

Making Walking and Cycling in Moreland Safer Final Engagement Report

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Introduction

BACKGROUND

During the Victorian Covid-19 pandemic, the number of people using local walking tracks and cycling paths increased. This prompted Moreland Council to invest an additional \$1.68 million in transport improvements in the 2020/21 budget, these projects included a number of walking and cycling safety initiatives.

Council endorsed the projects to be started without full public consultation as a means to deliver them quickly and meet the increased needs. The projects were implemented using temporary treatments that could be modified or removed if necessary. Community engagement was conducted throughout the trial at all sites. Online engagement was open to all interested people who could provide feedback on any or all of the trials.

The engagement was designed to understand community sentiment, identify potential improvements and make suggestions for the future of these treatments. The results of the engagement will be used in the evaluation of these trials at:

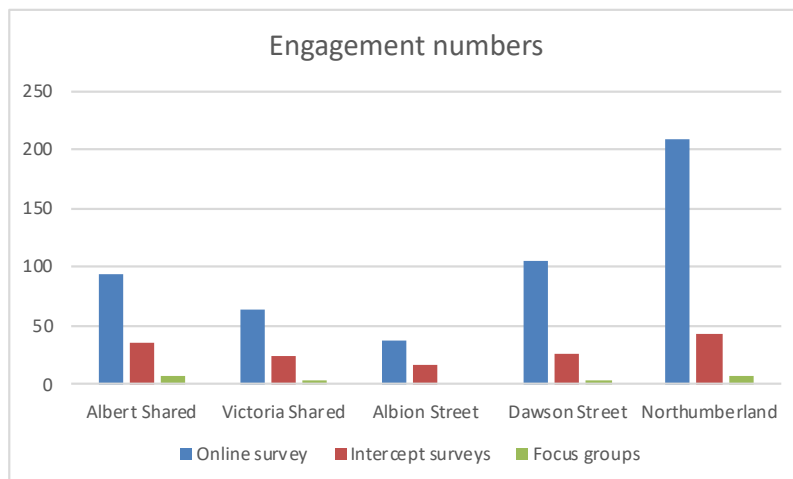
- Dawson Street, Brunswick – Separated bike lanes
- Albion Street, Brunswick – Tactile bike lane
- Northumberland Road, Pascoe Vale – Separated bike lane
- Albert Street, Brunswick – Shared zone
- Victoria Street, Brunswick – Shared zone.

ENGAGEMENT APPROACH

The engagement approach was designed to garner views from local residents and interested citizens. Three methods were used to ensure a broad range of views were gathered. The results were analysed to understand themes and ideas. All results were weighted evenly in the analysis.

Numbers engaged

A total of 679 engagements occurred during the engagement process. The numbers of engagements for each site and method is included in the graph below.



Online surveys

An online survey was hosted on the Conversations Moreland website between 15 February and 17 March 2022. The survey asked similar questions to those asked in the intercept surveys. It collected quantitative data on the experience of using the facilities from a range of perspectives. The survey provided an opportunity for people, who were interested in the project, to provide detailed feedback on the facilities. A total of 510 responses to the online survey across the five sites were received.

Intercept surveys

Intercept surveys were undertaken to understand the opinions of people who were directly impacted by the trials. These included local residents and facility users. This ensured that the opinion of less engaged citizens were sought. The results of the intercept surveys provide a useful check on other engagements and opinions expressed might be less polarised. Intercept surveys were conducted at all sites in December 2021, February and March 2022. The times were designed to include key travel events such as school drop off and pick up and peak hour. The times and days of the surveys is provided below.

Intercept survey times and dates

Albert Street	16 December 2021 12pm- 2pm	11 February 2022 7.30am- 9am	
Victoria Street	16 December 2021 12pm- 2pm	11 March 2022 9am-10am	
Dawson Street	16 December 2021 8.30am- 9.30pm	3 February 2022 3pm-4pm	8 February 2022 7.30am- 9.30am
Albion Street	16 December 2021 10.30am- 11.30am	4 February 2022 7.30am- 9.30am	
Northumberland Road	16 December 2021 3pm- 4.30pm	7 February 2022 7.30am- 9am	11 March 2022 2.30pm-4pm

Focus groups

Three focus groups were held each concentrating on one or two sites. Specific focus groups were held for Northumberland Road, Dawson Street and the shared zones in Victoria and Albert Streets. The purpose of the focus groups was to drill down into the specifics of what people liked and disliked about the treatments and how they thought they could be improved. A total of 22 people attended the three, 90-minute focus groups. No focus group was held for Albion Street due to lack of interested participants.

Other engagement

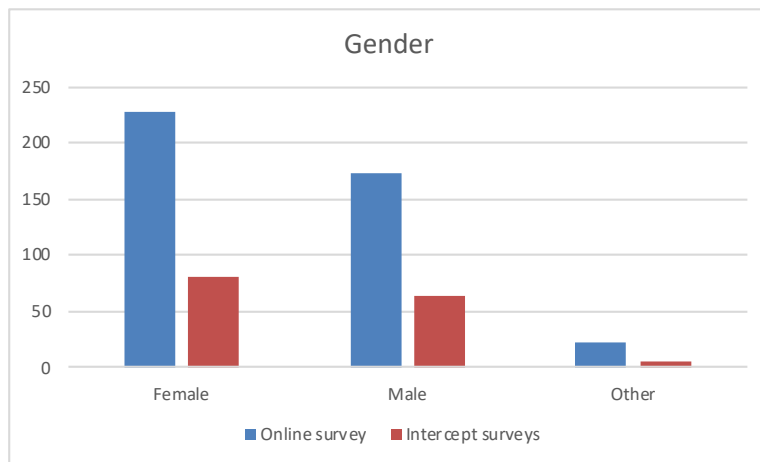
Face to face or telephone interviews were conducted with businesses and institutions on the streets including:

- Pascoe Vale Girls College
- Brunswick Secondary College
- Dawson Street Community Childcare
- Businesses on Albert Street
- Business on Dawson Street.

