

Glenroy to Coburg Bike Route Options

Summary of Survey Responses, May 2024



Merri-bek
City Council

This document provides an overview of the 78 responses to a community survey about route options for the Glenroy to Coburg Bike Route, conducted in March 2024.

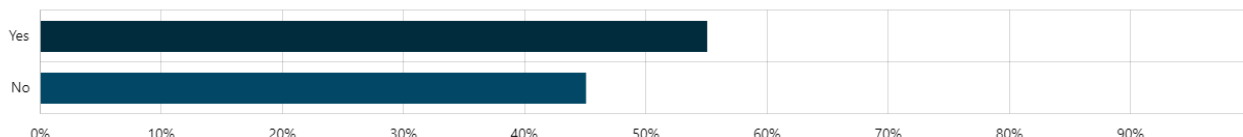
Approach

Community consultation for the Glenroy to Coburg route occurred 1 March to 1 April 2024. The consultation, survey and drop-in sessions were advertised on the Conversations Merri-bek website, social media, notifications were sent to all those following the Kent Road bike lane trial page and a letter was sent to all owners and occupiers along (and in close proximity) all 6 considered route options in the consultation (2321 owners and occupiers or 11.8 km of bike route). Key community interest group stakeholders including the Merri-bek BUG and Sustainable Transport Advisory Committee (STAC) were also notified.

The page and survey were available to Conversations Merri-bek users in English and Merri-bek's 9 top languages spoken other than English using the new Social Pinpoint tool on the Content Management System.

Respondents and their bike riding habits and preferences

Do you live along any of the proposed bike routes?

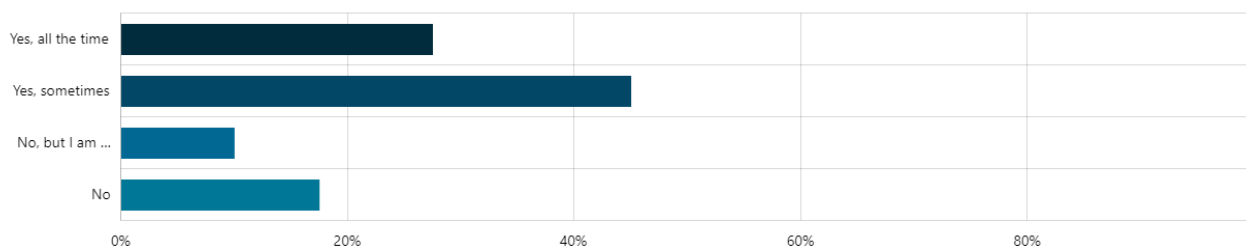


Most respondents (56% or 44 of 78) lived on one of the proposed routes, 17 respondents (22%) told us that they lived on the Shimmy route (letting us know which street they lived on was opt in only).

What are your main reasons for travel through the Coburg to Glenroy area?

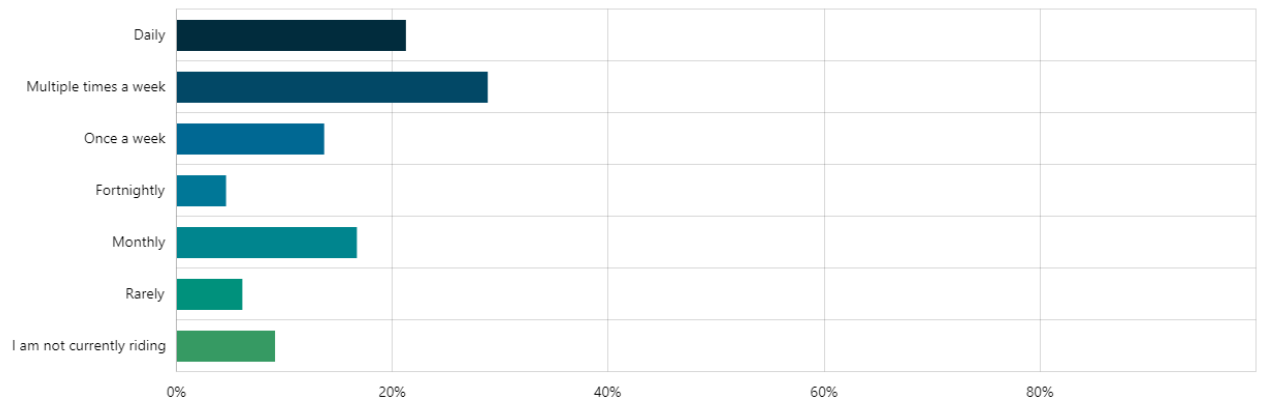
Top three reasons given for travelling through the subject area were “living in the area” (85%), “shopping or running errands” (60%) and “Recreation or Leisure” (58%).

