



CITY OF DARWIN

MOVEMENT AND PLACE COMMUNITY INSIGHTS REPORT April 2020



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PLACE SCORE

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INTRODUCTION

In mid-2019, Place Score collected community insights from 1,574 Darwin residents, visitors, workers and students. This report uses the values and main street place experience scores shared by the community to identify movement and place priorities and directions for investment across the the City of Darwin LGA and eight town centres within.

MOVEMENT AND PLACE

Transport strategies focus on how to move people and goods from one location to another as efficiently as possible. The risk with this approach is that it may not consider impacts on the places those movement paths pass through.

Balancing movement and place is a key consideration of multi-modal transport planning. Private vehicle oriented systems tend toward less attractive environments for walking, cycling or public transport because the environment is not attractive for human use. Considering place as an influential factor on transport choice provides the opportunity for increased modal diversity. Put simply the better the experience for walkers, cyclists and public transport users the more likely people are to make that modal choice, particularly for short journeys.

This report considers community values regarding ideal places, performance ratings for main streets across the city and ideas for improvements to help guide the development of the City of Darwin's transport planning.

HOW ARE PLACE SCORE ATTRIBUTES CODED?

Place Score's Care Factor survey and PX Assessments include 50 attributes which cover a wide range of themes. For this project, Place Score has closely looked at nine attributes that have a primary or secondary association with movement.

Place attributes with a primary association specifically relate to active, public and private vehicular options. Meanwhile, secondary attributes relate to the different aspects of a town centre that may encourage or discourage the use of specific modes of transport.

Primary Alignment
Car accessibility and parking
Ease of walking around (including crossing the street, moving between destinations)
Walking, cycling or public transport options
Walking paths that connect to other places
Secondary Alignment
Amount of public space (footpaths and public spaces)
Evidence of management (signage, information, street cleaners etc.)
Quality of public space (footpaths and public spaces)
Physical safety (paths, cars, lighting etc.)
Sense of safety (for all ages, genders, day/night etc.)

ABOUT THE RESPONDENTS

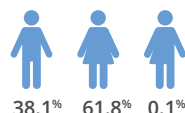
Data was collected via online and face-to-face surveys during the period of 23rd July and 15th September 2019. A total of 1,574 people participated in this research study.

CONFIDENCE LEVEL:

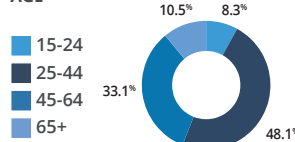
Unless noted otherwise, a 95% confidence level can be expected for all results, with a margin of error of $\pm 10\%$ for Care Factor data, and a standard error of $\pm 5.8\text{pts}$ for PX data¹.

CARE FACTOR DATA

n=1,125
GENDER



AGE²

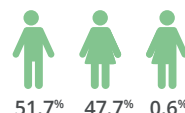


COUNTRY OF BIRTH

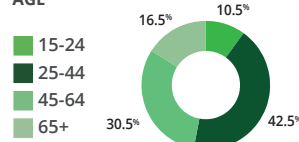
Australia	73.9%
United Kingdom ³	6.1%
New Zealand	3.1%
India	1.9%
Germany	1.4%

PX DATA

n=449
GENDER



AGE²

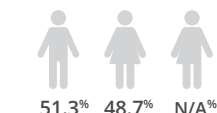


COUNTRY OF BIRTH

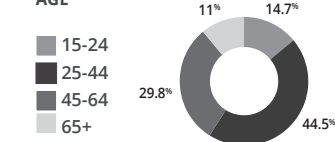
Australia	63.9%
United Kingdom ³	10.0%
New Zealand	4.7%
India	2.9%
Iran	2.2%

2016 CENSUS DATA

N=78,804
GENDER



AGE²



COUNTRY OF BIRTH

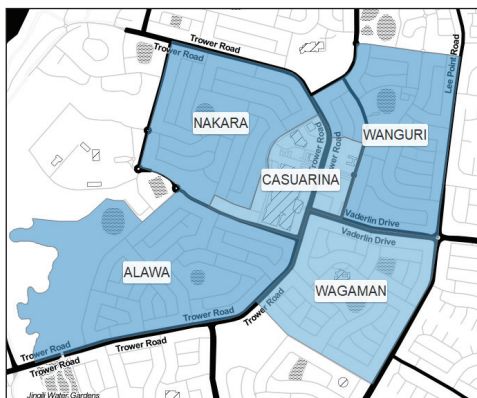
Australia	57.0%
Philippines	4.3%
England ³	3.3%
India	2.7%
New Zealand	2.0%

CARE FACTOR

Which place attributes are most important to you in your ideal town centre?

A Care Factor survey requires respondents to prioritise the place attributes that are the most important to them. In turn, this reveals which out of the 50 Place Attributes are the most valued by the community.

Data was collected for eight Town Centres. Data has been coded using the answers of people residing in the suburb of the town centre, respondents associated with the town centre (workers, visitors, students), as well as people residing in the immediate catchment of the Town Centre. The following map is an example of the Casuarina catchment area:



PX ASSESSMENTS

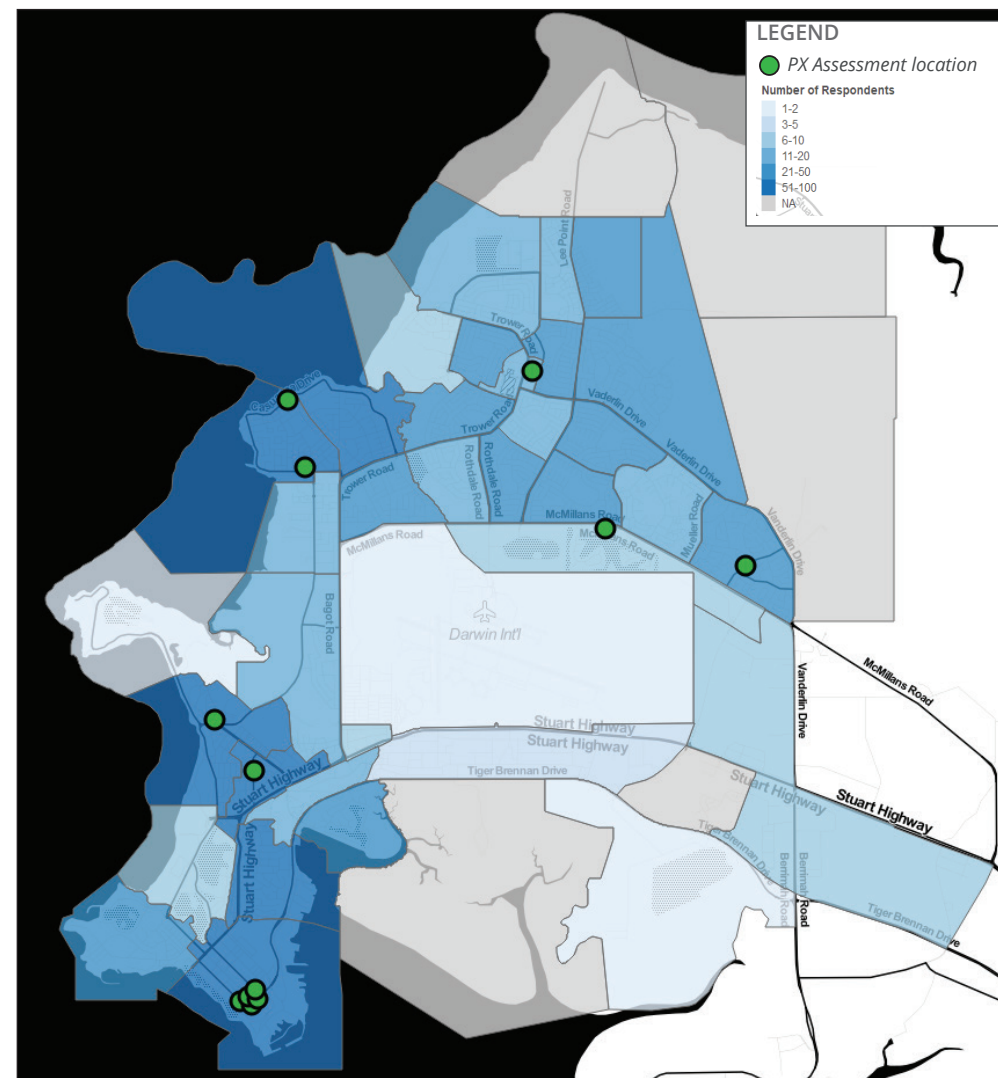
How is each place attribute impacting your personal enjoyment of this place?

12 main street environments were assessed by the Darwin community. Respondents were asked to rate how their main street performs against 50 different place attributes.

A Street PX Assessment is an observation study, which means most locations are between 200 and 400 meters in length to allow respondents to see the whole street when rating it. The following map is an example of what most locations' limits and scale resemble:



MAP OF CARE FACTOR DATA AND PX ASSESSMENT LOCATIONS



EXECUTIVE SUMMARY

- MOVEMENT AND PLACE COMMUNITY DIRECTIONS
- LGA MOVEMENT AND PLACE DATA ANALYSIS

MOVEMENT AND PLACE - COMMUNITY DIRECTIONS

Across the City of Darwin LGA, respondents value and prioritise safety - whether personal or physical more than any other movement-related attributes. In addition, significantly more respondents across the LGA value having modal choice over car accessibility.

The primary opportunity revealed through this analysis is to improve the perceived and real safety and comfort of walking, cycling and public transport infrastructure and systems to increase their modal share and reduce car dependence.

Transport strategies should consider the relationship between space for movement and the places the movement is trying to connect. It does not have to be a hierarchy but rather finding balance within a complex system.

MOVEMENT AND PLACE FINDINGS

Many more Darwin respondents value modal diversity over private vehicles in their ideal town centres (41% versus 25%) yet very few choose walking, cycling and public transport over driving to get to work based on the census data.

The community's preference for modal choices is supported by their ideas for improving local centres - more walkable, greener, cooler and safer.

The research study reveals that the Darwin community has an appetite for change - away from car dominance and hot hard surfaces to human-centric and nature-oriented main street environments.

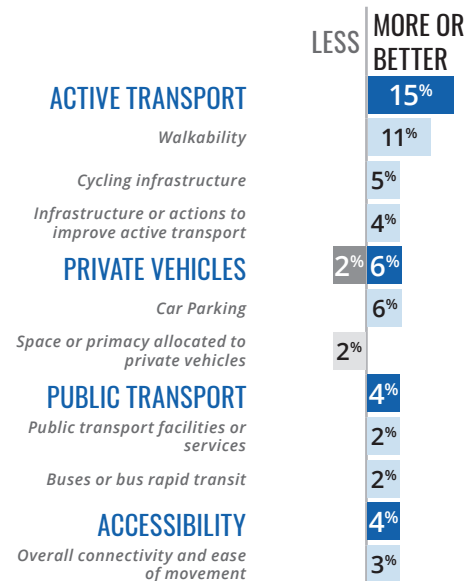


24%

MOVEMENT RELATED

24% of the ideas received from the community for improving town centres across Darwin related to movement.

Community ideas have been summarised below:

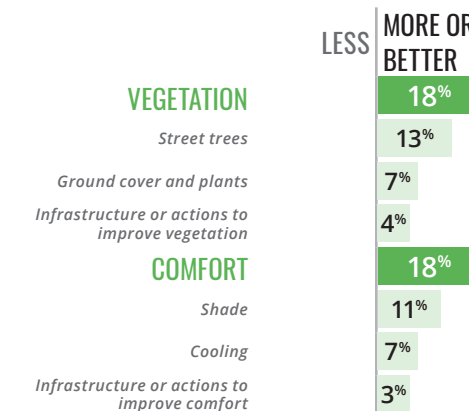


45%

OPEN SPACE RELATED

Open space related community ideas are connected to movement and walkability - particularly in relation to physical comfort.

Community ideas have been summarised below:

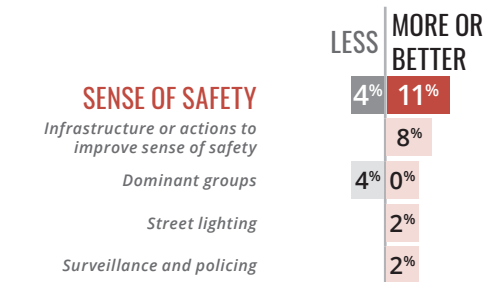


33%

SAFETY RELATED

If people do not feel safe in the public domain they are more likely to use a private vehicle to get around - if they can.

Community ideas related to safety have been summarised below:



CITY OF DARWIN RECOMMENDATIONS

This section provides high-level recommendations for investing into improving the movement and place experience across the City of Darwin.

CONCENTRATE PEDESTRIAN MOVEMENT ALONG KEY PATHS

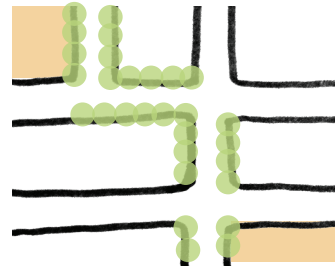
For its population the City of Darwin, and its centres, cover a large area with many walking choices. As a result, there are few people walking along any one path - impacting both perception of safety and the potential pedestrian economy. This recommendation supports increasing pedestrian numbers by creating visibly dominant paths; improving the perception of safety and supporting intuitive wayfinding. More people walking along a path may also help catalyse the movement economy by concentrating activity.

WHERE IS THIS MOST IMPORTANT?

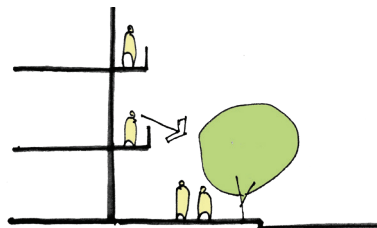
Improving the perception of personal safety while walking outdoors will have the most positive impact in **Darwin City Centre** and areas such as **Casuarina, Fannie Bay, Karama and Malak/Northlakes**.

HOW DO WE ACHIEVE THIS?

Focus investment on priority pedestrian paths linking destinations - provide crossings, shady, green, and well-lit walking routes.



Regulate for weather protected and highly interactive edges along primary paths to facilitate 'eyes on the street' and to support the movement economy.



HOW DOES THE DATA SUPPORT THIS RECOMMENDATION?



'Sense of safety (for all ages, genders, day/night etc.)' is a high improvement priority across the City of Darwin LGA (except Nightcliff, Parap and Rapid Creek)



58% respondents in the LGA chose 'Sense of safety (for all ages, genders, day/night etc.)' as one of their top 10 Care Factor attributes



'Ease of walking around (including crossing the street, moving between destinations)' is rated to be performing lower than the National Average in Darwin City Centre



18% of open ended answers were each related to **vegetation and comfort**, and **11%** were related to improving the **sense of safety**

SUPPORT MODAL DIVERSIFICATION - LESS CARS AND MORE CHOICES

While people may complain about car parking - it doesn't reflect their values. In their ideal town centre environment Darwin respondents would like to have real choices - of a high quality. This recommendation relies on improving the whole system to make active and public transit options easier, comfortable and enjoyable.

WHERE IS THIS MOST IMPORTANT?

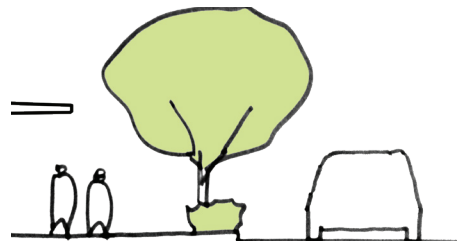
Improving modal choices will have the most impact in **Fannie Bay and Malak**, followed by centres such as **Parap, Casuarina and Cavenagh Rd in the City Centre**.

