

Survey of Queanbeyan LGA residents regarding the proposed Ellerton Drive Extension



**A statistically valid telephone survey of 805
adult residents in the Queanbeyan LGA, conducted by
Jetty Research on behalf of Roads and Maritime Services**

Final report dated July 20th 2015

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Executive summary

In April 2015, Roads and Maritime Services commissioned Jetty Research to conduct a random and representative survey of 800 adult residents in the Queanbeyan Local Government Area (LGA). The survey was designed to gather statistically viable evidence relating to community opinion on the proposed road and to measure the reach of community engagement activities.

The survey was conducted between May 20 and 25, 2015. Respondents were not told the topic of the survey prior to starting. See Appendix 1 for a copy of the survey questionnaire.

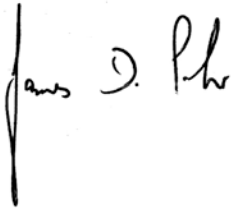
A total of 805 interviews were conducted. Results are subject to random sampling error of +/- 3.4 per cent at the 95 per cent confidence level.

Among the survey's major conclusions:

1. The vast majority of residents (92%) were aware of the Ellerton Drive Extension Project.
2. Overall, 62% of residents supported the Ellerton Drive Extension Project, with 16% opposed and 21% neutral. Excluding those with no opinion, the ratio of support to opposition was almost 4:1.
 - a. The mean support rating was 3.73 out of a possible 5 and net support¹ was +45%.
 - b. Over the data collection period, level of support and opposition remained consistent, with little difference from the overall average.
 - c. Those living less than 1 km from the Ellerton Drive Extension Project were more likely to be opposed to the Ellerton Drive Extension Project than those who lived more than 5 km away. However, the majority of those living within a 1 km radius of the proposed extension still supported the project (with 54% supportive and 28% opposed).
3. Three in five residents (61%) had no specific concerns regarding the Ellerton Drive Extension Project. Of those who expressed concerns, the main issue was more traffic through Jerrabomberra (18%), followed by congestion in other areas of the city (14%), the environment (8%), noise (8%), cost (5%) and safety when crossing the road (4%).
4. Forty-three per cent believed that the Ellerton Drive Extension Project was funded by the state government (or part-funded), 40% thought it was funded by Queanbeyan City Council and 34% indicated it was funded by the federal government.
5. The majority of residents (86%) claimed they would know where to find information about the Ellerton Drive Extension Project if they wanted to.

¹ i.e. the total proportion of respondents supportive, less the total proportion opposed

6. In a series of prompted statements, more than two-thirds of respondents agreed that the Ellerton Drive Extension Project would *reduce congestion in the Queanbeyan CBD (73% agreement), take heavy vehicles out of the Queanbeyan CBD (66%), make travelling around Queanbeyan quicker (72%)* and *set Queanbeyan up for future growth (66%)*.
7. Meanwhile 52% agreed it would *create noise for residents adjoining the extension*, and 48% agreed it would *have visual impacts on residents near the extension*. Thirty seven per cent felt it would *increase traffic noise in the region*, and 29% agreed it would *negatively impact the environment*.
8. Of the eight statements tested, mean agreement was higher for the positive statements than the negative. This suggests residents hold (on balance) more favourable attitudes towards the extension than unfavourable.

A handwritten signature in black ink, appearing to read "James D. Parker".

James Parker, B. Ec, Grad Cert Applied Science (Statistics), AMSRS
Managing Director
July 20th 2015



Introduction

Background

Queanbeyan City Council, in partnership with federal and state governments, proposes to construct a 4.6km extension of Ellerton Drive. The extension, if approved by Council, would provide an alternative route south around the Central Business District and connect east and west Queanbeyan to the south.

In April 2015, Roads and Maritime Services commissioned Jetty Research to undertake a random survey of 800 or more adult residents within the Queanbeyan LGA to seek understanding of community opinion regarding the proposed extension.

The survey addressed the following specific research objectives:

1. Measure awareness of the Ellerton Drive Extension Project;
2. Evaluate the level of support for the proposed extension;
3. Understand any concerns that exist regarding the project;
4. Determine awareness of the recent funding model for the project; and
5. Determine whether the community knows where to get information about the project.

Methodology

The survey was conducted using a random fixed line telephone poll of Queanbeyan LGA residents aged 18 or more. Respondents were selected at random from a verified random sample residential telephone database of 3,860 residential telephone numbers within the LGA². A survey form was constructed collaboratively between Roads and Maritime Services and Jetty Research (see Appendix 1), based on satisfying the above objectives.

Polling was conducted between May 20 and 25 2015 from Jetty Research's Coffs Harbour CATI³ call centre. A team of 12 researchers called Queanbeyan LGA residents on weekday evenings (excluding Friday) from 3.30 to 8pm, and on Saturday from midday to 5pm. Where phones went unanswered, were engaged or diverted to answering machines, researchers phoned on up to five occasions at different times of the afternoon or evening.

² Postcodes sourced (from NSW DLG website, and as per ABS 2011 Census data) were 2619 (25%) and 2620 (75%). As with any postcode-based source, some records may lie outside LGA boundaries. Random valid numbers were supplied by Sampleworx, a respected supplier of random numbers to the market and social research industry.

³ Computer-assisted telephone interviewing

In order to avoid response bias⁴, potential respondents were not informed of the survey's subject matter until they had agreed to participate. Likewise, the survey length was kept under six minutes to maximise response.

The poll was conducted on a purely random basis, though ensuring an adequate mix of respondents by age and gender and across different sub-regions. Respondents were screened to ensure they were aged 18 or over⁵, had lived within the Queanbeyan LGA for at least 12 months, and were not councillors or permanent Council employees. Those who did not meet the prescreening questions were excluded from the findings of this study.

A final sample size of 805 was achieved. Survey time varied from 4 to 11 minutes, with an average of 5.8 minutes. Participation rate (i.e. the proportion of eligible residents who agreed to be surveyed) was 48.4%.

Please note that due to the nature of the survey, not all respondents answered every question. The number of respondents answering each question is marked as "n = XXX" in the graph accompanying that question. Caution should be taken in analysing some questions due to the small sample size.

Results have been post-weighted by age and gender to match the adult Queanbeyan population, based on 2011 ABS Census data (usual resident profile).

Where differences in this report are classed as significant, this implies they are statistically significant based on independent sample t-scores or other analysis of variation (or ANOVA) calculations. *In statistical terms, significant differences are unlikely to have been caused by chance alone.* Such differences are marked in the relevant tables in blue (above mean) and pink (below mean).

Sampling error

According to the 2011 ABS Census (usual resident profile) the total population of the Queanbeyan LGA was 37,991 of which 27,826 (73%) were aged 18 and over.

Based on this latter survey population, a random sample of 805 adult residents implies a margin for error of +/- 3.4% at the 95% confidence level, and +/- 4.5% at the 99% confidence level.

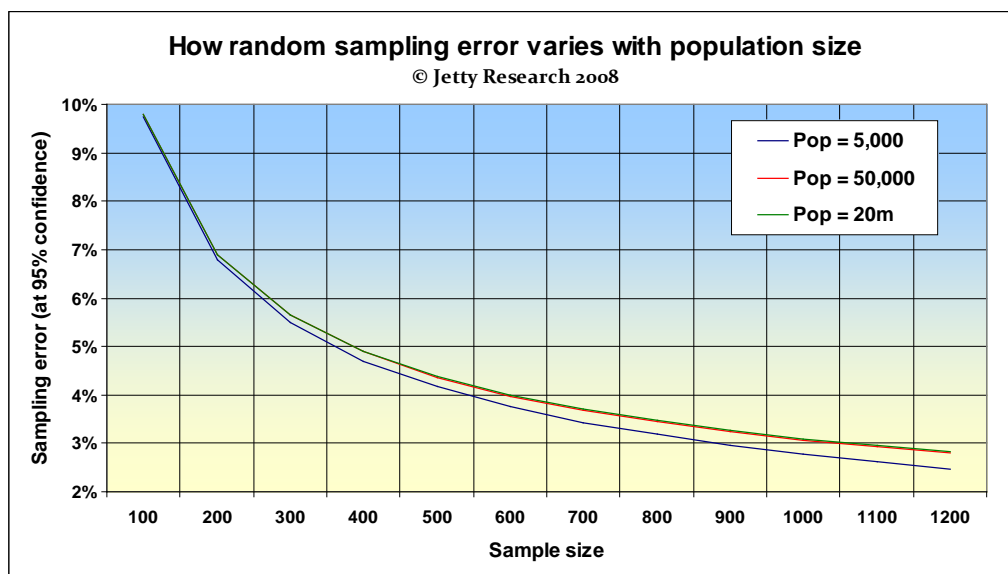
This means, in effect, that if we conducted a similar poll twenty times, results should reflect the views and behaviour of the overall survey population to within a +/- 3.4% margin in 19 of those 20 surveys. And likewise, results should be representative of all Queanbeyan adult residents to within +/- 4.5% in 99 of any 100 such surveys conducted.

