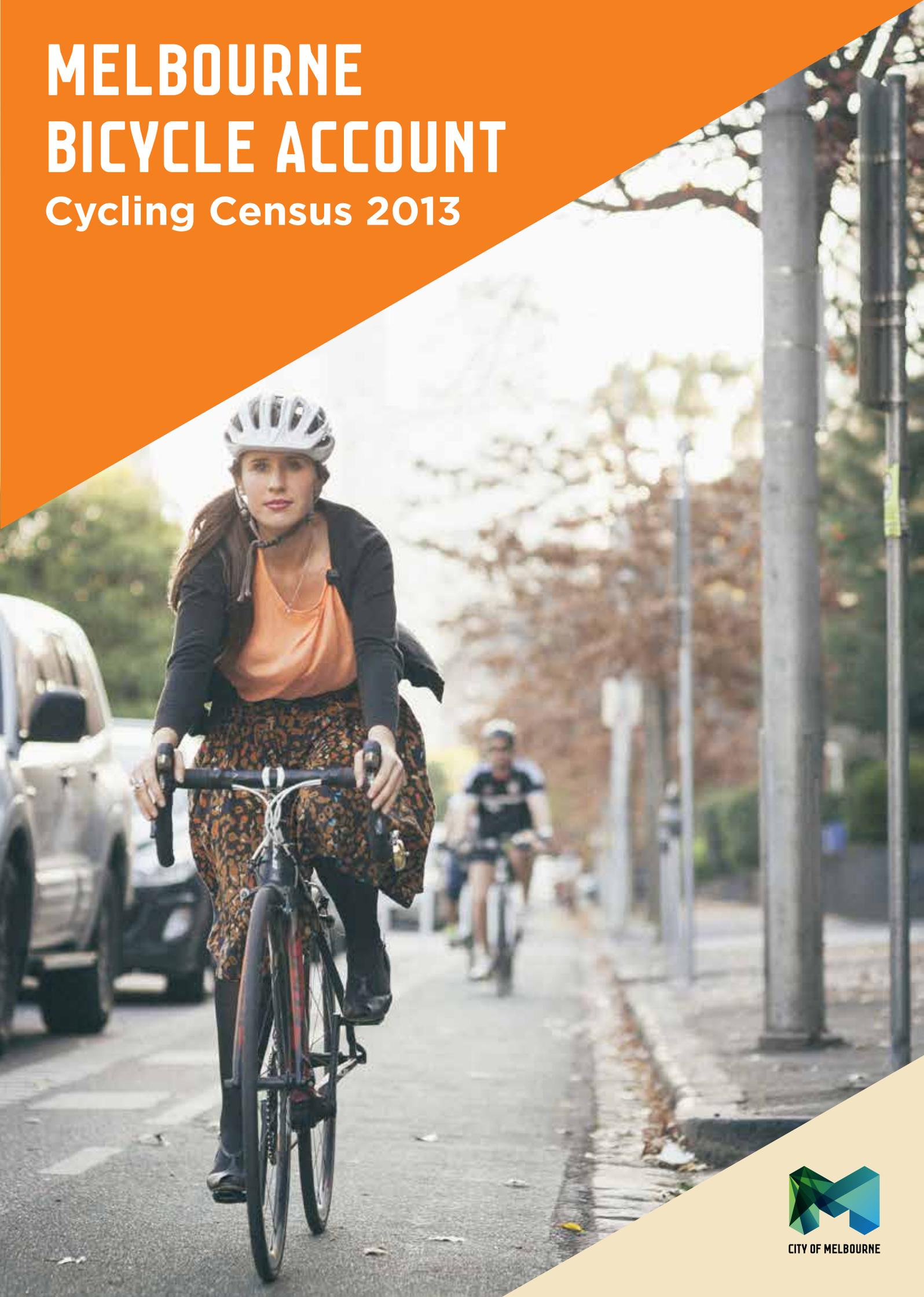


MELBOURNE BICYCLE ACCOUNT

Cycling Census 2013



CITY OF MELBOURNE



Introduction



The City of Melbourne is committed to promoting and supporting sustainable transport in the city. To ensure our actions encourage the use of bicycles in the city we need to measure cycling activity and trends.

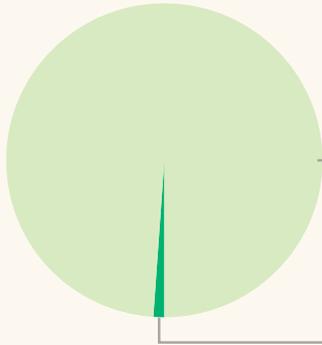
The results of our evaluation show us what we do well and what we need to work on in the future. The 2013 Melbourne Bicycle Account includes a summary of city cycling, a snapshot of the City of Melbourne's actions in improving cycling infrastructure and safety, as well as results from the National Cycling Participation and Perceptions survey and City of Melbourne's own data.