HOW DO WE ACHIEVE THIS?

Increase the frequency and reliability of bus services and quality of infrastructure; co-located along key pedestrian routes to support a mix of modes in one journey.



Move car parking, particularly large at-grade lots, away from primary pedestrian paths and retail edges to prioritise other modes spatially and to mitigate safety/ comfort impacts.



HOW DOES THE DATA SUPPORT THIS RECOMMENDATION?



'Walking, cycling or public transport options' is the most valued amongst all primary movement-related attributes



'Car accessibility and parking' is the least valued amongst primary movement-related attributes and is also valued lower than the National Benchmark



A higher percentage of men care about **'Walking, cycling or public transport options'** compared to women in the City of Darwin



72% people in the LGA travel to work by car, 3.6% higher than the national average; whereas only **6.9% travel by public transport** (4.6% lower than the national average)

MAKE WALKING AND CYCLING SAFE, COMFORTABLE AND EASIER

People will choose to use their car, even instead of a short walk to the shops, if it is easier and safer. Currently most Darwin centres prioritise private vehicles with walkers and cyclists pushed to narrow, unsheltered paths with few places to cross traffic or car parks. This recommendation reflects the need to provide pedestrians and cyclists with high quality physical infrastructure and priority connections to help increase the transition to walking and cycling for short journeys - and in turn freeing up road and parking space for those with no choice but a car.

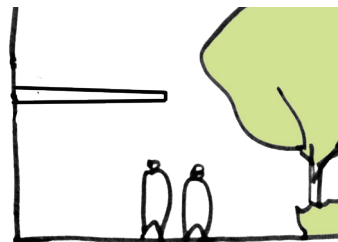
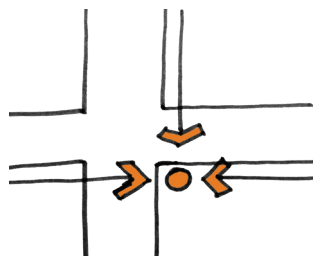
WHERE IS THIS MOST IMPORTANT?

Improving physical safety of active transport infrastructure will have the most impact in **Malak/Northlakes** followed by **Darwin City Centre** and suburban centres such as **Nightcliff, Fannie Bay, Parap** and **Rapid Creek**.

HOW DO WE ACHIEVE THIS?

Connect bike and walking paths to centres and place bus stops/ bike storage in highly visible and shaded areas adjacent to shops and amenity - separate cars and parking to increase safety and comfort.

Regulate for weather protected and highly interactive edges along primary paths to facilitate 'eyes on the street' and to support the movement economy.



HOW DOES THE DATA SUPPORT THIS RECOMMENDATION?



'Physical safety (paths, cars, lighting etc.)' is a consideration for improvement in both Darwin City Centre and suburbs except Karama



The City Centre average and suburban average for **'Walking paths that connect to other places'** is lower than the National Benchmark



'Ease of walking around (including crossing the street, moving between destinations)' is rated lower than the national average in Darwin City Centre



18% of open ended answers related to **Comfort of outdoor spaces** whereas **15%** were related to **Active Transport**

LGA MOVEMENT AND PLACE DATA ANALYSIS

These pages provide an overview of the key findings and supporting data for movement and place related attributes for the City of Darwin Local Government Area. The findings provide the foundation for the Movement and Place Directions.

COMMUNITY VALUES

Care Factor data for the Darwin LGA reveals a preference for active and public transport infrastructure over 'Car accessibility and parking'. Interestingly, 'Walking, cycling and public transport options' is valued by more respondents in suburban areas, along the coast and around Casuarina, than it is in and around the City Centre. Key demographic differences include a higher percentage of people aged 65+ selecting attributes related to movement when compared to every other age group; respondents under 25 valuing car accessibility more than the average; and more people born overseas selecting 'Ease of walking around' than people born in Australia (43% vs 33%).

Movement and Place - Community Values

The table summarises the percentage of respondents who selected each attribute as being important to them in their ideal town centre environment.²

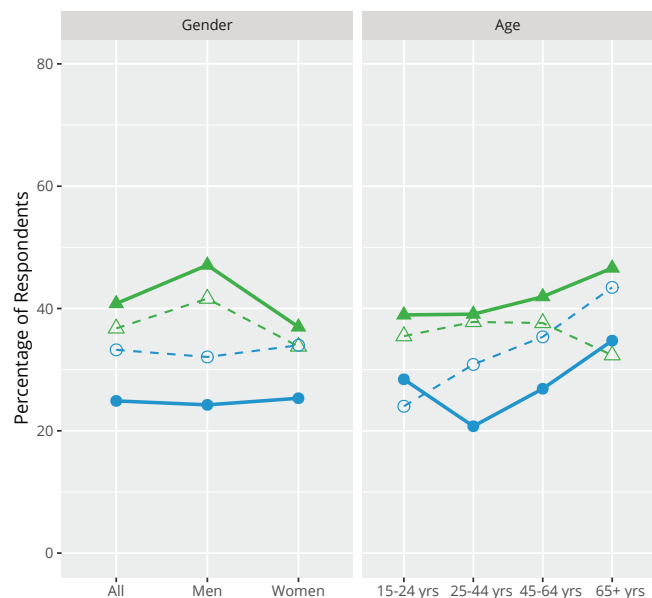
LEGEND

■ More valued than the average
■ Less valued than the average

	TOTAL (n=1125)	Gender		Age				Country of birth		Association			
		Men (n=429)	Women (n=695)	Under 25 (n=95)	25-44 (n=540)	45-64 (n=372)	65+ (n=118)	Born in Australia (n=831)	Born Overseas (n=294)	Residents1 (n=749)	Visitors (n=348)	Workers (n=143)	Students (n=41)
Primary Alignment													
Walking, cycling or public transport options	41%	47%	37%	39%	39%	42%	47%	41%	39%	45%	35%	29%	41%
Walking paths that connect to other places	38%	37%	39%	27%	34%	44%	47%	39%	37%	40%	38%	34%	15%
Ease of walking around (including crossing the street, moving between destinations)	35%	33%	37%	29%	37%	32%	45%	33%	43%	35%	33%	31%	32%
Car accessibility and parking	25%	24%	25%	28%	21%	27%	35%	26%	21%	23%	28%	22%	22%
Secondary Alignment													
Sense of safety (for all ages, genders, day/night etc.)	58%	53%	60%	51%	59%	59%	52%	59%	54%	57%	57%	62%	39%
Quality of public space (footpaths and public spaces)	32%	34%	31%	31%	32%	33%	30%	32%	33%	34%	33%	33%	20%
Physical safety (paths, cars, lighting etc.)	32%	30%	32%	22%	33%	33%	27%	31%	33%	32%	31%	27%	27%
Amount of public space (footpaths and public spaces)	22%	24%	21%	19%	19%	26%	25%	22%	22%	24%	20%	23%	12%
Evidence of management (signage, information, street cleaners etc.)	15%	13%	16%	18%	15%	12%	19%	15%	15%	15%	11%	19%	2%

BENCHMARK COMPARISON

When compared to over 20,000 respondents across Australia², a higher percentage of respondents in Darwin selected 'Walking, cycling or public transport options' in their top Care Factor attributes. On the other hand, fewer selected 'Car accessibility and parking' compared to the National Benchmark. The older people got, the more they seemed to value active and public transport in Darwin, in contrast to the national trend.



The graph above compares the Care Factor percentages of two movement attributes, namely 'Car accessibility and parking', and 'Walking, cycling or public transport options' for associates of City of Darwin Respondents and across Australia.

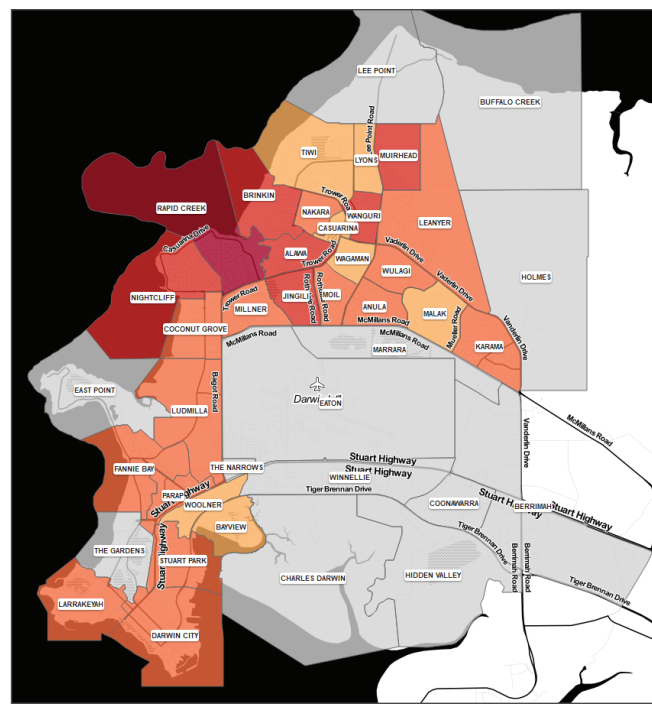
LEGEND

- Car accessibility and parking - Darwin
- Car accessibility and parking - National
- ▲ Walking, cycling or public transport options - Darwin
- △ Walking, cycling or public transport options - National

VALUES BY SUBURBS

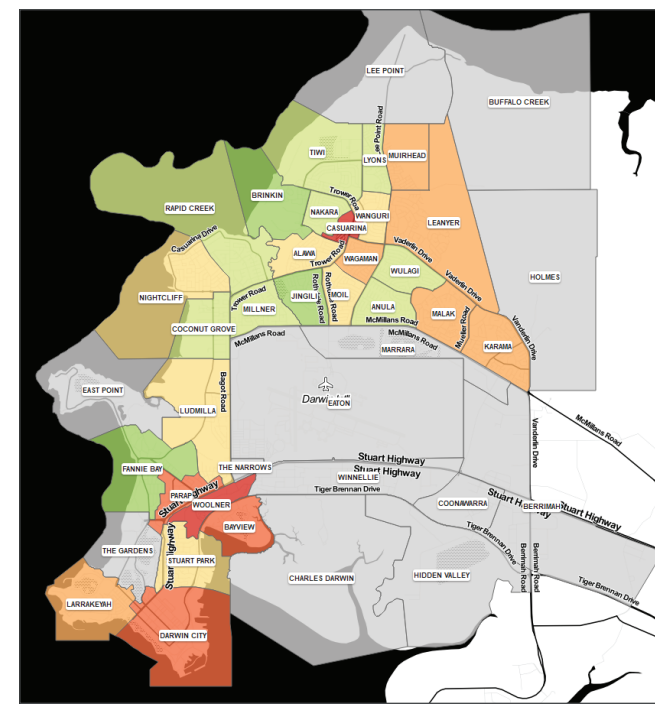
Across the City of Darwin LGA, 'Walking, cycling or public transport options' is valued by 16% more respondents compared to 'Car accessibility and parking'. This reflects an opportunity to transform current car oriented travel behaviour across the LGA. Generally, more people in suburbs further away from the City Centre value the presence of active and public transport options compared to those in the City Centre.

How much we value 'Car accessibility and parking' by suburb (Red = low value, green = high value)¹



The above maps compare Care Factor percentages of 'Car accessibility and parking', and 'Walking, cycling or public transport options' for residents of different suburbs in the LGA.

How much we value 'Walking, cycling or public transport options' by suburb (Red = low value, green = high value)¹



LEGEND

% of respondents that selected 'Car accessibility and parking' or 'Walking, cycling or public transport options'

- 0-10%
- 10-20%
- 20-30%
- 30-40%
- 40-50%
- 50-60%
- 60-70%
- 70-80%
- 80-90%
- 90-100%

PERFORMANCE

On an average, the Darwin City Centre performs at a lower level than Darwin's suburbs across most of the movement-related attributes. Compared to the National Benchmark, both the City Centre and suburbs perform better in terms of 'Car accessibility and parking' but lower in terms of 'Walking paths that connect to other places', 'Physical safety (paths, cars, lighting etc.)' and 'Amount of public space (footpaths and public spaces).'

Primary movement attributes that relate to walkability, public transport and car access perform the best in Casuarina Drive (Rapid Creek), Nightcliff Market Precinct (Nightcliff), and the Mall and Bennett Street (btw The Mall and Mitchell St) in the City Centre. They perform the lowest in Kalymnos Street (Karama), Angelo Street (Casuarina) and Cavenagh Street in the City Centre.

Movement and Place - Performance

This table summarises the scores for different movement and place attributes as rated by the Darwin community. The table also includes the average score of each attribute as measured by Place Score in different communities across Australia.¹

	PRIMARY ATTRIBUTES				SECONDARY ATTRIBUTES				
	Ease of walking around (including crossing the street, moving between destinations)	Walking, cycling or public transport options	Walking paths that connect to other places	Car accessibility and parking	Sense of safety (for all ages, genders, day/night etc.)	Physical safety (paths, cars, lighting etc.)	Amount of public space (footpaths and public spaces)	Quality of public space (footpaths and public spaces)	Evidence of management (signage, information, street cleaners etc.)
PLACE SCORE NATIONAL BENCHMARK AVERAGE¹ (/10)	7.5	7.2	7.4	5.8	7.2	6.9	7.5	7.1	6.7
CITY CENTRE AVERAGE	7.3	7.2	7.2	6.8	7.2	6.7	6.6	6.9	7.2
Bennett Street (btw The Mall and Cavenagh St)	7.0	6.6	6.8	6.4	7.0	6.2	6.5	6.6	7.3
Bennett Street (btw The Mall and Mitchell St)	8.0	7.6	7.5	7.3	8.2	8.1	7.5	7.8	8.1
Cavenagh Street (btw Knuckey St and Bennett St)	7.4	6.0	6.8	5.5	6.7	5.6	7.4	7.0	5.3
Mitchell Street (btw Bennett St and Knuckey St)	7.4	7.4	7.0	7.1	7.3	6.2	6.3	6.3	7.6
The Mall (btw Knuckey St and Bennett St)	6.9	7.8	7.4	7.2	6.9	7.0	5.6	6.7	7.1
SUBURBAN AVERAGE	7.6	7.2	7.2	7.1	7.6	6.5	7.2	7.2	8.0
Angelo Street, Casuarina (btw Tower Rd and Gsell St)	7.9	6.7	6.3	6.3	7.1	7.8	8.5	7.3	7.7
Fannie Bay Supermarket, Fannie Bay (btw Ross Smith Ave and Hinkler Cres)	8.3	6.5	7.7	6.7	7.3	4.8	7.6	7.4	7.0
Kalymnos Drive, Karama (btw Koolinda Cres and Karama Cres)	6.7	6.3	5.6	6.0	6.5	7.3	7.2	6.8	7.7
Links Road, Northlakes (North Lakes Shopping Centre)	7.1	6.6	7.0	6.9	7.1	6.0	7.0	6.7	7.9
Nightcliff Market Precinct, Nightcliff (btw Phoenix St and Oleander St)	7.6	7.9	7.2	7.5	8.0	6.1	7.2	7.3	7.8
Parap Rd, Parap (btw Urquhart St and Gregory St)	7.4	7.0	7.5	7.3	7.9	6.0	6.1	7.6	8.5
Casuarina Dr, Rapid Creek (btw Jacaranda Ave and Nightcliff Rd)	8.5	8.6	8.8	7.9	8.5	6.8	7.8	7.2	8.7

PRIORITIES

Secondary attributes related to safety are generally perceived to be requiring improvement throughout the City of Darwin LGA. However, in Nightcliff Market Precinct (Nightcliff), Parap Road (Parap) and Casuarina Drive (Rapid Creek), safety is a strength and should be protected.