Do you ride a bike?



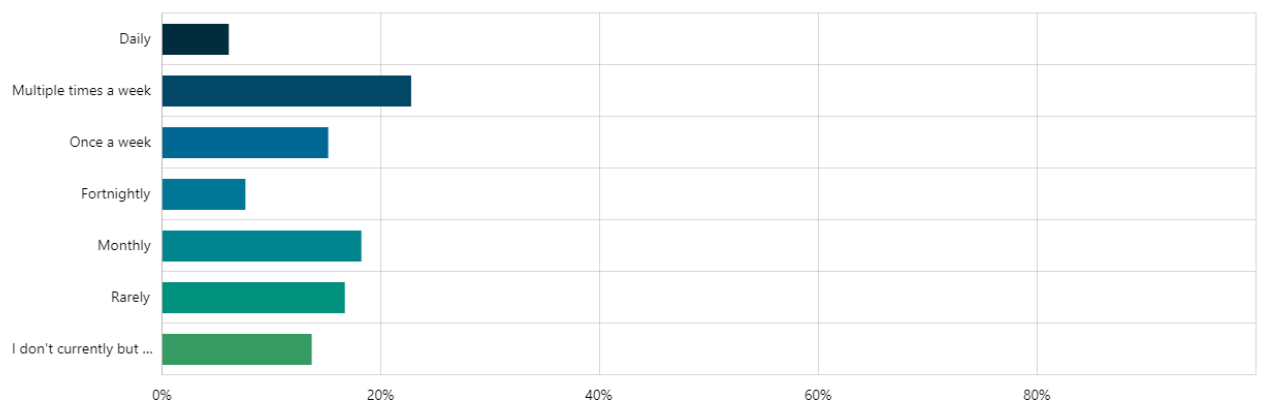
Most respondents were bike riders (70%), 12 per cent did not ride but were interested in riding, and 18 per cent of respondents had no interest in riding a bike.

For those that ride, how often did they ride a bike?



About 50 per cent of those that ride said they ride a bike multiple times a week and about 30 per cent rode less often than fortnightly.

How often did they ride a bike in the Glenroy to Coburg route area?



About 28 per cent of those that ride said they ride a bike in the Glenroy to Coburg area multiple times a week, with most respondents riding in this area less than once a week.

What kinds of paths were they comfortable or interested to ride a bike?

