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**To: Mayor and Councillors**

Councillor Gabrielle de Vietri  
Councillor Anab Mohamud  
Councillor Stephen Jolly  
Councillor Amanda Stone  
Councillor Bridgid O'Brien  
Councillor Sophie Wade  
Councillor Claudia Nguyen  
Councillor Edward Crossland  
Councillor Herschel Landes

**CEO Executive**

Chief Executive Officer  
Director Corporate, Business and Finance  
Director Planning and Place Making  
Assistant Director Planning and Place Making  
Director Community Wellbeing  
Director City Works and Assets  
Group Manager Chief Executive's Office  
Group Manager People, Culture and Community  
Acting Group Manager, Advocacy and Engagement

**From: Bruce Phillips and Simon Exon**

**Date:** 18 March 2021

**Subject: Elizabeth Street Bike Lane Project – Quarter 2 Survey Results**

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1. This memo updates Councillors on the pilot trial of protected bike lanes in Elizabeth Street following the completion of the Quarter 2 data collection in February 2021, which includes on-street intercept surveys, parking occupancy surveys, traffic counts and cyclist number surveys.
2. On 15 September 2020, Council resolved (in part) that:
  - ... a formal trial update report is scheduled which details data collected 3 months after the trial has been in operation;*
  - ... further parking occupancy surveys are commissioned and being undertaken in preparation for a first formal evaluation period report to Council; and*
  - ... as part of the evaluations during this 12-month period, there would be intercept surveys with persons using Elizabeth Street including residents, drivers, cyclists and pedestrians to further inform the evaluation of the trial for Council consideration.*

Note: Further surveys will be conducted as part of the ongoing evaluation of the trial and reported to Councillors periodically. In this regard, the information in this memo needs to be read as an instalment of the evaluation to Councillors.

## **Background**

3. Elizabeth Street is designated as a strategic cycling corridor by the Department of Transport and connects the central city via Albert Street in East Melbourne to Richmond and the inner east suburbs.
4. The pilot trial was installed in July 2020 following a Council resolution in December 2019 to deliver the protected bike lanes in a timely manner as part of a regional cycling route. This trial consists of changes to line marking and use of bollards to delineate the bike lanes.
5. Previous Council reports provide the basis of the design implemented including the various lane widths and the future landscaping potential if it is resolved that the trial is converted to a permanent arrangement. That is, the concept is to plant some street trees (for future upper canopy) between the east bound traffic lane and the east bound cycle lane in the wider buffer area currently on the ground as a painted buffer with the diagonal rubber strips and bollards.

## **Intercept Survey**

6. An intercept survey was conducted of 235 individuals at random on Elizabeth Street over three days in the last week of February 2021. The intercept survey was undertaken by an independent consultant to understand how the community feel about the pilot trial of protected bike lanes. A broad cross-section of the community was surveyed including both younger and older persons, males, females, local residents, people passing through, pedestrians, cyclists, and car drivers.
7. The intercept surveys were undertaken in English. The vast majority of people who were approached at random spoke and understood English at an appropriate level, and 235 people agreed to stop and participate in the survey.
8. In-person pop up information sessions will be held in mid-April and will be tailored specifically to CALD communities, including interpreters in four key languages, to ensure Council obtains genuine and meaningful feedback on the trial from everyone in the community.
9. The survey results are summarised as follows.
10. Overall 68% of all 235 respondents stated that they were satisfied or very satisfied with the project. This is slightly less than during the November 2020 intercept survey which found 72% of all respondents were satisfied and very satisfied. The same pattern of satisfaction observed in this survey is consistent with the November 2020 survey, with all cyclists being very satisfied and some drivers being very dissatisfied.
11. Awareness of the trail went from 60% in November to 50% in February. This included a decline in the proportion of cyclists who were aware of the trial, down from 62% to 43%. This maybe due to an increase in use from a broader area as lockdown has eased, people coming from further afield are less likely to be aware of the intricacies of how a project has been delivered on a particular street.
12. The full consultant report with more detailed information and other key findings is provided at Attachment 1.

