

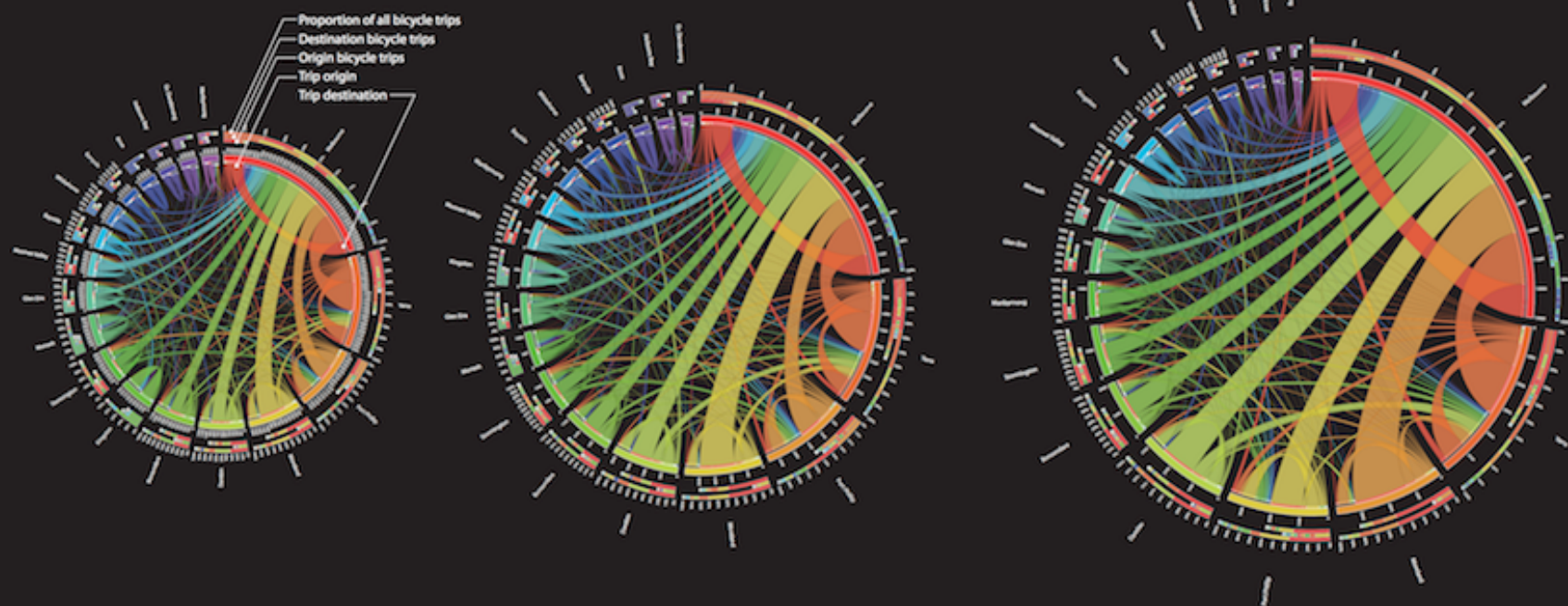
bikes

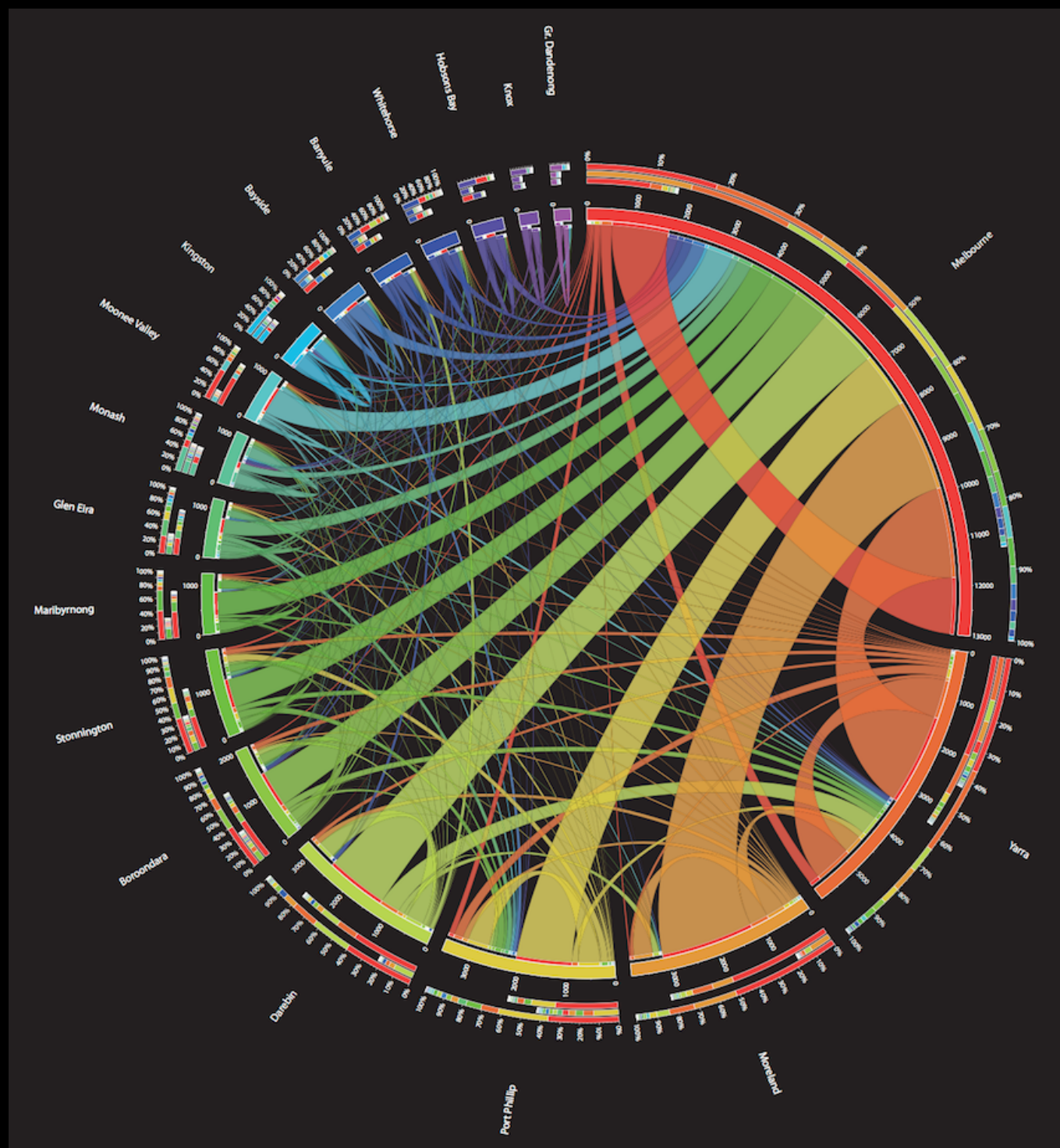
