

BiXE 2008: The Bicycle Expenditure Index

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

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

The BiXE 2008 index was produced by analyzing the bike infrastructure expenditure of 46 councils throughout Victoria for the 2008-09 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 2008, the second such report, has used data gathered from published 2008-2009 Council budgets. As in 2007, it has used funding 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 2008 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 funding 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 and this year we added a fourth category of Regional Councils.

This allows a peri-urban or Outer Council, such as Casey, 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 22 councils but has been expanded in 2008 to include a wider range of Victorian councils, including regional ones, as well as some interstate comparisons.

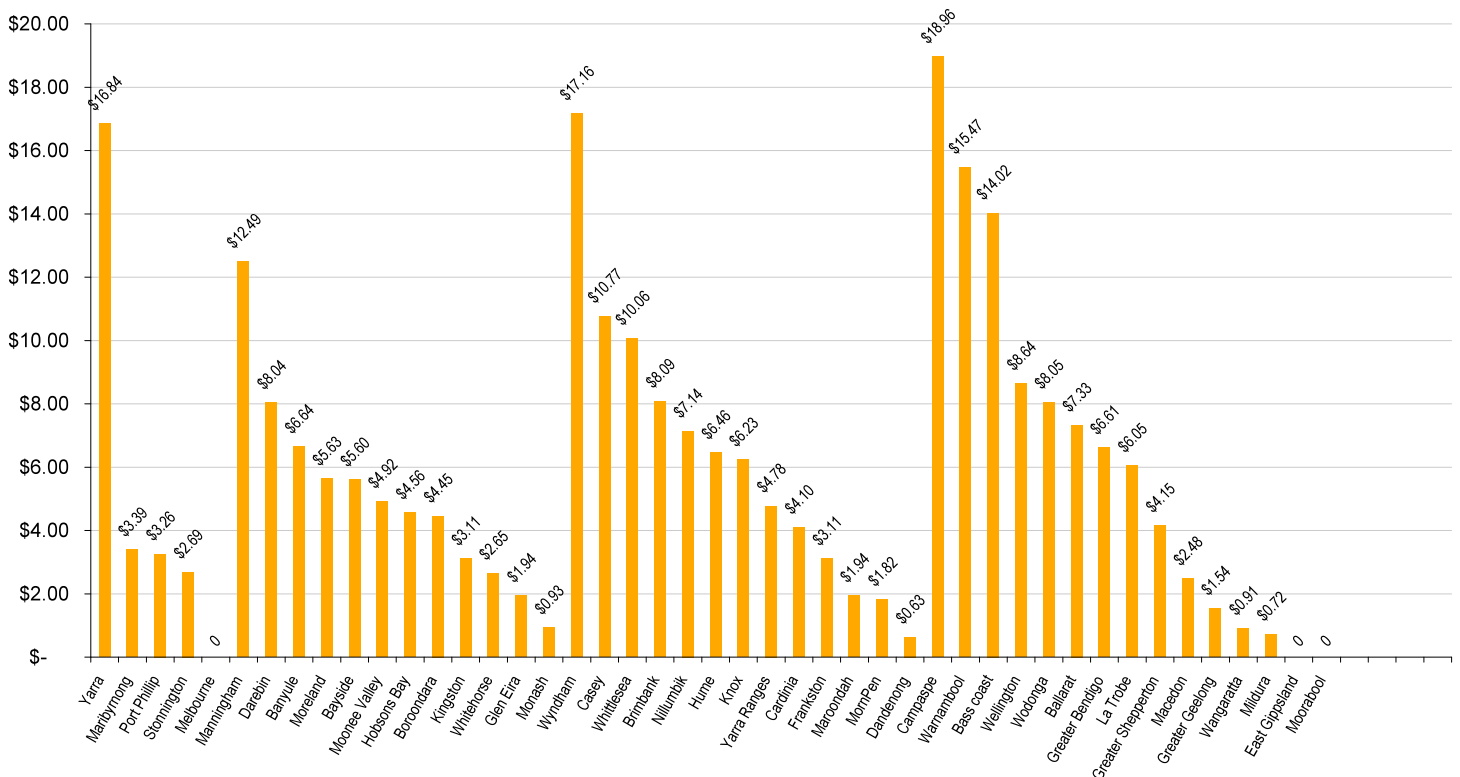
Bicycle Victoria believes that \$5 a resident is currently a fair and responsible threshold for local government expenditure on bike riding infrastructure. The BiXE 2008 shows that close to 50% of councils across the state met or exceeded this mark, compared to 2007 when this figure was around 25%.