Our first bicycle account was released in 2007. The account is based on the Copenhagen Bicycle Account and has been adapted to reflect the targets of the City of Melbourne Bicycle Plan 2012-16.

The City of Melbourne is leading the way with almost one in four residents riding a bike each week. The percentage of people using a bike for transport in the City of Melbourne is more than double that of Greater Melbourne and Victoria, boosted by a committed effort to build cycling infrastructure and support cycling as an important sustainable transport option.



The benefits



energy to
make a car

energy to
make a bike

1% of energy used
to make a car can
manufacture a bike



30
min



1/2
risk

30 minutes of cycling
daily can reduce your
chance of obesity and
diabetes by half



5m²

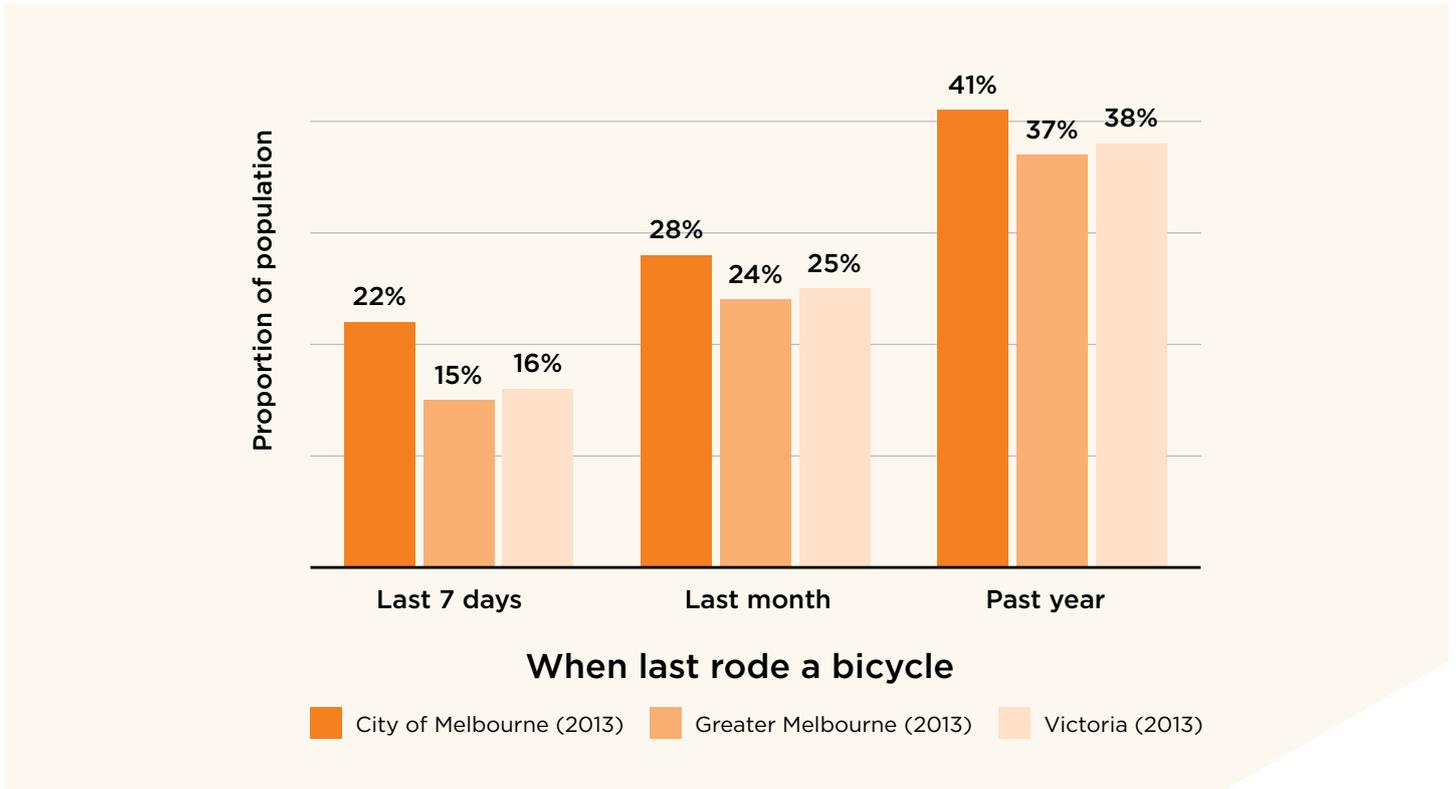


140m²

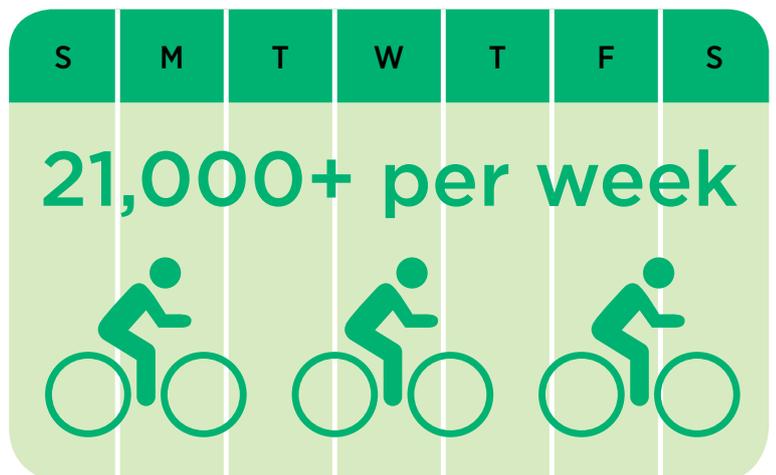
A bicycle travelling through the
city only needs 5m² of space
compared to 140m² for a car

Cycling is better for the environment,
is good for your health and is a
more efficient way to travel.

