



**Moreland**  
City Council

# Kent Road, Pascoe Vale transport counts

Transport survey counts for bikes, pedestrians, vehicles and parking

February 2022

## Trial bike lanes in Pascoe vale

At its July 2020 meeting, Council allocated an additional \$1.68 million in the 2020/21 budget for walking and cycling trial projects in response to the COVID-19 State of Emergency in Victoria. This included delivering a trial separated bike lane on Kent Road, Pascoe Vale to fill a key gap in our cycling network along the “Coburg to Glenroy bike route”.

These projects are being delivered as trials and using materials that can be modified or removed depending on the outcomes of the trials.

## Kent Road trial separated bike lane, Pascoe Vale engagement

At its [Meeting in September 2021](#), Council resolved to explore more design options for the Kent Road, Pascoe Vale Trial Bike Lane project in consultation with the community.

We engaged an independent community engagement specialist, Max Hardy Consulting to provide a range of opportunities for the community to contribute, including:

- A webinar to discuss the different design options.
- Survey to gauge community sentiment about the design options.
- A Community Review Panel process

The engagement has now concluded.

Council will receive a report in March 2022 on the technical viability, research and traffic data analysis and the outcomes of the community engagement to inform a Council decision on next steps for the Kent Road trial separated bike lane. Council may decide to continue the trial as is, continue the trial with alterations, or implement a permanent solution.

In doing so, Council will consider and respond to the Representative Community Review Panel's recommendations and findings from the broader community engagement activities, including reasons for their decision, in early 2022.

## Why do we need separated bike lanes?

In 2020, VicHealth and Monash University surveyed over 4,000 people across 37 local government areas in Greater Melbourne and regional Victoria. In Moreland, the [research](#) found that 83 per cent of people are “interested in cycling but concerned”.

These are people who would consider cycling as an option in some instances but are often afraid to do so if required to ride among vehicles or pedestrians.

To encourage these people to ride a bike we need to provide physical separated bike lanes.

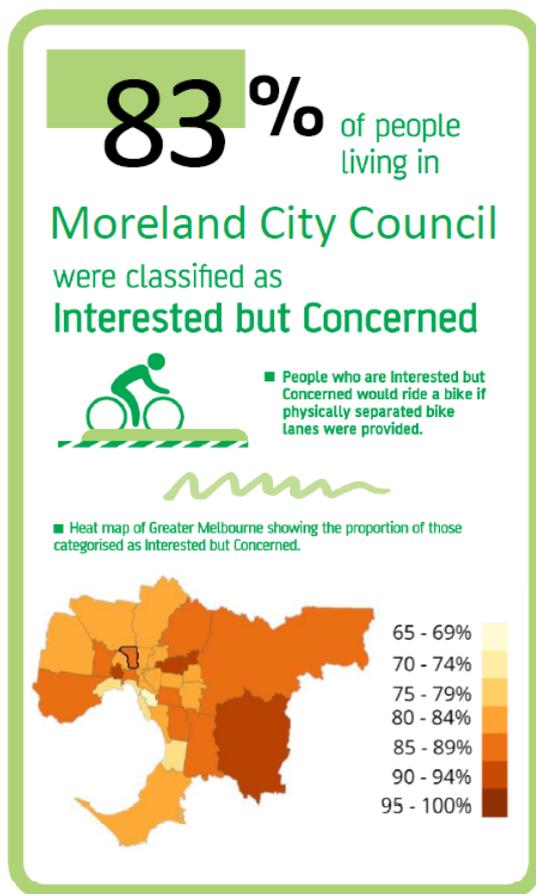


Figure 1: VicHealth and Monash University findings for Moreland.

## Bike, pedestrian and vehicle survey counts

One way to see how the trials are performing is to survey the volume of bikes, pedestrians and vehicles using Kent Road the surrounding streets.

We can compare the survey information recorded during the trial period to survey information before the trials were installed.