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 so the numbers of riders in their municipality.

However BiXE also highlights a significant number of councils that 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 highest performers in the 2008 BiXE included the cities of Yarra, Manningham, Wyndham, Casey, Whittlesea and Warrnambool, as well as the shires of Campaspe and Bass Coast. In these authorities, the BiXE ranged from just over \$10 per capita up to as high as \$18.96 per capita. Generally spending in 'Outer' councils exceeded expenditure in the 'Inner' and 'Middle' councils.

BiXE 2008 - LGA Bike Expenditure per capita



Inner councils

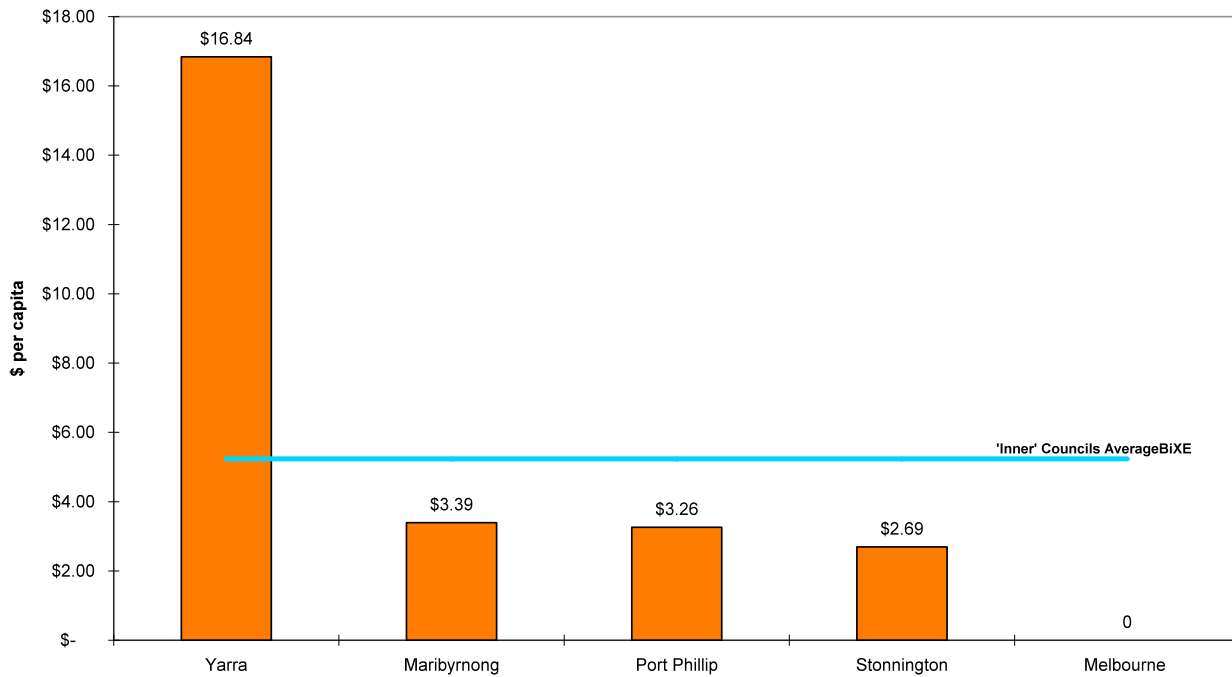
For councils in this Inner zone the average BiXE was \$5.24 per resident. Because of the high density of rider destinations in these inner city areas, it is in this zone that spending on bike infrastructure and facilities can have the greatest impact on rider numbers.

It was good to see bicycle expenditure at or above the \$5 per resident BiXE threshold in the City of Yarra.

It was disappointing that the allocation of funds was below the threshold in the following councils:

- City of Maribyrnong
- City of Port Philip
- City of Stonnington
- City of Melbourne

BiXE 2008: 'Inner' Councils



Middle Councils

In the 'Middle' metropolitan zone, the average BiXE 2008 was \$5.08 per capita. Approximately 40% of councils reached or exceeded the Bicycle Victoria threshold of \$5 per capita. It is in this 'Middle' zone that is particularly important for councils to increase their expenditure on bicycle infrastructure. In these councils' zones additional bike paths and cycle lanes are needed to increase the connectivity of the network and so impact positively on rider numbers.

