Kent Road, Pascoe Vale Trial Bike Lanes

Trial bike lanes in Pascoe vale

In June 2021, we installed trial separated bike lanes in Kent Road and Northumberland Road, Pascoe Vale. A new shared path in KW Joyce Reserve links these two bike lanes. This route is part of the "Coburg to Glenroy Bicycle Link".

What's happening now?

At a Council 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 have engaged an independent community engagement specialist, Max Hardy Consulting to provide a range of opportunities for the community to contribute.

Anyone with an interest in the Kent Road separated trial bike lane can get involved in the following ways:

- View a recording of an online presentation by Max Hardy Consulting and council officers on Kent Road, held on Thursday 28 October 2021.
- Providing feedback via an online survey, available for contributions from Friday 29 October, closing 10 November 2021.
- Nominating for involvement in the Community Representative Review Panel.

In addition to community engagement, Council is investigating the technical viability of six potential design options for the Kent Road trial bike lane.

What is this booklet?

Since installing the trial bike lanes in June 2021, we have heard feedback from our community about the lack of community engagement before the trial bike lanes were constructed and the need for transparency in Council and council officer decision making.

We have also heard our community want to have a meaningful and informed contribution in any future engagement on this project.

We have prepared this booklet to help address this feedback for the next phase of engagement.

What information will I find?

This booklet is a summary of the Kent Road Trial Bike Lane project and the engagement process underway.

We acknowledge this booklet is just a starting point and it may not include everything you want to know. If this is the case, we would like to hear from you.

We will respond to your questions and periodically update the Frequently Asked Questions (FAQs) on the Kent Road Conversations Moreland page.

Please submit your questions via the contact information found at the QR code or on the last page of this booklet.

SCAN ME

Why is bike riding important?

Melbourne is forecast to overtake Sydney to become Australia's most populous city by the 2030s. Moreland's population is expected to exceed 200,000 in the next five years and is projected to grow by over 40,000 by 2036. The way we travel will need to adapt to ensure we can continue to move around efficiently and preserve the liveability of the city.

Across all of Melbourne, including Moreland, the highest level of car use occurs during the morning and afternoon peak hours. This means at the same times of day we have the highest demand for travel, our roads are filled with private vehicles which take up most of the available road space, causing congestion for both private and public transport.

Providing active transport alternatives for people who choose not to travel by car, want to reduce their reliance on cars, or can't afford to travel by car will ensure our neighbourhoods remain liveable by easing congestion during peak hours, reducing pollution and encouraging exercise to stay healthy as part of everyday travel.

Bike riding is just one of many ways to get around that offers the benefits above.

What has been the impact of the Victorian Covid-19 lockdown?

At the July 2020 Council 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 investment aimed to encourage as many people as possible to walk or ride a bike particularly for shorter trips to local shops, parks and amenities. This was particularly relevant as social distancing requirements would lead to a significant decrease in public transport use.

Council constructed trial bike lanes on Dawson Street, Northumberland Road, Albion Street and Kent Road to fill key gaps in our cycling network.

Since then, the ongoing impact of the lockdowns on our travel patterns across Melbourne has become more apparent. Infrastructure Victoria (IV) estimates that public transport use has decreased by 50% compared to before the pandemic, and private vehicle use has increased by 13%.

Without government intervention to encourage more active transport use, IV found that there will be a significant increase in the number of private vehicle commuter trips as Melbourne and Victoria reopens.

In Moreland, this would likely lead to significant congestion challenges for the movement of people and significantly compromise our sustainable transport and zero-carbon objectives.

By providing bike lanes, we are offering a genuine alternative to get around, and therefore reducing number of cars on our roads - this could benefit all.

Figure 1: Cyclist using the current Kent Road trial separated bike lane

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 and pedestrians.

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

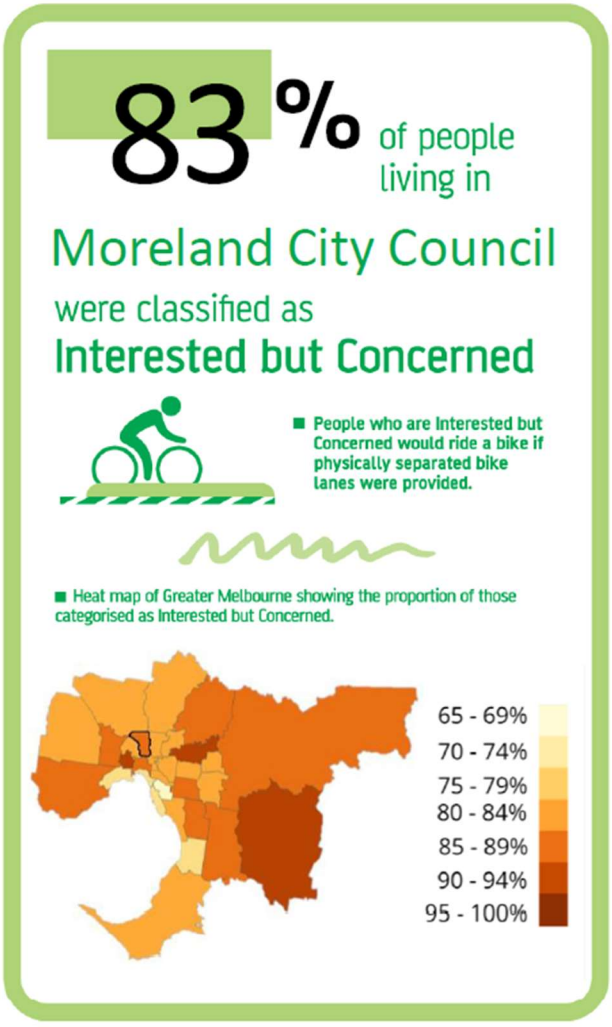


Figure 2: VicHealth and Monash University findings for Moreland.

