



# Kent Road, Pascoe Vale

Transport survey counts for bikes, pedestrians, vehicles, and parking – March 2022

## Making walking and cycling safer

We're making improvements to make it easier and safer for our Moreland community to walk and cycle around their local neighbourhood.

## Why we're making these changes

During the COVID-19 pandemic, there was an increase in the number of people using Moreland walking and cycling paths. To accommodate this, Council decided to invest an additional \$1.68 million walking and cycling improvements such as bike lanes and shared zones.

Due to the increased needs for walking and cycling infrastructure, these projects were endorsed by Council to be installed as trials in June 2021. The trials are to run over a 12-month period, allowing us to monitor usage over all 4 seasons.



Figure 1. Separated bike lane on Kent Road

## What was trialled on Kent Road

In June 2021, we installed trial separated bicycle lanes in Kent Road as well as other sites in Pascoe Vale to create the "Coburg to Glenroy Bicycle Link".

This is a low-stress cycling route, suitable for cyclists of all confidence levels, that safely and effectively connects to shops, schools, open space and community facilities.

Physically separated bike lanes provide people a chance to ride bikes with physical separation from cars and pedestrians and can empower that 83 per cent to ride their bike more often.

## How we monitored the trial

Council monitored this trial with a survey of bikes, pedestrians and vehicles using Kent Road and the surrounding streets. This was done with tube counters and a camera.

These survey counts allow us to assess the effectiveness of the trial.

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 more apparent over the long term.

On the following pages, we have summarised the data gathered up to the 3<sup>rd</sup> season of this trial.

## Survey locations and data

Council undertook surveys of bikes, pedestrians and vehicles across four 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 periods			
		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	Thursday 24 March to Sunday 27 March 2022 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

# 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)
December 2020 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
September 2021 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
December 2021 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
March 2022 during trial, out of lockdown	Thursday, 24 March	11.6	20.8	0
	Friday, 25 March	12.2	21.1	0
	Saturday 26 March	9.7	24.3	0
	Sunday, 27 March	11.2	29.1	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 and fourth surveys in December 2021 and March 2022 were outside of Melbourne's lockdown with travel patterns and daily life 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. The March 2022 survey counts (and the forthcoming June 2022 survey) are taken over a weekend where football matches are scheduled to play at Cole Reserve, Pascoe Vale.

## 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 increase in bike riders from before trial (December 2020) to during trial (March 2022) indicates uptake in people who are riding on separated, safe and convenient infrastructure as part of a longer-term trend.