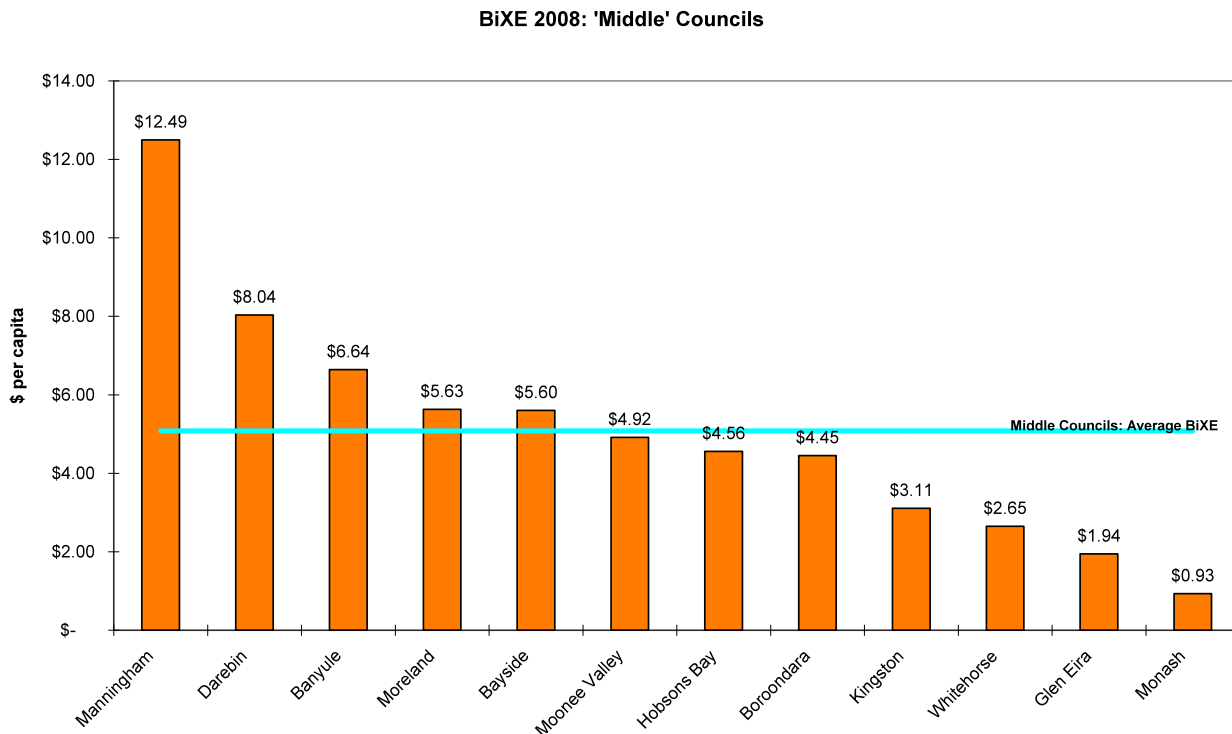
It was pleasing to see bicycle expenditure at or above the \$5 per resident BiXE threshold in the following councils:

- City of Manningham
- City of Darebin
- City of Banyule
- City of Moreland
- City of Bayside

Bike spending came close to the BiXE threshold in Moonee Valley City Council, Hobsons Bay City Council and Boroondara City Council.

It was disappointing to see at the allocation of funds below the threshold in the following councils:

- City of Whitehorse
- City of Kingston
- City of Glen Eira
- City of Monash



Outer councils

In this zone, it was extremely encouraging to see that close to 60% of the councils reached or exceeded the \$5 per resident BiXE threshold. Some of the highest BiXE ratings in the state came from councils in this Outer zone.

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

- City of Wyndham
- City of Casey
- City of Whittlesea
- City of Brimbank
- City of Nillumbik
- City of Knox

Bike spending came close to the BiXE threshold in the following municipalities:

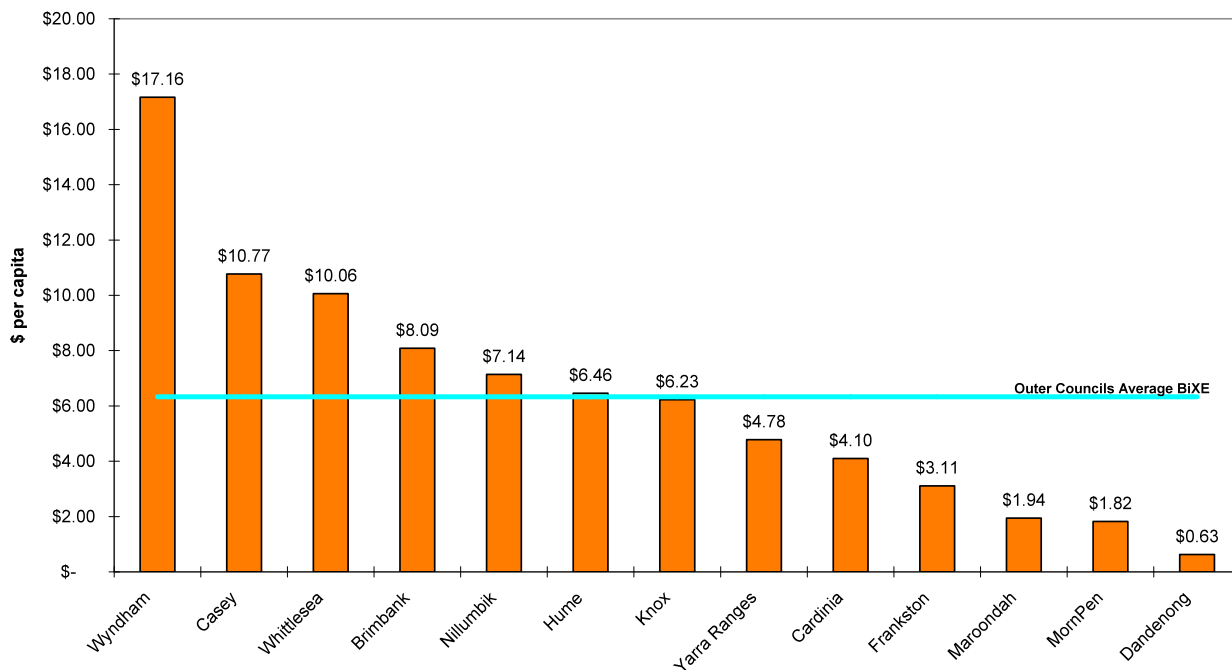
- Yarra Ranges Shire
- Cardinia Shire

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

- City of Frankston
- Maroondah
- Mornington Peninsula
- City of Greater Dandenong

We were unable to fully verify the accuracy of expenditure figures in the City of Melton and so have not included data for this council in BiXE 2008.

BiXE 2008: Outer Councils



Regional councils

Approximately 50% of the regional councils reached or exceeded the \$5 per resident BiXE threshold. It is excellent to see figures of over \$15 per capita for some of these councils and, although regional councils were not included in the BiXE in 2007, we can see that there is some outstanding development of bike infrastructure in regional areas.

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

- Campaspe Shire
- City Warrnambool
- Bass Coast Shire
- Wellington Shire
- City of Wodonga
- City of Ballarat
- City of Greater Bendigo
- City of La Trobe

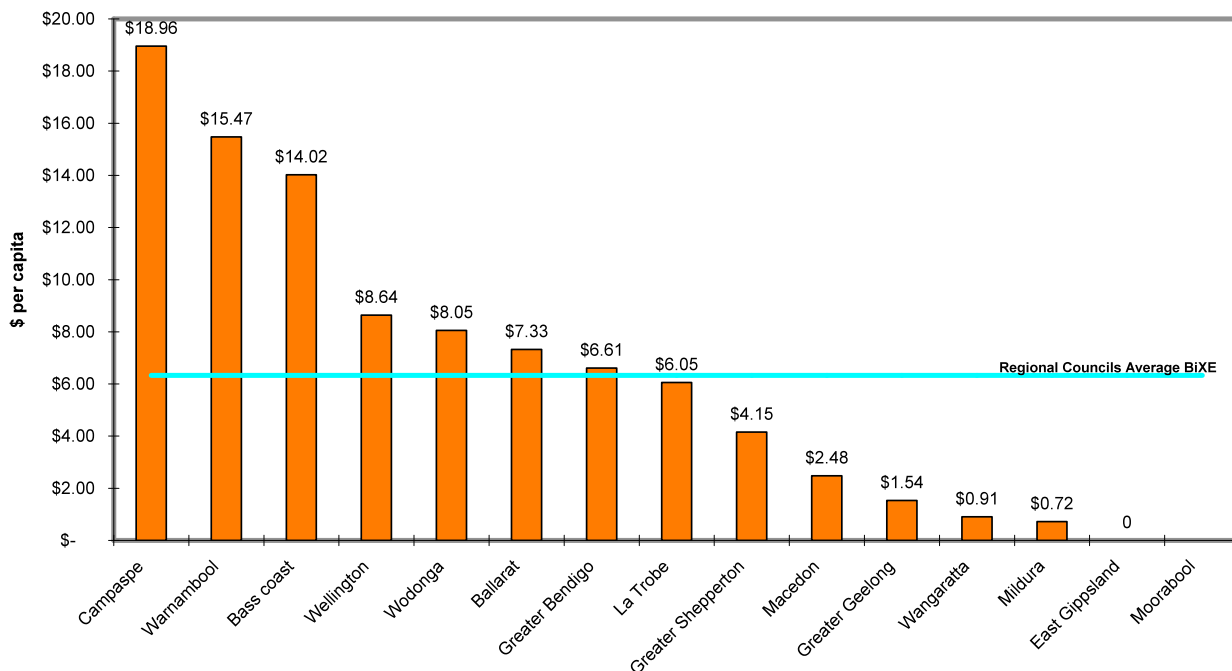
Bike spending came close to the BiXE threshold in the following:

- Greater Shepparton City Council

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

- Macedon
- Wangaratta
- City of Mildura
- East Gippsland
- Moorabool Shire

BiXE 2008: Regional Councils



Note: The following councils have been included in BiXE 2008 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:

City of Greater Geelong
Stonnington City Council
Banyule City Council
Hobsons Bay City Council
Kingston City Council
Campaspe Shire council
La Trobe City Council
Macedon Ranges Shire council
Wangaratta Rural City Council

Council by Council Analysis

'Inner' Councils

The City of Yarra

The City of Yarra, with a BiXE 2008 of \$16.84 per capita was the only authority in the Inner zone with spending above the \$5 BiXE threshold and was one of the highest in the state.

This shows Yarra is leading the way compared to other 'Inner' councils and is well above the average BiXE of \$5.24 for councils in this Inner zone.

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

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

It was disappointing that expenditure in the remaining Inner councils was below the \$5 per capita threshold: Their BiXE ratings were as follows:

City of Maribyrnong

Maribyrnong City Council has a BiXE 2008 of \$3.39. This shows Maribyrnong is below the average BiXE of \$5.24 for councils in this zone and so is not meeting the recommended \$5 per resident. Maribyrnong City Council has opportunities to invest their funds into cycling infrastructure such as:

- Building the missing link on the Federation Trail between Millers Rd and the Bay Trail/Shepherd Bridge
- Sunshine Rail Path
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

City of Port Phillip

Port Phillip City Council has a BIXE 2008 of \$3.26. This shows Port Phillip is below the average BiXE of \$5.24 for councils in this zone. The result shows that there is room for improvement to meet the recommended \$5 per resident. Port Phillip City Council has opportunities to invest these funds into cycling infrastructure such as:

- Building the 'Lake Route' from the Bay Trail along Fitzroy St, through the Albert Park area and along Cecil St to the Tea House on Normanby Rd.

- Providing more on road bike lanes on Council-maintained roads (such as Alma rd/Princes St), particularly around schools

City of Stonnington

Stonnington City Council has a BIXE 2008 of \$2.69. This shows Stonnington is below the average BIXE of \$5.24 for councils in this Inner zone and so is not meeting the recommended \$5 per resident. The result shows that there is room for improvement to meet the recommended \$5 per resident. Given the proximity to Central Melbourne and the relative success of surrounding areas such as the City of Yarra and the City of Boroondara, Stonnington could also be part of the increase in rider numbers. Stonnington City Council has opportunities to invest these funds into cycling infrastructure such as:

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

City of Melbourne

Melbourne City Council has a BIXE 2008 of \$0.00. Following a spending figure last financial year of \$3.1m, Melbourne City Council has no planned expenditure on bike infrastructure for the 2008-9 financial year. Given Melbourne City Council's central role in developing the bicycle network, it was particularly disappointing that no funds from the CBD Parking Levy were allocated to sustainable transport. Melbourne City Council has opportunities to develop cycling infrastructure such as:

- Improving NorthBank between Swan St through to Docklands
- Building the Quality Routes such as Albert St, Rathdowne St, and Queensberry St amongst many others.

'Middle' Councils

The following councils met or exceeded the recommended BiXE 2008 of \$5 per capita.

