

BiXE 2010

The Bicycle Expenditure Index for Local Government

2010 – 2011 Financial Year

Bicycle Victoria
December 2010



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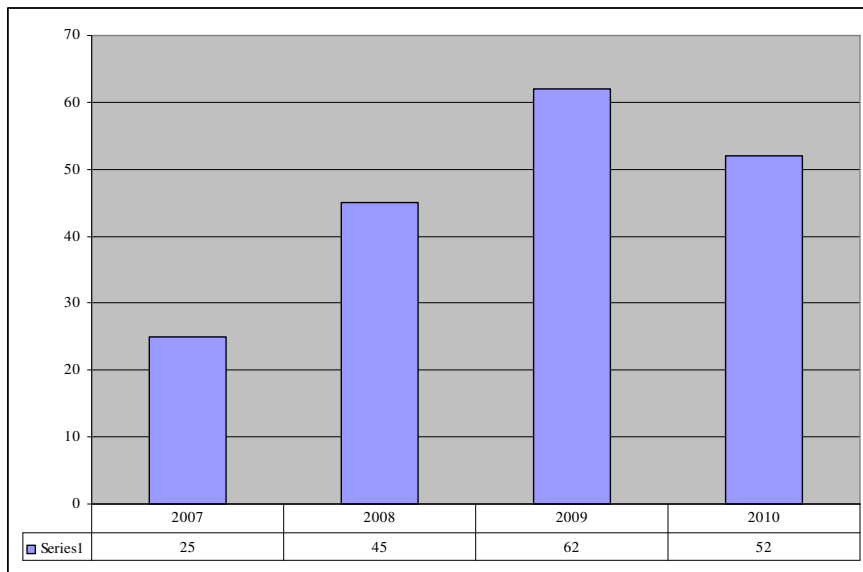
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Executive Summary – BiXE 2010

BiXE 2010 Councils Spending Above the Threshold

BiXE 2010 shows that 52% of Councils across the state met or exceeded the recommended threshold of \$5 per resident.

This is down from 62% of Councils in 2009 but higher than the 45% of Councils in 2008 and the 25% of Councils in 2007.



BiXE 2010 Highest Expenditures

A number of Councils are spending over \$10 per capita. This group includes:

- Bass Coast Shire
- East Gippsland Shire
- Mornington Peninsula Shire
- City of Manningham
- City of Melbourne
- City of Port Phillip
- Wangaratta Rural City Council
- City of Yarra

The City of Yarra has a BiXE score of \$20.04 per capita, which is the highest in the state.

BiXE 2010 Zone Averages

In 2010 the Inner Councils achieved the highest BiXE average: \$10.79.

The average BiXE ratings for the four Council zones are:

- Inner Councils \$10.79
- Regional Councils \$5.75
- Outer Councils \$5.37
- Middle Councils \$4.26

BiXE 2010 Four-Year Averages

The four-year average for the Inner, Middle and Outer Council Zones are:

- Inner Councils \$9.64
- Outer Councils \$5.04
- Middle Councils \$4.34

Regional Zone Councils were included in BiXE from 2008, so we can provide the BiXE average score for the three years that Regional Council have participated in BiXE.

- Regional Councils \$5.93

BiXE 2010 Capital Cities

The BiXE 2010 scores for the state capitals are:

- Sydney \$161.93
- Brisbane \$30.16
- Melbourne \$12.19
- Adelaide \$11.90
- Perth \$6.15
- Darwin \$4.53
- Canberra \$3.11
- Hobart \$1.01

Introduction

Councils across Australia are investing in increased bike riding.

Some see increased bike riding as a way to improve the health of their community. Some see increased bike riding as an effective way for local government to respond to the challenge of climate change. Some are developing the amenity and liveability that goes along with bike friendly places. Some wish to provide recreation opportunities to their community. Some aim to attract tourists on bikes. Some see the bike as an affordable way to resolve the pressure that increased population puts on the transport system. Most want more than one of these benefits.

The key to increasing bike riding is better bicycle infrastructure. In each community there are two small extreme groups, passionate cyclists who will ride no matter what the conditions and those determined to never to ride a bike ever. In between these two groups lie the majority – people who are interested in riding but are concerned about the conditions. The evidence shows that better bike facilities – routes and networks, lanes and paths, bike parking and other facilities – will convince people in this middle group to take up transport or recreation trips by bike.

It is therefore important to know how much is being spent on bicycle infrastructure.

BiXE 2010 is Bicycle Victoria's fifth annual index of local government spending on bike infrastructure. The index has been developed over the last five years to illustrate the growing commitment across the local government sector to increasing bike riding, to inform residents on the level of bike investment in their area and provide information to Councils developing their budget for the coming year. It also acts as a lead indicator of future riding levels.

When we first published the index in 2007 only six Councils had spent more than \$5 a head. In 2010 that number has quadrupled. This is a reflection of the increased relevance of increased bike riding to municipal strategies and suggests that riding numbers will continue to grow.

About BiXE

BiXE 2010 analyses the bike infrastructure expenditure of 50 of the 79 Councils in Victoria for the 2010–2011 financial year. It also summarises the commitments of the Capital City Councils.

BiXE 2010 uses data from published Council budgets for 2010–2011. Relevant items include new projects and specific allocations for maintenance of bicycle facilities.

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

The BiXE index for each Council is calculated by dividing the final figure of bike-related spending in the Council's budget by the number of residents in the municipality.

Where the data is available we have calculated averages of bike infrastructure spending over the past four years. (see the graph titled BiXE 2010 – LGA Expenditure per Capita, on page 9).

Each Council's index is reported against the threshold of \$5 per resident – an amount that indicates that a Council has sufficient funds to improve their network and see a return in increased riding levels.

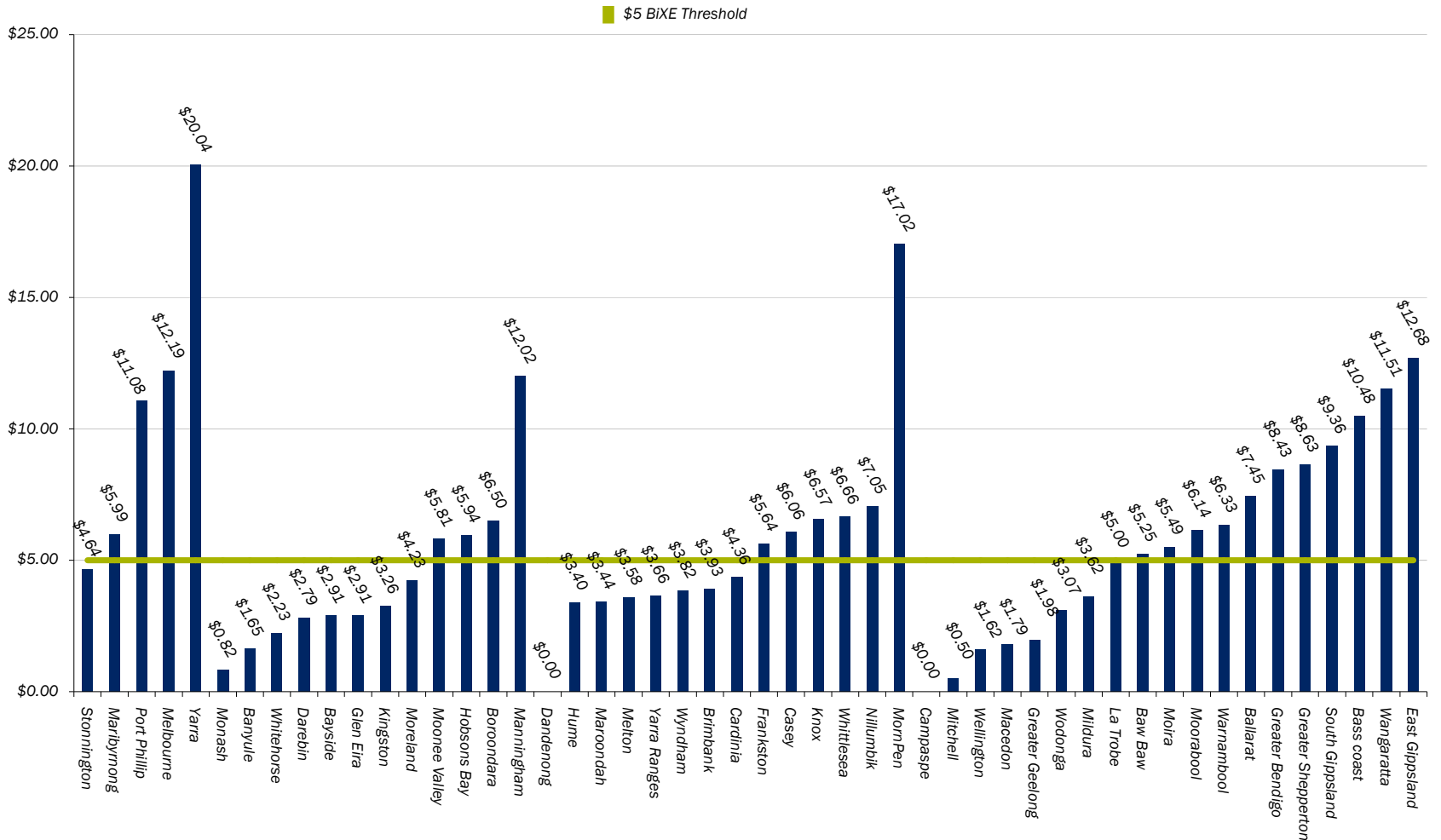
The index is calculated on a consistent basis. It does not include for example any external funding received by a Council. See Appendix B for more detail on what is included in the index.

