



Moreland
City Council



Kent Road, Pascoe Vale

Separated bicycle lane trial

Transport survey counts review

Moving safely in Moreland

The Council Plan 2021-2025 includes Theme 2: *Moving and living safely in Moreland*. Under this theme, Strategy 2.1 is “Build safe, accessible and high-quality bike and pedestrian infrastructure to create links between areas of high pedestrian and cycling demand, especially the Coburg to Glenroy bike path”.

Background to Kent Road separated bike lane trial

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.

In total, 4 bike lane projects and 2 shared zone projects were endorsed by Council to be installed as trials in June 2021. All projects except the Albion Street bike lanes had been identified in Council’s adopted future capital works program, but were fast-tracked as part of our COVID-19 response. The Albion Street bike lanes were included in these trials as they formed part of the detour route needed due to the Level Crossing Removal (LXRP) works.

Unlike most of Council’s infrastructure projects, the trials were designed as ‘learning through trial’ projects with community engagement based around the implemented trial rather than design concepts not yet installed.

These trials were installed using materials that could be modified or removed, meaning that changes to final designs could be made based on both feedback from the community and technical findings.



Figure 1: Separated bike lane on Kent Road, Pascoe Vale

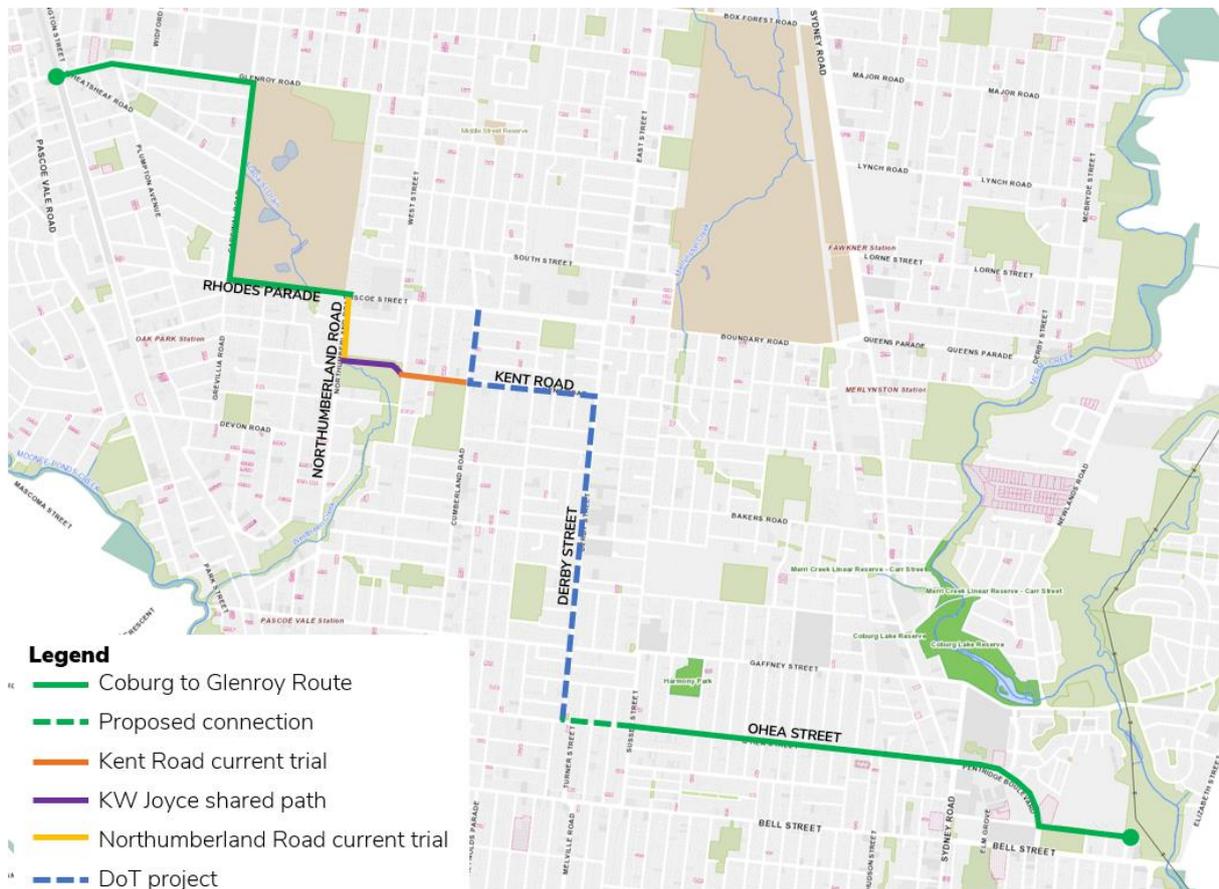


Figure 2: Strategic role of Kent Road in Coburg to Glenroy bike route

Trial on Kent Road

In June 2021, we installed trial separated bike lanes on Kent Road (as shown in Figure 1) as well as other sites in Pascoe Vale as part of the Coburg to Glenroy bike route.

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.

As illustrated in Figure 2, the new bike lanes in Kent Road (shown in orange) link up existing sections of bike facility and allow for a more complete bicycle network as part of the Coburg to Glenroy bike route. As the Department of Transport controls some of the roads on this route, the final decision on the type of installation on those roads is not under Council’s control. The proposed treatments on the dashed blue section of the route in Figure 2 are not consistent with Council’s objective for separated facilities. Similarly, the Department has identified a northern section of Cumberland Road for non-separated bike facilities. This section can form the function of providing access to the Coburg to Glenroy route, but is not part of Council’s preferred route.

