



It's how you get there that counts

How Victoria Park Residents Travel

Findings of the 1998
Town of Victoria Park Travel Survey

Transport
441 Murray Street
Perth WA 6000

October 1999





Foreword

The Town of Victoria Park is home to major business and shopping facilities, a major hotel, casino and convention centre, Curtin University and Technology Park. The Town also has six kilometres of frontage to the Swan River.

The Town offers residents and visitors many travel options because of its location close to Perth city and with the Armadale rail line, many bus and cycle routes, and major roads running through the area.

However, most trips are made by car and most car trips are by the driver only. Traffic and its effects are a concern for the local community. This is an issue we can do something about, so that Victoria Park becomes a more liveable place.

The Town of Victoria Park and Transport funded a travel survey to provide an accurate picture of how, where and why residents travel. The results, outlined in this report, show that residents see the high level of car use as a problem and they want alternatives promoted.

These findings provide a base for planning and promoting transport options in a way that enhances our community. They will be used to develop a local TravelSmart Plan showing what positive action the community and local and state government can take to do this.

Mick Lee OAM, JP

Mayor,

Town of Victoria Park



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Summary

The Victoria Park TravelSmart program is a community approach to reducing car use. It began with a local travel survey conducted jointly for Transport and the Town of Victoria Park in 1998.

This report describes the results of the survey. It paints an accurate picture of current travel patterns and will help the community and decision-makers develop plans to reduce car use.

Over four hundred households, comprising some 890 residents, were selected randomly throughout the Town of Victoria Park to participate in the survey. The response rate was 82 per cent.

A majority of residents surveyed (85%) said growing car use would not represent a positive change. Most (80%) considered that transport planning should promote environmentally friendly modes rather than car use.

Most trips by residents are made by car drivers (55%). Car passenger trips account for 19 per cent of all trips, walking for 15 per cent, public transport for seven per cent and cycling for three per cent. Most residents are within easy walking or cycling distance of many of their destinations, yet over half of all car trips are only five kilometres or less.

A large share of trips (41%) by local residents are made entirely within the municipality. Eight per cent of trips are to or from the Perth central area and 49 per cent are made to or from other destinations in the metropolitan region.

When we look at the purposes of trips – recreation accounts for the greatest share (34%), followed by shopping (24%), work (21%) and education, personal business and serving passengers (e.g. taking children to school) being seven per cent each.

The travel survey results show that there is scope for fewer car trips and more non-car travel, particularly for recreation, shopping and work trips. Ways of encouraging people to make the switch to alternative modes might include:

- Promoting the health benefits and time efficiency of walking or cycling for local trips.
- Promoting the frequent bus and train services that run through the area.
- Enhancing the reliability and frequency of other bus services.
- Encouraging schools, workplaces and community groups to promote travel alternatives.
- Improving cyclist safety and amenity in the municipality.

It is hoped that the information in this report will generate further ideas and plans to reduce car use. It will be used initially by the community and the Town of Victoria Park, in partnership with Transport, to develop a TravelSmart Action Plan.



1. Background

This report shows the results of a 1998 survey of the travel patterns and attitudes of residents in the Town of Victoria Park and compares some of these results with a 1986 survey.

The survey identified current travel patterns, including how, where, why and how far people travel. The survey was also used to find out people's attitudes about the issue of high car use.

The results should help the community and decision-makers understand local attitudes and travel patterns and identify the potential for some car trips to be replaced by walking, cycling, bus or train.

The booklet sets the background to the survey, summarises community attitudes and overviews the results for all trips. Travel patterns are broken down in two ways. First, according to mode: walking, cycling, public transport, car passenger and car driver. Second, according to purpose: work, shopping, education and recreation. Finally, the implications of the findings are discussed, including opportunities to encourage a shift away from car travel.

1.1 *What is TravelSmart?*

TravelSmart is the name of transport awareness initiatives run by Transport. These aim to change people's travel habits, encouraging them to walk, cycle, or take a bus or train.

TravelSmart works with people in their home, workplace, school, university and local communities. The focus is on making small changes, which added together significantly reduce the amount of car travel.

The Town of Victoria Park and Transport are now working together on a TravelSmart program. This survey was the starting point in identifying opportunities for change. The next step will be a TravelSmart Action Plan developed in partnership with the community to reduce rising car use.

1.2 *Metropolitan Transport Strategy*

The Metropolitan Transport Strategy (MTS)¹ paints a vision for the future and sets out various transport targets to help achieve that vision. It seeks 'balanced transport', where there is less reliance upon car driver trips and greater use of alternatives including walking, cycling, public transport and teleaccess.

TravelSmart focuses on how people make their decisions to travel. Household structure, available transport services, people's attitudes and where they need to travel influence these decisions. Therefore, TravelSmart initiatives are interdependent on a variety of personal, transport and land use circumstances, as shown in the following diagram. The co-ordinated application of all of these measures is the most effective way to achieve the targets described in the Metropolitan Transport Strategy.

¹ Department of Transport et al 1995 *Perth Metropolitan Transport Strategy*



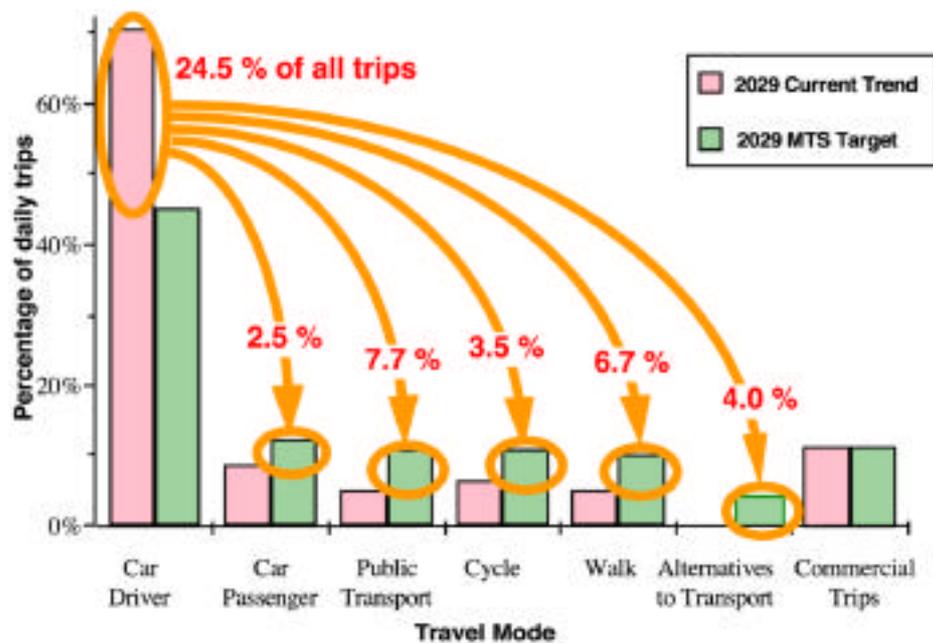
A Coordinated Approach to Reducing Car Use



1.3 Targets

The MTS targets are for the whole of the Perth Metropolitan Region. The Town of Victoria Park as an inner city municipality will have travel behaviour different to the average for the whole region. This means some of the Victoria Park numbers may not appear consistent with the regional average.

Metropolitan Transport Strategy Targets



Mode Share Target: Reduce trips made as car driver to 46% by 2029 (current trends are for 70.5%). Increase the share of trips by walking, cycling and public transport.

Trip Length Target: Achieve an average trip length of 7.2km by 2029 (the trend is for 10.7km in 2029).

Car Occupancy Target: Increase car occupancy to 1.25 people per car by the year 2029 (the trend is for an occupancy rate of 1.13 by 2029).



1.4 Why Have Targets?

Setting the MTS targets was a response to the predicted growth in traffic congestion, air pollution and associated negative impacts on urban communities. The targets set a direction and challenge for the Perth community to sustain its current quality of living.

Western Australia is not alone in setting traffic reduction targets. Throughout the United Kingdom, Europe and North America, there is a growing realisation that it is not financially, environmentally or socially feasible for cities to build more roads in an attempt to solve traffic congestion.

The objective of TravelSmart is to achieve the MTS targets. This objective is consistent with that of enhancing the amenity and liveability of the Town of Victoria Park.

1.5 The Survey

Some 426 households, with a total of 890 residents, participated in the September 1998 Victoria Park Travel Survey².

These randomly selected households were sent survey forms, which sought demographic details and the household's travel details for a nominated day. It also asked about attitudes regarding car use. To provide an accurate account of the travel patterns of all residents, even people who had not travelled at all on their allocated day were asked to fill out the forms. Children below the age of five were excluded.

A series of reminders were made to encourage people to fill out the forms and send them in. The final response rate was 82 per cent.

² The survey was undertaken by Socialdata for Transport and the Town of Victoria Park.



2. Victoria Park Then and Now, 1986-1998

A comparison of the Victoria Park results of the 1986 Perth Travel Survey³ with those of the 1998 Victoria Park Travel Survey reveals changes over time in the travel behaviour of local residents.

The remarkable aspect of this comparison is that the amount of travel has remained virtually the same; what has changed is the way people travel.

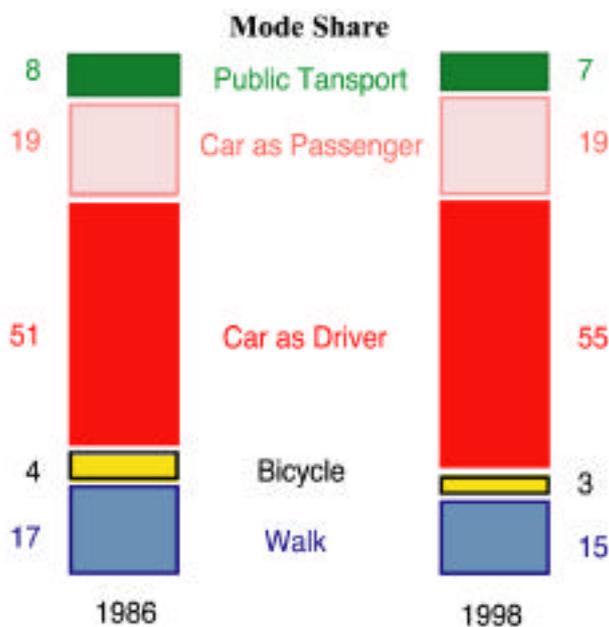
2.1 The Way People Travel

We have described the way people travel by the main methods they use for their trips. When expressed as a percentage this is referred to as 'mode share'. The adjacent graph shows the mode share for Victoria Park residents in 1986 and 1998.

