulip St. There is ample room for a bike path here and there are less than 10 properties which could conceivably be affected.	1

The following table provides the alternative routes suggested by participants to the Q&A, the Pop-Ups, and the written / emailed submissions. These are consistent with those suggested by the online survey respondents.

"Alternative routes"
Written submission, letter, email, Q&A and pop-ups
Bayside - 2023 Bicycle Connection Consultation
(Number of responses)

<i>Response</i>	<i>Number</i>
Route should go straight up Bay Rd to Reserve Rd	1
A better more direct route is down Tulip and Edward St to Beach Rd and up Melrose St	1
Beach Road is much safer with reasonable bike lanes	1
Go across park from Tulip St to Spring St	1
Direct cyclists northwards to the existing level crossing at Abbott St	1
Follow a route along Beach Rd, turn left into Sims St and eastwards along Sim St	1
Bridge or subway from Station St to Sandringham Rd	1
A better option would be if the path were to continue further along Tulip Street avoiding George Street altogether and crossing across the Tjilatjirrin Reserve carefully via the car park to Spring Street	1
Victoria Street is the safest least disruptive choice for the bike path at any given time	1
A connecting path North of Spring street via Meredah park and Holloway Court to Sandringham College and north to Bay Road via the college driveway	1
South to north paths from Tulip St next to Meredith St or Davies St to Spring St	1
Tulip street	1
A bidirectional lane is used on the south/ west sides of Royal Ave/Fernhill Rd	1
Davies St/Meredith St be used instead of George St.	1
Bicycle path (in both directions) travels along the whole length of Tulip Street	1
Run the bike path partly along Spring Street and to utilise Tjilatjirrin Reserve as a thoroughfare	1
Continue along Tulip Street to Tjilatjirrin Reserve and go through the park	1
Continuing along Tulip street	1
Route can go through Tjilatjirran Reserve	1
Spring St section to be an off-street path	1
Use Beach Rd and join at Royal Avenue	1
Connect Fern Street to Spring/ Royal intersection to include Black Rock residents	1
Contour along Fernhill Rd is best	1
Total comments on alternative routes	23

The other feedback obtained from the written submissions, Pop-Ups, and Q&A sessions was generally consistent with those outlined above, although several very specific and detailed concerns or views were outlined.

It was also noted that the written submissions tended to focus on aspects of the proposal such as the specific route and their preferred amendments to these physical and design aspects.

The Q&A participants, by contrast, appeared to be more focused about the perceived merits of the proposal financially or in comparison to other funding priorities.

A summary of these submissions is included later in this report.