Generally, more people in the suburbs care highly about modal choices than those in the City Centre. Investment in improving modal choices should be focussed around Fannie Bay and Northlakes followed by Casuarina and Parap.

Enhancing physical safety of public spaces should also be considered for improving the overall movement and place experience across locations in the City of Darwin LGA.

Movement and Place - Priorities

This table summarises the priority level of different movement and place attributes based on the values and performance as expressed by the Darwin community.

Strengths are highly valued and performing well; they should be celebrated and protected. Priorities are highly valued but not performing well in relation to how much they are valued; these are priorities for investment. Considerations are not as highly valued but are performing poorly. Attributes marked as neutral are currently performing well in relation to how much they are valued.²

LEGEND

- Strength
- Priority
- Consideration
- Neutral

	PRIMARY ATTRIBUTES				SECONDARY ATTRIBUTES				
	Ease of walking around (including crossing the street, moving between destinations)	Walking, cycling or public transport options	Walking paths that connect to other places	Car accessibility and parking	Sense of safety (for all ages, genders, day/night etc.)	Physical safety (paths, cars, lighting etc.)	Amount of public space (footpaths and public spaces)	Quality of public space (footpaths and public spaces)	Evidence of management (signage, information, street cleaners etc.)
CITY CENTRE AVERAGE									
Bennett Street (btw The Mall and Cavenagh St)									
Bennett Street (btw The Mall and Mitchell St)									
Cavenagh Street (btw Knuckey St and Bennett St)									
Mitchell Street (btw Bennett St and Knuckey St)									
The Mall (btw Knuckey St and Bennett St)									
SUBURBAN AVERAGE									
Angelo Street, Casuarina (btw Tower Rd and Gsell St)									
Fannie Bay Supermarket, Fannie Bay (btw Ross Smith Ave and Hinkler Cres)									
Kalymnos Drive, Karama (btw Koolinda Cres and Karama Cres)									
Links Road, Northlakes (North Lakes Shopping Centre)									
Nightcliff Market Precinct, Nightcliff (btw Phoenix St and Oleander St)									
Parap Rd, Parap (btw Urquhart St and Gregory St)									
Casuarina Dr, Rapid Creek (btw Jacaranda Ave and Nightcliff Rd)									

Notes: ¹Place Score National Street PX Assessment Benchmark (n=12633, April 2020). ²Strengths have a high CF and high PX. Priorities are the poorest performing attributes with a CF ranked in the overall top 10 and a rank gap of less than -10. Considerations are amongst the worst performing overall outside of the Top 10 CF. Order of attributes is based on the Darwin LGA overall CF ranking.

DARWIN TOWN CENTRES

THIS SECTION PROVIDES MOVEMENT AND PLACE DATA AND
RECOMMENDATIONS FOR:

- THE CITY CENTRE
- CASUARINA
- FANNIE BAY
- KARAMA
- MALAK (INCLUDING MARARRA AND NORTHLAKES AREA)
- NIGHTCLIFF
- PARAP
- RAPID CREEK

THE CITY CENTRE

The City Centre community values and prioritises safety and supports improvements to active transport. Investment in the area should thus consider improving the current level of personal and physical safety offered by walking paths to encourage people to walk - particularly in the evenings.

RECOMMENDATIONS

This section provides high-level recommendations for investing into improving the movement and place experience in and around the City Centre.

Concentrate pedestrian movement along comfortable, shady, green and well-lit priority paths between public transport nodes and educational and employment zones

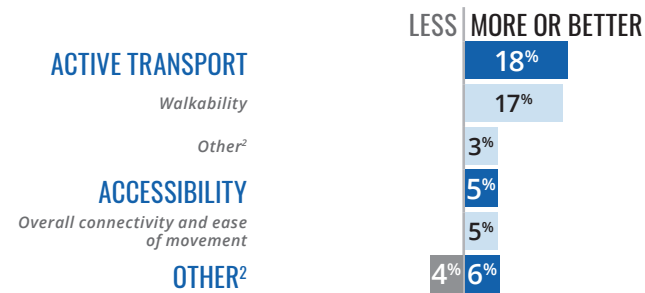
Regulate for highly interactive retail edges along primary walking paths to ensure activation and surveillance across day and night

SUPPORTING EVIDENCE

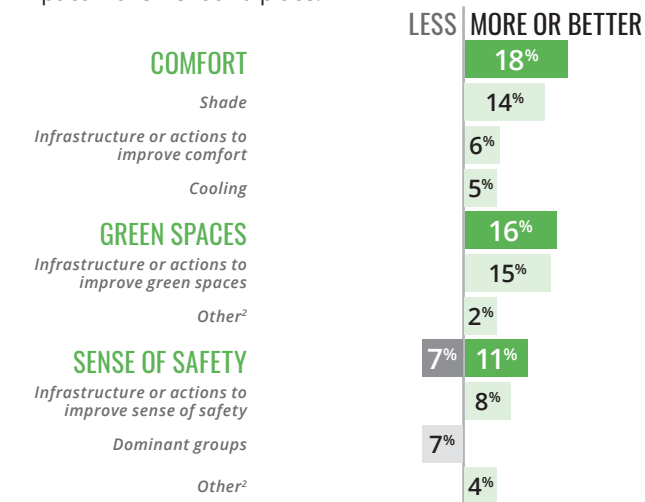
- 'Sense of safety (for all ages, genders, day/night etc.)' is the only movement and place priority for the City Centre and is also one of the most valued attributes with 61% of City Centre Associates selecting it as being important to them.
- 'Physical safety (paths, cars, lighting etc.)' is not as highly valued as personal safety with only 31% of respondents selecting it. However, its poor performance in the assessed main streets indicates room for improvement.
- 18% of community ideas for change were each related to active transport infrastructure and comfort while 16% were related to green spaces.

COMMUNITY IDEAS FOR CHANGE

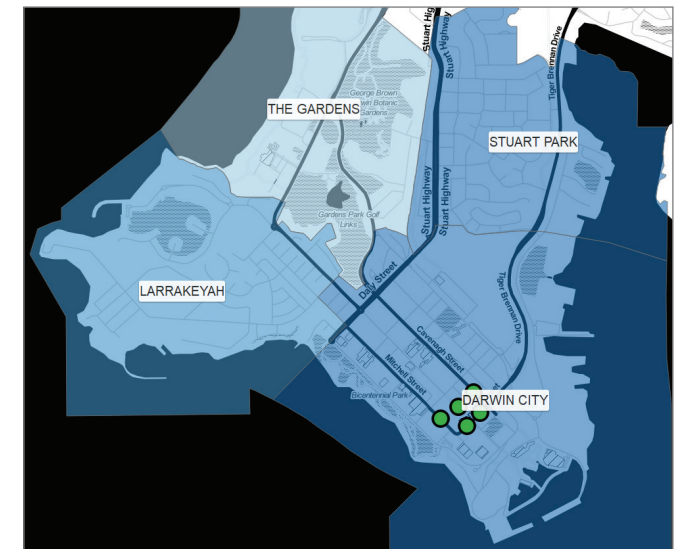
Place Score asked survey respondents: 'What big or small idea do you have to bring Darwin's vision to life and make your local area a better place for you?'. 96 answers were collected for the City Centre. The following summarises the top themes related to movement³:



Additionally, the community also shared ideas that would impact movement and place:



CITY CENTRE DATA CATCHMENT



The town centre's Care Factor catchment includes:

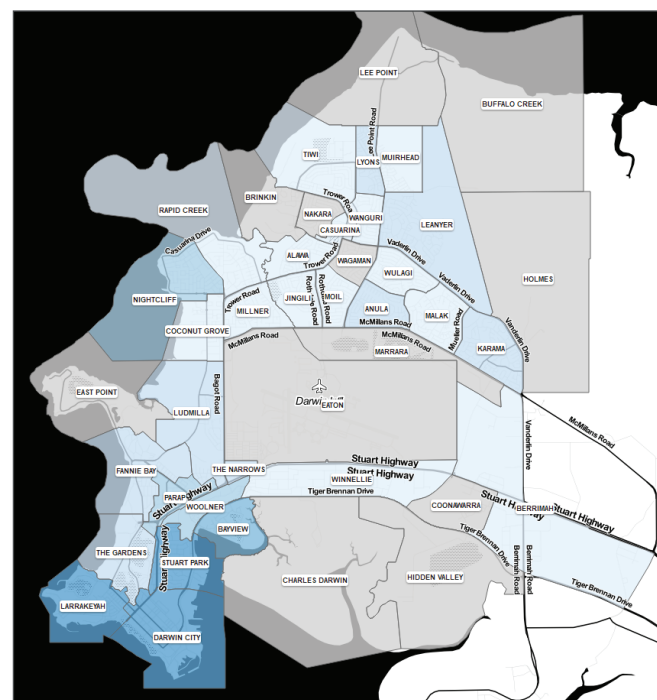
- Residents of the City Centre
- Respondents that associated themselves with the town centre (workers, visitors, students)
- Respondents living in Larrakeyah, The Gardens and Stuart Park

People rated:

- Bennett Street (Btw The Mall and Cavenagh St)
- Bennett Street (Btw The Mall and Mitchell St)
- Cavenagh Street (Btw Knuckey St and Bennett St)
- Mitchell Street (Btw Knuckey St and Bennett St)
- The Mall (Btw Knuckey St and Bennett St)

THE CITY CENTRE

Point of origin for Associates of the City Centre



LEGEND

of respondents

NA
 1-2
 3-5
 6-10
 11-20
 21-50

How much we value 'Car accessibility and parking' by suburb
(Red = low value, green = high value)¹



LEGEND

% of respondents that selected 'Car accessibility and parking' or 'Walking, cycling or public transport options'

0-10%
10-20%
20-30%
30-40%
40-50%
50-60%
60-70%
70-80%
80-90%
90-100%

How much we value 'Walking, cycling or public transport options' by suburb (Red = low value, green = high value)¹



THE CITY CENTRE

Movement and Place - Priorities

This table summarises the priority level of different movement and place attributes based on the values and performance as expressed by the Darwin community. Strengths are highly valued and performing well; they should be celebrated and protected. Priorities are highly valued but not performing well in relation to how much they are valued; these are priorities for investment. Considerations are not as highly valued but are performing poorly. Attributes marked as neutral are currently performing well in relation to how much they are valued.¹

LEGEND

- Strength
- Priority
- Consideration
- Neutral

	Ease of walking around (including crossing the street, moving between destinations)	Walking, cycling or public transport options	Walking paths that connect to other places	Car accessibility and parking	Sense of safety (for all ages, genders, day/night etc.)	Physical safety (paths, cars, lighting etc.)	Amount of public space (footpaths and public spaces)	Quality of public space (footpaths and public spaces)	Evidence of management (signage, information, street cleaners etc.)
City Centre Average									

Movement and Place - Community Values

The table summarises the percentage of respondents who selected each attributes as being important to them in their ideal town centre environment.²

LEGEND

- More valued than the average
- Less valued than the average

	TOTAL (n=339)	Gender		Age				Country of birth		Association			
		Men (n=142)	Women (n=197)	Under 25 (n=26) *	25-44 (n=167)	45-64 (n=110)	65+ (n=36)	Born in Australia (n=224)	Born Overseas (n=115)	Residents ¹ (n=177)	Visitors (n=116)	Workers (n=89)	Students (n=7) *
Primary Alignment													
Ease of walking around (including crossing the street, moving between destinations)	37%	36%	37%	23%	35%	36%	56%	32%	45%	36%	38%	34%	43%
Walking paths that connect to other places	33%	35%	31%	15%	30%	40%	39%	34%	31%	36%	34%	31%	0%
Walking, cycling or public transport options	32%	40%	27%	27%	32%	32%	42%	32%	33%	39%	26%	34%	43%
Car accessibility and parking	25%	25%	25%	15%	21%	32%	28%	26%	22%	21%	22%	27%	29%
Secondary Alignment													
Sense of safety (for all ages, genders, day/night etc.)	61%	54%	67%	50%	62%	65%	56%	62%	61%	63%	59%	63%	43%
Physical safety (paths, cars, lighting etc.)	31%	30%	31%	8%	34%	35%	22%	30%	31%	34%	30%	24%	29%
Quality of public space (footpaths and public spaces)	28%	28%	28%	38%	24%	34%	25%	27%	30%	33%	26%	27%	14%
Evidence of management (signage, information, street cleaners etc.)	20%	18%	21%	12%	23%	15%	28%	20%	21%	21%	15%	25%	0%
Amount of public space (footpaths and public spaces)	16%	17%	15%	15%	14%	19%	17%	15%	18%	15%	10%	20%	43%

CASUARINA

The Casuarina community prioritises improvements to personal safety, hence investment in the area should focus on creating a safe and comfortable movement experience. Consideration should also be given to offering a choice of modal options connecting Casuarina with surrounding suburbs whose residents prefer active and public transport over driving.

RECOMMENDATIONS

This section provides high-level recommendations for investing into improving the movement and place experience in and around Casuarina.

Concentrate pedestrian movement between destinations along comfortable, shady, green and well-lit priority paths with crossings

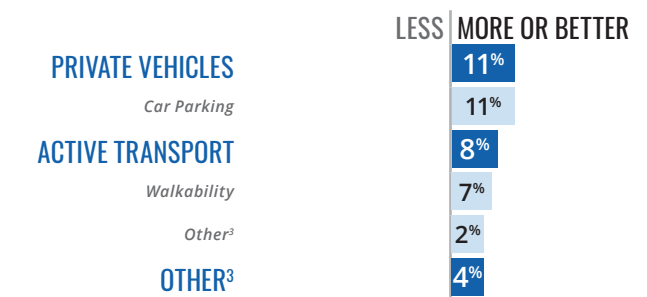
Consider increasing the frequency and reliability of bus services and the quality of infrastructure; co-located with walking and cycling routes to offer modal choice

- ### SUPPORTING EVIDENCE

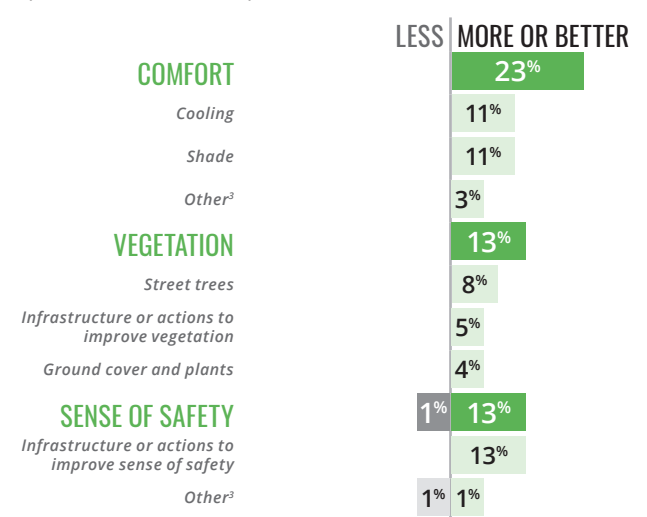
 - Improving ‘Sense of safety (for all ages, genders, day/night etc.)’ is a high improvement priority in Casuarina.
 - Residents of suburbs closer to the centre (Nakara, Wanguri, Alawa, Muirhead, Anula, Tiwi and Moil) prefer walking, cycling and public transport over private vehicles.
 - Respondents aged 65 and older value walking more than any other age group. 58% of them selected ‘Walking paths that connect to other places’ and ‘Ease of walking around (including crossing the street, moving between destinations)’ as being important. This age group also has the highest percentage of people selecting safety and the number of footpaths.
 - 23% of ideas for change related to making the area more comfortable, greener and cooler.