Walk trips are those trips where someone has walked the whole way (eg. home to shop). It does not include, for example, the walk to the bus stop to catch the bus, which is counted within the public transport trip.

The big mode change has been the increase in car driver trips, which are, proportionally, up by almost eight per cent.

This growth has been at the expense of walking (down 11.7%), public transport (down 12.5%) and cycling (down 25%).



2.2 Mobility

One reason for the change in mode share could be that people think they need to use their cars more now because they travel further and to more places. However, the analysis of local residents' travel behaviour in 1998 compared to 1986 shows little change in why and how far people travel.

(per person per day)	1986	1998
Activities visited	1.8	1.9
Trips made	3.2	3.2
Travel time (mins)	55	55
Distance (km)	21	22

³ The Perth Travel Survey involves a sample of households across the metropolitan region. Local area information can be obtained from the survey data.



3. Community Attitudes

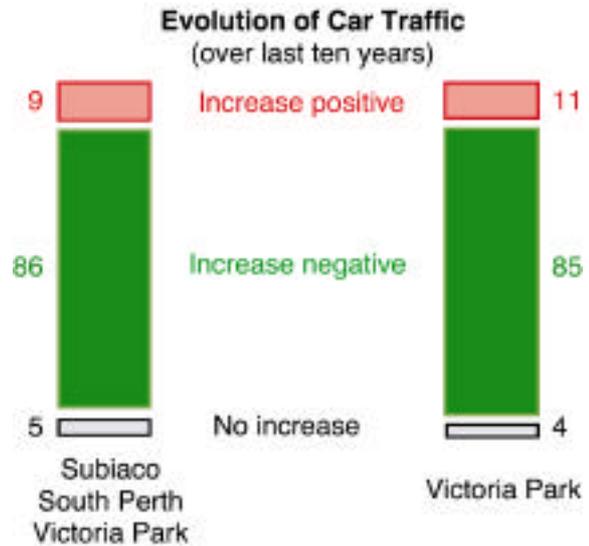
Community attitudes determine how receptive the community is to concepts such as TravelSmart. Therefore, it is important to know whether high car use is perceived as a problem, and how willing the community might be to make changes to their travel habits.

A Community Needs Study for the Town of Victoria Park found that the volume and speed of traffic was a concern to many residents⁴. Managing traffic and improving accessibility were identified by the community as important issues.

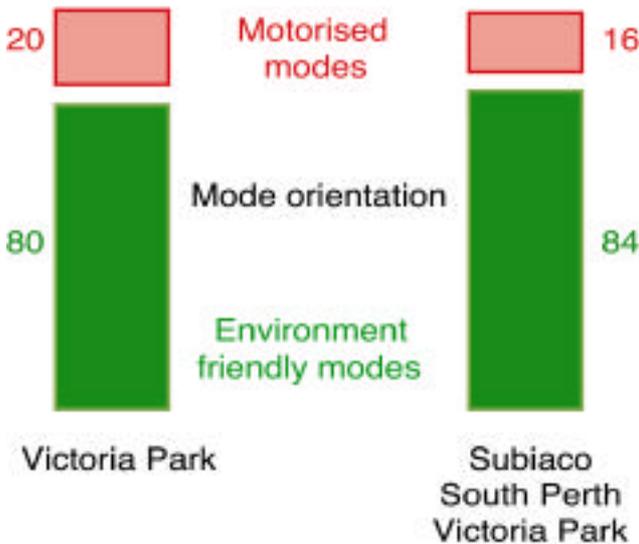
As part of the Travel Survey over 300 households in Victoria Park, South Perth and Subiaco were asked about their travel choices and attitudes towards travel alternatives.

Victoria Park residents (96%) correctly perceive there has been an increase in traffic over the past ten years, and the vast majority (85%) thinks the increase in traffic is an undesirable trend. These views mirror those of residents in the Cities of South Perth and Subiaco.

The vast majority of residents (91%) expect a change in transport planning and policy-making so that it becomes more favourable towards environmentally friendly travel modes, even if it places some limits on car use.



Expectations from Transport Planning



Most Victoria Park residents (80%) want to see an emphasis on walking, cycling and public transport in transport planning.

Surveys in other inner suburban municipalities found similar expectations in favour of environmentally friendly modes.

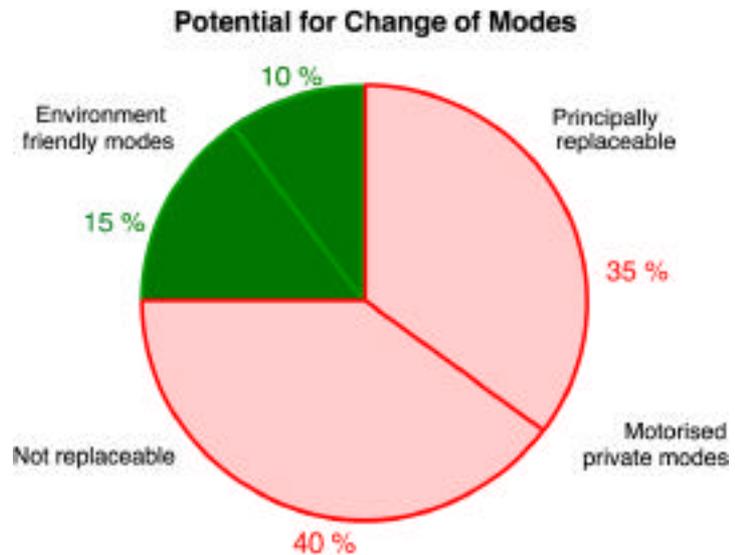
⁴ Alison Day & Associates 1996 *Creating Our Town: community needs assessment study* Report for Town of Victoria Park



4. Potential for Change

Intensive research to determine the precise potential for travel behaviour change was conducted in 1998 in the municipalities of Subiaco, South Perth and Victoria Park. It involved in-depth interviews with people and an assessment of whether they had a real alternative available, rather than just relying on their level of knowledge.

For some car trips there is no reasonable alternative. For example, the load being carried may be too heavy, there may be little in the way of bus, train or bicycle services and facilities, or the car may be needed for another trip later in the day. All these can be viewed as reasonable circumstances under which to take the car. Here we call these trips 'constrained trips'. There are also many trips made using environmentally friendly modes



for which there is no alternative – for example, parking is very difficult or costly, or no car is available. 'Unconstrained trips' are those trips for which there is a reasonable alternative⁵.

In the Town of Victoria Park, 40 per cent of all trips are car trips with no reasonable alternative. Car trips *with* a reasonable alternative account for 35 per cent of all trips and over half of these (20%) are made by car due to lack of awareness about or negative perceptions of alternatives. The remaining quarter of all trips are made using environmentally friendly modes, over half of which have no alternative.

If current trends continue, then the proportion of trips made by environmentally friendly modes (when there is an alternative) will become smaller and the proportion of car trips (made even though there is an alternative) will become greater.

⁵ In determining whether there was a reasonable alternative, Socialdata made an assessment on the basis of: distance (walking up to 2km and cycling up to 6km); door-to-door trip time compared to the car (not more than twice as long or more than one hour), using bus and train timetables and the details of the participants' trips as recorded in the Travel Survey; and whether the car was required for the trip because the person needed it later in the day.



5. All Trips

The survey looked at how people travelled, where they travelled from and to, and why they travelled. From this we can see the overall pattern of trips made by local residents, and find the best opportunities for using alternatives to the car.

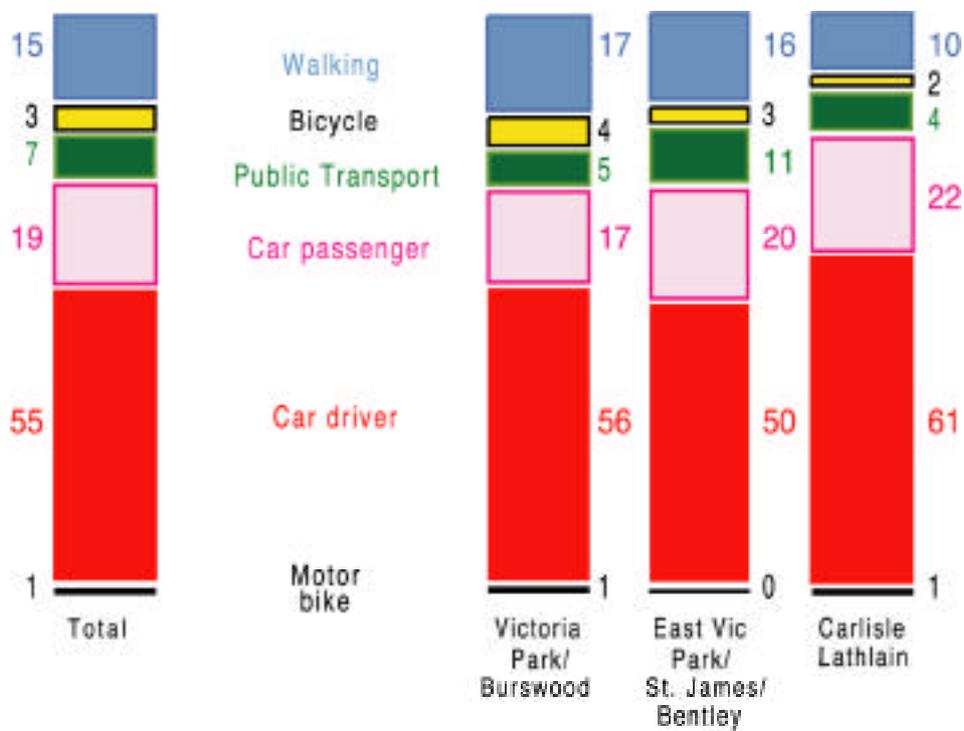
5.1 Mode Share by Suburb

The following graph shows the mode share for the various suburbs within the Town of Victoria Park.

Walking is most common in the suburbs of Victoria Park and Burswood. The share of trips made by public transport is highest in East Victoria Park, St. James and Bentley.

Cycling is particularly popular for residents of Victoria Park and Burswood.

Car driver and car passenger trips were highest in Carlisle and Lathlain.