from opportunism to strategy

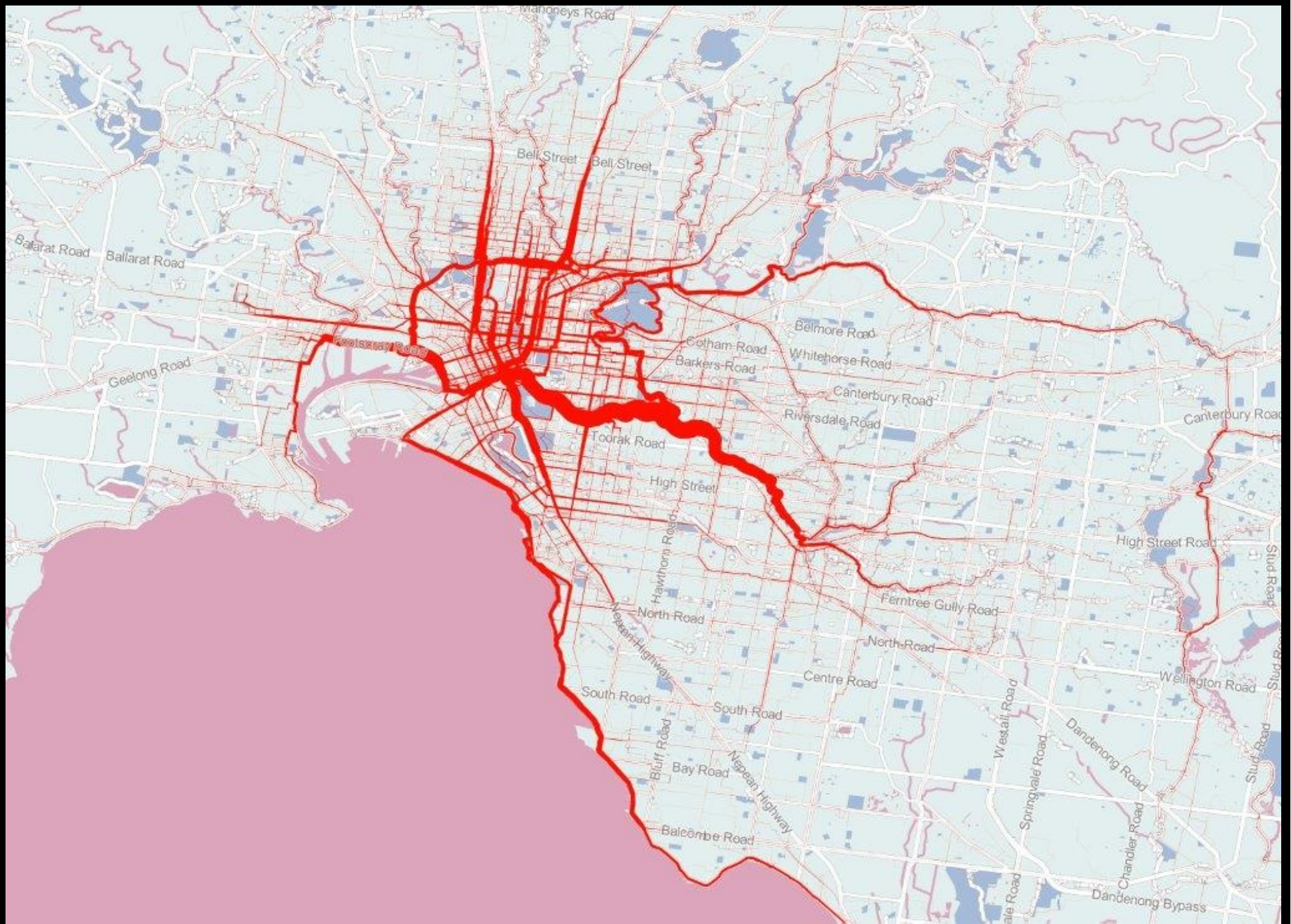
Cycling Journeys to Work in Melbourne by Local Government Area