What effect has investment in cycling had elsewhere?

Across Melbourne and Australia, investment in separated bike lanes can encourage these people to start riding bikes.

This trend can even be seen locally in Brunswick. Bike riding investments by Council 15 to 20 years ago continue to increase cycling rates. In recent census surveys for Brunswick in 2011 and 2016, journey to work data by bike increased from 9.3 per cent to 12.1 per cent (source: Australian Bureau of Statistics, Census data, 2011 and 2016). Brunswick currently has the highest journey to work cycling rate in Victoria.

Separated bike lanes do not remove the need for cars entirely but are a step in a positive direction where more people, who are interested and able to, can choose to ride rather than drive for certain trips.

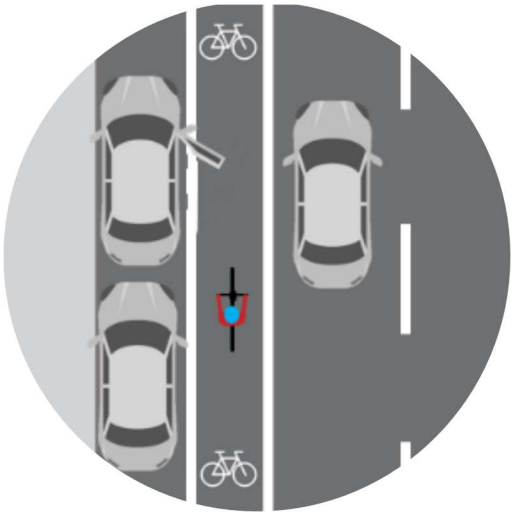
Fewer cars on the road also means less congestion for the people who need to drive.

What are some of the on-road risks for bike riders?

Normal road conditions such as the examples shown below often put bike riders in higher risk environments, such as car-dooring, being 'squeezed' by a passing vehicle in a narrow road space or being 'cut-off' by a turning vehicle.

Bike riders with low experience, such as children, are particularly at risk in on-road environments as they are not familiar with road rules.

Example of car dooring



Example of being 'cut off' by a turning vehicle

Figure 3: Conceptual diagrams of some of the higher risk situations for bike riders on everyday streets (not to scale).

What are separated bike lanes and why are they safer?

A separated bike lane provides dedicated road space to bike riders. Also known as protected bike lanes, the separation is achieved by having a physical barrier between the bike lane and all other road users.

Bike riders are vulnerable road users. As an example, the impact force of a vehicle colliding with a bike rider at 30 km/h is enough to be fatal, with the risk of injury or death rapidly increasing with higher speeds. So even on 40 km/h speed roads, bike riders are at a high risk of serious injury including death if struck by a vehicle.

Shared paths, where bike riders and pedestrians share a dedicated off-road path, are typically not the preferred design intervention in Moreland. One of the most common complaints Council receives from bike riders and pedestrians is the conflict that occurs on shared paths. Bike riders tend to travel at much faster speeds than pedestrians, making it an uncomfortable experience to walk on a path. Pedestrians are also more likely to stop suddenly or wander across a path which can increase risk of collision with cyclists.

Separated bike lanes are a necessary treatment to help address bike safety issues in the area and to encourage these more vulnerable users to feel safe to ride a bike.

What are the design considerations for separated bike lanes?

Like all types of transport, there are operating requirements to be met for bike riding infrastructure.

Bike riding operational requirements have been developed and used by Austroads and other agencies for many years and are regularly reviewed.

Austroads is the peak organisation of Australasian road transport and traffic agencies. This includes membership from the Victorian Government's Department of Transport (DoT) and the Australian Local Government Association.

Physical separation

Separation from moving and parked vehicles is an important consideration for vulnerable bike riders when considering 'how safe' it is to ride a bike.

Painted lanes are no longer the preferred design for on-street bike paths in Moreland as they do not provide protected road space for bike riders.

Table 1: Physical barrier requirements. Source: City of Melbourne (2019), Bike Lane Design Guidelines

Road environment	Design requirements	
Adjacent to on-street parking*	0.8m to 1.0m raised kerb barrier	0.8m to 1.0m painted marking with temporary traffic bollard
Adjacent to vehicle lane (no on-street parking)	0.4m to 1.0m raised kerb barrier	0.4m to 1.0m painted marking with temporary traffic bollard

**A wider barrier is required adjacent to on-street parking to be wide enough to cater for a car door to open without intruding into the bike lane.*

Bike lane width

Austroads (2017), Guide to road design part 6A: Paths for Walking and Cycling provides guidance for the design standards for separated bike lanes.

The minimum desirable standard for a bike lane is 1.5m. This is for bike lanes where cyclists travel in one direction. This considers the actual bike dimensions, the movement of a bike from side to side as the rider pedals and steers and safe separation from barriers, see figure 2.

Bi-directional cycle lanes are where cyclists can travel in both directions. These lanes can offer some design efficiencies compared to single direction lanes due to clearances from walls/fences. The minimum desirable width of a bi-direction bike lane is 2.5m.

On Kent Road, alternative designs show 2.6m bi-directional bike lanes to account for the kerb and gutters.