The Four Urban Zone Categories

The Councils are divided into four different categories, to reflect the different land use of these Councils. The four categories are Inner, Middle, Outer and Regional zones. (The Regional category was introduced in BiXE 2008.)

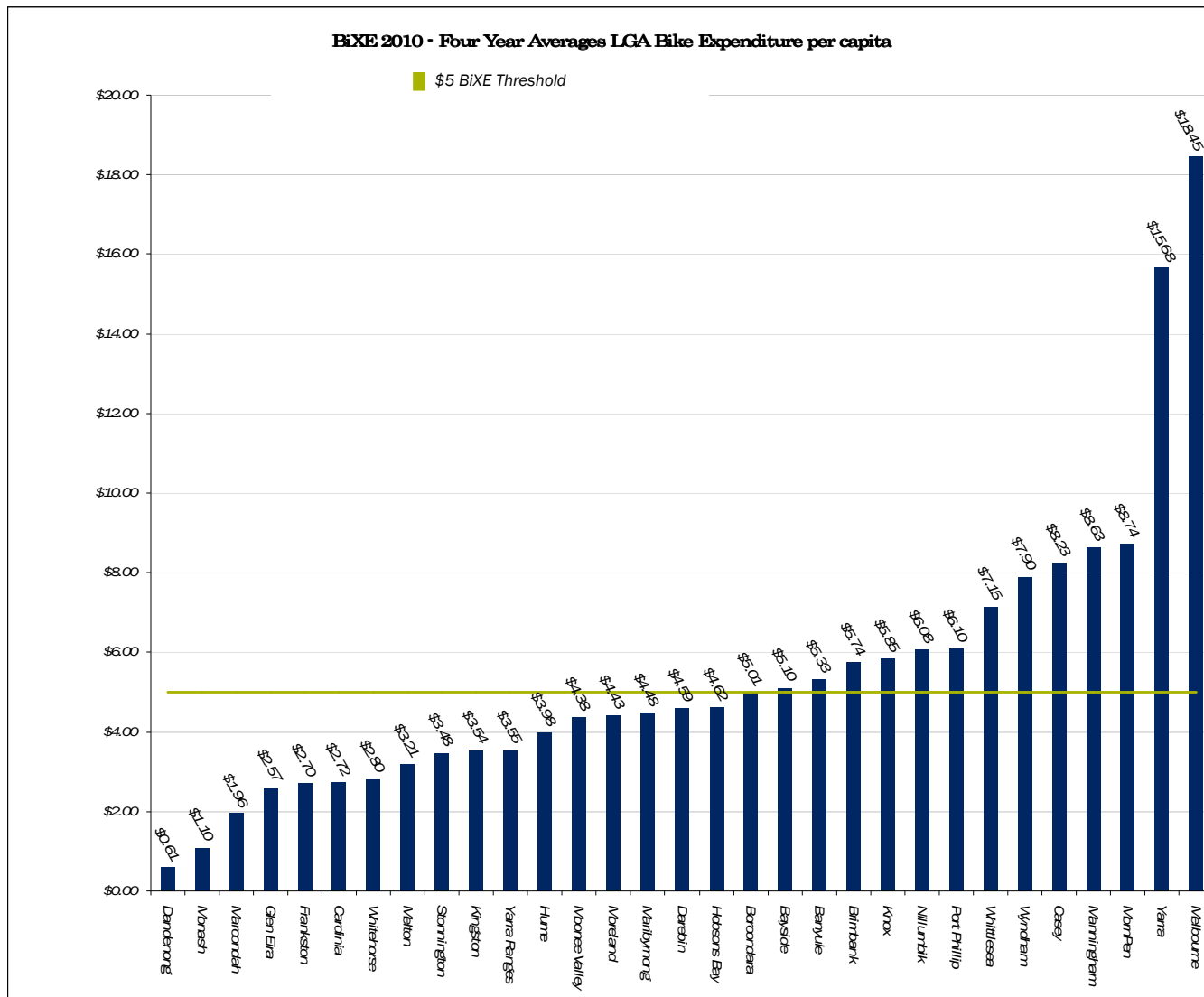
These categories ensure that Councils are compared with other Councils in the same urban zone. For example an Outer Zone Council building a long, expensive off-road path with financial assistance from developers, will be compared with other Councils in the Outer Zone, who operate in similar circumstances. And urban Councils, in the Inner Zone, working to retrofit local roads or paths, will be compared with other Inner Zone Councils.

BiXE 2010 - LGA Bike Expenditure per capita



BiXE 2010

The Bicycle Expenditure Index for Local Government



The four-year averages chart includes municipalities within the Inner, Middle, and Outer zones. Regional municipalities are not included here this year because Bicycle Victoria does not have four years of data for Councils in this category, which was not introduced until 2008.

Summary of Inner Zone Councils

The average BiXE 2010 for Councils in the Inner Zone was \$10.79. This figure represents a small increase against last year's \$10.66 per resident.

Because of the high density of rider destinations in Inner Zone Council areas, spending on bike infrastructure and facilities by Councils in these areas can have the greatest impact on rider numbers, leading to reductions in traffic congestion.

Above the BiXE Threshold

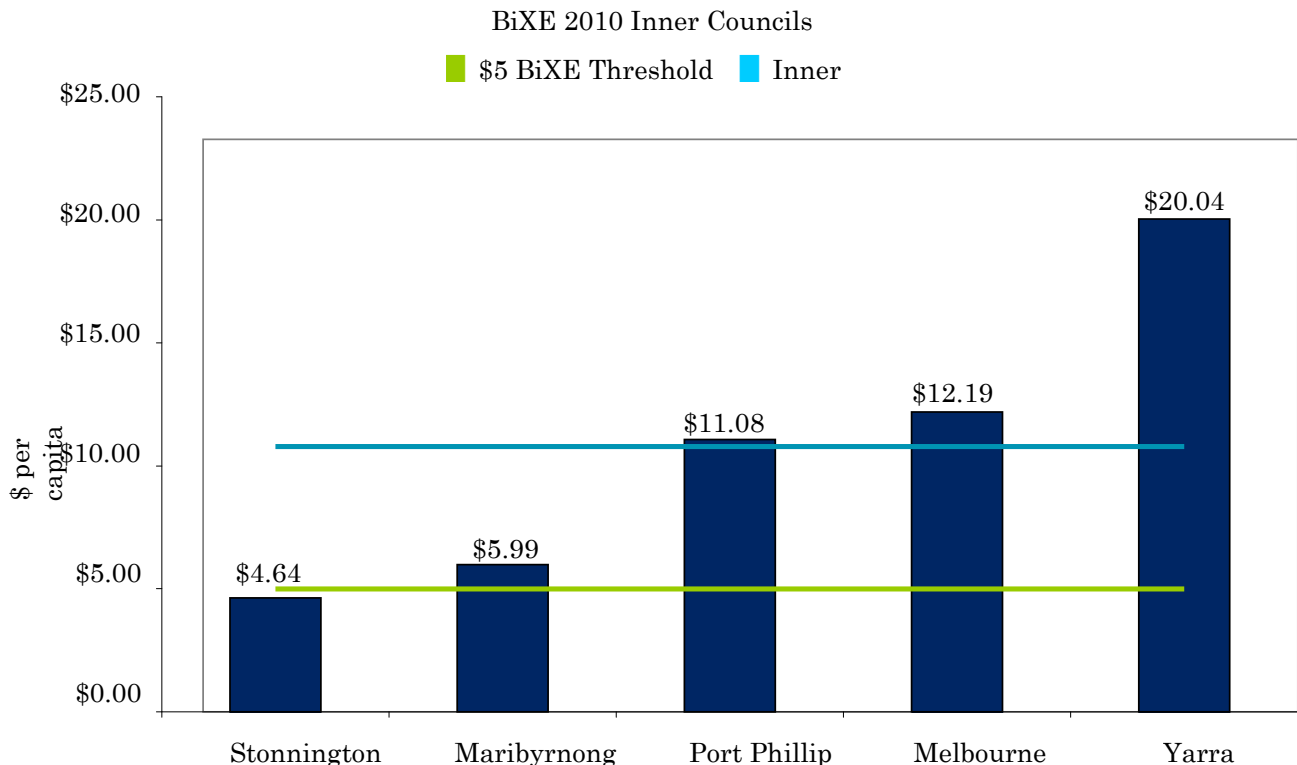
Eighty percent of Inner Zone Councils achieved a bicycle expenditure score above the \$5 per resident BiXE threshold:

- City of Yarra
- City of Melbourne
- City of Port Phillip
- City of Maribyrnong

Below the BiXE Threshold

Bike spending came close to the BiXE threshold in:

- City of Stonnington



Summary of Middle Zone Councils

In the Middle Zone, the average BiXE 2010 was \$4.26 per capita, a 28.46% reduction on 2009. Only 33% of Middle Councils reached or exceeded the BiXE spending threshold of \$5 per capita, compared to 66% in 2009.

