

MEDIA RELEASE

More councils get it: bike infrastructure spend rises again

For immediate release [10 November 2009]

Victorian councils are reacting positively to the current explosion in bike use by further boosting spending on much needed infrastructure.

A new Victoria-wide survey shows that 62 percent of councils across the state are now meeting or exceeding the suggested bike spending threshold compared to 45 percent in 2008 and a mere 25 percent in 2007.

The latest figures come from the 2008 BiXE (Bicycle Expenditure Index) survey, undertaken by Bicycle Victoria. Fifty councils were surveyed.

The survey builds an index of council bike expenditure which measures each council's budget against a \$5 per head threshold for spending on lanes, paths, signs and other facilities for bike riders.

Councils are consulted during the analysis to improve accuracy and make year-to-year and council-to-council comparisons useful.

"This positive result shows that many local authorities in Victoria have woken up that there is a big shift towards bike use and that there is a pressing need for investment to cater for the increasing demand", Mike Williamson, Bicycle Victoria's facilities manager for local government, said today.

"However BiXE 2009 also highlights that a number of councils fall disappointingly short of the accepted threshold. For these councils there is much work to do before they meet their responsibilities to their communities."

Some of the strongest performers in the BiXE 2009 included the cities of Bass Coast, East Gippsland, Greater Shepparton, Melbourne, Moira, Mornington Peninsula, Wangaratta, Warrnambool, Whittlesea, and Yarra. In these authorities, the BiXE ranged from just over \$10 per capita up to as high as \$21.33 per capita.

This year Bicycle Victoria also assessed, for comparative purposes, spending by interstate authorities. Brisbane City comes in at of \$37.91 per capita and Sydney City is at \$156.92.

Full report is attached.

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BiXE 2009: The Bicycle Expenditure Index

BiXE is Bicycle Victoria's annual index of bike infrastructure spending by local government authorities.

It shows which local Councils are meeting the desired threshold expenditure on bike facilities, and which are falling short.

The BiXE 2009 index was produced by analysing the bike infrastructure expenditure of 50 councils throughout Victoria for the 2009-10 financial year.

Bicycle Victoria has determined that good infrastructure—routes and networks, lanes and paths, bike parking and other facilities—is the key to continued growth in bike riding in Victoria.

By expanding and improving lanes and paths it is easier and more enjoyable for everyone to ride a bike.

BiXE 2009, the fourth such report, has used data gathered from published 2009-2010 Council budgets. As in 2008, it has used spending per capita (i.e. per resident) as the method of assessment.

The BiXE rating is calculated by dividing the bike-related budget figure for each council by the number of residents in the municipality.

BiXE 2009 enables residents, Councillors and officers to make comparisons of expenditure levels on bicycle infrastructure between different councils across Victoria. This information can:

- inform the shaping of the Council budget
- be the basis of communication to and from ratepayers
- enhance applications for outside funds
- In an election year, help candidates frame their policies.

Councils have also been given the opportunity to confirm or revise the figures and the majority of councils did take this opportunity.

BiXE figures include expenditure identified as bike-specific line items in the budget. The itemised works included new projects and specific allocations for maintenance.

Sometimes, bike-related expenditure may not be clearly identified in a council budget as projects may be incorporated into other categories such as transport, recreation or open spaces, or be done as part of other works such as road re-sheetings, drainage, park improvements and pedestrian crossings etc. Bike riders will of course benefit from other such spending.

BiXE data does not include:

- external funding
- a bicycle-related estimate of general maintenance, capital works budgets or other broad categories
- Unidentified bicycle components of locally funded major projects.

To reflect the different urban forms in different Councils the LGAs are grouped into three categories, namely 'Inner', 'Middle' and 'Outer'. In 2008 we added a fourth category of 'Regional' Councils.

This allows a peri-urban or 'Outer' Council that is building long, expensive off road paths with developer contributions to be compared with like. It also allows 'Inner' urban Councils working to retrofit local roads or paths to be compared to each other.

Last year, BiXE incorporated data from 46 councils but has been further expanded in 2009 to include a wider range of Victorian councils, including 4 additional 'Regional' ones, as well as some interstate comparisons.

Starting in 2009, an average of bike infrastructure spending of the past three years has been calculated for each council in the 'Inner', 'Middle' and 'Outer' Zones.

This information is charted on page three of this report and highlights the performance variance between municipalities over that time. 'Regional' municipalities do not have sufficient data for inclusion at this stage.

Bicycle Victoria considers that \$5 per resident is currently a fair and responsible threshold for local government expenditure on bike riding infrastructure.

The BiXE 2009 shows that 62% of councils across the state met or exceeded this mark compared to 45% in 2008 and compared to 2007 when this figure was around 25%.

This positive result shows that many local authorities in Victoria are paying attention to BiXE research and striving to raise their levels of bicycle expenditure, and as a consequence the numbers of riders in their municipalities.

However BiXE 2009 also highlights that a number of councils fall disappointingly short of the BiXE threshold. For these councils there is much work to do before they meet their responsibilities to their communities.

Some of the strongest performers in the BiXE 2009 included the cities of Bass Coast, East Gippsland, Greater Shepparton, Melbourne, Moira, Mornington Peninsula, Wangaratta, Warrnambool, Whittlesea, and Yarra. In these authorities, the BiXE ranged from just over \$10 per capita up to as high as \$21.33 per capita.

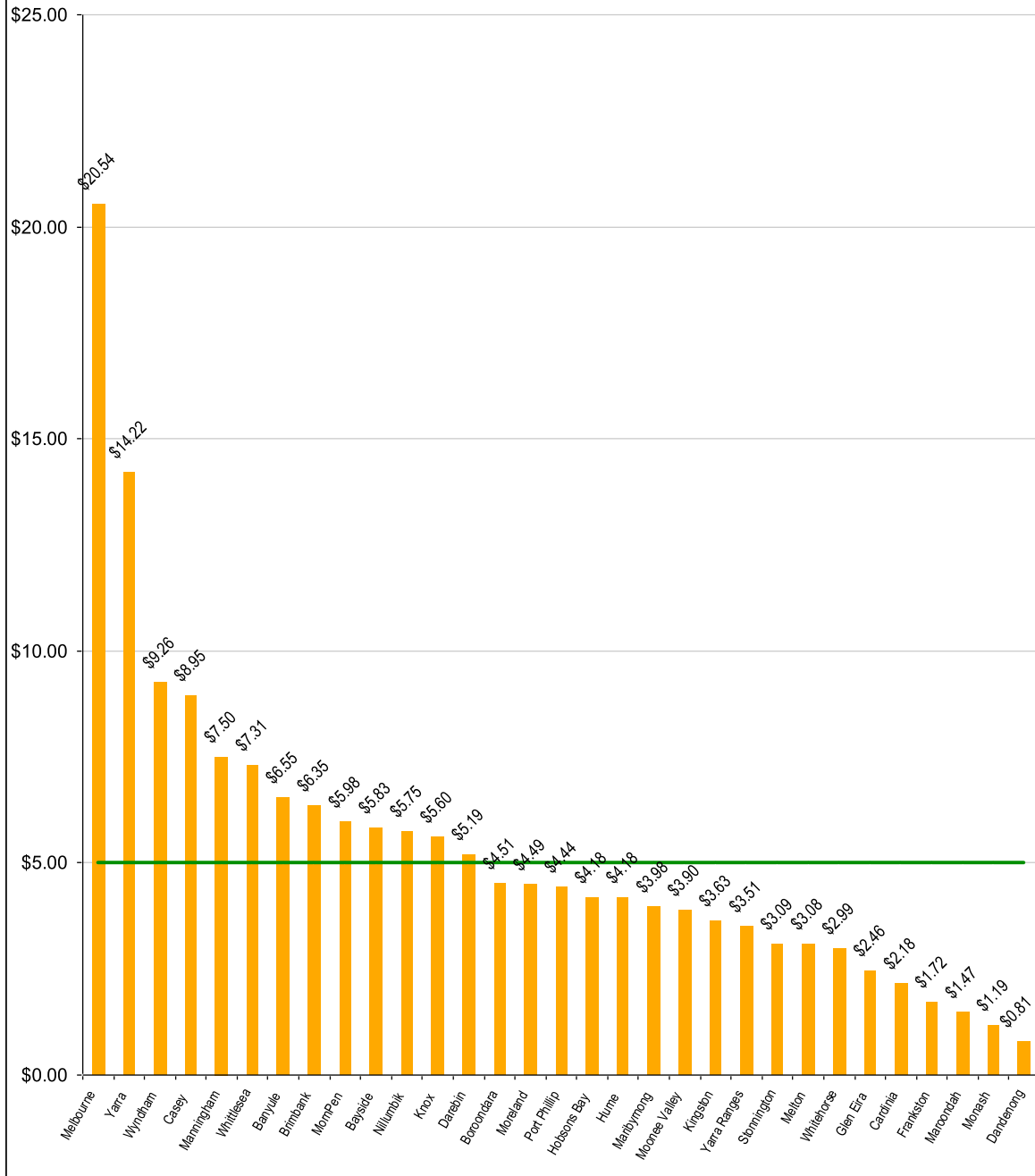
In 2009 the 'Inner' councils achieved the highest average at \$10.66, followed by 'Regional' councils at \$7.04, 'Middle' councils at \$5.95 then the 'Outer' councils at \$5.78.