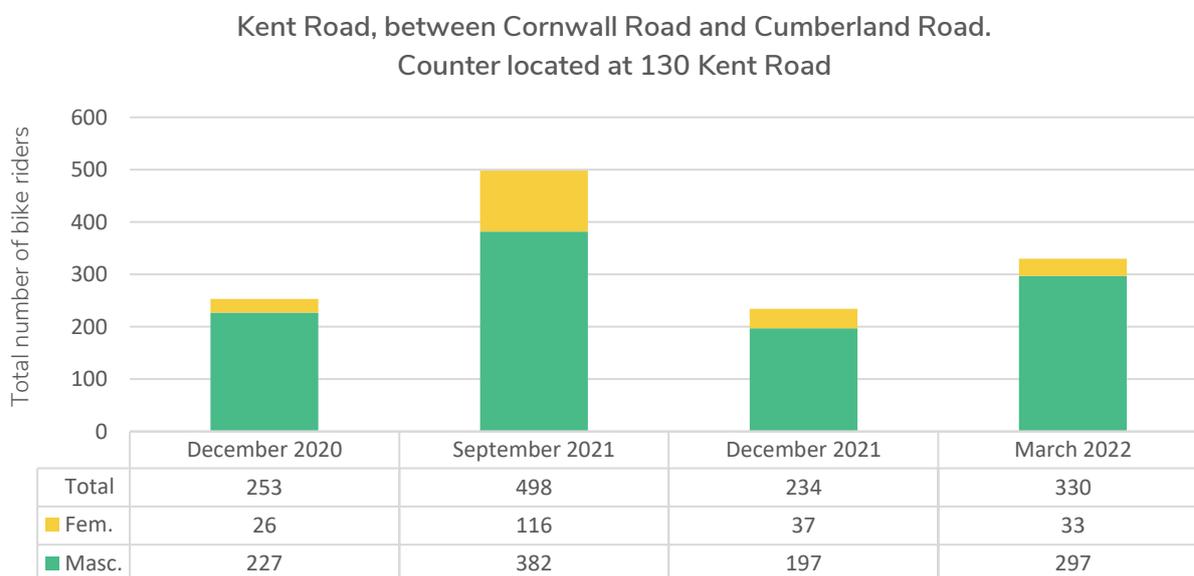


Figure 3: Changes in bike rider counts at 130 Kent Road between December 2020, September 2021, December 2021 and March 2022 for the survey periods Thursday to Sunday.

### 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.

The observed increase in bike riders in March 2022 is an early indication of people beginning to consider cycling as a genuine alternative due to investment in safe, efficient and connected cycling infrastructure.

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.

- Observed increases in the number of female bike riders during the trial in both December 2021 and March 2022 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.

Officer comment:

As shown in figure 3, a greater number of female ridership in December 2021 (37 bike riders) and March 2022 (33 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.

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

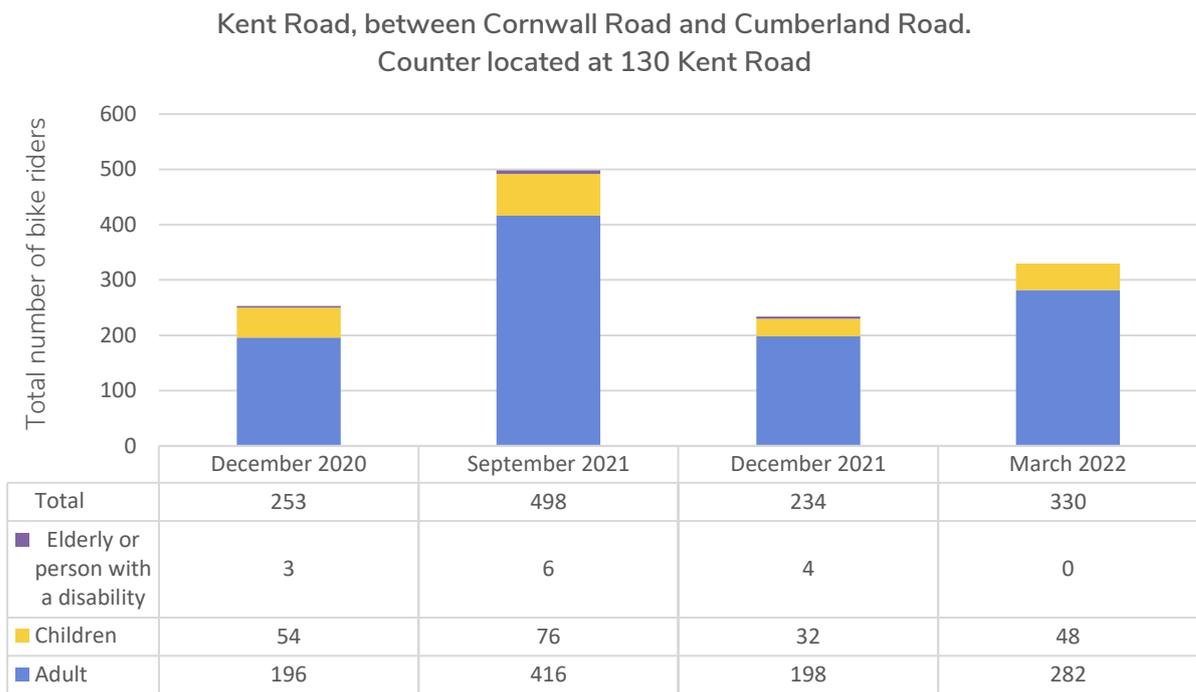


Figure 4: Breakdown of observed number of children, adults and elderly or persons with a disability riding bikes at 130 Kent Road between December 2020, September 2021, December 2021, and March 2022 survey periods, Thursday to Sunday.