It is particularly important for Middle Councils to increase their expenditure on bicycle infrastructure, and to invest in recreational as well as transport-related bike facilities. Additional bike paths and bicycle lanes are needed to connect the network and so increase rider numbers in these areas.

Above the BiXE Threshold

The following Councils achieved a BiXE score above the recommended threshold:

- City of Manningham
- City of Boroondara
- Hobson's Bay City Council
- Moonee Valley City Council

Below the BiXE Threshold

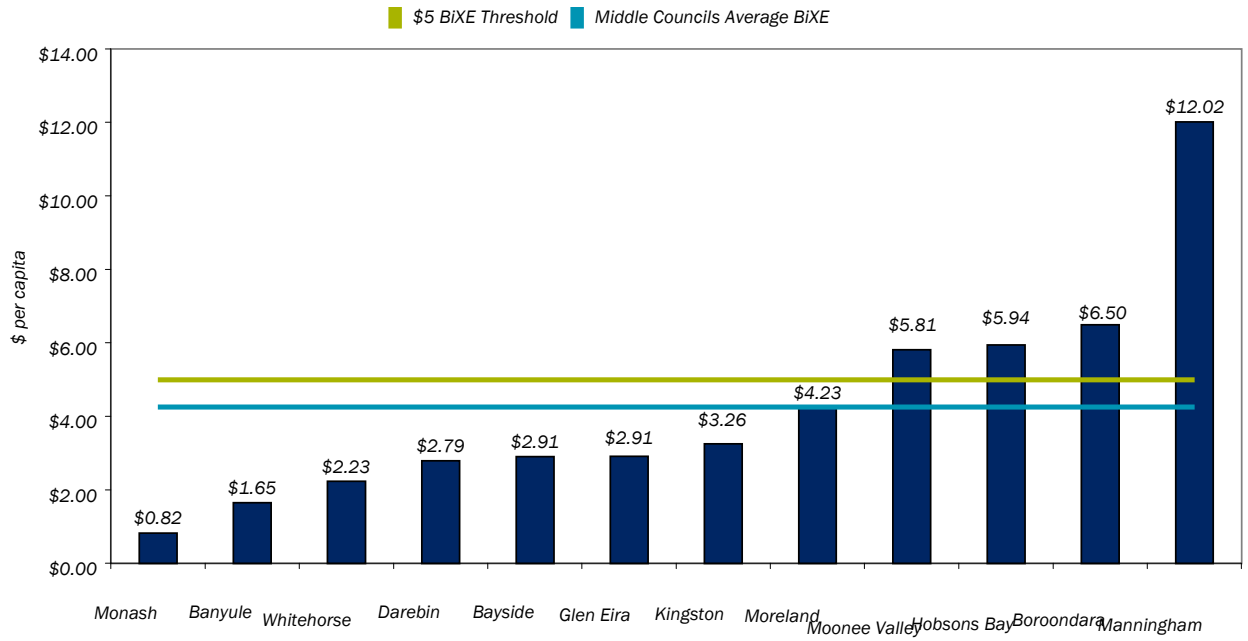
Bike spending came close to the BiXE threshold in:

- City of Moreland

The allocation of funds by the following Councils was well below the threshold:

- Kingston City Council
- City of Glen Eira
- City of Bayside
- City of Darebin
- City of Whitehorse
- City of Banyule
- City of Monash

BiXE 2010 Middle Councils



Summary of Outer Zone Councils

The average BiXE score for the Outer Councils in 2010 was \$5.37. Only 43% of Councils achieve the recommended level of spending, which is significantly less than in 2009, when 70% of the Outer Councils reached or exceeded the \$5 per resident BiXE threshold.

Above the BiXE Threshold

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

- Mornington Peninsula
- City of Nillumbik
- City of Whittlesea
- City of Knox
- City of Casey
- City of Frankston

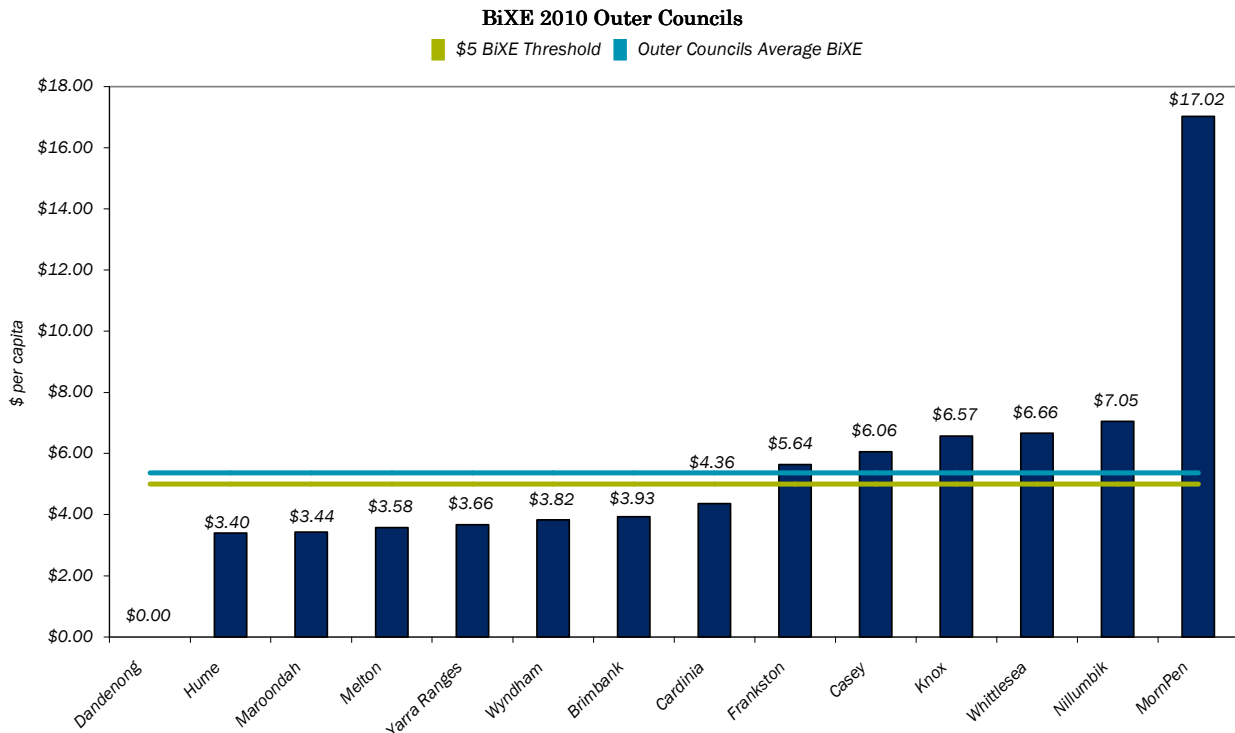
Below the BiXE Threshold

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

- Cardinia Shire

The limited allocation of funds by these Councils was disappointing:

- City of Brimbank
- City of Wyndham
- Yarra Ranges Shire
- City of Melton
- Maroondah City Council
- Hume City Council
- City of Greater Dandenong



Summary of Regional Zone Councils

Sixty-three percent of the Regional Councils reached or exceeded the \$5 per resident BiXE threshold in 2010, compared to approximately 57% in 2009. The BiXE 2010 average for Councils in the Regional Zone is \$5.75.

