

Dear Tom,

22 February 2022

Tom Temay
Property Development
Associate
Port Phillip City Council

Via email:
Tom.Temay@portphillip.
vic.gov.au

Traffic/Transport Due Diligence Assessment 17 Eildon Road, St Kilda

Ratio has been engaged by Port Phillip City Council to undertake a Due Diligence Assessment with respect to Traffic and Transport matters for a potential increase in childcare places to the existing childcare centre located at 17 Eildon Road in St Kilda.

The apparent planning capacity of the site under the planning permit issued in 1987 allows for 35 child spaces. On the basis of a yield analysis undertaken by others, it is understood that renovations could be undertaken to the existing building on site which could accommodate an additional 5 children, such that the overall child capacity could be increased to 40 places.

Therefore, the childcare centre is under consideration to increase from 35 to 40 childcare places. The potential increase in 5 child places would generate a statutory car parking requirement of 1 space pertinent to Clause 52.06 of the Port Phillip Planning scheme.

Ratio has conducted a Due Diligence assessment of the potential expansion to the existing childcare centre having regard to access, car parking and traffic impacts as discussed within the following memo.

1 Existing Conditions

1.1 Location

The subject site is located on the northern side of Eildon Road, at the corner of Inverleith Court. The site's location relative to the surrounding road network can be seen in Figure 1-1.

Figure 1-1: Locality of Subject Site



Source: Melways

The site is located within a General Residential Zone (GRZ1) and is subject to a Design and Development Overlay – Schedule 6-5 (DDO6-5) and a Heritage Overlay – Schedule 5 (HO5).

The site is located within a residential catchment area and within 400 metres of the Fitzroy Street Activity Centre.

Other key non-residential uses located within convenient walking distance of the site include:

- St Kilda Adventure Playground 200 metres south-east of the site;
- Catani Gardens 400 metres to the north-west;
- St Kilda Pier 500 metres to the west;
- St Kilda Beach 550 metres to the south-west.

1.2 Subject Site

The subject site is irregular in shape, with a frontage to Eildon Road of 11.5 metres, and to Inverleith Court of 13.5 metres, with a maximum depth of 44.4 metres, resulting in an overall area of approximately 670 sqm.

The site is currently occupied by a single storey building which operates as a childcare centre.

An aerial view of the site is displayed in Figure 1-2.

Figure 1-2: Aerial View of Subject Site and Surrounds



Source: Landchecker

1.3 Existing Operations

The existing building on site currently operates as Eildon Road Childcare & Kindergarten accommodating 44 child places.

No car parking is provided on site, therefore all existing parents and staff travel to and from the site by walking, cycling, public transport or by private vehicle parking on-street within short-term parking spaces to pick-up or drop-off children.

The kindergarten is not-for-profit parent managed. The subject site and building is owned by the City of Port Phillip.

1.4 Road Network

Eildon Road

Eildon Road is a Council managed Local Road in an east-west alignment between Grey Street and Acland Street.

In the vicinity of the site, Eildon Road is provided with a road reserve of approximately 15 metres; comprising a carriageway width of approximately 8 metres which allows for two way traffic. Parallel parking is permitted on both sides of the road; in instances where a vehicle is parked on both sides of the road, traffic flow is reduced to a single direction at a time around the parked vehicles. Constructed footpaths on both sides of the road.

The speed limit of Eildon Road is 40 km/h.

Proximate to the site, kerbside parking on the northern side of the road which is restricted to 1/4P for "Child Care Users Only", which applies at all times between Monday and Friday.

A view of Eildon Road facing west towards the subject site and facing east from the subject site are displayed in Figure 1-3 and Figure 1-4, respectively.

Figure 1-3: Street View of Eildon Road (facing West)



January 2022

Figure 1-4: Street View of Eildon Road (facing East)



January 2022

Inverleith Court

Inverleith Court is a Council managed Local Road that runs in a north-south alignment between Eildon Road and its terminus approximately 600 metres north, in St Kilda.

Inverleith Court is provided with a road reserve of approximately 15 metres; comprising a carriageway width of approximately 8 metres which allows for two way traffic. Parallel parking is permitted on both sides of the road; in instances where a vehicle is parked on both sides of the road, traffic flow is reduced to a single direction at a time around the parked vehicles. Constructed footpaths on both sides of the road.