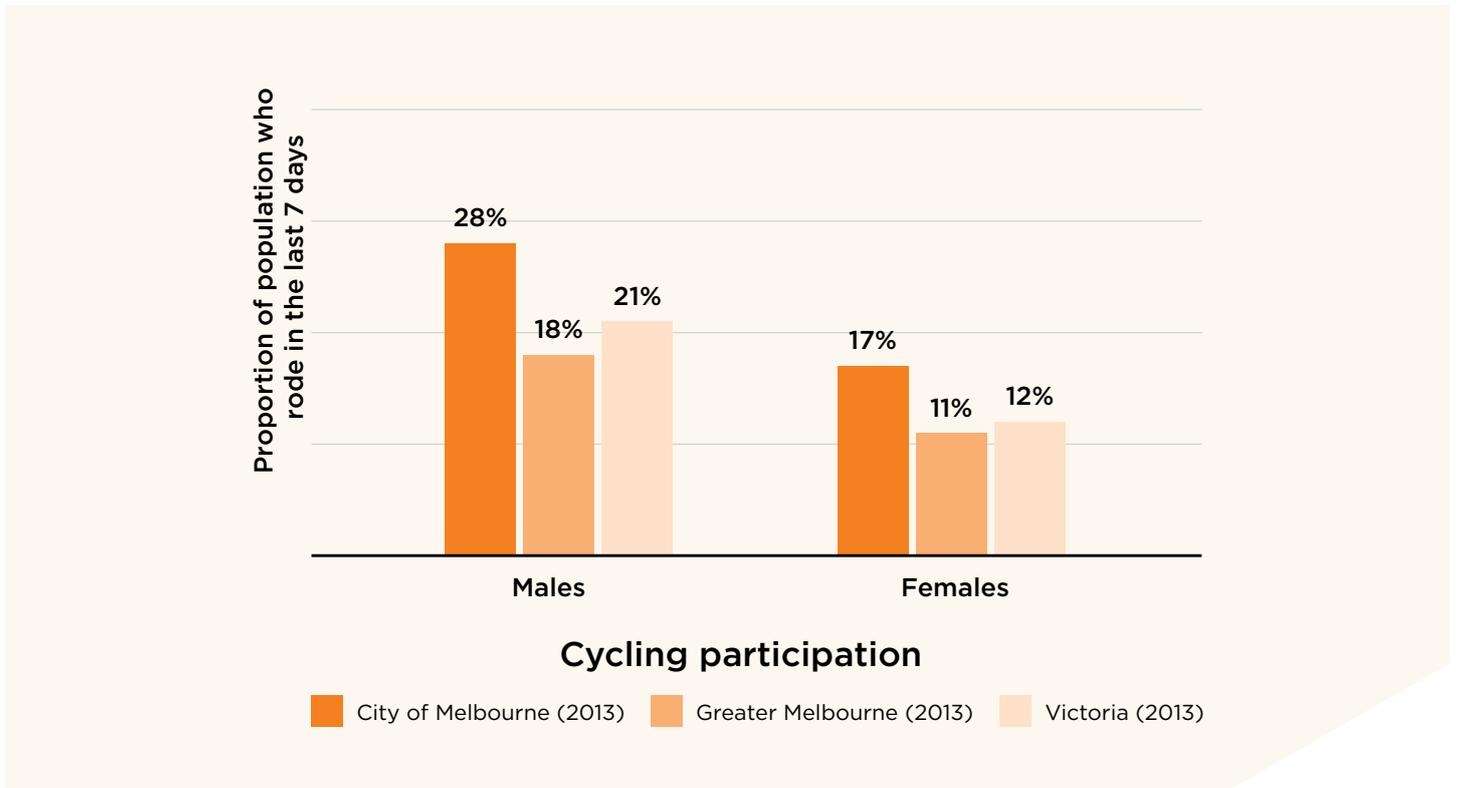
Cycling participation



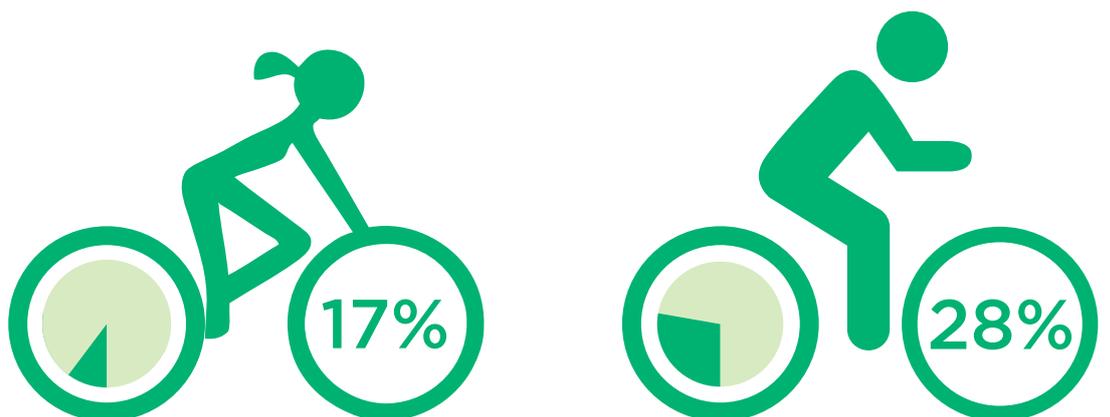
In the City of Melbourne about 21,000 residents ride in a typical week and 38,200 people ride at least once in a typical year. The percentage of people who ride in the City of Melbourne is greater than Melbourne and Victoria as a whole.



Cycling participation by gender



In the City of Melbourne 28% of males and 17% of females ride in a typical week. The proportion of males to females that ride is consistent with the pattern across Victoria.



Cycling participation by age



The highest participation rates in the City of Melbourne are amongst 10 to 17 and 2 to 9 year olds. Participation tends to decrease with age, although amongst all age groups the City of Melbourne have considerably higher participation rates than Greater Melbourne and Victoria as a whole.

Bike ownership



Households with a working bicycle



50.3%



19.8%



16.2%

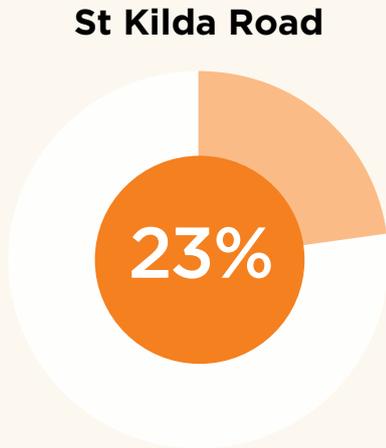


13.7%

Half of all households in the City of Melbourne have access to at least one working bicycle.