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.

Since the decrease in December 2021, there has been an observed positive uptake in the number of children riding in March 2022.

- More people out walking by September 2021, and an increase in March 2022 compared to before the trial (December 2020).

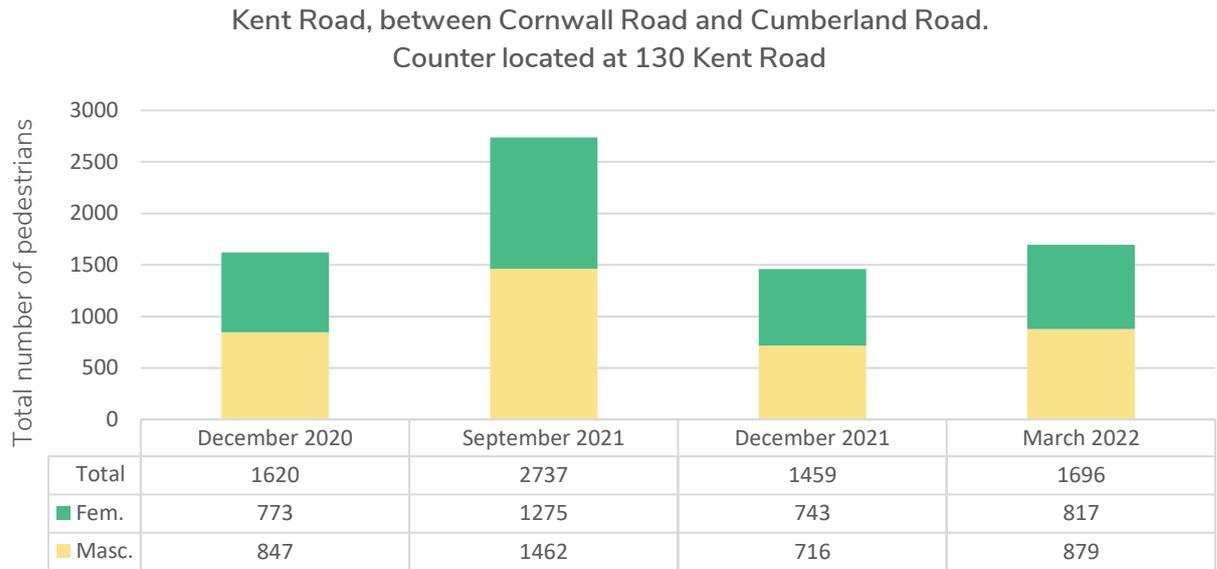


Figure 5: Breakdown of observed number of people out walking at 130 Kent Road between December 2020, September 2021, December 2021 and March 2022 survey periods, Thursday to Sunday.

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 positive uptake in walking observed in March 2022 (during trial) indicates a greater number of people are choosing to walk through this area and nearby new infrastructure than before the trial.

- Average daily vehicle numbers are generally reduced or similar across all sites by March 2022 compared to before the trial (December 2020) without detrimental flow-on impacts to the surrounding local street network. Vehicle numbers in September 2021 were lower.