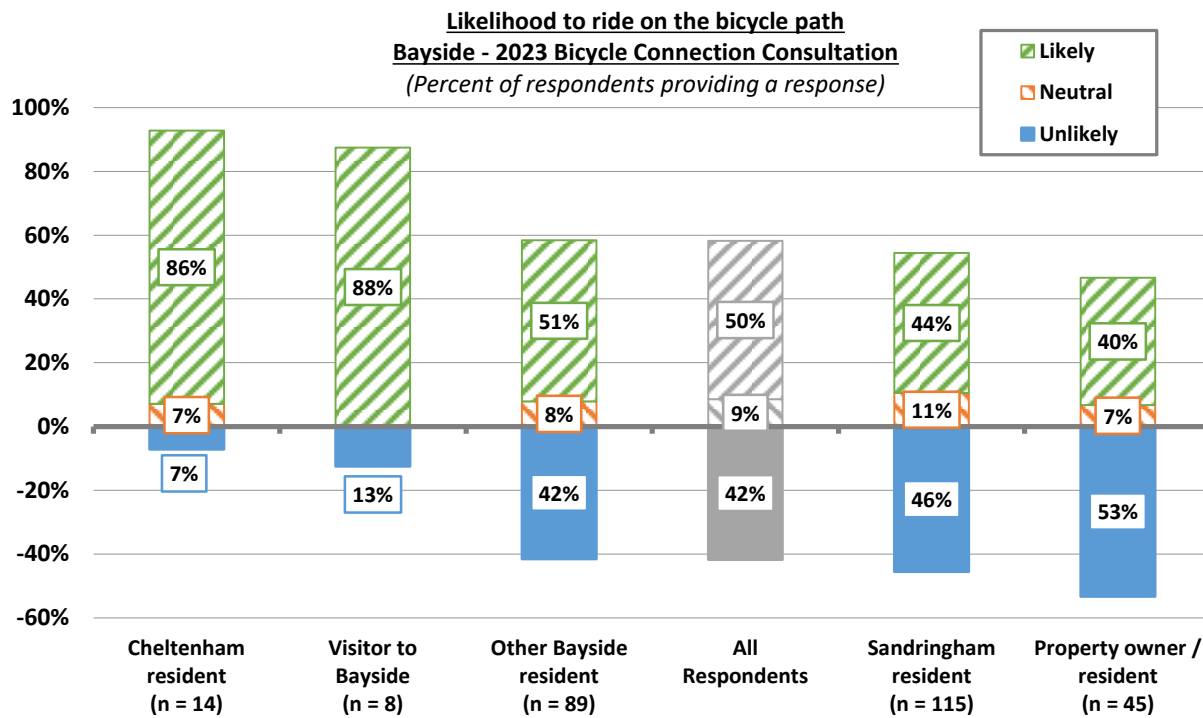
4.3.4 Likelihood of using the proposed bicycle route:

Almost half (49%) of the online survey respondents reported that they were likely to use the proposed bicycle route, whilst 41% were unlikely. This question was not canvassed as part of the Pop-Ups or included in the submissions.

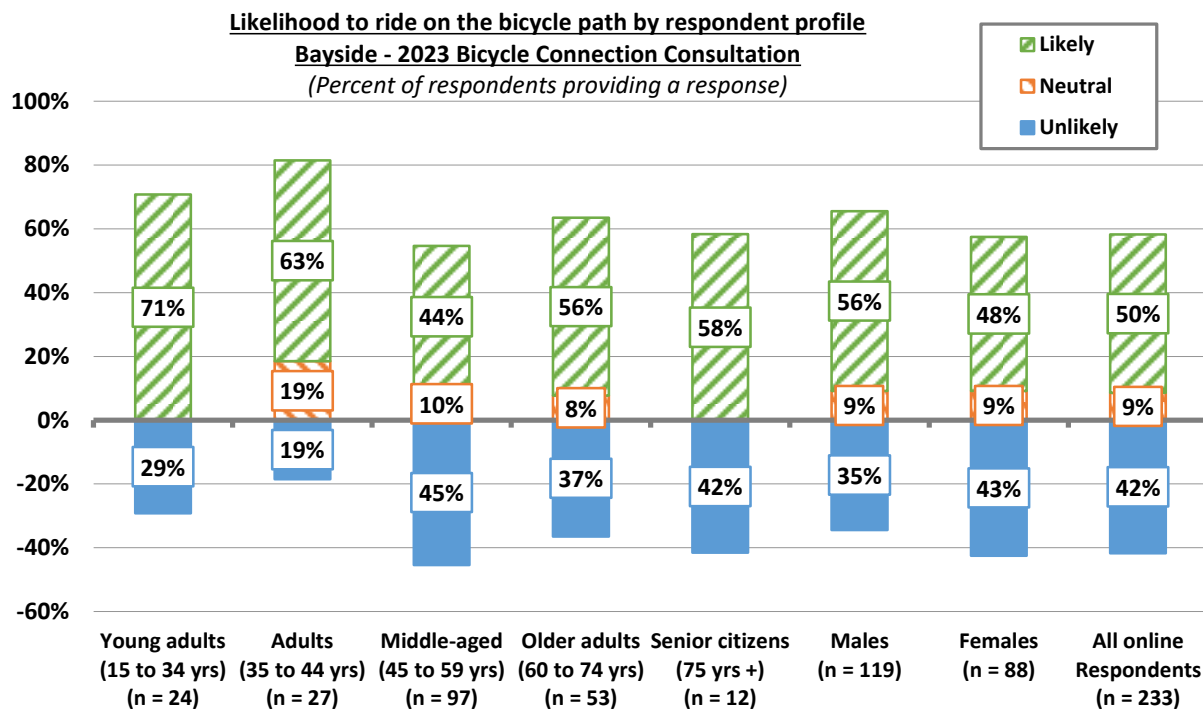
Likelihood to ride on the bicycle path
Bayside - 2023 Bicycle Connection Consultation
(Number and percent of respondents providing a response)