Bicycle numbers in the central city



387 bikes an hour



230 bikes an hour



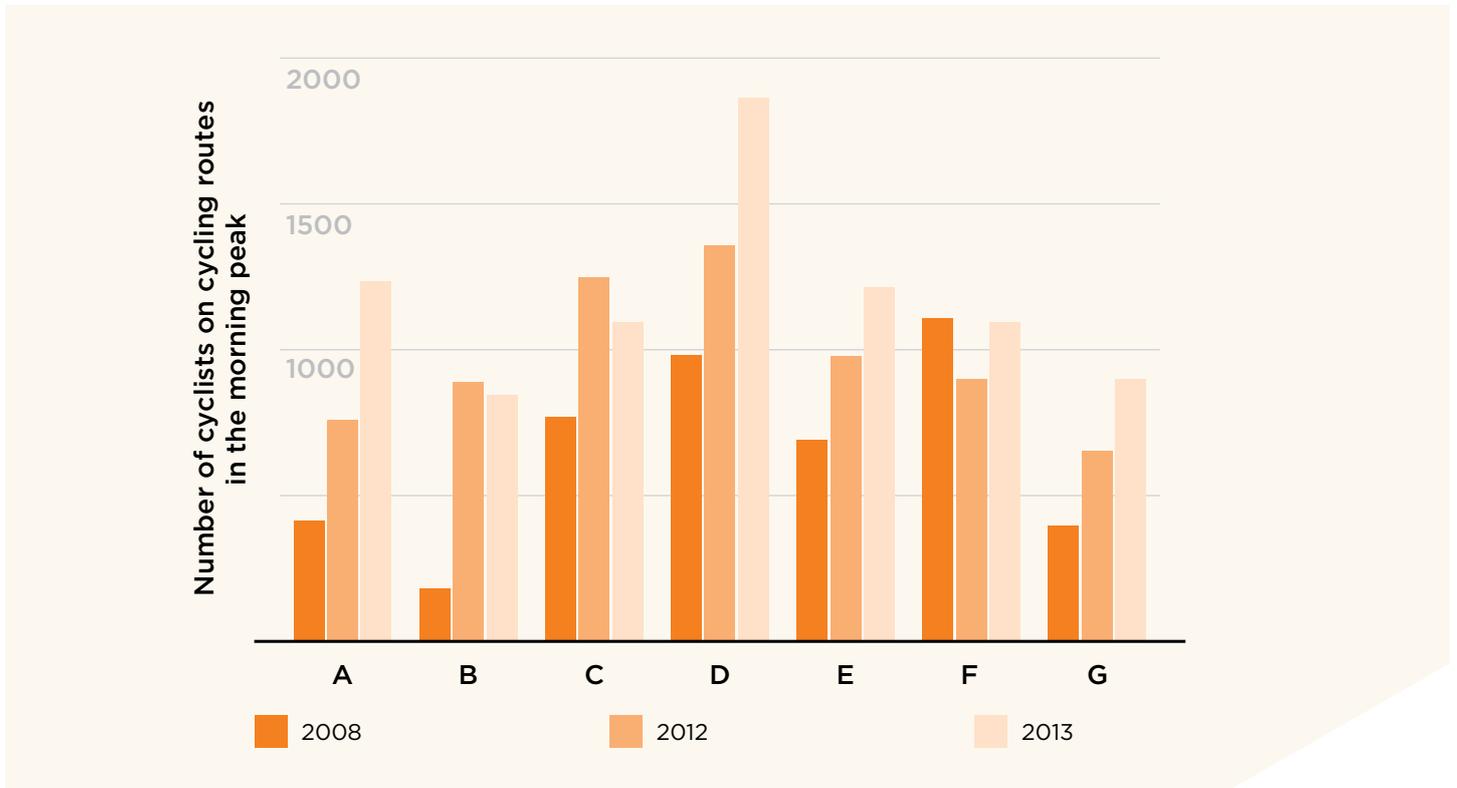
433 bikes an hour



928 bikes an hour

In March 2013, bicycles were 13 per cent of all vehicle movements in the city in the morning peak. On key routes the percentages were considerably higher. The highest number of bike per hour were recorded entering the city on the Yarra Trail.