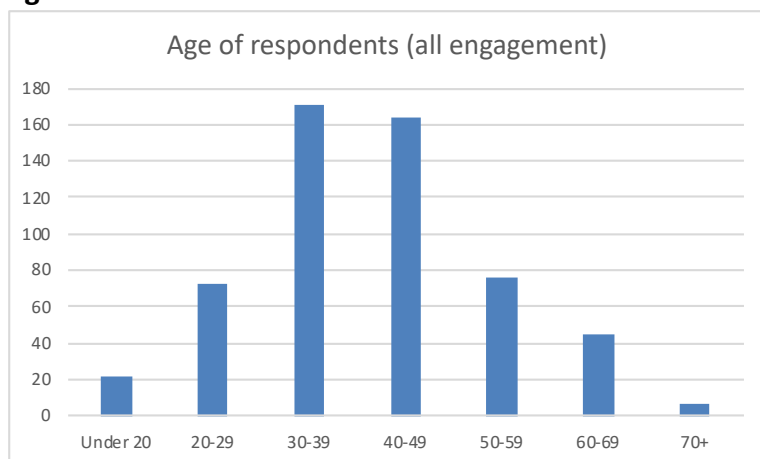
Demographics

Respondents to the survey were asked basic demographic questions, the demographics for the intercept surveys were based on surveyor observation. No demographic information was collected for the focus groups

Gender



Age



Results

GENERAL RESULTS

It is difficult to identify key themes across the five projects as community opinion was mixed. The only consistent messages to come through all engagements at all sites was:

- Strong support for improvements to cycling and walking infrastructure, particularly safety initiatives.
- Strong support for the principle of separated bike lanes.
- A belief that the new treatments were, at times, confusing and would be improved by additional signage/ waymarking, delineation.
- The lack of engagement prior to the installation was a significant theme during intercept surveys in December, however that concern was reduced in later engagements.

About these results

This section provides site specific engagement results. The results are divided into themes, the numbers in brackets are the number of people (from both online and intercept surveys) who mentioned this theme. Comments that illustrate the themes are provided to give context. On many occasions elements of the treatments were loved by some and hated by others. As a result, the report may contain contradictory comments, these are included to show the variation in responses.

All the comments provided in this report are from residents, businesses and other interested members of the community. They have not been fact checked and should not be considered as professional advice.

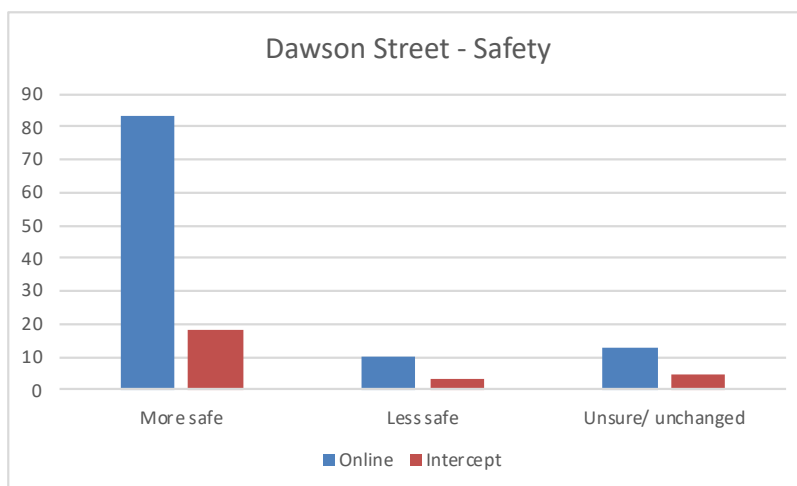
DAWSON STREET, BRUNSWICK – SEPERATED BIKE LANES

A total of 106 people completed the online survey relating to Dawson Street with an additional 27 engaged through the intercept's surveys.

There was strong support throughout all engagement activities for the separated bike lane. It was considered by most people as providing a considerable improvement for cyclist safety. Some suggested improvements included improving the legibility of the lane, clarifying how it should be used and improving access to the childcare centre for parents with small children.

Perceptions of safety

Perceptions of safety were similar across the different engagement types. There was no significant difference in the perception of safety between male and female respondents.



More safe

Separation

The majority of respondents (59 comments) who commented in both the online survey and the intercept survey considered that the separated bicycle lane made the street safer. The main reason given for feeling safer was the protection from vehicles.

'The separated lane gives cyclists more space, and prevents cars from encroaching on cyclists.'

Online survey, cyclist, female, 30's

'Like the separation and the space. Feel safe because cars are not so close - better than the narrow (cycling) lanes.'

Intercept, cyclist, female, teenager

Less safe

Accessing the child care centre

Very few people indicated that they felt less safe as a result of the treatment. Safety concerns (8 comments) mainly related to parents dropping children at the child care centre.

'Getting 2 kids out of car with bike lane and road on either side is hard, would be easier if bike path and road were together.'