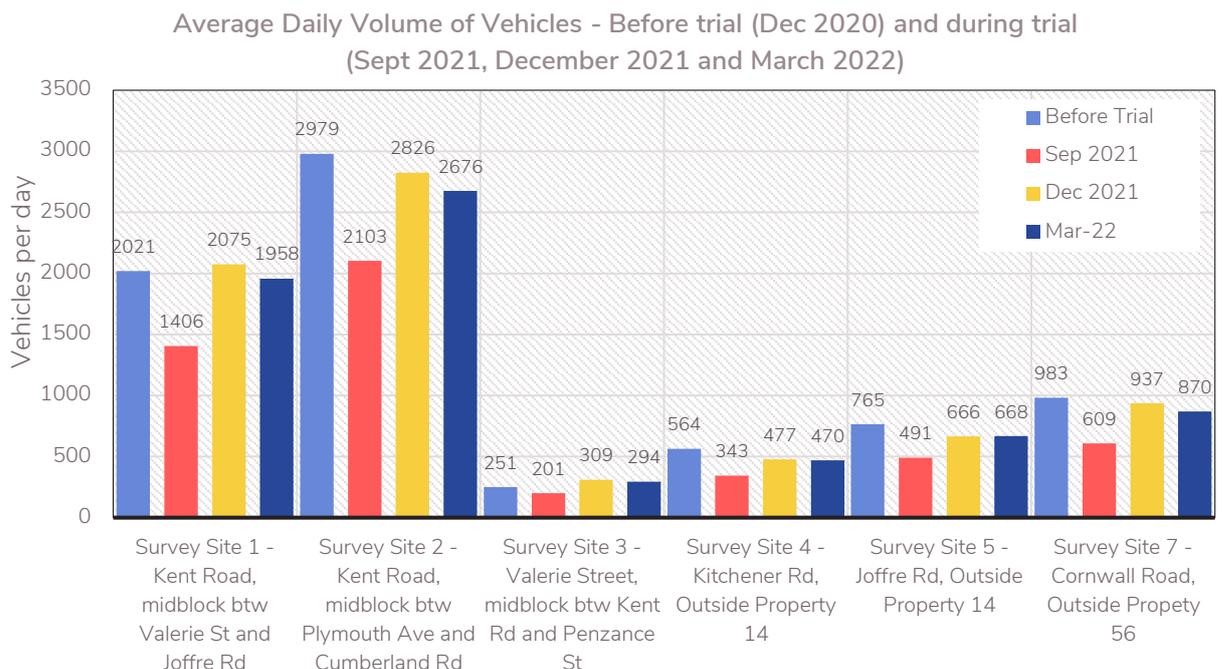


Figure 6: Daily average number of vehicles recorded at each of the vehicle counter survey sites between December 2020, September 2021, December 2021 and March 2022 for seven-day survey period Thursday to Wednesday

Officer comment:

When making changes to the transport network, it is important to measure and consider the potential impacts across the wider network.

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 trial was implemented.

By March 2022, there has been a reduction in the average daily volume of vehicles observed on Kent Road. One of the potential impacts of reduced traffic flow on one street, is for that traffic to move to another local street, also known as rat-running.

In all instances except one on Valerie Street (251 to 294) the vehicle volumes are either very similar or have decreased since before the trial. Valerie Street has a very low traffic volume, and so the increase of 43 seen here is negligible.

**6. Average weekday vehicle volumes in March 2022 on Kent Road, Pascoe Vale (between Cornwall Road and Cumberland Road) generally reflect a similar travel pattern during the trial compared to before the trial in December 2020.**