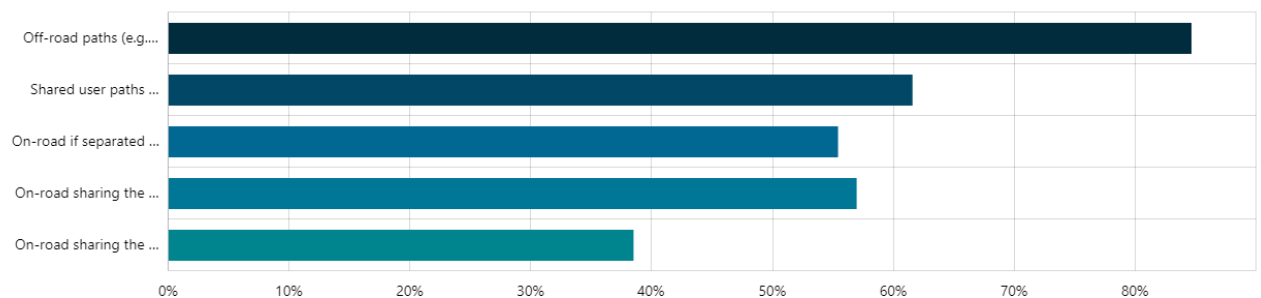


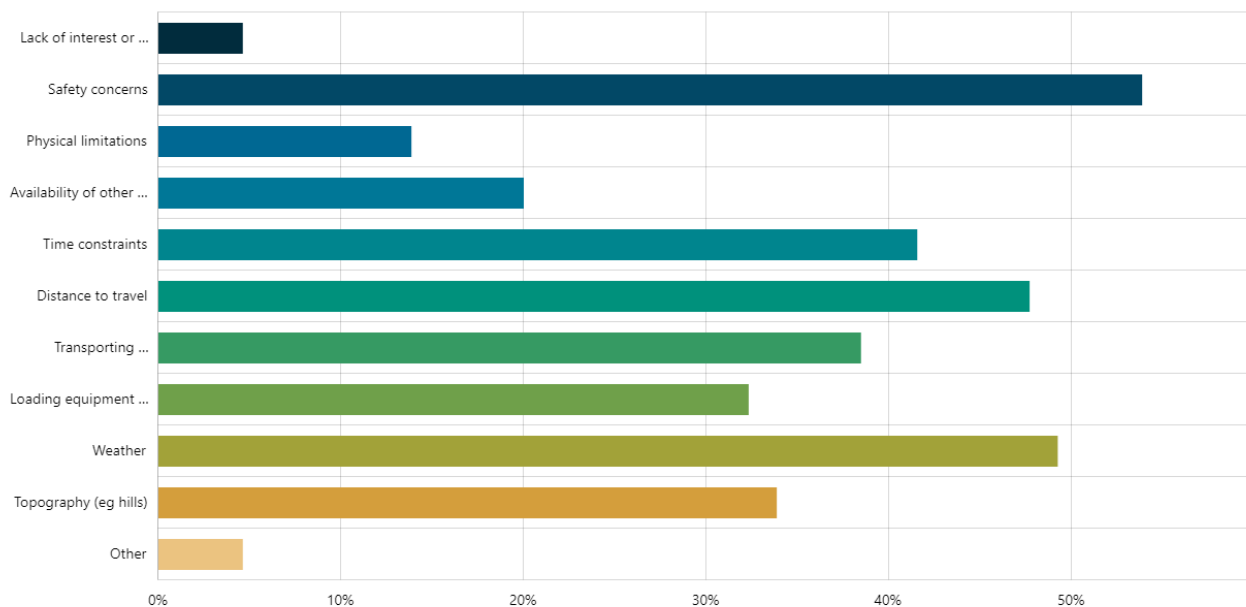
Table – Types of Bike Routes where Respondents were comfortable or interested to ride a bike

Answer Choices	Percent	Count
Off-road paths (e.g. KW Joyce Reserve Shared Path or Moonee Ponds Creek Trail)	85%	55
Shared user paths that follow the footpath alignment (e.g. Cardinal Road)	62%	40
On-road if separated from parked cars and traffic by a physical barrier (e.g. Northumberland Road)	55%	36

On-road sharing the traffic lane if it is a quiet local road with slow moving traffic	57%	37
On-road sharing the traffic lane on a medium use road (e.g. Kent Road)	38%	25
Total	100%	65

The top three choices for respondents in order were Off-road paths (85%), Shared paths along the footpath alignment (62%) and shared lanes in quiet local roads (57%).

When respondents decide not to ride a bike to get somewhere, what factors contribute to the decision?