Benefits of separated bike lanes

A separated bicycle lane is where there is a physical barrier between cyclists and traffic. This separation between cyclists and traffic helps encourage more people to ride, including cyclists with lower levels of confidence, and under-represented groups such as women, children, and the elderly. This is particularly important in Moreland.

In 2020, VicHealth and Monash University surveyed over 4,000 people across 37 local government areas in Greater Melbourne and regional Victoria.

The research found that 83 per cent of people in Moreland would consider cycling as an option in some instances but are often afraid to do so if required to ride among vehicles or pedestrians.

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.

Trial objectives

The broad objective of the trial, given the strategic importance of the route, was to determine the pros and cons of a separated bike facility.

This would be determined from a combination of community engagement and transport surveys, focusing on the experiences of people riding bikes, pedestrians, residents, other adjacent land users, local traffic, and parking.

Community engagement

Throughout the 12-month trial we engaged with the community at various points to understand community sentiment, identify potential improvements, and allow the community to make suggestions for improvements.

Reference is made to the separate community engagement report “Kent Road Community Design Review Panel Report (D22/5548) and future engagement process for bike lane projects, drawing on the lessons learned with this project (D22/301624), both of which can be found on the Conversations Moreland webpage for these trials (<https://conversations.moreland.vic.gov.au>).

Data collection

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.

The remainder of this report is focused on the data collected before and during the trial, comparison of the bicycle counter data to publicly available bicycle counter data on nearby routes, and the conclusions that can be made.

Bike, pedestrian, and vehicle survey counts

Vehicle survey counts allow us to effectively track vehicle, pedestrian, and bike activity in an area. Council engaged an independent research company to undertake these surveys using two methods:

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

Council is provided the raw data from these counts and can compare information gathered during the trial periods and compare this to information before the trial infrastructure was installed.

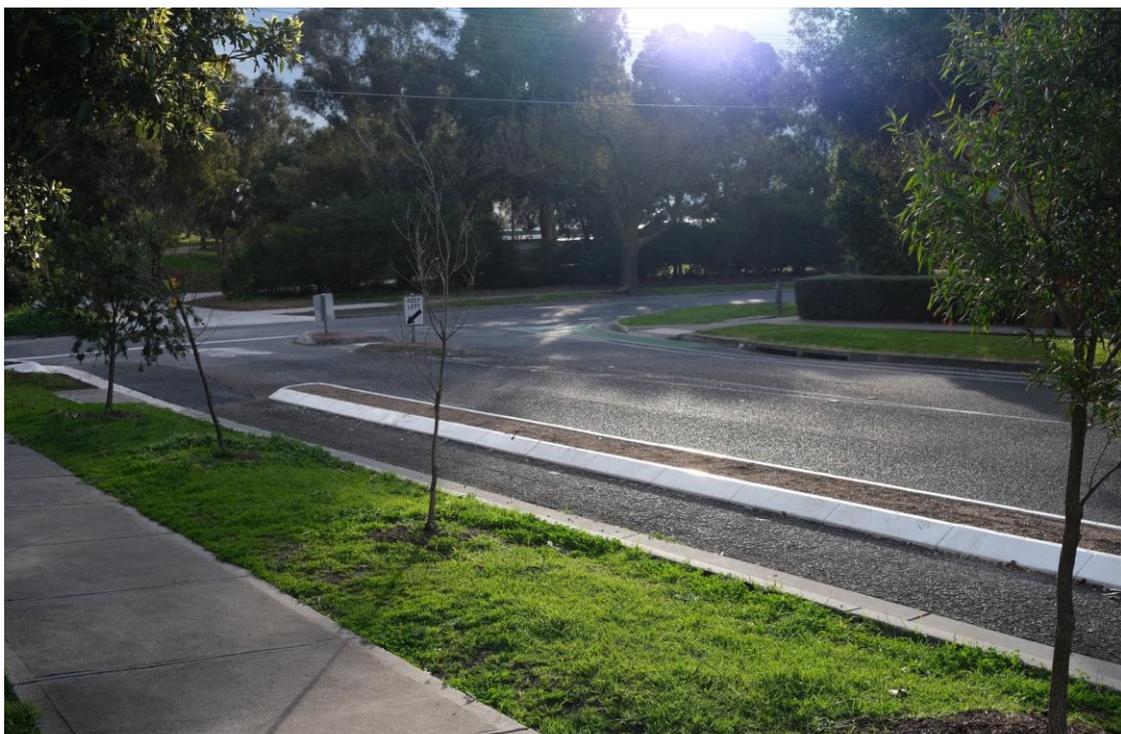


Figure 3: Separated bike lane on Kent Road, Pascoe Vale

Survey locations and data

Council undertook surveys across five survey periods to capture data on the usage of Kent Road by bikes, pedestrians, and vehicles, including:

- **Summer:** Thursday 3 December to Sunday 6 December 2020 before trial, out of lockdown
- **Spring:** Thursday 9 September to Sunday 12 September 2021 during trial, in lockdown
- **Summer:** Thursday 2 December to Sunday 5 December 2021 during trial, out of lockdown
- **Autumn:** Thursday 24 March to Sunday 27 March 2022, during trial, out of lockdown
- **Winter:** Thursday 16 June to Sunday 19 June 2022, during trial, out of lockdown

The location of each of the surveys is shown in Figure 4, including:

1. **Kent Road, between Cornwall Road and Cumberland Road.** Counter located at 130 Kent Road
2. **Kent Road east of Cumberland Road.** Counter located at 92 Kent Road
3. **Valerie Street.** Counter located between 12 and 16 Valerie Street
4. **Kitchener Road.** Counter located at 14 Kitchener Road
5. **Joffre Road.** Counter located between 12 and 14 Joffre Road
6. **KW Joyce Reserve.** Counter at Kent Road and Cornwall Road (Pedestrian and bike count only)
7. **Cornwall Road.** Counter located at 57 Cornwall Road

Vehicle surveys were taken over seven days, commencing from first day of each survey period. Parking surveys were also undertaken in the Kent Road area during the same periods as shown in Figure 4.