<i>Likelihood</i>	<i>Online survey</i>	
	<i>Number</i>	<i>Percent</i>
Very likely	81	34.9%
Likely	34	14.7%
Neutral	20	8.6%
Unlikely	13	5.6%
Very unlikely	84	36.2%
Unsure / not stated	1	
Total	233	100%
<i>Average likelihood</i>	<i>5.15</i>	

Consistent with the level of support / opposition to the proposed bicycle route, approximately half of all respondents were at least somewhat likely to use the path, whilst Sandringham residents and particularly property owners / residents along the path were the least likely to potentially use the path.



There was some variation in the likelihood of online survey respondents to potentially use the proposed bicycle route observed by respondent profile, with younger respondents more likely to use than middle-aged adults. Male respondents were also more likely to potentially use the bicycle route than female respondents.



The two most common reasons why the online survey respondents may potentially use the bicycle route were for leisure (75%) and exercise (68%). That said, it is noted that a significant minority were potentially going to use the route for running local errands and commuting to a variety of destinations. This implies a mix of both recreational and commuting-based cycling.

Reasons for using the bicycle path in the future

Bayside - 2023 Bicycle Connection Consultation

(Number and percent of total respondents who were likely or neutral to ride on path)

<i>Response</i>	<i>Online Survey</i>	
	<i>Number</i>	<i>Percent</i>
Leisure	101	74.8%
Exercise	92	68.1%
Running local errands	49	36.3%
Commute to / from public transport	35	25.9%
Commute to / from sport	32	23.7%
Commute to / from work	25	18.5%
Commute to / from school	5	3.7%
I would not use this path	1	0.7%
Total responses	340	
<i>Online survey respondents nominating at least one way of being likely or neutral to ride on path</i>	<i>135</i>	<i>(100%)</i>

The following table provides details as to the reasons why online survey respondents were likely to use the proposed bicycle route. There was some minor variation observed based on age and gender.

Reasons for using the bicycle path in the future by respondent profile

Bayside - 2023 Bicycle Connection Consultation

(Number and percent of total respondents who were likely or neutral to ride on path)

<i>Response</i>	<i>18 to 34 yrs</i>	<i>35 to 44 yrs</i>	<i>45 to 59 yrs</i>	<i>60 to 74 yrs</i>	<i>75 yrs and over</i>	<i>Males</i>	<i>Females</i>
Leisure	71%	73%	79%	67%	100%	73%	78%
Exercise	65%	55%	60%	82%	100%	63%	74%
Running local errands	41%	23%	36%	45%	38%	38%	34%
Commute to / from p/t	53%	27%	19%	30%	0%	23%	28%
Commute to / from sport	18%	27%	32%	6%	50%	19%	28%
Commute to / from work	18%	27%	26%	6%	0%	14%	26%
Commute to / from school	6%	9%	4%	0%	0%	5%	2%
I would not use this path	0%	0%	2%	0%	0%	0%	2%
Total responses	3	2	3	2	3	2	3

Online survey respondents

<i>nominating at least one way of being likely or neutral to ride on path</i>	<i>17 (100%)</i>	<i>22 (100%)</i>	<i>53 (100%)</i>	<i>33 (100%)</i>	<i>8 (100%)</i>	<i>78 (100%)</i>	<i>50 (100%)</i>
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The main reasons why the 97 respondents (41%) of the online survey respondents were unlikely to use the proposal route were related to their preference to either drive (39%) or walk (27%) either along the route, or to their preferred destinations.