Kerbside parking on the eastern side of the road is restricted as a "Permit Zone" while parking on the western side of the road is unrestricted.

A view of Inverleith Court facing north and south is displayed in Figure 1-5 and Figure 1-6, respectively.

Figure 1-5: View of Inverleith Court (facing North)



January 2022

Figure 1-6: View of Inverleith Court (facing South)



January 2022

1.5 Public Transport

The site is well serviced by public transport, being located approximately 600 metres (7 minutes walking distance) from tram stops which are serviced by several routes. Tram services connect the site with locations such as Malvern, Brunswick, Melbourne University, Richmond and Carnegie.

The public transport services accessible within convenient walking distance of the subject site are displayed in Figure 1-7 and detailed in Table 1.1.

Figure 1-7: Public Transport Services



Source: Public Transport Victoria Maps

Table 1.1: Public Transport Routes

Service	Route Number	Route	Nearest Stop	Walking Distance
Tram	3-3a	Melbourne University – East Malvern	Park St/Fitzroy St (Stop #134)	550 metres (7 minutes)
	96	East Brunswick – St Kilda Beach		
	16	Melbourne University – Kew via St Kilda Beach		
	12	Victoria Gardens – St Kilda		
Bus	606	Elsternwick Station – Fishermans Bend	Fitzroy St/Park St	600 metres (7 minutes)
	600	Southland Shopping Centre – St Kilda Station	Robe St/Grey St	600 metres (7 minutes)
	922			
	923			
	623			

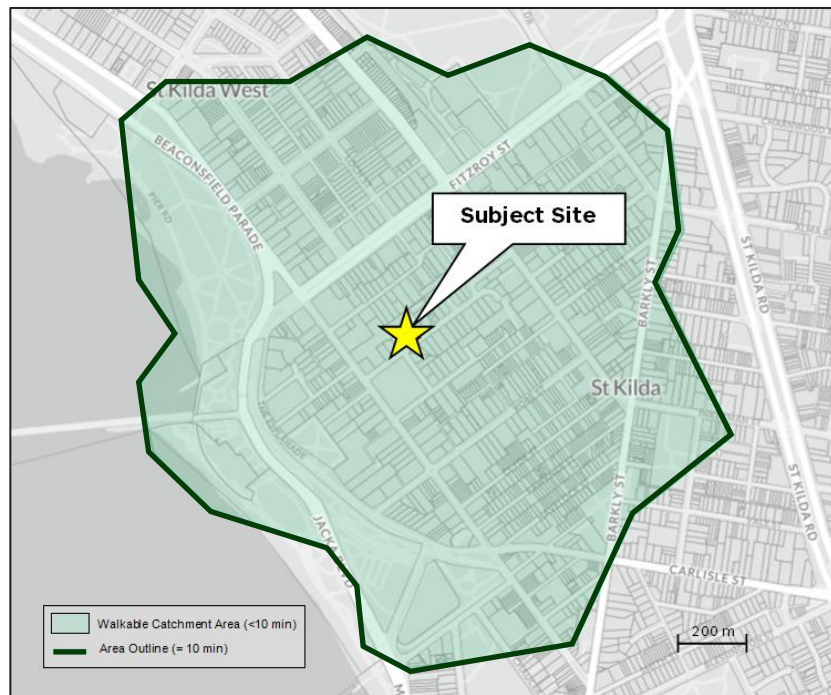
Source: Public Transport Victoria

1.6 Pedestrian Network

Pedestrian movements are also well facilitated with footpaths provided on both sides of Eildon Road, Inverleith Court and the majority of the roads within the vicinity of the site. These pedestrian facilities provide access between the subject site, nearby short-term on-street car parking and the nearby public transport network within 10 minutes of walking. Furthermore, the pedestrian network enables convenient access to key services located within the Fitzroy Street Activity Centre, located within 200 metres proximate to the site.

Figure 1-8 outlines the walkable catchment area which will take residents up to 10 minutes to walk to the site.

Figure 1-8: Walkable Services from the Subject Site



Source: Landchecker

1.7 Bicycle Infrastructure

The subject site has good access to Melbourne's bicycle network, with numerous on and off-road paths throughout the suburb of St Kilda and the municipality of Port Philip.