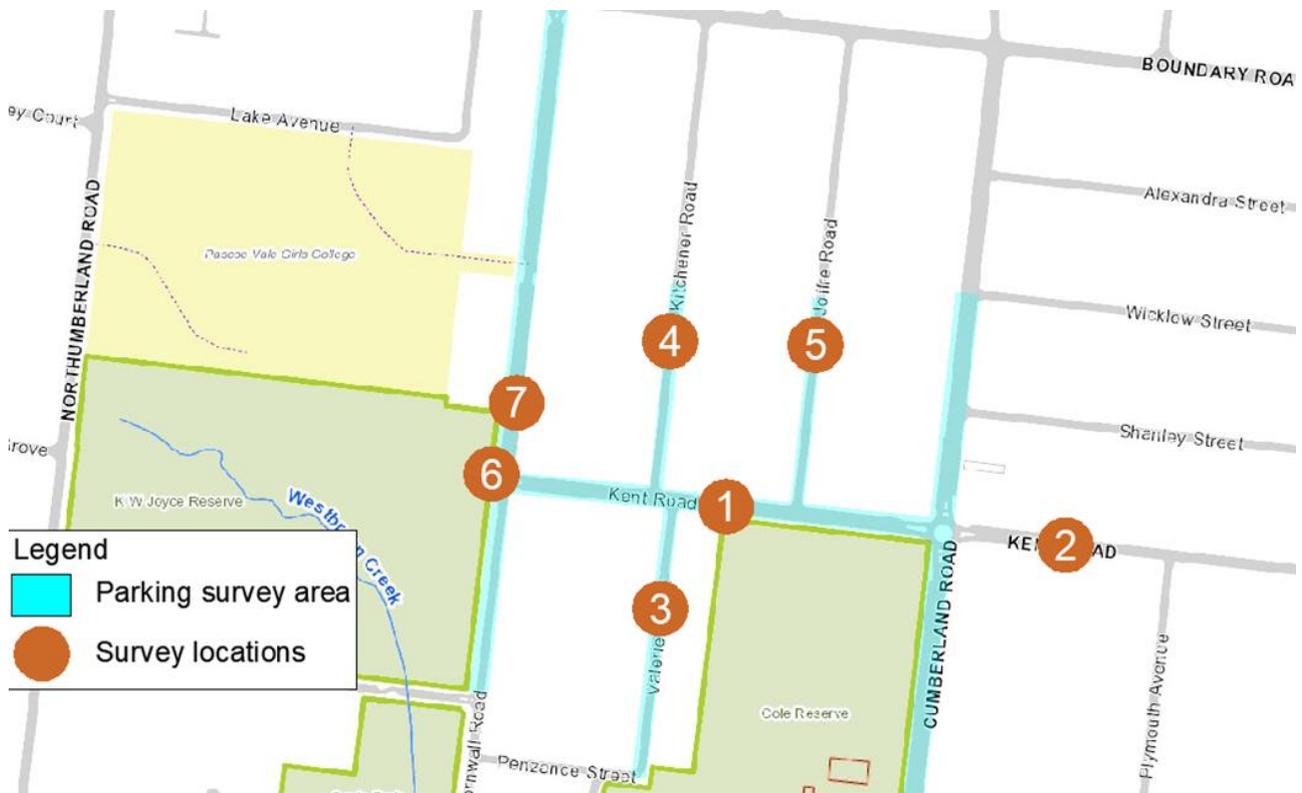


Figure 4: Transport survey locations for Kent Road, Pascoe Vale

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 riding and walking. Historical weather observations are provided below for each of the survey periods:

Table 1: 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
June 2022 during trial, out of lockdown	Thursday, 16 June	9.3	14.2	0.2
	Friday, 17 June	9.9	13.9	9.6
	Saturday, 18 June	6	16.7	0
	Sunday, 19 June	2.5	15.5	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 school in person and people beginning to 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 and June 2022 survey counts were taken over weekends where football matches were played at Cole Reserve, Pascoe Vale.

Key findings – bike riders

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. Decrease in riders observed during the winter survey in June.