Bicycle numbers by route for last 5 years



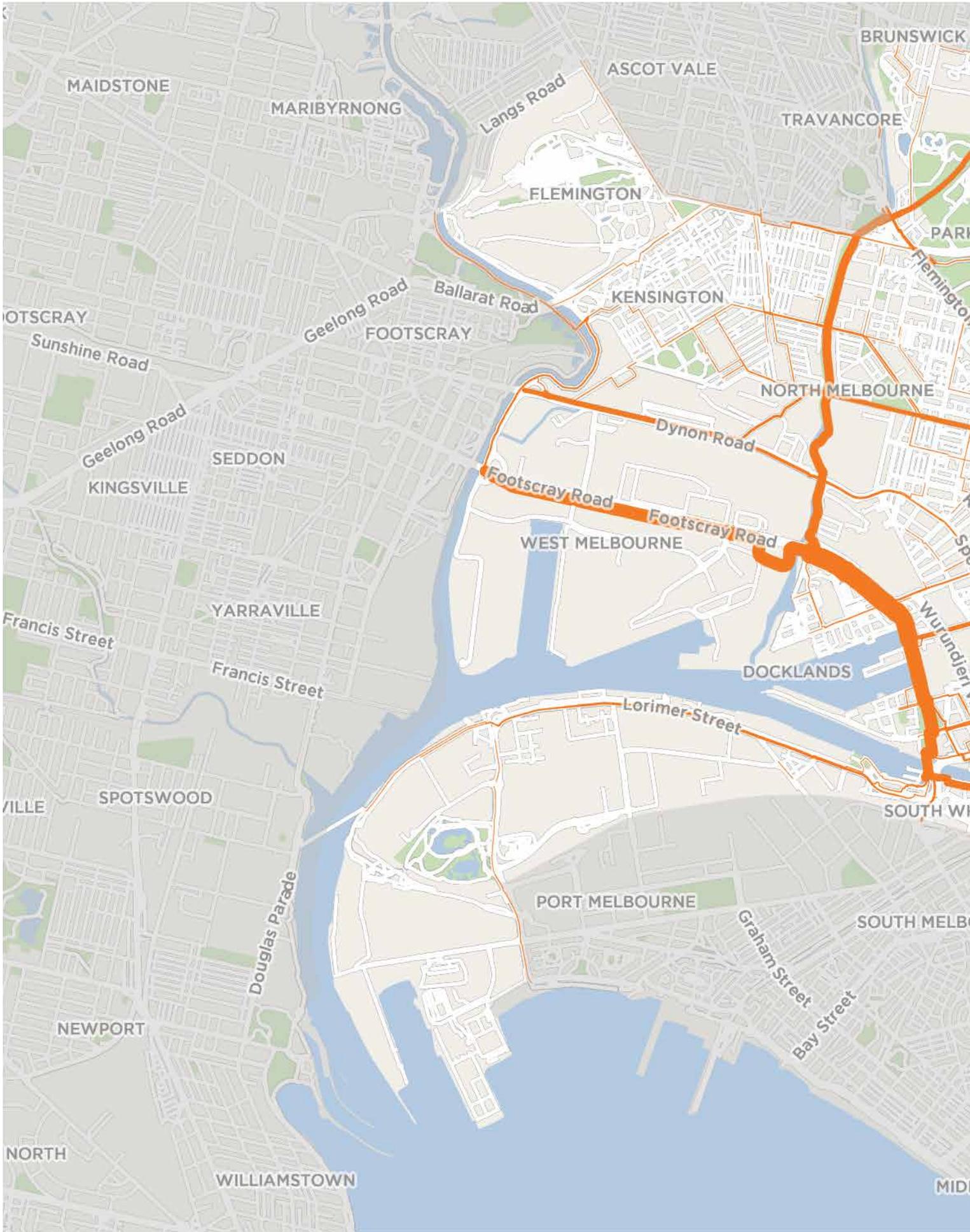
Cycling numbers continue to grow on most routes. The redevelopment of Swanston Street included integrated bicycle facilities. This has contributed to a significant increase in people riding bicycles on this route.