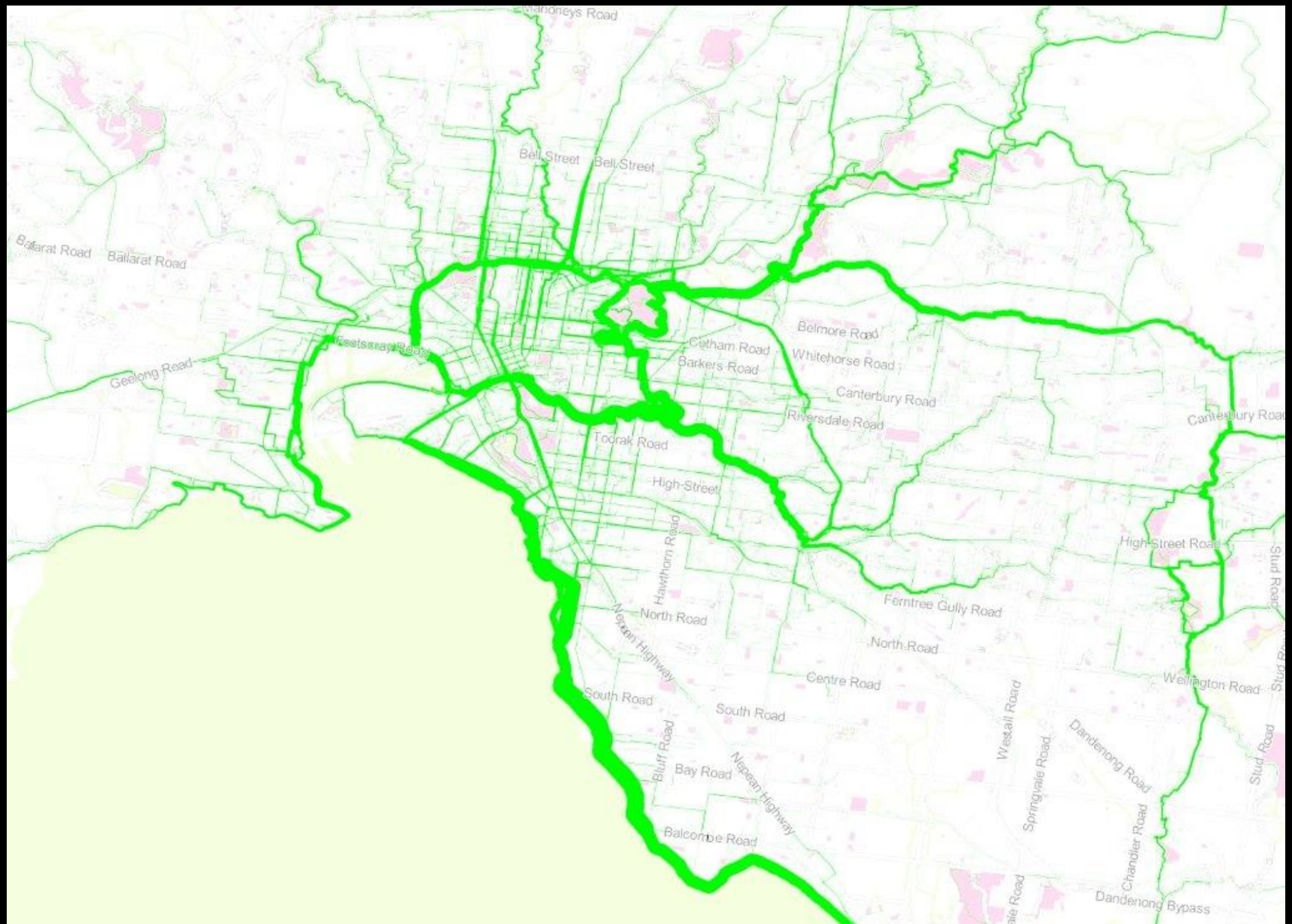
2001 2006 2011