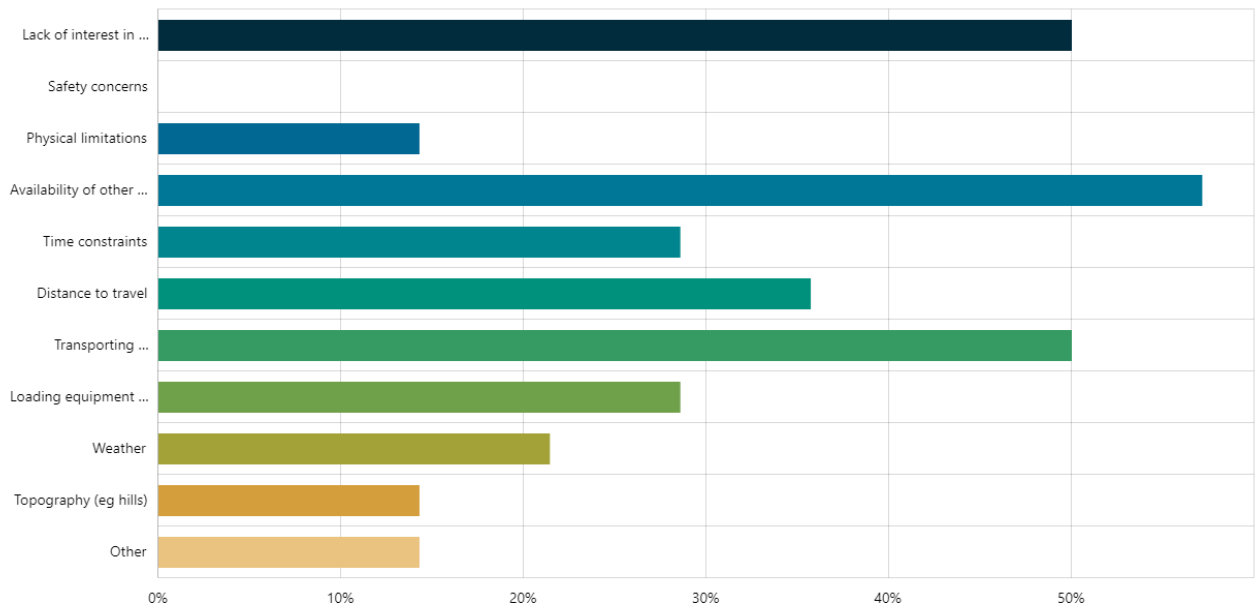
Top three factors (from those that ride or are interested in riding) were Safety (54%), Weather (49%) and Distance (48%).

What specific considerations or improvements could make respondents more inclined to consider cycling in the future?

Free text option. Multiple calls for:

- lower speed limits (some say 30 others welcome 40 but concern over diverting Derby Street traffic),
- separated lanes,
- shared paths along footpath instead of separation,
- more direct routes,
- improved wayfinding and linemarking,
- to leave roads as they are,
- more bike infrastructure in general in the north

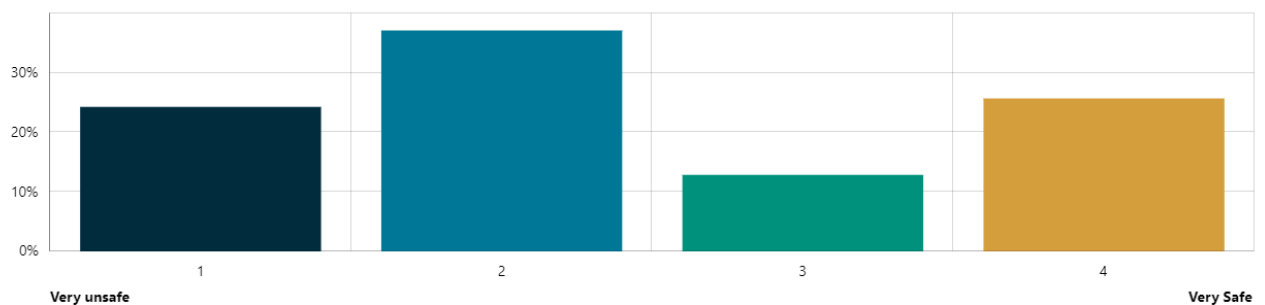
For those that do not ride, what factors contribute to the decision not to ride a bike?



Top three factors for those that do not ride, were Availability of other transport options (57%), Transporting Passengers (50%) and Lack of Interest (50%).