**Satisfaction with the Elizabeth Street Protected Bike Lane by method of travel**  
**Yarra City Council - 2021 Elizabeth Street Intercept Survey**  
*scale from 0 (very dissatisfied) to 10 (very satisfied)*

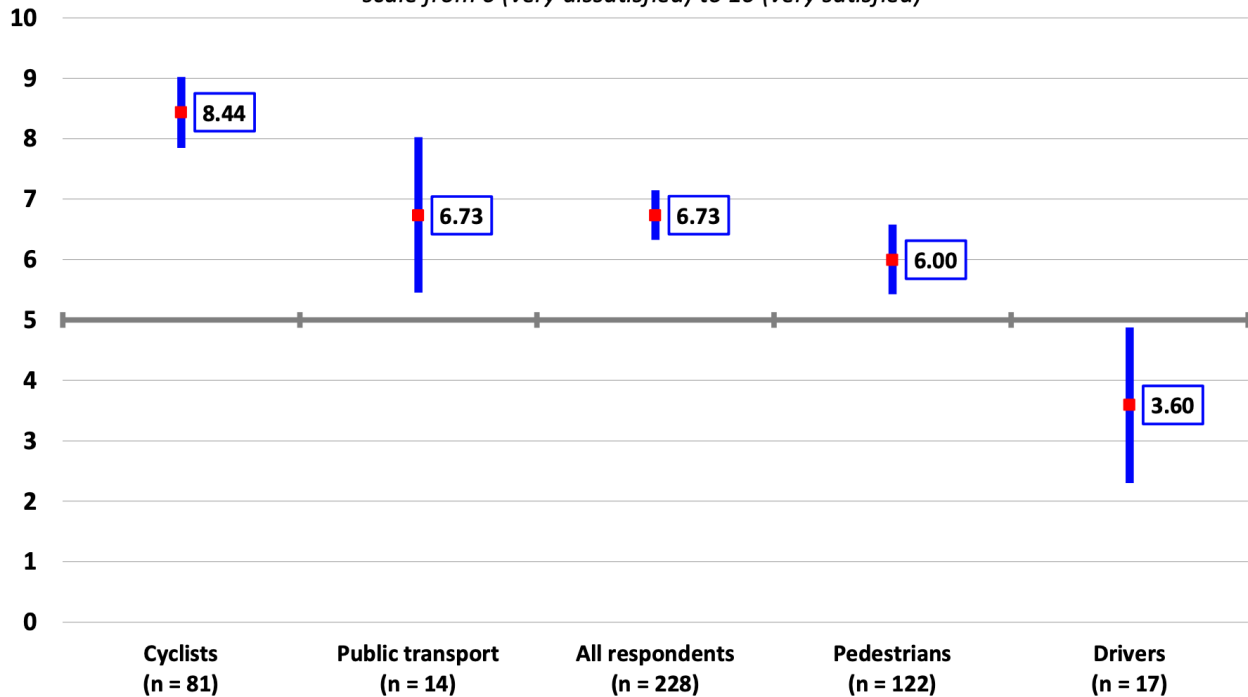


Diagram 1: Metropolis Research, February 2021

**Cycling Volumes**

- 13. Cycling count data was also collected by an independent consultant.
- 14. Key findings and comparisons between this quarter and the previous quarter are provided below. The data has been divided between the sections west and east of Lennox Street which is a key north-south feeder route to Elizabeth Street.

	KEY DATA & STATISTICS	FEB 2020 (Pre-Trial)	NOV 2020 (Q1)	FEB 2021 (Q2)	Q1 vs Q2 (%)
<b>ELIZABETH ST WEST</b>	Weekday Avg. Total No. Of People Cycling	686	384	492	+28%
	Commuter (Peak) Cycling Weekday Avg. %	61%	49%	52%	+6%
	Weekend Bike Volume Total	380	399	502	+26%
	85% Speed Km/h	27.2	26.3	24.8	-5%
	Avg. Speed Km/h	22.1	21.6	20.5	-5%
<b>ELIZABETH ST EAST</b>	Weekday Avg. Total No. Of People Cycling	391	311	226	-27%
	Commuter (Peak) Cycling Weekday Avg. %	58%	48%	53%	+10%
	Weekend Bike Volume Total	351	319	188	-41%

	85% Speed Km/h	28	26.4	29.5	+11%
	Avg. Speed Km/h	23	20.6	24	+16
<b>DEMOGRAPHICS</b>	Weekday Peak Avg. % Of Females Cycling	14%	23%	29%	+26%
	Weekday Peak Avg. No. Of Children Cycling	2	13	39	+200%
	Weekday Peak Avg. % of Children Cycling	0.3%	4%	5%	+25%