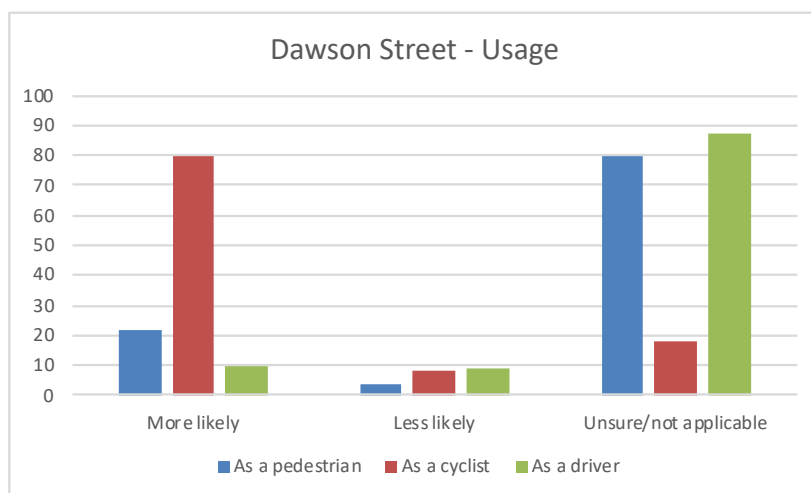
Intercept, driver, female, 30's

'There is a problem with drop off and pick up. The key hours are between 8am-9am and 4.30pm -5.30pm. It is hard to get kids drop the care across the bike path safely. The bikes come quickly and are not aware what is happening. It would be good if the space could be painted a different colour and a sign or other visual to show cyclists to be careful. The area is very busy with the school and the children's centre together and there is no other available parking.'

Interview, child care centre staff member

Usage

When asked about the likelihood of using the street cyclists were significantly more likely to use the street as a result of the treatment.



What they liked

Separation and safety

In all engagement activities the fact that the lane keeps cyclists separated from motor vehicles was strongly supported (59 comment). This is particularly supported due to the location near a school, university and child care centre.

'The separation is great. The width of the lane is good. It's a major East-West artery, and connects with lots of routes that I take.'

Online survey, driver, cyclist, pedestrian, female, 50's

'Lots of kids cycling on school days which is great - lots safer.'

Intercept, pedestrian, visiting a business, male, 40's

What they don't like

Accessing the child care centre

The difficulty in accessing the childcare centre was a particular concern for parents using this facility (8 comments). The difficulty of getting children out of the car either into traffic or into the bicycle lane was considered difficult and dangerous.

'Not enough room to get kids out of car - running the gauntlet on both sides, Hight of curb divider a hazard for young.'

Intercept, driver, visiting a business, female, 30's

Visibility

A number of people (13 comments) indicated that it was difficult to cross the lane both as a pedestrian or in a car. Cars are forced to creep into the cycle lane to see into the roadway.

'Need to creep into intersection to see past the cars that are now parked in the middle of the road.'

Online survey, driver, male, 20's

'At intersections turning cars seem confused how to handle the lane.'

Online survey, pedestrian, cyclist, female, 30's

The northern side

The lane on the northern side is less well defined and a little bit difficult to navigate (4 comments).

'Greater visual identity on the north side could be good? People park over it regularly in my experience.'

Online survey cyclist, male, 30's

Loss of parking

A few people indicated that they did not like the loss of parking (4 comments).

'Have taken away parking for customers and for staff, hardly see any cyclists'

Interview, business owner, female, 20's

How it could be improved

Extend the path

There were a number of comments (19 comments) relating the need to extend the path.

'Needs to continue past Sydney Road to Glenlyon where there are multiple creches, kindergartens and cycling routes to the city.'

Online survey, cyclist, male, 30's

Improve surface

A number of people (10 comments) indicated the surface is bumpy at times and detritus builds up along the path.

'Road needs to be smoother and less bumpy, also needs to extend further into Brunswick West and Melville Road.'

Online survey, driver, cyclist, pedestrian, male, 20's

Improve road markings/ legibility

There were a number of comments (10 comments) relating to signage and road marking and the need to improve the legibility for all users. In the area around the child care centre it was suggested that treatments on the bicycle lane would be helpful to slow the cyclists down and ensure they recognise that they are entering an area where there may be small children.

'A line on the road doesn't feel safer for cyclists but painted road surfaces do feel better – making people look...big diagonal lines, colours, places for bikes. Could paint road outside childcare pink or something eye catching to remind drivers it's a vulnerable spot.'

Focus group participant

Other comments

Other comments included the need to prevent cars from parking in the lane and improve treatment around intersections and entrances.

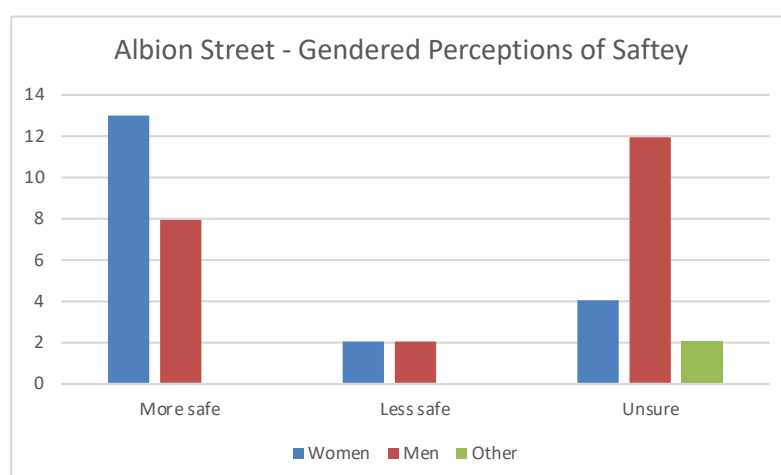
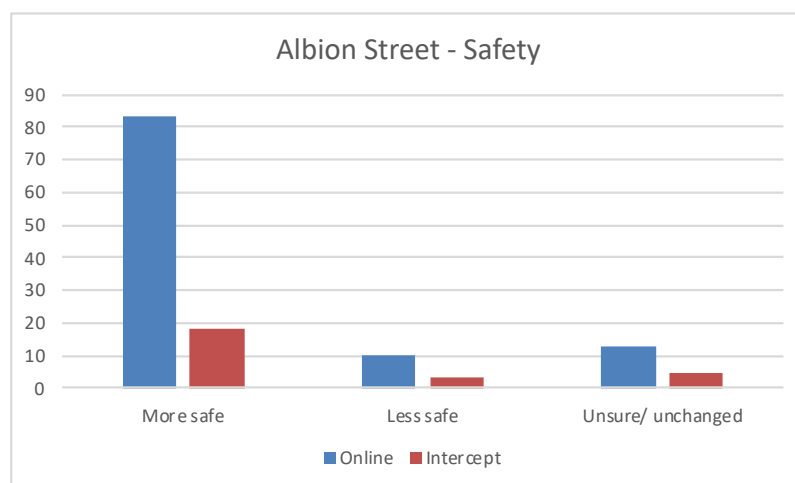
ALBION STREET, BRUNSWICK – TACTILE BIKE LANES