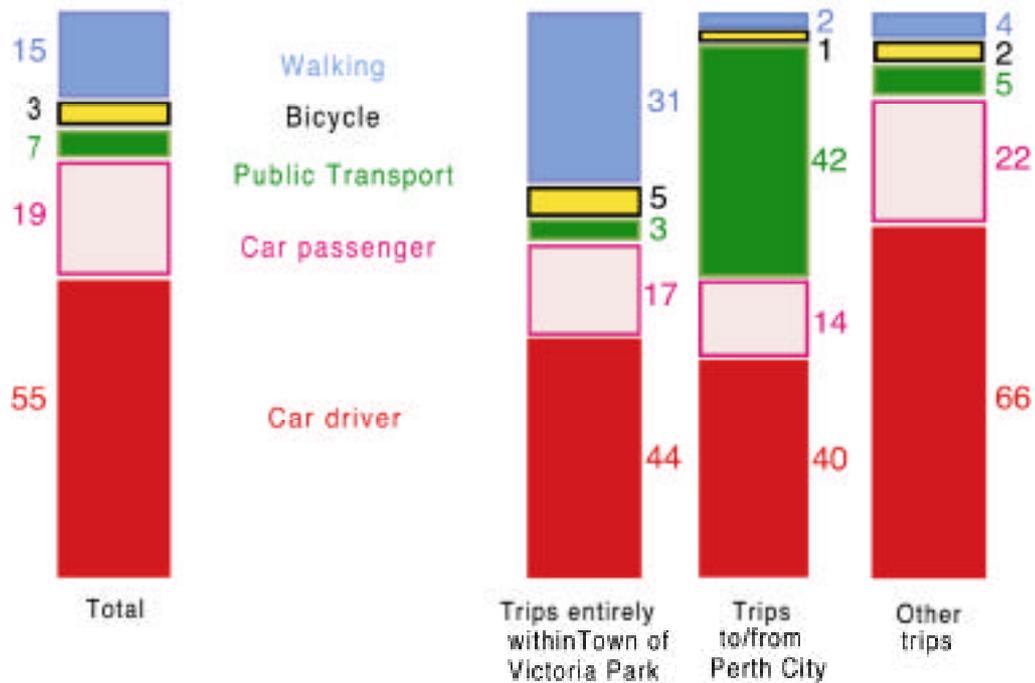
5.2 Where people travel

Two-fifths of all trips are entirely within the municipality. These may be the easier trips to change due to the short distances involved.

Despite its close proximity only eight per cent of all trips are to or from Perth city. About half of all trips involve destinations in other parts of the Perth metropolitan region.

5.3 Mode Share by Destinations

Walking is very common for local trips made entirely within Victoria Park, but car trips still dominate, even for these short distances. Public transport use is highest for trips to the CBD (42%). Although the municipality is adjacent the CBD, car driver trips still account for 40 per cent of the trips to and from this area. For trips to other parts of the metropolitan region car driver is the dominant mode.





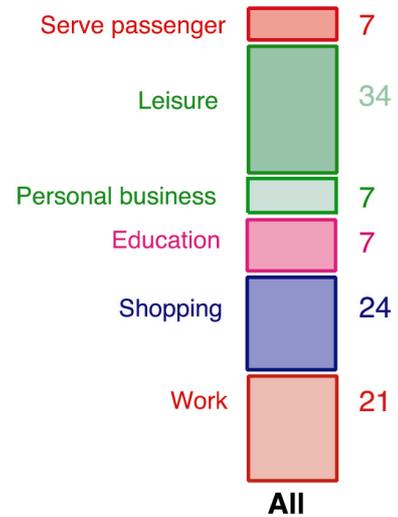
5.4 Trip Purpose

Recreation creates the greatest number of trips. This includes trips to sporting and cultural activities, going to a playground or picnic area and visiting friends.

Trips to, from and for work made up almost one-quarter of all trips, yet most people think they account for the majority of trips.

Education trips are those to or from school, TAFE, university or other activities that are primarily educational. This accounts for seven per cent of trips.

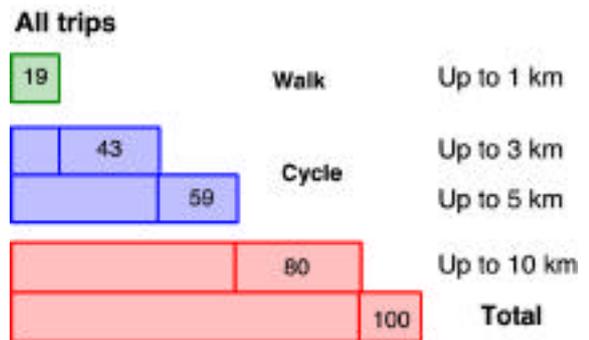
A small yet notable proportion of trips (7%) are made purely to serve a passenger, such as taking a child to school. These trips may be relatively easy to make using alternatives to the car.



5.5 Trip Distance

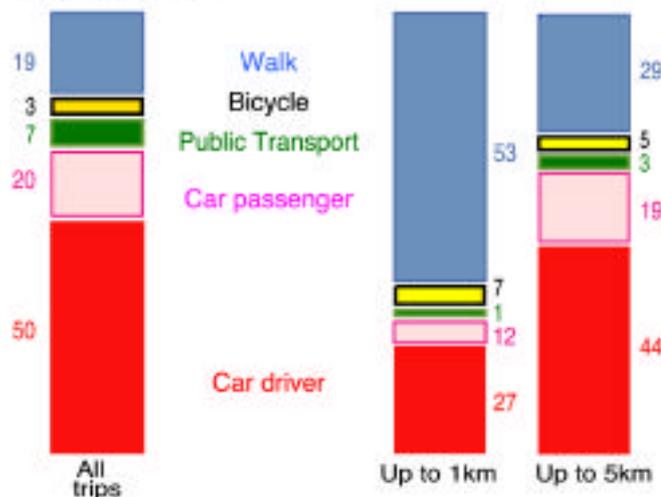
Over half of all trips made by Victoria Park residents are within easy cycling distance. It takes only 15 minutes to cycle five kilometres at a moderate pace.

Nineteen per cent of all trips are within one kilometre, which is a 12-minute walk at a moderate pace.



5.6 Short Trips

5.6 Short Trips



The majority (53%) of trips up to one kilometre are made on foot and seven per cent are by bicycle. Over one-quarter of these trips (27%) are made by car drivers.

Of trips that are five kilometres or less, nearly two-thirds are made by car and almost one-third are walked. Although five kilometres is only a 20-minute cycle, just five per cent of trips up to this distance are made by bicycle.



6. Walk Trips

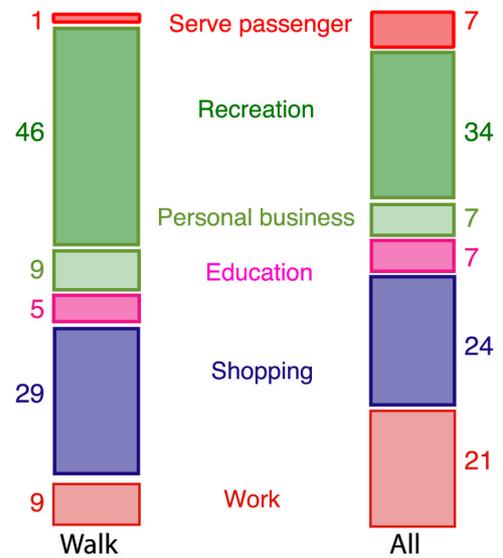
Walking trips make up 15 per cent of all trips by Victoria Park residents. Getting into the habit of walking for very short trips has major health benefits by increasing the level of physical activity. Walking for local trips also promotes a sense of community through greater knowledge of the local surrounds, local shopping and interacting with neighbours.

6.1 Walk Trips by Trip Purpose

Relative to all trips, more walking trips are made for recreation and shopping purposes. This may reflect the close proximity between where people live and recreation and shopping destinations they use.

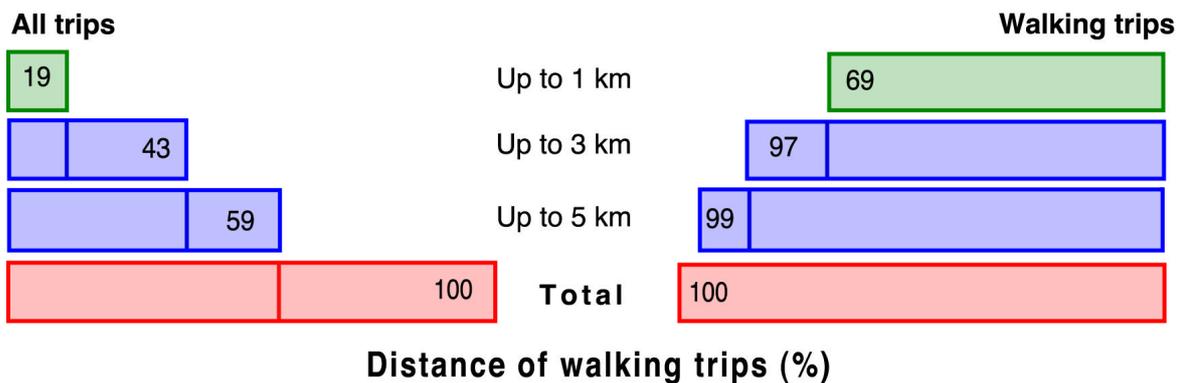
There are less walking trips for work and to serve another person. Most people's workplace is too far away to walk, the survey found that most work trips were five kilometres or more.

Fewer walk trips were made to serve passenger than for all trips. These trips usually involve accompanying children and most are by car.