As Graph i shows (next page), margin for error falls as sample size rises. Hence cross-tabulations or sub-groups within the overall sample will typically create much higher margins for error than the overall sample. For example using the above population sizes, a sample size of 100 exhibits a margin for error of +/- 9.8% (at the 95% confidence level).

⁴ Whereby potential respondents do or don't agree to participate in research based on their interest in the subject matter.

⁵ As an additional check, survey responses were disregarded where the respondent noted in Q16 that their age was less than 18

Graph i: How sampling error varies with sample and population size



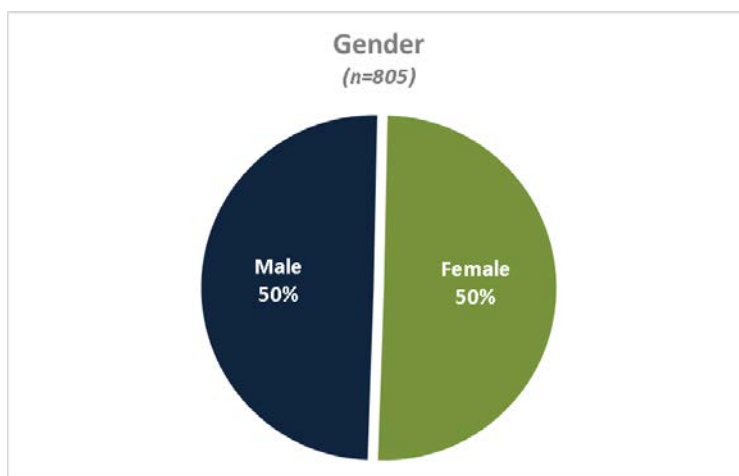
In addition to the random sampling error, above, there may also be some forms of non-random sampling error which may have affected results. These include respondents without fixed line phones, the proportion of non-respondents (refusals, no answers etc.) and/or imperfections in the survey database.

However there is no evidence (at least in terms of significant variances between demographic groups within the survey sample) to suggest that non-random error has affected the integrity of the following data.

Sample characteristics

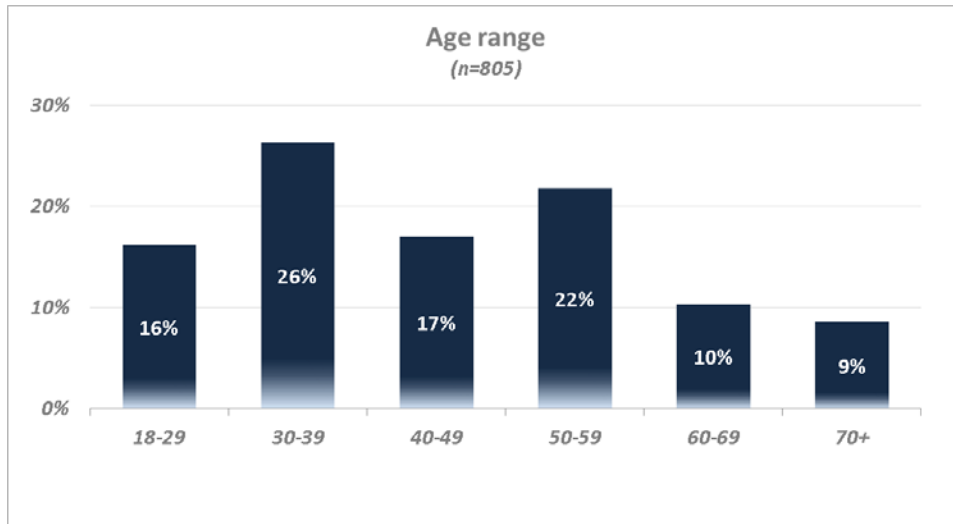
The following graphs outline the profile of the sample. Cross-analysis has been undertaken by each of the sub groups outlined, and significant differences noted throughout the report where they exist.

Graph ii: Gender representation within sample



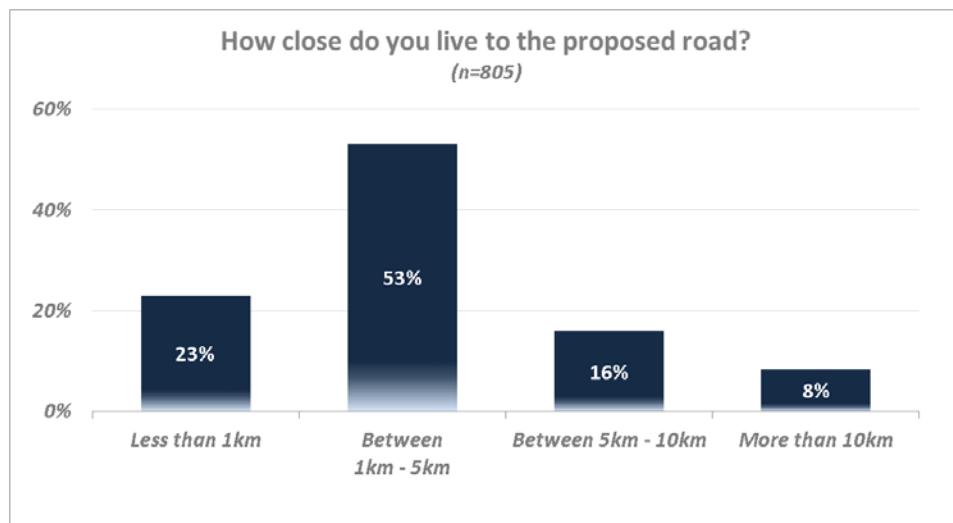
The sample was equally split between males and females.

Graph iii: Age representation within sample



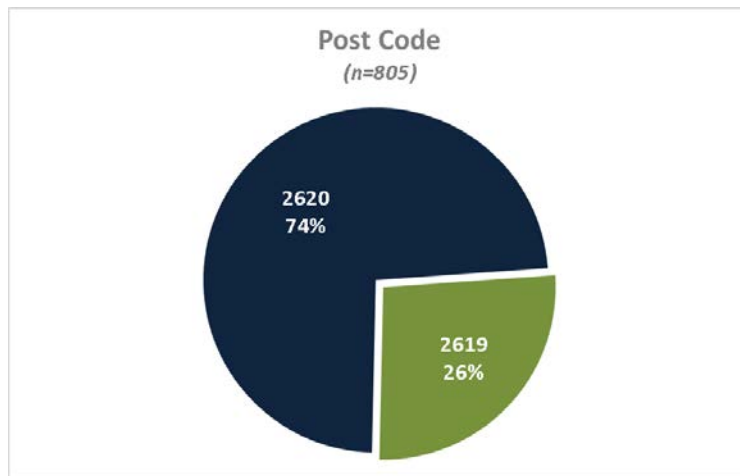
A diverse spread of ages was represented in the sample.