Council engages an independent research company to undertake these surveys. Two main methods are used to record the information:

- Tube counters placed across the street identify the number, type and speed of vehicles
- A camera identifies the number, direction and approximate age and gender of bike riders and pedestrians

The survey counts are checked for quality assurance purposes by our independent research company and provided to council as raw data in spreadsheets.

## How do we use this information?

Council can compare information gathered during the trial periods and compare this to information before the trial infrastructure was installed in December 2020.

Bike, pedestrian and vehicle survey counts provide a useful snapshot in time to better understand both positive and negative impacts of changes during the trial period.

While the available survey information since installation can provide useful insights in the short-term, it is likely that the impacts of investment in separated and safe cycling infrastructure will become apparent over the long term.

## Survey locations and data

Council undertook surveys of bikes, pedestrians and vehicles across three survey periods and seven survey areas. Table 1 below outlines the available survey information for each survey period and area. Parking surveys were also undertaken in the Kent Road area during the same periods as shown in the plan below. Vehicle surveys were taken over a period of 7 days, commencing from first day of each survey period.

Table 1: Survey information for each survey period and area

Location	Survey type	Survey period		
		Thursday 3 December to Sunday 6 December 2020 (unless stated) before trial, out of lockdown	Thursday 9 September to Sunday 12 September 2021 during trial, in lockdown	Thursday 2 December to Sunday 5 December 2021 during trial, out of lockdown
1 Kent Road, between Cornwall Road and Cumberland Road. Counter located at 130 Kent Road	Bike	✓	✓	✓
	Pedestrians	✓	✓	✓
	Vehicles	✓	✓	✓
2 Kent Road east of Cumberland Road. Counter located at 92 Kent Road	Bike	✓	✓	✓
	Pedestrians	✓	✓	✓
	Vehicles	✓	✓	✓
3 Valerie Street. Counter located between 12 and 16 Valerie Street	Bike	✓	✓	✓
	Pedestrians	✓	✓	✓
	Vehicles	✓	✓	✓
4 Kitchener Road. Counter located at 14 Kitchener Road	Bike			
	Pedestrians			
	Vehicles	✓ (Mar 2018)	✓	✓
5 Joffre Road. Counter located between 12 and 14 Joffre Road	Bike			
	Pedestrians			
	Vehicles	✓ (April 2019)	✓	✓
6 KW Joyce Reserve. Counter at Kent Road and Cornwall Road	Bike	✓	✓	✓
	Pedestrians	✓	✓	✓
	Vehicles			
7 Cornwall Road. Counter located at 57 Cornwall Road	Bike			
	Pedestrians			
	Vehicles	✓ (June 2019)	✓	✓



Figure 2: Transport survey locations for Kent Road, Pascoe Vale

# Potential considerations with the data and survey methodology?

## 1. Weather observations

Short term changes in weather conditions can impact the number of people likely to participate in outdoor activities such as cycling and walking. Historical weather observations are provided below for each of the survey periods:

Table 2: Weather observations from Essendon Airport, Bureau of Meteorology station number 86038

Survey period		Minimum temperature (C)	Maximum temperature (C)	Rainfall (mm)
<b>December 2020</b> before trial, out of lockdown	Thursday, 3 Dec	9.4	25	0
	Friday, 4 Dec	10.2	24.4	0
	Saturday, 5 Dec	12.4	28.4	0
	Sunday, 6 Dec	12	21.6	0
<b>September 2021</b> during trial, in lockdown	Thursday, 9 Sept	11.2	24.6	0
	Friday, 10 Sept	9.6	18.8	0
	Saturday, 11 Sept	12.1	22.9	0
	Sunday, 12 Sept	8.3	15.7	0
<b>December 2021</b> during trial, out of lockdown	Thursday, 2 Dec	16.4	33	22.6
	Friday, 3 Dec	10.3	20.2	3.6
	Saturday, 4 Dec	9.8	19.4	0
	Sunday, 5 Dec	9.4	20.8	0

## 2. Impact of Victorian Government Department of health restrictions (Melbourne lockdowns)

The first survey recorded in December 2020 was outside of Melbourne's lockdown with travel patterns and daily life gradually returning to normal including a return to work in the office. September 2021 was during Melbourne's 6th lockdown where there were only 5 reasons to leave home. The third survey in December 2021 was outside of Melbourne's lockdown with travel patterns and daily life gradually returning to normal including a return to work in the office.