A total of 38 people completed the online survey relating to Albion Street with an additional 16 engaged through the intercept's surveys.

There were mixed responses to this cycle lane. Many cyclists appreciated the attempt to provide separation for vehicles. Some felt that Albion Street is inherently dangerous and cyclists should not be encouraged to use it.

Perceptions of safety

Perceptions of safety were similar across the different engagement types. More women indicated they felt the treatment made them feel safer. Men were likely to indicate they were unsure as to whether the treatment made them feel safer.



More safe

Making space for cyclists

While it was noted that the street is very narrow having some basic separations was considered a safety improvement (18 comments).

'Definitely safer - feels like cars can't come into your space.'

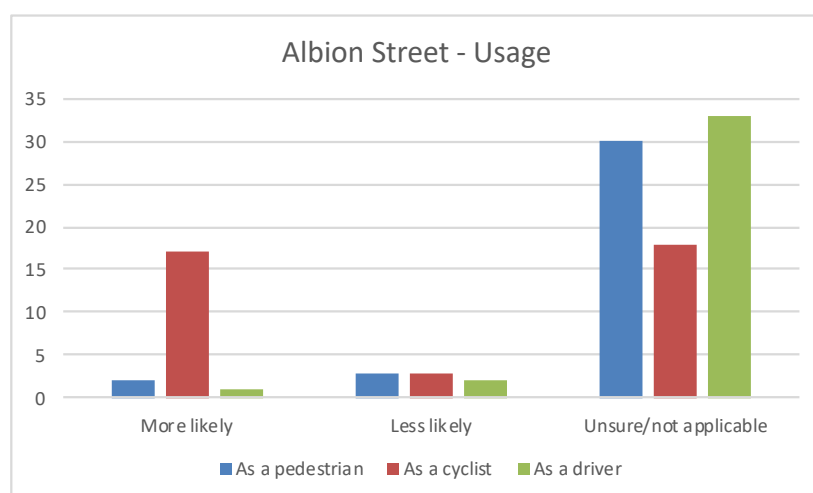
Intercept, cyclist, female, teenager

Less safe

Some respondents considered the lane was less safe, or inherently unsafe this was due to the surface and width of the road, and driver behaviour (6 comments).

'Cars and trucks ignore it (the raised markings) - the road is very unsafe - generally try to avoid it - the bike lane does not help.'

Intercept, cyclist, male, 40's



What they liked

Separation

The attempt to achieve separation was appreciated along with the fact it signals the importance of cycling (18 comments).

'The separated bike lane gives greater protection from encroaching cars. It also is a flag to drivers to keep an eye out for cyclists and slow down.'

Online survey, driver, cyclist, pedestrian, gender and age not specified

What they didn't like

Width

The width of the lane was considered too narrow for some and the quality of the separation not enough of a barrier to provide genuine separation (7 comments).

'Far too narrow (is this even regulation 1.8m?), lots of dips, a very uneven surface, and the separated yellow strips do nothing to prevent cars and trucks from edging over into the bike lane or slowing down.'

Online survey, gender unspecified, 20's

How it could be improved

Many respondents indicate that this is a very difficult street to achieve a reasonable level of separations. Suggestions for how it could be improved included move it from Albion Street, increase the width and reduce traffic speeds.

Other comments

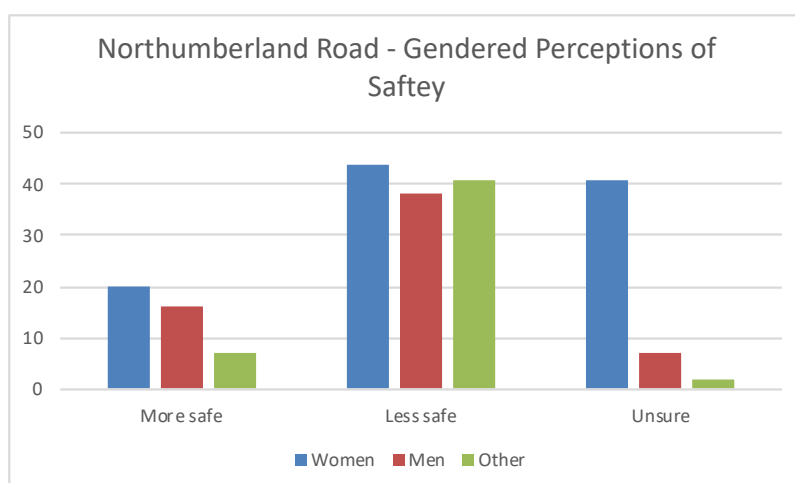
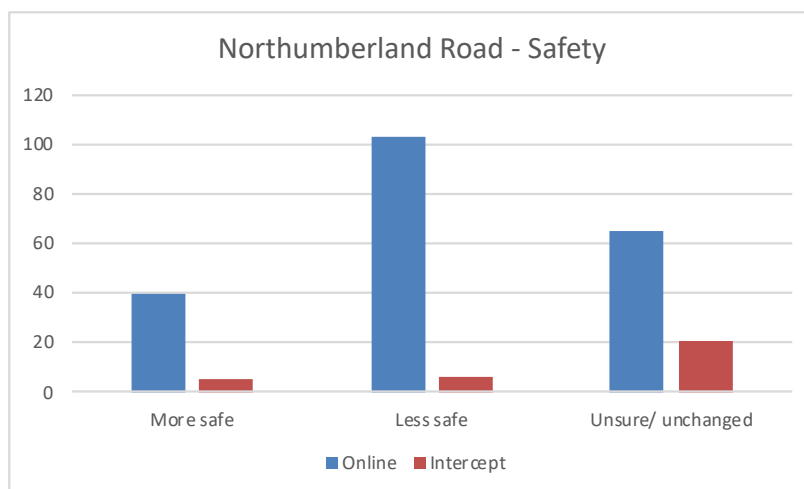
A number of respondents indicated that the construction work occurring on this street was particularly dangerous and that the needs of cyclists were not addressed in traffic management operations.