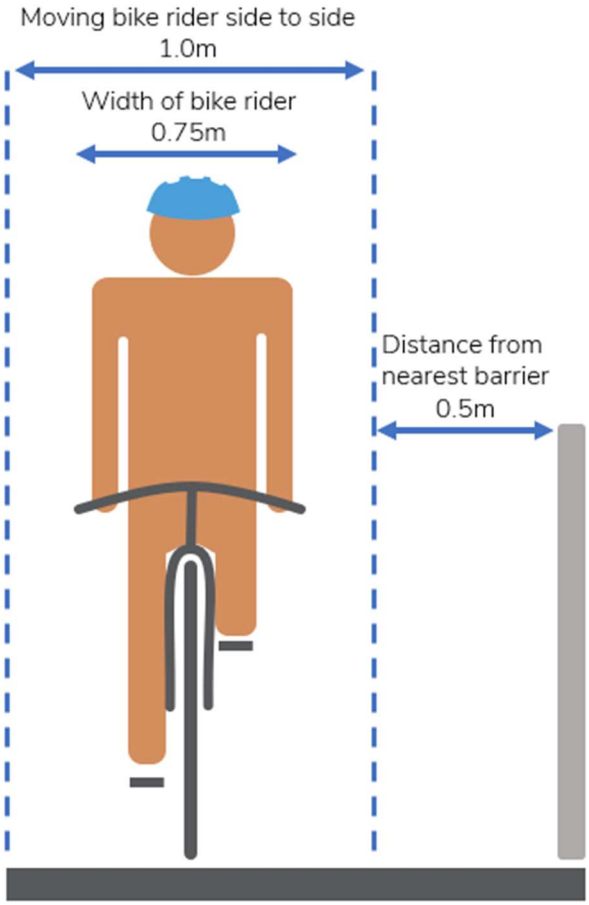


Figure 4: Bike lane design operating standards width for cyclist travelling in one direction.

What are the design considerations for vehicle lanes?

Vehicle lane widths vary throughout Moreland.

Victorian road rules specify minimum 3 metre clearance between obstacles (such as between parked cars)

It is common practice for local streets to be narrow and not allow for continuous two-way traffic flow. This helps manage speed and make the environment safer for vulnerable users.

Design considerations for moving vehicles on Local Streets such as Kent Road are as follows:

Table 2: Physical barrier requirements. Source: City of Melbourne (2019), Bike Lane Design Guidelines

Road environment	Vehicle lane widths	
	Minimum	Maximum
One-way flow	3.0m	3.5m
Two-way flow	2.8m each way (low speed and low volume)	3.5m each way
Pull-in/passing spots are needed	3.0m minimum	5.6m (road travel lanes greater than 5.6m do not require pull-in/passing spots

How is road safety considered for all users?

Improving road safety for all users is the highest priority when undertaking works within the road reserve. Safety is considered in terms of level of risk.

Measured risk is how risk is calculated and assessed. Perceived risk is how a person reacts to and feels in different conditions.

It is important to highlight the difference between measured risk and perceived risk and note that both are important especially when the aim is to encourage people to use different modes of transport.

Measured risk

Measured risk is a technical methodology that calculates the risk level by undertaking a Road Safety Audit (RSA).

An RSA is always completed by a qualified and accredited RSA team, and can be done at any stage of the project.

Perceived risk

The perception of risk is how a person feels when using the road network. People's perceptions of risk vary, and it is important to understand the range of differing views that people have when they are a pedestrian, bike rider or in a vehicle.

Risk perception is important to analyse as it affects how people behave.

While driving, an increased perception of risk (feeling something is unsafe or feeling cautious) heightens the driver's awareness and results in driving behaviour to match the conditions. For example, slowing down to give way to oncoming vehicles or to look out for pedestrians. Over confidence or complacency are factors that can result in people making mistakes that cause a crash.

Perception of risk can stop people choosing to walk or ride a bicycle. Vulnerable road users (pedestrians and cyclists) are at a greater risk of being injured if involved in a crash, so are unlikely to choose to walk or ride if they feel unsafe.

Where is Kent Road?

Kent Road is in Pascoe Vale. The trial separated bike lanes are installed on Kent Road between Cumberland Road and Cornwall Road, bordering the northern side of Cole Reserve.

In addition to local residents, this part of Kent Road is accessed by a church and the PVH Medical practice.

What is the Coburg to Glenroy bike route?

The Coburg to Glenroy Bike route is envisioned to be a connected, safe and efficient route suitable for bike riders of all confidence levels.

The Coburg to Glenroy Bicycle Link was first identified as part of Council's Bicycle Plan in 2009. This included Kent Road in Pascoe Vale. Following the adoption of MITS (2019), this bike plan was replaced by a 10-year capital works program that is reviewed and adopted by Council annually.

In addition to providing a high-quality link between the two-activity centre, the Coburg to Glenroy Bicycle Link connects many major and local destinations including:

- Local shopping centres
- Pascoe Vale Girls Secondary College
- Open spaces

Planning for the Coburg to Glenroy bike link is occurring in stages. As shown in Figure 6, key links along this route that have already been constructed, as shown by the solid green lines.

There is existing infrastructure as part of this link on Rhodes Parade

The solid orange line represented the path through KW Joyce reserve and the current trials on Northumberland Road and Kent Road in Pascoe Vale.

Figure 5: Cyclist using the current Kent Road trial separated bike lane

Completing the Coburg to Glenroy bike route

The Victorian Government is investing $4.48 million to provide a cycle link east of Cumberland Road via Kent Road and Derby Street to OHea Street This link is shown in the blue dashed lines in Figure 6.

Council has provisionally endorsed the design as an interim solution which includes a mix of traffic cushions, speed limit reductions, painted bike lanes and speed humps.

Council will undertake further technical investigations to upgrade this infrastructure periodically in line with the refresh of our capital works program.

Options for investigation could include standard or bi-directional separated bike lanes on Kent Road and Derby Street, which may require some loss of parking. This will be subject to separate community engagement.

The dashed green line is a potential connection to extend the current OHea Street bike path to the cycle link being delivered by the Victorian Government.