COMMUNITY IDEAS FOR CHANGE

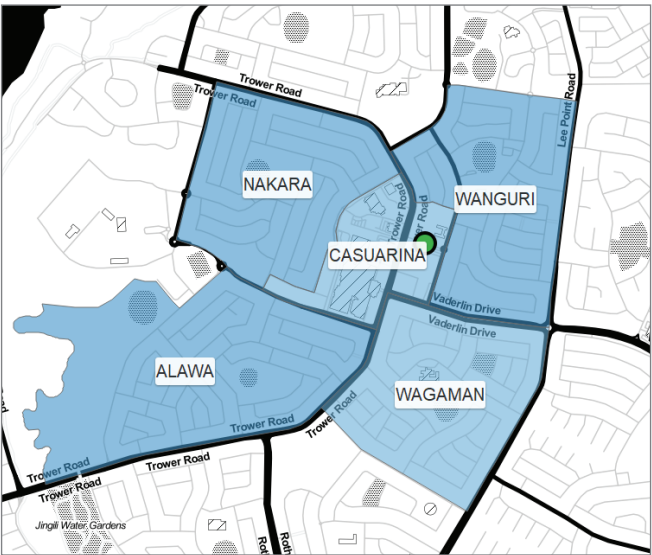
Place Score asked survey respondents: ‘What big or small idea do you have to bring Darwin’s vision to life and make your local area a better place for you?’. 83 answers were collected for Casuarina. The following summarises the top themes related to movement³:



Additionally, the community also shared ideas that would impact movement and place:



CASUARINA DATA CATCHMENT



The town centre’s Care Factor catchment includes:

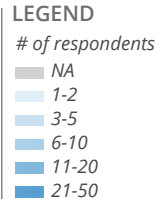
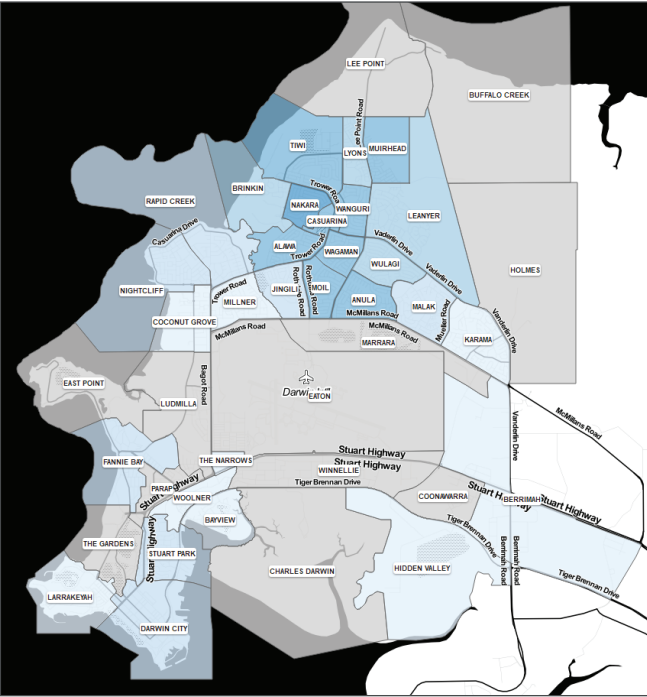
- Residents of Casuarina
- Respondents that associated themselves with the town centre (workers, visitors, students)
- Respondents living in Alawa, Nakara, Wagaman and Wanguri

People rated:

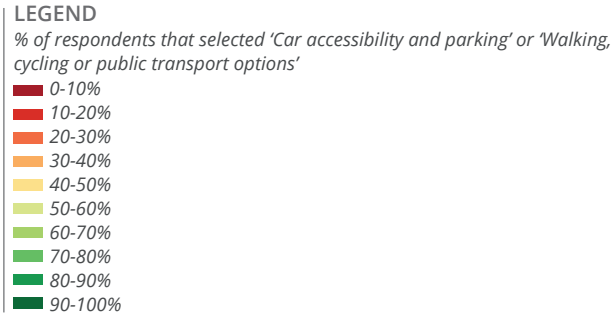
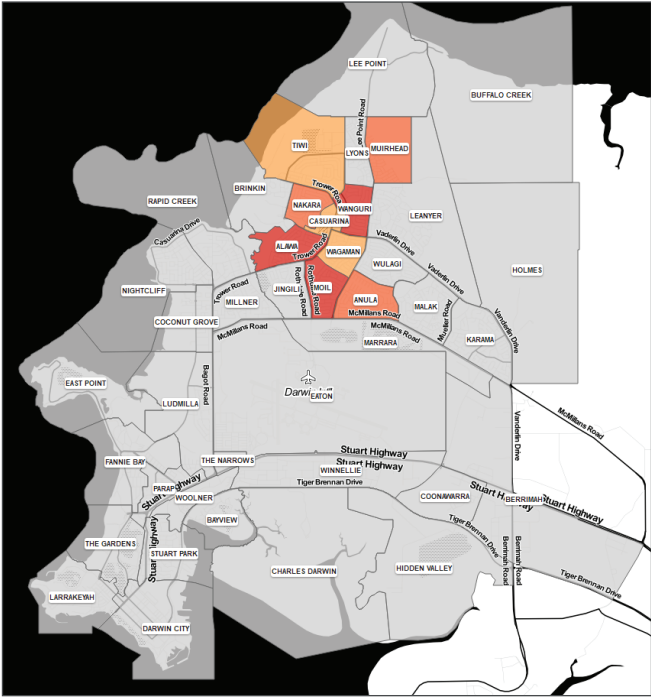
- Angelo Street, Casuarina (btw Trower Rd and Gsell St)

CASUARINA

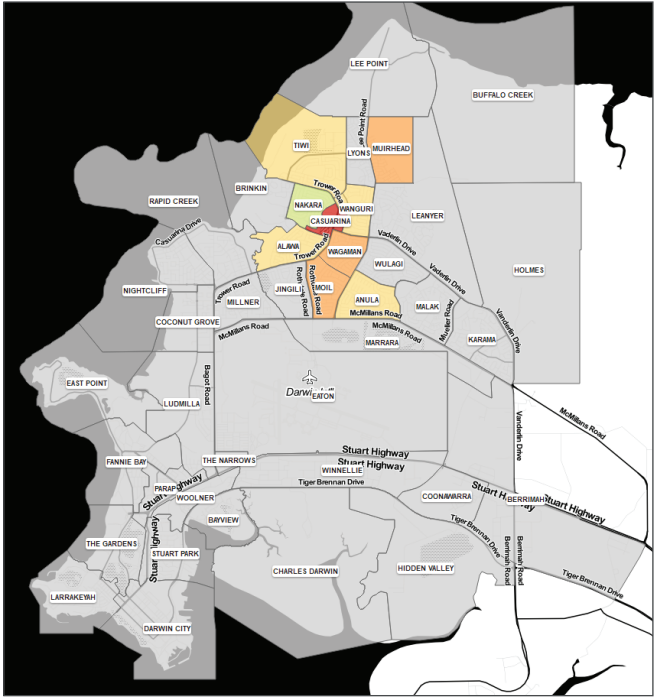
Point of origin for Associates of Casuarina



How much we value 'Car accessibility and parking' by suburb (Red = low value, green = high value)¹



How much we value 'Walking, cycling or public transport options' by suburb (Red = low value, green = high value)¹



CASUARINA

Movement and Place - Priorities

This table summarises the priority level of different movement and place attributes based on the values and performance as expressed by the Darwin community. Strengths are highly valued and performing well; they should be celebrated and protected. Priorities are highly valued but not performing well in relation to how much they are valued; these are priorities for investment. Considerations are not as highly valued but are performing poorly. Attributes marked as neutral are currently performing well in relation to how much they are valued.²

LEGEND

- Strength
- Priority
- Consideration
- Neutral

Angelo Street, Casuarina (btw Tower Rd and Gsell St)	Ease of walking around (including crossing the street, moving between destinations)	Walking, cycling or public transport options	Walking paths that connect to other places	Car accessibility and parking	Sense of safety (for all ages, genders, day/night etc.)	Physical safety (paths, cars, lighting etc.)	Amount of public space (footpaths and public spaces)	Quality of public space (footpaths and public spaces)	Evidence of management (signage, information, street cleaners etc.)

Movement and Place - Community Values

The table summarises the percentage of respondents who selected each attributes as being important to them in their ideal town centre environment.³

LEGEND

- More valued than the average
- Less valued than the average

	TOTAL (n=275)	Gender		Age				Country of birth		Association			
		Men (n=100)	Women (n=175)	Under 25 (n=32)	25-44 (n=135)	45-64 (n=84)	65+ (n=24) *	Born in Australia (n=208)	Born Overseas (n=67)	Residents ¹ (n=168)	Visitors (n=110)	Workers (n=21) *	Students (n=19) *
Primary Alignment													
Walking, cycling or public transport options	40%	47%	36%	31%	38%	43%	54%	42%	33%	45%	33%	38%	37%
Walking paths that connect to other places	37%	38%	36%	19%	31%	46%	58%	38%	33%	42%	31%	29%	11%
Ease of walking around (including crossing the street, moving between destinations)	33%	28%	36%	31%	30%	31%	58%	33%	34%	33%	27%	24%	32%
Car accessibility and parking	31%	39%	26%	41%	30%	29%	33%	32%	28%	29%	35%	19%	32%
Secondary Alignment													
Sense of safety (for all ages, genders, day/night etc.)	61%	55%	65%	53%	62%	61%	71%	64%	52%	60%	64%	62%	32%
Physical safety (paths, cars, lighting etc.)	39%	38%	39%	28%	39%	40%	46%	39%	37%	41%	35%	43%	16%
Quality of public space (footpaths and public spaces)	30%	28%	31%	19%	36%	27%	21%	29%	33%	27%	34%	48%	26%
Amount of public space (footpaths and public spaces)	21%	24%	19%	16%	19%	24%	33%	21%	21%	26%	17%	29%	5%
Evidence of management (signage, information, street cleaners etc.)	10%	7%	11%	9%	13%	5%	8%	10%	10%	11%	9%	10%	0%

FANNIE BAY

Feeling safe and having access to active and public transport options are both key aspects of the Fannie Bay community's ideal town centre. Investment in both these attributes should be prioritised as they are currently underperforming.

RECOMMENDATIONS

This section provides high-level recommendations for investing into improving the movement and place experience in and around Fannie Bay.

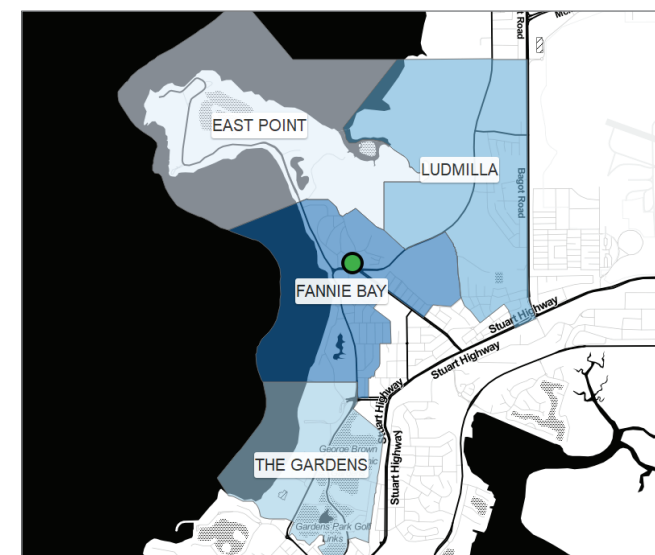
Increase the frequency and reliability of bus services and quality of infrastructure; and place bus stops in highly visible and shaded areas easily accessible from shops

Concentrate pedestrian movement between the centre and nearby destinations along weather protected, green and well-lit walking routes with highly interactive edges

SUPPORTING EVIDENCE

- 54% of respondents selected active and public transport as being important to them.
- 54% of respondents selected '*Sense of safety (for all ages, genders, day/night etc.)*' making it the #5 most important aspect of the Fannie Bay community's ideal town centre.
- Respondents residing in Fannie Bay and Ludmilla value '*Walking, cycling and public transport options*' more than '*Car accessibility and parking*' (65% vs 25% and 42% vs 26% respectively). The majority of respondents associated with Fannie Bay but residing in East Point, The Gardens, Bayview, Woolner, Larrakeyah, The Narrows, Coconut Grove and Millner only selected active and public transport as being important to them.
- Respondents aged 65+, while not numerous (n=13), were more likely than other age groups to select the quality of paths and public spaces as well as physical safety as being important to them (54% and 31% respectively).