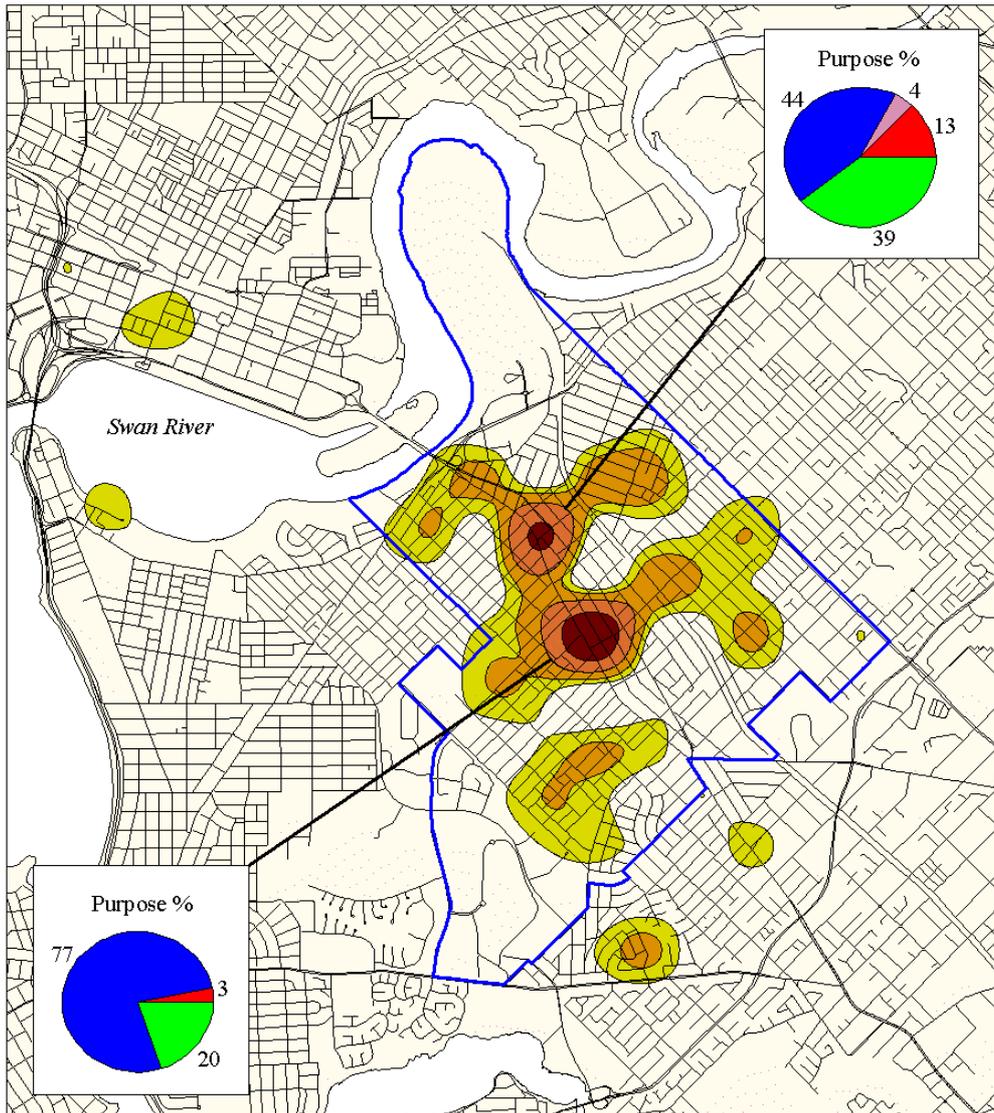
6.2 Walk Trips by Distance

Most walk trips are less than three kilometres with the vast majority less than one kilometre. Most walk trips are within the Town of Victoria Park, especially in the vicinity of the Park Centre and the Heart of the Park shopping centres (see Map 1).



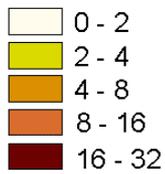


Destination of Walk Trips



Legend

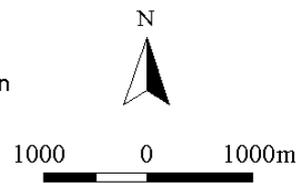
Trips Per 500m Grid Square



Purpose of Trip



Town Of Victoria Park



Scale: 1:60,000

Map 1



7. Cycling Trips

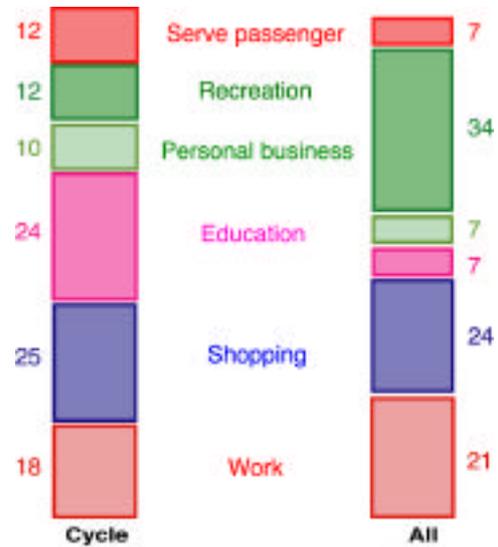
Cycling trips make up only three per cent of all trips by Victoria Park residents. Not only is cycling a healthy way to travel, it is good for distances too far to walk, competitive with the car for time taken over short distances, and for many short trips more convenient than bus or train.

7.1 Trip Purpose

A greatest difference between cycling trips and all trips is the greater proportion of cycling trips (one quarter) made for education. This probably reflects students cycling to and from school.

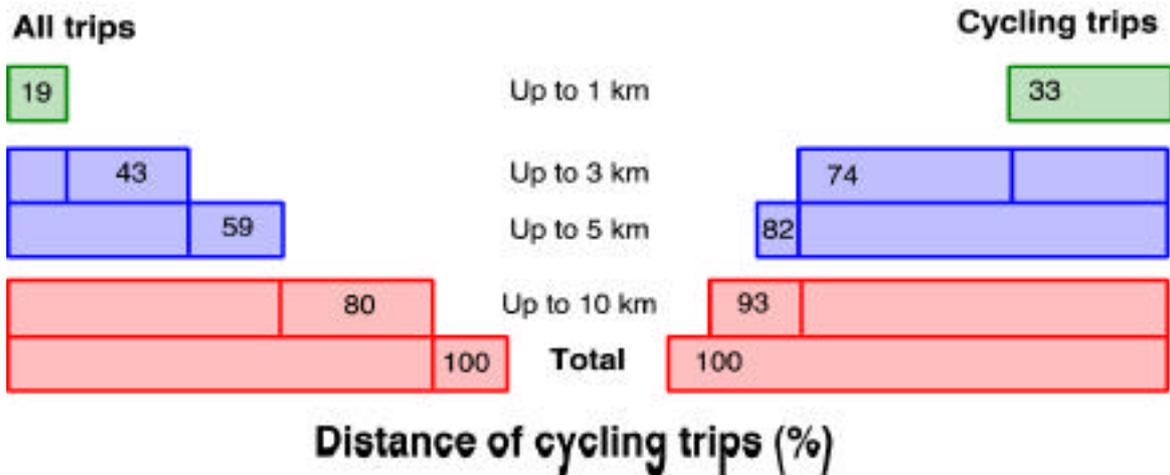
Shopping accounts for another quarter of all cycling trips.

Despite the health benefits of cycling and recreation amenities in the local area only 12 per cent of cycle trips were for recreation.



7.2 Trip Distance

Relative to all trips, cycling trips are undertaken more for short trips. The following graph suggests that distances up to five kilometres represent a reasonable cycling distance for most residents.





8. Public Transport Trips

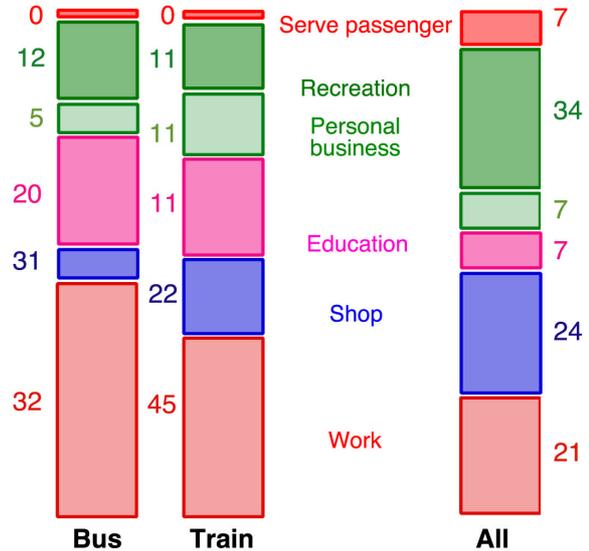
Public transport, including bus and train, account for only seven per cent of all trips by Victoria Park residents. This is lower than in South Perth, despite the Armadale train line that runs through Victoria Park. Most public transport trips were made by bus (88%) with trains used for 12 per cent.

8.1 Trip Purpose

Nearly half of all train trips were for travel to or from work, this may be due to the rapid connection trains provide to the Perth central area.

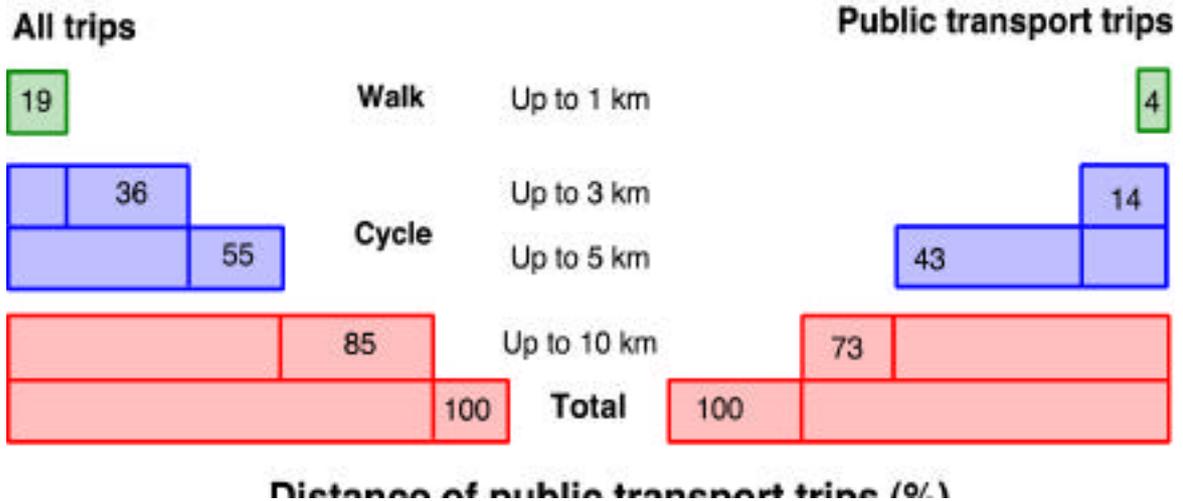
About one third of bus trips were for work and a similar proportion for shopping. Buses may better serve local shopping destinations, hence the larger share of trips made for shopping.

Buses and trains are little used for recreation trips. There may be potential to increase use of public transport for some recreation activities.



8.2 Trip Distance

Public transport trips tend to be used for the longer distance trips. Fourteen per cent of public transport trips are less than three kilometres, compared to 34 per cent of car driver trips.