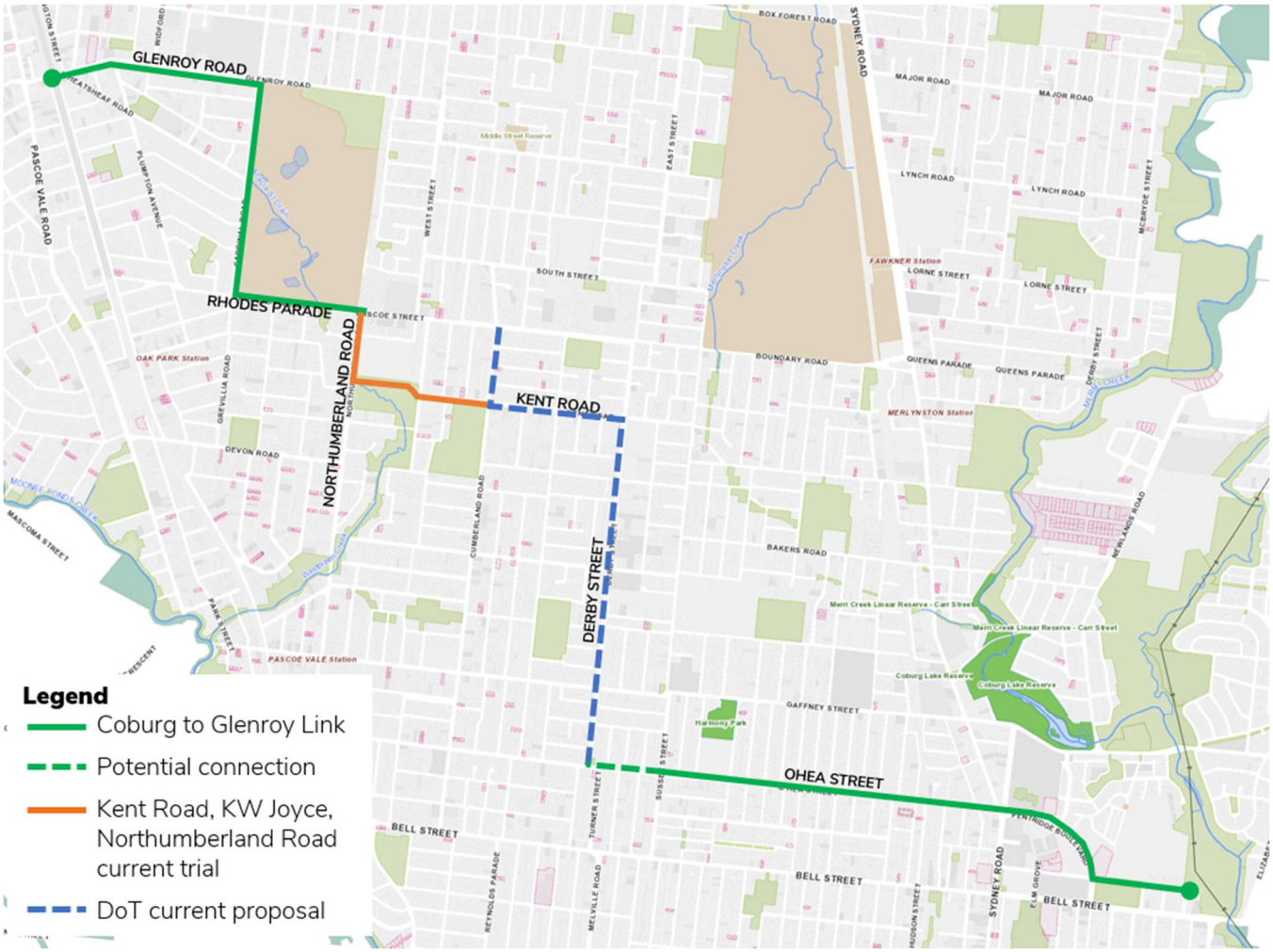


Figure 6: Coburg to Glenroy bike route

Alternative designs for Kent Road separated bike lane

At a Council 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.

Officers prepared alternative designs for Kent Road that were informed by the design considerations on earlier pages.

The alternative designs are shown on pages 10 to 15.

Evaluation of alternative options

A range of criteria has been identified including community feedback in July 2021; alignment with Council policy; meeting design standards or having practical implementation and operational considerations.

Since September, the initial evaluation of the alternative designs endorsed by council for community engagement consider new technical findings, design refinement and additional options proposed by council for consideration.

The evaluation considers criteria for:

Cycling

- Perceived safety
- Level of accessibility
- Quality of infrastructure
- Direction of travel and integration at intersections

Vehicles

- Perceived safety
- Traffic flow
- Sight lines to oncoming cyclists
- On street parking

Pedestrian

- Perceived safety
- Pedestrian network impact

Implementation and operational criteria

- Suitable for trial
- Time to construct
- External approvals required
- Tree removal
- Intersection design
- Street waste collection

Each design option was reviewed against the criteria and allocated a ranking as one of the following:

- High – Achieves a positive outcome from the perspective of the user group or requires minimal change to implement
- Moderate – Achieves a compromised outcome from the perspective of the user group or requires some change
- Poor – Achieves a negative outcome from the perspective of the user group or requires significant change
- Very poor – Achieves an unsafe outcome from the perspective of the user group or requires significant and impractical change to implement. Unsafe outcomes are not supported by council officers.

Engagement on the six potential design options

Council is now currently engaging on six potential options, presented on pages 8 to 13. We are seeking to understand:

1. What conditions and or criteria (in addition to technical requirements) should be considered to create a functional and safe road design for Kent Road, that addresses the needs of residents, pedestrians, visitors, motorists, cyclists, and other users?