Above the BiXE Threshold

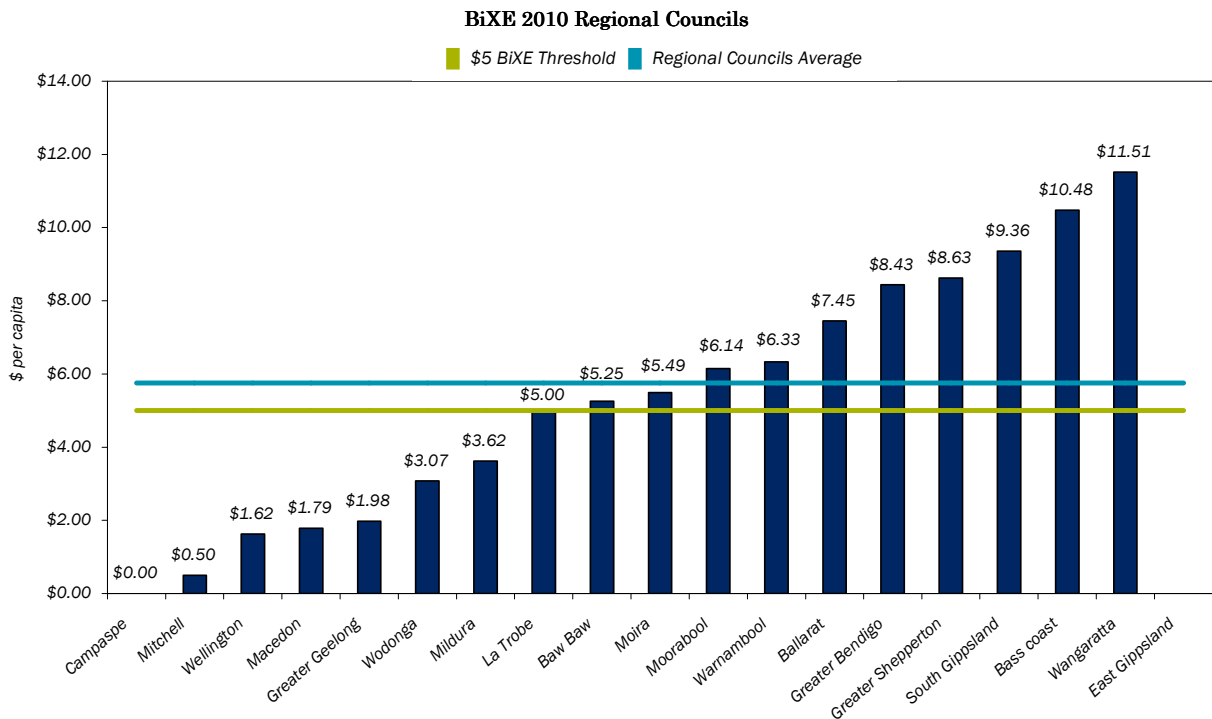
Bicycle expenditure at or above the \$5 per resident BiXE threshold in the following Councils:

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

Below the BiXE Threshold

Bike spending was below the \$5 BiXE threshold in the following Councils:

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



Note: The following Councils have been included in BiXE 2010 although Bicycle Victoria was unable to confirm its BiXE data with these Councils. Bicycle Victoria has attempted to present expenditure figures as accurately as possible in each of these cases.

- Moorabool Shire Council
- City of Melbourne
- Hume City Council

Analysis of Inner Zone Councils

The average BiXE score for Inner Zone Councils in 2010 was \$10.79.

Most Inner Zone Councils met or exceeded the recommended BiXE 2010 of \$5 per capita.

The City of Yarra

With a BiXE 2010 score of \$20.04 per capita, the City of Yarra had the highest BiXE score in the state this year. This is well above the Inner Zone Council average for 2010, which is \$10.79.

City of Yarra achieved a Four-Year BiXE Average of \$15.68.

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

- Joining the City of Melbourne's next generation Quality Route Initiative on roads such as Elizabeth Street, Rathdowne Street and Wellington Street.

City of Melbourne

The City of Melbourne's BiXE rating for 2010 is \$12.19. This is 27.78% reduction in spending in 2010 over the 2009 figure, but is still above the Inner Zone average for 2010, and more than double the BiXE recommended minimum.

This commitment to bike riding sees the City of Melbourne achieve a Four-Year BiXE Average of \$ 18.45, which is the highest in the state.

The City of Melbourne has opportunities to further develop bike riding infrastructure such as:

- Improving North Bank between Swan Street through to Docklands
- William and Latrobe Streets.

City of Port Phillip

The City of Port Phillip Council has a BiXE 2010 of \$11.08. This figure represents a 55% increase over Port Phillip's BiXE 2009 rating. Port Phillip's 2010 BiXE exceeds the \$5.00 threshold and it is above the Inner Zone average of \$10.79.

The City of Port Phillip Four-Year BiXE Average is \$6.10.

The City of Port Phillip has opportunities to invest funds into bike riding infrastructure such as:

- Completing the 'Lake Route' from the Bay Trail and along Fitzroy Street, through the Albert Park area and down 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), and particularly around schools.

City of Maribyrnong

Maribyrnong City Council has a BiXE 2010 of \$5.99. Maribyrnong has met the recommended \$5 per resident threshold but fallen below this year's Inner Zone Council average of \$10.79.

Maribyrnong's Four-Year BiXE Average is \$4.48

Maribyrnong City Council has opportunities to invest their funds into bike riding infrastructure such as:

- Napier/Buckley streets route.
- Ensuring that the 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.

Inner Zone Councils Below the BiXE Threshold

One Inner Zone Council came close to reaching the recommended BiXE in 2010 of \$5 per resident.

City of Stonnington

The City of Stonnington had a BiXE 2010 of \$4.64. Stonnington's bike spending for 2010 was less than half of the 2010 Inner Zone average (\$10.79). This is the fourth consecutive year that Stonnington has failed to meet the recommended \$5 per resident. City of Stonnington has a Four-Year BiXE Average of \$3.48

Given the relative success of other Inner Zone Councils, whose spending shows a commitment to increasing rider numbers, Stonnington's limited spending on bike infrastructure is disappointing.

The City of Stonnington has opportunities to invest funds into bike riding infrastructure such as:

- Upgrade of Chapel Street
- 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.

Analysis of Middle Zone Councils

The average BiXE score for Middle Zone Councils in 2010 was \$4.26.

The following Councils met or exceeded the recommended BiXE 2010 of \$5 per capita.

City of Manningham

The City of Manningham has a BiXE 2010 of \$12.02. This result is a 34.75% increase on Manningham's 2009 BiXE, and it exceeds Bicycle Victoria's recommended \$5 per resident threshold as well as the Middle Zone average BiXE of \$4.26.

Manningham has achieved a Four-Year BiXE Average of \$8.63, which is the highest BiXE score for any Middle Zone Council. Bicycle Victoria congratulates the City of Manningham on its investment in bike infrastructure.

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

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

City of Boroondara

The City of Boroondara has a BiXE 2010 of \$6.50, and this BiXE score places Boroondara above the Middle Zone average for this year (\$4.26).

Boroondara has achieved a Four-Year BiXE Average of \$5.01.

Boroondara City Council has opportunities to invest these funds into bike riding infrastructure such as:

- Building the missing link in the Gardiners Creek Trail, east of Solway Bridge through to Warrigal Road.
- The Darebin Bridge
- Fixing the gap in the Anniversary Trail (at Riversdale Road).
- Providing more on-road bike lanes on Council-maintained roads, such as Willsmere Road, Kew.

City of Hobsons Bay

The City of Hobsons Bay has achieved BiXE 2010 of \$5.94, which represents a 33.87% improvement on Hobsons Bay 2009 BiXE score. This is the first year that Hobsons achieved the Bicycle Victoria recommended \$5 per resident threshold.

Hobsons Bay has a Four-Year BiXE Average of \$4.62.

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

- Building the missing link along the Kororoit Creek path to the Federation Trail
- Upgrading and completing the Bay Trail West.
- Providing more on-road bike lanes on Council-maintained roads, particularly around schools

City of Moonee Valley

The City of Moonee Valley achieved a BiXE 2010 score of \$5.81. This score is above the BiXE threshold and places Moonee Valley above the 2010 Middle Zone average (\$4.26).

Moonee Valley has a Four-Year BiXE Average of \$4.38 and has shown a steady improvement over that time.

The City of Moonee Valley has opportunities to invest funds into bike riding infrastructure such as:

- Continuing to upgrade Moonee Ponds Creek path
- Building the missing link in the Steele Creek path, between the Steele Creek and Maribyrnong River paths (from the new underpass at Buckley Street, continuing north to the Calder Highway).
- Providing more on-road bike lanes on Council-maintained roads, particularly around schools.