City of Manningham

Manningham City Council has a BIXE 2008 of \$12.49 which is a sizeable increase above its 2007 BiXE of \$1.08. This result easily exceeds the average BiXE of \$5.08 for this Middle area and so is exceeding Bicycle Victoria's recommended \$5 per resident threshold. This year's result shows that Manningham is one of the councils leading the way compared to surrounding councils in the 'Middle Zone' and is to be congratulated on its investment in bike infrastructure. Looking ahead, Manningham City Council has further opportunities to invest funds into infrastructure such as:

- Bulleen Rd/Doncaster Rd.

City of Darebin

Darebin City Council has a BIXE 2008 of \$8.04 which exceeds the average BiXE of \$5.08 for this area and so is exceeding Bicycle Victoria's recommended \$5 per resident threshold. This year's result shows that Darebin is one of the councils leading the way compared to other councils in the 'Middle Zone' and is to be congratulated on its investment in bike infrastructure. Looking ahead, Darebin City Council has further opportunities to invest funds into infrastructure such as:

- Providing more on road bike lanes on Council-maintained roads, such as Darebin Rd., particularly around schools.
- Pipebridge near to Merri Parade

City of Banyule

Banyule City Council has a BIXE 2008 of \$6.64. This places Banyule above the 'Middle' zone councils' average BiXE of \$5.08 and so is exceeding Bicycle Victoria's recommended \$5 per resident threshold. Banyule City Council has opportunities to invest these funds into cycling infrastructure such as:

- Upgrading the Main Yarra Trail
- Providing an attractive link into the Heidelberg central area along Yarra St.
- Completing the Greensborough path link between Yallambie and Grimshaw Sts.

City of Moreland

Moreland City Council has a BIXE 2008 of \$5.63. This shows Moreland is above average compared to other 'Middle' councils where the average BiXE 2008 was \$5.08. This result constitutes a big improvement

compared to 2007 when Moreland had a BiXE of \$1.45. By increasing its funding Moreland is contributing to the increase in rider numbers.

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

- Completing the O’Hea St 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

City of Bayside

Bayside City Council has a BIXE 2008 of \$5.60. This places Bayside above the ‘Middle’ councils average BiXE of \$5.08 and so is exceeding Bicycle Victoria’s recommended \$5 per resident threshold. The BiXE 2008 result is an improvement on the result of \$4.08 in 2007. 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.

Some councils came close to reaching the recommended BiXE in 2008 of \$5 per resident:

City of Moonee Valley

Moonee Valley City Council scored a BIXE 2008 of \$4.92. This shows Moonee Valley is slightly below the average BiXE of 4.41 compared to other ‘Middle’ councils and close to the recommended \$5 per resident threshold. Moonee Valley had a BIXE 2007 result of \$1.59 and so has shown considerable improvement over the year. Moonee Valley City Council has opportunities to invest these funds into cycling infrastructure such as:

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

City of Hobsons Bay

Hobsons Bay City Council has a BIXE 2008 of \$4.56 per capita This shows Hobsons Bay is close to the average BiXE 2008 for the ‘Middle’ zone of \$5.08. Hobsons Bay exceeded its BIXE 2007 of \$3.53 but 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 and complete the Bay Trail.
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

City of Boroondara

Boroondara City Council has a BIXE 2008 of \$4.45 which is an improvement on its BIXE 2007 of \$2.53. This year's result places Boroondara close to the 'Middle' councils average BiXE 2008 of \$5.08 but also shows there is still room for further improvement. 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 Rd.
- The Darebin Bridge
- Upgrade of Main Yarra Trail.
- The Anniversary Trail
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

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

City of Kingston

Kingston City Council has a BIXE 2008 of \$3.11 which is similar to its BiXE 2007 of \$3.16. This year's result places Kingston below the average 'Middle' councils average BiXE 2008 of \$5.08 and shows there is room for improvement to meet the recommended \$5 per resident. Kingston City Council has opportunities to invest these funds into cycling infrastructure such as:

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

City of Whitehorse

Whitehorse City Council has a BiXE 2008 of \$2.65 which is an improvement on its BIXE 2007 of \$0.61. This year's result places Whitehorse below the average 'Middle' councils average BiXE 2008 of \$5.08 and shows there is room for improvement to meet the recommended \$5 per resident.