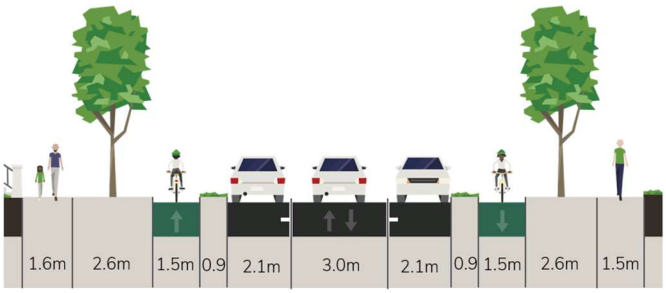
2. Considering the criteria, how supportive are you of each of the options identified by Council for Kent Road?

3. Are there any changes that would make you more supportive of each of the options identified?

Option 1 – current trial design minimum width separated bike lanes

The current design includes 1.5m separated bike lanes on both sides of the street with raised physical barriers. There is parking on both sides of the street.

On balance, this design is considered by Council to be a well-performing option across the evaluation criteria.



Impacts to future bike lane connections

Separated bike lanes on each side of Kent Road allow for the greatest flexibility for Council to design the next stage in the network further along Kent Road and east of the Cumberland Road roundabout (see page 7 and 8).

In this option, cyclists can merge in and out of the on-road network as necessary without complicated movements along footpaths and crossings.

Evaluation

Cycling	
Cyclist perceived safety	**High**: Physical separation from both cars and pedestrians
Level of cycling accessibility	**High**: Caters for "interested but concerned about cycling safety" (see page 3)
Quality of cycling infrastructure	**High**: Achieves bike lane and physical separator design standards
Direction of travel and integration at intersections	**High**: Cyclist travel with expected traffic flow, integrate with expected traffic flow at intersections
Vehicles	
Vehicular perceived safety	**Poor**: Narrow lane widths and give-way locations require vehicles to slow down
Continuous traffic flow	**Poor**: Vehicles required to give-way and negotiate between parked cars
Vehicle sight lines to on-coming cyclists	**High**: Cyclists on inside of parked vehicles
On street parking	**Moderate**: 5 removed for bike lane allocation. 7 removed for give-way spots
Pedestrians	
Pedestrian perceived safety	**Moderate**: Pedestrians and cyclists separated. Pedestrians exiting parked vehicles required to cross bike lane on both sides of street
Pedestrian network impact	**Moderate**: Raised barriers restrict mid-block crossing. Refuge island at Cornwall Road reduces crossing distances for pedestrians.
Implementation and operation	
Temporary or permanent infrastructure	**High**: No change
Time to construct	**High**: No change
External approvals required	**High**: Local road, Department of Transport approval not required
Tree removal and urban heat island	**High**: No trees removed
Intersection design	**High**: All modes integrate with traffic flow at intersections. Safe alternatives for less confident bike riders before entering on-street network
Street waste collection	**Poor**: Bins required to be placed on physical separators. Under review

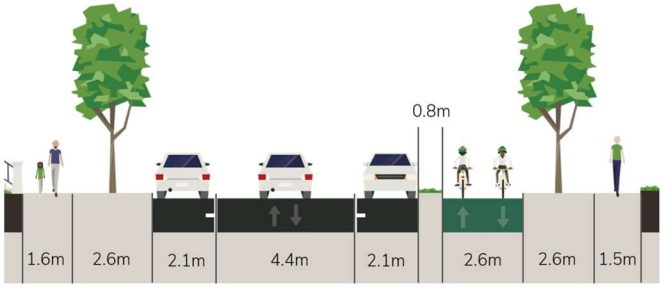
Option 2 – Minimum width bi-directional separated bike lane

Option 2 is a bi-directional, 2.6m bike lane on the southern side of Kent Road.

This option involves the removal of northern barrier and a reduction of southern barrier to 0.8m.

An additional 1.4m is reallocated to the driving lane, making this slightly narrower than the current vehicle carriage way on Kent Road east of Cumberland Road (8.6 metres compared to 9 metres).

The pedestrian refuge island at Cornwall Road will need to be removed for this option.



Impacts to future bike lane connections

It is possible to construct a bi-directional bike lane on the southern side of Kent Road.

When Council considers plans to complete the Coburg to Glenroy Bike route (see page 7 and 8) a bi-directional lane design on Kent Road will limit the design options along Kent Road to the east of Cumberland Road.

Evaluation

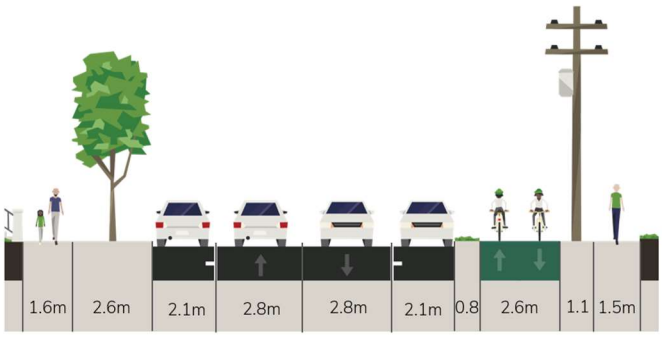
Cycling	
Cyclist perceived safety	**High** Physical separation from both cars and pedestrians.
Level of cycling accessibility	**High** Caters for "interested but concerned about cycling safety" (see page 3)
Quality of cycling infrastructure	**High** Achieves bike lane and physical separator design standards
Direction of travel and integration at intersections	**Poor** Eastbound cyclists do not travel in expected direction, can conflict with pedestrians and vehicles at Cumberland road roundabout
Vehicles	
Vehicular perceived safety	**Poor** Narrow lane widths and give-way locations require vehicles to slow down
Continuous traffic flow	**Moderate** Vehicles required to give way and negotiate between parked cars. Vehicle carriageway wider than current design.
Vehicle sight lines to on-coming cyclists	**High** Cyclists on inside of parked vehicles
On street parking	**Moderate** No further change to option 1.
Pedestrians	
Pedestrian perceived safety	**Poor** Pedestrians and cyclists have potential conflict at intersection of Cumberland Road (see page 15). Pedestrians exiting vehicles required to cross bike lanes on southern side
Pedestrian network impact	**Poor** Raised barriers restrict mid-block crossing. Removal of refuge island at Cornwall Road = no safe resting spot for pedestrians.
Implementation and operation	
Temporary or permanent infrastructure	**Poor** Not suitable for trial. Significant works required at intersections
Time to construct	**Poor** Significant, detailed plans and scope
External approvals required	**Poor** DoT approval and works required at Cumberland Road intersection
Tree removal and urban heat island	**High** No trees removed
Intersection design	**Poor** Cornwall Rd: KW Joyce shared path realignment required. Cumberland Rd: Significant works to redesign roundabout. No safe point to re-enter on-street network, see page 15.
Street waste collection	**Moderate** Bins to be placed on hatched line marking adjacent to driveways.