FANNIE BAY DATA CATCHMENT



The town centre's Care Factor catchment includes:

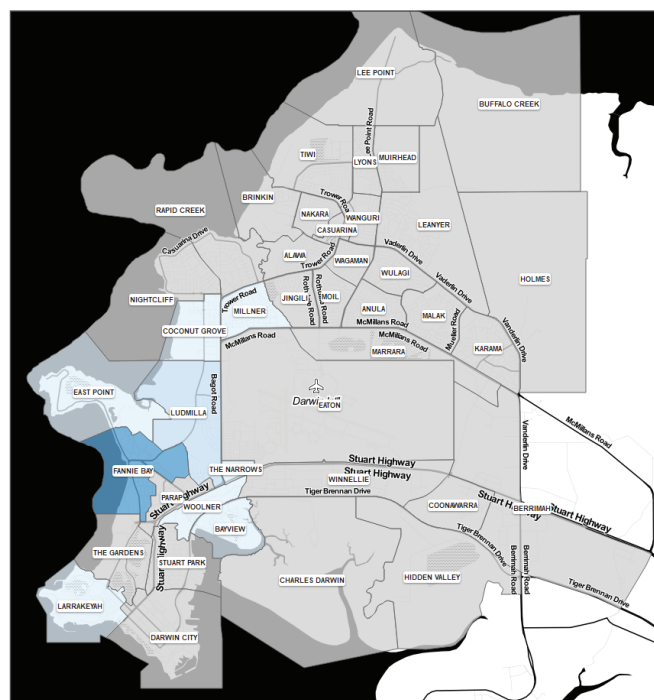
- Residents of Fannie Bay
- Respondents that associated themselves with the town centre (workers, visitors, students)
- Respondents living in Fannie Bay, Ludmilla, The Gardens and East Point

People rated:

- Fannie Bay Supermarket, Fannie Bay (btw Ross Smith Ave and Hinkler Cres)

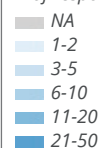
FANNIE BAY

Point of origin for Associates of Fannie Bay

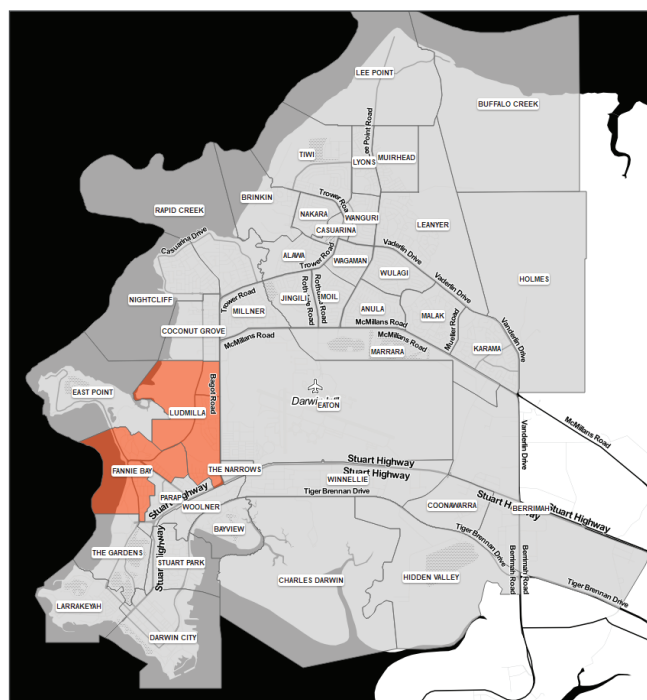


LEGEND

of respondents

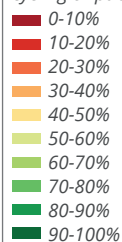


How much we value 'Car accessibility and parking' by suburb
(Red = low value, green = high value)¹

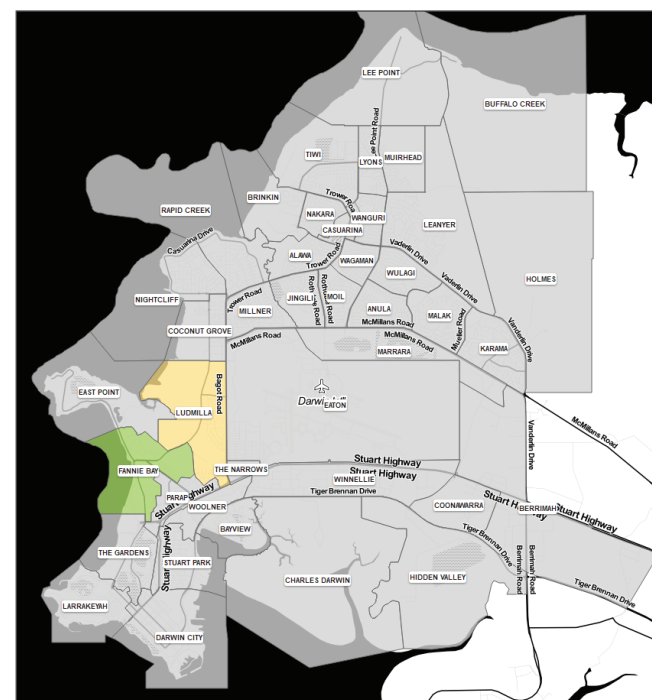


LEGEND

% of respondents that selected 'Car accessibility and parking' or 'Walking, cycling or public transport options'



How much we value 'Walking, cycling or public transport options' by suburb (Red = low value, green = high value)¹



FANNIE BAY

Movement and Place - Priorities

This table summarises the priority level of different movement and place attributes based on the values and performance as expressed by the Darwin community. Strengths are highly valued and performing well; they should be celebrated and protected. Priorities are highly valued but not performing well in relation to how much they are valued; these are priorities for investment. Considerations are not as highly valued but are performing poorly. Attributes marked as neutral are currently performing well in relation to how much they are valued.¹

LEGEND

- Strength
- Priority
- Consideration
- Neutral

Fannie Bay Supermarket, Fannie Bay (btw Ross Smith Ave and Hinkler Cres)

	TOTAL (n=89)	Gender		Age				Country of birth		Association			
		Men (n=32)	Women (n=57)	Under 25 (n=6) *	25-44 (n=45)	45-64 (n=25) *	65+ (n=13) *	Born in Australia (n=70)	Born Overseas (n=19) *	Residents1 (n=63)	Visitors (n=26) *	Workers (n=10) *	Students (n=1) *
Primary Alignment													
Walking, cycling or public transport options	54%	63%	49%	67%	49%	60%	54%	57%	42%	59%	38%	30%	100%
Walking paths that connect to other places	40%	38%	42%	17%	33%	56%	46%	40%	42%	38%	38%	40%	100%
Ease of walking around (including crossing the street, moving between destinations)	36%	31%	39%	33%	40%	32%	31%	34%	42%	38%	27%	40%	0%
Car accessibility and parking	22%	22%	23%	17%	20%	20%	38%	23%	21%	21%	27%	10%	0%
Secondary Alignment													
Sense of safety (for all ages, genders, day/night etc.)	54%	56%	53%	50%	56%	60%	38%	51%	63%	54%	54%	60%	0%
Quality of public space (footpaths and public spaces)	36%	53%	26%	100%	22%	36%	54%	40%	21%	40%	27%	50%	0%
Physical safety (paths, cars, lighting etc.)	28%	28%	28%	0%	29%	32%	31%	24%	42%	22%	27%	30%	100%
Amount of public space (footpaths and public spaces)	26%	38%	19%	33%	20%	40%	15%	24%	32%	29%	19%	0%	0%
Evidence of management (signage, information, street cleaners etc.)	11%	6%	14%	33%	11%	4%	15%	13%	5%	11%	19%	0%	0%

KARAMA

Primary attributes related to movement are not amongst the Karama community's top values or priorities. However, investment should prioritise improving the level of personal safety and protecting the physical safety offered by existing infrastructure to encourage people to walk.

RECOMMENDATIONS

This section provides high-level recommendations for investing into improving the movement and place experience in and around Karama.

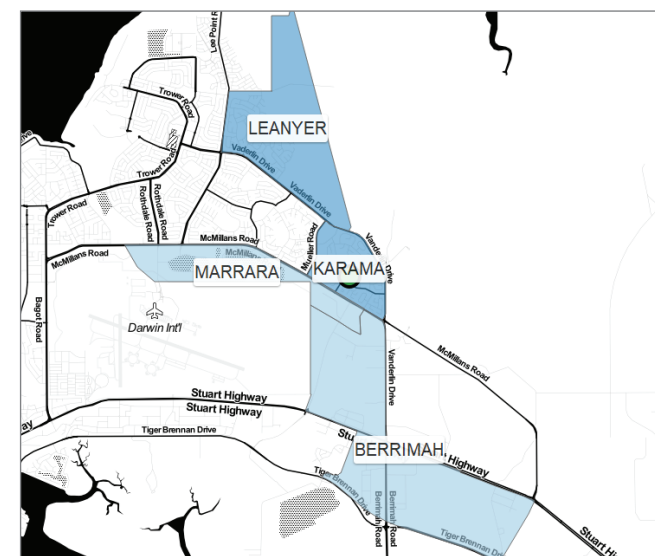
Concentrate pedestrian movement between the centre and nearby destinations along dedicated green and well-lit walking routes with highly interactive edges

Protect and maintain existing footpaths and crossings allowing a physically safe walking experience

SUPPORTING EVIDENCE

- Both '*Sense of safety (for all ages, genders, day/night etc.)*' and '*Physical safety (paths, cars, lighting etc.)*' are amongst the top Care Factor attributes of the Karama community (ranked #4 and #7 respectively). Improving the perception of safety is a high priority although the physical infrastructure is deemed safe and is perceived as something to protect.
- 10% more respondents selected '*Walking, cycling and public transport options*' over '*Car accessibility and parking*' (36% vs 26%).
- Respondents from Leanyer prefer active and public transport options with 34% of them selecting '*Walking, cycling and public transport options*' as being important to them in an ideal town centre.

KARAMA DATA CATCHMENT



The town centre's Care Factor catchment includes:

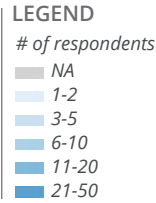
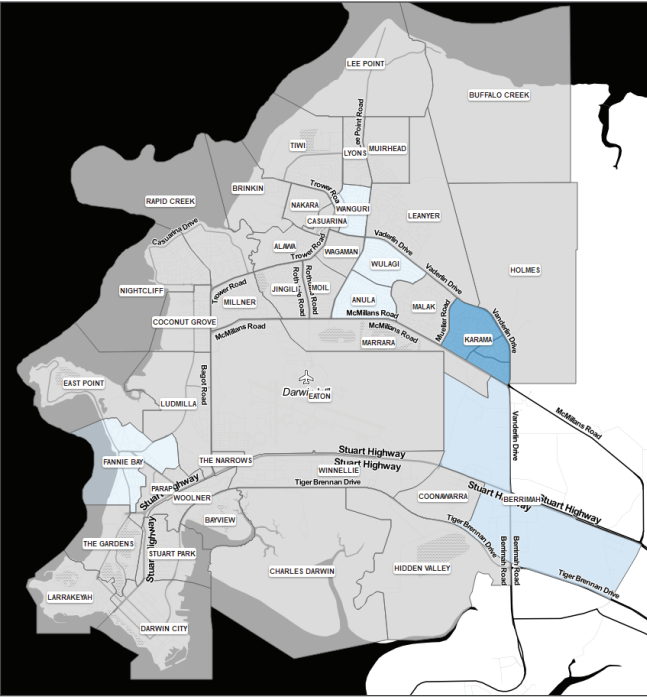
- Residents of Karama
- Respondents that associated themselves with the town centre (workers, visitors, students)
- Respondents living in Karama, Leanyer, Marrara and Berrimah

People rated:

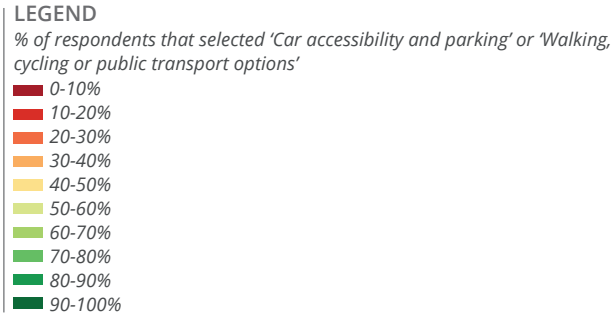
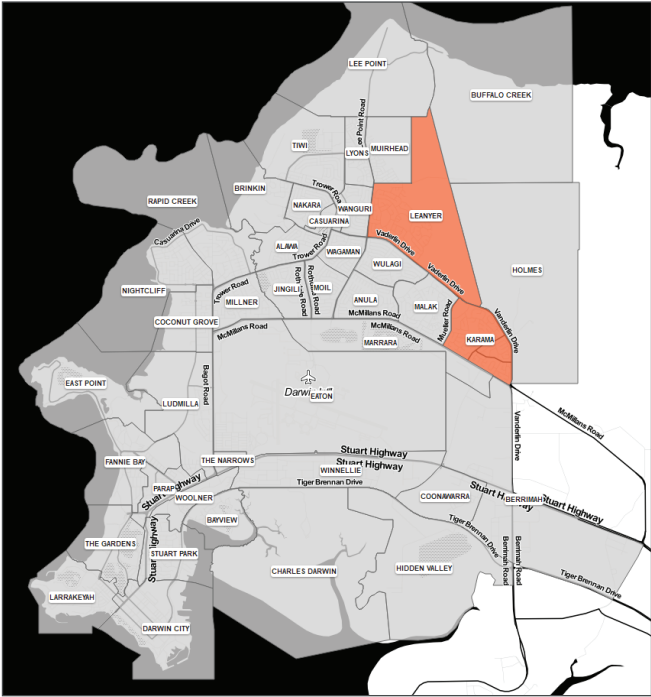
- Kalymnos Drive, Karama (btw Koolinda Cres and Karama Cres)

KARAMA

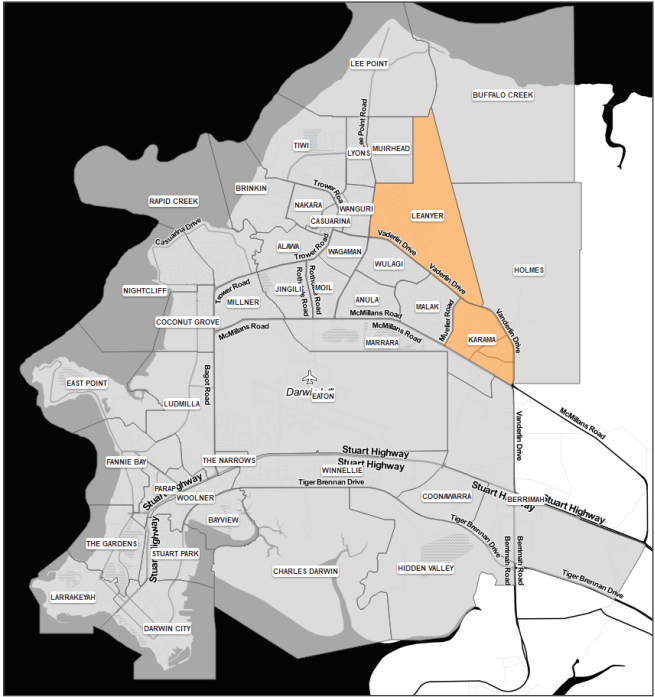
Point of origin for Associates of Karama



How much we value 'Car accessibility and parking' by suburb (Red = low value, green = high value)¹



How much we value 'Walking, cycling or public transport options' by suburb (Red = low value, green = high value)¹



Movement and Place - Priorities

This table summarises the priority level of different movement and place attributes based on the values and performance as expressed by the Darwin community. Strengths are highly valued and performing well; they should be celebrated and protected. Priorities are highly valued but not performing well in relation to how much they are valued; these are priorities for investment. Considerations are not as highly valued but are performing poorly. Attributes marked as neutral are currently performing well in relation to how much they are valued.²

LEGEND

- Strength
- Priority
- Consideration
- Neutral

Kalymnos Drive, Karama (btw Koolinda Cres and Karama Cres)	Ease of walking around (including crossing the street, moving between destinations)	Walking, cycling or public transport options	Walking paths that connect to other places	Car accessibility and parking	Sense of safety (for all ages, genders, day/night etc.)	Physical safety (paths, cars, lighting etc.)	Amount of public space (footpaths and public spaces)	Quality of public space (footpaths and public spaces)	Evidence of management (signage, information, street cleaners etc.)