9. Car Passenger Trips

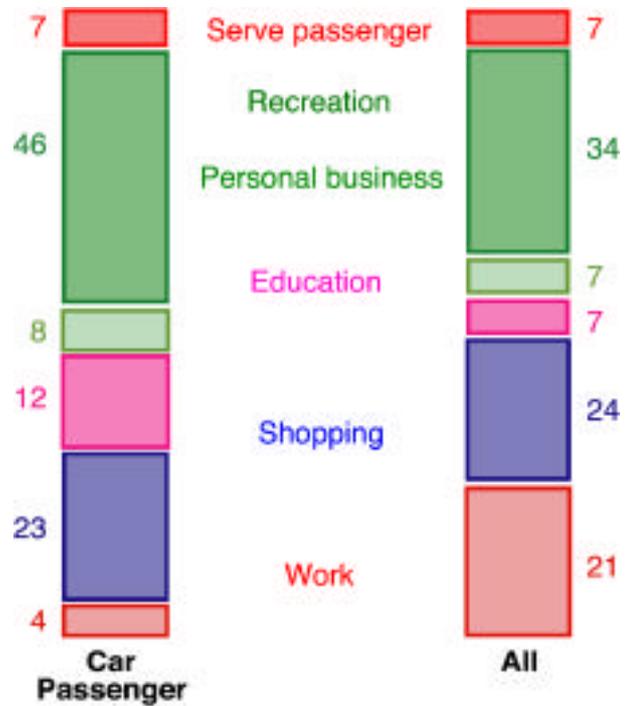
Trips made as a car passenger make up 19 per cent of all trips by Victoria Park residents.

9.1 Trip Purpose

Almost half of car passenger trips are for recreation. And about one quarter of car passenger trips are for shopping.

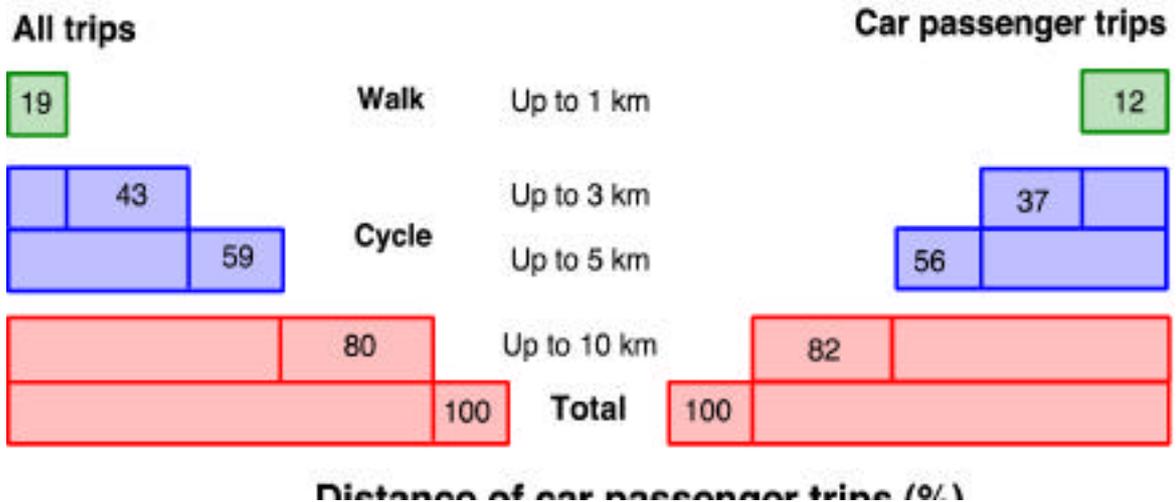
This suggests family members or friends going to sporting activities, entertainment or shops together.

The proportion of trips made for recreation is greater for car passengers than compared to all travel modes.



9.2 Trip Distance

The distance of car passenger trips are similar to those for car driver trips. Over half of all car trips, by driver and by passenger, involve distances of five kilometres or less, with one-third three kilometres or less.





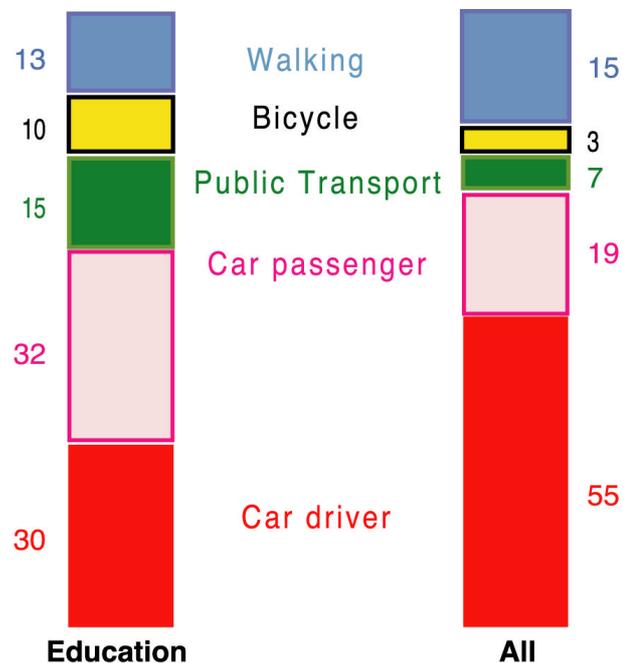
10. Car Driver Trips

Car driver trips make up the majority (55%) of all trips by Victoria Park residents.

10.1 Trip Purpose

The breakdown of car driver trips by trip purpose is similar to that for all modes. More trips as car driver are made for work and to serve passenger, than for all modes. Most car driver trips are made for recreation (30%) or work (29%) purposes.

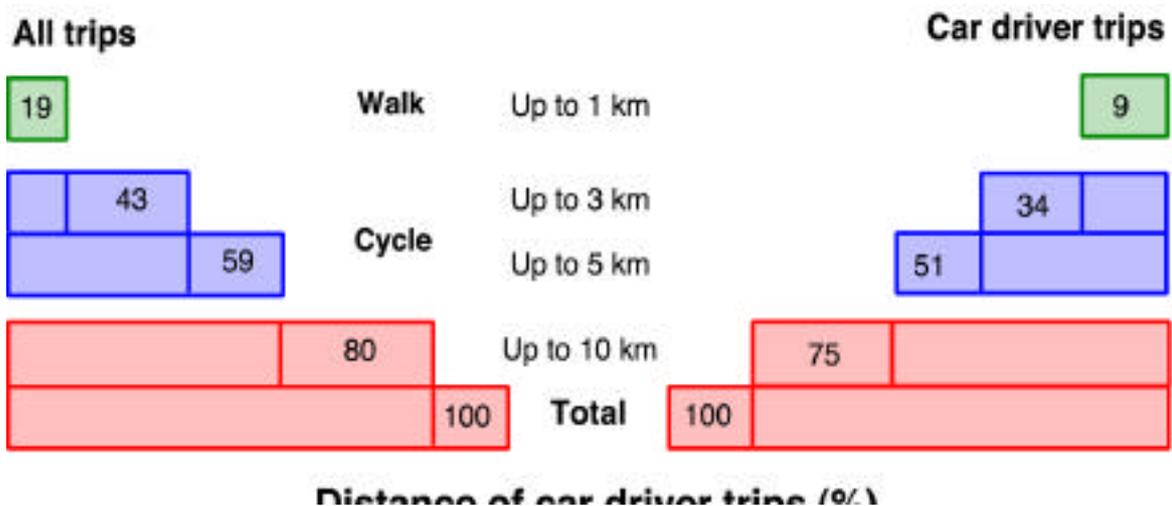
The survey found that nine per cent of car driver trips involved company cars, with 91 per cent by private cars. Company cars were used more for work trips than for other purposes with three-quarters of trips for work.



10.2 Trip Distance

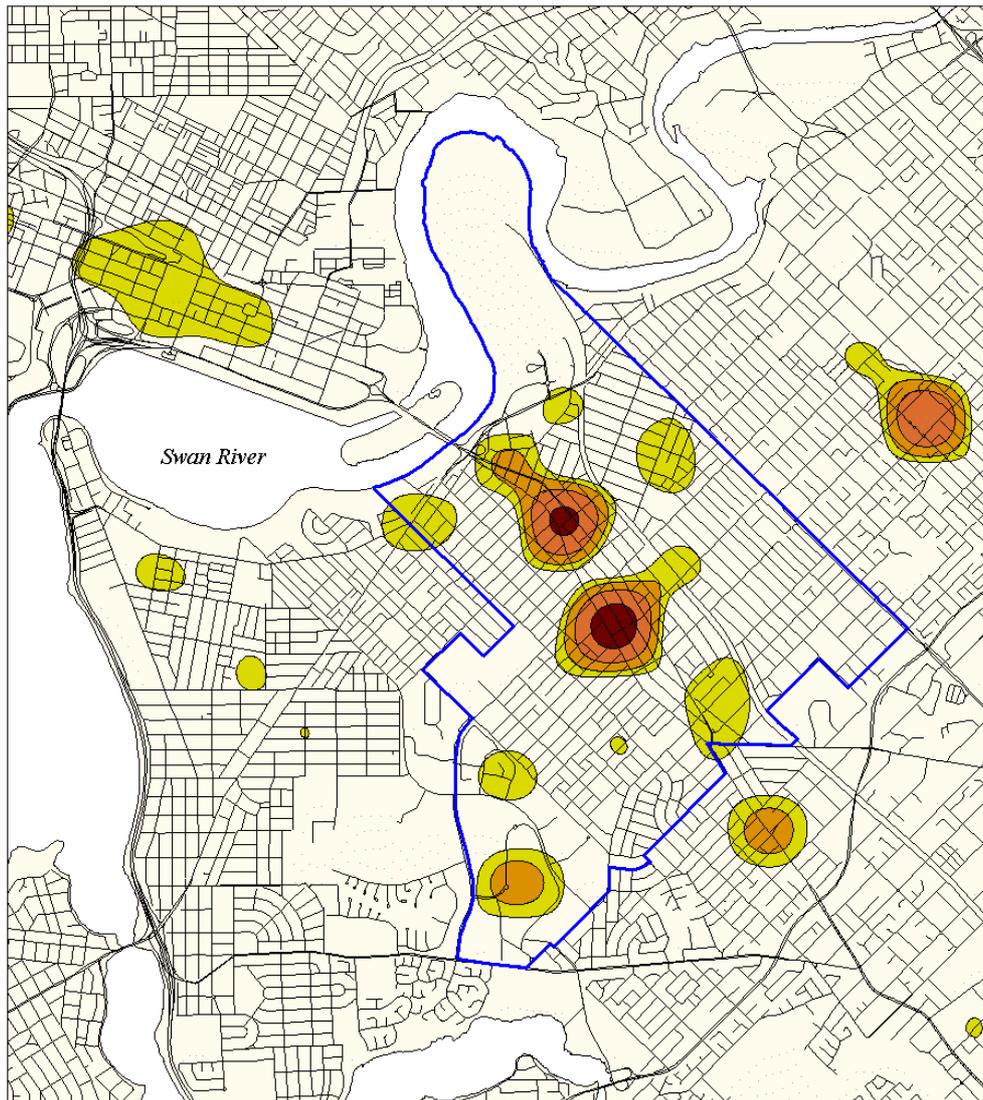
About half of all car driver trips are five kilometres or less, with one-third (34%) three kilometres or less and nine per cent up to one kilometre. The short distances travelled by car as driver suggests that many of these trips could be made on foot or bicycle. Three-quarters of car driver trips were 10 kilometres or less.