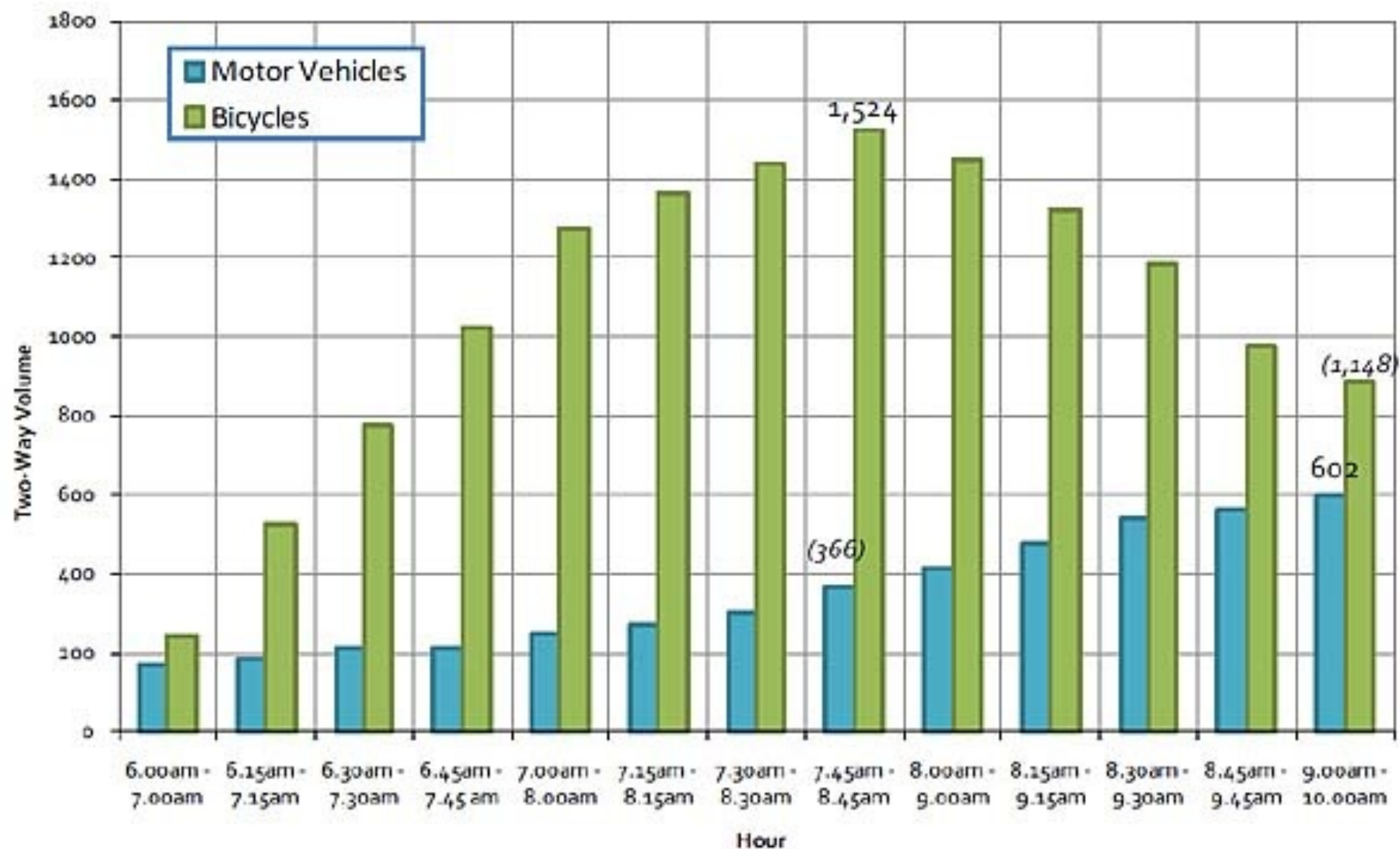
No. of trips: 10,135 15,427 (+52%) 21,426 (+39%)