Option 3 – Change kerb alignment to widen road space

Option 3 is a 2.6m bi-directional cycle lane and 1.5m footpath on south side. The physical barrier on the northern side is removed and the southern barrier is reduced to 0.8m.

Since September, Council identified drainage constraints with widening the kerb to create a level surface between the footpath and bike lanes (as shown in the cross section below).

Council proposes to realign the southern kerb closer to the footpath. This will mean bins are to be places on the hatched line marking rather than kerbs as proposed in September.



Impacts to future bike lane connections

It is possible to construct a bi-directional bike lane on the southern side of Kent Road.

When Council considers plans to complete the Coburg to Glenroy Bike route (see page 7 and 8) a bi-directional lane design on Kent Road will limit the design options along Kent Road to the east of Cumberland Road.

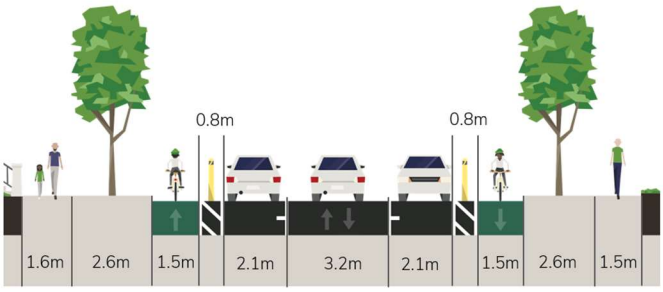
Evaluation

Cycling	
Cyclist perceived safety	**High** Physical separation from both cars and pedestrians.
Level of cycling accessibility	**High** Caters for "interested but concerned about cycling safety" (see page 3)
Quality of cycling infrastructure	**High** Achieves bike lane and physical separator design standards
Direction of travel and integration at intersections	**Poor** Eastbound cyclists do not travel in expected direction, can conflict with pedestrians and vehicles at Cumberland road roundabout
Vehicles	
Vehicular perceived safety	**Moderate** Narrow lane widths may require vehicles to slow down
Continuous traffic flow	**High** Continuous flow of vehicles facilitated at slow speed
Vehicle sight lines to on-coming cyclists	**High** Cyclists on inside of parked vehicles
On street parking	**High** Return of 7 on-street parking bays that were removed for give-way spots
Pedestrians	
Pedestrian perceived safety	**Poor** Pedestrians and cyclists have potential conflict at intersections. Pedestrians exiting cars required to cross bike lanes on southern side
Pedestrian network impact	**Poor** Removal of refuge island at Cornwall Road = no safe resting spot for pedestrians.
Implementation and operation	
Temporary or permanent infrastructure	**Very poor** Not suitable for trial. Significant and permanent infrastructure changes required along street
Time to construct	**Very poor** Permanent works required exceeding trial period
External approvals required	**Poor** DoT approval and works required at Cumberland Road intersection. Approval required from utility provider
Tree removal and urban heat island	**Poor** Potential trees removed south side.
Intersection design	**Poor** Cornwall Rd: KW Joyce shared path realignment required. Cumberland Rd: Significant works to redesign roundabout. No safe point to re-enter on-street network, see page 15.
Street waste collection	**Moderate** Bins to be placed on hatched line marking adjacent to driveways.

Option 4 – Minimum width separated bike lanes with traffic bollards

Option 4 is the removal of the raised concrete barriers and replacing these with traffic bollards. The traffic bollards and line marking are 0.8m wide.

0.2m is given back to vehicle carriageway. It is expected the traffic bollards will help improve pedestrian access across the street.



Impacts to future bike lane connections

Separated bike lanes on each side of Kent Road allow for the greatest flexibility for Council to design the next stage in the network further along Kent Road and east of the Cumberland Road roundabout (see page 7 and 8).

In this option, cyclists can merge in and out of the on-road network as necessary without complicated movements along footpaths and crossings.