Typically, lockdowns have seen fewer commuting trips for work or other purposes such as socialising and organised sport but have led to a greater number of recreational walking and riding trips in local areas. It is likely travel patterns and reasons for travel would change in and out of lockdowns.

## 3. Time of year

Time of year may also impact survey outcomes. Under normal circumstances, transport survey counts are not conducted during school holidays as traffic patterns are too irregular and would likely miss key user groups including schools such as Pascoe Vale Girls Secondary College and work-related commuting trips.

The Cole Reserve football and cricket clubs will likely generate times of peak-usage with visitors to the area at different times of the week and year due to the seasonality of sport.

## What are the key findings?

A summary of key findings is below. Detailed survey data can be found on the Kent Road Conversations Moreland webpage.

### 1. Observed short term increases in bike riders per day indicates uptake in people who are likely willing to use separated and convenient infrastructure in the long term.

Table 3: Changes in bike rider counts at 130 Kent Road between December 2020, September 2021 and December 2021 for the survey periods Thursday to Sunday

	Thursday Number of bike riders a day	Friday Number of bike riders a day	Saturday Number of bike riders a day	Sunday Number of bike riders a day	TOTAL Number of bike riders per survey period
Dec '20	58	48	81	66	253
Sep '21	142	61	191	104	498
Dec '21	39*	72	88	35	234

\*22.6mm of rainfall on this day, recorded at Bureau of Meteorology station number 86038

#### Officer comment:

Investment in separated cycling infrastructure is likely to encourage a long-term, gradual increase in bike riding. The positive uptake in bike riding seen on the Kent Road trial separated bike lanes between December 2020 and September 2021 indicates the program's success during COVID in encouraging more trips to be made by bike riding, as outlined in the July 2020 officer report on the Safe Movement of Pedestrians and Cyclists - COVID-19 response.

By December 2021, travel patterns and daily life were gradually returning to normal, including a return to the office. As evidenced by the data by December 2021, it was unlikely the high number of riders observed in September 2021 would be sustained after such a short time. However, the rise observed by September 2021 indicates that people will use this infrastructure because it is safer, convenient and protected compared to no infrastructure.

Experience demonstrates that continued investment to create safe, efficient and connected cycling infrastructure will provide a genuine alternative for people in the long-term. New bike riders take time to see the infrastructure there, know where it goes, what it connects to, and then seeing others using it to feel confident to take it up themselves. It occurs gradually, but steadily over time.

A similar trend is observed in Brunswick as infrastructure investments by Council 15 to 20 years ago continue to lead to increased participation in cycling. From 2011 to 2016, journey to work data indicates that cycling increased from 9.3 per cent to 12.1 per cent respectively (source: Australian Bureau of Statistics, Census data, 2011 and 2016). Brunswick has the highest journey to work cycling rate in Victoria.

Friday 3 December 2021 observed an increase in daily bike riders (72) compared to December 2020 (48). It is likely that this increase was associated a greater number of commuter trips to work by bike.

Thursday 2 December 2021 experienced a significantly higher daily rainfall compared to the same comparable Thursday in December 2020. It is likely this impacted travel patterns and contributed to a decrease in bike riders on this day compared to before the trial.

2. Observed increases in the number of female bike riders in both survey periods during the trial compared to the survey period before the trial indicates uptake in a user group that may have been less likely to ride without separated and convenient infrastructure.