It is noted, however, that 26% of the online survey respondents who were unlikely to use the path were related to their perception of safety riding on roads or shared paths. This equates to approximately 11% of the online survey respondents being unlikely to use the proposed route because of their perception of safety (for themselves and others) whilst using the route.

The main “other” reasons for being unlikely to use the proposed bicycle route were because respondents did not to take this route to their destinations and that existing connections was sufficient for their requirements.

It is noted that female respondents were significantly more likely than males to be unlikely to use the proposed bicycle route because they don’t feel safe riding on roads / shared paths.

Reasons for being unlikely or unsure to ride on the bicycle path

Bayside - 2023 Bicycle Connection Consultation

(Number and percent of total respondents who were unlikely or unsure to ride on path)

<i>Response</i>	<i>Online Survey</i>		<i>Males</i>	<i>Females</i>
	<i>Number</i>	<i>Percent</i>		
Driving is more suitable for me	38	38.8%	31.7%	37.8%
I walk to destinations along this route	26	26.5%	22.0%	27.0%
I don't feel safe riding on roads / shared paths	25	25.5%	14.6%	40.5%
I prefer to take public transport	7	7.1%	2.4%	10.8%
Other reasons	32	32.7%	46.3%	32.4%
Total responses	128		48	55
<i>Online survey respondents nominating at least one reason for being unlikely or unsure to ride on path</i>	<i>98</i> <i>(100%)</i>		<i>41</i> <i>(78.8%)</i>	<i>37</i> <i>(82.2%)</i>

4.3.5 Factors to encourage use of the proposed bicycle route:

Four-fifths of the online survey respondents nominated at least one factor that may encourage them to use the proposed bicycle route, with an increase in off-road paths (55%), safer bicycle and walking infrastructure (54%), safer road crossings (46%), and improved bicycle lane markings on roads (44%).

These results reinforce the previous results, highlighting a preference for off-road over on-road paths wherever possible, and some concerns around safety, particularly at crossing and traffic lights.

These traffic / bicycle interaction and safety related issues were the focus of many of the written submissions, with some submissions outlining detailed and / or specific concerns or making detailed suggestions.

A summary of the written submissions is included later in this report.

Factors encouraging potential use of the bicycle path
Bayside - 2022 Bicycle Connection Consultation
(Number and percent of total respondents)

<i>Response</i>	<i>Online Survey</i>	
	<i>Number</i>	<i>Percent</i>
An increase in off-road paths	127	54.5%
Safer bicycle and walking infrastructure	125	53.6%
Safer road crossings	108	46.4%
Improved bike lane line markings on roads	103	44.2%
Improved lane markings on shared bike and pedestrian paths	80	34.3%
Bike hoops installed at services / facilities	53	22.7%
Drinking water fountains installed at intervals	37	15.9%
Bike repair stations installed at services / facilities	27	11.6%
I will not use this path	66	28.3%
Total responses	726	
<i>Online survey respondents nominating at least one factor to encourage to ride on path</i>	<i>167</i> <i>(71.7%)</i>	

The majority of online survey respondents who wanted bicycle hoops, drinking fountains, and repair stations installed along the route preferred these facilities be installed at the Sandringham Train Station and the Sandringham Family Leisure Centre.