Key destinations for car driver trips include areas around the Park Centre, Heart of the Park and Belmont Forum (Map 2). These locations include workplaces, shopping facilities and recreation amenities. Curtin University and the Bentley Centre shopping centre also stand out as places local residents drive to or from.



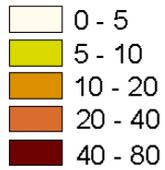


Destination of Car Driver Trips

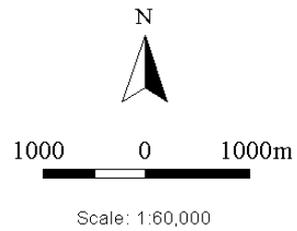


Legend

Trips Per 500m Grid Square



Town Of Victoria Park



Map 2



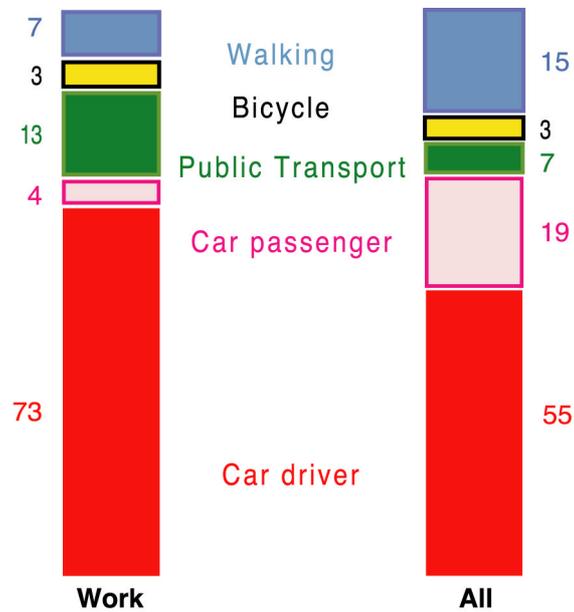
11. Work Trips

Trips to, from and for work make up one-fifth (21%) of all trips. This suggests that work trips are important for making the switch to environmentally friendly alternatives, and this may be easy for some people. For those who find it too difficult, the other four-fifths of their trips may provide good opportunities to make the switch.

11.1 Mode Share

Trips to work tend to be made by driving a private or company car, even more so than for all trips. However, only four per cent of trips to or from work are as a car passenger. This figure is similar to that for work trips to the CBD from around metropolitan Perth – only one car in ten has a passenger.⁶

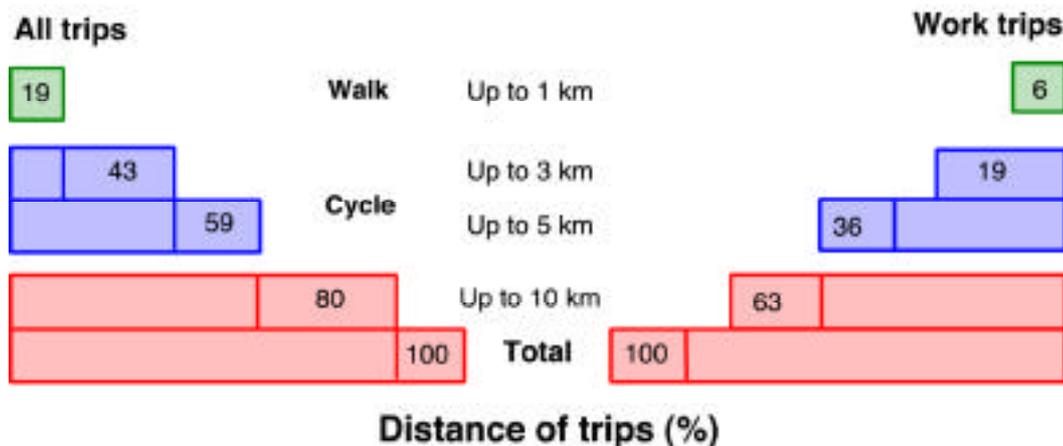
Walking is much lower than for all trips, presumably because of the greater distances. Cycling is still minimal, despite many work trips to the nearby CBD. Bus and train trips, though, are more common.



11.2 Trip Distance

Trips to work tend to be longer than others. However, the graph below shows that 36 per cent of these trips are within cycling distance. Furthermore, while we have nominated “walking distance” as one kilometre, a commute trip of even three kilometres by foot is not unreasonable and offers individuals about 35 minutes of healthy exercise.

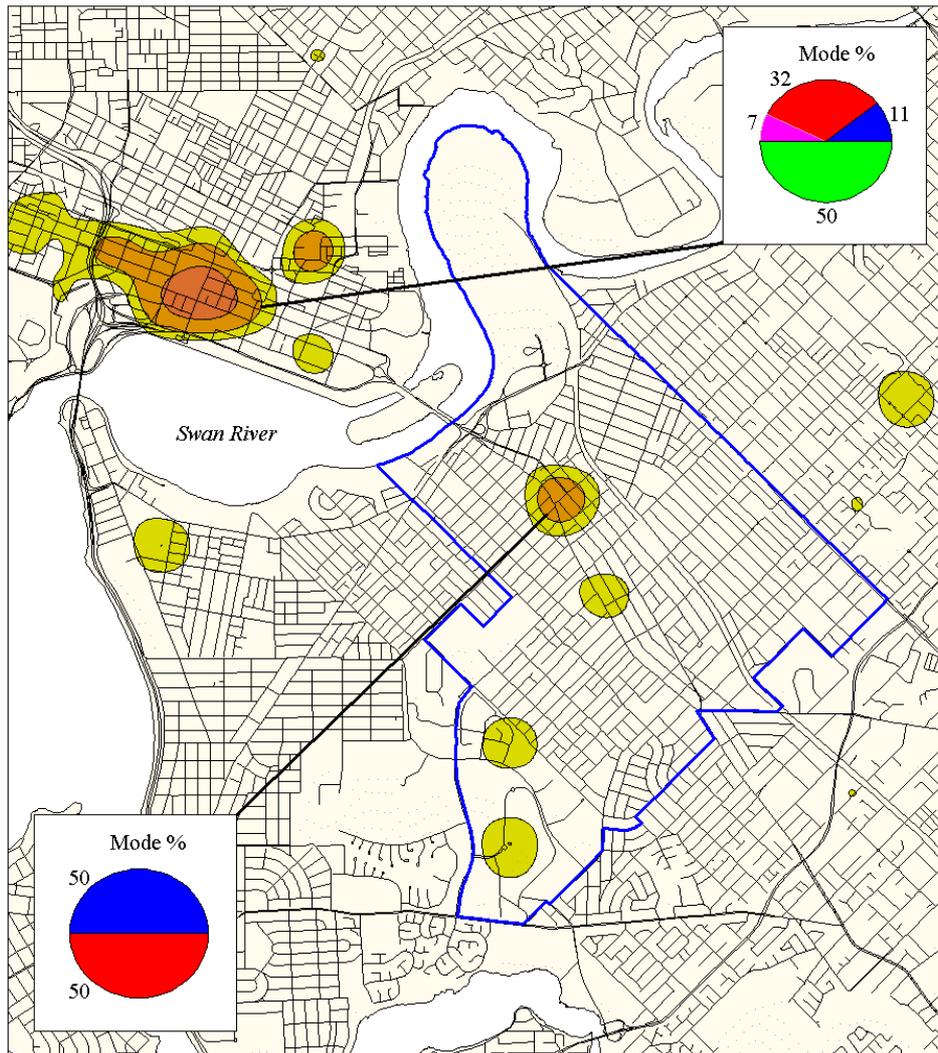
There is a concentration of work trip destinations in the Perth CBD (Map 3). East Perth, local shopping centres, Curtin University, Technology Park and South Perth also stand out.



⁶ Based on 1991 Census by Australian Bureau of Statistics

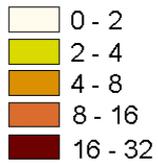


Destination of Work Trips



Legend

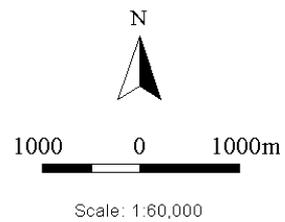
Trips Per 500m Grid Square



Mode of Transport



Town Of Victoria Park



Map 3



12. Shopping Trips

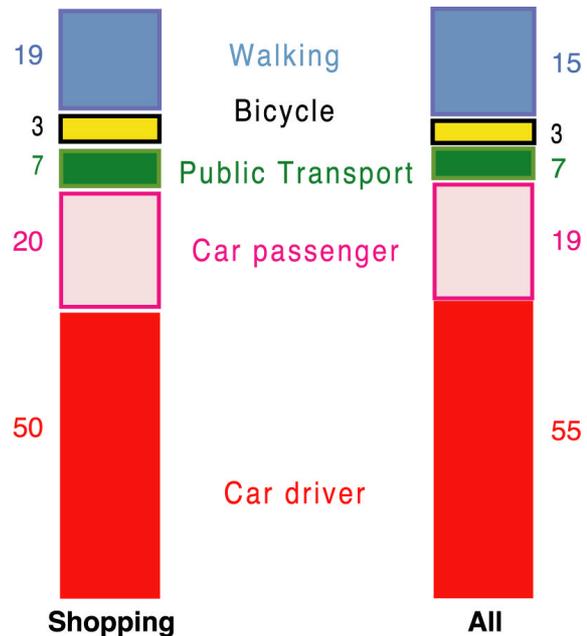
Shopping accounts for about one-quarter of all trips by Victoria Park residents and personal business seven per cent, collectively almost one-third (31%) of trips. Personal business includes banking and posting mail. While many people think of the weekly grocery shopping when shopping trips are mentioned, there are plenty of other trips to the shops that do not involve such a large load.

12.1 Mode Share

Most shopping trips are by car, with half as car driver and one-fifth as car passenger. A car may be used for some shopping trips where heavy or bulky loads are involved, however for other shopping and personal business trips this is not necessary.

A small share of shopping trips involve public transport or cycling.

About one-fifth of all shopping trips are made by walking. The share of residents walking for shopping trips varies between key shopping destinations (Map 4). This may reflect differences in the specific purpose of trips, walk and cycle amenity (e.g path network, shade, safety) and trip distance.