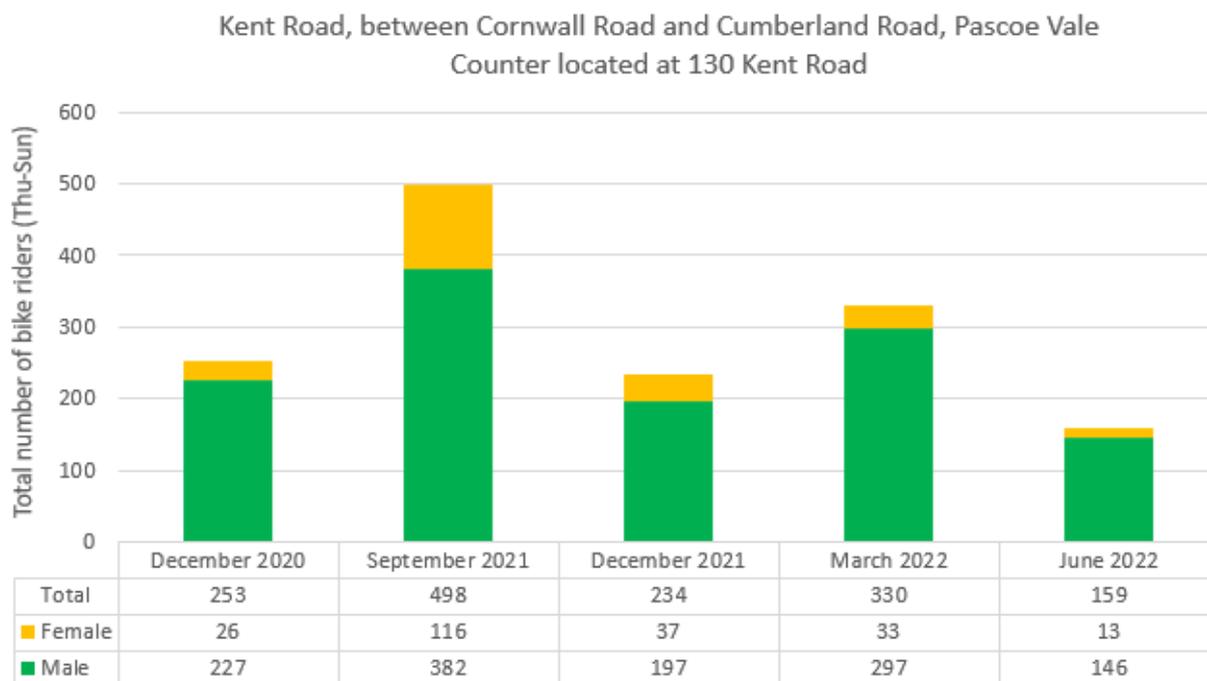


Figure 5: Changes in bike rider counts at 130 Kent Road between December 2020, September 2021, December 2021, March 2022 and June 2022 for the survey periods Thursday to Sunday.

*Note: Gender split is estimated from video footage.

Officer comment:

Investment in separated cycling infrastructure is likely to encourage a long-term, gradual increase in bike riding. The significant 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, especially by women. The September counts show that bike riders doubled overall, but most notably, female ridership increased by 350 per cent.

By December 2021, travel patterns and daily life were gradually returning to normal, including a return to the office. Despite the slight drop in overall numbers in this period, female ridership still increased by 42 per cent. It is also worth noting that weather conditions on the first day of the survey were particularly hot and wet, which may have impacted ridership that day.

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 bike riding 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.

There was a decrease in the total number of bike riders observed on Kent Road during the winter survey period in June 2022. A decrease in ridership can typically be expected during colder, winter months.

Comparison with data from control sites:

The below map in Figure 6 is a screenshot of the VicRoads bicycle counter data map. There are bicycle counter sites on the Merri Creek, St Georges Road (x2), Capital City Trail and Upfield Shared Use Path. Having continuously recorded data on these sites presents an opportunity to use them as a reference, to identify where the variations in the Kent Road data is relative to background trends, and where it may be attributable to the Kent Road separated bike path.

Unfortunately, the Merri Creek site has not retained any data since January 2022. The Upfield site has been recording continuously, but usage has been impacted (positively) by the upgrade of the Shared Use Path as part of Level Crossing Removal works, and so is not a reliable 'untouched' comparator.

It was therefore determined to use the St Georges Road Northcote and Capital City Trail sites as comparators – shown as 'control sites' on Figure 6. These two control sites are collector bike paths and have significantly more bike riders using them but comparisons to trends is useful.

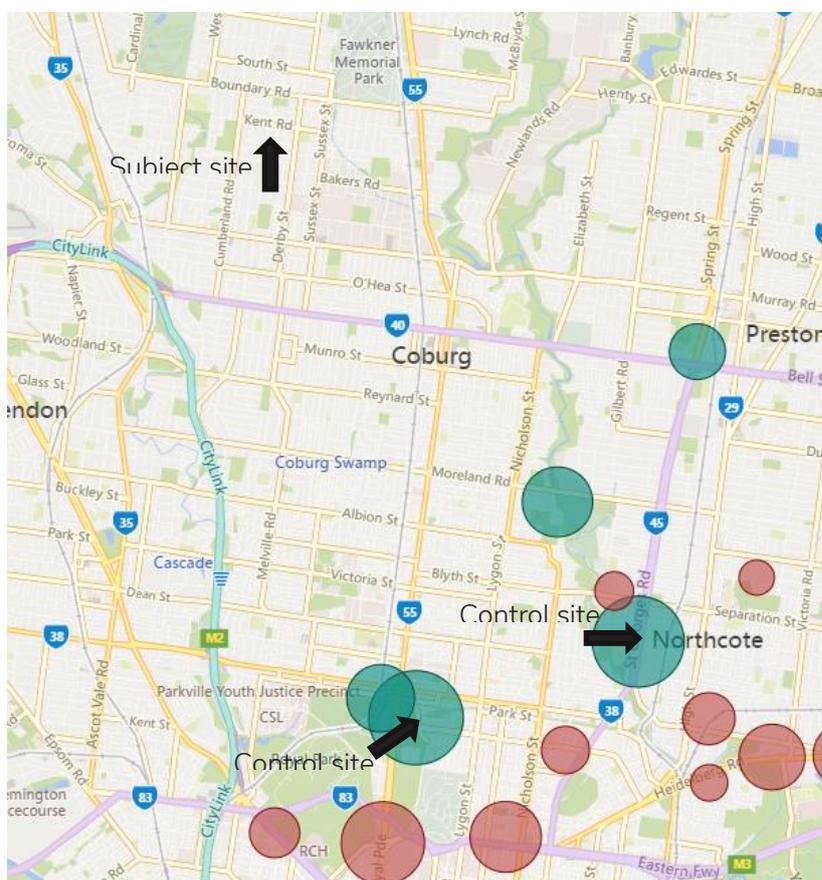


Figure 6: Bicycle counter control sites (Source: VicRoads)