On-road bicycle lanes run along Acland Street, Carlisle Street, St Kilda Road, Fitzroy Street, Canterbury Road, Jacka Boulevard, Blessington Street, Marine Parade and Barkly Street, which provides access to South Melbourne to the north, Albert Park to the south, and Balaclava to the East of the site.

The Bay Trail is an off-road shared path which runs between Port Melbourne and Mordialloc, adjacent to the coastline which borders the Port Phillip Bay. This trail is within the vicinity of the St Kilda Pier and the St Kilda Beach, accessible from the subject site via the bike paths along Acland Street and Fitzroy Street.

Other off-road shared bike paths include those within the vicinity of Lakeside Drive which serve as a link between the Ian Johnson Oval, St Kilda Cricket Ground and the surrounding park. Informal bicycle routes are provided along sections of Acland Street, Jackson Street, Grey Street,

Princes Street, Loch Street, Barkly Street and Shakespeare Grove, which provide connection to/from the on-road bicycle lanes on major road in the vicinity of the site.

The location of the subject site relative to nearby bicycle infrastructure is displayed in Figure 1-9.

Figure 1-9: City of Port Philip TravelSmart Map



Source: Port Philip City Council

1.8 On-Street Car Parking

On-street car parking in the vicinity of the site is controlled through a number of short-term time restrictions or permit restrictions.

At the site frontage on Eildon Road, two car parking spaces are restricted to 1/4P (15 minute) parking restrictions in order to facilitate drop-off and pick-up movements to/from the childcare centre.

On-street car parking in the vicinity of the site is typically provided with either Permit Zones to be used by residents, short term parking (maximum 2P) or unrestricted parking.

Ratio Consultants acquired car parking occupancy surveys conducted in the vicinity of the site on Thursday 26 July 2018.

On Eildon Road, there was a supply 14 kerbside car parking spaces which could be utilised by parents for dropping off children before the time of 8am, two of which spaces are the 15 minute spaces at the site frontage.

After the time of 8am, an additional 24 spaces on Eildon Road could be utilised by parents after night-time permit restrictions end (total supply of 38 spaces).

Other kerbside parking spaces on Eildon Road are subject to permit restrictions and are therefore not considered as part of the car parking supply which may be utilised by parents.

Of the available supply, the car parking occupancy data showed there to be 2 car parking spaces available at 8am. At all other times of the survey, there were found to be a minimum of 4 car parking spaces available on Eildon Road.

2 Existing Staff Childcare Travel Mode Surveys

In order to survey how staff and parents travel to and from the childcare centre, questionnaire surveys were undertaken by Ratio Consultants in February 2022. The survey forms were prepared using Google Forms and distributed to the Centre.

Separate survey questions were provided to staff and parents. Parents were asked to answer the travel mode survey on behalf of their children. The questionnaires are attached in Appendix A.

The purpose of the survey was principally to ascertain the following:

Parent / Child Surveys

- Trip origin locations based on suburb;
- How many of their children and how many days per week they attend the childcare centre;
- Travel modes used by children to travel to and from the childcare centre; and
- If the child and parents travelled by car, their parking location.

Staff Surveys

- Staff nature of work (casual, part-time, full-time);
- Trip origin locations based on suburb;
- Typical and alternative travel modes used by staff to travel to the childcare centre; and
- If the staff member travelled by car, their parking location.

A total of 40 parents and 4 full-time staff responded to surveys. The results of the surveys are discussed in the following section.

2.1 Parent / Child Surveys

Children's travel modes to and from the childcare centre, as indicated by their parents in the travel mode survey, are summarised in Table 2.1.

Table 2.1: Child Travel Modes

Travel Mode	Travel Mode TO Childcare		Travel Mode FROM Childcare	
	Number	Percent (Of Responses)	Number	Percent (Of Responses)
Car	7	17.5%	9	22.5%
Walk	29	72.5%	28	70%
Bicycle	4	10%	3	7.5%
Public Transport	-	-	-	-
Taxi	-	-	-	-
Other	-	-	-	-
Not Responded	-	-	-	-
Total	40	100%	40	100%

Review of the above results show that most children travel to and from the childcare centre via the same mode. One child who walked and one child who rode their bicycle in the morning were each picked up by car in the afternoon.

The survey also shows that the majority of children walk to the centre (70% walked home). 10% of children rode their bicycle to the centre and 7.5% rode their bicycle home again. 17.5% of children were dropped off by car in the morning, and 22.5% were picked up by car in the afternoon.