NORTHUMBERLAND ROAD, PASCOE VALE – SEPERATED BIKE LANES

A total of 208 people completed the online survey relating to Northumberland Road with an additional 43 engaged through the intercept's surveys.

Overall there was little support for this separated bike lane. The key issue cited was the impact on traffic, parking and congestion that the lane was believed to cause. There were concerns about the junction of the lane and Pascoe Street and a belief that few cyclists use the lane.

Perceptions of safety were similar across the different engagement types although the online survey respondents were slightly more likely to indicate the treatment made the space less safe. Women were more likely to indicate they were unsure about the impact on safety of the treatment.



More safe

The main reason given for feeling the street is safer is the separation of cyclists and cars (19 comments).

'Dedicated lane means no near passes by vehicles. Particularly relevant for northbound travel when cycling up hill.'

Online survey, cyclist, non-binary, 60's

Less safe

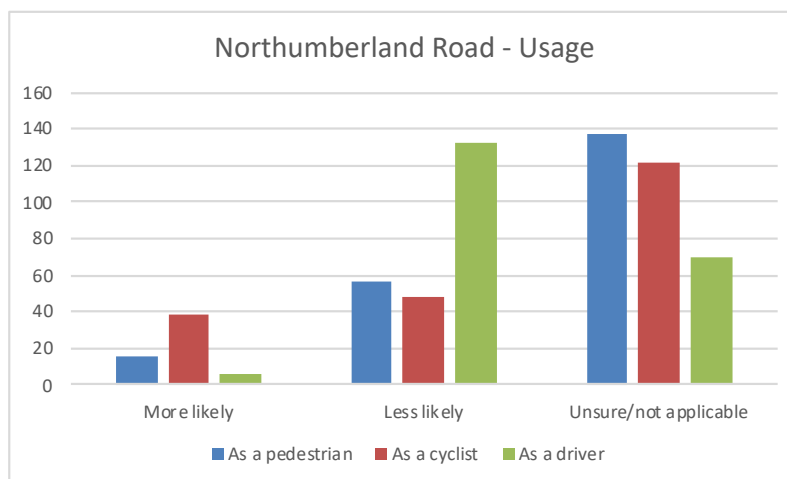
Drivers indicated feeling less safe due to the narrowness of the space allocated for vehicular traffic (33 comments).

'There is not enough road for one car to drive down the road. If a truck comes down it takes up the whole space allocated to cars.'

Online survey, driver, age and gender unspecified

Use of the facility

Respondents to the survey were asked if the treatment would impact their use of the road as a pedestrian, cyclist and driver.



What they liked

Respondents expressed a positive opinion of providing better, safer facilities for cyclists (15 comments). They also appreciated the fact the path was fully separated from cars and provided a visible 'message' that cycling is important. Other elements that were appreciated were the way it links to the reserve and the links to other cycling facilities.

'It sends a message that cyclist safety is important to us as a community.'

Online survey, cyclist, female, 50's

'Connects the path from KW Joyce/Gavin Park from Pascoe vale station all the way to Northern golf course making a safe path for kids and I.'

Online survey, cyclist, female, 40's

'Even kids can use it, it's so safe. We even take our baby along there. I like how it transitions into the bike path at the park.'

Online survey, driver, cyclist, pedestrian, female, 40's

What they didn't like

Reduced space for vehicles

The key element that people did not like was the impact on other vehicles of reducing the road space. This was described as being unsafe, (33 comments).

'Don't like it, can't see the point, never see a cyclist using it, makes road to narrow for cars.'

Intercept, pedestrian, resident, male, 40's

'It is dangerous to vehicles travelling on the road. The cycling path is way too wide and has narrowed the roadway too much. If a larger vehicle was on the road there would not be enough room for a car.'

Online survey, driver, female, 40's

Congestion and parking

A number of respondents (21 comments) indicated that it has caused traffic 'chaos' in the area particularly around school drop off and pick up times. The loss of parking for the school has led to parking problems in the whole precinct,

'Has made the road less safe for students, parents have no parking for school pick up and drop off, the road is more narrow, it's genuinely dangerous for students who walk home/to their cars.'

Online survey, driver, female, 20's

Lack of usage

Many people noted that the facility was seldom used by cyclists (9 comments).

'The lanes are seldom used – many cyclists continue to use the road and footpath.'

Focus group participant

Links to other cycle infrastructure

The links to other cycling facilities were considered poor by some respondents (6 comments)

'Poorly considered transitions between KW Joyce shared Path, Lake Avenue road traffic, Rhodes Parade crossing to Northern Golf Course Shared Path, Connection to broader cycling lanes.'