15. From the table the following should be noted:
- The volumes of cyclists travelling along the western section of Elizabeth Street has increased by 28% on weekdays and 26% on weekends;
  - The volumes of cyclists travelling along the eastern section has decreased by 27% on weekdays and decreased by 26% on weekends;
  - The proportion of commuter and everyday cyclists has not changed significantly since November 2020; and
  - The average number of woman and children during the weekday peaks has continued to increase since November 2020 and is significantly higher than numbers recorded prior to the trial commencing.
16. The increase in the number of people cycling along the western section and the decrease along the eastern section indicates that more people are connecting cycling via Lennox Street, Albert Street or Nicholson Street, and less people are continuing east of Lennox Street or accessing Elizabeth Street via Church Street or Baker Street.
17. COVID-19 outbreaks in early January and mid-February resulted in the State Government pausing the planned increase for office workers to return to work. Due to the direction for people to work from home if they are able to do so, it continues to be difficult to quantify how the project has influenced cyclist volumes due to COVID-19. From 27 February restrictions were revised to allow up to 75% of office workers to return to work. As such, it is expected that we will have a clearer picture when more surveys and counts are completed later this year.

### **Traffic Volumes and Speeds**

18. Daily traffic volumes on Elizabeth Street have increased by nearly 20% compared to the Quarter 1 traffic counts. Peak-hour traffic volumes have also increased by around 24% while the average traffic speeds have remained relatively consistent. The table below summarises the key traffic data findings.

KEY TRAFFIC DATA	February 2020 (Pre-trial)	November 2020 (Q1)	Pre-Trial vs Q1 (%)	February 2021 (Q2)	Q1 vs Q2 (%)
<b>ELIZABETH STREET WEST</b>					
Total Weekday Daily Avg. Traffic Volume	9837	6956	-29%	7815	+12%
Total Avg. Daily Traffic Volume	8946	6400	-29%	7391	+15%
Weekday Peak-Hour Avg. Traffic Volume	849	543	-36%	665	+22%
Total Average Traffic Speed (km/h)	32.4	32.4	0%	30.8	-5%
Total Heavy Vehicle % of Traffic	6.2	6.9	+11%	3.2	-54%
<b>ELIZABETH STREET EAST</b>					
Total Weekday Daily Avg. Traffic Volume	9711	7402	-24%	8493	+15%
Total Avg. Daily Traffic Volume	9024	6710	-26%	8035	+20%
Weekday Peak-Hour Avg. Traffic Volume	831	572	-31%	709	+24%
Total Average Traffic Speed (km/h)	32.7	30.5	-7%	32	+5%
Total Heavy Vehicle % of Traffic	5.2	2.7	-48%	6.2	+130%

### Parking Occupancy

19. Extensive parking occupancy surveys were conducted on Elizabeth Street along with nearby on-street and off-street parking facilities by an independent consultant. In total, 1504 parking bays were surveyed. The outcome of the Quarter 2 data is that parking is generally available and consistent with the Quarter 1 and pre-trial occupancy survey results.

20. The table below summarises the outputs of the parking surveys.

ELIZABETH STREET PARKING OCCUPANCY SURVEY PRE-TRIAL VS Q1 & Q2 SUMMARY RESULTS TABLE						
LOCATION	DATA	FEBRUARY 2020	NOVEMBER 2020	CHANGE %	FEBRUARY 2021	CHANGE %
ELIZABETH STREET	TOTAL NO. PARKING BAYS	148	72	-51%	72	0%
	AVG. OCCUPANCY %	74%	86%	+16%	82%	-5%
NEARBY ON-STREET	TOTAL NO. PARKING BAYS	308	308	0%	308	0%
	AVG. OCCUPANCY %	67%	52%	-21%	64%	+23%
OFF-STREET	TOTAL NO. PARKING BAYS	1124	1124	0%	1124	0%
	AVG. OCCUPANCY %	53%	46%	-14%	44%	-4%
TOTAL AREA	NO. OF PARKING BAYS	<b>1580</b>	<b>1504</b>	<b>-5%</b>	<b>1504</b>	<b>0%</b>
	AVG. OCCUPANCY %	<b>58%</b>	<b>49%</b>	<b>-16%</b>	<b>50%</b>	<b>+2%</b>

21. The following observations are made based on the survey results:
- Average parking occupancy on Elizabeth Street has decreased by 5% in comparison to the Quarter 1 survey, however the average parking occupancy on nearby on-street bays increased by 23%;
  - Approximately 35% of all on-street parking bays within a short walking distance of Elizabeth Street are typically vacant, hence there continues to be parking availability in the area; and,
  - Average occupancy of off-street parking bays decreased by 4%, with around 56% of all off-street parking bays unoccupied at any one time.
22. Summary tables with more detailed information on the results of the parking occupancy survey are provided at Attachment 2.