When asked if their child ever travels via another travel mode, most parents stated that their child always travelled via the same mode. Those who travelled via different modes included:

- Two children who are usually picked up by car walked on occasion,
- Three children who usually walk are picked up by car on occasion,
- One child who is usually driven catches public transport on occasion,
- One child who usually cycles is picked up by car on occasion,
- One child who was usually dropped off by car catches a taxi, uber or similar on occasion.

Pick-up / Drop-off Parking Locations

Parents who dropped their children off in the morning all indicated that they utilised the 15 minute car parking spaces at the Eildon Road frontage.

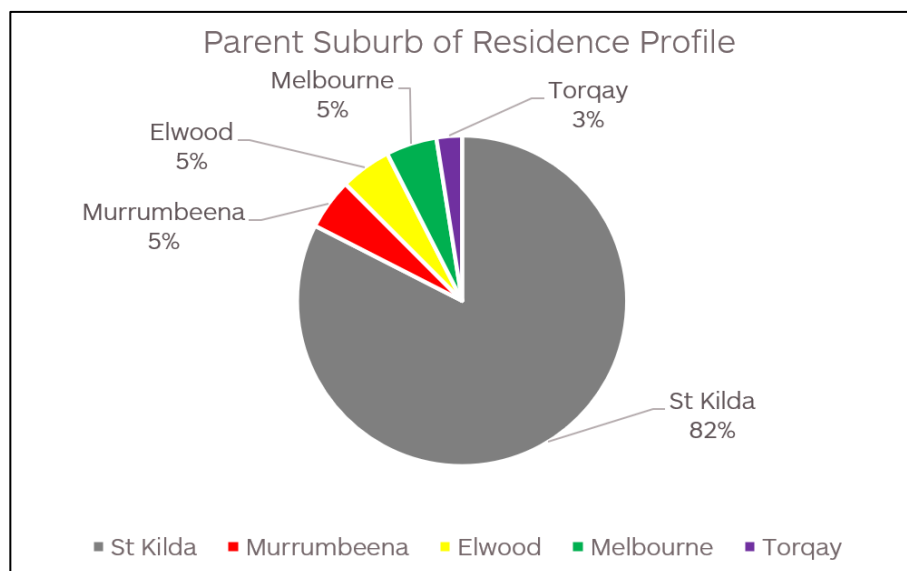
Of the parents who picked their child up in the evening, 86% utilised the 15 minute spaces at the Eildon Road frontage and 14% parked elsewhere on Eildon Road.

Children's Suburb of Residence

Figure 2-1 illustrates the suburb profiles of children who attend the childcare centre.

The survey shows that the majority of children reside within the same suburb as the childcare centre, with 82% of children living within St Kilda.

Figure 2-1: Children's Suburb of Residence Profile



2.2 Staff Surveys

The Staff's typical and occasional travel modes to and from the childcare centre are summarised in Table 2.2

All staff indicated that they travelled to and from work via the same travel mode.

Table 2.2: Staff Travel Modes

Travel Mode	Typical Travel Mode		Occasional Travel Mode	
	Number	Percent (Of Responses)	Number	Percent (Of Responses)
Car	2	50%	2	50%
Walk	1	25%	1	25%
Bicycle	-	-	-	-
Public Transport	1	25%	1	25%
Taxi	-	-	-	-
Other	-	-	-	-
Not Responded	-	-	-	-
Total (Completed)	4	100%	4	100%

The survey demonstrates that 50% of staff utilise a private motor vehicle to get to and from the childcare centre, 25% of staff walk and the other 25% utilise public transport.

Out of the two staff members that travelled to the childcare centre via car, one parked on Eildon Road and the other parked on Inverleith Court. These staff members also indicated that they do not live in St Kilda (at least 5 km from the site).

3 Potential Development

The childcare centre is considered to increase from 35 to 40 child places (increase of 5 child places).

4 Car Parking Requirements

Parking requirements for a range of uses are set out under Clause 52.06 of the Port Phillip Planning Scheme. Table 1 of Clause 52.06 sets out the car parking requirement that applies to a use listed in the Table.

Of relevance, Clause 52.06-5 states that:

A car parking requirement in Table 1 is calculated by multiplying the figure in Column A or Column B (which ever applies) by the measure in Column C.