This is the first BiXE report since the introduction of the [Victorian Bicycle Strategy](#) in March 2009. The Strategy's guiding principal states that: *'Cycling is a legitimate transport mode to be supported and grown' ... 'Cycling access should be considered as part of all urban design, land use planning, transport planning and the planning and delivery of major projects'*.

Historically, many local government authorities regarded spending on bicycle infrastructure as 'optional'—and some councils relied on special grants and other external funding sources rather than committing resources from their own budgets.

That era is drawing to an end. Bike infrastructure is a core responsibility of all councils, to be planned budgeted for alongside and together with other transportation infrastructure.

BiXE 2009 - Three Year Averages LGA Bike Expenditure per capita



The three year averages chart includes municipalities within the 'Inner', 'Middle', and 'Outer' zones. Regional municipalities are not included as there is only two years of data.

Inner Councils

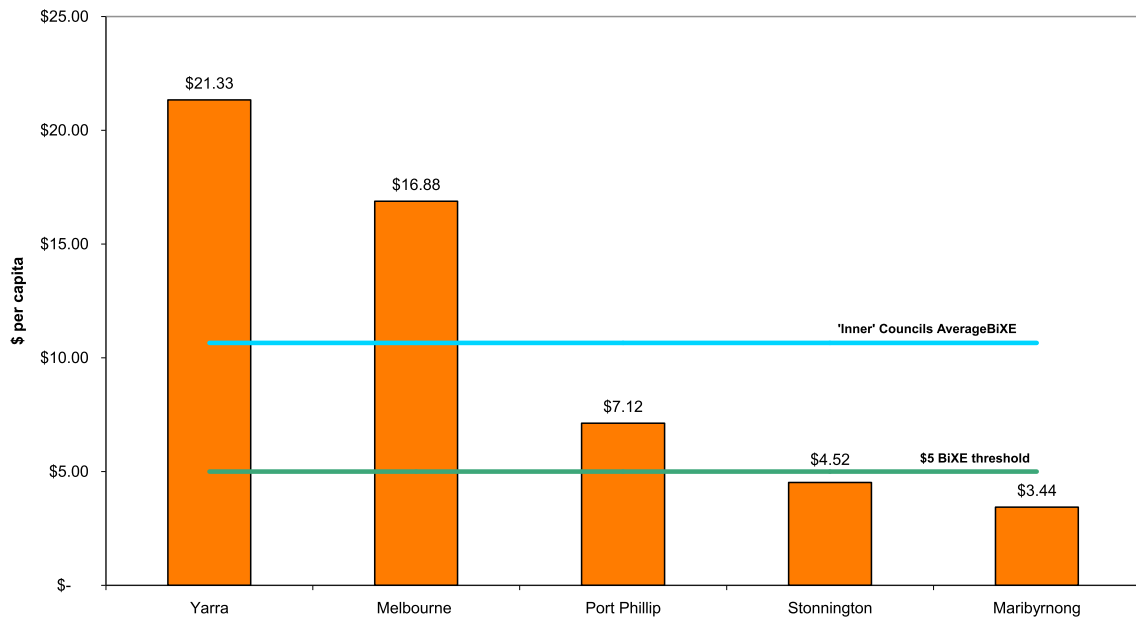
For councils in this 'Inner' zone the average BiXE was \$10.66 a strong improvement against last year's \$5.24 per resident.

Because of the high density of rider destinations in these 'Inner' city areas, it is in this zone that spending on bike infrastructure and facilities can have the greatest impact on rider numbers resulting in reduced traffic congestion.

It was good to see bicycle expenditure above the \$5 per resident BiXE threshold in the following councils:

- City of Yarra
 - City of Melbourne
 - City of Port Phillip.
-
- It was disappointing that the allocation of funds was below the threshold in the following councils:
 - City of Stonnington_
 - City of Maribyrnong

BiXE 2009: 'Inner' Councils



Middle Councils

In the 'Middle' zone, the average BiXE 2009 was \$5.95 per capita. The Bicycle Victoria threshold of \$5 per capita was reached or exceeded 66% of councils.

It is in this 'Middle' zone it is particularly important for councils to increase their expenditure on bicycle infrastructure. In these council areas additional bike paths and cycle lanes are needed to increase the connectivity of the network and so impact positively on rider numbers. This is true for both recreational and transport-related bike facilities.

It was pleasing to see bicycle expenditure at or above the \$5 per resident BiXE threshold in the following councils:

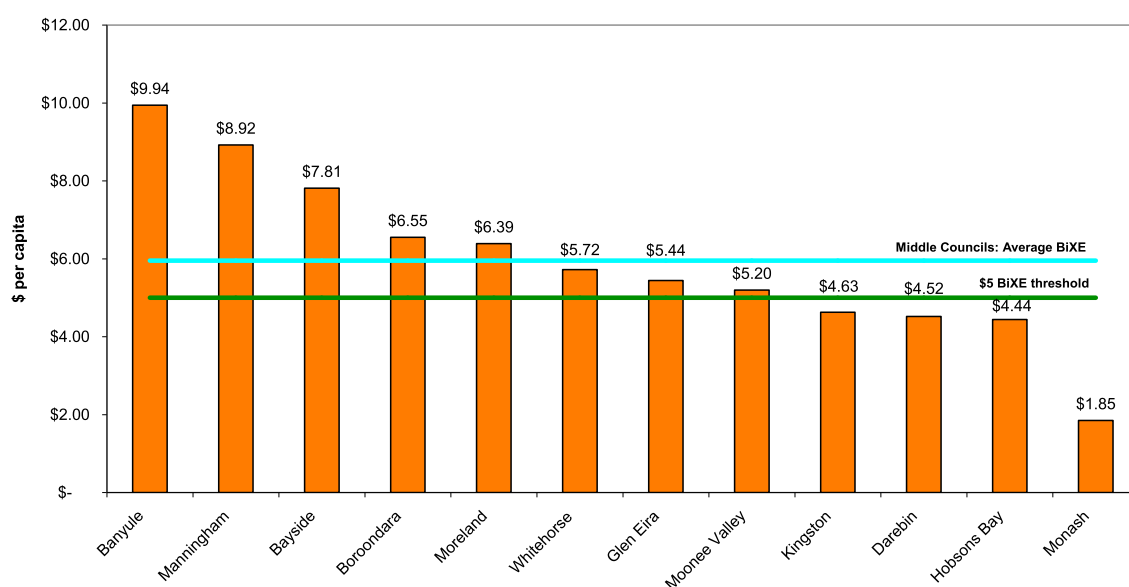
- City of Banyule
- City of Manningham
- City of Bayside
- City of Boroondara
- City of Moreland
- City of Whitehorse
- City of Glen Eira
- Moonee Valley City Council

Bike spending came close to the BiXE threshold in:

- Kingston City Council
- City of Darebin
- Hobson's Bay City Council.