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 Rd, 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 2008 of \$1.94 which is an improvement on its BIXE 2007 of \$0. This year's result places Glen Eira well below the average 'Middle' councils average BiXE 2008 of \$5.08 and shows there is plenty of room for improvement to meet the recommended \$5 per resident. Glen Eira City Council has opportunities to invest in cycling infrastructure such as:

- Building the missing links along the railway Corridors
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

City of Monash

Monash City Council has a BiXE 2008 of \$0.93 which is a slight improvement on its BIXE 2007 of \$0.79. This year's result places Monash well below the average 'Middle' councils average BiXE 2008 of \$5.08 and shows there is plenty of room for improvement to meet the recommended \$5 per resident. 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 Rd. 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 2008 of \$5 per capita:

City of Wyndham

Wyndham City Council has a BiXE 2008 of \$17.16 which is a big improvement on its BIXE 2007 of \$5.51. This result places Wyndham well above the average 'Outer' councils BiXE 2008 of \$6.33 and shows that Wyndham is leading the way compared to other councils in the 'Outer Zone' and is to be congratulated on its investment in bike infrastructure. 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.

City of Casey

Casey City Council has a BiXE 2008 of \$10.77 which is an improvement on its BIXE 2007 of \$8.32. This result places Casey well above the average 'Outer' councils BiXE 2008 of \$6.33 and shows that Casey is leading the way compared to other councils in the 'Outer Zone' and is to be congratulated on its investment in bike infrastructure. 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 Whittlesea

Whittlesea City Council has a BiXE 2008 of \$10.06 which is a considerable improvement on its BIXE 2007 of \$1.38. This result places Casey well above the average 'Outer' councils BiXE 2008 of \$6.33 and shows that Whittlesea is leading the way compared to other councils in the 'Outer Zone' 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
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

City of Brimbank

Brimbank City Council has a BiXE 2008 of \$8.09 which is a strong improvement on its 2007 BiXE of \$4.48. This result places Brimbank well above the average 'Outer' councils BiXE 2008 of \$6.33 and shows that Brimbank is one of the councils leading the way in the 'Outer Zone' and is to be congratulated on its 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 Rd and the new Federation Trail.
- Providing more on road bike lanes on Council-maintained roads, particularly around schools.

City of Nillumbik

Nillumbik City Council has a BIXE 2008 of \$7.14 which is an improvement on its BIXE 2007 rating of \$3.61. This result places Nillumbik above the average 'Outer' councils BIXE 2008 of \$6.33 and shows that Nillumbik has exceeded the \$5 per resident threshold. 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 Hume

Hume City Council has a BIXE 2008 of \$6.46 which is a considerable improvement on its BIXE 2007 rating of \$0.50. This result places Hume just above the average 'Outer' councils BIXE 2008 of \$6.33 and shows that Hume has exceeded the \$5 per resident threshold. 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 Knox

Knox City Council has a BIXE 2008 of \$6.23 which is an improvement on its BIXE 2007 of \$5. This year's result places Hume just below the average 'Outer' councils BIXE 2008 of \$6.33 but does show that Knox has exceeded the \$5 per resident threshold. Knox City Council has further opportunities to invest funds into cycling infrastructure such as:

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

Two outer councils came close to reaching the recommended \$5 per resident threshold:

City of Yarra Ranges

Yarra Ranges City Council has a BIXE 2008 of \$4.78 which is a strong improvement on its BIXE 2007 of \$0.88. This year's result places Yarra Ranges below the average 'Outer' councils BiXE 2008 of \$6.33 and shows that Yarra ranges has come close to meeting the recommended \$5 per resident threshold. Yarra Ranges City Council has further opportunities to invest these funds into 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

City of Cardinia

Cardinia City Council has a BiXE 2008 of \$4.10 which is an improvement on its BIXE 2007 rating of \$2.43 per resident. This year's result places Cardinia below the average 'Outer' councils BiXE 2008 of \$6.33 but does show that Cardinia has come fairly close to meeting the recommended \$5 per resident threshold. Cardinia City Council has additional opportunities to invest funds into cycling infrastructure such as:

- Linking their new growth areas to the established path network and 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 2008 of \$3.11 which is a slight improvement on its BIXE 2007 of \$3.01. This year's result places Frankston well below the average 'Outer' councils BiXE 2008 of \$6.33 and shows that Frankston has fallen short of meeting the recommended \$5 per resident threshold. 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.
- 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 2008 of \$1.94 which is slightly above its BIXE 2007 of \$1.26. This year's result places Maroondah well below the average 'Outer' councils BiXE 2008 of \$6.33 and shows that there is much room for improvement for Maroondah to meet the recommended \$5 per resident threshold. 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

- 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.

Mornington Peninsula Shire

Mornington Peninsula Shire has a BiXE 2008 of \$1.82 which is a much lower figure than last year's strong performance when it recorded a BiXE of \$8.32. This year's result places Mornington Peninsula well below the average 'Outer' councils BiXE 2008 of \$6.33 and shows that there is much room for improvement for Mornington Peninsula to be meeting the recommended \$5 per resident threshold as it did last year.