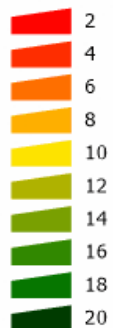




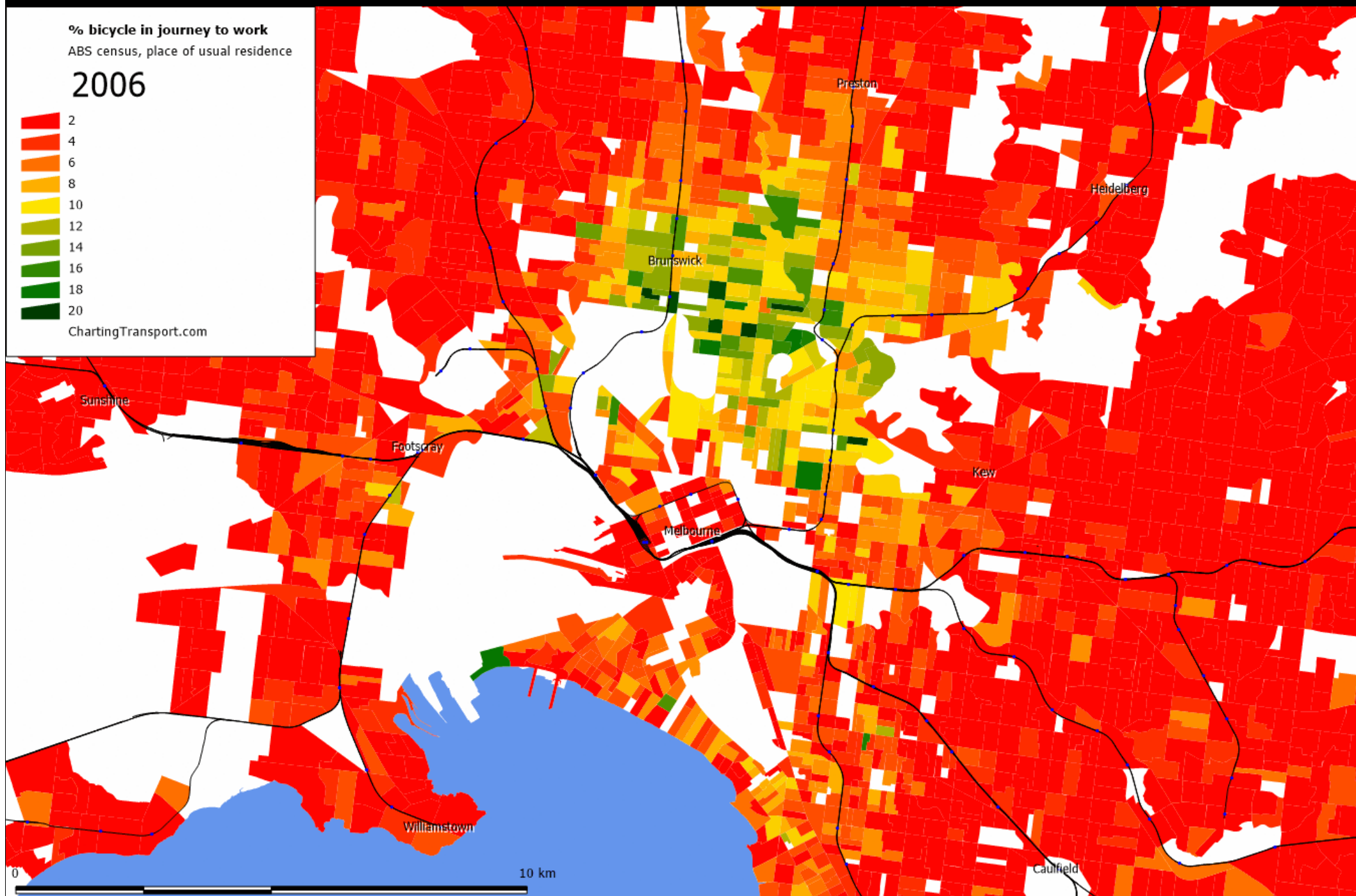


% bicycle in journey to work
ABS census, place of usual residence