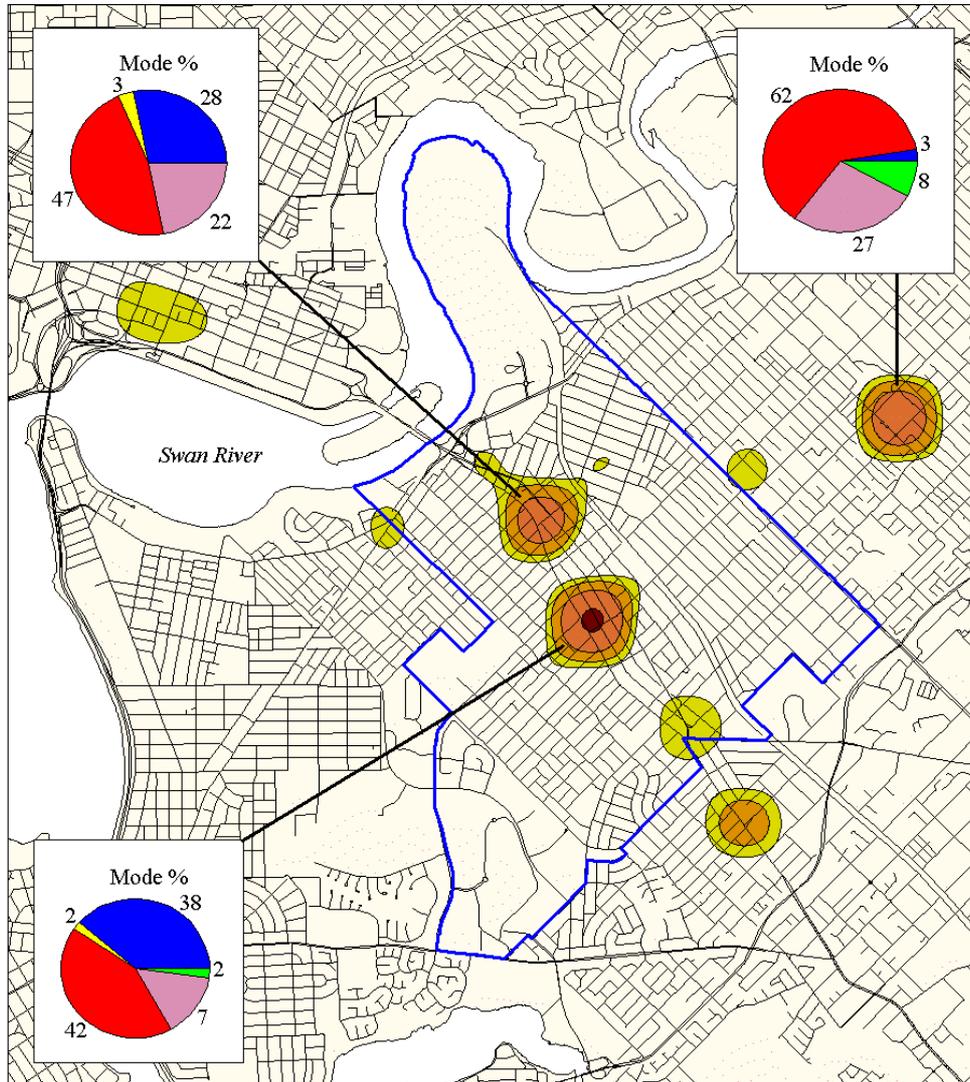
12.2 Trip Distance

Victoria Park residents tend to shop locally. Almost one-third of trips are up to one kilometre (walkable) and three-quarters are up to five kilometres (cycleable). However, only one-quarter of shopping trips are made by foot or bicycle.



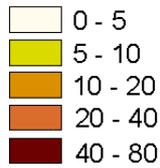


Destination of Shopping Trips

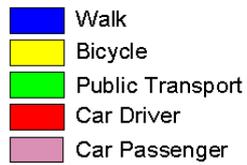


Legend

Trips Per 500m Grid Square



Mode of Transport



□ Town Of Victoria Park



1000 0 1000m

Scale: 1:60,000

Map 4



13. Education Trips

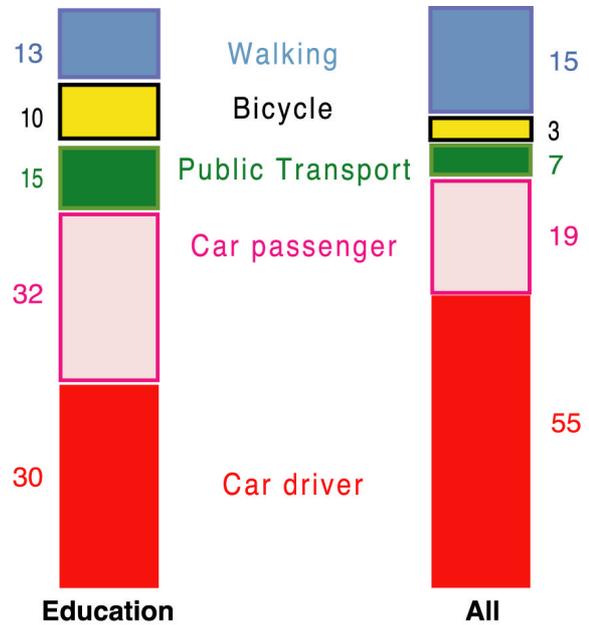
Education trips are those to school, TAFE, university or other educational activities, and make up seven per cent of all trips by Victoria Park residents.

13.1 Mode Share

Far fewer trips are made as the car driver when the purpose is education, probably because of trips to school. This may be reflected in the higher proportion (one-third) of education trips by car passengers.

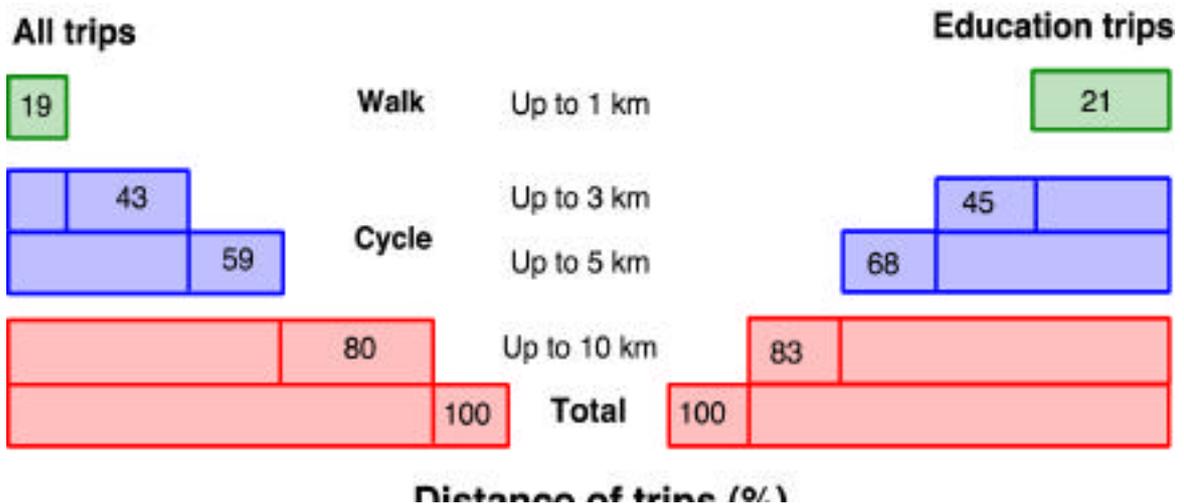
Alternative modes are used far more frequently for education trips (68% including car passenger) than for any other type of trip.

Cycling and public transport are all at least twice as much as for all trips.



13.2 Trip Distance

Education trips tend to be relatively short. One-fifth of education trips are up to one kilometre and 68 per cent are up to five kilometres. It is likely that trips by primary and secondary school students are shorter than trips by TAFE and university students.





14. Recreation Trips

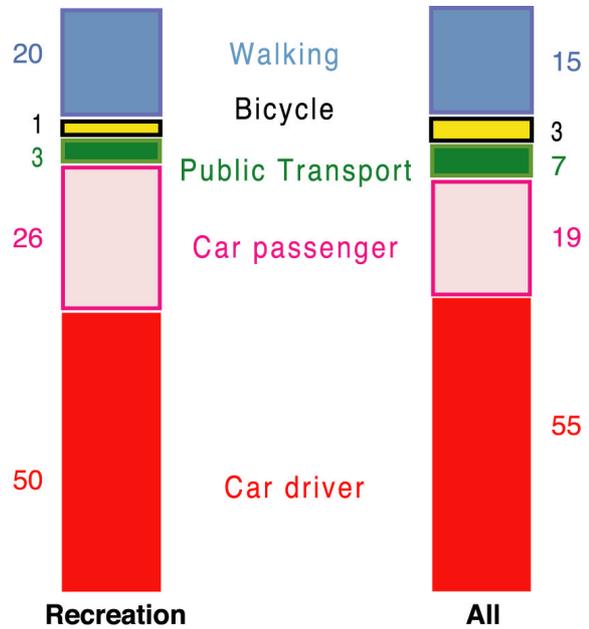
Recreation trips account for the most trips (34%) by Victoria Park residents. Many of these may be at night when alternatives are a less attractive option. However, many may be on the weekend or more flexible in timing and dress (ie. casual) than other activities.

14.1 Mode Share

Walking is more popular for recreation trips than for all trips.

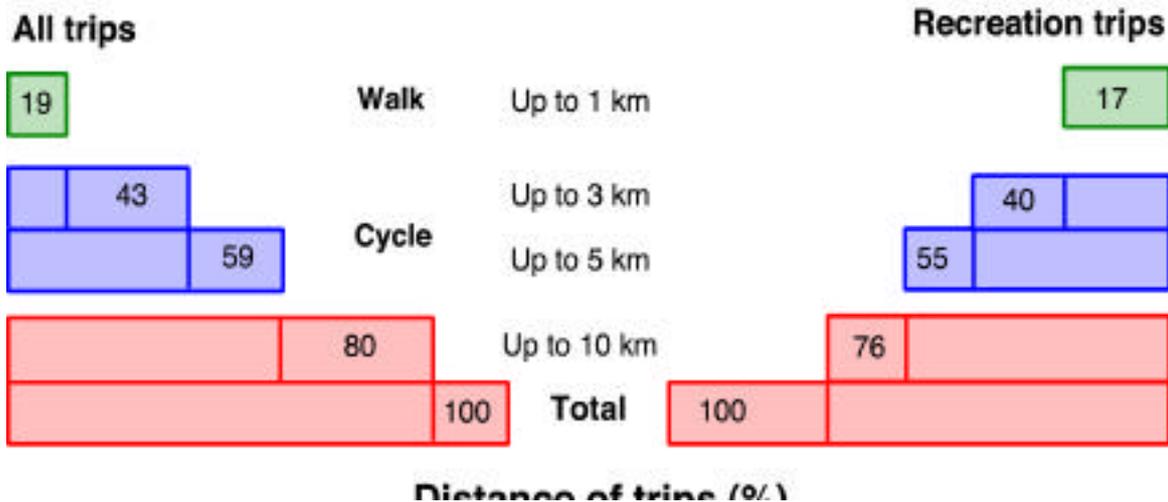
Cycling for recreation trips is less popular than for all trips, as are bus and train trips.