Column A applies unless Column B applies.

Column B applies if:

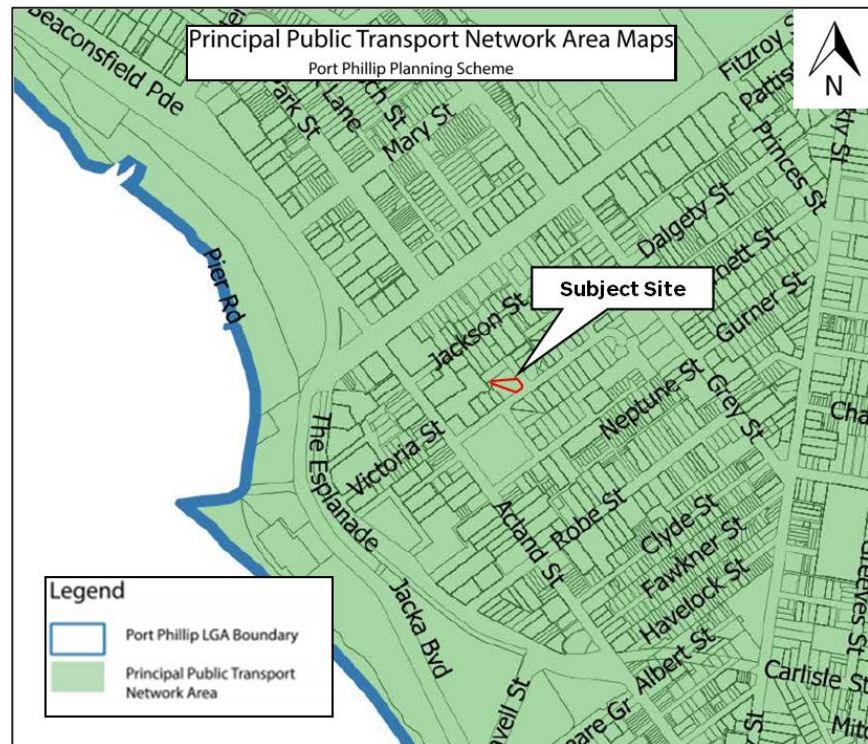
- *Any part of the land is identified as being within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps (State Government of Victoria, 2018); or*
- *A schedule to the Parking Overlay or another provision of the Planning Scheme specifies that Column B applies.*

Additionally, the car parking requirement specified for a use listed in Table 1 does not apply if:

- *A car parking requirement for the use is specified under another provision of the Planning Scheme: or*
- *A schedule to the Parking Overlay specifies the number of car parking spaces required for the use.*

The subject site is located within the Principal Public Transport Network (PPTN) Area as illustrated in Figure 4-1 and is not subject to a car parking overlay. Therefore, Column B rates outlined in Table 1 of Clause 52.06-5 apply.

Figure 4-1: Port Phillip Principal Public Network Area



Source: DELWP 2019

Application of the statutory Column B rate to the proposed increase in childcare places, and the resulting statutory car parking requirement is displayed in Table 4.1.

Table 4.1: Clause 52.06 Statutory Car Parking Requirement

Land use	Measure	Rate	No. Spaces
Childcare	5 children	0.22 spaces per child	1 space

Therefore, the potential increase in 5 children has a statutory car parking requirement of **1** car parking space.

Under the provision of Clause 52.06, the car parking provision can be reduced (including to zero), provided the applicant satisfies the responsible authority that the provision of car parking is justified.

Clause 52.06 states that:

“An application to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.”

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed new use.”

A Car Parking Demand Assessment is to consider various factors which would support or enable future residents/visitors/employees of a development to travel to and from the site via other transport modes. Those considerations relevant to the proposal are discussed within the following sections.

Existing Car Parking Reduction

As discussed in Section 1.3, the subject site currently accommodates 44 childcare places with **zero** car parking spaces provided on site.

Application of the statutory car parking rate of 0.22 car parking spaces to the existing 35 places results in a statutory requirement of 7 car parking spaces. Therefore, the existing childcare operation has an existing car parking reduction of 7 spaces associated with the site.

As discussed in Section 2, the majority of children and parents walk to the childcare centre (70% as their first preference and 22.2% as their alternative preference) and most live within the suburb of St Kilda (82%).