Location where respondents would like to see bike hoops, drinking water fountains or bike repair

Bayside - 2022 Bicycle Connection Consultation

(Number and percent of respondents suggesting installation)

<i>Response</i>	<i>Bike hoops</i>		<i>Drinking fountains</i>		<i>Bike repair stations</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Sandringham Train Station	43	81.1%	26	70.3%	17	63.0%
Sandringham Family Leisure Centre	39	73.6%	25	67.6%	15	55.6%
Tjilatjirrin Reserve	21	39.6%	21	56.8%	12	44.4%
Royal Avenue Tennis Centre	20	37.7%	17	45.9%	12	44.4%
George Street Reserve	17	32.1%	19	51.4%	8	29.6%
Other	5	9.4%	1	2.7%	1	3.7%
Total responses	145		109		65	
<i>Online survey respondents nominating at least one location</i>	52 (98.1%)		35 (94.6%)		27 (100%)	

4.3.6 Suggestions to encourage community use of the proposed bicycle route:

The 233 online survey respondents made 198 separate suggestions to encourage community use of the proposed bicycle route, as shown in the table.

These results reinforce the previous sections, highlighting the preference for separated bicycle lanes and off-road routes wherever possible, and the perceived need for increased safety at crossing, signals, and traffic lights.

Some respondents suggested that existing high bicycle use routes in the area be incorporated into / replace the proposed route, as well as suggestions around traffic calming, signage, and a range of other issues.

The written submissions and Q&A sessions raised a similar range of issues.

Suggestions for features that could install to encourage community use of the path

Bayside - 2022 Bicycle Connection Consultation

(Number and percent of total respondents)

<i>Response</i>	<i>Online Survey</i>	
	<i>Number</i>	<i>Percent</i>
Segregated / protected bike lane	23	9.9%
Safer crossings / signals / traffic lights	22	9.4%
Use existing high-use routes / alternative routes	16	6.9%
Remove / relocate / restrict parking on bike lanes	13	5.6%
Traffic calming measures along bike route	13	5.6%
Extension / amendment of the proposed bike route	8	3.4%
Address traffic barriers / hazards	7	3.0%
Better signage / maps	7	3.0%
Separation of bike and walking paths	7	3.0%
Avoid concrete separators / barriers	5	2.1%
More amenities like shelters, maps, Wi-Fi hotspot for repairs	5	2.1%
Widen shared paths / use nature strips	5	2.1%
More off-road bike paths	4	1.7%
Secure bike parking and other facilities	4	1.7%
Driver education / awareness	3	1.3%
Lack of demonstrated need	3	1.3%
More trees / greenery / protection of vegetation	3	1.3%
Traffic lights for bikes	3	1.3%
Access and safety for pedestrians	2	0.9%
Avoid route through park due to safety	2	0.9%
Beautification of paths	2	0.9%
Better planning / research	2	0.9%
Better road markings	2	0.9%
Better route / connection to trains and other bike paths	2	0.9%
Bike path surface quality	2	0.9%
Bird houses / feeders	2	0.9%
General negative / opposition	2	0.9%
Improved street lighting	2	0.9%
Installation of CCTV camera	2	0.9%
Poor / unsafe route choice	2	0.9%

Reduction of traffic / congestion	2	0.9%
Upgrade / maintain existing bike paths	2	0.9%
Widen / improve roads	2	0.9%
Allow bikes on footpaths	1	0.4%
Clear line of sight for cyclists	1	0.4%
Consideration of mobility / electric scooters	1	0.4%
Give consideration to existing sporting, hospital amenities along route	1	0.4%
Increased pedestrianisation	1	0.4%
Introduction of bike license test / training / policing	1	0.4%
Less car lanes	1	0.4%
Make it safer	1	0.4%
Minimise repurposing of pedestrian paths	1	0.4%
More bike paths	1	0.4%
Off-leash enforcement	1	0.4%
Suggestions for the online survey design	1	0.4%
Utilise parks for the route	1	0.4%
Other suggestions	4	1.7%
Total responses	198	
<i>Online survey respondents nominating at least one suggestion</i>	<i>105 (45.5%)</i>	

4.3.6 Other comments and feedback

The 233 online survey respondents made a total of 187 separate other comments and feedback to the proposal.