The data extracted for the control sites from the above interactive dashboard was for the exact days that Kent Road data was collected, namely:

- **Summer:** Thursday 3 December to Sunday 6 December 2020 before trial, out of lockdown
- **Spring:** Thursday 9 September to Sunday 12 September 2021 during trial, in lockdown
- **Summer:** Thursday 2 December to Sunday 5 December 2021 during trial, out of lockdown
- **Autumn:** Thursday 24 March to Sunday 27 March 2022, during trial, out of lockdown
- **Winter:** Thursday 16 June to Sunday 19 June 2022, during trial, out of lockdown

The total volume detected for each of the four-day periods of data collection at the control sites is shown alongside the Kent Road data in Table 2.

Table 2: Bike counter data - control and subject sites

	Bike volumes detected	Control site	Control site	Subject site
Month	Collection days and lockdown status	St Georges Road	Capital City Trail	Kent Road
Before trial				
Dec-20	Thursday 3 December to Sunday 6 December 2020 out of lockdown	5644	5372	253
During trial				
Sep-21	Thursday 9 September to Sunday 12 September 2021 in lockdown	4628	6336	498
Dec-21	Thursday 2 December to Sunday 5 December 2021 out of lockdown	5480	5384	234
Mar-22	Thursday 24 March to Sunday 27 March 2022, out of lockdown	6288	6680	330
Jun-22	Thursday 16 June to Sunday 19 June 2022, out of lockdown	3548	4200	159
Average daily volume on collection days during trial relative to before trial		88%	105%	121%

This data is also represented in the chart below (Figure 7) that shows the relatively higher increase of bicycle volumes on Kent Road during the trial versus before the trial infrastructure was installed (a 21% increase on December 2020 or 121%) compared to the Capital City Trail (5% increase or 105%) and St Georges Road (12% decrease or 88%).

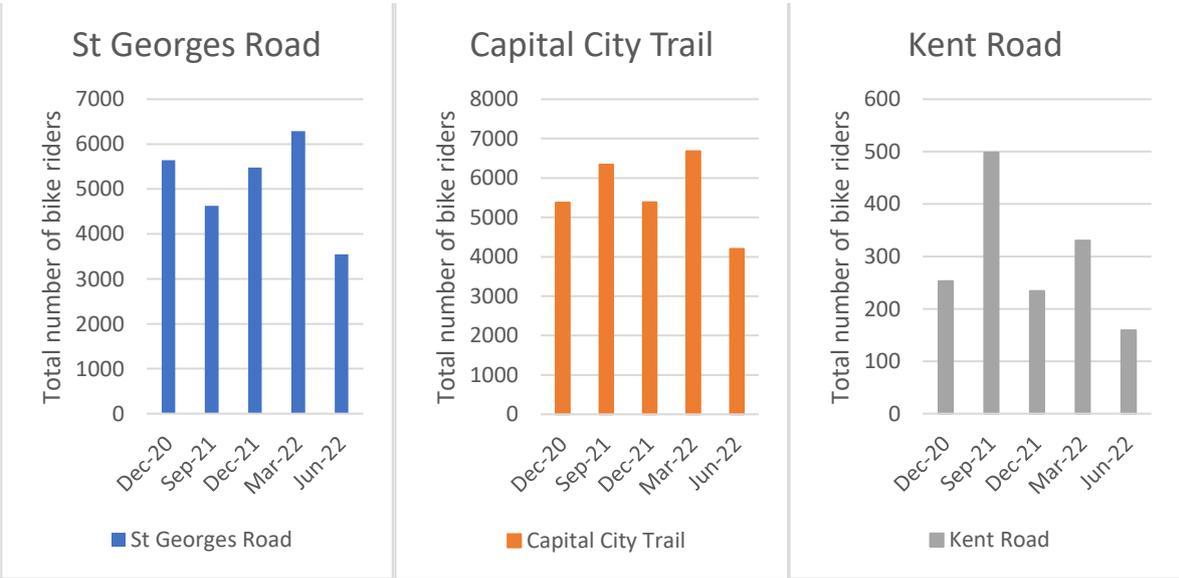


Figure 7: Total bicycle counter data at Kent Road and control sites, relative to December 2020

It is distinct in the comparison charts in Figure 7 that there was a relatively very high number of users in the Kent Road bike lanes during lockdown in September 2021 compared to the respective increases during the same period at the control sites. This is likely due to the implementation of physically separated infrastructure on Kent Road. However, the Kent Road figures from the other three seasons of data collection don't trend significantly differently from the control sites in that Dec 2021 data is at similar levels to the Dec 2020 levels, the ridership increase in March 2022 across all sites and then drops significantly in June 2022. This suggests that the overall usage patterns in riding was the same in Kent Road as it was in the other two control sites.