Movement and Place - Community Values

The table summarises the percentage of respondents who selected each attributes as being important to them in their ideal town centre environment.³

LEGEND

- More valued than the average
- Less valued than the average

	TOTAL (n=100)	Gender		Age				Country of birth		Association			
		Men (n=42)	Women (n=58)	Under 25 (n=14)*	25-44 (n=47)	45-64 (n=26)*	65+ (n=13)*	Born in Australia (n=69)	Born Overseas (n=31)	Residents1 (n=76)	Visitors (n=24)*	Workers (n=6)*	Students (n=6)*
Primary Alignment													
Walking, cycling or public transport options	36%	40%	33%	50%	34%	31%	38%	35%	39%	36%	38%	17%	50%
Walking paths that connect to other places	34%	31%	36%	29%	30%	38%	46%	36%	29%	37%	25%	67%	0%
Ease of walking around (including crossing the street, moving between destinations)	28%	31%	26%	36%	32%	19%	23%	25%	35%	22%	38%	33%	50%
Car accessibility and parking	26%	31%	22%	29%	11%	46%	38%	22%	35%	26%	25%	0%	33%
Secondary Alignment													
Sense of safety (for all ages, genders, day/night etc.)	56%	50%	60%	36%	62%	65%	38%	61%	45%	59%	63%	50%	17%
Physical safety (paths, cars, lighting etc.)	42%	43%	41%	36%	38%	58%	31%	42%	42%	42%	50%	33%	33%
Quality of public space (footpaths and public spaces)	30%	31%	29%	21%	34%	38%	8%	30%	29%	34%	25%	0%	17%
Amount of public space (footpaths and public spaces)	21%	19%	22%	21%	26%	15%	15%	20%	23%	20%	25%	33%	0%
Evidence of management (signage, information, street cleaners etc.)	12%	10%	14%	7%	13%	12%	15%	13%	10%	14%	8%	17%	0%

MALAK (INCLUDING MARARRA AND NORTHLAKES AREA)

Feeling safe when walking, cycling or using public transport is a key aspect of the Malak community's ideal town centre. Investment in this area should prioritise a choice of modal options that allow a safe movement experience.

RECOMMENDATIONS

This section provides high-level recommendations for investing into improving the movement and place experience in and around Malak.

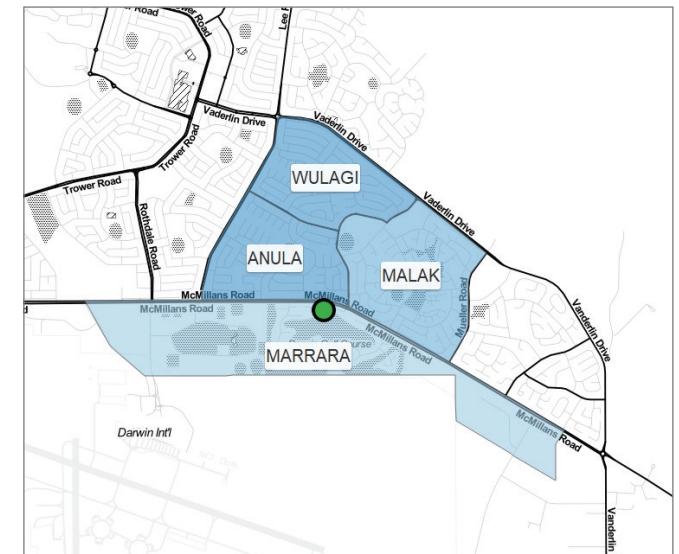
Increase the frequency and reliability of bus services and quality of infrastructure; and place bus stops in highly visible and shaded areas easily accessible from shops

Concentrate pedestrian movement between the centre and nearby destinations along dedicated comfortable and well-lit walking routes with highly interactive edges

SUPPORTING EVIDENCE

- 44% of respondents selected active and public transport as being important to them in an ideal town centre environment compared to 31% who selected 'Car accessibility and parking'.
- Based on performance and values, improving 'Walking, cycling or public transport options' is a priority for the area.
- A high percentage of respondents living in Anula and Wulagi selected 'Walking, cycling or public transport options' (85% and 57% respectively)
- 62% of respondents chose 'Sense of safety (for all ages, genders, day/night etc.)' making it the third most important aspect of the Malak community's ideal town centre.
- 44% of respondents selected 'Physical safety (paths, cars, lighting etc.)' to be important to them in an ideal town centre environment.
- Based on performance and values, both the sense of safety and physical safety is a priority for the area. Meanwhile, 'Walking paths that connect to other places' is perceived as an existing strength.

MALAK DATA CATCHMENT



The town centre's Care Factor catchment includes:

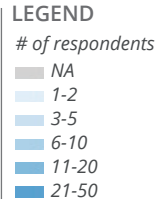
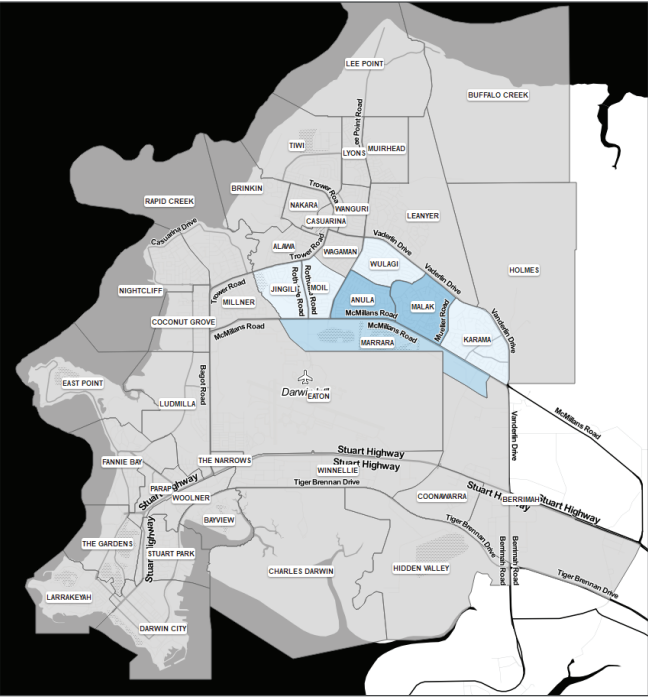
- Residents of Malak
- Respondents that associated themselves with the town centre (workers, visitors, students)
- Respondents living in Malak, Anula, Wulagi and Marrara

People rated:

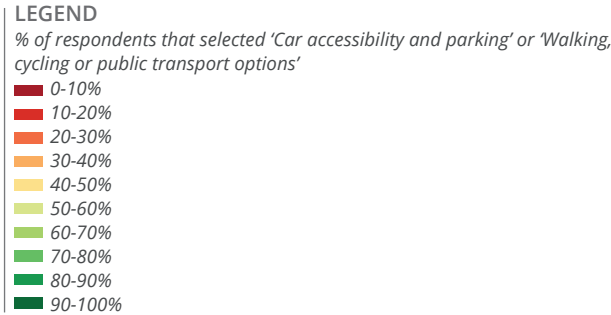
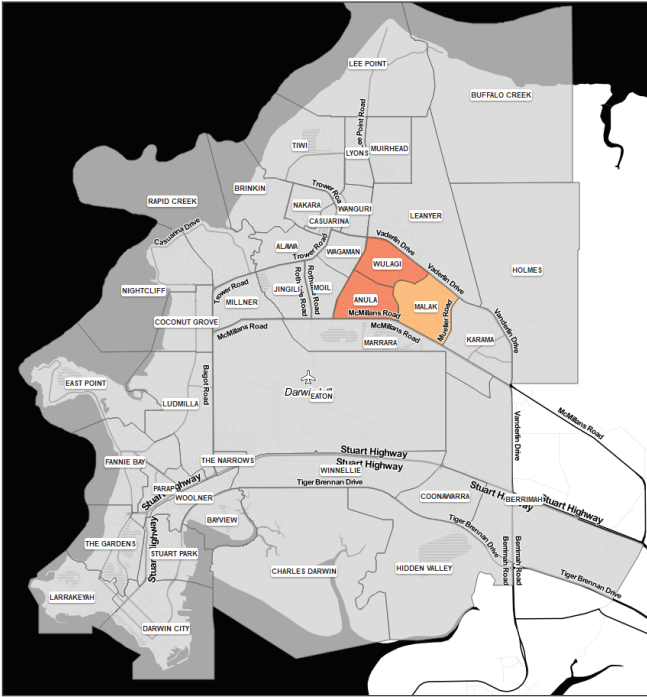
- Links Road, Northlakes (Northlakes Shopping Centre)

MALAK (INCLUDING MARARRA AND NORTHLAKES AREA)

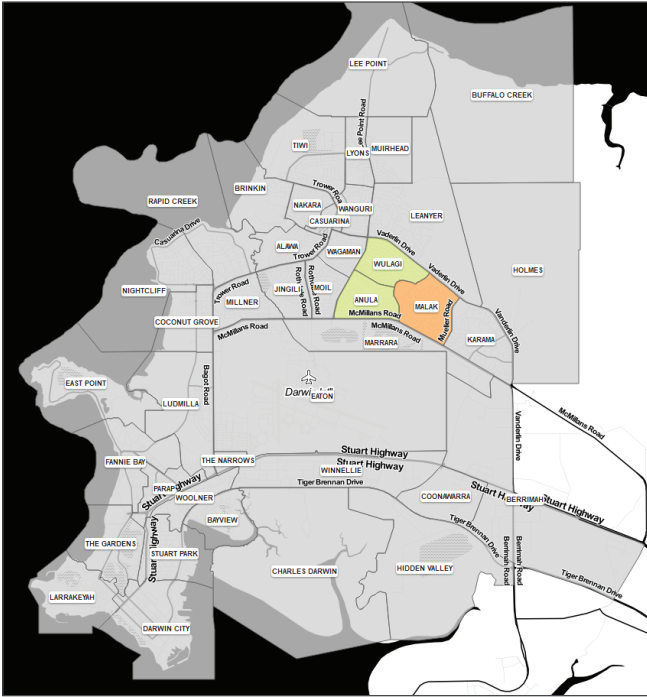
Point of origin for Associates of Malak (including Mararra and Northlakes area)



How much we value 'Car accessibility and parking' by suburb (Red = low value, green = high value)¹



How much we value 'Walking, cycling or public transport options' by suburb (Red = low value, green = high value)¹



Notes: ¹Only suburbs with ten or more respondents are displayed. The colour represents the percentage of respondents residing in a suburb that selected the attributes as being important to them in their ideal town centre.

MALAK (INCLUDING MARARRA AND NORTHLAKES AREA)

Movement and Place - Priorities

This table summarises the priority level of different movement and place attributes based on the values and performance as expressed by the Darwin community. Strengths are highly valued and performing well; they should be celebrated and protected. Priorities are highly valued but not performing well in relation to how much they are valued; these are priorities for investment. Considerations are not as highly valued but are performing poorly. Attributes marked as neutral are currently performing well in relation to how much they are valued.¹

LEGEND

- Strength
- Priority
- Consideration
- Neutral

	Ease of walking around (including crossing the street, moving between destinations)	Walking, cycling or public transport options	Walking paths that connect to other places	Car accessibility and parking	Sense of safety (for all ages, genders, day/night etc.)	Physical safety (paths, cars, lighting etc.)	Amount of public space (footpaths and public spaces)	Quality of public space (footpaths and public spaces)	Evidence of management (signage, information, street cleaners etc.)
Links Road, Northlakes (North Lakes Shopping Centre)									

Movement and Place - Community Values

The table summarises the percentage of respondents who selected each attributes as being important to them in their ideal town centre environment.²

LEGEND

- More valued than the average
- Less valued than the average

	TOTAL (n=97)	Gender		Age				Country of birth		Association			
		Men (n=38)	Women (n=59)	Under 25 (n=9) *	25-44 (n=41)	45-64 (n=40)	65+ (n=7) *	Born in Australia (n=77)	Born Overseas (n=20) *	Residents1 (n=79)	Visitors (n=21) *	Workers (n=5) *	Students (n=4) *
Primary Alignment													
Walking, cycling or public transport options	44%	45%	44%	33%	46%	43%	57%	48%	30%	48%	24%	40%	25%
Walking paths that connect to other places	40%	34%	44%	33%	29%	53%	43%	42%	35%	41%	43%	40%	25%
Ease of walking around (including crossing the street, moving between destinations)	32%	34%	31%	22%	29%	35%	43%	32%	30%	34%	38%	20%	0%
Car accessibility and parking	31%	37%	27%	33%	17%	45%	29%	32%	25%	33%	33%	40%	0%
Secondary Alignment													
Sense of safety (for all ages, genders, day/night etc.)	62%	53%	68%	67%	66%	58%	57%	65%	50%	66%	57%	60%	50%
Physical safety (paths, cars, lighting etc.)	44%	47%	42%	44%	32%	53%	71%	42%	55%	49%	33%	40%	50%
Quality of public space (footpaths and public spaces)	29%	29%	29%	22%	37%	25%	14%	30%	25%	24%	38%	40%	25%
Amount of public space (footpaths and public spaces)	23%	26%	20%	11%	17%	33%	14%	18%	40%	23%	24%	20%	0%
Evidence of management (signage, information, street cleaners etc.)	13%	13%	14%	44%	15%	5%	14%	14%	10%	16%	0%	20%	0%

NIGHTCLIFF

Nightcliff’s community perceives the choice of modal options and personal safety to be the strengths of the area that should be protected and built upon. Investment should prioritise developing green, well-shaded and paved walking paths between local destinations to improve the movement experience.

RECOMMENDATIONS

This section provides high-level recommendations for investing into improving the movement and place experience in and around Nightcliff.

Connect the centre and its surrounding areas with green, shady, comfortable and well-lit walking paths protected from car movement

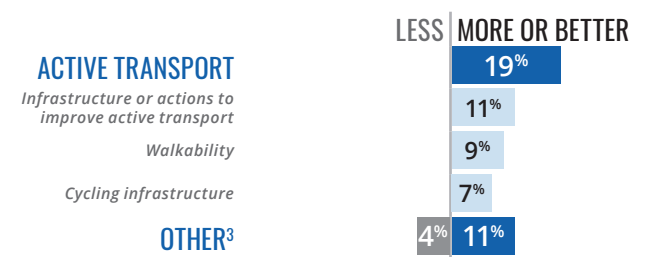
Protect and maintain the existing choice of transport options and sense of personal safety of the centre

SUPPORTING EVIDENCE

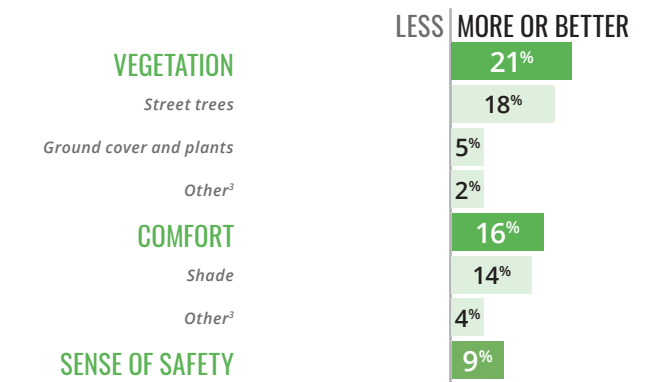
- ‘Walking paths that connect to other places’ has been selected to be important in an ideal town centre environment by 44% of respondents, making it the 10th most important place attribute for the community. However, its poor performance around the Nightcliff Market Precinct currently makes it a priority for investment.
- Active and public transport options are highly valued and rated as performing well. They are a strength for the area and should be celebrated and protected.
- ‘Physical safety (paths, cars, lighting etc.)’ is one of the poorest performing place attributes in the area and should be considered for improvement.
- Nearly a fifth of the community’s ideas for change related to improving active transport or vegetation.