Graph iv: Proximity of the sample to the Ellerton Drive Extension Project



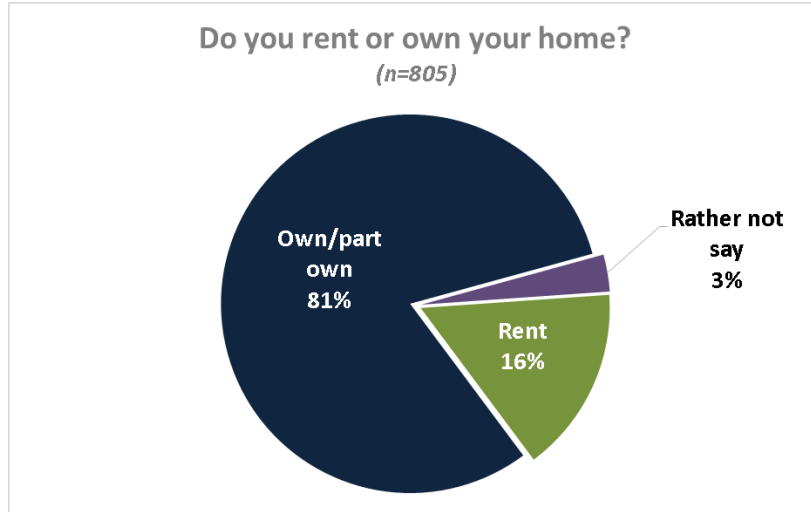
Almost a quarter of respondents (23%) resided less than 1 km from the proposed Ellerton Road Extension, while just over half (53%) claimed to live between 1 km and 5 km from the new road. The remaining quarter (24%) lived more than 5 km away.

Graph v: Postcodes represented within the sample



Three-quarters (74%), of the sample lived within the 2620 post code and one-quarter (26%) lived within the 2619 postcode. This was designed to match the relevant proportions of Queanbeyan LGA residents living within each of these postcodes.

Graph vi: Home ownership represented within the sample



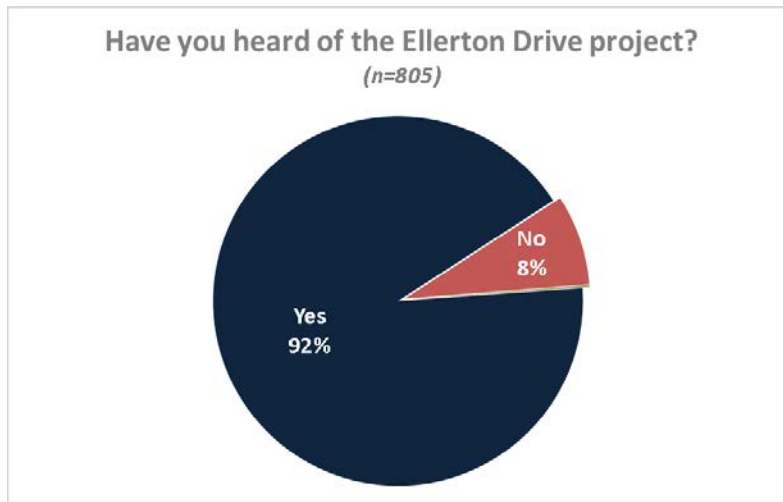
Four in five respondents (81%) owned or part-owned their homes and 16% were renting.

Part 1: Awareness of the Ellerton Drive Extension Project

The survey commenced with respondents being asked their awareness of the Ellerton Drive Extension Project. Respondents were first asked (unprompted) if they had heard of the proposed road – with 92% answering in the affirmative. This question was then followed up to understand prompted awareness utilising the following project description and awareness question:

“This survey relates to the Ellerton Drive Extension Project. Subject to council approval, this would involve the construction of a two-lane single road, as an extension to Ellerton Drive at East Queanbeyan to Old Cooma Road and Edwin Parkway at Karabar. It would provide an alternative route around the Central Business District and would connect east and west Queanbeyan to the south. Have you heard of this project?”

Graph 1.1: Awareness of the Ellerton Drive Extension Project (unprompted)



The vast majority of residents (92%) claimed awareness (both unprompted and then prompted) of the Ellerton Drive Extension Project prior to being called, with just 8% indicating that they had not heard of it.

Table 1.1: Awareness by proximity

		Proximity			Total
		Less than 1km	Between 1km - 5km	More than 5km	
Awareness of Ellerton Drive Extension Project	Yes	174 94.6%	402 94.1%	163 84.5%	739 91.9%
	No	9 4.9%	25 5.9%	29 15.0%	63 7.8%
	Don't know	1 .5%	0 0.0%	1 .5%	2 .2%
Total		184 100.0%	427 100.0%	193 100.0%	804 100.0%

Those living within 5 km of the proposed road had significantly higher awareness of it than those living slightly further away (at 94%, compared with 85% of those living more than 5 km away⁶).

Table 1.2: Awareness by age

		Age			Total
		18-39	40-59	60+	
Awareness of Ellerton Drive Extension Project	Yes	295 86.3%	301 96.5%	145 95.4%	741 91.9%
	No	47 13.7%	11 3.5%	6 3.9%	64 7.9%
	Don't know	0 0.0%	0 0.0%	1 .7%	1 .1%
Total		342 100.0%	312 100.0%	152 100.0%	806 100.0%

Knowledge of the proposed extension rose significantly with age: from a (still high) 86% of those respondents aged 18-39, to more than 95% for those aged 40 and above.

There were no significant differences by gender, postcode, or household size.

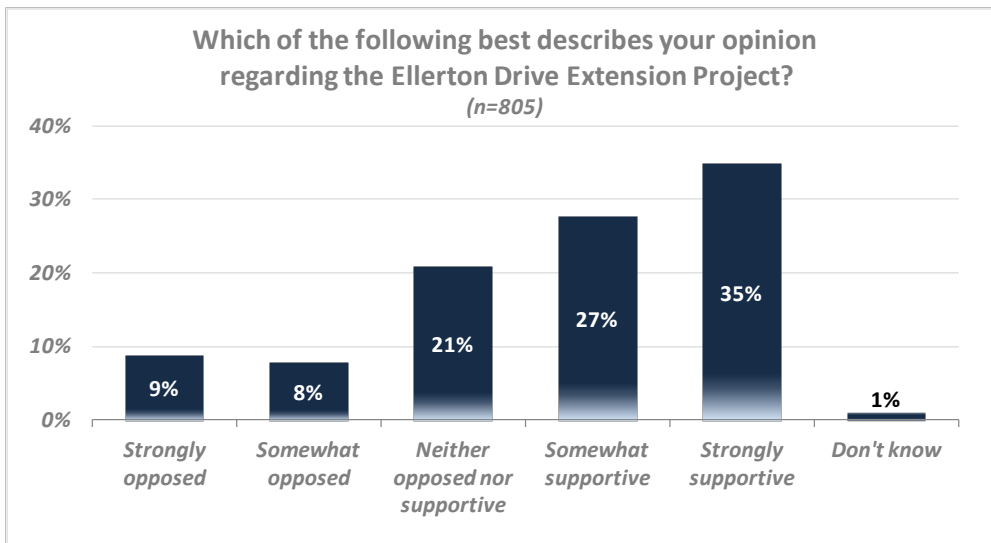
⁶ Significantly different at both the 95% and 99% confidence level.

Part 2: Opinion of Ellerton Drive Extension Project

Residents were then asked a series of questions to uncover opinion regarding the Ellerton Drive Extension Project. The first question was “Which of the following best describes your opinion regarding the Ellerton Drive Extension Project?”, with five prompted options: *strongly opposed, somewhat opposed, neither opposed nor supportive, somewhat supportive or strongly supportive.*

The results are shown in Graph 2.1, below:

Graph 2.1: Breakdown of opinion of the Ellerton Drive Extension Project



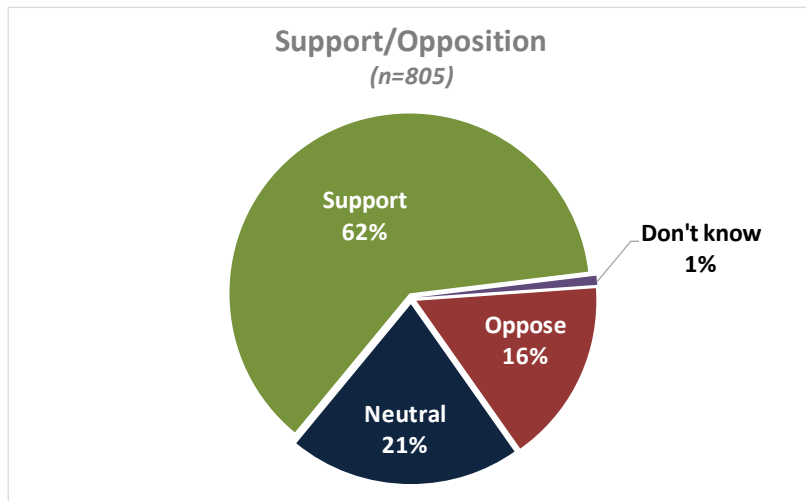
Over one-third (35%) of residents were strongly supportive, 27% somewhat supportive, 21% neutral, 8% somewhat opposed and 9% strongly opposed. The mean support rating was 3.73 out of a possible five, and net support⁷ was +45%.