Assuming that the future 5 additional children were to travel via similar travel modes to the centre, results in:

- 3 children walking;
- 1 children picked up by car; and
- 1 child travelling via bicycle.

Therefore, 1 of the potential 5 additional children to the centre can be expected to be picked up by private vehicle.

Two 1/4P parking spaces are provided to the site frontage on Eildon Road. The short term restriction has been put in place to encourage turnover of these spaces and facilitate pick-up / drop-off movements by parents to the centre. The additional vehicle trips anticipated to be made by parents are anticipated to be largely facilitated by the 1/4P spaces.

Furthermore, historical car parking occupancy surveys obtained by Ratio and discussed previously in Section 1.8 indicated there to be 2 car parking spaces available at 8am on Eildon Road which may be utilised by parents, and a minimum of 4 spaces available at all other times. These spaces may be used as an alternative to accommodate for the vehicle movements anticipated by the 1 child expected to travel to the site via a private motor vehicle.

Walking Catchment

As discussed in Sections 1.6, the pedestrian infrastructure allows excellent connectivity from the subject site to surrounding network.

Results of the travel mode survey indicate that most of the existing children (82%) attending the childcare centre live within the suburb of St Kilda, and are therefore located within a convenient walking distance of the centre.

With the subject site being surrounded by a catchment of medium residential dwellings, and most existing parents/children living within the suburb of St Kilda, it is estimated that a high proportion of the future children will also reside within convenient walking distance of the centre.

Car Parking Restrictions

As discussed in Section 1.8, kerbside car parking provided in the vicinity of the site is generally managed as a 'Permit Zone' purposed for residents, or short-term car parking (maximum 2P) to encourage turnover of car parking by visitors in the precinct.

Results of the historical car parking surveys indicate there to be capacity in the time-restricted on-street car parking supply to cater for a marginal increase in short-term car parking demand.

Access to Public Transport

As discussed in Section 1.5, the site is well serviced by public transport, being conveniently located to multiple tram routes such as 12, 3-3a, 16, 67 and 96 accessible from tram stops within 1 kilometre of the site, supplemented by bus services.

The various public transport services offer a viable means of alternate transport for parents which allow them to conveniently drop off or pick up their children from the childcare centre on the way to and from work.

Access to Bicycle Facilities

The site has excellent access to the nearby bicycle infrastructure, being connected by informal bike routes along Acland Street, Grey Street, Barkly Street and Jackson Street which connect to on-road bicycle lanes along Fitzroy Street, St Kilda Road and Canterbury Road which connect to the surrounding network and neighbourhoods.

The site's access to pedestrian and bicycle infrastructure enables walking and cycling as viable transport alternatives for parents to pick up and drop off their children.

Furthermore, Section 2 outlines a notable portion of children travelling to the childcare centre (7.5% as a primary mode, and 33.3% as an alternative) do so via bicycle.

Given these preferences, it is recommended that additional bicycle parking facilities are provided to the site, if possible, to better accommodate existing children and parents cycling to the site and encourage a higher portion of future children and parents to cycle.

Site Constraints

As discussed in Section 1.2, the subject site is irregular in shape, comprises a relatively small overall area and is accommodated with limited lengths of road frontage. On the basis of the site's dimensions, there is considered to be limited opportunity to provide car parking on site whilst retaining sufficient space to develop the site with usable floor area.

Policies

There is significant support within the Port Phillip Planning Scheme and various Council strategies for developments which encourage the use of sustainable transport alternatives from the private motor vehicle, including those listed and discussed below.

Clause 15.02-1S – Energy and Resource Efficiency

Clause 15 of the Port Phillip Planning Scheme is the State Planning Policy on Built Environment and Heritage. Clause 15.02 is in relation to sustainable development, with Clause 15.02-1 in relation to Energy and resource efficiency.

Of particular relevance to this report, Clause 15.02-1 states the following strategy:

“Support low energy forms of transport such as walking and cycling.”

Clause 18.02-1 – Sustainable Personal Transport

Clause 18 of the Port Phillip Planning Scheme is the State Planning Policy on Transport. Clause 18.02 is in relation to movement networks, with Clause 18.02-1 in relation to Sustainable personal transport.

Of particular relevance to this report, Clause 18.02-1 states the following strategy:

“Ensure development.... provides opportunities to promote walking and cycling.”