It was disappointing that the allocation of funds was well below the threshold in the City of Monash

BiXE 2009: 'Middle' Councils



Outer Councils

It was extremely encouraging to see that 70% of the 'Outer' councils reached or exceeded the \$5 per resident BiXE threshold compared to 60% in 2008.

Bicycle expenditure was at or above the \$5 per resident BiXE threshold in the following councils:

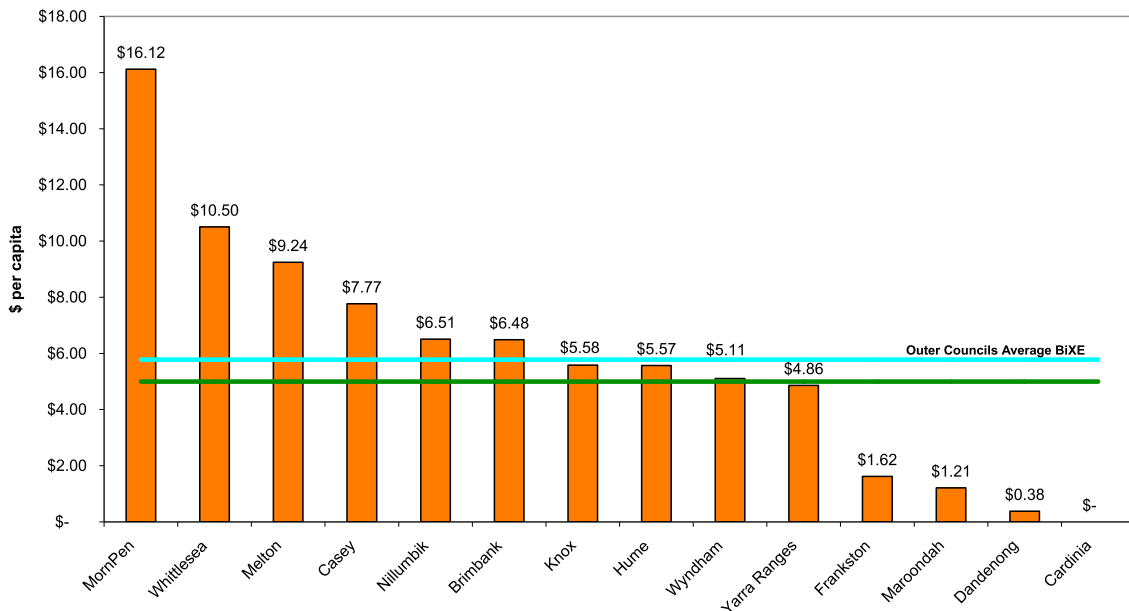
- Mornington Peninsula
- City of Whittlesea
- City of Melton
- City of Casey
- City of Nillumbik
- City of Brimbank
- City of Knox
- Hume City Council
- City of Wyndham

Bike spending came close to the \$5 per resident BiXE threshold in the Yarra Ranges Shire

It was disappointing to see the low allocation of funds in the following councils:

- City of Frankston
- Maroondah City Council
- City of Greater Dandenong
- Cardinia Shire

BiXE 2009: 'Outer' Councils



Regional Councils

In 2009, 57% of the 'Regional' councils reached or exceeded the \$5 per resident BiXE threshold compared to approximately 50% in 2008. It is excellent to see figures of over \$10 per capita committed by six councils.

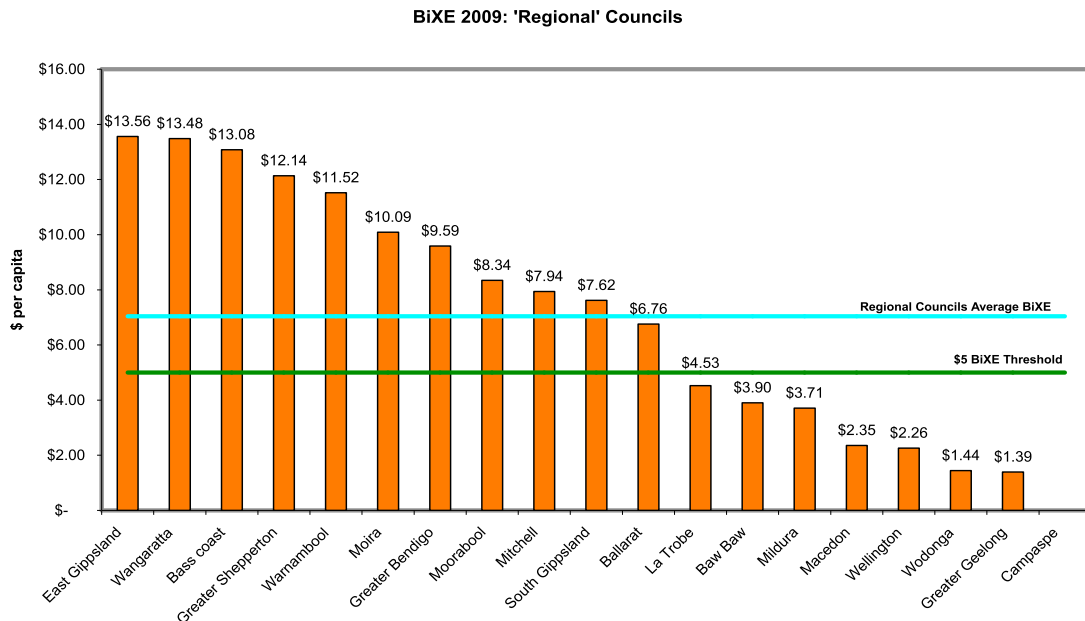
It was pleasing to see expenditure at or above the \$5 per resident BiXE threshold in the following councils:

- East Gippsland Shire
- Wangaratta Rural City Council
- Bass Coast Shire
- Greater Shepparton
- City Warrnambool
- Moira Shire Council
- City of Greater Bendigo
- South Gippsland Shire Council
- Moorabool Shire Council
- Mitchell Shire Council
- South Gippsland Shire Council
- City of Ballarat

Bike spending came close to the BiXE threshold in the City of La Trobe

It was disappointing to find that bike spending was below the \$5 BiXE threshold in the following councils:

- Baw Baw Shire Council
- City of Mildura
- Macedon Ranges Shire Council
- Wellington Shire Council
- City of Wodonga
- Campaspe Shire Council
- Greater Geelong City Council



Note: The following councils have been included in BiXE 2009 although it was not possible to gain full verification from the councils in question. Bicycle Victoria has attempted to present expenditure figures, in each of these cases, as accurately as possible: _

- Mildura
- Moorabool
- Greater Dandenong
- Moira
- Nillumbik
- Whitehorse

Council by Council Analysis

Inner Councils

The following councils met or exceeded the recommended BiXE 2009 of \$5 per capita:

The City of Yarra

The City of Yarra, with a BiXE 2009 of \$21.33 per capita was the highest in the state.

This shows Yarra is leading the way compared to other 'Inner' councils and is well above the average BiXE 2009 of \$10.66 for councils in this 'Inner' zone. City of Yarra has achieved a 3 year BiXE average of \$14.22

Yarra City Council has opportunities to invest in cycling infrastructure such as:

- Building the missing link on the Main Yarra Trail at the Gipps Street steps
- Joining the City of Melbourne's next generation Quality Route Initiative on roads such as Elizabeth Street, Rathdowne Street and Wellington/Baker Streets.