This suggests a relatively high level of support for the project among Queanbeyan adult residents.

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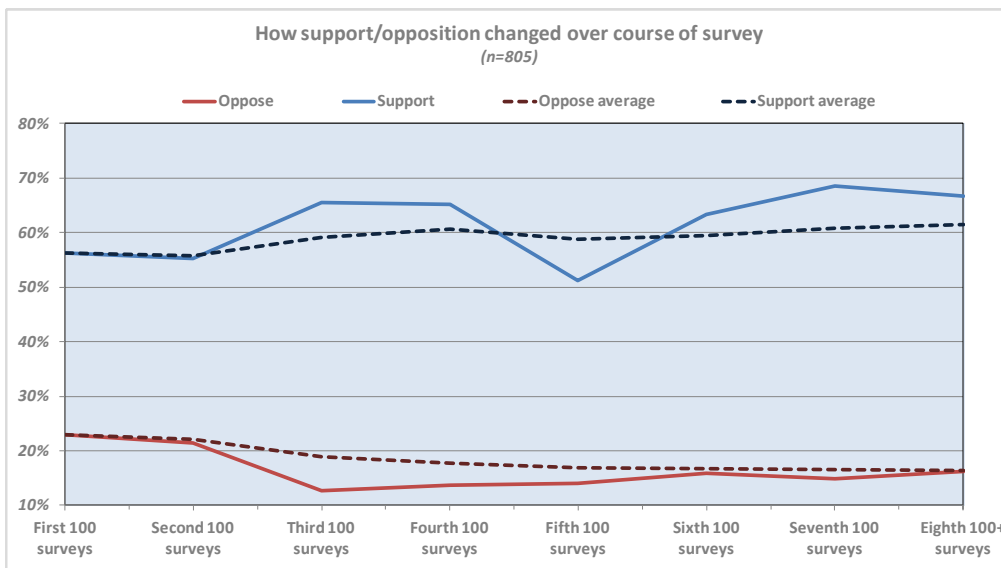
⁷ i.e. Percentage supportive less percentage opposed.

Graph 2.2: Overall opinion of the Ellerton Drive Extension Project



Sixty two per cent of residents were supportive of the Ellerton Drive Extension Project, with 21% neutral and 16% opposed⁸. Excluding those without an opinion, the ratio of support to opposition was almost 4:1.

Graph 2.3: Support/opposition over course of the survey



Over the data collection period, level of support and opposition remained consistent and with little divergence from the overall mean (i.e. average). As indicated above, the average support and opposition scores remained within +/- 3.4% sampling error of the final scores. This confirms the statistical robustness of the sample in terms of size and quality.

⁸ As with all results, this is weighted by age and gender. In case it's of interest, the unweighted (i.e. raw) results were 62% supportive, 17% neutral and 20% opposed (with 1% don't know)

Table 2.1: Support/opposition by proximity

		Proximity			Total
		Less than 1km	Between 1km - 5km	More than 5km	
	Strongly opposed	33 17.9%	31 7.2%	6 3.1%	70 8.7%
	Somewhat opposed	19 10.3%	36 8.4%	7 3.6%	62 7.7%
	Neither opposed nor supportive	32 17.4%	90 21.0%	45 23.2%	167 20.7%
	Somewhat supportive	39 21.2%	120 28.0%	62 32.0%	221 27.4%
	Strongly supportive	60 32.6%	150 35.0%	69 35.6%	279 34.6%
	Don't know	1 .5%	1 .2%	5 2.6%	7 .9%
	Total	184 100.0%	428 100.0%	194 100.0%	806 100.0%

Those living less than 1 km from the Ellerton Drive Extension Project were significantly more likely to be opposed to the proposed bypass than those who lived more than 5 km away⁹. However, even among those living within a 1 km radius, support outweighed opposition by 54% to 28%.

Table 2.2: Support/opposition by postcode

		Postcode		Total
		2619	2620	
	Strongly opposed	35 16.4%	35 5.9%	70 8.7%
	Somewhat opposed	29 13.6%	33 5.6%	62 7.7%
	Neither opposed nor supportive	57 26.8%	109 18.4%	166 20.6%
	Somewhat supportive	47 22.1%	173 29.3%	220 27.4%
	Strongly supportive	44 20.7%	235 39.8%	279 34.7%
	Don't know	1 .5%	6 1.0%	7 .9%
	Total	213 100.0%	591 100.0%	804 100.0%

Those residing in the 2619 postcode were significantly more likely to be opposed to the proposed bypass than those living in the 2620 post code¹⁰. Support within 2619 postcode residents ran at 43%, with 30% opposed. (Within the 2620 postcode, these figures were 69% and 12% respectively.)

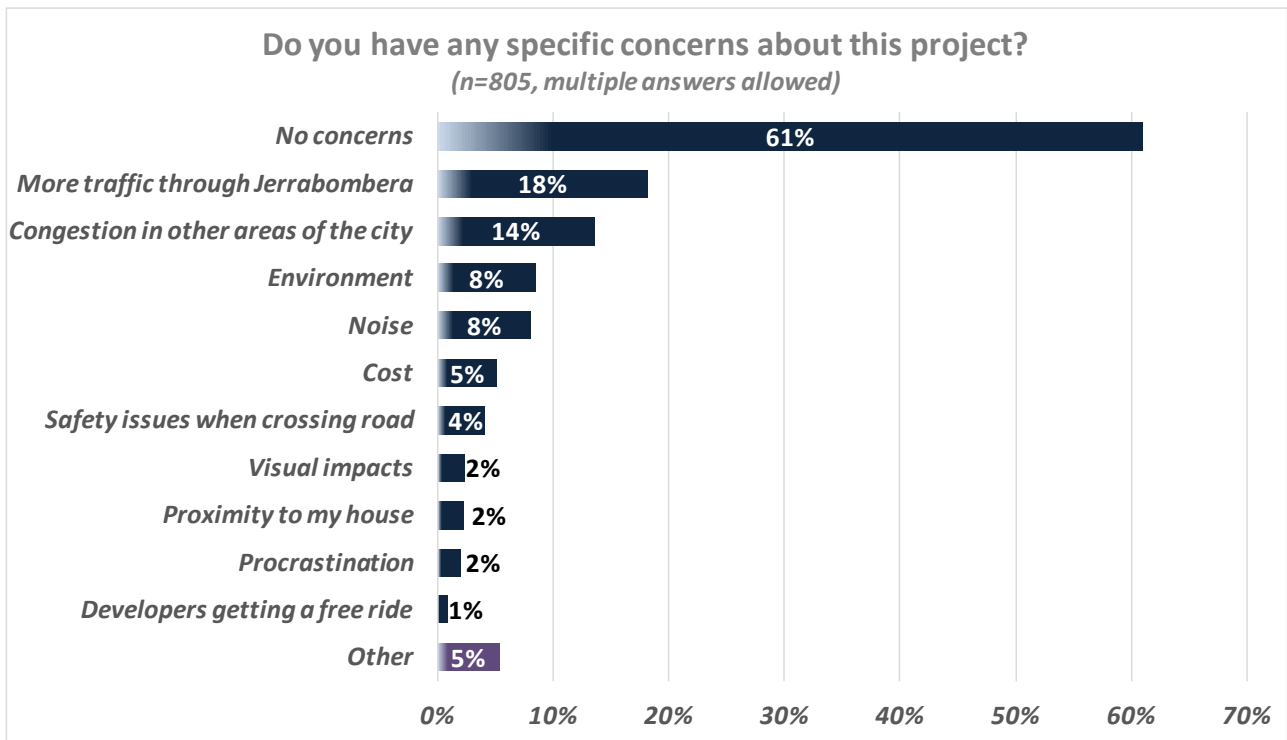
⁹ Significantly different at both the 95% and 99% confidence level.

¹⁰ Significantly different at both the 95% and 99% confidence level.