Table 4: Breakdown of observed gender of bike riders at 130 Kent Road between December 2020, September 2021 and December 2021 for the survey periods Thursday to Sunday

		Thursday Number of bike riders	Friday Number of bike riders	Saturday Number of bike riders	Sunday Number of bike riders	TOTAL Number of bike riders per survey period
Dec '20	Female	6	10	5	5	26
Sept '21	Female	30	11	51	24	116
Dec '21	Female	3*	11	16	7	37

\*22.6mm of rainfall on this day, recorded at Bureau of Meteorology station number 86038

Officer comment:

A great number of female ridership in December 2021 (37 bike riders) compared to December 2020 (26 bike riders) indicates the separated bike lanes are encouraging the “interested in cycling but concerned” user group to ride a bike.

3. Observed increase in number of children riding bikes between December 2020 and September 2021 indicates uptake in a user group that may have been less likely to ride without separated and convenient infrastructure.

Table 5: Breakdown of observed number of children riding bikes at 130 Kent Road between December 2020, September 2021 and December 2021 for the survey periods Thursday to Sunday

		Thursday Number of bike riders	Friday Number of bike riders	Saturday Number of bike riders	Sunday Number of bike riders	TOTAL Number of bike riders per survey period
Dec '20	Children	6	13	13	22	54
Sept '21	Children	28	13	14	21	76
Dec '21	Children	3*	9	14	6	32

\*22.6mm of rainfall on this day, recorded at Bureau of Meteorology station number 86038

Officer comment:

The positive uptake in children bike riding seen on the Kent Road trial separated bike lanes between December 2020 and September 2021 indicates that children (and families) will use this infrastructure because it is safer, convenient and protected compared to no infrastructure.

By December 2021, travel patterns and daily life were gradually returning to normal, including a return to the office. As evidenced by the data by December 2021, it was unlikely the high number of riders observed in September 2021 would be sustained after such a short time.

The higher rainfall on Thursday 2 December 2021 compared to the same comparable Thursday in December 2020 likely contributed to the decrease in children seen riding on this day.

Similar numbers of children observed riding across Friday, Saturday and Sunday in all survey periods apart from Sunday 5 December 2021 could indicate this is an outlier in the data. Additional surveys will be required to determine a trend.

**4. More people out walking by September 2021, but a decrease by December 2021 compared to before trial.**

Table 6: Breakdown of observed number of people out walking at 130 Kent Road between December 2020, September 2021 and December 2021 for the survey periods Thursday to Sunday

	Thursday Number of pedestrians	Friday Number of pedestrians	Saturday Number of pedestrians	Sunday Number of pedestrians	TOTAL Number of pedestrians per survey period
December '20	459	373	384	404	<b>1,620</b>
September '21	819	637	610	671	<b>2,737</b>
December '21	336*	346	521	256	<b>1,459</b>

\*22.6mm of rainfall on this day, recorded at Bureau of Meteorology station number 86038

Officer comment:

Any changes to the way streets look and feel can influence the way people choose to get around. The new shared path through KW Joyce Reserve has likely made Kent Road and nearby Cole Reserve more accessible walking routes and destinations. This is likely applicable to the increase in walking observed on Kent Road in September 2021 during Melbourne's 6<sup>th</sup> lockdown.

The higher rainfall on Thursday 2 December 2021 compared to the same comparable Thursday in December 2020 likely contributed to the decrease in people seen walking on this day.

The Friday, Saturday and Sunday in December 2021 showed similar, higher and lower numbers respectively compared to December 2020, which make it difficult to identify any potential impact of the bike lanes and neighbouring infrastructure. Additional surveys will be required to determine a trend.