Middle Zone Councils Below the BiXE Threshold

One Middle Zone Council, the City of Moreland, came close to reaching the recommended minimum BiXE in 2010 of \$5 per resident. Regrettably, expenditure in the remaining Councils was well below the \$5 BiXE threshold.

City of Moreland

Moreland City Council has a BiXE 2010 of \$4.23. It is disappointing to see Moreland reduce spending by 33.78% against its BiXE 2009. Moreland has a Four-Year BiXE Average of \$4.43.

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

- Completing the O’Hea Street path from Creek-to-Creek
- Continuing to improve the Merri Creek Trail
- Continuing to improve the Upfield path
- Extending the northern ends of the Merri Creek Trail and the Upfield path
- The Burrow Street route

City of Kingston

Kingston City Council has a BiXE 2010 of \$3.26. Kingston’s BiXE 2010 score is below the Middle Zone Council average for 2010 (\$4.26). There is considerable room for improvement in Kingston’s bike spending if it is to meet the recommended minimum BiXE of \$5 per resident.

Kingston City Council’s Four-Year BiXE Average is \$3.54

Kingston City Council has opportunities to invest funds into bike riding infrastructure such as:

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

City of Glen Eira

Glen Eira City Council has a BiXE 2010 of \$2.91. Glen Eira has not met the recommended BiXE threshold.

Glen Eira has a Four-Year BiXE Average of \$2.57.

Glen Eira City Council has opportunities to invest in bike riding infrastructure such as:

- Building the missing links along the railway corridors that run north–south and east–west
- Upgrading existing bike lanes with [green bike lane paint](#) and [Vibraline](#).

City of Bayside

Bayside City Council has a BiXE 2010 of \$2.91; this represents a 62.78% reduction on Bayside’s BiXE score in 2009. This places Bayside below the BiXE threshold and the Middle Zone average for 2010 (\$4.26).

Bayside City Council’s Four-Year BiXE Average is \$5.10.

Bayside City Council has opportunities to invest funds into bike riding infrastructure such as:

- The Bay Trail link between Cromer and Charman roads
- Providing more on-road bike lanes on Council-maintained roads, particularly around schools.
- Putting bike lanes on Bluff Road

City of Darebin

Darebin City Council has a BiXE 2010 of \$2.79. This figure is 38.2% less than the amount Darebin committed to bike-related infrastructure in 2009. Darebin’s BiXE 2010 falls below the Middle Zone average (\$4.26) and Bicycle Victoria’s recommended \$5 per resident threshold.

Darebin has achieved a Four-Year BiXE Average of \$4.59.

Looking ahead, Darebin City Council has 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, and around schools.

City of Whitehorse

The City of Whitehorse has a BiXE 2010 of \$2.23, which represents a cut of 60.95% on their 2009 commitment to bike-related spending. Whitehorse’s result for this year is less than half of the recommended minimum BiXE of \$5 per resident and places Whitehorse below the Middle Zone average for 2010 (\$4.26).

Whitehorse has a Four-Year BiXE Average of \$2.80.

The City of Whitehorse has opportunities to invest funds into bike riding infrastructure such as:

- Building the Pipeline Trail – the City of Whitehorse could continue this trail all the way from Heatherdale Railway Station to Highbury Road, and neighbouring Monash City Council could then continue it all the way to Syndal Railway Station, to provide a critical north–south link for recreational and commuter riders and the many schools along this corridor.
- Upgrading the Gardiners Creek Trail and improving the link to the Blackburn area.
- Providing more on-road bike lanes on Council-maintained roads, particularly around Monash University and local schools.

City of Banyule

Banyule City Council has a BiXE 2010 of \$1.65, which is one sixth of the \$9.94 per resident that Banyule committed in 2009. Banyule’s low 2010 BiXE score places Banyule below the Middle Zone average for this year (\$4.26) and well short of Bicycle Victoria’s recommended \$5 per resident threshold.

Banyule has a Four-Year BiXE Average of \$5.33.

Banyule City Council has opportunities to invest funds into bike riding infrastructure such as:

- Upgrading the Main Yarra Trail
- Building high quality bike facilities on Heidelberg Road
- Providing an attractive link along Yarra Street and into the Heidelberg central area
- Completing the Greensborough path link between Yallambie and Grimshaw streets
- Darebin Bridge

City of Monash

Monash City Council has a BiXE 2010 of \$0.82. This year’s result places Monash well below the average Middle Councils’ average BiXE 2010 of \$4.26. With a BiXE of \$0.82, Monash has enormous scope for improvement, especially if it is to meet the recommended \$5 per resident.

Monash has recorded a Four-Year BiXE Average of \$1.10 and has consistently been the lowest spender of all Councils in the Middle Zone.

Monash City Council has opportunities to invest funds into bike riding infrastructure such as:

- Building the Pipeline Trail, between Syndal Railway Station, north to Highbury Road (and the City of Whitehorse could continue this all the way to Heatherdale Railway Station), to provide a critical north–south link for recreational and commuter riders and the many schools along this corridor.
- Providing more on-road bike lanes on Council-maintained roads, particularly around schools.

Analysis of Outer Zone Councils

The average BiXE score for Outer Zone Councils in 2010 was \$5.37.

The following Councils met or exceeded the recommended BiXE 2010 of \$5 per resident.

Mornington Peninsula Shire

Mornington Peninsula Shire is continuing to improve bike riding infrastructure for its residents and Mornington Peninsula's 2010 BiXE rating, \$17.02, is proof of that commitment. Mornington Peninsula's 2010 BiXE rating is the highest Outer Zone score for 2010, and well above this year's Outer Zone average (\$5.37).

Mornington Peninsula Shire's Four-Year BiXE Average is \$8.74.

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

- Improving and closing the missing links along the Bay Trail
- Completing the Bay Trail gaps from Sorrento to Safety Beach
- Building 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 Nillumbik

Nillumbik City Council has a BiXE 2010 of \$7.05, which represents an 8.3% increase on its bike spending from 2009.

This result places Nillumbik above the Outer Zone Council average for 2010 (\$5.37) and the BiXE threshold.

Nillumbik has achieved a Four-Year BiXE Average of \$6.08

Nillumbik City Council has opportunities to invest funds into bike riding 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 Whittlesea

The City of Whittlesea has a BiXE 2010 score of \$6.66. This result places Whittlesea above the Outer Zone Council average for 2010 (\$5.37).

Whittlesea has achieved a Four-Year BiXE Average of \$7.15, demonstrating a strong commitment to bike spending, and is to be congratulated on its investment in bike infrastructure.

Whittlesea City Council has opportunities to invest funds into bike riding infrastructure such as:

- Building the Yan Yean Pipe Track

- Linking the Cheddar Road path with Ring Road path
- Providing more on-road bike lanes on Council-maintained roads, particularly around schools.

City of Knox

Knox City Council has a BiXE 2010 of \$6.57, which represents a 17.77% increase on the BiXE2009 commitment. This year's result places Knox above the average Outer Councils BiXE 2010 of \$5.37 and shows that Knox has exceeded the \$5 per resident threshold.

Knox has a Four-Year BiXE Average of \$5.85

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

- Improving the Dandenong Creek Trail to Scoresby Road
- Providing more on-road bike lanes on Council-maintained roads, particularly around schools (such as Bayswater Secondary School, for example).

City of Casey

The City of Casey has a BiXE 2010 of \$6.06. This result places Casey above the Outer Zone average for 2010 (\$5.37). The City of Casey continues to meet the recommended \$5 per resident, and is to be congratulated on its continued investment in bike infrastructure.

The City of Casey has achieved a Four-Year BiXE Average of \$8.23.

The City of Casey has further opportunities to invest funds into bike riding infrastructure such as:

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

City of Frankston

Frankston City Council has a BiXE 2010 of \$5.64, which represents an impressive 248% increase on Frankston's BiXE commitment in 2009. This year's result places Frankston above the Outer Zone Council average for 2010 (\$5.37) and the recommended \$5 per resident BiXE threshold.

Frankston has a Four-Year BiXE Average of \$2.70.

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

- Building viable access to the Train Station and into the Central Frankston district.
- Delivering on Frankston's recently completed Bike Strategy
- Completing the Bay Trail (north of Mile Bridge / South of Seaford Wetlands)
- Providing more on-road bike lanes on Council-maintained roads, particularly around schools.

Outer Zone Councils Below the BiXE Threshold

One Outer Zone Council, the City of Cardinia, came close to reaching the recommended \$5 per resident threshold. The remaining Outer Zone Councils achieved scores well below the BiXE threshold.

City of Cardinia

Cardinia City Council achieved a BiXE 2010 score of \$4.36, which is below the Outer Zone Council average for 2010 (of \$5.37).