Furthermore, younger people (aged 18-39) had lower opposition levels than middle aged respondents (aged 40-59) with 8% and 26% opposition respectively. Males were more likely to be strongly supportive than females (40% compared to 29%).

Respondents were then asked, in an open-ended question, if they had any specific concerns regarding the Ellerton Drive Extension. Their responses have been coded (i.e. themed), and are shown in Graph 2.3 below:

Graph 2.4: Concerns regarding the Ellerton Drive Extension Project



Three in five residents (61%) had no concerns regarding the project. Of those who expressed some concern, the main issue was more traffic through Jerrabombera (18%), followed by congestion in other areas of the City (14%), the environment (8%), noise (8%), cost (5%) and pedestrian safety (4%).

Table 2.3: Concerns by proximity

	Proximity			Total
	Less than 1km	Between 1km - 5km	More than 5km	
Noise	31 17.0%	24 5.7%	9 4.8%	65
Cost	9 4.9%	24 5.6%	8 4.2%	41
Environment	15 8.2%	36 8.4%	17 8.7%	68
Developers getting a free ride	2 1.1%	3 .8%	2 .8%	7
More traffic through Jerrabombera	42 22.8%	80 18.9%	24 12.2%	146
Safety issues when crossing road	17 9.4%	13 3.1%	2 1.1%	33
Visual impacts	9 4.9%	9 2.1%	1 .4%	19
Congestion in other areas of the city	36 19.5%	48 11.4%	24 12.6%	109
No concerns	87 46.9%	271 63.6%	133 68.6%	490
Proximity to my house	11 5.7%	6 1.4%	2 .8%	18
Procrastination	7 3.6%	7 1.7%	2 .9%	16
OTHER	12 6.2%	22 5.2%	9 4.6%	42
Total	184	427	193	804

As one would expect, those residing less than 1 km from the proposed bypass were significantly more likely to have concerns than those residing more than 5 km away: 47% of nearby residents indicated they had no concerns compared with 69% of residents more than 5 km from the proposed new road. Nearby residents were significantly more concerned with the potential increase in traffic through Jerrabombera (23%) than those living 5 km away (12%)¹¹.

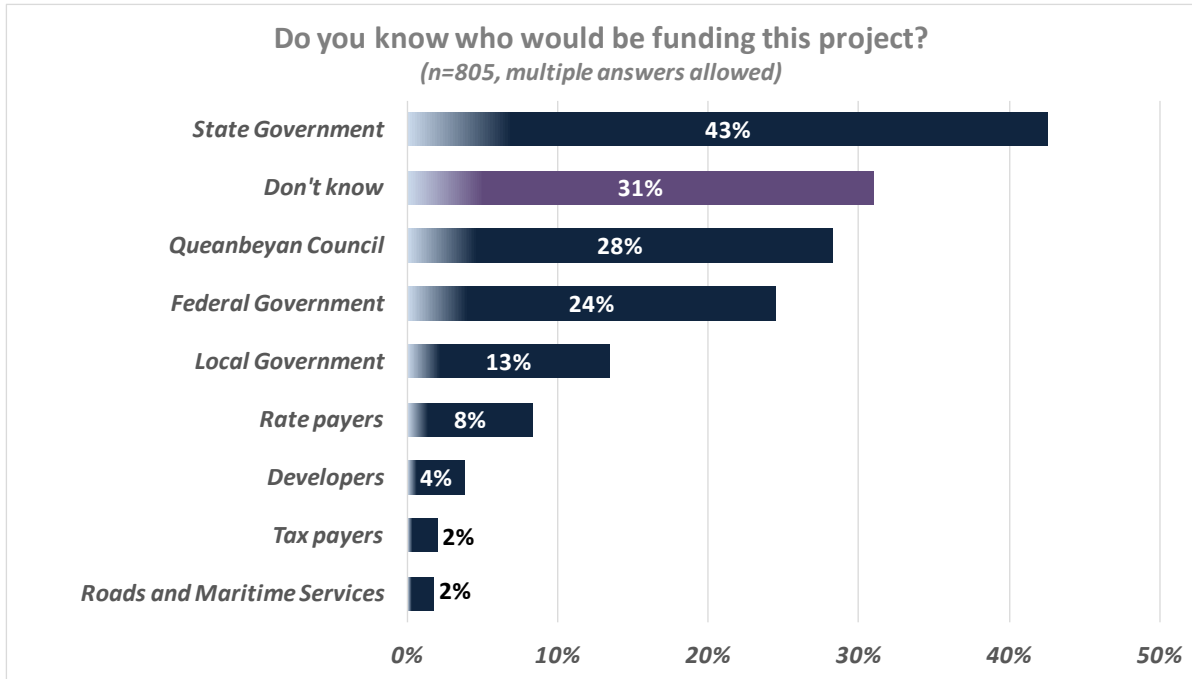
This finding was also reflected by postcode: those residing in postcode 2619 were significantly more concerned by traffic through Jerrabombera (43%) than those residing in postcode 2620 (9%).

¹¹ Significantly different at both the 95% and 99% confidence level.

Part 3: Knowledge of funding of the Ellerton Drive Extension Project

The survey then asked residents whether they were aware of who was funding the proposed Ellerton Drive Extension Project.

Graph 3.1: Knowledge of the entities funding the Ellerton Drive Extension Project



Forty three per cent of those surveyed believed that the Ellerton Drive Extension Project was funded (or part-funded) by the state government, while 28% nominated Queanbeyan City Council and 24% mentioned the federal government. (Also of possible interest, 23 per cent of respondents mentioned at least two tiers of government, while 4 per cent mentioned all three.)

However almost one in three (31%) were unsure of any funding sources.

Older residents (i.e. those aged 60-plus) were significantly more likely to identify state, federal and local government funding sources, while younger respondents (i.e. those aged 18-39) were significantly more likely to be unsure of any funding sources.

(Continued over page...)

Table 3.1: Knowledge of the funding entities, by proximity

	Proximity			Total
	Less than 1km	Between 1km - 5km	More than 5km	
State Government	93 50.2%	181 43.0%	67 34.6%	341
Federal Government	47 25.7%	104 24.7%	44 22.8%	196
Local Government	29 15.5%	57 13.5%	22 11.4%	108
Roads and Maritime Services	3 1.8%	8 2.0%	2 1.2%	14
Queanbeyan Council	81 43.9%	116 27.4%	29 15.0%	226
Developers	10 5.5%	17 3.9%	4 1.9%	30
Rate payers	8 4.1%	38 9.1%	21 10.7%	67
Tax payers	0 0.0%	9 2.1%	7 3.6%	16
Don't know	43 23.4%	136 32.3%	68 35.4%	248
Total	184	422	193	800

Those residing within 1 km within the Ellerton Drive Extension were significantly more likely than those living further away from the extension to identify state government and/or Queanbeyan City Council as the funding entities (50% and 44% respectively compared with 35%¹² and 15%¹³).