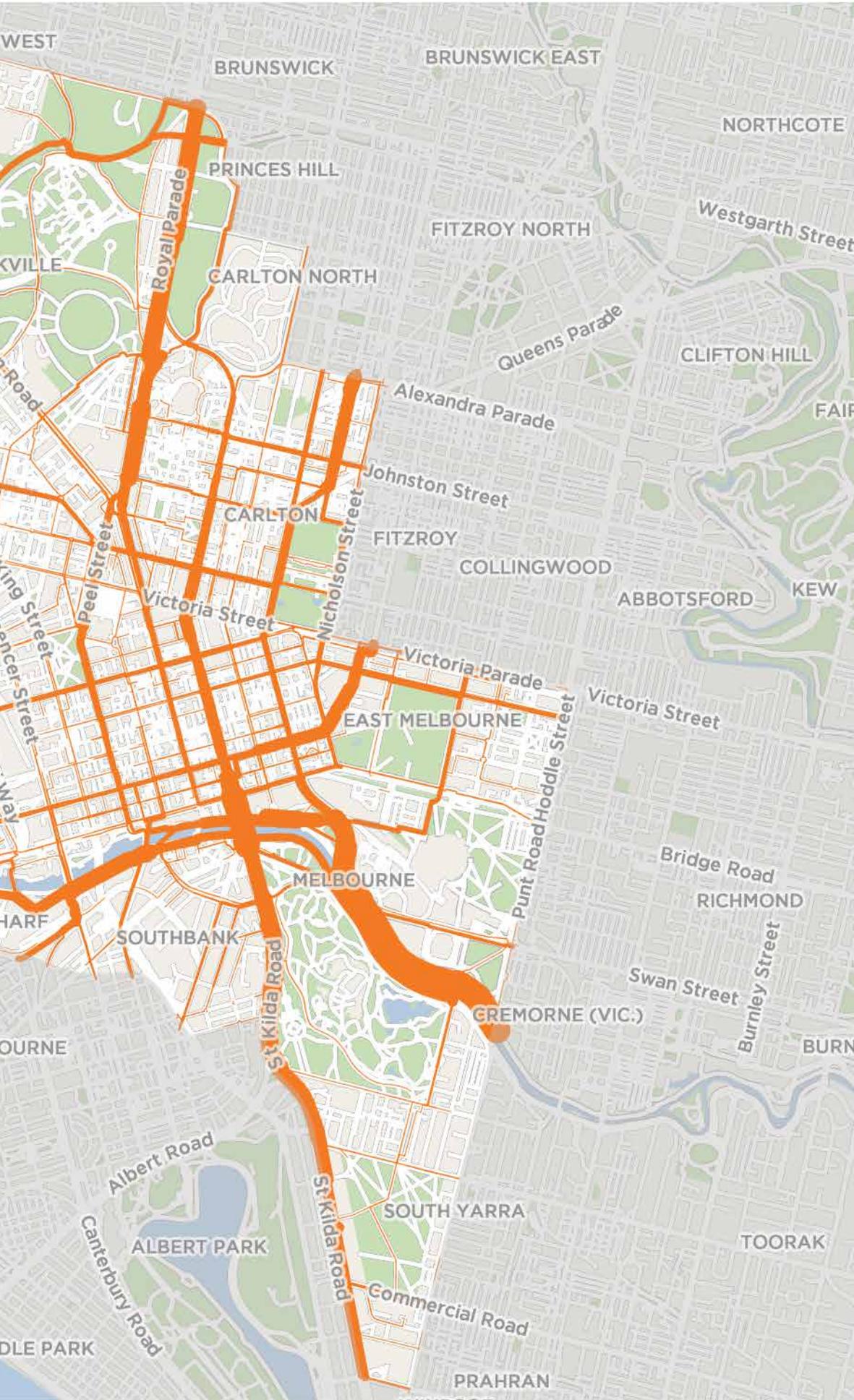
Cycling routes

- A** Swanston Street corner of LaTrobe Street
- B** Albert Street, corner of Gisbourne Street
- C** Footscray Road, corner of Docklands Drive
- D** Swanston Street corner of Flinders Street
- E** Canning Street, corner of Princes Street
- F** Yarra River, North Bank
- G** Yarra River, South Bank