City of Melbourne

Melbourne City Council has a BiXE 2009 of \$16.88. This is major improvement over the figure of zero in 2008. This re-commitment to cycling in 2009 sees the Melbourne City achieve a 3 year BiXE average of \$20.54, which is the highest three year average in the state, helping to erase the aberration of 2008.

Melbourne City Council has opportunities to further develop cycling infrastructure such as:

- Improving North Bank between Swan Street through to Docklands
- Building the Quality Routes such as Albert Street, and Queensberry Street amongst many others.

City of Port Phillip

Port Phillip City Council has a BiXE 2009 of \$7.12. This shows Port Phillip is below the average BiXE 2009 of \$10.66 for councils in this zone. The result shows a significant improvement over the previous 2 years where it fell below the \$5.00 per capita threshold. The City of Port Phillip 3 year BiXE average is \$4.44.

Port Phillip City Council has opportunities to invest these funds into cycling infrastructure such as:

- Completing the 'Lake Route' from the Bay Trail along Fitzroy Street, through the Albert Park area and along Cecil Street to the Tea House on Normanby Road.
- Providing more on road bike lanes on Council-maintained roads (such as Alma Road/Princes Street), particularly around schools

One 'Inner' council came close to reaching the recommended BiXE in 2009 of \$5 per resident:

City of Stonnington

Stonnington City Council has a BiXE 2009 of \$4.52. This shows Stonnington is below the \$10.66 average BiXE 2009 for 'Inner' zone councils, has not met the recommended \$5 per resident for the third consecutive year and has a 3year BiXE average of \$3.09. Stonnington's BiXE 2009 is a significant improvement over its 2007 and 2008 results.

Stonnington has the location, geography and socio-economic composition to be a major 'catchment' for bike riders. Given the proximity to central Melbourne and the relative success of adjoining areas such as the City of Yarra, City Boroondara, and the City of Melbourne, Stonnington should be aiming to match the increasing rider numbers of its neighbours.

The Council has opportunities to invest these funds into cycling infrastructure such as:

- Building the 'Punt Road Alternative'. Refer <http://www.bv.com.au/change-the-world/10307/>
- Upgrading the Main Yarra Trail and Gardiners Creek path.
- Providing more on road bike lanes on Council-maintained roads (such as Orrong Road and Wellington Street), particularly around schools.

It was disappointing that expenditure in the remaining 'Inner' council was below the \$5 per capita threshold:

City of Maribyrnong

Maribyrnong City Council has a BiXE 2009 of \$3.44. This shows Maribyrnong is below the average BiXE 2009 of \$10.66 for councils in this zone and is not even meeting the threshold recommended \$5 per resident. Maribyrnong's 3 year BiXE average is \$3.98.

Maribyrnong City Council has opportunities to invest its funds into cycling infrastructure such as:

- Sunshine Rail Path
- Ensuring Footscray Central Activity District plans cater for bike routes and bike parking
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

Middle Councils

The following councils met or exceeded the recommended BiXE 2009 of \$5 per capita.

City of Banyule

Banyule City Council has a BiXE 2009 of \$9.94. This places Banyule above the 'Middle' zone councils' average BiXE of \$5.95 and so is exceeding Bicycle Victoria's recommended \$5 per resident threshold. Banyule has established a 3 year BiXE average of \$6.55.

Banyule City Council has opportunities to invest these funds into cycling infrastructure such as:

- Upgrading the Main Yarra Trail
- High quality bike facilities on Heidelberg Road
- Providing an attractive link into the Heidelberg central area along Yarra Street
- Completing the Greensborough path link between Yallambie and Grimshaw Streets.

City of Manningham

Manningham City Council has a BiXE 2009 of \$8.92. This result exceeds the 'Middle' Zone average BiXE of \$5.95 and so is also exceeding Bicycle Victoria's recommended \$5 per resident threshold. Manningham has achieved a 3 year BiXE average of \$7.50 which is the highest of the 'Middle' Zone councils and is to be again congratulated on its investment in bike infrastructure.

Looking ahead, Manningham City Council has further opportunities to invest funds into infrastructure such as:

- Bulleen Road/Doncaster Road
- Provide more bike lanes on Council managed roads, particularly around schools.

City of Bayside

Bayside City Council has a BiXE 2009 of \$7.81. This places Bayside above the 'Middle' councils average BiXE 2009 of \$5.95 and so is exceeding Bicycle Victoria's recommended \$5 per resident threshold.

The BiXE 2009 result is a 40% improvement on the result in 2008 and contributes to its 3 year BiXE average of \$5.83. Bayside has historically been a good provider for cyclists, with continual work being done on the Bay Trail and Elster Canal path.

Bayside City Council has opportunities to invest these funds into cycling infrastructure such as:

- The Bay Trail Link between Cromer and Charman Roads
- Upgrade and complete the Bay Trail
- Providing more on road bike lanes on Council-maintained roads, particularly around schools
- Beach Road week-end no-parking zones.

City of Boroondara

Boroondara City Council has a BiXE 2009 of \$6.55 which is a 47% improvement on its BiXE 2008 of \$4.45 and represents a significant improvement on its BiXE 2007 of \$2.53. This year's result places Boroondara above the 'Middle' councils average BiXE 2009 of \$5.95. Boroondara City Council has opportunities to invest these funds into cycling infrastructure such as:

- The Missing Gardiners Creek Trail Link east of Solway Bridge to Warrigal Road.
- The Darebin Bridge
- Upgrade of Main Yarra Trail.
- The Anniversary Trail
- Providing more on road bike lanes on Council-maintained roads, particularly around schools

City of Moreland

Moreland City Council has a BiXE 2009 of \$6.39. Moreland is above average compared to other 'Middle' councils where the average BiXE 2009 was \$5.95. This result shows Moreland continued to improve compared to 2008 with a BiXE of \$5.63. Moreland has a 3 year BiXE average of \$4.49.

Moreland City Council has opportunities to invest these funds into cycling infrastructure such as:

- Completing the O'Hea Street path from Creek-to-Creek.
- Continual improvement along the Merri Creek Trail

- Continual improvement along the Upfield Path.
- Extending the northern extent of these two paths
- Clearway lanes on Sydney Road

City of Whitehorse

Whitehorse City Council has a BiXE 2009 of \$5.72 which is good improvement on its BiXE 2008 of \$2.65.

This year's result places Whitehorse slightly below the average 'Middle' councils average BiXE 2009 of \$5.95 and above Bicycle Victoria's recommended \$5 per resident Whitehorse has a 3 year BiXE average of \$2.99. Whitehorse City Council has opportunities to invest these funds into cycling infrastructure such as:

- Building the Pipeline trail, Whitehorse City Council could continue this all the way from Heatherdale Railway Station to Highbury Road, Monash City Council could then continue it all the way to Syndal Railway Station, providing a critical north-south link for recreation, commuting and the many schools along this corridor
- Upgrade the Gardiners Creek Trail and improve the link to the Blackburn area
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

City of Glen Eira

Glen Eira City Council has a BiXE 2009 of \$5.44 which is an improvement on its BiXE 2008 of \$1.94 and BiXE 2007 of \$0. This year's result places Glen Eira close to the average 'Middle' councils average BiXE 2009 of \$5. It has met the recommended \$5 per resident Glen Eira has a 3 year BiXE average of \$2.46. Glen Eira City Council has opportunities to invest in cycling infrastructure such as:

- Building the missing links along the railway Corridors North – South and East - West
- Providing more high quality on road bike lanes on Council-maintained roads, particularly around schools.