Cardinia has a Four-Year BiXE Average of \$2.72.

Cardinia City Council has opportunities to invest funds into bike riding infrastructure such as:

- Linking Cardinia's new growth areas to the established path network
- Providing more on-road bike lanes on Council-maintained roads, particularly around schools.

City of Brimbank

Brimbank City Council had a BiXE 2010 of \$3.93, which represents a 39.43% reduction on the Council's bike spending in 2009. This result places Brimbank below the Outer Zone average for 2010 (\$5.37).

Brimbank has a Four-Year BiXE Average of \$5.74.

Brimbank City Council has opportunities to invest funds into bike riding infrastructure such as:

- Building missing link along the Kororoit Creek trail between Somerville Road and the new Federation Trail
- Sunshine Rail Path, Ashley Street to Sunshine.

City of Wyndham

Wyndham City Council has a BiXE 2010 of \$3.82. This figure is below both the \$5.00 per resident threshold and the Outer Zone Council average for 2010 (\$5.37).

Wyndham City Council has achieved a Four-Year BiXE Average of \$7.90.

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

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

Yarra Ranges Shire

The Yarra Ranges Shire Council has a BiXE 2010 of \$3.66. This year's result places Yarra Ranges below the average Outer Councils BiXE 2010 of \$5.37. Yarra Ranges has not met the recommended \$5 per resident threshold in 2010.

The Yarra Ranges Shire Council has a Four-Year BiXE Average of \$3.55.

The Yarra Ranges Shire Council has opportunities to invest in bike riding infrastructure such as:

- Lilydale – Yarra Glen section of the rail trail
- Providing more on-road bike lanes on Council-maintained roads, particularly around schools.

Shire of Melton

Melton Shire Council has a BiXE 2010 of \$3.58. This figure represents a disappointing 61.26% reduction in spending since last year.

This is the second year Melton has been included in the BiXE report. Melton has not met the \$5 per resident threshold and is below the \$5.37 average for Outer Councils.

Melton has a Four-Year BiXE Average of \$3.21.

Melton Shire 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

City of Maroondah

Maroondah City Council has a BiXE 2010 of \$3.44, which represents a 184% increase on the Maroondah City's 2009 BiXE rating.

This year's result places Maroondah City below the Outer Zone average for 2010 (\$5.37) and shows that there is still room for improvement for the Maroondah City Council to meet the recommended \$5 per resident threshold.

The Maroondah City Council has a Four-Year BiXE Average of \$1.96.

Maroondah City Council has opportunities to invest funds in bike riding infrastructure such as:

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

City of Hume

Hume City Council has a BiXE 2010 of \$3.40. This result places Hume City Council below the BiXE threshold and below the Outer Zone Council average for 2010 (\$5.37).

Hume City Council has a Four-Year BiXE Average of \$3.98

Hume City Council has further opportunities to invest these funds into bike riding 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 Greater Dandenong

The Greater Dandenong City Council has failed to budget for bike riding infrastructure for residents in 2010 and this has resulted in a BiXE 2010 of \$0.00.

In addition to the Greater Dandenong City Council's failure to commit any of its 2010 budget towards bike-related spending, this Council has consistently failed to meet the recommended \$5 per resident threshold. There is significant room for improvement before Greater Dandenong City Council can meet the recommended \$5 per resident BiXE threshold.

The Greater Dandenong City Council a Four-Year BiXE Average of \$0.61

The Greater Dandenong City Council has opportunities to invest funds into bike riding infrastructure such as:

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

Analysis of Regional Zone Councils

This is the third year that Regional Zone Councils have been included in Bicycle Victoria's annual BiXE report.

The average BiXE 2010 for Councils in the Regional Zone was \$5.75 per resident, which is higher than this year's averages for Councils in the Outer and Middle zones.

A Four-Year BiXE Average has not been included for Councils in the Regional Zone this year because Bicycle Victoria's BiXE data on Councils in this category does not extend to four years.

The following Regional Councils exceeded Bicycle Victoria's recommended BiXE 2010 of \$5 per capita.

East Gippsland Shire

East Gippsland Shire Council has a BiXE 2010 of \$12.68. East Gippsland Shire has exceeded both the recommended \$5 per resident BiXE threshold and the Regional Zone average for 2010 (\$5.75), and is to be congratulated on its investment in bike infrastructure.

Wangaratta Rural City

Wangaratta Rural City Council has a BiXE 2010 of \$11.51, which is twice the \$5.75 Regional Zone average for 2010 and well above the recommended \$5 per resident.

Bass Coast Shire

Bass Coast Shire Council has a BiXE 2010 of \$10.48 and a 'three-year BiXE average' of \$12.53. Bass Coast Shire Council's BiXE score for this year shows that Bass Coast is to working hard to develop and finance cycling facilities that will benefit its residents and cycle tourism, and Bicycle Victoria congratulates the Bass Coast Shire Council on its commitment to bike riding facilities.

Bass Coast Shire Council has opportunities to further invest in bicycle infrastructure such as:

- 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.

South Gippsland Shire

South Gippsland Shire Council has a BiXE 2010 of \$9.36, which represents a 22.79% increase on its 2009 BiXE rating. This is the second year that South Gippsland Shire has been included in the BiXE report, and the Council's score represents an impressive start, exceeding both the recommended BiXE threshold and the Regional Zone average for 2010 (\$5.75).

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

- Extending and improving the Great Southern Rail Trail (in two stages: the first being from Foster to Yarram; and the second from Yarram to Port Albert).

City of Greater Shepparton

Greater Shepparton City Council has a BiXE 2010 rating of \$8.63. Greater Shepparton has achieved the recommended \$5 per resident threshold and exceeded the Regional Zone average for 2010 (\$5.75).

Greater Shepparton can invest further in bicycle infrastructure, such as:

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

City of Greater Bendigo

Greater Bendigo City Council has a BiXE 2010 of \$8.43. This figure is above the Regional Zone average for 2010 (\$5.75). Greater Bendigo City Council is continuing to invest in and develop bike infrastructure for its residents.

Greater Bendigo has opportunities to further invest in bicycle infrastructure, such as:

- Extending and upgrading the O’Keefe Rail Trail, from its current terminus at Axedale through to Heathcote
- Monash University Campus to CBD link.

City of Ballarat

Ballarat City Council has a BiXE 2010 of \$7.45. This result places Ballarat City Council above the Regional Zone average for 2010 (\$5.75) and establishes a ‘three-year BiXE average’ of \$7.18. Ballarat has consistently exceeded the recommended \$5 threshold and is to be commended for the development of 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.
- University to Sovereign Hill and City Centre.

City of Warrnambool

Warrnambool City Council has a BiXE 2010 of \$6.33. Warrnambool remains above the Regional Zone average for 2010 (\$5.75) and the recommended \$5 threshold.

Warrnambool is a Regional Zone Council that is committed to cycling and is to be congratulated on its continued investment in bike infrastructure.

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

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

Moorabool Shire

Moorabool Shire Council has a BiXE 2010 of \$6.14. This is the second year that Moorabool Shire has participated in BiXE, and it is encouraging to see that this Council has continued to exceed both the recommended \$5 BiXE threshold and the Regional Zone average for 2010 (\$5.75).

Further opportunity exists for Moorabool Shire Council to invest in bike riding infrastructure, such as:

- Local on-road connections to the railway station at Bacchus Marsh.

Moira Shire

Moira Shire Council has a BiXE 2010 of \$5.49. This result is above the BiXE threshold and comes close to the Regional Zone average for 2010 (\$5.75). This is the second year that Moira Shire Council has participated in BiXE.

Baw Baw Shire

Baw Baw Shire Council has achieved a BiXE score of \$5.25. This is the second year that Baw Baw Shire has participated in the BiXE. With an increase of 34.64% in 2010, Baw Baw has met the \$5 per resident threshold per resident and come close to the Regional Zone average for 2010 (\$5.75).

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

- Continuing to develop and improve the shared paths and trails between towns along the Princes Highway corridor.

City of La Trobe

The La Trobe City Council has a BiXE 2010 rating of \$5.00 exactly, and so has met the recommended \$5 per resident threshold. Latrobe has achieved a 'three-year BiXE average' of \$5.19.

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

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

Regional Zone Councils Below the BiXE Threshold

A number of the Regional Councils did not reach the \$5 threshold.

Mildura Rural City

Mildura Rural City Council has a BiXE 2010 of \$3.62. Mildura Rural City Council has a 'three-year BiXE average' of \$2.68.

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

- Finishing the rail trail around to the river.