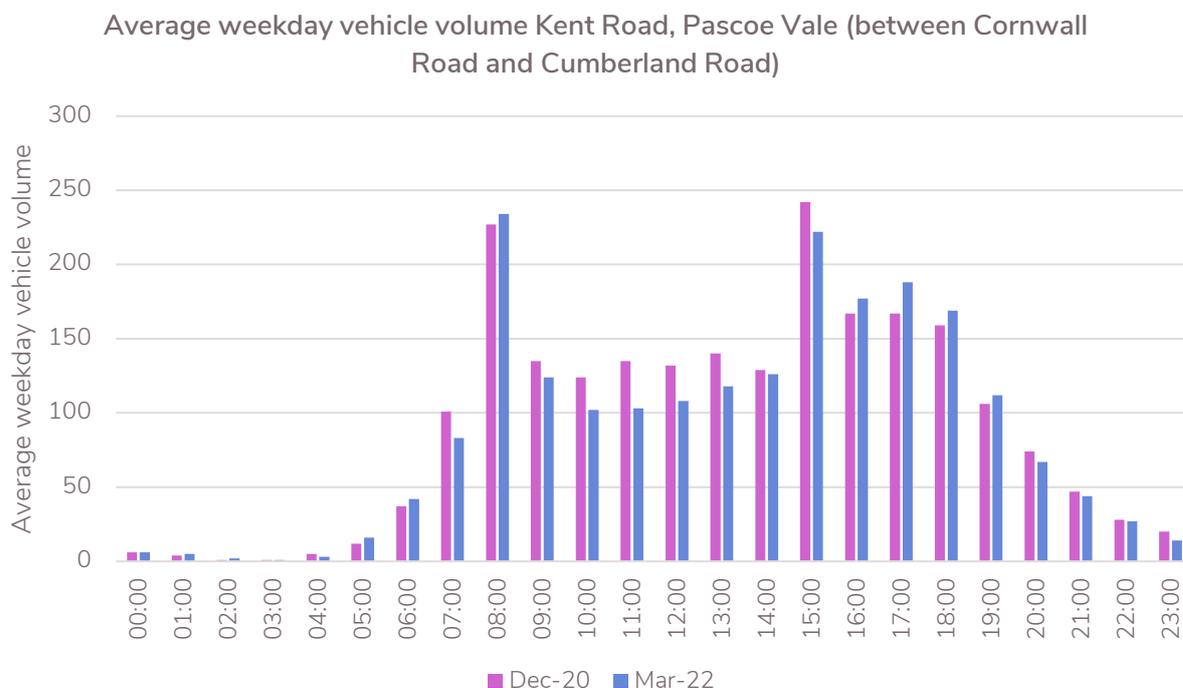


Figure 7: Weekday average traffic volume recorded at Kent Road (between Cornwall Road and Cumberland Road) in December 2020 compared to March 2022.

Average and peak traffic volumes are generally similar to the values observed before the trials were implemented in Dec 2020. At their peak, this equates to approximately 4 vehicles per minute which is well within acceptable levels for a local street and navigable through the give way points.

7. Peak traffic volume on Kent Road, Pascoe Vale (between Cornwall Road and Cumberland Road) was observed on weekdays at approximately 8:00am in March 2022. Parking occupancy during the same intervening period was within acceptable thresholds for a local street.