Table 3.2: Knowledge of funding entities, by opposition/support

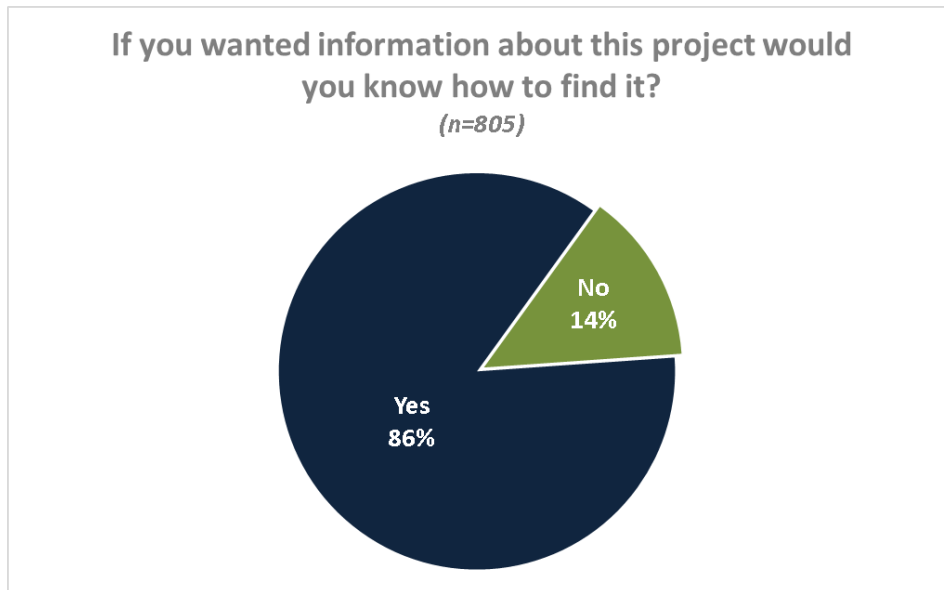
	Support/oppose Extension				Total
	Oppose	Neutral	Support	Don't know	
State Government	63 48.1%	48 29.8%	229 45.8%	6.8%	341
Federal Government	34 25.6%	31 19.4%	131 26.2%	0.0%	196
Local Government	17 12.7%	21 13.0%	70 13.9%	6.8%	108
Roads and Maritime Services	5 3.9%	4 2.8%	5 .9%	0.0%	14
Queanbeyan Council	65 49.3%	39 24.2%	122 24.4%	0.0%	226
Developers	13 10.2%	1 .8%	16 3.2%	0.0%	30
Rate payers	8 6.3%	21 13.0%	37 7.3%	1 11.8%	67
Tax payers	3 2.3%	5 3.3%	7 1.5%	0.0%	16
Don't know	28 21.2%	61 37.8%	153 30.7%	5 81.4%	248
Total	132	162	500	7	800

¹² Significantly different at both the 95% and 99% confidence level.

¹³ Significantly different at both the 95% and 99% confidence level.

Those who opposed the proposed bypass were more likely to believe it is being funded by Queanbeyan City Council than those who supported the project (49% compared with 29%¹⁴). As one might expect, the “neutrals” were least likely to be aware of any funding sources.

Graph 3.2: Awareness of information sources



The majority of residents (86%) would know where to find information about the Ellerton Drive Extension Project if they wanted to. Those residing in postcode 2619 were more likely to know where to find information than those residing in post code 2620 (at 95% compared with 83%¹⁵).

¹⁴ Significantly different at both the 95% and 99% confidence level.

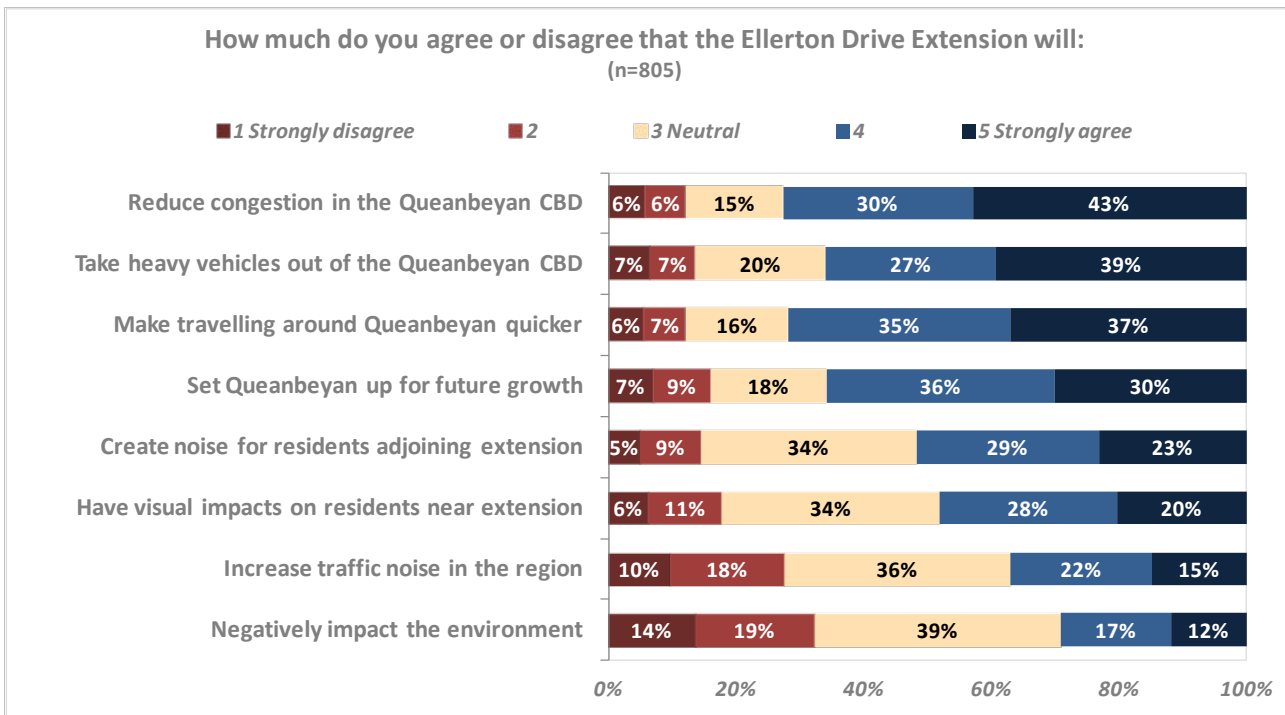
¹⁵ Significantly different at the 95% confidence level.

Part 4: Attitudes towards the Ellerton Drive Extension Project

Residents were then asked to rate their agreement or disagreement with a number of statements regarding the potential impact of the Ellerton Drive Extension Project on the area. Residents were asked to rate both positive and negative statements, all scored on a 1-5 scale where 1 = strongly disagree, 3 = neutral and 5= strongly agree.¹⁶

Results, below, have been ranked from highest “strongly agree” to lowest:

Graph 4.1: Agreement with attitudinal statements regarding the Ellerton Drive Extension Project



Agreement was higher amongst the four positive statements than the four negative statements, suggesting that the perceived benefits of the extension outweighed the perceived concerns amongst local residents.

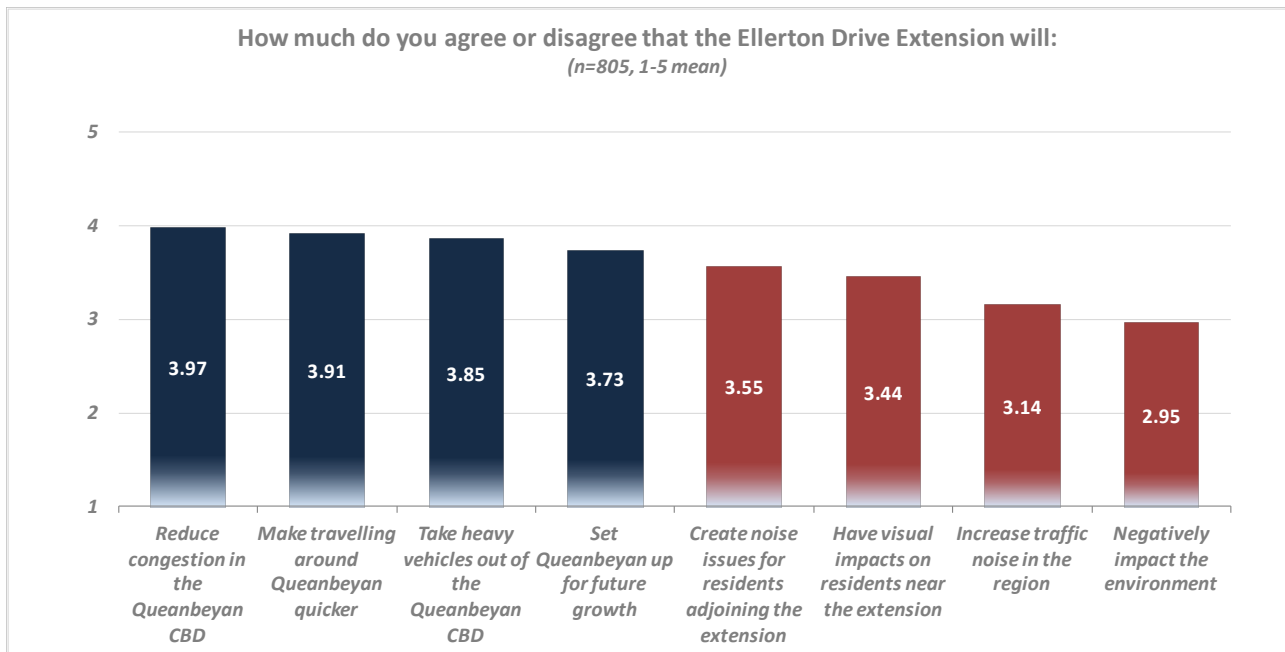
Almost three-quarters of those surveyed (73%) agreed that the bypass would *reduce congestion in the Queanbeyan CBD*, while 72% agreed it would *make travelling around Queanbeyan quicker* and 66% agreed it would *take heavy vehicles out of the Queanbeyan CBD* – the same proportion feeling it would *set Queanbeyan up for future growth*.