[Source: Bicycle Network Victoria.
Super Tuesday counts, 2013]

BICYCLE TRAVEL IN CITY OF MELBOURNE





LEGEND

Bicycle trips for transport

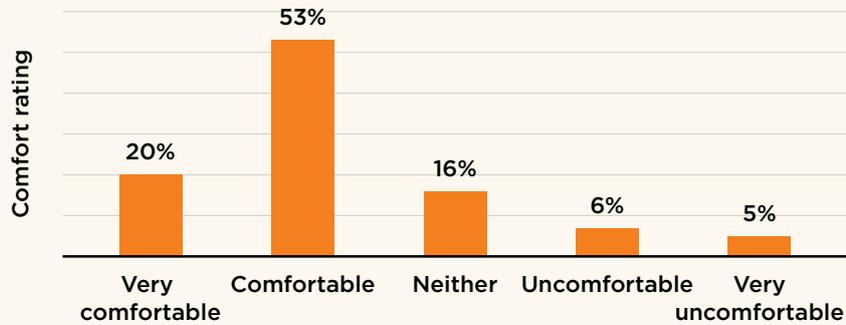
Weekdays May 2010 to March 2013

Trips that had an origin or destination with the City of Melbourne or entered the municipality during their journey were included.

ACKNOWLEDGEMENTS



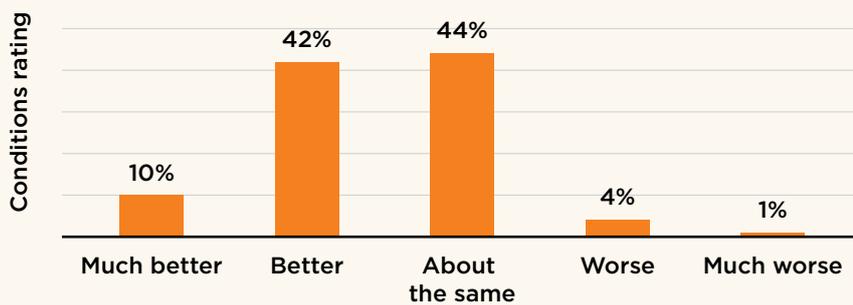
Map data © OpenStreetMap contributors CC by-SA



Sample: residents aged 15 or over who had ridden in The City of Melbourne in the last 12 months.

Comfort

Those who had ridden at least once in the past year were asked about their perceptions of riding in the City of Melbourne. Most of those who had ridden indicated they felt comfortable (53%) or very comfortable (20%) doing so.



Sample: residents aged 15 or over who had ridden in the City of Melbourne in the last 12 months.

Conditions

Most riders felt that conditions for riding in the City of Melbourne had remained about the same (47%) and were better (42%) over the last 12 months.



The City of Melbourne is at the heart of Melbourne's bicycle network with 135 km of on- and off-road bike routes.

As part of its 2012-13 Budget, the City of Melbourne committed \$5.6 million to new and upgraded bicycle lanes, with a focus on improving the cycling environment in the central city with major upgrades to La Trobe Street, Exhibition Street and St Kilda Road.

In 2013-14 a further 7 km of new and upgraded bicycle lanes were built. Design options are based on research into road use and safety, traffic congestion and bike volumes, and strengthening links to popular destinations. We work closely with the community on the design of each new bike lanes.

In addition to creating a strong arterial bike network, connections between premium and off-road bicycle lanes are important so that cyclists have a seamless experience when riding around the city.

Bike hoops and larger parking facilities close to shopping, entertainment and public venues are another priority to make it easier for people to make local trips by bike.



La Trobe Street is an important east-west bicycle route through the central city that connects with existing bicycle paths and lanes on Harbour Esplanade, Swanston Street (north) and Rathdowne Street.

The installation of new, consistent bike lanes on La Trobe Street provides a safer travel experience for all road users, but especially cyclists. The bicycle lane is physically separated from moving traffic and is positioned to the left of parked cars to reduce the risk of cyclists colliding with open car doors.



Princes Bridge is Melbourne's busiest transport hub with a high volume of pedestrian, cyclist, tram and motor vehicle traffic. In its 2012-13 budget, the City of Melbourne committed to improving conditions on Princes Bridge for an increasing number of cyclists. A wide green bicycle lane was installed on the western side of Princes Bridge for cyclists travelling north into the city.

