
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: 31 May 2021

Subject: Elizabeth Street Bike Lane Project – Quarter 3 Survey Results

1. This memo updates Councillors on the pilot trial of protected bike lanes in Elizabeth Street following the completion of the Quarter 3 data collection in April 2021 which includes on-street intercept surveys, a pop up CALD event, parking occupancy surveys, traffic and bike counts.
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 and counts 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 linemarking and use of bollards to delineate the bike lanes.
5. Previous Council reports provide the basis of the design including the various lane widths and also the future landscaping potential if the trial is converted to a permanent arrangement (that is, the concept is to plant some street trees (for future upper canopy) between the eastbound traffic lane and the eastbound cycle lane in the wider buffer area currently on the ground as a painted buffer with the diagonal rubber separators and bollards).



Intercept Survey

6. An intercept survey was conducted of 160 individuals at random on Elizabeth Street over three days in the third week of April 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 majority of people who were approached at random spoke and understood English at an appropriate level, and 160 people of those approached then agreed to stop and participate in the survey. The consultant undertaking the surveys had deployed a fieldwork team on the project who spoke a range of languages other than English including Vietnamese, Cantonese, Mandarin, Spanish, Hindi, and other Indian languages.
8. In addition, an in-person pop up information session was also held in mid-April and was tailored specifically to CALD communities, including interpreters in four key languages, to ensure Council obtained genuine and meaningful feedback on the trial from everyone in the community. During the session some local residents raised concerns about the width of the traffic lanes, pedestrian safety crossing the road, and the removal of parking; particularly for visitors looking for a vacant bay on Elizabeth Street itself.
9. The following paragraphs and graph summarise the intercept survey results.
10. Overall 73% of all 160 respondents stated that they were satisfied or very satisfied with the project. This is slightly more than during the February 2021 intercept survey which found 68% of all respondents were satisfied and very satisfied. The same pattern of satisfaction observed in this survey is consistent with the November 2020 and February 2021 surveys, with cyclists generally being very satisfied and drivers very dissatisfied.
11. There was also a decline in the proportion of respondents who reported that they were aware of the trial, down from 60% in November and 50% in February to 41% in April. The proportion of cyclists who were aware of the trial remained at 43% while only 30% of those travelling by car were aware of the trial. This could be attributed to an increase in movement from outside the local area since COVID-19 restrictions have further been eased.
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)

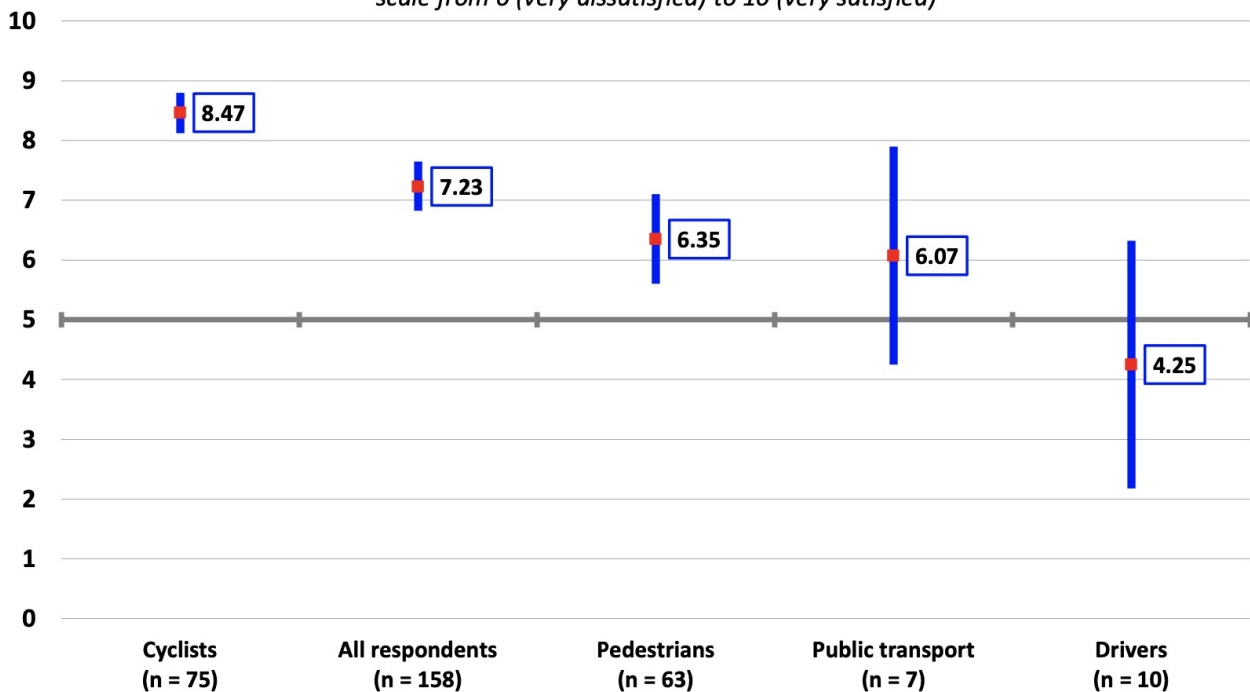


Diagram 1: Metropolis Research, April 2021

Cycling Volumes and Speeds

- 13. Updated cycling count data was also collected by an independent consultant.
- 14. Key findings and comparisons between the pre-trial and previous quarters 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) | APR 2021 (Q3) |
|--------------------------|--|-------------------------|------------------|------------------|------------------|
| ELIZABETH ST WEST | Weekday Avg. Total No. Of People Cycling | 686 | 384 | 492 | 489 |
| | Commuter (Peak) Cycling Weekday Avg. % | 61% | 49% | 53% | 56% |
| | Weekend Bike Volume Total | 380 | 399 | 502 | 416 |
| | 85% Speed Km/h | 27.2 | 26.3 | 24.8 | 26.4 |
| | Avg. Speed Km/h | 22.1 | 21.6 | 20.5 | 21.8 |
| ELIZABETH ST EAST | Weekday Avg. Total No. Of People Cycling | 391 | 311 | 226 | 316 |
| | Commuter (Peak) Cycling Weekday Avg. % | 58% | 48% | 50% | 53% |