City of Moonee Valley

Moonee Valley City Council scored a BiXE 2009 of \$5.20. This shows Moonee Valley is below the 'Middle' average BiXE 2009 of \$5.95 compared to other 'Middle' councils but has achieved the \$5 per resident threshold. Moonee Valley has a 3 year BiXE average of \$3.90 and has shown a steady improvement over that time. Moonee Valley City Council has opportunities to invest these funds into cycling infrastructure such as:

- Continue to upgrade Moonee Ponds Creek path
- Building the missing link in the Steele Creek path, between the Maribyrnong River path, including an underpass of Buckley Street, continuing north to the Calder.
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

Some councils came close to reaching the recommended BiXE in 2009 of \$5 per resident:

City of Kingston

Kingston City Council has a BiXE 2009 of \$4.63 which is an improvement over its BiXE 2008 of \$3.11 and BiXE 2007 of \$3.16. This year's result means that Kingston is still below the average 'Middle' councils average BiXE 2009 of \$5.95 and shows there is still room for improvement to meet the recommended \$5 per resident. The 3 year BiXE average is \$3.63

Kingston City Council has opportunities to invest these funds into cycling infrastructure such as:

- Building the missing link along Bay Trail south of Charman Road
- Implementing the Route 33 Clearways along Beach Road
- Providing more on road bike lanes on Council-maintained roads, particularly around schools

City of Darebin

Darebin City Council has a BiXE 2009 of \$4.52 which falls below the average BiXE of \$5.95 for this area and so is below Bicycle Victoria's recommended \$5 per resident threshold. Darebin has achieved a 3 year average BiXE of \$5.19.

Looking ahead, Darebin City Council has further opportunities to invest funds into infrastructure such as:

- Providing for bikes as part of the Tram Route 86 project.
- Providing more on road bike lanes on Council-maintained roads, such as Darebin Road., particularly around schools.

City of Hobsons Bay

Hobsons Bay City Council has a BiXE 2009 of \$4.44 per capita. This shows Hobsons Bay falls below the average BiXE 2009 for the 'Middle' zone of \$5.95. Hobsons Bay has a 3 year BiXE average of \$4.18. There is room for improvement to meet the recommended \$5 per resident.

Hobsons Bay City Council has opportunities to invest these funds into cycling infrastructure such as:

- Building the missing link along the Kororoit Creek path to the Federation Trail
- Upgrade Bay Trail south of the Westgate Bridge
- Upgrade and complete the Bay Trail West.
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

Regrettably expenditure in the remaining 'Middle' council was well below the \$5 BiXE threshold:

City of Monash

Monash City Council has a BiXE 2009 of \$1.85 which is a slight improvement on its BiXE 2008 of \$0.93. This year's result places Monash well below the average 'Middle' councils' average BiXE 2009 of \$5.95 and shows there is plenty of room for improvement to meet the recommended \$5 per resident. Monash has recorded a 3 year BiXE average of \$1.19 which is the lowest of the 'Middle' councils.

Monash City Council has opportunities to invest these funds into cycling infrastructure such as:

- Building the Pipeline trail, between Syndal Railway Station, north to Highbury Road. Whitehorse City Council could continue this all the way to Heatherdale Railway Station, providing a critical north-south link for recreation, commuting and the many schools along this corridor
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

Outer Councils

The following councils met or exceeded the recommended BiXE 2009 of \$5 per capita:

Mornington Peninsula Shire

Mornington Peninsula Shire has a BiXE 2009 of \$16.12 which is the highest of the 'Outer' councils and well above the 'Outer' council average of \$5.78. The BiXE 2009 is a welcome improvement on its BiXE 2008 of \$1.82. Mornington Peninsula has achieved a 3 year Average BiXE of \$5.98

Mornington Peninsula City Council has opportunities to invest funds into cycling infrastructure such as:

- Improving and closing the missing links along the Bay Trail
- Complete the Bay Trail gaps from Sorrento to Safety Beach
- Closing the missing links across the Pathways network. This could be a major recreational and tourism asset for the shire and the people of metropolitan Melbourne

City of Whittlesea

Whittlesea City Council has a BiXE 2009 of \$10.50. This result places Casey well above the average 'Outer' councils' BiXE 2009 of \$5.78. Whittlesea has achieved a 3 year BiXE average of \$7.31 demonstrating a strong commitment and is to be congratulated on its investment in bike infrastructure.

Whittlesea City Council has opportunities to invest these funds into cycling infrastructure such as:

- Building the Yan Yean Pipe Track
- Link Cheddar Road path to Ring Road Path
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

City of Melton

Melton City Council has a BiXE 2009 of \$9.24

This is the first year Melton has been included in the BiXE report and it is pleasing to see it has both exceeded the \$5 per resident threshold and the average for 'Outer' councils

Melton City Council has opportunities to invest in bike infrastructure such as:

- Ensuring its new growth corridor areas are linked to central Melton and the rest of the Metropolitan Trail Network

City of Casey

Casey City Council has a BiXE 2009 of \$7.77. This result places Casey well above the average 'Outer' councils BiXE 2009 of \$5.78 it shows that Casey continues to meet the recommended \$5 per resident Casey is to be congratulated on its investment in bike infrastructure. Casey has achieved a 3 year Average BiXE of \$8.95. Casey City Council has further opportunities to invest funds into cycling infrastructure such as:

- Linking the 3 trails – Eumemmering Creek, Dandenong Creek and the new Dandenong Bypass
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

City of Nillumbik

Nillumbik City Council has a BiXE 2009 of \$6.51 whilst this is less than the BiXE 2008 of \$7.14 it is still an improvement on its BiXE 2007 rating of \$3.61. This result places Nillumbik above the average 'Outer' councils BiXE 2009 of \$5.78 and shows that Nillumbik has exceeded the \$5 per resident threshold. Nillumbik has achieved a 3 year average BiXE of \$5.75

Nillumbik City Council has further opportunities to invest these funds into cycling infrastructure such as:

- Upgrading the Diamond Creek Trail between the Yarra and Diamond Creek
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

City of Brimbank

Brimbank City Council has a BiXE 2009 of \$6.48. This result places Brimbank above the average 'Outer' councils BiXE 2009 of \$5.78. Brimbank has a 3 year average BiXE of \$6.35 and is continuing to a commit to an investment in bike infrastructure.

Brimbank City Council has opportunities to invest these funds into cycling infrastructure such as:

- The Missing Link along the Kororoit Creek between Somerville Road and the new Federation Trail.
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

City of Knox

Knox City Council has a BiXE 2009 of \$5.58 which is a 10% reduction on the BiXE 2008. This year's result places Knox just below the average 'Outer' councils BiXE 2009 of \$5.78 but does show that Knox has exceeded the \$5 per resident threshold. Knox has a 3 year BiXE average of \$5.60

Knox City Council has further opportunities to invest funds into cycling infrastructure such as:

- Improving the Dandenong Creek Trail to Scoresby Road
- Providing more on road bike lanes on Council-maintained roads, particularly around schools, for e.g. around Bayswater Secondary

City of Hume

Hume City Council has a BiXE 2009 of \$5.57. This result places Hume just below the average 'Outer' councils BiXE 2009 of \$5.78 but shows that Hume has achieved the \$5 per resident threshold. Hume has a 3 year BiXE average of \$4.18

Hume City Council has further opportunities to invest these funds into cycling infrastructure such as:

- Building the missing link between Broadmeadows central precinct to the Moonee Ponds Creek Trail.
- Building links to the activity centres and train stations
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

City of Wyndham

Wyndham City Council has a BiXE 2009 of \$5.11 although this is less than its BiXE 2008 of \$7.16 and falls short of the \$5.78 average for 'Outer' councils, the City of Wyndham has achieved a 3 year BiXE average of \$9.26 which is the highest of the councils in the 'Outer' council zone and shows a continued commitment to provide cycling infrastructure to the residents of Wyndham.