City of Wodonga

Wodonga City Council has a BiXE 2010 of \$3.07. Wodonga has again failed to meet the Bicycle Victoria \$5 per resident threshold, and falls below the Regional Zone average of \$5.75. Wodonga has a 'three-year BiXE average' of \$4.19.

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

- Upgrading the surface of the existing High Country Rail Trail (where needed)
- Extending the western terminus of High Country Rail Trail further into Wodonga.
- Developing a shared-use route for bike riders and walkers on the newly available land as part of the North East Rail Corridor revitalisation project.

City of Greater Geelong

Greater Geelong City Council has a BiXE 2010 of \$1.98. This result places Geelong well below both the recommended \$5 per resident threshold and the Regional Zone average for 2010 (\$5.75). Geelong has a 'three-year BiXE average' of \$1.64.

Greater Geelong City Council has considerable room for improvement before its investment in bike infrastructure can approach the recommended levels.

Greater Geelong can improve its investments in bicycle infrastructure by:

- Continuing to develop connections and improve the surface of the Bellarine Rail Trail
- Upgrading existing on-road lanes to 2010 standards.
- High Street, Belmont
- Warn Ponds to Marshall Station Pipe Track.

Macedon Ranges Shire

Macedon Ranges Shire Council has a BiXE 2010 of \$1.79, which is below the Regional Zone average for 2010 (\$5.75) and the recommended BiXE threshold. Macedon Ranges Shire Council has a 'three-year BiXE average' of \$2.21.

Wellington Shire

Wellington Shire Council has a BiXE 2010 of \$1.62. This result places Wellington below the Regional Zone average for 2010 (\$5.75) and the \$5 per resident threshold. Wellington Shire has a 'three-year BiXE average' of \$4.27.

Wellington Shire Council has opportunities to further invest in bicycle infrastructure by:

- Building the proposed Yarram – Port Albert 'Tarra' Trail.
- Extending the Great Southern Rail Trail from Foster to connect with the Tarra Trail (in partnership with South Gippsland Shire)
- Supporting further improvements to the Gippsland Plains Rail Trail.

Mitchell Shire

Mitchell Shire Council has a BiXE 2010 of \$0.50. This is the second year that Mitchell Shire has participated in the BiXE. It is disappointing to see that this year they have not met the recommended \$5 per capita compared to 2009 when they achieved a BiXE of \$7.94

Campaspe Shire

Campaspe Shire Council has a BiXE 2010 of \$0.00. Campaspe has not met Bicycle Victorias recommended \$5 per capita threshold.

This is the second consecutive year that Campaspe Shire Council has not committed to spending on bike infrastructure. But, with the Council's 2008 commitment to a single major piece of bike riding infrastructure, Campaspe Shire Council has a 'three-year BiXE average' of \$6.32.

Campaspe Shire has opportunities to invest in bicycle infrastructure by:

- Supporting the development of the proposed rail trail from Rushworth through Murchison to Shepparton (in partnership with the City of Greater Shepparton).

Bike Expenditure in Australian Capital Cities

Nationally, there is a growing interest in developing quality bicycle infrastructure, particularly in the capital cities.

- Sydney has committed \$100m over four years. Estimated expenditure in the second year of this funding period, 2010–2011, comes in at \$28,661,000 and is in line with Sydney’s 2009 budget. The City of Sydney BiXE index is over \$160. It is worth noting that Copenhagen spends A\$100 per resident each year on bicycle facilities.
- The Brisbane City Council has committed \$31,739,000 to bike-related spending in 2010. While this figure is down on Brisbane’s 2009 cycling budget, it demonstrates a strong desire to improve cycling in the City of Brisbane.
- The City of Adelaide has committed \$250,000 to bike-related spending in 2010, which is 44% of the amount it budgeted towards improving bike infrastructure in 2009
- The City of Perth has committed \$104,500 to bike-related spending in 2010.
- Darwin has budgeted \$340,000 to improve the city’s bike infrastructure. This is a 20% increase on their 2009 budgeted bike spending.
- Canberra has committed \$1,090,000 to improve cycling.
- In Hobart, from the city Council’s available expenditure figures, \$50,000 was committed to bike spending.

Capital City	Bicycle Budget 2010	Population	BiXE (\$/person)
Sydney	\$28,661,000	177,000	\$161.93
Brisbane ¹	\$31,739,000	1,052,458	\$30.16
Melbourne ¹	\$1,135,000	93,105	\$12.19
Adelaide	\$250,000	21,000	\$11.90
Perth	\$104,500	17,000	\$6.15
Darwin ¹	\$340,000	75,000	\$4.53
Canberra ¹	\$1,090,000	350,000	\$3.11
Hobart	\$50,000	49,611	\$1.01

It should be noted that the residential population of a capital city is not necessarily the best guide to the appropriate level of funding for bicycle infrastructure. The City of Melbourne population for example grows by 800,000 during the day and another 500,000 in the evening.

Brisbane and Canberra are of a different character to the other capitals in that the ‘municipality’ covers the whole metropolitan area.

¹ While all Councils were given the opportunity to confirm the data, Bicycle Victoria did not get full verification from these Councils. Bicycle Victoria has attempted to present expenditure figures, in each of these cases, as accurately as possible.

Conclusion

In 2010 the total bike spending budgeted by the 50 Councils in this report is \$27,722,000.

This is down 10% from BiXE 2009 which showed a budgeted total of \$30,946,700.

In general the Victorian Government spends around \$20m each year directly on bicycle infrastructure. In the recent past on average an additional \$10m is spent each year on dedicated bicycle facilities as part of major projects – see mainstreaming in Appendix B below.

The combined total of local government spending is therefore equivalent to the State investment – illustrating the importance of the collective commitment made by Councils.

When we first published the index in 2007 only six Councils had spent more than \$5 a head. In 2010 that number has quadrupled. This is a reflection of the increased relevance of increased bike riding to municipal strategies and suggests that riding numbers will continue to grow.

A number of Councils have established four year investment averages well above the recommended threshold of \$5 per resident. This suggests that this higher level of investment is meeting with ratepayer approval.

In 2010 a number of Councils have committed funds beyond the threshold and a few have a BiXE score of \$10.00 or more:

- Bass Coast Shire
- East Gippsland Shire
- Mornington Peninsula Shire
- City of Manningham
- City of Melbourne
- City of Port Phillip
- Wangaratta Rural City Council
- City of Yarra

This year's BiXE report shows that investment levels at a number of Councils continue to fall short of the BiXE threshold. These Councils are, in our opinion, missing opportunities to serve their communities better and we encourage them to follow the leaders.

Appendix A: Four Rider Types

A useful way to understand the types of riding that Councils can invest in is the ‘Four Rider Paradigm’.

This identifies two riding purposes: transport and recreation and two levels of intensity: high and low.

Some bicycle infrastructure provides for all types of riding. Other bicycle infrastructure, a mountain bike track for example, will only serve one quadrant.

<p>Transport riding</p> <ul style="list-style-type: none"> • Purposive ‘One way’ • Usually solo 	<p>Recreation riding</p> <ul style="list-style-type: none"> • Non purposive ‘There and back’ • Often social
High intensity	High intensity
<p>‘Commuters’</p> <ul style="list-style-type: none"> • 30 – 40 mins • 30kph • 10km each trip • On-road bike lanes • AM and PM peak • \$1 000 ‘flat bar road bike’ • Lights and panniers 	<p>‘Roadies, intense mountain biking etc’</p> <ul style="list-style-type: none"> • 2 hours • 35kph • 50km+ each trip • Quiet roads • Early morning • \$10 000 ‘carbon fibre’ bike • matching accessories
Low intensity	Low intensity
<p>‘Amsterdam – style local trips’</p> <ul style="list-style-type: none"> • 10 – 20 mins • 15kph • 2-3km each trip • Quiet local roads, paths and lanes • Any time of day: • Local destinations: shops, school, gym, public transport • \$300 ‘pub bike’ with a basket • Fashionable Euro-style bike 	<p>‘Bike path rider’</p> <ul style="list-style-type: none"> • 2 – 4 hours • 20kph • 30-50km each trip • Bike paths and rail trails • Weekends and holidays • \$600 ‘hybrid’



Responses and Benefits

The key benefit that flows from all bicycle infrastructure is improved community health.

When people take up bike riding for recreation or transport their health improves. This increased physical activity improves their sense of well being and prevents a number of increasingly common diseases that are related to inactivity.

The Value of Bike-Transport Infrastructure

As the population grows and the available road space remains the same, traffic congestion increases. There are a number of effective responses but increasing bicycle transport is a key intervention as it is relatively quick to implement and provide relief. The capital cost is considerably lower than the other alternatives and within the capability of local governments. Small amounts of money give a high yield.