| | | | | | |
|---------------------|---|------|------|------|-------------|
| | Weekend Bike Volume Total | 351 | 319 | 188 | 309 |
| | 85% Speed Km/h | 28 | 26.4 | 29.5 | 27.3 |
| | Avg. Speed Km/h | 23 | 20.6 | 24 | 22.6 |
| DEMOGRAPHICS | Weekday Peak Avg. % Of Females Cycling | 14% | 23% | 29% | 26% |
| | Weekday Peak Avg. No. Of Children Cycling | 2 | 13 | 39 | 27 |
| | Weekday Peak Avg. % of Children Cycling | 0.3% | 4.4% | 5.5% | 3.4% |

15. From the table the following should be noted:
- The volumes of cyclists travelling along the western section of Elizabeth Street has remained the about the same as Quarter 2;
 - The volumes of cyclists travelling along the eastern section of Elizabeth Street has increased back up to Quarter 1 levels on weekdays and weekends after a decline in Quarter 2;
 - There has been a steady increase each quarter in the percentage of people cycling on both sections of Elizabeth Street during the peak hours; and
 - The average number of woman and children during the weekday peaks has decreased slightly in Quarter 3 but remains significantly higher than numbers recorded prior to the trial commencing.
16. The higher volumes of cyclists along the western section compared to the eastern section indicates that more people are still connecting by bike 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. Due to more people working from home for various reasons, it continues to be difficult to quantify how the project has influenced cyclist volumes due to COVID-19. From April 9 density quotients were relaxed for businesses with COVIDSafe requirements and for up to 100% of office workers and professional services to return to work, for both public and private sectors. However, people are still choosing to work from home for the time being - particularly CBD office workers. Further easing of restrictions has been announced for May 28 onwards. As such, it is expected that we will have a clearer picture of cycling participation rates when the last bike counts are completed in June.

Traffic Volumes and Speeds

18. Daily traffic volumes on Elizabeth Street have continued to increase in Quarter 3 by around 8% compared to the Quarter 2 traffic counts and by around 22% compared to Q1. Peak-hour traffic volumes have also increased by around 7% in this quarter 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) | February 2021 (Q2) | April 2021 (Q3) | CHANGE % Q2 vs Q3 |
|------------------------------|------------------------------|-----------------------|-----------------------|--------------------|----------------------|
| ELIZABETH STREET WEST | | | | | |

| | | | | | |
|---|------|------|------|-------------|------|
| Total Weekday Daily Avg. Traffic Volume | 9837 | 6956 | 7815 | 8134 | +4% |
| Total Avg. Daily Traffic Volume | 8946 | 6400 | 7391 | 7739 | +5% |
| Weekday Peak-Hour Avg. Traffic Volume | 849 | 543 | 665 | 697 | +5% |
| Total Average Traffic Speed (km/h) | 32.4 | 32.4 | 30.8 | 31.3 | +2% |
| Total Heavy Vehicle % of Traffic | 6.2 | 6.9 | 3.2 | 5.9 | +84% |
| ELIZABETH STREET EAST | | | | | |
| Total Weekday Daily Avg. Traffic Volume | 9711 | 7402 | 8493 | 9388 | +11% |
| Total Avg. Daily Traffic Volume | 9024 | 6710 | 8035 | 8953 | +11% |
| Weekday Peak-Hour Avg. Traffic Volume | 831 | 572 | 709 | 766 | +8% |
| Total Average Traffic Speed (km/h) | 32.7 | 30.5 | 32 | 30.7 | -4% |
| Total Heavy Vehicle % of Traffic | 5.2 | 2.7 | 6.2 | 3.7 | -40% |

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 mid-April. In total, 1504 parking bays were surveyed. The outcome of the Quarter 3 data is that parking is generally available and consistent with the Quarter 1, Quarter 2 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 & Q3 SUMMARY RESULTS TABLE | | | | | | |
|---|------------------------|------------------|------------------|------------------|---------------|----------------------|
| LOCATION | DATA | FEBRUARY 2020 | NOVEMBER 2020 | FEBRUARY 2021 | APRIL 2021 | CHANGE % Q2 vs Q3 |
| ELIZABETH STREET | TOTAL NO. PARKING BAYS | 148 | 72 | 72 | 72 | 0% |
| | AVG. OCCUPANCY % | 74% | 86% | 82% | 88% | +6% |
| NEARBY ON-STREET | TOTAL NO. PARKING BAYS | 308 | 308 | 308 | 308 | 0% |
| | AVG. OCCUPANCY % | 67% | 52% | 64% | 64% | 0% |
| OFF-STREET | TOTAL NO. PARKING BAYS | 1124 | 1124 | 1124 | 1124 | 0% |
| | AVG. OCCUPANCY % | 53% | 46% | 44% | 47% | +3% |
| TOTAL AREA | NO. OF PARKING BAYS | 1580 | 1504 | 1504 | 1504 | 0% |
| | AVG. OCCUPANCY % | 58% | 49% | 50% | 52% | +2% |

21. The following observations are made based on the survey results:
- Average parking occupancy on Elizabeth Street has increased by 6% in comparison to the Quarter 2 survey, however the average parking occupancy on nearby on-street bays has remained the same;
 - Approximately 36% 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 increased by 3%, with around 53% 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 in Attachment 2.