Looking ahead, Wyndham City Council has further opportunities to invest funds into infrastructure such as:

- Building the new links to the Federation Trail, giving access to Melbourne's newest piece in the Metropolitan Trail Network
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

One 'Outer' council came close to reaching the recommended \$5 per resident threshold:

Shire of Yarra Ranges

Shire of Yarra Ranges Council has a BiXE 2009 of \$4.86 which is an improvement on its BiXE 2008 of \$4.78. This year's result places Yarra Ranges below the average 'Outer' councils BiXE 2009 of \$5.78 and shows that Yarra ranges has again come close to meeting the recommended \$5 per resident threshold. Yarra Ranges has a 3 year BiXE average of \$3.51

Yarra Ranges City Council has further opportunities to invest in cycling infrastructure such as:

- Lilydale-Yarra Glen section of the Rail Trail
- Providing more on road bike lanes on Council-maintained roads, particularly around schools

The 'Outer' Councils with a BiXE well below \$5.00 comprised:

City of Frankston

Frankston City Council has a BiXE 2009 of \$1.62 which is only half of the BiXE 2008. This year's result places Frankston well below the average 'Outer' councils BiXE 2009 of \$5.78 and shows that Frankston has fallen short of meeting the recommended \$5 per resident threshold.

Frankston has a 3 year BiXE of \$1.72

Frankston City Council has opportunities to invest funds into cycling infrastructure such as:

- Building viable access to the Train Station and into the Central Frankston district.
- Deliver on its recently completed Bike Strategy
- Completing the Bay Trail.
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

City of Maroondah

Maroondah City Council has a BiXE 2009 of \$1.21 which is less than its BiXE 2008 of \$1.94 and BiXE 2007 of \$1.26.

This year's result places Maroondah well below the average 'Outer' councils BiXE 2009 of \$5.78 and shows that there is much room for improvement for Maroondah to meet the recommended \$5 per resident threshold. Maroondah has a 3 year BiXE average of \$1.47.

Maroondah City Council has opportunities to invest funds into cycling infrastructure such as:

- Building the missing link in Ringwood between the Mullum Mullum Creek path south to the Ringwood Lake area and paths connecting to the paths to the south along Larissa Grove
- Bayswater Railway Station to Taralla Creek.
- Greater access from the new Eastlink path into central Ringwood
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

City of Greater Dandenong

Greater Dandenong City Council has a BiXE 2009 of \$0.38 this represents a 40% decrease against the BiXE 2008 of \$0.63. This year's result places Greater Dandenong well below the average 'Outer' councils BiXE 2009 of \$5.78 and shows that there is much room for improvement for Greater Dandenong to be meeting the recommended \$5 per resident threshold. Dandenong has a 3 year BiXE average of \$0.81

Greater Dandenong City Council has opportunities to invest these funds into cycling infrastructure such as:

- Building viable access to the Train Station and into the Central Dandenong precinct
- Linking the 3 trails – Eumemmering Creek, Dandenong Creek and the new Dandenong Bypass
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

City of Cardinia

Cardinia City Council has a BiXE 2009 of \$0.00. Whilst in 2008 Cardinia came close to the recommended \$5.00 per resident threshold there has been no commitment to improving the cycling infrastructure for the 2009/10 year. Cardinia has a 3 year BiXE average of \$2.18.

Cardinia City Council has additional opportunities to invest funds into cycling infrastructure such as:

- Linking its new growth areas to the established path network and providing more on road bike lanes on Council-maintained roads, particularly around schools.

Regional Councils

This is the second year that 'Regional' councils have been included in the Bicycle Expenditure Index and it is pleasing to note that the BiXE average has increased by 11%.

The average BiXE 2009 for 'Regional' councils, was \$7.04 per resident, which is higher than the averages achieved in the 'Middle' and 'Outer' councils

A three year BiXE average has not been included for 'Regional' councils as the data currently only covers two years.

The following 'Regional' councils exceeded Bicycle Victoria's recommended BiXE 2009 of \$5 per capita.

East Gippsland Shire Council has a BiXE 2009 of \$13.56. With a BiXE 2008 of \$0.00 this year's commitment to cycling infrastructure is encouraging.

Wangaratta Rural City Council has a BiXE 2009 of \$13.48 a quantum leap from its BiXE 2008 of \$0.91 and exceeds the 'Regional' councils average of \$7.04 and the recommended \$5 per resident

Bass Coast Shire Council

Bass Coast Shire has a BiXE 2009 of \$13.08 which is 85% above the 'Regional' councils BiXE 2009 average of \$7.04 and shows that Bass Coast is to be congratulated on its investment in bike infrastructure.

Bass Coast Shire has opportunities to further invest in bicycle infrastructure through:

- Extending the Bass Coast Rail Trail from Wonthaggi to Inverloch in the East, and to Phillip Island via San Remo and the George Bass Coastal Walk in the West.

Greater Shepparton City Council

Greater Shepparton has a BiXE 2009 of \$12.14. This represents an increase of almost 300% on its 2008 BiXE rating. Greater Shepparton has achieved the recommended \$5 per resident threshold and exceeded the \$7.04 average of 'Regional' Councils.

Greater Shepparton can invest further in bicycle infrastructure through:

- Developing the Rushworth – Murchison – Shepparton Rail Trail in partnership with Campaspe Shire.

Warrnambool City Council

Warrnambool has a BiXE 2009 of \$11.52. Although this is lower than its 2008 BiXE of \$15.47 it still places Warrnambool a long way above the average 'Regional' councils BiXE 2009 of \$7.04 and shows that Warrnambool is a 'Regional' councils committed to cycling and is to be congratulated on its investment in bike infrastructure.

Warrnambool City Council has opportunities to invest these funds into cycling infrastructure such as:

- The ongoing development and improvement of the Port Fairy – Warrnambool Rail Trail

Moira Shire Council has a BiXE 2009 of \$10.09. This is the first year that Moira has participated in the BiXE and it is encouraging to see it has exceeded the recommended \$5 per capita as well as the 'Regional' BiXE 2009 average.

Greater Bendigo City Council has a BiXE 2009 of \$9.59. This result places Greater Bendigo above the average 'Regional' councils BiXE 2009 of \$7.04. Greater Bendigo is working hard to invest in and develop bike infrastructure for its residents.

Greater Bendigo has opportunities to further invest in bicycle infrastructure through:

- Extending and upgrading the O'Keefe Rail Trail from its current terminus at Axedale, through to Heathcote.
- Upgrade and improve current route of O'Keefe Rail Trail to Axedale

Moorabool Shire Council has a BiXE 2009 of \$8.34. Following a BiXE 2008 of \$0.00 Moorabool Shire are to be congratulated for its commitment to funding cycling infrastructure in 2009

Further opportunity exists for Moorabool to invest in cycling infrastructure through:

- North South path from Station to Nelson Street

Mitchell Shire Council has a BiXE 2009 of \$7.94. This is the first year that Moira has participated in the BiXE and it is encouraging to see it has exceeded the recommended \$5 per capita as well as the 'Regional' BiXE 2009 average.

South Gippsland Shire Council has a BiXE 2009 of \$7.62. This is the first year that South Gippsland has been included in the BiXE and is an impressive start, both achieving the recommended \$5.00 per resident threshold and exceeding the \$7.04 'Regional' council's average.

Opportunities exist for South Gippsland to invest further in bicycle infrastructure:

- Extending and improving the Great Southern Rail Trail in stages, a) from Foster to Yarram, and b) from Yarram to Port Albert

Ballarat City Council has a BiXE 2009 of \$6.76. This result places Ballarat just below the average 'Regional' councils BiXE 2009 of \$7.04 but shows that Ballarat is working hard to invest in and develop bike infrastructure for its residents.

The City of Ballarat has opportunities to further invest in bicycle infrastructure through:

- Connecting the Ballarat – Skipton Rail into central Ballarat.

One 'Regional' council came close to reaching the recommended \$5 per resident threshold:

La Trobe City Council has a BiXE 2009 of \$4.53. This is below the 'Regional' council average of \$7.04.

La Trobe City has opportunities to further invest in bicycle infrastructure through:

- Supporting further development of the Moe – Yallourn Rail Trail.
- Improving the Gippsland Plains Rail Trail from Traralgon to Toongabbie
- Undertake a program of developing inter-town trails between Traralgon, Morwell, Moe, Churchill

A number of the 'Regional' councils however, did not reach the \$5 threshold.