While June 2022 was not during a lockdown, the combined effects of winter weather and suppressed demand (with many people choosing to work from home, or at home with illness) are likely to contribute to the lower volumes across the control and subject sites at that time. Kent Road was not alone in the reduction in demand in June 2022.

2. **Observed increases in the number of female bike riders during the trial in September 2021, 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:

Another view of the Kent Road data is the gender split (as approximated by camera processing software to either male or female stereotypes). While apparent in Figure 5 above, Table 3 reiterates the data about gender split for Kent Road. In summary, whilst both male and female ridership has both increased since before the trial, female ridership is estimated to have increased by 91% on pre trial numbers, compared to only 13% for males.

Table 3: Kent Road bike counts by estimated gender (average daily volume)

Month	Collection days and lockdown status	Kent Road – all bike riders	Kent Road – bike riders estimated as female	Kent Road – bike riders estimated as male
Before trial				
Dec-20	Thursday 3 December to Sunday 6 December 2020 out of lockdown	253	26	227
During trial				
Sep-21	Thursday 9 September to Sunday 12 September 2021 in lockdown	498	116	382
Dec-21	Thursday 2 December to Sunday 5 December 2021 out of lockdown	234	37	197
Mar-22	Thursday 24 March to Sunday 27 March 2022, out of lockdown	330	33	297
Jun-22	Thursday 16 June to Sunday 19 June 2022, out of lockdown	159	23	146
Average daily volume on collection days during trial relative to before trial		121%	191%	113%

The physically separated bike lanes have resulted in a measurable uptake in female ridership. During the September 2021 lockdown, the counts showed a significant 350 per cent increase in female ridership. Not only did the number of female riders increase, but so did their percentage of the total trips. Prior to the trials, only 26 of the total 253 riders counted were female. This represented just 10 per cent of all trips and is indicative that pre-trial infrastructure was less viable for female riders.

Despite the small drop in overall riders in December 2021 compared to December 2020, female ridership increased by 42 per cent overall. The portion of female riders was also 16 per cent, higher than the pre-trial conditions of 10 per cent. The March 2022 survey data shows an increase in female ridership of 27 per cent, with the percentage of females riding and the percentage of females out of the total riders maintained at pre-trial conditions at 10%. This indicates the separated bike lanes are encouraging the “interested in cycling but concerned” user group to ride a bike.

The trend of increased proportions of female riders and total number of female riders did not continue in the June survey period.

Key findings – people walking

3. More people out walking in September 2021, and a gradual increase in March 2022 and June 2022 compared to before the trial (December 2020).

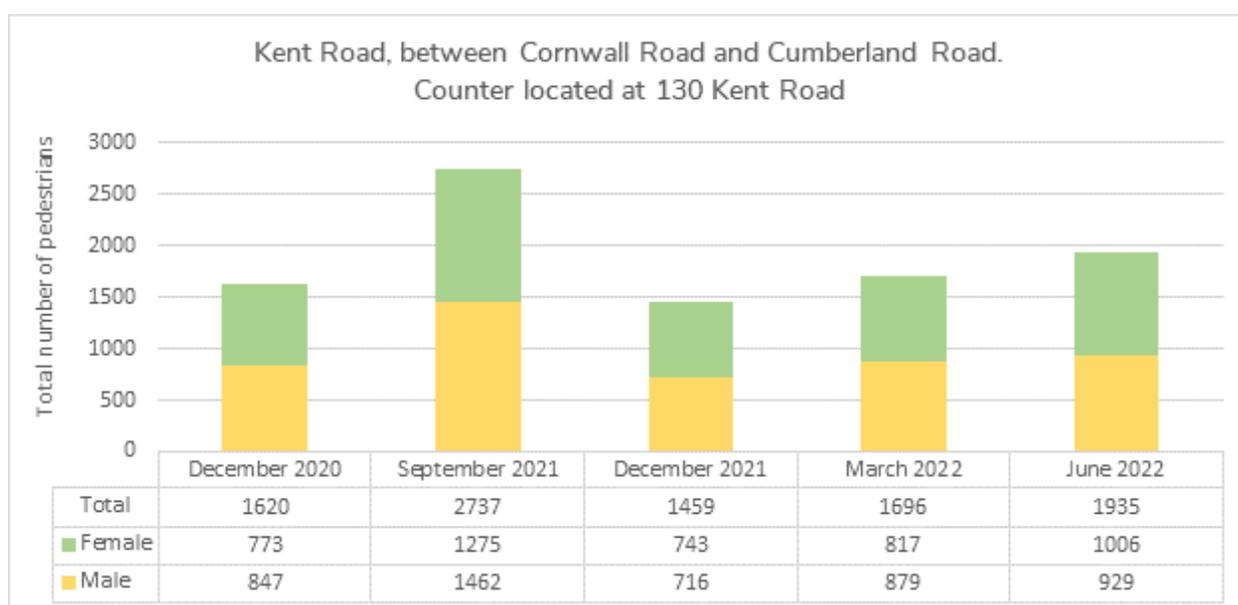


Figure 8: Breakdown of observed number of people out walking at 130 Kent Road between December 2020, September 2021, December 2021, March 2022 and June 2022 survey periods, Thursday to Sunday.

* Note: Gender split is estimated using video footage.

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 6th lockdown.