The issues raised in these results reflect those attested to throughout this report, including some suggestions for alternative routes, some concern as to the perceived need for the proposal, some safety related concerns around existing traffic hazards, as well as some general support, and some detailed suggestions to extend or amend the proposal.

The feedback related to “poor route choice / seek alternative routes” include a range of suggestions, with several focused-on concerns around Spring Street, Bluff Road, and Royal Avenue. There were several suggestions to utilise Tulip Street and to a lesser extent George Street and Holloway.

The concerns around “existing traffic hazards / congestion / safety concerns were focused on existing levels of traffic congestion in the area, with several respondents referring specifically to the Bluff Road / Spring Street intersection (among others).

Whilst consideration should be given to all response received, it is important to bear in mind, however, that these comments and suggestions were received from only a small subset of respondents, and that the majority of respondents supported the proposed bicycle route as currently presented.

Comments about the development of the bike path
Bayside - 2023 Bicycle Connection Consultation
(Number and percent of total respondents)

<i>Response</i>	<i>Online Survey</i>	
	<i>Number</i>	<i>Percent</i>
Poor route choice / seek alternative routes	24	10.3%
Lack of demonstrated need	16	6.9%
Existing traffic hazards / congestion / safety concerns	12	5.2%
General support	12	5.2%
Extension / amendment of the proposed bike route	11	4.7%
Waste of money / better use of money on other areas	10	4.3%
General opposition	6	2.6%
Safety consideration for cyclists	6	2.6%
Communication, information and consultation	5	2.1%
Fix / improve the streets / roads	5	2.1%
Retention / management of parking spaces	5	2.1%
Safer crossings / signals / traffic lights	5	2.1%
Separation of bike paths and parking	5	2.1%
Alternative connection point instead of Sandringham Leisure Centre	4	1.7%
Improvement of other existing bike lanes	4	1.7%
Install traffic calming measures	4	1.7%
Route overlap with dog off-leash area	4	1.7%
Utilisation of shared footpaths as share	4	1.7%
Consider sports, school, hospital amenities along route	3	1.3%
More secure bike parking facilities	3	1.3%
Need for segregated / protected bike lane	3	1.3%
Safety issues in parkland	3	1.3%
Separation of bike and footpaths	3	1.3%
Utilisation of existing bike paths	3	1.3%
More bike routes	2	0.9%
Protection of trees / vegetation	2	0.9%
Support with reservations	2	0.9%
Survey related issues	2	0.9%
Better signage	1	0.4%
Bike lane design	1	0.4%
Education / encouragement to ride	1	0.4%
Increase in traffic congestion	1	0.4%
Introduction of bike license test / training / policing	1	0.4%
Management of project	1	0.4%
Need for final detailed plans	1	0.4%
Need for off-road bike paths	1	0.4%
No need for drinking fountains	1	0.4%
Review of existing bike paths in other Councils	1	0.4%
Roads too narrow	1	0.4%
Other comments	8	3.4%

Total responses

187

25

Online survey respondents nominating at least one comment

111
(47.6%)

The following tables summarise the feedback received from the written submissions, the Q & A sessions, and the Pop-Ups.

These results clearly reinforce the results outlined throughout this report.

Summary of written submissions (19 submissions)
Bayside - 2023 Bicycle Connection Consultation
(Number of responses)

<i>Responses</i>	<i>Number</i>
<i>Comments and suggestions / reasons for supporting the proposal</i>	
Use existing high-use routes / alternative routes	11
Existing traffic related hazards / safety concerns	6
Make it safer	3
Poor / unsafe route choice	3
Remove / relocate / restrict parking on bike lanes	3
Safer crossings / signals / traffic lights	3
Traffic calming measures along bike route	3
More trees / greenery / protection of vegetation	2
Segregated / protected bike lane	2
Sharrows do not improve safety	2
Access and safety for pedestrians	1
Allow bikes on footpaths	1
Better signage / maps	1
Bike path surface quality	1
Disruption to traffic	1
Not safe	1
Upgrade / maintain existing bike paths	1
Widen shared paths / use nature strips	1
Bike calming measures	1
Coordination with other govt. bodies	1
Cost transparency	1
More community consultation	1
<i>Comments and suggestions / reasons for opposing the proposal</i>	
Existing traffic related hazards / safety concerns	5
Disruption to traffic	2
Impact on residents	2
Loss of on-street parking	2
Not safe	2
Obstruction due to parked cars	2
Poor route choice / better options available	2
Not necessary / not enough users / no demonstrated need	1
Risk to pedestrians	1
Road too narrow / loss of lanes	1
Waste of money / better use of money on other areas	1