The BiXE figures for these councils were as follows and compare to an average BiXE 2009 for 'Regional' councils of \$7.04:

Baw Baw Shire Council

Baw Baw Shire Council has a BiXE 2009 of \$3.90. This is the first year that Baw Baw Shire has participated in the BiXE. Baw Baw falls below the average BiXE 2009 for 'Regional' councils of \$7.04 and has failed to meet the \$5 per resident threshold per resident

Baw Baw Shire has the opportunity to further invest in bicycle infrastructure through:

- Continued development and improvement of shared paths and trails between towns along the Princes Highway corridor.

Wodonga City Council has a BiXE 2009 of \$1.44. This result is significantly below the BiXE 2008 \$8.05. Wodonga has failed to meet the Bicycle Victoria \$5 per resident threshold and falls well below the average BiXE 2009 for 'Regional' councils of \$7.04.

Wodonga City has opportunities to further invest in bicycle infrastructure through:

- Connecting the High Country Rail Trail by rebuilding the Sandy Creek Bridge over the Hume Weir.
- Upgrading the surface of the existing High Country Rail Trail where needed.
- Connect western terminus of High Country Rail Trail further into Wodonga.
- Ensure a bicycle shared-use route is developed on newly available land as part of the North East Rail Corridor revitalisation project.

Wellington Shire Council has a BiXE 2009 of \$2.26. This result places Wellington below the average 'Regional' councils BiXE 2009 of \$7.04 and the \$5 per resident threshold.

Wellington Shire has opportunities to further invest in bicycle infrastructure through:

- Building the proposed Yarram – Port Albert 'Tarra' Trail.
- In partnership with South Gippsland Shire, extend the Great Southern Rail Trail from Foster to the Tarra Trail.
- Supporting further improvements to the Gippsland Plains Rail Trail.

Campaspe Shire Council has a BiXE 2009 of \$0.00. This is a stark contrast to the 2008 BiXE of \$18.96 which was the highest in the state. Campaspe has failed to meet Bicycle Victoria's recommended \$5 per capita spending on bike infrastructure.

Campaspe Shire has opportunities to further invest in bicycle infrastructure through:

- Supporting the development of the proposed Rail Trail from Rushworth through Murchison to Shepparton, in partnership with the City of Greater Shepparton

Greater Geelong City Council has a BiXE 2009 of \$1.39. This result places Geelong well below both the recommended \$5 per resident threshold and the average 'Regional' councils BiXE 2009 of \$7.04.

There is much room for improvement for Geelong to invest in Bike infrastructure at the recommended levels.

Greater Geelong can further improve its investments in bicycle infrastructure by:

- Continuing to develop connections and improving the surface of the Bellarine Rail Trail
- Upgrading existing on-road lanes to 2009 Standard
- linking of the three major bicycle trails (Barwon River circuit, Bellarine Rail Trail and the Corio Bay bike path)

Macedon Ranges Shire Council has a BiXE 2009 of \$2.35 which is below the 'Regional' councils average of \$7.04 and below the recommended \$5 threshold.

Mildura Rural City Council has a BiXE 2009 of \$3.71 which although below the \$5 per resident threshold is a \$315% increase on the BiXE 2008.

Mildura Rural City Council has opportunities to further invest in bicycle infrastructure by:

- Working towards meeting the council's obligations in the newly adopted Strategic Bicycle Plan.

Conclusion

Bicycle Victoria encourages those councils with less than \$5 per resident bike spending to pursue the good practice being developed in councils such as Melbourne, Yarra, Banyule, Mornington Peninsula, Whittlesea, Wyndham, and East Gippsland.

The calculation of a 3 year average BiXE this year, for Inner, Middle and Outer Councils has enabled us to show the trends in local government bike spending in Victoria.

Whether that spending relates to on-road cycle lanes, shared paths, bike trails, bike parking or the development and implementation of a council bike strategy it will undoubtedly enhance the health, mobility and environment of residents.

Research on spending by interstate authorities has created an interesting context for the Victorian councils' expenditure data.

The city council in Brisbane has committed \$37,970,000 and has a BiXE 09 of \$37.91. This is almost twice what was foreshadowed.

Sydney has committed \$100m over four years. Estimated expenditure in the first of these four years, 2009-10, comes in at almost \$28m, generating a BiXE 2009 of \$156.92 per resident.

In Hobart, from the available city councils' expenditure figures, an average BiXE of \$8.70 was calculated.

The City of Adelaide has committed \$565,000 to improve bike infrastructure and subsequently a BiXE 2009 of \$5.95.

Many Victorian residents are reaping the benefits of increased spending on bicycle infrastructure by councils. These benefits include greater mobility and connectivity for bike riders and improved public health and environment for residents.

Whilst the BiXE 2009 includes only the council funded component of major cycling projects, Bicycle Victoria encourages all councils to seek funding where it will enable them to improve the cycling infrastructure.

Through the '[On the Ground](#)' section on the Bicycle Victoria website and through the On the Ground e-newsletter, information and ideas are provided for the people who are making a difference on the ground for bike riders.

The content is prepared for local government elected representatives and officers in particular. The website is steadily being enhanced with information about planning, designing, funding, building, maintaining, monitoring and promoting bike facilities.

Acknowledgement:

Glennys Jones,
Bicycle Victoria,
For much of the research and verification work involved in BiXE 2009.

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Appendix 1: National Bike Path Projects Funding

The following table lists those Victorian Councils included in the federal funding announcement for [National Bike Path Projects](#) as at the end of October 2009.

There may be further opportunities for funding of Bike Paths Projects during 2009/10 either through additional funding rounds or ongoing application process. This will be determined following consideration of applications under the First Round Funding

A joint funding contribution of 50% will be expected.

The timing of the funding announcement, and the ongoing nature of these announcements, has prevented full analysis of the figures for inclusion in BiXE 2009.

Bicycle Victoria wishes to acknowledge the work and commitment of councils in securing federal funding and encourage all councils to apply for similar funding in the future.

Council	Project Title	Location	Grant	Description
Banyule City Council	Banyule: Pathways to Brighter Futures	Ivanhoe, Greensborough, Macleod & Lower Plenty	\$402,450	This project, located in Ivanhoe, Greensborough, Macleod and Lower Plenty, Victoria will construct a series of bike paths according to strategic plans for the area. The "Pathways to Brighter Futures" is an innovative job creation project designed to train and employ disadvantaged locals and will enable Mission Australia to provide long term jobs (12 months) for local unemployed residents from highly disadvantaged pockets within the municipality
Darebin City Council	Bundoora Park - Darebin Creek Trail Connection	Bundoora	\$96,500	This project, located in Bundoora, Victoria, will construct a 320 m concrete shared path from the Darebin Creek Trail at Tee St Bundoora finishing at an existing gravel Road that travels through Bundoora Park and connects to the internal road network of Bundoora Park. The second half of the project is for the construction of an asphalt surface placed on an existing 500 m gravel track which will also connect to the internal path system of Bundoora Park.
Glen Eira City Council	Elster Creek Bicycle Trail	Bentleigh	\$140,000	This project located in Bentleigh, Victoria, will replace the existing non-conforming narrow pathway with a new 2.5 m (wide) concrete shared pedestrian / bike path. The off-road pathway is approximately 715 m in length from the West to East and links Thomas Street, Brighton East to Allnutt Park, Wright St, in Bentleigh.
Horsham Rural City Council	Natimuk - Mt Arapiles Bike Trail	Natimuk	\$112,734	This project, located in Natimuk, Western Victoria will construct an 8 kilometer bicycle and walking path from Natimuk to Mt Arapiles and a 3 kilometer path onto Natimuk Lake. A second stage, a 12 kilometer return loop, will be constructed and funded by Council

