

# Survey Data Summary – Burringbar Street Concept Design

## Demographics

### Age

	<b>Number of Respondents</b>	<b>% of Total</b>
<b>Under 15</b>	11	2%
<b>15-24 years</b>	12	2%
<b>25-44 years</b>	114	23%
<b>45-64 years</b>	228	47%
<b>65 or over</b>	124	25%
<b>Blank</b>	3	1%

### With pram and/or small children

	<b>Number of Respondents</b>	<b>% of Total</b>
<b>Yes</b>	96	20%
<b>No</b>	390	79%
<b>Blank</b>	6	1%

## With mobility scooter, wheelchair, walking frame/stick

	Number of Respondents	% of Total
Yes	22	4%
No	466	95%
Blank	4	1%

## Relationship with Burringbar Street

	Number of Respondents	% of Total
Business Owner / Manager	26	5%
Mullumbimby Resident	346	70%
Shop or Do Business	109	23%
Other	11	2%

## Mode of Travel (note respondents could select multiple)

	Number of Respondents	% of Total
Walk	214	43%
Cycle	93	19%
Bus	13	7%
Taxi/Ride Share	3	1%
Private Vehicle	449	91%

## Topic Responses Overall

Refer to Addendum A for the survey questions.

	Yes	Neutral	No	Blank
<b>Pedestrian safety</b>	185 (38%)	95 (19%)	208 (42%)	4 (1%)
<b>Accessibility</b>	209 (42%)	77 (16%)	198 (40%)	8 (2%)
<b>Place-making</b>	218 (44%)	68 (14%)	195 (40%)	11 (2%)
<b>Car parking and service bays</b>	91 (19%)	65 (13%)	331 (67%)	5 (1%)
<b>Active transport</b>	191 (39%)	107 (22%)	187 (38%)	7 (1%)
<b>Street trees and sustainability</b>	93 (19%)	42 (9%)	348 (71%)	9 (2%)

Of the 492 total respondents, 83 (17%) selected 'No' for every survey question.

Of the 492 total respondents, 31 (6%) selected 'Yes' for every survey question.

## Topic Responses for Certain Demographic Groups

Of the 100 people that come to Burringbar Street by cycle or bus:

Topic	Yes	Neutral	No	Blank
<b>Active transport</b>	40 (40%)	17 (17%)	41 (41%)	2 (2%)

Of the 22 respondents with mobility scooter, wheelchair, walking frame/stick:

Topic	Yes	Neutral	No	Blank
<b>Accessibility</b>	9 (41%)	2 (9%)	10 (45%)	1 (5%)

## **Addendum A – Survey Questions**

### **Pedestrian safety**

We heard that pedestrian safety is a priority for community.

The draft Concept Design includes features such as wider footpaths, multiple marked zebra crossings and mid-block crossing points, and slowed traffic to improve pedestrian safety on Burringbar Street.

Do you agree with this? <Yes; Neutral; No>

### **Accessibility**

The draft Concept Design includes accessibility features such as:

- Footpaths and crossings on one level for whole length of street.
- Additional accessible car parking spaces.
- Planting along parking edge to reduce visual noise.
- Quieter small public space areas where users can rest.

Do you agree with this? <Yes; Neutral; No>

### **Place-making**

Our understanding is that community and businesses would like Burringbar Street to be a nicer place to spend time, socialise, relax and enjoy. The draft Concept Design includes features such as:

- Increased street trees and shade.
- More alfresco café/restaurant dining opportunities.
- More public places to sit and meet.

Do you agree with this? <Yes; Neutral; No>

### **Car parking and service bays**

The draft Concept Design includes features such as:

- Additional loading bays.
- Two electric vehicle charging bays.
- An estimated loss of ten car parking spaces needed to support place-making and accessibility improvements.

Do you agree with this? <Yes; Neutral; No>

### **Active transport**

We heard previously that it was important to support safer active travel – especially for cyclists. The draft Concept Design proposes that bikes will share the vehicle lane in a low speed environment. It is also proposed to relocate the bus station on Stuart Street to a safer and more accessible position.

Do you agree with this? <Yes; Neutral; No>

### **Street trees and sustainability**

The draft Concept Design aims to improve climate resilience and biodiversity in the street. To support this, the draft design proposes to replace the existing palm trees with native shade trees.

Do you agree with this? <Yes; Neutral; No>