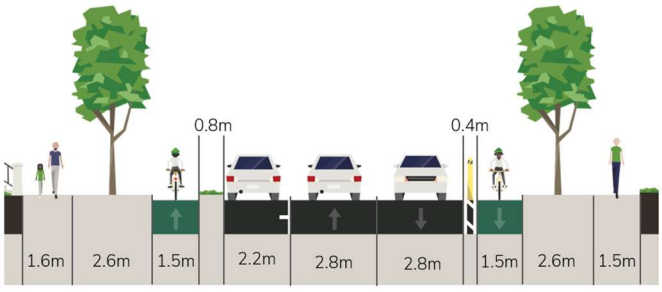
Evaluation

Cycling	
Cyclist perceived safety	**High** Physical separation from both cars and pedestrians
Level of cycling accessibility	**High** Caters for "interested but concerned about cycling safety" (see page 3)
Quality of cycling infrastructure	**High** Achieves bike lane and physical separator design standards
Direction of travel and integration at intersections	**High** Cyclist travel with expected traffic flow, integrate with expected traffic flow at intersections
Vehicles	
Vehicular perceived safety	**Poor** Narrow lane widths and give-way locations require vehicles to slow down
Continuous traffic flow	**Poor** Vehicles required to yield and negotiate between parked cars
Vehicle sight lines to on-coming cyclists	**High** Cyclists on inside of parked vehicles
On Street parking	**Moderate** No further change to option 1.
Pedestrians	
Pedestrian perceived safety	**Moderate** Pedestrians and cyclists separated. Pedestrians exiting vehicles required to cross bike lane on both sides of street
Pedestrian network impact	**High** Temporary traffic bollards allow easier mid-block crossing. Refuge island at Cornwall Road reduces crossing distances for pedestrians.
Implementation and operation	
Temporary or permanent infrastructure	**High** Limited, temporary works required
Time to construct	**Moderate** Limited, temporary works required
External approvals required	**High** Local road, Department of Transport approval not required
Tree removal and urban heat island	**High** No trees removed
Intersection design	**High** All modes integrate with traffic flow at intersections. Safe alternatives for less confident bike riders before entering on-street network
Street waste collection	**Moderate** Bins to be placed on hatched line marking adjacent to driveways or between traffic bollards

Option 5 – Minimum width separated bike lanes; parking removed on southern side

Option 5 requires removing all parking on the southern side of the street. The northern physical separator will be reduced to 0.8m and the southern physical separator will be reduced to 0.4m.

0.6m will be given back to the vehicle lanes, which, with the removal of parking will allow for two-way vehicle traffic.



Impacts to future bike lane connections

Separated bike lanes on each side of Kent Road allow for the greatest flexibility for Council to design the next stage in the network further along Kent Road and east of the Cumberland Road roundabout (see page 7 and 8).

In this option, cyclists can merge in and out of the on-road network as necessary without complicated movements along footpaths and crossings.

Evaluation

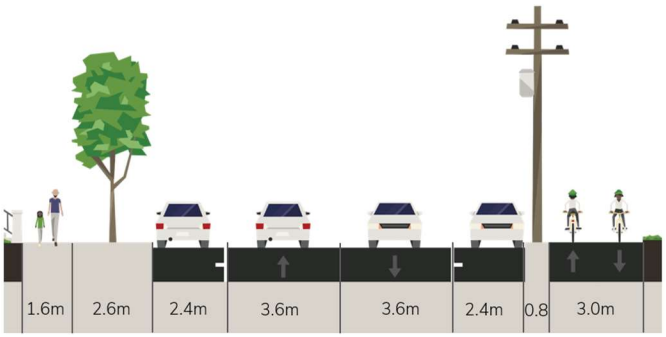
Cycling	
Cyclist perceived safety	**High** Physical separation from both cars and pedestrians
Level of cycling accessibility	**High** Caters for "interested but concerned about cycling safety" (see page 3)
Quality of cycling infrastructure	**High** Achieves bike lane and physical separator design standards
Direction of travel and integration at intersections	**High** Cyclist travel with expected traffic flow, integrate with expected traffic flow at intersections
Vehicles	
Vehicular perceived safety	**Moderate** Narrow lane widths may require vehicles to slow down
Continuous traffic flow	**High** Continuous flow of vehicles facilitated at slow speed
Vehicle sight lines to on-coming cyclists	**High** Cyclists on inside of parked vehicles on north side and clearly visible on south side
On Street parking	**Very poor** Removal of additional parking spaces on southern side (approx. 40 on-street spaces)
Pedestrians	
Pedestrian perceived safety	**High** Pedestrians and cyclists separated. Pedestrians exiting vehicles required to cross bike lane on northern side
Pedestrian network impact	**High** Temporary traffic bollards allow easier mid-block crossing. Refuge island at Cornwall Road reduces pedestrians crossing distance.
Implementation and operation	
Temporary or permanent infrastructure	**High** Limited, temporary works required
Time to construct	**Moderate** Limited, temporary works required
External approvals required	**High** Local road, Department of Transport approval not required
Tree removal and urban heat island	**High** No trees removed
Intersection design	**High** All modes integrate with traffic flow at intersections. Safe alternatives for less confident bike riders before entering on-street network
Street waste collection	**Moderate** Bins to be placed on hatched line marking adjacent to driveways or between traffic bollards

Option 6 – 3 metre shared path; Kent Road as before trial

Option 6 requires significant construction works to create a 3-metre-wide shared path that replaces the current 1.5m footpath on southern side of street.

Utility poles will be relocated and trees on the southern side of the street would be removed.

This option is subject to approval from utility providers.



Impacts to future bike lane connections

When Council considers plans to complete the Coburg to Glenroy Bike route (see page 7 and 8) a bi-directional lane design on Kent Road will limit the design options along Kent Road to the east of Cumberland Road.