Council	Project Title	Location	Grant	Description
Hume City Council	Blind Creek Shared Path	Sunbury	\$210,000	This project, located in Sunbury, Victoria, will construct two share path (totaling 2 km) either side of Blind Creek. The path will provide safe access from a new residential estate past three primary schools, two secondary colleges, a leisure centre and the Sunbury Town Centre.
Kingston City Council	Governor Road Shared Path Project	Braeside	\$236,500	The project involves the creation of an 850m shared path along Governor Road in Braeside, to link the Waterways residential estate with Braeside Park and Springvale Road.
Knox City Council	Ferntree Road Shared Path - Rushdale St to Henderson Road	Knoxfield	\$120,000	This project located in Knoxfield, Victoria, will construct a 3 m wide concrete shared path on the south side of Ferntree Gully Road between Henderson Road and Rushdale Street to improve access into the industrial area from the bus services which operate along Ferntree Gully Road.
Latrobe City Council	Latrobe City Bicycle Plan actions	Traralgon, Moe, Morwell and Churchill	\$140,000	This project, located in the towns of: Traralgon, Moe, Morwell and Churchill, Victoria will upgrade and construct shared pathways within these regional centres adding to the bicycle network in Gippsland
Macedon Ranges Shire Council	Macedon Ranges - Bicycle Network Development Program	Gisborne, Woodend	\$279,976	This project, located in townships of Gisborne and Woodend, Victoria, will construct shared bicycle paths in Gisborne and Woodend. The project will contribute to a safe, continuous path network that will encourage cycling as an accessible and alternative transport option and will provide sustainable modes of transport for locals and visitors to key community destinations
Maribyrnong City Council	Making Maribyrnong More Bikeable	Maribyrnong	\$263,000	This project located in the Maribyrnong local council area, Victoria will construct a new 1080 m shared pathway in West Footscray and renew the Maribyrnong River Shared Pathway Trail. The project will also improve an existing bike route by introducing bike parking and clear signage to aid navigation around the municipality by bike and to give people somewhere to secure their bike.
Maroondah City Council	Oban Road, Ringwood on Road Bike Lanes	Ringwood	\$40,000	This project, located in Ringwood, Victoria will construct 1.7km of on-road bike lanes on Oban Road between Warrandyte Road to the Mullum Mullum Creek shared path facility.

Council	Project Title	Location	Grant	Description
Maroondah City Council	The Lake to Creek Link, Ringwood - Shared Path	Ringwood	\$267,503	The project, located in Ringwood, Victoria will construct the "Lake to Creek Link", a 200m shared path connecting Ringwood Lake and Mullum Mullum Creek to the existing EastLink shared path network
City of Melbourne	Reduction in Cycling Related Accidents in the City of Melbourne	Melbourne	\$340,909	This project will provide bike lanes on three roads and 125 bicycle storage hoops at high demand locations in the Melbourne CBD and three adjacent suburbs.
Morrington Peninsula Shire Council	Truemans Road Linking Shared Bicycle Path and Refuge Islands - Rosebud West	Rosebud West	\$234,091	This project located in Rosebud West, Victoria will construct a 1272m concrete shared bicycle path which will include 2 traffic island refuges
Morrington Peninsula Shire Council	Hastings Township Ride Safe Linking Shared Paths	Hastings	\$305,706	This project located in Hastings, Victoria will construct 780m of concrete shared bicycle paths at Frankston Flinders Road that will safely extend existing shared paths connecting 4 schools, the Hastings Railway Station, new residential areas, caravan park and the Hastings shopping area. The project will also include the construction of pedestrian signals which is being funded by the applicant
Nowa Nowa Cycling Tourism Prop.	Nowa Nowa Community Development Group Inc	Nowa Nowa	\$68,200	This project located in Nowa Nowa, Victoria will construct 15 kilometers of multi use cycling track in state forest on and around Mt Nowa Nowa in East Gippsland. The track will connect with the East Gippsland Rail Trail that runs from Bairnsdale to Orbost.
City of Port Phillip	Beach Route On Road Bike Lanes	St Kilda	\$409,091	This project located in St Kilda, Victoria, will accelerate implementation of a strategy to provide three new on-road bike lanes along Beaconsfield Parade and Marine Parade, offering a safer journey to the large number of commuter and training cyclists accessing the popular coastal cycling route.
City of Port Phillip	Bike Park Facilities	Port Phillip	\$100,107	This project located in the City or Port Phillip, Victoria and will install bicycle parking racks at key activity centres, supporting sustainable transport options.
Wangaratta Rural City Council	Edward St Shared Pay	Wangaratta	\$52,500	This Project located in Wangaratta, Victoria will construct approximately 800 meters of shared path, 2.5 meters wide, along Edwards Street, from Phillipson Street to Evans Street. This path will provide better access to the Wangaratta High School, Galen College and the HP Barr Sports Precinct.

Council	Project Title	Location	Grant	Description
Warrnambool City Council	Warrnambool City Council Bicycle Lane and Shared Pathway Implementation Project	Warrnambool	\$154,092	This project, located in Warrnambool, will construct, 7,954 m of bicycle lanes and 1,140 m of shared pathways at six locations including: - Russell Creek Shared Trail, North Warrnambool; - Bridge Road Shared Trail, Woodford; - Sealed shoulder and bicycle lanes along Harris St; - Pavement marking and bicycle lanes along McMeeking Road, Zeigler Parade, Allansford and in the city centre along Merri, Timor and Koroit Streets.
City of Whitehorse	Gardiners Creek Trail Burwood Highway Link	Burwood	\$70,000	This project is located in Burwood Victoria, and will upgrade a section of footpath along Burwood Highway to a shared cycleway and extend towards the Deakin University and neighboring schools.
City of Whittlesea	Cooper St Shared Path	Thomastown	\$455,419	This project, located in Thomastown, Victoria will construct a shared path along Cooper Street from the Epping Train Maintenance Depot, west of Epping Railway Station, to Edgars Road, Epping. The path will provide a safe and convenient connection between the main attractions of Epping, including the Railway Station, schools and tertiary institutions, Epping Plaza Shopping Centre, The Northern Hospital, new Medical centre and Business Precinct and the growing residential community.
City of Whittlesea	McKimmies Road Shared Pathway	Mill Park	\$165,750	This project, located in Mill Park, Victoria will construct a 1.02 km shared pathway along McKimmies Road between Darebin Creek and Garden Grove Drive. This will construct an east-west pathway along McKimmies Road which connects Mill Park / Bundoora to Lalor/Thomastown
City of Whittlesea	Plenty Road On-Road Bike Lane	Mill Park	\$287,485	This project, located in Mill Park, Victoria involves the upgrade of 1.5 km of existing shoulders along Plenty Road to provide 1.8 m wide onroad bicycle lanes on Plenty Road between Centenary Drive and McKimmies Road. This will eliminate a missing link in the local bike network

Council	Project Title	Location	Grant	Description
City of Yarra 9205-5555	Yarra Boulevard Main Yarra Trail - Bike Path Upgrade	Richmond	\$639,000	This project in Richmond, Victoria will upgrade approximately 2.45 km of the Main Yarra Trail, boosting employment opportunities and supporting sustainable transport options along Melbourne's most utilised off-road bicycle commuter route
Yarra Ranges Shire Council	Olinda Creek Trail	Lilydale	\$82,500	This project located in Lilydale, Victoria forms the final stage of the Olinda Creek Linear Trail Project. The project will construct a foot/bike bridge and 3km shared trail from the Hull Road Wetlands linking the communities of Montrose, Mount Evelyn and Lilydale off-road to the transit access to Melbourne.
Yarra Ranges Shire Council	Shared Path links to Warburton Rail Trail	Wandin North	\$31,500	This project, located in Wandin North, Victoria, will build a shared pathway along the Warburton Highway, Wandin North to the Warburton Rail Trail.