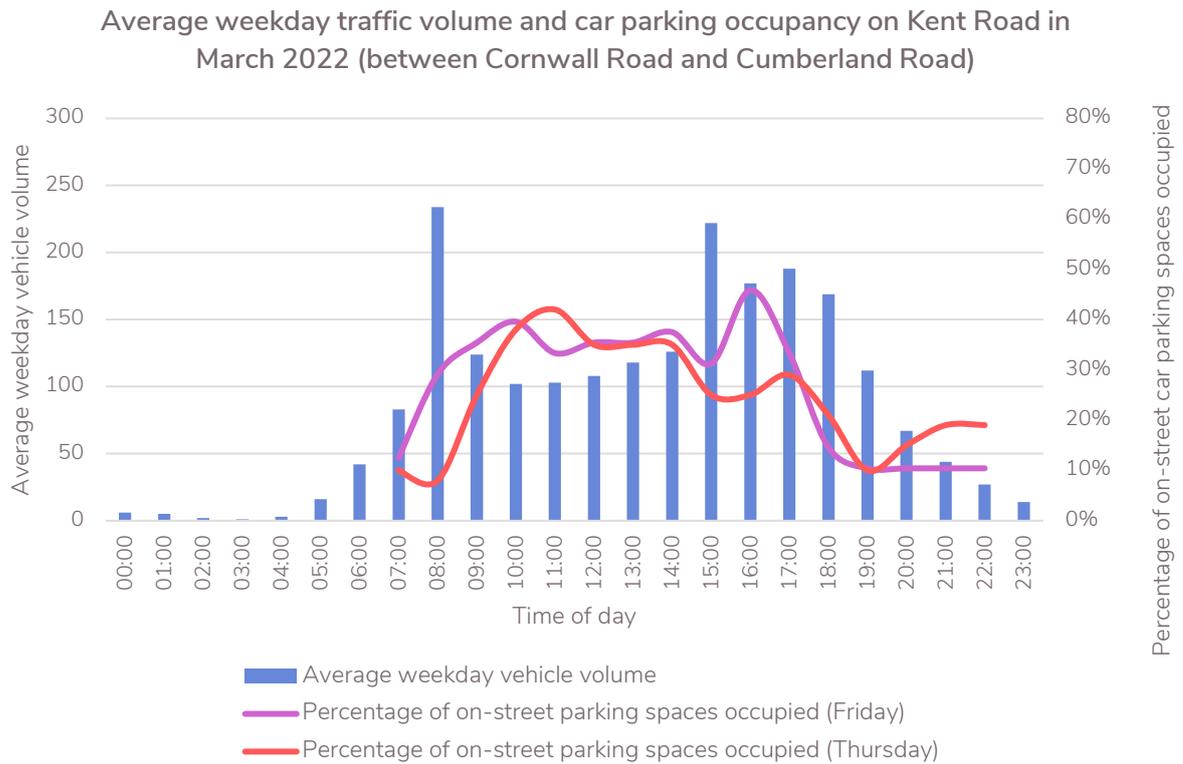


Figure 8: Weekday average traffic volume recorded at Kent Road (between Cornwall Road and Cumberland Road) in March 2022 compared to percentage of on-street parking spaces occupied.

On Kent Road, Pascoe Vale (between Cornwall Road and Cumberland Road), the average peak traffic volume of approximately 230 vehicles was observed at 8am on most weekdays. During the same peak period, parking occupancy was observed at 8% on Thursday 24 March, and 33% on Friday 25 March 2022. These is well within acceptable thresholds for a local street, particularly considering peak volumes of 4 vehicles per minute is adequate opportunity for vehicles to give-way and pass each other along the length of the street.

Throughout the day, parking occupancy was observed to fluctuate to as high as 46% at 4:00pm on Friday 25 March, however average vehicle volumes were lower at the same time and well within acceptable thresholds for a local street.

8. Marginal changes to traffic movements during peak periods of use, such as football matches at Cole Reserve, can be observed on Joffre Road. These impacts are considered to be localised, manageable and within acceptable limits as per Moreland’s Parking Management Policy.

Vehicle volume and parking occupancy on Joffre Road, Pascoe Vale on Saturday 26 March 2022