Online survey, driver, pedestrian, male, 40's

Other comments

Other comments included the impact on local residents of the loss of parking including people parking in resident driveways and nature strips. The difficulty of where to put bins for collection and debris in the bike lane was also mentioned.

How it could be improved

Remove it

The most commonly cited response to this question was 'remove it' (92 comments).

'Take it out and start again from scratch in engaging about it – is this the right street for it.'

Focus group participant

Improve connections

Those who supported the lane had other suggestions to improve it including change how the lane links with other facilities (4 comments).

'Better continuity at start and finish. Currently requires dangerous weaving to "wrong" side of the road, creating issues with cars. Doesn't join up with nearby (20m away) shared paths.'

Online survey, driver, cyclist, pedestrian, male 40's

Reduce size

A number of respondents indicated a desire to reduce the size of the bike lane, remove the bollards and use a more traditional painted bike lane (21 comments).

'Reduced in size. Not required to be that wide and leave such a reduced road size.'

Online survey, driver, female, 40's

Change the design

Changing the design of the lane to be either a shared path or a one directional painted lane was suggested by some people (18 comments).

'Cycle daily but do not use this lane - there does need to be something here but a shared path would be better - this causes problems with the school drop off - parents park in residents driveways to drop their children off.'

Intercept, driver, resident, Male 40's

Other comments

A number of respondents indicate they found the treatment confusing and some felt this confusion make the space unsafe.

'It is very unsafe. The road is too narrow and car drivers get scared (when something is coming the other way) and just stop which is dangerous. Having bikes going both ways is confusing for drivers -you don't expect to see it and it causes confusion - this makes it even more unsafe. The bollards are unsafe for novice cyclists who can get tangled in them - if their perception is not great.'

Intercept, pedestrian, resident, Male, 50's

There was considerable support for the concept of improving facilities for cyclists but not for this treatment.

'I applaud the concept and it works on wider streets but Northumberland is dangerous for everyone, when cars are parked at the end near Pascoe street the dividers stop cars getting around, blocks the road abs makes it extremely difficult to travel.'

Online survey, driver, female, 40's

ALBERT STREET, BRUNSWICK EAST - SHARED ZONE

A total of 94 people completed the online survey relating to Albert Street with an additional 36 engaged through the intercept's surveys.

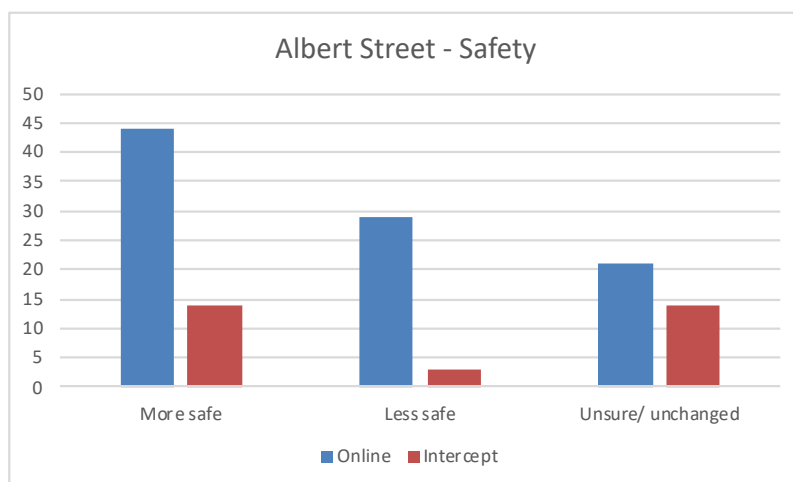
This treatment received mixed reviews both in terms of safety and design. Elements that were supported were

- Prioritising non-vehicular traffic
- The bright and cheerful design
- Slowing of traffic.

Elements that caused concern were:

- The ambiguity of the design and perceptions of danger that this created.
- The loss of parking and road space.

Perceptions of safety were similar across the different engagement types. Women were more likely to indicate they felt the treatment made the space less safe than men.



More safe

Slower traffic.

Many respondents indicated they had observed that traffic speeds in the areas had reduced (16 comments).

'Drivers seem to have slowed down. The John St closure makes navigating the junction a lot easier.'

Online survey, cyclist, pedestrian, Male, 40's

Pedestrian priority

The obvious priority of pedestrians and cyclist over cars was noted by a number of respondents (10 comments).

'Like the treatment - it makes it less car focused for people with dogs and children particularly. There are lots of cyclists in the area - the connections are good.'

Intercept, pedestrian, resident, male 30's

Less safe

Confusing

People who considered it less safe indicate that it was confusing and that nobody was clear on how to behave. This was considered dangerous (21 comments).

'No one has any idea what this shared zone means! Children wander into the road following the bright colours. It distracts motorists rather than informs them in some meaningful way that the zone is "shared". Both as motorist and pedestrian it's dangerous.'