Clause 21.03 – Ecologically Sustainable Development

Clause 21.03: Ecologically Sustainable Development of the Port Phillip Planning Scheme outlines the relevant Local Planning Policies that relate to transport and parking.

Broadly, Clause 21.03 outlines Port Phillip’s aim to reduce car dependence by promoting sustainable transport (walking, cycling and public transport). It includes a number of strategies that aim to achieve these goals, the following are those relevant to this proposal:

- Facilitate the use of sustainable transport modes in preference to private vehicles use by ensuring the development supports the prioritisation of transport modes in the following order:
 - Walking
 - Cycling
 - Public transport
 - Freight
 - Multiple occupancy vehicles
- To create a walking network that is integrated, safe and accessible and encourages more people to walk more often.
- To create a cycling network that is integrated, safe and accessible and encourages more people to cycle more often by extending the existing network of dedicated cycle routes to improve the connections for on-road and off-road cyclists and ensure that adequate end of trip facilities are provided, as appropriate.
- To facilitate an increase in the use of public transport by:
 - Supporting improvements to the overall convenience, accessibility and safety of the public transport, including public transport stops and interchanges.
 - Ensuring major entertainment, recreation, retail, education and employment uses are accessible by public transport.
- To reduce the impact of vehicles on local areas by:
 - Allow for a reduction in the required number of on-site parking spaces where the provision of sustainable transport facilities / initiatives can reduce the demand for parking through increased use of alternative modes of transport: walking, cycling, and public transport.

Move, Connect, Live – Integrated Transport Strategy 2018-2028

Port Phillip Council adopted Move, Connect, Live in September 2018. The 10-year strategy aims to deliver on Port Phillip Council’s commitment to supporting a well-connected transportation future for the City, to make it easy for people to move around and connect with places in a way that suits them as the City grows.

The ITS identifies a *“long-term plan to ensuring that as a community we can adapt to the increasing number of trips and the challenges associated with increased congestion, while creating travel choices, prioritising effective and equitable access to transport options, and ensuring the liveability and safety of our streets”*.

The ITS identifies seven key priorities, including the following four which are considered of particular relevance to this assessment:

- *“Creating 10-minute walkable neighbourhoods”*

- *“Boosting bike riding”*
- *“Partnering to deliver reliable, accessible and more frequent public transport”*
- *“Improving parking management”*

The ITS acknowledges that *“with a road network that is at capacity and cannot be increased, requires a rethink of how more sustainable modes of transport can be used.”*

5 Summary

The preceding due diligence assessment has been conducted to consider the potential increase in 5 childcare places to the existing childcare centre located at 17 Eildon Road, St Kilda.

The increase in 5 childcare places would generate a car parking requirement of 1 car parking space pertinent to Clause 52.06 of the Port Phillip Planning Scheme. For the following reasons, a reduction in car parking to zero spaces is considered satisfactory for the subject site:

- The existing childcare centre of 35 places operates with zero car parking provided on site. The existing childcare centre has an existing car parking reduction of 7 spaces.
- Travel mode surveys conducted of the existing centre indicate that 70% of the existing children walk to childcare, 22.5% are dropped off by car and 7.5% cycle.
- Application of the existing mode splits to the potential 5 additional children result in an estimated 3 children walking, 1 children dropped off by car and up to 1 child cycling.
- Two kerbside car parking spaces at the site frontage are restricted to 1/4P parking in order to facilitate pick-up/drop-off movements to the childcare centre.
- Historical car parking surveys collected by Ratio indicate there to be sufficient capacity within the on-street car parking spaces on Eildon Road to accommodate the maximum of 2 short-term on-street car parking spaces generated by potential future parents.
- The travel mode surveys also indicated that 82% of the existing children attending the childcare centre reside within the suburb of St Kilda. Therefore, it can be anticipated that in the order of 82% of the future additional children will also live within convenient walking distance of the site and may choose to walk to childcare with their parents.
- The site is supported by an established pedestrian network and surrounded by a walkable catchment of medium density residential dwellings.
- The site is well serviced by public transport, well serviced by bicycle infrastructure which will enable parents to travel to and from the site on bicycle, or to drop-off children on their way to work.
- It is recommended, if possible, for bicycle parking to be provided on-site to encourage parents and children to cycle to site.
- Numerous Planning Policies, including Port Phillip's Integrated Transport Strategy, seek to reduce dependence on private motor vehicles.