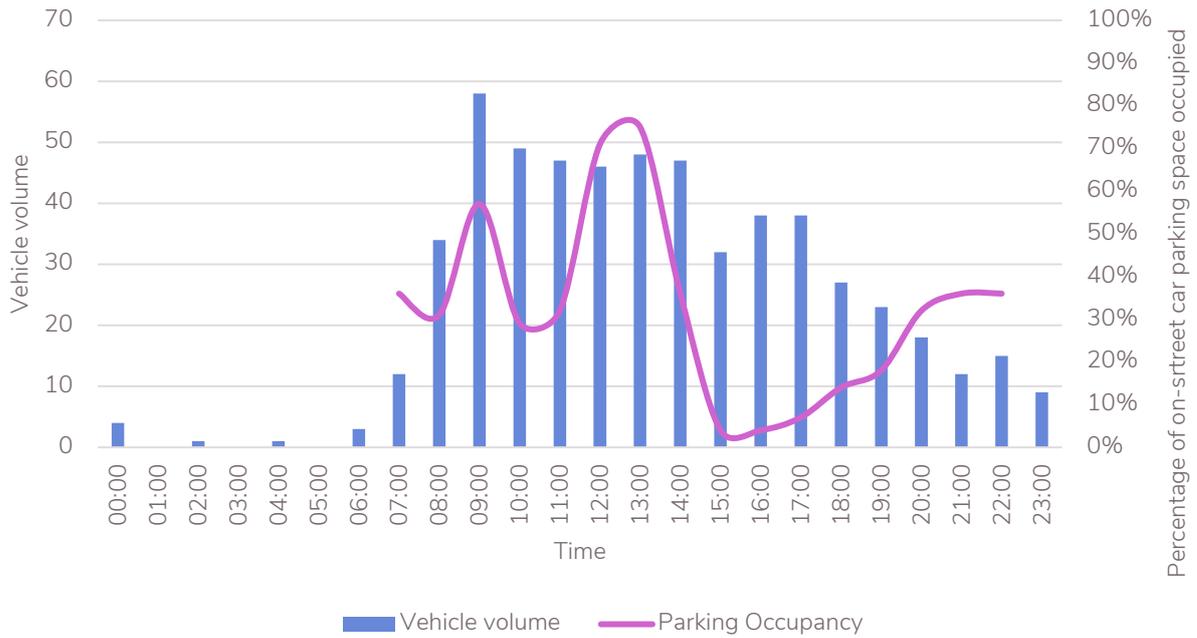


Figure 9: Vehicle volume on Joffre Road, Pascoe Vale on Saturday 26 March 2022 compared to percentage of on-street parking spaces occupied.

As per the Council resolution in March 2022, Council undertook transport survey counts during March 2022 to better understand the impact of local football matches on transport movements in the local area.

On Saturday 26 March 2022, two practice matches were held at Cole Reserve by the Coburg Districts Football Club Senior Men and Women teams. During these matches, parking occupancy nearby on Joffre Road, Pascoe Vale was observed to increase, peaking at approximately 75% between midday and 1:00pm. Parking occupancy quickly dissipated after this time. These impacts are considered localised, manageable and within acceptable limits as per Moreland’s Parking Management Policy.

During the same time period, total vehicle volumes on Joffre Road were approximately 50 per hour, this is less than one per minute and is considered well within acceptable levels for a local street.

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

Table 3: 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, December 2021 and March 2022 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
March '22	25	42	27	46	18	29	16	25

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 March 2022 compared to before the trial despite a reduction of 12 parking spaces on Kent Road since the bike lanes were installed.

**10. Reduced average and maximum occupancy of car parking spaces during the trial in March 2022 in the survey area including Cornwall Road, Cumberland Road, Kitchener Road, Joffre Road, Valerie Street and Kent Road compared to before the trial period in Dec 2020.**

Table 4: Breakdown of daily average and daily maximum percentage of car parking occupancy across parking survey area (including Kent Road) between December 2020, September 2021, December 2021 and March 2022 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	<b>47</b>	44	<b>49</b>	40	<b>45</b>	39	<b>43</b>
September '21	38	<b>41</b>	34	<b>39</b>	37	<b>40</b>	35	<b>40</b>
December '21	43	<b>46</b>	42	<b>45</b>	41	<b>45</b>	40	<b>43</b>
March '22	26	<b>31</b>	26	<b>35</b>	21	<b>31</b>	26	<b>34</b>

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. This redistribution has occurred 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 area.

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.

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.

A maximum percentage of occupancy observed on Saturday 26 March 2022 of 31% indicates that the reduction of parking observed on Kent Road between Cornwall Road and Cumberland Road has not had detrimental flow on impacts to the surrounding local area during peak periods of use such as football matches as Cole Reserve.