Summary of Q & A session feedback (21 participants)
Bayside - 2023 Bicycle Connection Consultation
(Number of responses)

<i>Responses</i>	<i>Number</i>
<i>Comments and suggestions / reasons for supporting the proposal</i>	
Segregated / protected bike lane	4
Alternate route	2
Extension / ammendment of the proposed bike route	2
Address traffic barriers / hazards	2
Safer crossings / signals / traffic lights	2
Disruption to traffic	2
Central parking	1
Route overlap with dog-off leash area	1
Bus stop removal from route	1
Sharrows are not safe	1
<i>Comments and suggestions / reasons for opposing the proposal</i>	
Waste of money / better use of money on other areas	2
Not necessary / not enough users / no demonstrated need	1
Maintain exsiting footpaths	1
Existing traffic related hazards / safety concerns	1
Impact on ambulance access	1

Summary of Pop-Up Sessions (990 interactions / 352 provided feedback)
Bayside - 2023 Bicycle Connection Consultation
(Number of responses)

<i>Responses</i>	<i>Number</i>
<i>Comments and suggestions / reasons for supporting the proposal</i>	
Existing traffic hazards / congestion / safety concerns	10
Safer crossings / signals / traffic lights	5
Extension / amendment of the proposed bike route	4
Poor / unsafe route choice	3
Traffic calming measures along bike route	3
Segregated / protected bike lane	2
Use existing high-use routes / alternative routes	2
Existing routes to be maintained	1
More trees / greenery / protection of vegetation	1
Not necessary / not enough users / no demonstrated need	1
Obstruction due to parked cars	1
Route overlap with dog-off leash area	1
Waste of money / better use of money on other areas	1
Other	
Impact on cyclists	1
Overall cycle plan for Bayside	1
Better traffic management / controls	2
Impact on ambulance access	1
Should not remove ability for others to drive'	1

4.4 Project Evaluation

The online survey and pop-up sessions were useful tools to provide residents with an interest in the proposed bicycle route from Sandringham Station to Sandringham Family Leisure Centre to provide feedback to Council.

It is important to bear in mind that the results are not a scientific poll of underlying community support or opposition to the proposed bicycle route, rather the results reflect the views of those in the Bayside community who were sufficiently engaged in the issue to take proactive steps to provide feedback on the proposal.

Cognisant of this limitation, the combined set of methodologies that comprise this consultation are likely to provide a realistic insight into community sentiment on the proposal.

Attention is drawn to the significant difference in results obtained from the online survey and the Pop-Ups conducted by Council. The variation between the two results does suggest that the online survey maybe over-representing the extent of opposition to the proposed bicycle route, as it did receive input from a substantial number of residents along the route who were on average, more opposed to the proposal.

Metropolis Research does suggest, however, that the results from the Pop-Up sessions are likely to be an overestimate of the extent of community support for the proposed bicycle route. This is based on our experience conducting social research on these issues across metropolitan Melbourne over many years.

In terms of the success of the consultation tool in facilitating participation, it is noted that 95% of the online survey respondents found the information either mostly or very easy to find and / or understand, and just 10 respondents found it very hard to find or understand.

This strong result shows that the online consultation tool provided easy to understand information on the project and the purpose of the consultation, facilitating participation by those who were aware of and engaged with the consultation.