Evaluation

Cycling	
Cyclist perceived safety	**Poor** Cyclists conflict with pedestrians on shared path
Level of cycling accessibility	**Poor** Cyclists and pedestrians not separated.
Quality of cycling infrastructure	**Poor** shared path with pedestrians
Direction of travel and integration at intersections	**Poor** Eastbound cyclists do not travel in expected direction, can conflict with pedestrians and vehicles at the Cumberland Road roundabout
Vehicles	
Vehicular perceived safety	**High** Wider lane widths allow vehicles to travel safely under normal conditions
Continuous traffic flow	**High** Continuous flow of vehicles facilitated
Vehicle sight lines to on-coming cyclists	**Poor** Potential conflict with driveways on southern side. Cyclists on inside of parked vehicles.
On Street parking	**High** Return of all on-street parking as per prior to June 2021.
Pedestrians	
Pedestrian perceived safety	**Poor** Pedestrians conflict with cyclists on shared path.
Pedestrian network impact	**Poor** Pedestrians conflict with cyclists on shared path.
Implementation and operation	
Temporary or permanent infrastructure	**Very poor** Not suitable for trial. Significant and permanent infrastructure changes required along street
Time to construct	**Very poor** Permanent works required exceeding trial period
External approvals required	**Poor** Department of Transport approval and works required at Cumberland Road intersection. Approval required from utility provider
Tree removal and urban heat island	**Poor** Potential trees removed south side
Intersection design	**Poor** Cornwall Rd: KW Joyce shared path realignment required. Cumberland Rd: Significant works to redesign roundabout. No safe point to re-enter on-street network, see page 15.
Street waste collection	**High** Bins placed on kerb.

Cumberland Road Roundabout

Cumberland Road is a state arterial road. This means that approval for any works related to this road or its roundabout with Kent Road require approval and detailed design consideration with the Victorian Government's Department of Transport (DoT).

For all single lane design options 1, 4 and 5, council would consider the installation of treatments such as small speed bumps known as "speed cushions" on the approaches to the roundabout as we do for other roundabouts to make them safer for cyclists in normal situations.

For alternative design options 2, 3 and 6, cyclists are on the south side of the road. When they arrive at the roundabout, the eastbound cyclists are on the opposite side of the road in order to travel safely through the roundabout.

Figure 7 below shows what how council could redesign the footpaths around the roundabout to help cyclists get back onto the correct side of the road.

The design would need to accommodate cyclists exiting the road, enough space for both pedestrians and cyclists to cross Cumberland Road and maintain bus movements through the roundabout.

Tree protection and porous paving are also key considerations of the design in Cole Reserve.

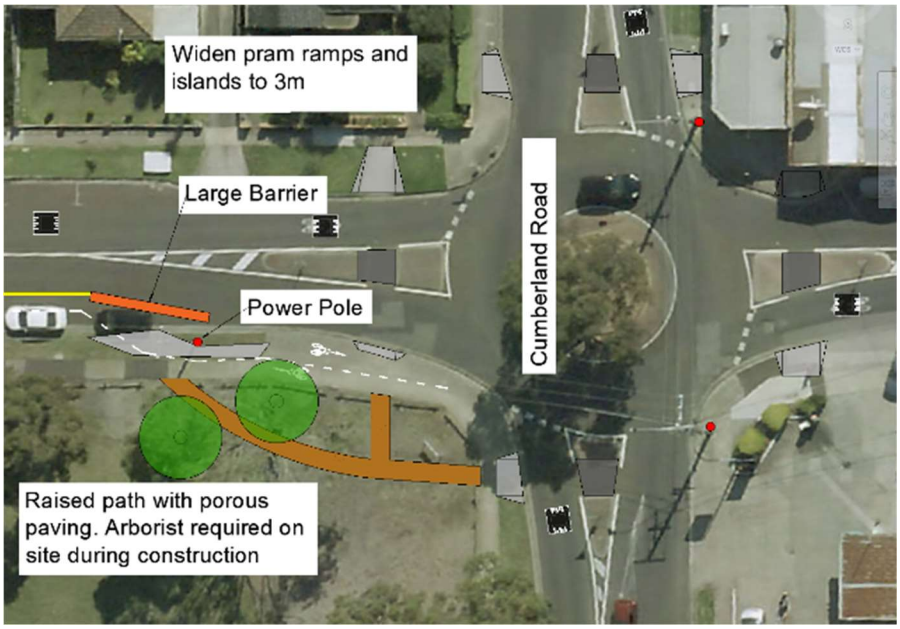


Figure 7: Kent Road and Cumberland Road roundabout

Next steps

Following the recent community walks held in July and August 2021 we have developed an engagement plan to provide a range of opportunities for targeted groups and the community to contribute to what should happen to the Kent Road bike lanes.

View a recording of the webinar held on 28 October

We held an hour-long discussion facilitated by an independent consultant where we presented on the project background, rationale, the 6 potential design options and the new engagement program.

Share your thoughts in a community survey

We invite you to answer a survey on the Kent Road separated bike lane project available from 29 October to 10 November at the website linked below.

The survey will be used to identify broader community views on the project as it currently stands and considerations on the potential design options.

Register your interest for the Community Representative Review Panel

We invite you to register your interest to participate in a Community Representative Review Panel.

The panel will meet on Sunday 14 November and Sunday 21 November.

Selection for the panel will be made by the independent engagement specialist to ensure the panel appropriately represents the full range of opinions associated with this project.

Community members selected for the panel will be tasked with answering our three engagement questions through an open, constructive and respectful discussion. The Independent engagement specialist will facilitate input and conversation from across the panel, and council staff will be available to answer technical and strategic questions.

What happens after the engagement has finished?

Council will receive a report in February 2022 on the Kent Road Trial Bike Lanes. The report will consider the technical viability, research and data analysis and the outcomes of the community engagement to inform a Council decision on next steps for the Kent Road trial. 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.

To find out more:

This booklet is a summary of information to date related to the Kent Road Trial Bike Lane project and the engagement process underway.

If you would like further information on the project or the engagement process underway, please:

Visit our website:
conversations.moreland.vic.gov.au/transport-projects/kent-road-trial

Email
covidtransport@moreland.vic.gov.au

Call us
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