Online survey, driver, pedestrian, female, 50's

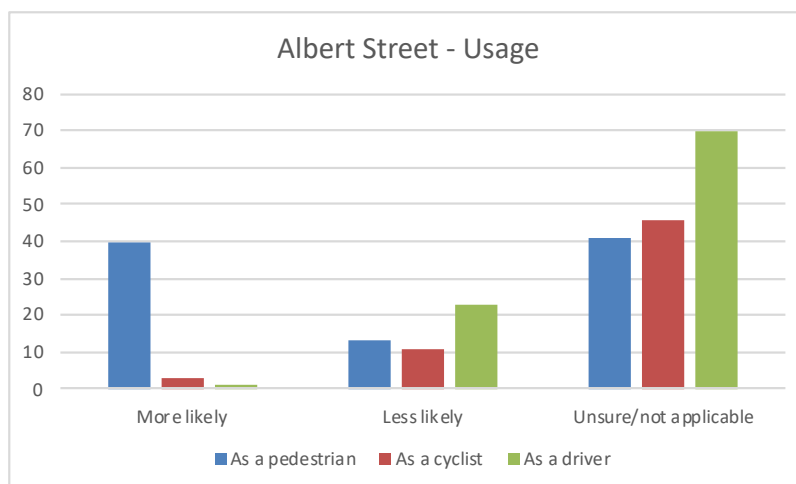
'Lots of near misses – ambiguity on who has right of way'

Focus group participant

The painting on the road was considered particularly confusing. Many people indicated that the coloured dots on the road made it look like a play area and that children were drawn to them and that this could lead to a collision.

'I have seen on at least a dozen occasions children run on to the road, drawn by the bright pictures I can only assume. It is only a matter of good fortune that no one has been killed or seriously injured.'

Written submission



What they liked

The colour and feel of the space

The vibrancy of the colour and the feel of the space was appreciated (22 comments).

'Love it, love the colour, love that it is different, it has slowed down traffic because it looks interesting.'

Intercept, cyclist, male, 40's

Prioritising pedestrians and cyclist.

Prioritising the needs of pedestrians and cyclist was greatly appreciated (12 comments).

'Traffic slows, it has always been a thoroughfare as people try and avoid the lights - lots of kids live in the area and it makes it less of a road.'

Intercept, pedestrian, resident, male, 50's

Slowing the traffic

A number of respondents indicated they had noticed traffic speeds were reduced (18 comments).

'Looks good, slower, safer.'

Intercept, cyclist, resident, female, 20's

What they didn't like

Ambiguity of treatment

A number of people indicated they felt the treatment was ambiguous and that it was not clear who had right of way or how to behave in the area. This was considered dangerous (16 comments).

'It's ambiguity and street artwork instead of standard zebra painting is confusing.'

Intercept survey respondent

The look of the area

Some people complained that the treatment did not look good, was messy and needed maintenance (20 comments)

'Now looks like graffiti on the road. Planter boxes and spindles now look ugly and like dumped rubbish.'

Focus group participant

Loss of parking

Some businesses in the area indicated that the loss of parking was a concern (4 comments).

'Terrible, has taken parking spots for customers and delivery.'

Local business owner, female, 40's

How it could be improved

Clarifying priorities and reducing ambiguity

The key point made across all consultations was the need to clarify how the space should be used. Treatments such as pedestrian crossings and marked cycle spaces were considered one way to achieve that (29 comments).

'Paint the road with traditional zebra stripes to indicate a shared zone.'

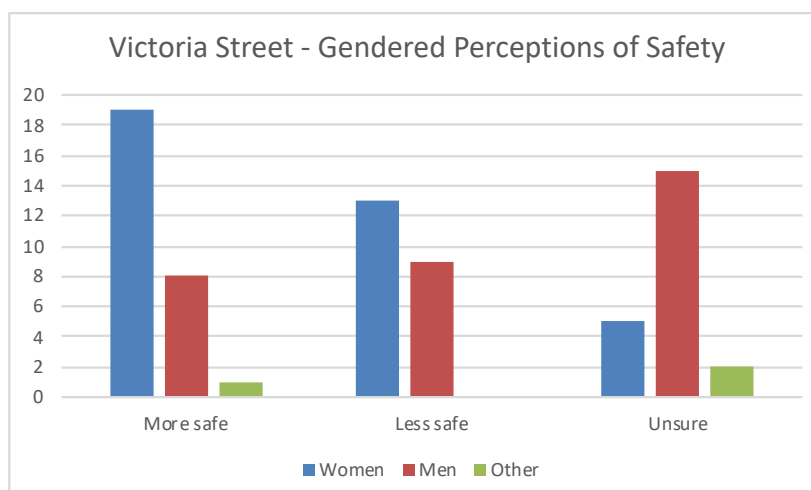
Online survey driver, pedestrian, female, 20's

VICTORIA STREET, BRUNSWICK EAST - SHARED ZONE

A total of 64 people completed the online survey relating to Victoria Street with an additional 24 engaged through the intercept's surveys.

Comments relating to the Victoria Street shared zone were very similar to those for the Albert Street Shared zone.

Perceptions of safety were similar across the different engagement types. Women were more likely to indicate they felt the treatment made the space safer while men were more likely to indicate they were unsure.



More safe

Reduced traffic speeds

The reduction in traffic speeds was considered important in improving safety in the area (15 comments).

'The road markings indicate that there is activity beyond simply driving which makes drivers more attentive and reduces their speed.'

Online survey, cyclist, female, 30's

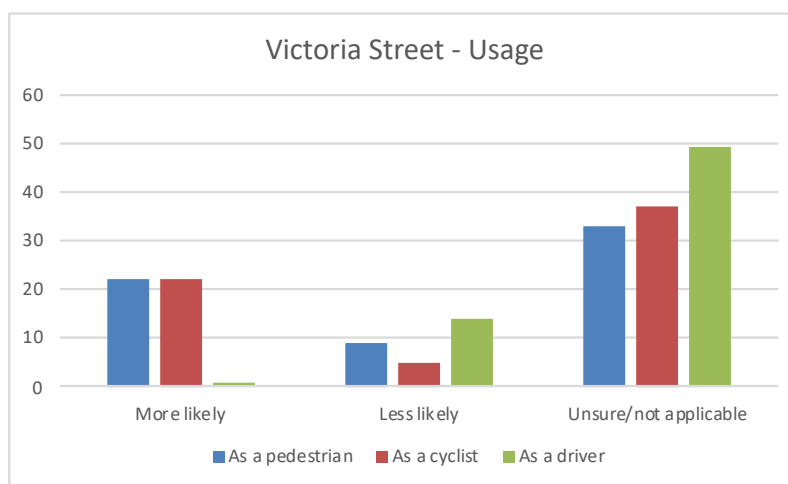
Less safe

Confusing and ambiguity

The confusing and ambiguous treatment was considered dangerous by some respondents (21 comments).