There are more car passenger trips for recreation than there are overall, probably due to the social nature of many recreational activities. Also, other household members may be more likely to be involved, making it easy to travel together.



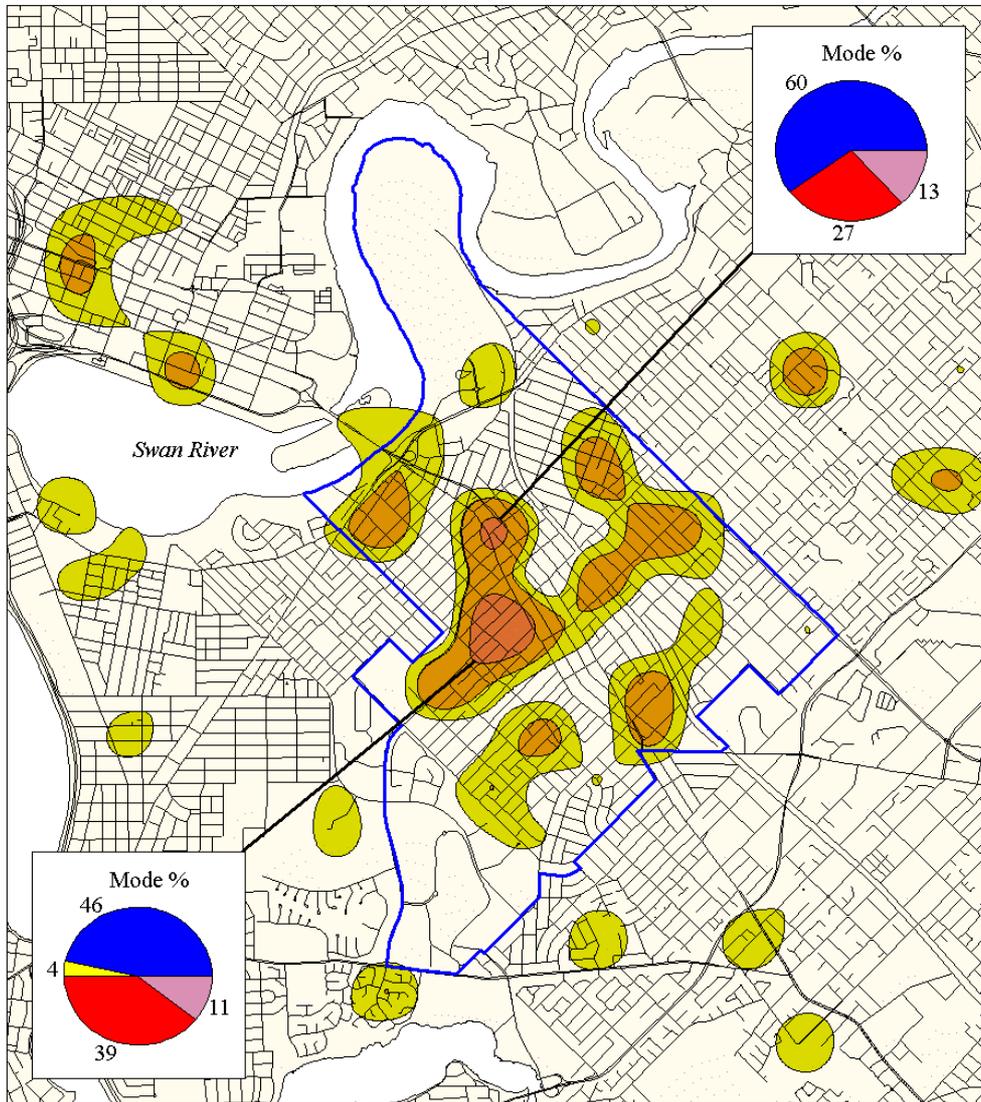
14.2 Trip Distance

Distances involved in recreation trips are similar to trips for all purposes. Over half (55%) are within easy cycling distance – five kilometres. Many trips are within the local area (Map 5).



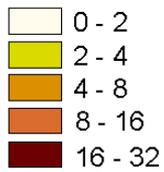


Destination of Recreation Trips

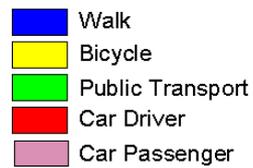


Legend

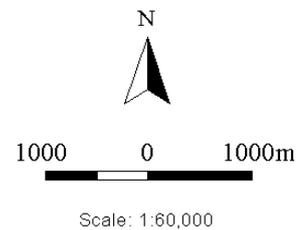
Trips Per 500m Grid Square



Mode of Transport



Town Of Victoria Park



Map 5



15. Implications and Opportunities

The results of Victoria Park residents' travel patterns presented in this report provide an accurate picture and can be used to identify opportunities for encouraging more ecologically sustainable, healthy, community-friendly travel choices.

Opportunities are apparent for cycling, shopping, recreation, work and education trips.

15.1 Cycling

Few trips were made by cycling (only 3% of all trips), yet a large share (59%) of trips were within a reasonable cycling distance, i.e. five kilometres. There are opportunities to encourage cycling to work, the shops and for recreation.

Health benefits and time efficiency of cycling for many trips could be promoted in the community. There is scope to enhance bicycle parking facilities at local destinations and to improve the safety and convenience of cycling by improving on-road conditions and signing routes⁷. The local Bike Plan identifies several spot improvements and other measures to enhance cycling conditions⁸.

15.2 Work trips

Car trips dominate travel to, from and for work. However, one-third of work trips are five kilometres or less, which is an easy cycling distance, and public transport is available for some longer trips.

Regular cycling to work provides a significant health benefit and is a time-efficient way to travel, because commute time is also exercise time. These benefits could be promoted by providing information, including advice on selecting safe routes, how to transport work clothes and how competitive cycle travel time is compared to driving a car. Bicycle parking, lockers and showers at local workplaces would enhance cycling as a travel option.

Public transport could be used by many local residents travelling to and from work. The Perth central area, Heart of the Park, the Park Centre, Curtin University and Belmont Forum stand out as work trip destinations, which are accessible by public transport. Public transport should be promoted as convenient and affordable travel option for work trips. Information on bus and train services could be provided through key destinations.

15.3 Shopping trips

Most people shop close to home, with more than three-quarters of shopping trips five kilometres or less. Some shopping trips may necessitate a car to carry heavy or bulky loads, however many do not, so alternatives could be used.

⁷ Guidelines for 'end-of-trip' facilities for cyclists are provided in Austroads Guide to Traffic Engineering Practice Part 14 (1998)

⁸ Local Bicycle Network Plan for Town of Victoria Park (in preparation)



Mode share varies greatly between the major shopping trip destinations for local residents. More than one-third of trips to shops in and around the Park Centre are made on foot, yet there are still 42 per cent of trips made as car driver. Over one quarter of trips to the Heart of the Park are on foot, but almost half are as car driver. Most trips (62%) to Belmont Forum are by car, though there are several bus routes connecting it with Victoria Park (including the Circle Route that provides a frequent service).

Safer, connected pedestrian and cycle routes and bicycle parking facilities could promote walking and cycling to local shops by residents. The potential for walk and cycle trips to shops could be promoted to shoppers and centre managers, this could include incentives for those using these alternatives. Information on bus services which link with shopping centres could also be promoted.

15.4 Recreation trips

Most recreation trips are short, with 55 per cent five kilometres or less. The Park Centre and Heart of the Park and their surrounds are key destinations for recreation trips. There is potential to increase cycling for recreation purposes, currently one in ten recreation trips are made by bicycle.

The health benefits of cycling could be promoted. Improved facilities such as bicycle parking and path networks could encourage more people to cycle or walk to recreation destinations. A large share of recreation trips are made as car passenger, instead some of these trips could be made by walking or cycling.

15.5 Education trips

Most trips to and from school, TAFE, university and other places of study are over short distances. Some 68 per cent are five kilometres or less, with 45 per cent three kilometres or less. Despite this most are made by car, either as driver (30%) or passenger (32%).

The large share of car passenger trips suggests that a sizeable number of car trips are made by parents taking their children to school. Schools throughout the metropolitan region are experiencing greater traffic and parking pressures as more parents drive their children to school. This is a cause for concern for many reasons, not the least of which is the impact on the health of the children themselves.

Several programs have been developed to help children get to school safely without being driven so frequently: TravelSmart to School, Safe Routes to Schools, Smogbusters school program and Bike Ed. These provide opportunities for local primary or high schools to promote healthy travel alternatives and address parking and traffic problems.

Local residents travelling to TAFE or universities could make use of public transport services. The Circle Route connects with Curtin University, local TAFE campuses and Murdoch University. Several services running through Victoria Park go on to the University of WA. These services, and the financial and other benefits of using them, could be promoted.

15.6 Conclusion

The Victoria Park Travel Survey uncovered several opportunities for encouraging non-car travel. It is hoped that the information in this booklet will be a useful resource, and help the community and the local council to generate further ideas to make the Town of Victoria Park 'TravelSmart'.



Glossary

Carpooling

More than one person in a car and the passenger not being a member of the household.

Constrained trip

A trip for which there is no reasonable alternative to the chosen mode.

Metropolitan Transport Strategy (MTS)

A document published in 1995 by the Department of Transport outlining the future direction of transport planning in Perth. It seeks a “balanced transport system” which is less dependant upon car travel and where alternative modes are used more.

Mobility

Being able to move from one place to another and how easily that is done.

Mode

(Travel mode) How we travel, eg. walking, cycling, bus, train, car.

Alternative mode

A way of travelling besides the car, particularly by car as the driver.

Environmentally friendly mode

An alternative mode of transport to the car, ie walking, cycling and public transport.

Mode change

A change in travel mode, especially with reference to mode share (see “Share”).

Motorised private mode

Car

Mode share

The breakdown of trips by mode of travel, shown as a percentage. That is, the percentage of trips that were made by car as driver, car as passenger, by bicycle, by foot, by bus and by train.

Response rate

The percentage of people who agreed to participate in the survey when asked.

Transport (WA)

The Department of Transport

Trip

One-way travel from a point of origin to a destination, but not, for example, to a bus stop.