The continued uptake in walking observed between March 2022 and June 2022 (during trial) indicates a greater number of people are choosing to walk through this area and nearby new infrastructure than before the trial. The slight ridership dip in the December results is likely due to inclement weather conditions on the first day of the survey – 2 December 2021. The increase in June and March is likely attributable to pedestrians and visitors to Cole Reserve attending football matches.

Key findings – motorised vehicles

4. Average daily vehicle numbers are generally reduced or similar across all sites by June 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.

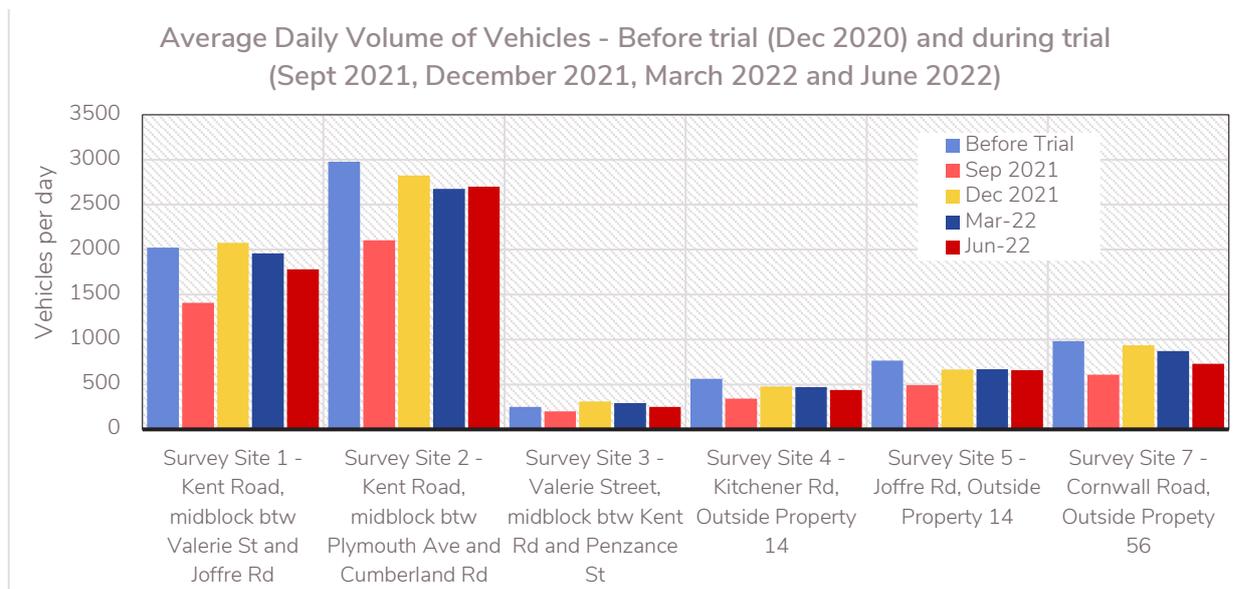


Figure 9: Daily average number of vehicles recorded at each of the vehicle counter survey sites between December 2020, September 2021, December 2021, March 2022 and June 2022 for seven-day survey period Thursday to Wednesday. Note that Survey Site 6 - KW George Reserve is not included on this graph, due to the site counting bicycles and pedestrians only.

Officer comment:

When making changes to a local link, it is important to measure and consider the potential impacts across the surrounding network.

The decrease in vehicle numbers between December 2020 and September 2021 is very likely a result of changes travel patterns as a result of Melbourne's 6th 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 June 2022, there has been a slight reduction in the average daily volume of vehicles observed on all roads surveyed. 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. But this has not occurred here, rather less people are driving on these streets.

5. The average car parking occupancy on Kent Road, Pascoe Vale was observed to change across all 4 seasons. The lowest car parking occupancy was observed in March 2022 and the highest was observed in June 2022.

Table 4: 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, March 2022 and June 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
June '22	46	58	48	58	60	85	49	56

Officer comment:

The car parking occupancy surveys on Kent Road, Pascoe Vale indicate a changing demand for on-street car parking across all-four seasons of the trial. Parking occupancy observed during the trial in December 2021, is similar to the parking occupancy before the trial in December 2020.

The rise in car parking occupancy observed on Saturday 18 June 2022 is potentially associated with football matches played at Cole Reserve, Pascoe Vale on the same day. A typical gauge for high parking efficiency is where one in every 8 car parking spaces is available, this equates to approximately 85% occupancy. Parking was observed to be above 80% for three hours on this day, indicating that parking is operating at a high efficiency during peak periods of use.

Junior football was also held at Cole Reserve on Sunday 19 June 2022, but no significant changes were observed to on-street parking occupancy on this day.

The data shows that Kent Road has significant spare parking capacity most of the time, with good parking efficiency even on football match day.

6. The average and maximum on-street car parking occupancy in the survey area including Cornwall Road, Cumberland Road, Kitchener Road, Joffre Road, Valerie Street and Kent Road was observed to change across all four seasons. All levels of car parking occupancy are within suitable thresholds in accordance with the parking management policy.

Table 5: 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, March 2022 and June 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	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
March '22	26	31	26	35	21	31	26	34
June '22	45	55	46	51	50	59	48	53

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.

Council also 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 18 June 2022 of 59% 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 at Cole Reserve. Rather, it shows significant spare parking capacity in these local streets.

- 7. 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 localised, manageable and within acceptable limits as per Moreland’s Parking Management Policy.