**5. Weekly average daily vehicle numbers are within similar thresholds during trial in December 2021 compared to before trial. Vehicle numbers in September 2021 were lower.**

Table 7: Number of vehicles recorded at 130 Kent Road between December 2020, September 2021 and December 2021 for seven-day survey period Thursday to Wednesday

	Thursday Number of vehicles	Friday Number of vehicles	Saturday Number of vehicles	Sunday Number of vehicles	Monday Number of vehicles	Tuesday Number of vehicles	Wednesday Number of vehicles	WEEKLY AVG.
December '20	2120	2269	1749	1405	2168	2188	2248	<b>2021</b>
September '21	1546	1477	1474	1244	1427	1342	1412	<b>1406</b>
December '21	2200	2185	2017	1489	2200	2191	2258	<b>2076</b>

Officer comment:

The decrease in vehicle numbers on Kent Road, Pascoe Vale between December 2020 and September 2021 is very likely a result of changes travel patterns as a result of Melbourne's 6<sup>th</sup> lockdown. By December 2021, travel patterns and daily life were gradually returning to normal, including a return to the office. This provides a useful comparison to December 2020 in similar out-of-lockdown conditions but before the trail was implemented.

The daily vehicle numbers through Kent Road, Pascoe Vale have remained similar to numbers before the trial and are still considered within thresholds for a Local Street. This indicates that traffic can still flow despite requiring vehicles to yield / give way to oncoming cars at narrow points in the street.

**6. Lower average occupancy of car parking spaces on Kent Road during the trial compared to before trial.**

Table 8: Breakdown of daily average and daily maximum percentage of car parking occupancy on Kent Road (between Cornwall Road and Cumberland Road) between December 2020, September 2021 and December 2021 for the survey periods Thursday to Sunday.

	Thursday Parking % occupancy		Friday Parking % occupancy		Saturday Parking % occupancy		Sunday Parking % occupancy	
	Avg	Max	Avg	Max	Avg	Max	Avg	Max
December '20	47	57	51	64	46	61	43	52
September '21	31	38	31	40	35	50	21	29
December '21	47	58	49	60	45	65	36	50

Officer comment:

The car parking survey on Kent Road indicates an equal to or lower average demand for car parking on Kent Road, Pascoe Vale in December 2021 compared to before the trial. Despite a reduction of 12 parking spaces on Kent Road since the bike lanes were installed.

There are two instances in December 2021 where the maximum percentage of occupied parking spaces exceeded the comparable day in December 2020 however these are still within suitable occupancy thresholds as outlined in the Parking Management Policy that would typically indicate the need for additional parking restrictions.

**7. Similar average occupancy of car parking spaces during the trial in the survey area including Cornwall Road, Cumberland Road, Kitchener Road, Joffre Road, Valerie Street and Kent Road compared to before the trial period.**

Table 9: Breakdown of daily average and daily maximum percentage of car parking occupancy across parking survey area (including Kent Road) between December 2020, September 2021 and December 2021 for the survey periods Thursday to Sunday.

	Thursday Parking % occupancy		Friday Parking % occupancy		Saturday Parking % occupancy		Sunday Parking % occupancy	
	Avg	Max	Avg	Max	Avg	Max	Avg	Max
December '20	42	47	44	49	40	45	39	43
September '21	38	41	34	39	37	40	35	40
December '21	43	46	42	45	41	45	40	43

Officer comment:

Across the broader survey area including Cornwall Road, Cumberland Road, Kitchener Road, Joffre Road, Valerie Street and Kent Road, the parking surveys indicate any demand for parking has been redistributed within the neighbouring streets without exceeding suitable occupancy thresholds as outlined in the Parking Management Policy that would typically indicate the need for additional parking restrictions. This suggests that the introduction of the bike lanes is not attributable to changes to parking availability in the street.

Since the bike lanes were installed, Council has installed 3 disabled parking bays abutting the site on Joffre Road to improve access for those that need it most to the medical centre. Parking surveys have indicated that these parking bays are used and not over capacity.

It is likely the Cole Reserve football and cricket clubs will generate times of peak-usage with visitors to the area at different times of the week and year due to the seasonality of sport. Since the bike lanes were installed, Council has reviewed the parking restrictions in the area and removed “No Stopping” areas on Cumberland Road just south of Kent Road, creating between 16 and 18 new on-street parking spaces. Overall, this is an increase in the available parking in the area compared to before the trial was implemented.