¹⁶ Note that positive and negative statements were arranged randomly, to prevent order bias. See Appendix 1 (Q13) for actual order of statements.

Agreement ratings suggest there is some concern regarding the potential noise impact of the project. Just over half of those surveyed (52%) agreed that the extension would *create noise for residents adjoining the extension* – with only 14% disagreeing. Likewise almost half of those surveyed (48%) were concerned about the visual impact of the extension, with 17% disagreeing.

The impact of the bypass on the traffic in the region and on the environment was polarising. The statement *the extension would increase traffic noise in the region* saw 37% agreement, 36% neutral and 28% disagreement. Similarly, agreement with the statement *the extension would negatively impact the environment* attracted 29% agreement, 39% neutral and 33% disagreement.

Graph 4.2: Mean agreement with attitudinal statements



As was reflected in Graph 4.1, mean agreement was highest with the positive statements (shown in blue). This suggests that residents held more favourable attitudes towards the extension than unfavourable.

Mean agreement was highest with the statement that the Ellerton Drive Extension Project would *reduce congestion in the Queanbeyan CBD* (3.97), followed by *make travelling around Queanbeyan quicker* (3.91), *take heavy vehicles out of the Queanbeyan CBD* (3.85) and *set Queanbeyan up for future growth* (3.73).

Mean agreement was slightly lower with the negative statements (shown in red) including *create noise issues for residents adjoining the extension* (3.55), *have visual impacts on residents near the extension* (3.44), *increase traffic noise in the region* (3.14) and *negatively impact the environment* (2.95).

Table 4.1: Mean agreement with attitudinal statements, by proximity

Proximity		Reduce congestion in the Queanbeyan CBD	Make travelling around Queanbeyan quicker	Take heavy vehicles out of the Queanbeyan CBD	Set Queanbeyan up for future growth	Create noise issues for residents adjoining the extension	Have visual impacts on residents near the extension	Increase traffic noise in the region	Negatively impact the environment
Less than 1km	Mean	3.73	3.80	3.66	3.52	3.82	3.72	3.40	3.11
	N	184	184	184	184	184	184	184	184
More than 5km	Mean	4.10	4.01	3.91	3.82	3.42	3.32	2.89	2.88
	N	193	193	193	193	193	193	193	193
Total	Mean	3.97	3.91	3.85	3.73	3.55	3.44	3.14	2.95
	N	805	805	805	805	805	805	805	805

Across the negative statements, those residing within 1 km of the proposed extension were more likely than those living more than 5 km away to agree that it will *create noise issues for residents adjoining the extension* (3.82 compared with 3.42)¹⁷ and *increase traffic noise in the region* (3.40 compared with 2.89)¹⁸.

Across three of the positive statement, those living within 1 km of the Ellerton Drive Extension Project had generally lower levels of agreement than those living more than 5 km from the proposed bypass. Specifically, those living within 1 km were significantly less likely to agree that the Ellerton Drive Extension Project would *reduce congestion in the Queanbeyan CBD* (3.73 compared with 4.10)¹⁹, *take heavy vehicles out of the Queanbeyan CBD* (3.66 compared with 3.91)²⁰ and *set Queanbeyan up for future growth* (3.52 compared with 3.82)²¹.

Table 4.2: Mean agreement with attitudinal statements, by support/opposition

Support/oppose		Reduce congestion in the Queanbeyan CBD	Make travelling around Queanbeyan quicker	Take heavy vehicles out of the Queanbeyan CBD	Set Queanbeyan up for future growth	Create noise issues for residents adjoining the extension	Have visual impacts on residents near the extension	Increase traffic noise in the region	Negatively impact the environment
Oppose	Mean	2.73	2.64	2.77	2.44	4.50	4.34	4.13	3.85
	N	132	132	132	132	132	132	132	132
Support	Mean	4.40	4.34	4.25	4.12	3.26	3.20	2.84	2.68
	N	500	500	500	500	500	500	500	500
Total	Mean	3.97	3.91	3.85	3.73	3.55	3.44	3.14	2.95
	N	805	805	805	805	805	805	805	805

Not surprisingly, supporters of the project had significantly higher agreement with the positive attitudinal statements than opponents, and significantly lower agreement with the negative attitudinal statements.²²

¹⁷ Significantly different at both the 95% and 99% confidence level.

¹⁸ Significantly different at both the 95% and 99% confidence level.

¹⁹ Significantly different at both the 95% and 99% confidence level.

²⁰ Significantly different at the 95% confidence level.

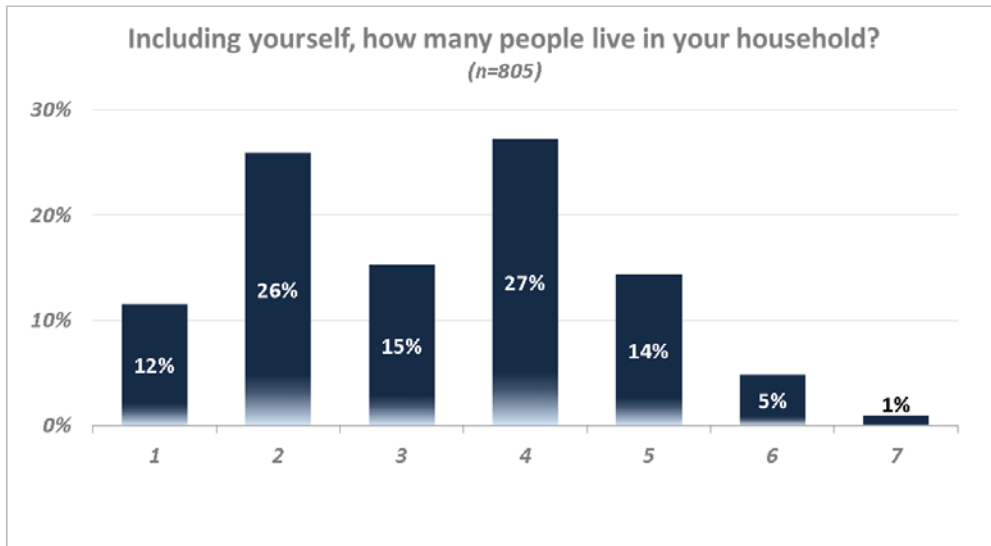
²¹ Significantly different at the 95% confidence level.

²² Significantly different at both the 95% and 99% confidence level.

Part 5: Demographics

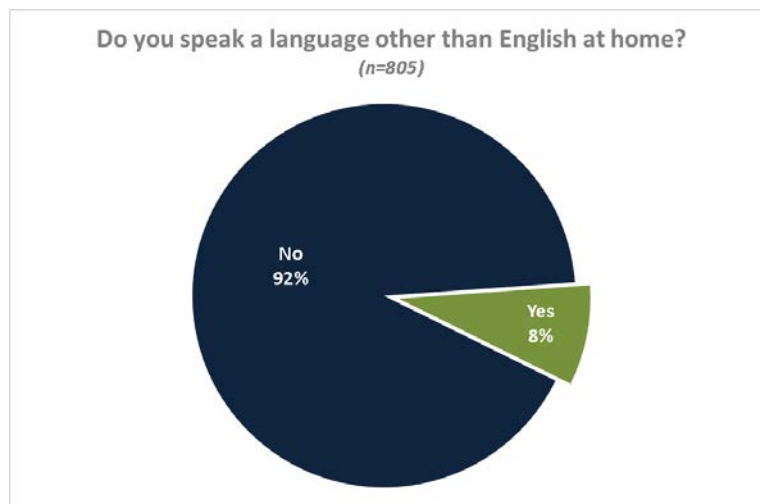
The survey concluded with a number of questions regarding the residents' demographics.