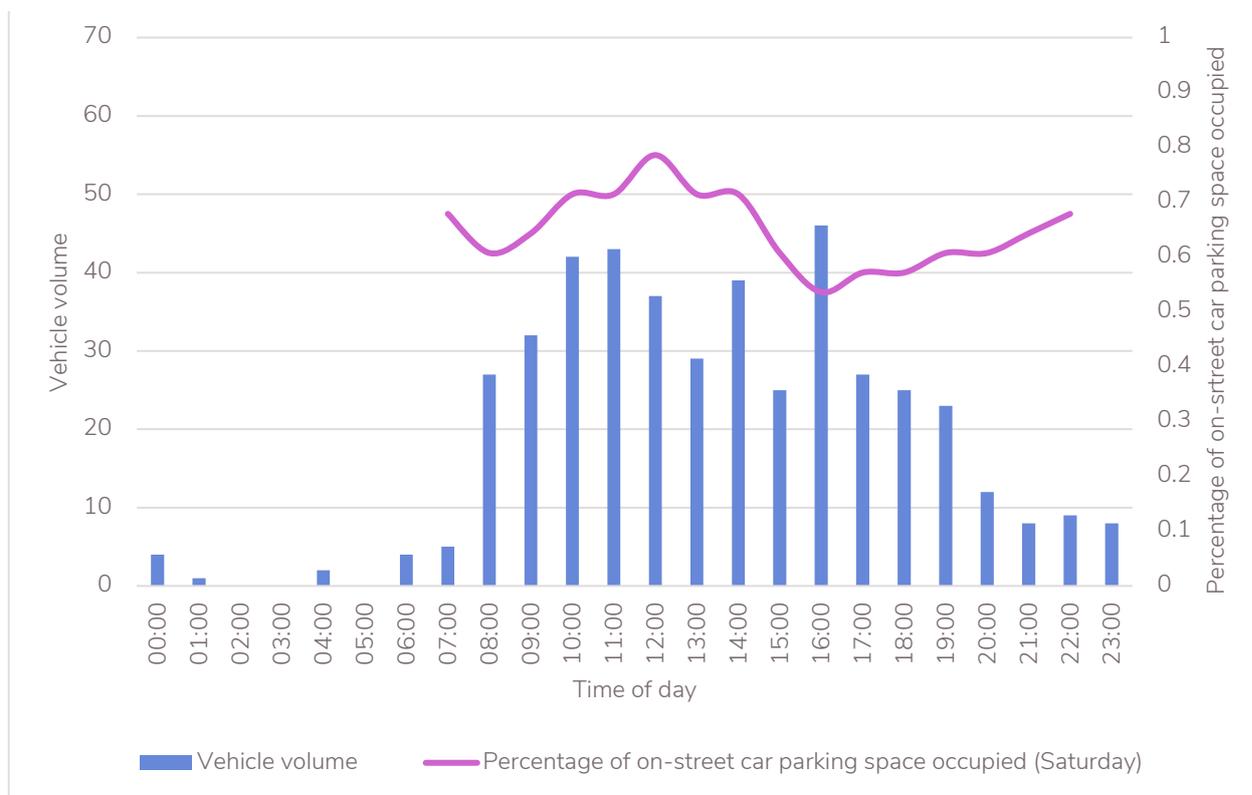


Figure 10: Vehicle volume on Joffre Road, Pascoe Vale on Saturday 18 June 2022 compared to percentage of on-street parking spaces occupied.

Officer comment:

As per the Council resolution in March 2022, Council undertook transport survey counts during March 2022 and June 2022 to better understand the impact of local football matches on transport movements in the local area. The average parking occupancy on Joffre Road during the June survey was higher than recorded in March, but still operating within efficient thresholds. No other streets surveyed neared capacity, though.

On Saturday 18 June 2022, two matches were held at Cole Reserve by the Coburg Districts Football Club. During these matches, parking occupancy nearby on Joffre Road, Pascoe Vale was observed to increase between 70% and 79% from 10:00am to 2:00pm. These impacts are considered localised, manageable and within acceptable limits as per Moreland's Parking Management Policy.

During the same time, total vehicle volumes on Joffre Road were approximately 43 per hour, this is less than one per minute and considered within acceptable levels for a local street.

The higher parking occupancy recorded at 10:00pm and 7:00am in June 2022, compared to March 2022 likely indicates that more residents were parking their vehicles on the street, potentially contributing to the higher base levels of parking observed throughout the day. This is typical of local, residential streets throughout the municipality.

Summary of findings

The separated bike lane trial on Kent Road attracted additional people riding bikes. This was most prevalent during the lockdown period in September 2021, relative to Kent Road in December 2020, but also relative to September 2021 for two bike counter control sites in the region, suggesting that the increase was not only attributable to the higher levels of bike riding during the lockdown, but to something specific to the Kent Road bike lanes.

The high numbers of people riding bikes included an increase in the number of women riding bikes. This indicates an uptake not only of general bike riders, but of user groups that may have been less likely to ride without the separated lanes.

Relative to December 2020, the variation in numbers of bike riders on Kent Road for December 2021, March 2022 and June 2022 were generally in line with the control sites.

There was an increase of pedestrian activity in the Kent Road area. In part, this may be attributable to extra people walking along Kent Road to and from their parked vehicles on game days in March and June 2022.

Meanwhile, the number of cars in the area reduced without any negative flow-on impacts to the surrounding local streets. There were also fewer cars parked on-street in the area, noting the effect of Saturday game days at Cole Reserve to increase parking occupancy a little (but not Sunday junior football days).

Officer recommendations regarding the Kent Road separated bike lanes account for the data presented in this report and the results of community feedback.