'Cars don't see this as a shared zone, all the signage & street decoration is geared at pedestrians not at making it clear to drivers. So, for pedestrians the lack of clarity becomes dangerous.'

Online survey, driver, pedestrian, female, 40's



What they liked

Traffic calming

Reducing the speed of traffic was considered important (12 comments)

'Cars slow down, give way, and look out for cyclists/pedestrians.'

Online survey, driver, cyclist, pedestrian, female, 70's

Creating community and space for people

A number of people indicated it gave the area a more community feel (9 comments).

'It creates a strong visual impression that the space is for everybody, not just cars.'

Online survey, pedestrian, female, 40's

The look of the area

The area was described as being colourful and cheerful (15 comments).

'In an otherwise grey environment it adds colour, the garden beds are looked after.'

Intercept, pedestrian, male, 40's

What they didn't like

Ambiguity

The area was considered confusing to some respondents, the lack of clarity of how road users should behave considered dangerous. (25 comments)

'It is a sensory overload to my cognitive condition. I am riddled with anxiety when having to pass through this zone. I have no choice and it makes my mental health escalate. It is very confusing to know if I am navigating it correctly.'

Online survey, driver, pedestrian, male, 30's

How it could be improved

Clarify how the space should be used

Making the space easier to understand and navigate would improve the safety and use of the space (14 comments).

'No parked cars within it. Arched signage at each entry/exit point. More integration/connection with existing Fleming Park.'

Online survey, pedestrian, gender not specified, 40's

'Zebra crossing – could still make it playful like pictures of zebras – needs to be a recognised as a crossing – for pedestrians and cars.'

Focus group participant

Traffic calming

Additional traffic calming such as raised footpaths and speed humps could be added to reduce traffic speeds and increase safety (4 comments).

'When it went in it was not clear how to behave - would like some more speed bumps to slow people down. It is a new idea so takes a bit of getting used to.'

Pedestrian, driver, resident, male, 40's

Elsbury Avenue

The connection from Fleming Park to Elsbury Avenue is challenging for pedestrians particularly those with children. There needs to be a connection from the park to the footpath on the corner of Victoria Street and Elsbury Avenue.

'Crossing to Elsbury Ave – for prams a direct crossing would be better – needs to link to the footpath – perhaps coloured different for bikes and pedestrians.'

Focus group participant

Appendix one – Intercept survey

Name of site
Time and date
Observations

1. What brings you to the area? (choose all that apply)

- a. Resident
- b. Work in area
- c. Visitor
- d. Business owner
- e. Visiting shops/ businesses
- f. Visiting friends/family
- g. School

2. How do you usually travel through this area? (choose all that apply)

- a. Pedestrian
- b. Cyclist
- c. Driver
- d. Other (specify)

3. How often have you used the new cycle lane? (choose one)

- a. At least once a week
- b. Once a fortnight
- c. Once a month
- d. Less than once a month
- e. Rarely
- f. Never

4. How do you feel about road safety when using the space? (choose one)

- a. More safe
- b. No change
- c. Less safe
- d. Not sure/ can't say

5. Do these changes make you more likely to cycle/ walk?

- a. More likely
- b. Less likely
- c. No change
- d. Not sure

6. Why do like about the treatment

7. What don't you like?

8. How could it be improved?

Demographics (observed)
Gender / Age (eg F20's, M 30's)

Appendix two – Online survey

Name of cycle lane (chose one)

Albert Street

Victoria Street

We are interested in finding out about people's experiences with the trial shared zones. The survey below will assist Council to evaluate and look for opportunities to improve the current trial.

Questions

1. What brings you to the area? (choose all that apply)

- a. Resident
- b. Work in area
- c. Visitor
- d. Business owner
- e. Visiting shops/ businesses
- f. Visiting friends/family
- g. Other (specify)

2. How do you usually travel through this area? (choose all that apply)

- a. Pedestrian
- b. Cyclist
- c. Driver
- d. Other (specify)

3. How often have you accessed the shared space? (choose one)

- a. At least once a week
- b. Once a fortnight
- c. Once a month
- d. Less than once a month
- e. Rarely
- f. Never

4. How do you feel about road safety in the shared space? (choose one)

- a. More safe
- b. No change
- c. Less safe
- d. Not sure/ can't say

5. Why do you feel this way? (optional) (small text box)

6. Are you more likely to use this road/shared space as a result of the works?

	More likely	No change	Less likely	Not applicable	Not sure/ don't know
As a pedestrian					
As a cyclist					
As a motorist					

We would like to learn more about your perceptions/impression of the trial.

7. What do you like about the shared space? (small text box)

8. Is there anything you don't like? (small text box)

9. How could these the shared space be improved? (small text box)

10. Do you have any other comments? (small text box)

The basic demographic information helps us ensure we get views from a range of people

Demographics

Gender Female/ Male/ Non binary/ Prefer not to say

Age

Suburb?

Moreland City Council will be conducting on-line focus groups relating to these trials in February and March. This provides an opportunity for community members and key staff to discuss these facilities in greater depth. If you are interested in participating in a group please provide your details below. Numbers will be limited and we will aim to get a mix of people to provide a range of views.

- Name
- Site of interest
- Phone number
- Email
- Why do you wish to attend?

You will be contacted with more details prior to the focus group.