Graph 5.1: Number of residents in the household



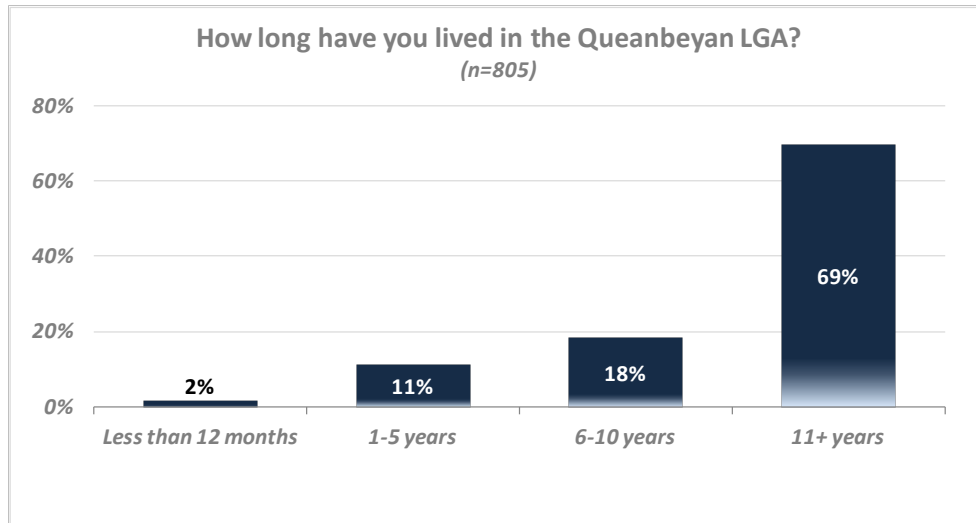
Household sizes varied indicating a likely ranges of household types reflected within the sample. Almost two-thirds of respondents had more than two people living in their household.

Graph 5.2: Language spoken at home



The majority (92%) of residents spoke only English at home.

Graph 5.3: Length of time lived in the Queanbeyan area



Seven in eight (87%) of the sample had lived in the Queanbeyan LGA for more than 5 years, and 69% had resided locally for 11 years or more.

Appendix 1: Questionnaire

Version 1 RMS_Ellerton_Dr

Last modified:27/05/2015 9:16:00 AM

Q1. Hi my name is (name), and I'm calling from Jetty Research on behalf of Roads and Maritime Services (RMS) which was previously known as the RTA. We're looking to speak with people aged 18-59. Would you or anyone else in your household be in that age range?

YES - The RMS is conducting a survey about an important local issue, and you have been randomly selected to participate in this. The survey takes less than 5 minutes, we're not selling anything and all answers will remain confidential. Would you be willing to assist us this afternoon/evening?

Must be 18 or over. Offer a CALL BACK if busy.

Yes	1
No	555

Answer If Attribute "No" from Q1 is SELECTED

Q1

Q2. Thank you for your time. Have a great afternoon/evening.

End

Q3. Just before we start, can you confirm that you live in the Queanbeyan Local Government Area?

Must live in Queanbeyan Shire

Yes	1
No	555

Answer If Attribute "No" from Q3 is SELECTED

Q3

Q4. I'm sorry, to qualify for this survey you must live in the Queanbeyan LGA. Thank you for your time.

End

Q5. And are you a Councillor or permanent Council employee?

Immediate family don't qualify

Yes	1
No	555

Answer If Attribute "Yes" from Q5 is SELECTED

Q5

Q6. I'm sorry in that case you don't qualify to participate in this survey. Thank you for your time

End

Q7. May I have your first name for the survey?

Only so we can refer to by name

Q7

Q8. Thanks [Q7]. To get us underway, can you tell me whether you have heard of the Ellerton Drive Extension Project, sometimes referred to as the Queanbeyan Bypass?

UNPROMPTED

Yes	1
No	555
Don't know	999

Q8

Q9. This survey relates to the Ellerton Drive Extension Project. Subject to Council approval, this would involve the construction of a two lane single road, as an extension to Ellerton Drive at East Queanbeyan to Old Cooma Road and Edwin Parkway at Karabar. It would provide an alternative route around the Central Business District and would connect east and west Queanbeyan to the south. Have you heard of this project?

UNPROMPTED

Yes	1
No	2
Don't know	999

Q9

Q10. And which of the following best describes your opinion regarding the Ellerton Drive Extension Project?

PROMPTED - except don't know

Strongly opposed	1
Somewhat opposed	2
Neither opposed nor supportive	3
Somewhat supportive	4
Strongly supportive	5
Don't know	999

Q10

Q11. Do you have any specific concerns about this project?

UNPROMPTED - Probe and tick any apply

Noise	1	Q11_1
Cost	2	Q11_2
Environment	3	Q11_3
Developers getting a free ride	4	Q11_4
More traffic through Jerrabombera	5	Q11_5
Safety issues when crossing road	6	Q11_6
Visual impacts	7	Q11_7
Congestion in other areas of the city	8	Q11_8
No concerns	9	Q11_9
OTHER		Q11_0

Q12. Now [Q7], do you know who would be funding this project?

UNPROMPTED - tick any that apply

State Government	1	Q12_1
Federal Government	2	Q12_2
Local Government	3	Q12_3
Roads and Maritime Services	4	Q12_4
Queanbeyan Council	5	Q12_5
Developers	6	Q12_6
Rate payers	7	Q12_7
Don't know	999	Q12_8
OTHER		Q12_0

Q13. I am now going to read out a number of statements and I would like you to tell me how much you agree or disagree with each on a scale of 1-5, where 1 means you strongly disagree, 3 is neutral and 5 means you strongly agree. So, how much do you agree or disagree that the Ellerton Drive Extension will:

PROMPTED

	1 Strongly disagree	2	3 Neutral	4	5 Strongly agree	
Take heavy vehicles out of the Queanbeyan CBD	1	2	3	4	5	Q13_1
Negatively impact the environment	1	2	3	4	5	Q13_2
Set Queanbeyan up for future growth	1	2	3	4	5	Q13_3
Create noise issues for residents adjoining the extension	1	2	3	4	5	Q13_4
Reduce congestion in the Queanbeyan CBD	1	2	3	4	5	Q13_5
Increase traffic noise in the region	1	2	3	4	5	Q13_6
Make travelling around Queanbeyan quicker	1	2	3	4	5	Q13_7
Have visual impacts on residents near the extension	1	2	3	4	5	Q13_8

Q14. If you wanted information about this project would you know how to find it?

UNPROMPTED

Yes	1	
No	555	Q14

Q15. [Q7], I now have a few quick questions about you. Firstly how close do you live to the proposed road?

PROMPTED

Less than 1 km	1	
Between 1 km - 5 km	2	
Between 5 km - 10km	3	Q15
More than 10km	4	

Q16. Would your age range be between?

PROMPTED

18-29	1
30-39	2
40-49	3
50-59	4
60-69	5
70+	6

Q16

Q17. Gender?

Don't ask

Male	1
Female	2

Q17

Q18. Including yourself, how many people live in your household?

UNPROMPTED

1	1
2	2
3	3
4	4
5	5
6	6
7	7
More than 8	8

Q18

Q19. Do you rent or own your home?

UNPROMPTED

Rent	1
Own/part own	2
Rather not say	3

Q19

Q20. Do you speak a language other than English at home?

UNPROMPTED

Yes	1
No	555

Q20

Q21. Which language is that?

Answer If Attribute "Yes" from Q20 is SELECTED

Record language

Q21

Q22. And how long have you lived in the Queanbeyan Local Government Area?

UNPROMPTED

Less than 12 months	1
1-5 years	2
6-10 years	3
More than 11 years	4

Q22

Q23. And finally your postcode?

OR use details option

2619	1
2620	2

Q23

Q24. Thanks so much [Q7], that's the end of the survey. Roads and Maritime Services greatly appreciates your time and feedback. Have a great afternoon/evening.

End



Appendix 2 - Disclaimer

While all care and diligence has been exercised in the preparation of this report, Jetty Research Pty. Ltd. does not warrant the accuracy of the information contained within and accepts no liability for any loss or damage that may be suffered as a result of reliance on this information, whether or not there has been any error, omission or negligence on the part of Jetty Research Pty. Ltd. or its employees.