Respondent views on Glenroy to Coburg bike route options

How did respondents rate the safety of the current Glenroy to Coburg bike route?



61 per cent of respondents felt that the current route (via Kent Road and Derby Street) was unsafe with the most common response being 2 (slightly unsafe) at 37 per cent.

For those that responded “unsafe” reason was given as per below:

Table - Reason for rating the Current Route as Unsafe

Reason Considered Unsafe	%	No. of Respondents
No physical separation from traffic on busy roads	63%	27
Road Crossing Points or Road Intersections along the Route	58%	25
Connections through parkland	7%	3
Other	40%	17
Total		43

Main “other” reason given was lack of width to cater for bikes and cars without impacting current use (6 responses, mostly given from driver perspective). Other reasons included not wanting to ride on busy

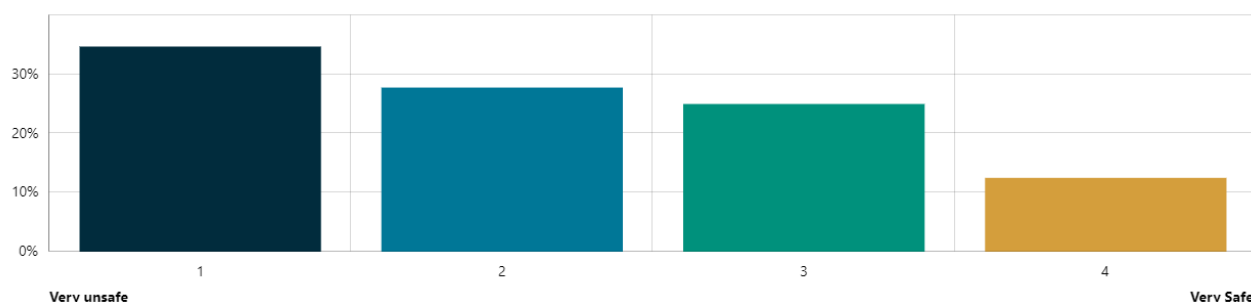
roads or past shops, speed of cars, concerns about impact of separation devices on crossing pedestrians as well as debris in the lanes impacting cyclists, lack of separation from parked car doors and main traffic lane on Derby Street, attitudes towards cyclists in the area following the Kent Road trial and speed limit reduction on Derby Street, concerns about parked vehicles and motorbikes in the Northumberland Road bike lane.

Table – Other reasons given for rating the Current Route as Unsafe

Other reason provided	No. of Respondents
Narrow road width limiting treatment options	6
busy roads	2
no separation from parked car doors	2
debris/pedestrian impacts of separation kerb	3
Speed of vehicles	1

How did respondents rate the safety of the proposed Pascoe Vale Shimmy bike route?

(including the proposed separated lane works in Kent Road, Prospect Street and O'Hea Street, as well as crossing upgrades in Cumberland Road and Gaffney Street)



64 per cent of respondents felt that the proposed Shimmy route was unsafe with the most common response being 1 (very unsafe) at 36 per cent.

For those that responded “unsafe” reason was given as per below.

Table – Reason for rating the Shimmy route as Unsafe

Reason Considered Unsafe	%	No. of Respondents
No physical separation from traffic on busy roads	40%	17
Road Crossing Points or Road Intersections along the Route	37%	16
Connections through parkland	9%	4
Other	70%	30
Total		43

With the high proportion of “other” reasons, the two main reasons given were the indirect alignment of the shimmy route and concerns over use of separated bike lanes (for short segments on Kent Road and Prospect Street, but likely includes perception that these treatments would also be applied to narrow local roads along the route).

Table – Other reasons given for rating the Shimmy route Unsafe

Other Reason Provided	No. of Respondents
Indirect Route	9
Concerns about use of Separated Bike Lanes	10
Unsafe to ride on local roads	6
Total	25

Of the 21 respondents that let us know they live on the proposed Shimmy route, 9 rated it very unsafe (5 of those respondents considered the current route very safe by comparison).