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

- Improving and closing the missing links along the Bay Trail
- 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 Greater Dandenong

Greater Dandenong City Council has a BiXE 2008 of \$0.63 which is a decrease compared to its BiXE 2007 rating of \$1.41. This year's result places Greater Dandenong well below the average 'Outer' councils BiXE 2008 of \$6.33 and shows that there is much room for improvement for Greater Dandenong to be meeting the recommended \$5 per resident threshold. 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 Melton

It was not possible to verify the proportion of Melton's reported total expenditure that was external funding. Thus, Melton was not included in BiXE 2008. However, Melton City Council has opportunities to invest in bike infrastructure such as:

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

Regional councils

This is the first year that Regional councils have been included in the Bicycle Expenditure Index. The average BiXE 2008 for Regional councils, was \$6.33 per resident, the same as the average for the 'Outer' councils

The following councils met or exceeded Bicycle Victoria's recommended BiXE 2008 of \$5 per capita.

Campaspe Shire Council has a BIXE 2008 of \$18.96. This result places Campaspe a long way above the average 'Regional' councils BiXE 2008 of \$6.33 and shows that Campaspe is leading the way compared to other regional councils and is to be congratulated on its investment in 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

Warrnambool City Council has a BIXE 2008 of \$15.47. This result places Warrnambool a long way above the average 'Regional' councils BiXE 2008 of \$6.33 and shows that Warrnambool is leading the way compared to other regional councils 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

Bass Coast Shire Council has a BIXE 2008 of \$14.02. This result places Bass Coast a long way above the average 'Regional' councils BiXE 2008 of \$6.33 and shows that Bass Coast is leading the way compared to other regional councils and 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.

Wellington Shire Council has a BIXE 2008 of \$8.64. This result places Wellington above the average 'Regional' councils BiXE 2008 of \$6.33 and shows that Wellington is working hard to invest in and develop bike infrastructure for its residents. 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.

Wodonga City Council has a BIXE 2008 of \$8.05. This result places Wodonga above the average 'Regional' councils BiXE 2008 of \$6.33 and shows that Wodonga is working hard to invest in and develop bike

infrastructure for its residents. 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.

Ballarat City Council has a BIXE 2008 of \$7.33. This result places Ballarat above the average 'Regional' councils BiXE 2008 of \$6.33 and 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 Trail to the new train station at Wendouree.

Greater Bendigo City Council has a BIXE 2008 of \$6.61. This result places Greater Bendigo above the average 'Regional' councils BiXE 2008 of \$6.33 and shows that 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 the O'Keefe Rail Trail from its current terminus at Axedale, through to Heathcote.

La Trobe City Council has a BIXE 2008 of \$6.05. This result places La Trobe above the average 'Regional' councils BiXE 2008 of \$6.33 and shows that La Trobe is working hard to invest in and develop bike infrastructure for its residents. 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

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

Greater Shepparton City Council has a BIXE 2008 of \$4.15. This result places Greater Shepparton just below the recommended \$5 per resident threshold. Greater Shepparton can invest further in bicycle infrastructure through:

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

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 2008 for Regional councils of \$6.33:

Greater Geelong City Council has a BIXE 2008 of \$1.54. This result places Geelong well below both the recommended \$5 per resident threshold and the average 'Regional' councils BiXE 2008 of \$6.33. 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

Macedon Ranges Shire Council has a BIXE 2008 of \$2.48

Wangaratta Rural City Council has a BIXE 2008 of \$0.91

Mildura Rural City Council has a BIXE 2008 of \$0.72

East Gippsland Shire Council has a BIXE 2008 of \$0.00

Moorabool Shire Council has a BIXE 2008 of \$0.00

Conclusion

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

Bicycle Victoria encourage those councils with less than \$5 per resident bike spending to pursue the good practice being developed in councils such as Yarra, Darebin, Wyndham, Campaspe Warrnambool and Bass Coast.

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.

In Sydney, following the commitment of spending of \$100m over 4 years by the city council on bike infrastructure, if we use an average annual expenditure figure of \$25m, a BiXE of close to \$150.00 is generated.

The city council in Brisbane have also committed \$100m over four years. Estimated expenditure in the first of these four years, 2008-09, comes in at just over \$19m, generating a BiXE 2008 of \$19.05 per resident.

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

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.

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