COMMUNITY IDEAS FOR CHANGE

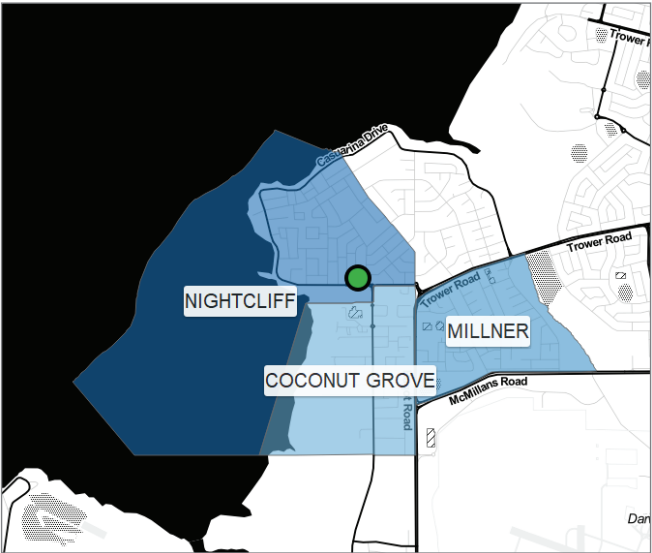
Place Score asked survey respondents: ‘What big or small idea do you have to bring Darwin’s vision to life and make your local area a better place for you?’. 57 answers were collected for Nightcliff. The following summarises the top themes related to movement³:



Additionally, the community also shared ideas that would impact movement and place:



NIGHTCLIFF DATA CATCHMENT



The town centre’s Care Factor catchment includes:

- Residents of Nightcliff
- Respondents that associated themselves with the town centre (workers, visitors, students)
- Respondents living in Nightcliff, Coconut Grove and Millner

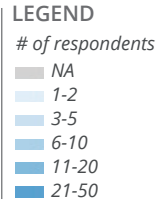
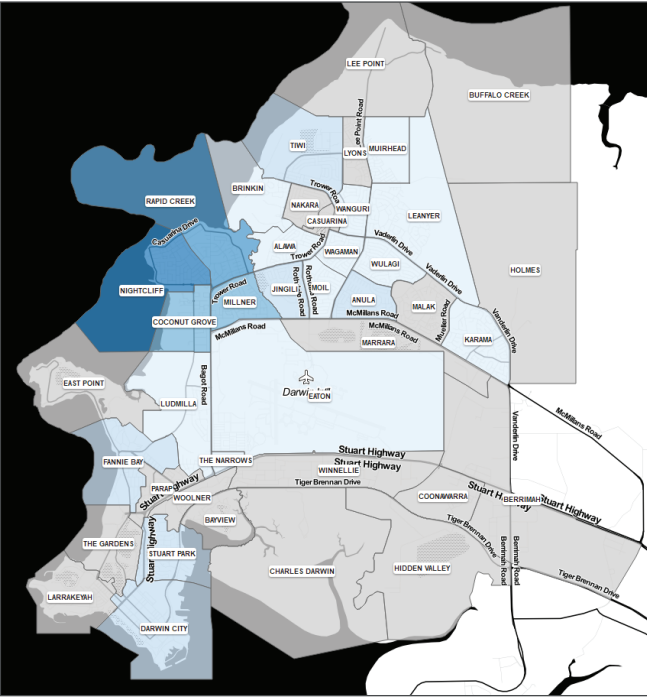
People rated:

- Nightcliff Market Precinct, Nightcliff (btw Phoenix St and Oleander St)

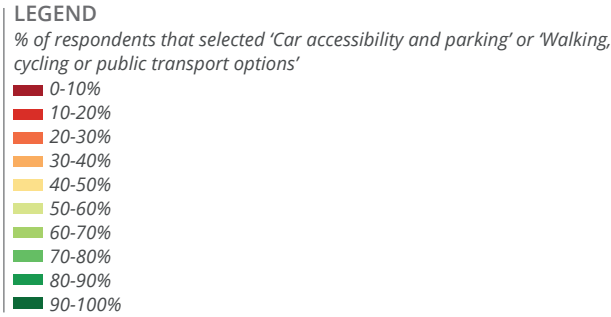
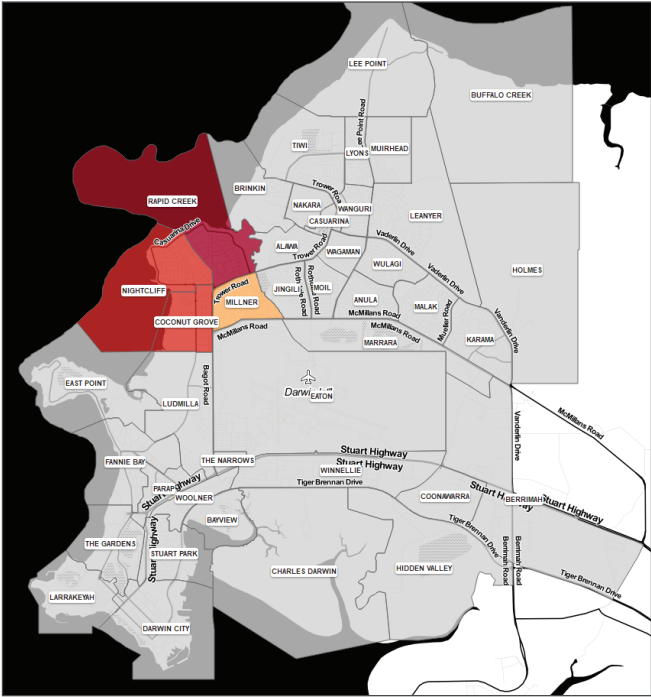
¹Strengths have a high CF and high PX. Priorities are the poorest performing attributes with a CF ranked in the overall top 10 and a rank gap of less than -10. Considerations are amongst the worst performing overall outside of the Top 10 CF. Order of attributes is based on the Darwin LGA overall CF ranking. ²Respondents could select more than one association (e.g. resident and worker) ³Other refers to sub-themes or topics that did not meet the minimal threshold to be displayed on their own. Responses have been classified under more than one theme when applicable. Percentages noted are for the overall total number of responses. Percentages are rounded to the first digit, which may lead to minor differences when summed.

NIGHTCLIFF

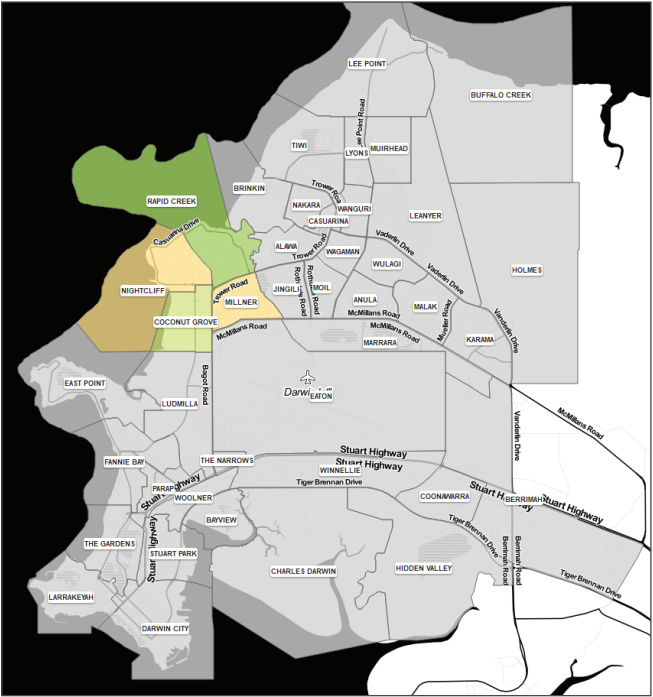
Point of origin for Associates of Nightcliff



How much we value 'Car accessibility and parking' by suburb (Red = low value, green = high value)¹



How much we value 'Walking, cycling or public transport options' by suburb (Red = low value, green = high value)¹



Movement and Place - Priorities

This table summarises the priority level of different movement and place attributes based on the values and performance as expressed by the Darwin community. Strengths are highly valued and performing well; they should be celebrated and protected. Priorities are highly valued but not performing well in relation to how much they are valued; these are priorities for investment. Considerations are not as highly valued but are performing poorly. Attributes marked as neutral are currently performing well in relation to how much they are valued.²

LEGEND

- Strength
- Priority
- Consideration
- Neutral

Nightcliff Market Precinct, Nightcliff (btw Phoenix St and Oleander St)	Ease of walking around (including crossing the street, moving between destinations)	Walking, cycling or public transport options	Walking paths that connect to other places	Car accessibility and parking	Sense of safety (for all ages, genders, day/night etc.)	Physical safety (paths, cars, lighting etc.)	Amount of public space (footpaths and public spaces)	Quality of public space (footpaths and public spaces)	Evidence of management (signage, information, street cleaners etc.)

Movement and Place - Community Values

The table summarises the percentage of respondents who selected each attributes as being important to them in their ideal town centre environment.³

LEGEND

- More valued than the average
- Less valued than the average

	TOTAL (n=204)	Gender		Age				Country of birth		Association			
		Men (n=69)	Women (n=134)	Under 25 (n=10) *	25-44 (n=101)	45-64 (n=70)	65+ (n=23) *	Born in Australia (n=157)	Born Overseas (n=47)	Residents ¹ (n=142)	Visitors (n=67)	Workers (n=17) *	Students (n=9) *
Primary Alignment													
Walking, cycling or public transport options	51%	55%	49%	60%	44%	63%	43%	52%	49%	52%	52%	29%	33%
Walking paths that connect to other places	44%	36%	48%	60%	40%	44%	52%	45%	38%	43%	49%	29%	33%
Ease of walking around (including crossing the street, moving between destinations)	34%	29%	37%	0%	41%	31%	30%	34%	36%	35%	28%	12%	44%
Car accessibility and parking	19%	4%	27%	30%	18%	14%	35%	21%	13%	14%	28%	6%	11%
Secondary Alignment													
Sense of safety (for all ages, genders, day/night etc.)	56%	67%	51%	70%	61%	49%	52%	55%	62%	61%	49%	71%	33%
Quality of public space (footpaths and public spaces)	37%	46%	33%	40%	37%	40%	30%	38%	34%	42%	34%	41%	44%
Amount of public space (footpaths and public spaces)	25%	19%	28%	20%	22%	29%	30%	24%	28%	27%	25%	18%	0%
Physical safety (paths, cars, lighting etc.)	25%	23%	25%	40%	24%	26%	17%	23%	30%	22%	27%	29%	44%
Evidence of management (signage, information, street cleaners etc.)	9%	7%	10%	20%	10%	7%	9%	10%	9%	9%	9%	6%	0%

PARAP

Parap's community perceives the personal safety of the area to be a strength that should be protected and built upon. Investment should consider improving the choice of modal options connecting with surrounding suburbs and increasing physically safe public spaces dedicated to pedestrians.

RECOMMENDATIONS

This section provides high-level recommendations for investing into improving the movement and place experience in and around Parap.

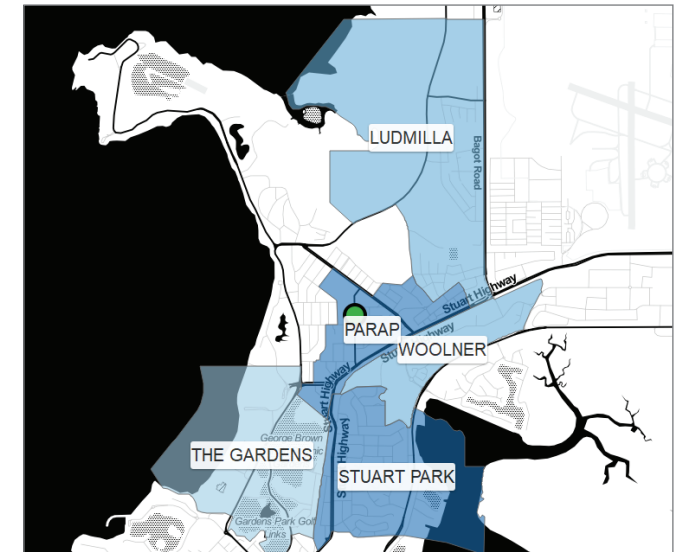
Consider increasing the frequency and reliability of bus services and quality of infrastructure; co-located along key pedestrian routes to support a mix of modes in one journey

Consider increasing pedestrian-oriented staying space and separating cars and parking from walking paths to improve safety and comfort

SUPPORTING EVIDENCE

- 'Walking, cycling or public transport options', 'Physical safety (paths, cars, lighting etc.)' and 'Amount of public space (footpaths and public spaces)' are all amongst the poorest performing movement and place attributes. Compared to the average, a higher percentage of people aged 65+ value these place attributes.
- 'Walking paths that connect to other places' and 'Ease of walking around (including crossing the street, moving between destinations)' are the two most valued primary movement attributes (41% and 40% respectively).
- A higher percentage of respondents living in Ludmilla, Fannie Bay and Stuart Park selected active and public transport options over car accessibility.
- 'Sense of safety (for all ages, genders, day/night etc.)' is perceived to be the strength of Parap

PARAP DATA CATCHMENT



The town centre's Care Factor catchment includes:

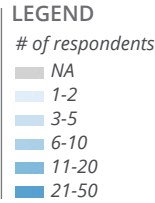
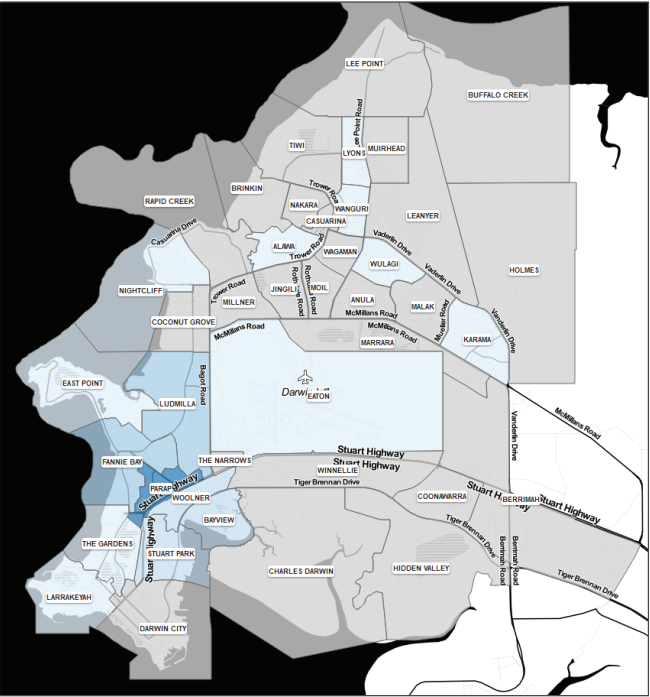
- Residents of Parap
- Respondents that associated themselves with the town centre (workers, visitors, students)
- Respondents living in Parap, Stuart Park, Ludmilla, Woolner and The Gardens

People rated:

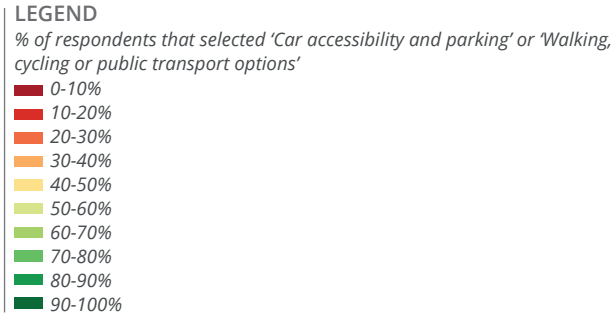
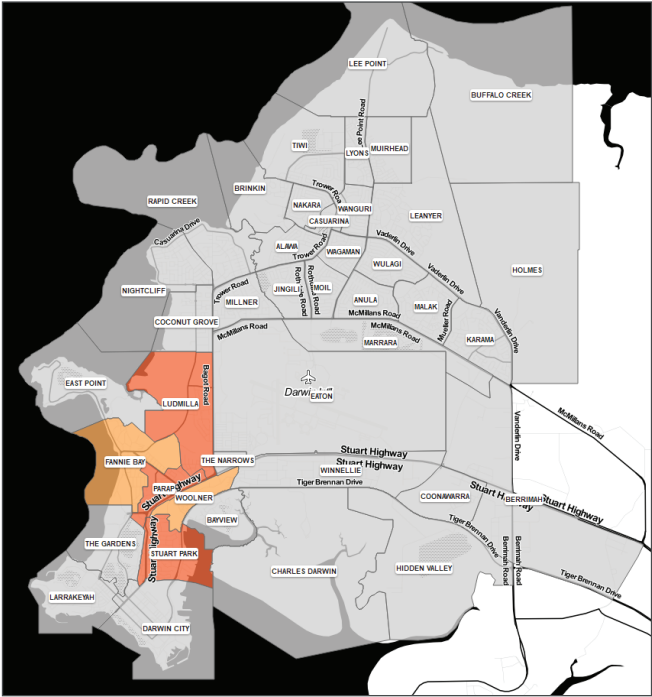
- Parap Road, Parap (btw Urquhart St and Gregory St)

PARAP

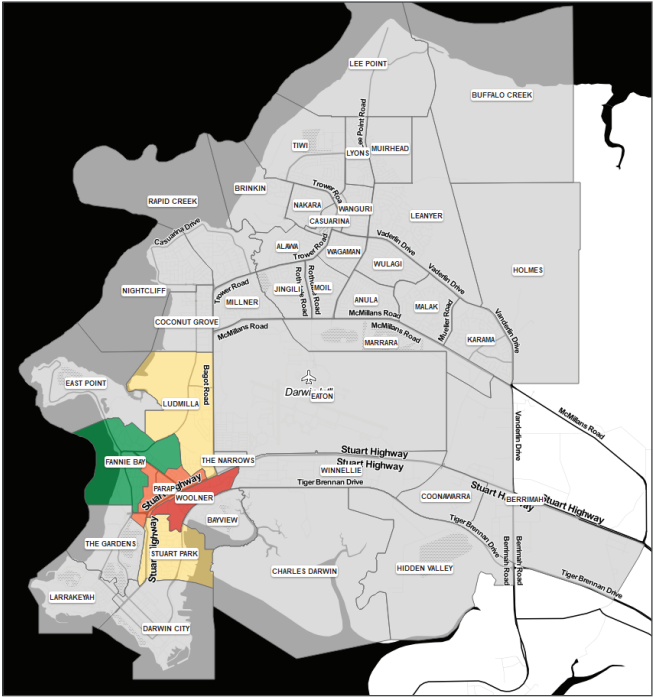
Point of origin for Associates of Parap



How much we value 'Car accessibility and parking' by suburb (Red = low value, green = high value)¹



How much we value 'Walking, cycling or public transport options' by suburb (Red = low value, green = high value)¹



Notes: ¹Only suburbs with ten or more respondents are displayed. The colour represents the percentage of respondents residing in a suburb that selected the attributes as being important to them in their ideal town centre. ²Responses have been classified under more than one theme when applicable. Percentages noted are for the overall total number of responses. Percentages are rounded to the first digit, which may lead to minor differences when summed.

Movement and Place - Priorities

This table summarises the priority level of different movement and place attributes based on the values and performance as expressed by the Darwin community. Strengths are highly valued and performing well; they should be celebrated and protected. Priorities are highly valued but not performing well in relation to how much they are valued; these are priorities for investment. Considerations are not as highly valued but are performing poorly. Attributes marked as neutral are currently performing well in relation to how much they are valued.¹

LEGEND

- Strength
- Priority
- Consideration
- Neutral

	Ease of walking around (including crossing the street, moving between destinations)	Walking, cycling or public transport options	Walking paths that connect to other places	Car accessibility and parking	Sense of safety (for all ages, genders, day/night etc.)	Physical safety (paths, cars, lighting etc.)	Amount of public space (footpaths and public spaces)	Quality of public space (footpaths and public spaces)	Evidence of management (signage, information, street cleaners etc.)
Parap Rd, Parap (btw Urquhart St and Gregory St)									

Movement and Place - Community Values

The table summarises the percentage of respondents who selected each attributes as being important to them in their ideal town centre environment.²

LEGEND

- More valued than the average
- Less valued than the average

	TOTAL (n=203)	Gender		Age				Country of birth		Association			
		Men (n=74)	Women (n=129)	Under 25 (n=11) *	25-44 (n=95)	45-64 (n=78)	65+ (n=19) *	Born in Australia (n=142)	Born Overseas (n=61)	Residents ¹ (n=133)	Visitors (n=62)	Workers (n=38)	Students (n=5) *
Primary Alignment													
Walking paths that connect to other places	41%	46%	39%	45%	38%	42%	53%	39%	46%	44%	39%	37%	20%
Ease of walking around (including crossing the street, moving between destinations)	40%	34%	44%	45%	46%	33%	37%	37%	48%	43%	35%	34%	40%
Walking, cycling or public transport options	39%	45%	36%	36%	40%	35%	53%	37%	44%	45%	35%	24%	60%
Car accessibility and parking	27%	23%	29%	18%	23%	28%	47%	31%	18%	26%	27%	24%	20%
Secondary Alignment													
Sense of safety (for all ages, genders, day/night etc.)	53%	43%	59%	45%	53%	59%	37%	56%	48%	51%	53%	66%	40%
Quality of public space (footpaths and public spaces)	32%	31%	32%	36%	26%	35%	42%	33%	28%	31%	34%	39%	0%
Physical safety (paths, cars, lighting etc.)	28%	30%	27%	9%	31%	27%	32%	31%	21%	24%	31%	26%	20%
Amount of public space (footpaths and public spaces)	20%	22%	19%	18%	20%	19%	26%	21%	18%	20%	13%	21%	40%
Evidence of management (signage, information, street cleaners etc.)	17%	16%	18%	18%	16%	17%	26%	17%	18%	19%	15%	16%	0%

RAPID CREEK

The community perceives modal choices, presence of walking paths and personal safety as the strengths of Rapid Creek. Investment in this area should consider upgrading existing footpaths and pedestrian infrastructure to enhance physical safety while walking.

RECOMMENDATIONS

This section provides high-level recommendations for investing into improving the movement and place experience in and around Rapid Creek.

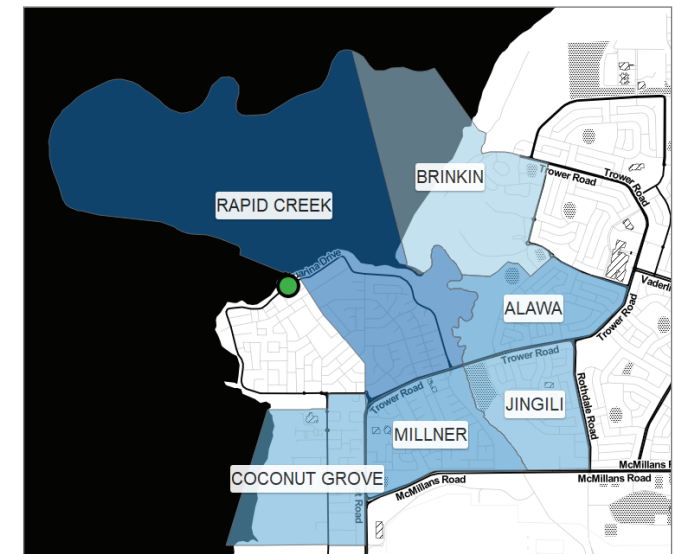
Protect and expand existing choice of walking and cycling options and bus connections to the centre

Consider improving quality of footpaths and distinctly separating car movement from pedestrians to increase safety and comfort

SUPPORTING EVIDENCE

- 54% selected '*Walking, cycling or public transport options*' to be important to them in an ideal town centre. This is fairly consistent across all age groups.
- Active and public transport options and '*Walking paths that connect to other places*' are both amongst the most valued place attributes and perceived as the area's strengths. They should be retained and protected.
- '*Physical safety (paths, cars, lighting etc.)*' and the '*Quality of public space (footpaths and public spaces)*' are both amongst the poorest performing movement and place attributes in this area.

RAPID CREEK DATA CATCHMENT



The town centre's Care Factor catchment includes:

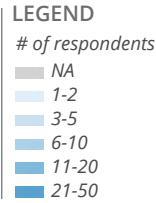
- Residents of Rapid Creek
- Respondents that associated themselves with the town centre (workers, visitors, students)
- Respondents living in Rapid Creek, Millner, Alawa, Coconut Grove, Jingili and Brinkin

People rated:

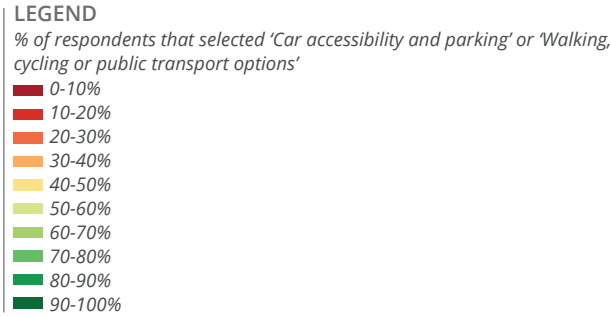
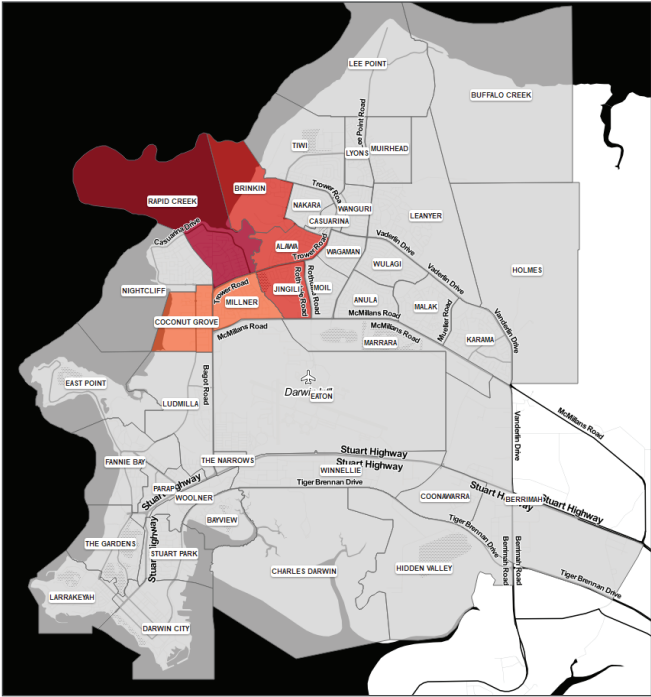
- Casuarina Drive, Rapid Creek (btw Jacaranda Ave and Nightcliff Rd)

RAPID CREEK

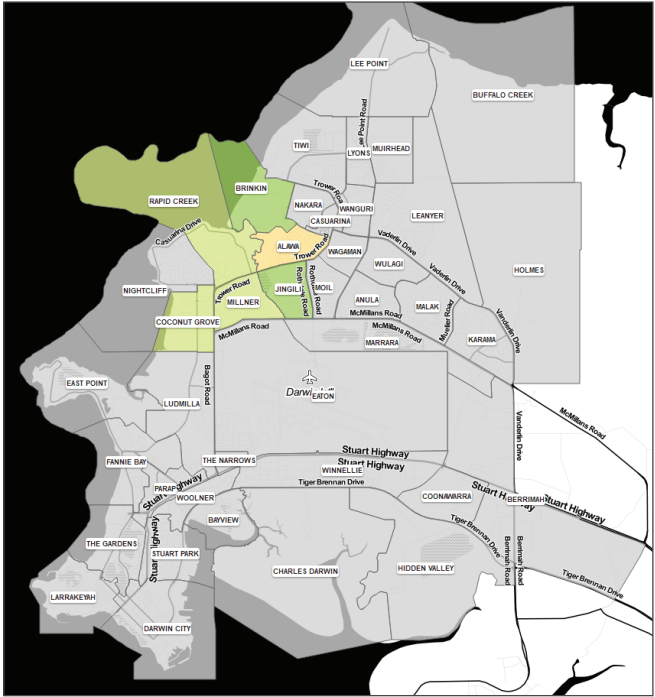
Point of origin for Associates of Rapid Creek



How much we value 'Car accessibility and parking' by suburb (Red = low value, green = high value)¹



How much we value 'Walking, cycling or public transport options' by suburb (Red = low value, green = high value)¹



RAPID CREEK

Movement and Place - Priorities

This table summarises the priority level of different movement and place attributes based on the values and performance as expressed by the Darwin community. Strengths are highly valued and performing well; they should be celebrated and protected. Priorities are highly valued but not performing well in relation to how much they are valued; these are priorities for investment. Considerations are not as highly valued but are performing poorly. Attributes marked as neutral are currently performing well in relation to how much they are valued.²

LEGEND

- Strength
- Priority
- Consideration
- Neutral

	Ease of walking around (including crossing the street, moving between destinations)	Walking, cycling or public transport options	Walking paths that connect to other places	Car accessibility and parking	Sense of safety (for all ages, genders, day/night etc.)	Physical safety (paths, cars, lighting etc.)	Amount of public space (footpaths and public spaces)	Quality of public space (footpaths and public spaces)	Evidence of management (signage, information, street cleaners etc.)
Casuarina Dr, Rapid Creek (btw Jacaranda Ave and Nightcliff Rd)									

Movement and Place - Community Values

The table summarises the percentage of respondents who selected each attributes as being important to them in their ideal town centre environment.³

LEGEND

- More valued than the average
- Less valued than the average

	TOTAL (n=147)	Gender		Age				Country of birth		Association			
		Men (n=53)	Women (n=93)	Under 25 (n=9) *	25-44 (n=61)	45-64 (n=58)	65+ (n=19) *	Born in Australia (n=115)	Born Overseas (n=32)	Residents ¹ (n=111)	Visitors (n=46)	Workers (n=5) *	Students (n=4) *
Primary Alignment													
Walking, cycling or public transport options	54%	58%	53%	56%	56%	55%	47%	52%	63%	57%	52%	20%	75%
Walking paths that connect to other places	43%	34%	48%	33%	41%	45%	47%	43%	41%	46%	41%	40%	25%
Ease of walking around (including crossing the street, moving between destinations)	35%	34%	37%	11%	46%	28%	37%	32%	47%	40%	24%	20%	25%
Car accessibility and parking	16%	9%	20%	33%	11%	14%	32%	19%	6%	14%	22%	0%	0%
Secondary Alignment													
Sense of safety (for all ages, genders, day/night etc.)	53%	53%	54%	89%	51%	48%	58%	57%	41%	52%	54%	80%	25%
Quality of public space (footpaths and public spaces)	37%	45%	32%	22%	44%	33%	32%	37%	38%	37%	35%	40%	0%
Physical safety (paths, cars, lighting etc.)	26%	15%	32%	44%	30%	22%	16%	24%	31%	26%	28%	40%	25%
Amount of public space (footpaths and public spaces)	25%	28%	24%	22%	18%	33%	26%	27%	19%	26%	24%	60%	25%
Evidence of management (signage, information, street cleaners etc.)	10%	4%	13%	11%	11%	3%	21%	11%	3%	11%	9%	0%	0%

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PLACE SCORE

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