Local Government typically manages the majority of the bicycle network on and off-road. They will invest in transport trips by bike by developing the transport-focused elements of their bicycle network especially where this investment can be made closer to a destination or to connect a broken link in a transport route.

Local Governments, collectively, are outspending state and federal governments.

As the local transport network improves it is able to better serve the needs of the community to travel from an origin to a destination such as a workplace, activity centre or school. The more the facilities are direct, the more they are separated from traffic and the more competitive the journey time, the better they will work.

From a transport perspective the benefit to the community is considerable, particularly in the Middle to Inner Council Zones of metropolitan Melbourne where congestion, time, parking and tolls, together with limitations on public transport are pushing the community to seek other modes of transport.

The Value of Recreational Bike Infrastructure

Council spending on recreational bike-riding infrastructure and initiatives can deliver cost-effective benefits in many areas of concern to local government.

Paths and trails increase access to recreation for residents either alone or in a social group. The provision of facilities that support informal physical activity is growing in importance. Fewer people are reaching the minimum levels of recommended physical activity and those that are putting together enough physical activity are increasingly using unstructured settings such as shared paths rather than formal clubs and competition sport.

In regional areas, where levels of physical activity are in general lower, the provision of trails becomes even more important.

Fortunately for local government trails and paths are much more affordable to build and maintain than swimming pools and cater for more people than competitive sporting facilities. Good quality walking and bike riding trails that are open 24 hours a day, are attractive to all ages and can be used for a number of purposes including bike riding can contribute the same number of 'heartbeats' at a fraction of the cost of traditional recreation infrastructure.

In addition recreational bike paths and shared trails can have considerable economic benefit for communities. A good bike network in urban or peri-urban contexts is considered to be indicative of the amenity and attractiveness of a community and contributes to the quality of life for residents. It is well known that proximity to a popular trail is reflected in the resale value of a house.

Iconic trails in regional or rural communities can perform a tourism function, underpinning sustainable economic development of the community through providing jobs and increasing the economic activity of an area.

Appendix B: What is counted and what is not

In this section we describe the bicycle funds that are not included in the BiXE index as well as discussing the objections that have been raised to the method of calculating the index.

External funds are not counted

The index does not include funds that a local government has attracted from the State or Federal governments. Some Councils have a strong track record at attracting funding and they deserve congratulation. If we included the external funding some Councils would have a higher 'score' than they do in this report.

However the index is a measure of local commitment. External funds are, by their nature, irregular and cannot take the place of local commitment. Even the most talented grant getters are unlikely to be able to maintain the suggested level of investment through grants. On the other hand there are still some Councils that will only invest in increased bike riding with external money – a sure indicator of a lesser commitment.

In addition experience shows that external funds have their best impact when they complement and leverage a steady commitment by the Council. It is our strong view that any application for external funds should be given more weight if the applicant can demonstrate a regular commitment of its own funds.

Deferred projects are not counted

The index does not recognise projects carried forward or deferred from previous years budgets. Now that the index has been calculated for four years we are able to provide an average expenditure which smooths out any peaks and troughs and complements the annual index.

Return on investment is not measured

The index does not rate the projects that have been approved in Council budgets either on a predicted or observed benefit cost ratio. A Council could argue that they can spend their money more effectively than others. This might be true in some instances but in general the weight of investment over time is a sound measure. Nor does the index identify which rider types a Council is investing in. A Council that invests in a facility suitable for all four rider types will get a higher return than for the same amount of money invested in a facility that will only be used by one of the 'four riders'. See Appendix A

General maintenance and capital works are not counted

The index does not include an estimate of the proportion of any general expenditure that might be deemed to be beneficial to bicycle riding. We recognise that maintenance activity such as resurfacing a road, drainage works, park improvements and pedestrian crossings as well as non-bicycle capital works such as renovating the library may have some beneficial effect on the level of bike riding. However since this effect is

not quantified before hand and not measured afterwards we think the index is clearer without any such general allocations.

Nonetheless in future the index will need to allow for the bicycle-related investments made by local government that are part of larger projects. At a State level this is known informally as 'mainstreaming' and has been described formally in the document Victorian Cycling Strategy. Providing bicycle facilities as part of transport projects

The Victorian State Government's criteria for mainstreaming are:

Criterion 1: All transport projects led by the Department of Transport must assess cycling opportunities in project scoping and design

Criterion 2: Assessment of cycling must be performed during concept design and be incorporated into the business case, where appropriate

Criterion 3: Assessment of cycling must be based around three areas: current cycling use or facility, trip attraction and cycling network plan

Criterion 4: Key internal stakeholders must be informed of the assessment results

Criterion 5: If the assessment shows that bike riding infrastructure is required, the needs of cyclists, impacts on development, infrastructure costs and consideration of 'best practice' standards and guidelines must be considered in the design process

This approach can usefully be followed by local government in major capital works projects. If for example a library renovation includes a connection to the nearby bike path and a kerb outstand with parking for a dozen bicycles, then this component of the 'library project' can legitimately be added to the Index. It will be our joint challenge with local government to identify these investments in future versions of the index.

Future developments of the index

Finally two criticisms of the Index that we have ourselves is that, apart from the capitals, it only considers Councils in Victoria and it only covers local government. We plan next year to include Councils from around Australia that have a commitment to increasing bike riding in their community and to begin the task of assessing the investments made by the other two levels of government.

Comments and feedback

As always we welcome comments about the Index and suggestions for its improvement.

<http://www.bv.com.au/sendmessage/>

The Bike Futures Program

BiXE is a project of the Bike Futures team at Bicycle Victoria.

The Bike Futures program is a place for ideas, tools and solutions as well as shared experiences.

Bike Futures is dedicated to the people who are working in, with or alongside Local Government in Australasia to transform our communities into bike-friendly, healthy, economically thriving and sustainable environments. We aim to support local government and council through the whole cycle of bicycle development from data collection and planning, through to design, implementation, promotion and evaluation.

Through the [Bike Futures](#) section on the Bicycle Victoria website and through the Bike Futures 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 regularly updated with information about planning, designing, funding, building, maintaining, monitoring and promoting bike facilities.

The Annual Bike Futures Conference

The annual Bike Futures Conference will put you in contact with people from Australia and overseas who are tackling the problems that you face, and introduce you to people who are developing best practice solutions.

Attending the conference will give delegates practical tools, increased confidence, inspiration and a wider specialised support network.

Super Tuesday

The Super Tuesday project is an annual bike commuter count that provides participating Councils with reliable annual figures of bicycle commuters and their movements on roads and bike paths.

Counters record the numbers of riders and their movements at selected locations. The data is presented in a full report including Google Earth-based maps. The data helps Councils determine which routes to upgrade with bike facilities, as well as evaluate the success of completed infrastructure.

BikeScope

BikeScope is an online consultation tool that collects base data and direct input from riders, allowing in-depth analysis of an area's bike riding environment.

BikeScope helps Councils identify and prioritise the actions that will improve and increase cycling in their municipality, clearly identifying resident riders' needs with quantitative certainty.

PinPoint

PinPoint is a Google Maps-based consultation tool. PinPoint produces an interactive, electronic map that enables riders to mark and comment on issues, preferences or problems along a route or within a specified area.

PinPoint can be incorporated within a BikeScope survey or it can be used as a stand-alone tool.

RiderLog

RiderLog is an iPhone app that monitors bike trips via GPS and then sends them to the 'cloud,' where the data is combined with every other user's trips, enabling Bike Futures to build an accurate real-time map of where, when and how people are riding their bikes.

This data enables local government and other agencies to plan the routes and locations of future bike paths and bike facilities. For the first time, planners, engineers and policy makers will know for sure where riders are travelling, not where they guess or hope riders are going.

RiderLog is available to bike riders everywhere (as a free download from the iTunes store) and to any transport authority in the world interested in getting the best possible data on rider behaviour.

Bike Futures can provide interested agencies with data from RiderLog to assist them with bike riding investments and programs.

The Good Design Guide

The Good Design Guide pages of the Bicycle Victoria website collate advice on the construction, maintenance and auditing of bicycle facilities.

The Good Design Guide draws on work by government, researchers and engineering consultants, and summarises any significant variation between different guidelines.

We continue to update the Good Design Guide to incorporate new guidelines as they come to hand.

Before and After Evaluations

Our evaluation tools enable rider feedback on an infrastructure investment. A before and after evaluation brings evidence of the change right to the desk of the decision makers and builds support for further bicycle investments.

Evaluations can be done by visual counts, intercept surveys and internet surveys.

Bike Tours

We can host and organise individual or group tours of the good, the bad and the ugly bike facilities around Melbourne and Victoria. Get in touch if you are coming to town.

Contact

Mike Williamson,

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