Given the above, the most common response of “Very Unsafe” for the shimmy route is coming from residents along the route concerned about their street being along a bike route, as well as people who currently ride a bike being concerned about the route being indirect. This does not match the key reasons Council Officers believe the route might be considered unsafe.

Ranking of route options in order of preference, to connect the Glenroy to Coburg bike route.

Table – Preferred Route by 1st preference and preferential vote

Preferential Voting	Current route	Shimmy route	Alt. route 1	Alt. route 2	Alt. route 3	Alt. route 4	No. of Respondents
Vote 1	23 37%	11 17%	4 6%	14 22%	4 6%	7 11%	63
Round 2	23	12		18		10	63
Round 3	27	14		22			63
Round 4	34			27			61

Both as a first choice as well as by preferential voting, the preferred route was the current route (via Kent Road and Derby Street), with second preference being Alternative route 2 (via Pascoe Street and Boundary Road to Derby Street) and the Shimmy route in third place.

With most respondents identifying as living in the area and as riding a bike, there is little change to the choice of preferred routes by separating those groups out.

Of the respondents that let us know they live on the proposed Shimmy route, 79 per cent (of 14 that ranked the shimmy route) gave it last or second last preference (out of the 6 options). Of the respondents that specified in comments that they felt the Shimmy route was indirect also gave it last or second last preference 83 per cent (of 6 that ranked the shimmy route).

Overall, as shown in the table below, those that didn't list the shimmy as their preferred route, were likely to put it last or second last.

Table – All route options by preference

Ranking (1 is first preference)	Current route	Shimmy route	Alt. route 1	Alt. route 2	Alt. route 3	Alt. route 4
Most Preferred Total 1	23	11	4	14	4	7
Total 2	9	5	19	9	7	10
Total 3	8	4	13	14	7	10
Total 4	10	8	9	8	9	12
Total 5	4	11	10	5	13	13
Least Preferred Total 6	5	20	1	6	16	6
Average	2.6	4.1	3.1	3.0	4.2	3.6
Total Responses	59	59	56	56	56	58

Route preferences by gender and bike riding habits

Table - Preferred route by Gender

Preferred route	Man	Woman	Prefer not to say	(blank)
Current	11	6	2	4
Shimmy	8	2	1	0
Alt route 1	0	3	1	0
Alt Route 2	8	4	1	1
Alt Route 3	0	4	0	0
Alt Route 4	3	3	0	1
Total	30	22	5	6

Male identifying respondents were most likely to select the current route (37%) then the Shimmy or Alt route 2 (27% each).

Female identifying respondents were most likely to select the current route (27%) and were least likely to select the shimmy route (9%). It is worth noting that with the similar alignment of Alt route 1 and 2, there is an implied preference for the route to continue along Pascoe Street (would sum to 32%)

Table Preferred route by how often riding a bike

Preferred route	Ride Bike all the time	Ride Bike sometimes	Don't Ride but Interested in Riding	Don't Ride	Total
Current	6	13	2	2	23
Shimmy	2	5	4	0	11
Alt route 1	1	2	1	0	4
Alt Route 2	6	4	0	4	14
Alt Route 3	1	1	0	2	4
Alt Route 4	3	3	1	0	7
Total	19	28	8	8	63

Regular riders had a clear preference for the current route (32%) and Alt route 2 (32%) with little interest in the shimmy route..

Those that “ride a bike sometimes”, who represented the largest contingent of respondents, had a clear preference for the current route (46%) then the Shimmy route (18%). Again it is worth noting that with the similar alignment of Alt Route 1 and 2, there is also support for continuing along Pascoe Street (21%).

Those that do not currently ride but are interested in riding had a preference for the shimmy route (50%) and second preference was the current route (25%).

Those that do not ride (and not interested) had a preference for Alt route 2 (50%).

The target user for the Glenroy to Coburg bike route is less confident and new riders. This most directly applies to those interested in riding (who indicated a preference for the Shimmy), but also those who ride sometimes (who had a preference for the current route). Considered in combination, the Current route was the first preference (42%) and the shimmy second (25%).