A physically-separated bicycle lane has been built for cyclists travelling out of the city on St Kilda Road. St Kilda Road has the highest incidence of car door crashes in Victoria. The new bike lane improves the safety and movement of bicycles on one of the busiest cycling routes in Melbourne by separating cyclists from moving traffic and car doors. The lane extends between Alexandra Gardens and the Linlithgow Avenue and Southbank Boulevard intersection.



The City of Melbourne replaced two car spaces with bicycle hoops on Lygon Street in Carlton. Studies found that over an average day, the space generates almost four-times more expenditure in the local economy than if used for car parking. 72% of businesses surveyed in the area consider the facility has a benefit to their business. 63% of businesses surveyed consider an expansion of bike parking in the Lygon Street precinct desirable.

City Square and RMIT Bike Pod

The Bike Pod project was developed because many commercial buildings in the central city do not have adequate bicycle parking or changing facilities. The bike pod has two showers, each with a basin, mirror and changing space plus clothes hooks and a bench seat. The hygienic, heated stainless steel floor helps people stay dry and comfortable after showering. Doors are secure and automated. In 2010 the City of Melbourne and Department of Transport installed bike pods in the City Square and at RMIT in Melbourne's central city. Bike pods send a message that the location is a hub for bicycle riders.

Investing in a cycling city



2012/13 2007/08

Overall cycling

Bikes as a percentage of vehicles entering the central city between 7am and 10am	13%	9%
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Cycling infrastructure

Total	130	118
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Off-road cycling lanes	70	66
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On-road cycling lanes	60	51
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Physically-separated lanes	5	1
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On-street bicycle hoops	3175	1,450
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Budget

Cycle lane maintenance (AUD)	\$380,000	\$230,000
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Cycling capital works (AUD)	\$5.6M	\$2.3M
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Cycling crash rate

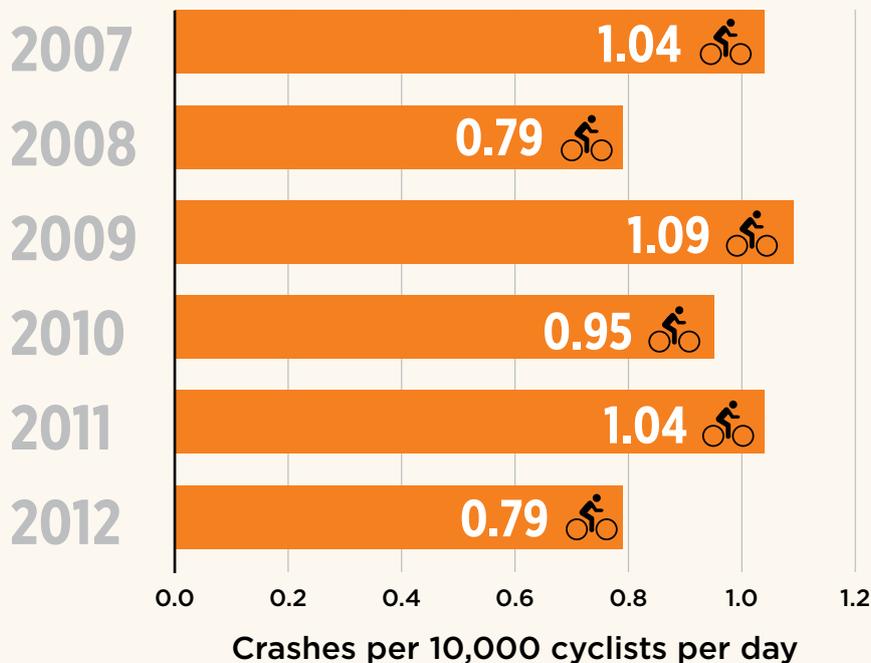


St Kilda Road

The City of Melbourne is Victoria's busiest municipality for cycling activity, with the number of cyclists on city roads and paths increasing every year. Melbourne has a correspondingly significant number of accidents. The City of Melbourne continues to work hard to reduce areas of conflict between pedestrians, cyclists and motorists to help reduce the number of crashes and injuries.

The cycling crash rate is based on the average number of cyclists travelling to the City of Melbourne relative to the number of crashes.

Over a five year period between March 2007 and 2012, the average number of cyclists commuting into the city each day increased from 4,767 to 7,516 (58%). The crash rate per 10,000 cyclists has decreased from highest 1.09 in 2009 to 0.79 in 2012.



40km/h speed limit

The move to a 40 km/h speed limit across the central city in November 2012 was implemented to improve safety for pedestrians, cyclists and drivers. Before implementation, research estimated that a 40 km/h limit would save lives and prevent an estimated 25 casualties from crashes every year. The limit is supported by Victoria Police, VicRoads and the Transport Accident Commission.



For further information about the City of Melbourne's
new bicycle routes or cycling in Melbourne, please visit

melbourne.vic.gov.au/cycling