Should you have any further queries, please feel free to contact Saurav Naidu or the undersigned on 9429 3111.

Yours sincerely,



Lina Inglis
Senior Transport Engineer
Ratio Consultants

Encl. Parent and Staff Travel Mode Questionnaire

Appendix A: Parent and Staff Travel Survey Template

Screenshots for review only. Please complete the form online via the link provided.

Section 1 of 3

Eildon Road Childrens Centre – Transport Study, Parents' Questionnaire



Please complete this short travel mode survey to provide us with an understanding of how your children travel to and from childcare.

The information requested on this form is collected by Ratio Consultants on behalf of Port Phillip City Council for the purpose of understanding parents' / children's / staff travel characteristics.

This survey is anonymous.

How many of your children attend Eildon Road Childrens Centre? *

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4 or more

How many days per week does your child(ren) go to childcare?

- ☐ 4-5 days per week
- ☐ 2-3 days per week
- ☐ 1 day per week
- ☐ more than 5 days per week

What suburb does your child(ren) live in?

Short-answer text

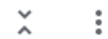
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How did your child travel TO childcare today? *

- ☐ Car, dropped off by parent
- ☐ Car, car-pooled with another child
- ☐ Walk
- ☐ Bicycle
- ☐ Public Transport
- ☐ Taxi, uber or similar
- ☐ Other...

Section 2 of 3

Drop-off Location



Description (optional)

Which street did you drop your child off on?

- ☐ In the 15min parking bays on Eildon Road at the front of the childcare centre
- ☐ Elsewhere on Eildon Road
- ☐ Other...

Travel FROM childcare



Description (optional)

How did your child travel FROM childcare today? *

- ☐ Car, picked up by parent
- ☐ Car, car-pooled with another child
- ☐ Walk
- ☐ Bicycle
- ☐ Public Transport
- ☐ Taxi, uber or similar
- ☐ Other...

If you picked up your child BY CAR, which street did you park on?

- ☐ In the 15min parking bays on Eildon Road at the front of the childcare centre
- ☐ Elsewhere on Eildon Road
- ☐ Other...

If your child ever travel to/from childcare by a DIFFERENT travel mode than today, which travel modes do you also use?

- ☐ No, always travel by the same mode as nominated previously
- ☐ Car, picked up by parents
- ☐ Walk
- ☐ Bicycle
- ☐ Bus
- ☐ Taxi, uber or similar
- ☐ Other...

Screenshots for review only. Please complete the form online via the link provided.

Section 1 of 5

Eildon Road Childrens Centre – Transport Study, Staff Questionnaire



Please complete this short travel mode survey to provide us with an understanding of how you travel to and from work.

The information requested on this form is collected by Ratio Consultants on behalf of Port Phillip City Council for the purpose of understanding parents' / children's / staff travel characteristics.

This survey is anonymous.

Do you work full time or part time?

- ☐ Full time
- ☐ Part time

What suburb do you live in?

Short-answer text

Section 2 of 5

Part time



Description (optional)

How many days per week do you typically work?

- ☐ 4 days
- ☐ 3 days
- ☐ 1-2 days
- ☐ Other...

Section 3 of 5

Travel TO work



Description (optional)

How did you travel TO work today? *

- ☐ Car, as driver
- ☐ Car, as passenger
- ☐ Walk
- ☐ Bicycle
- ☐ Public Transport
- ☐ Taxi, uber or similar
- ☐ Other...

Section 4 of 5

Parking Location



Description (optional)

Where did you park?

- ☐ On-street on Eildon Road
- ☐ On-street on Acland Street
- ☐ Other...

Travel FROM work



Description (optional)

How did you travel FROM work today? *

- ☐ Car, as driver
- ☐ Car, as passenger
- ☐ Walk
- ☐ Bicycle
- ☐ Public Transport
- ☐ Taxi, uber or similar
- ☐ Other...

If you ever travel to/from work by a DIFFERENT travel mode than today, which travel modes do you also use?

- ☐ No, always travel by the same mode as nominated previously
- ☐ Car, picked up by parents
- ☐ Walk
- ☐ Bicycle
- ☐ Bus
- ☐ Taxi, uber or similar
- ☐ Other...