2006

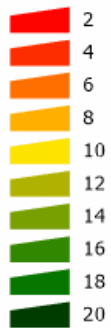


ChartingTransport.com

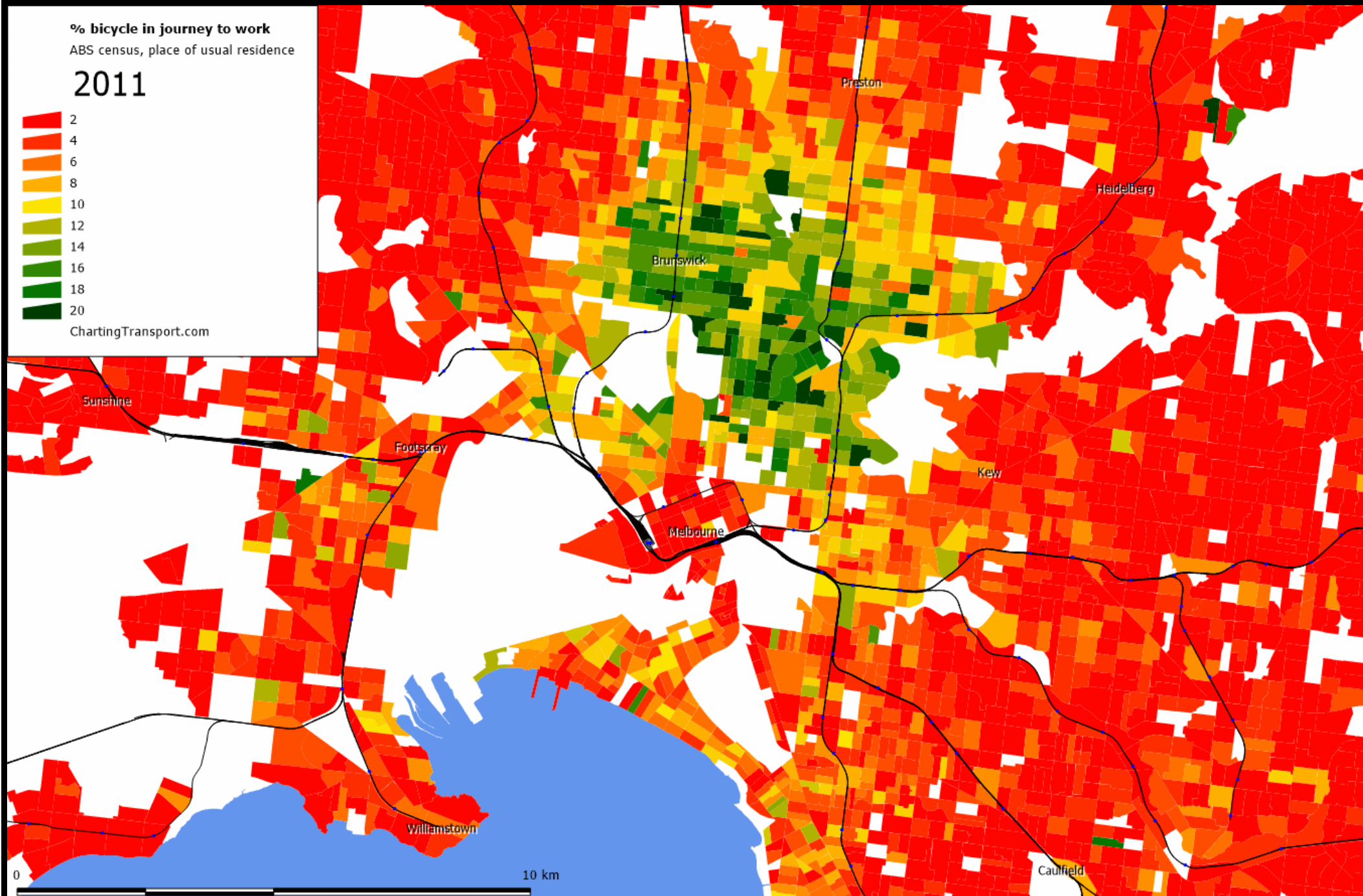


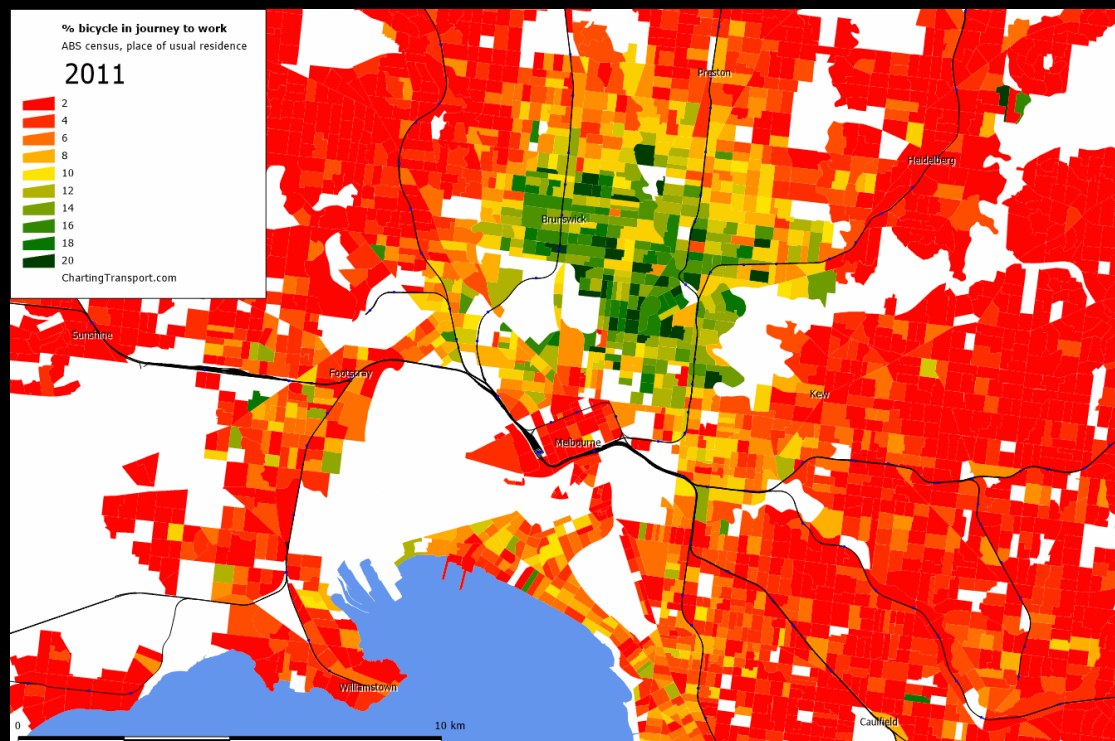
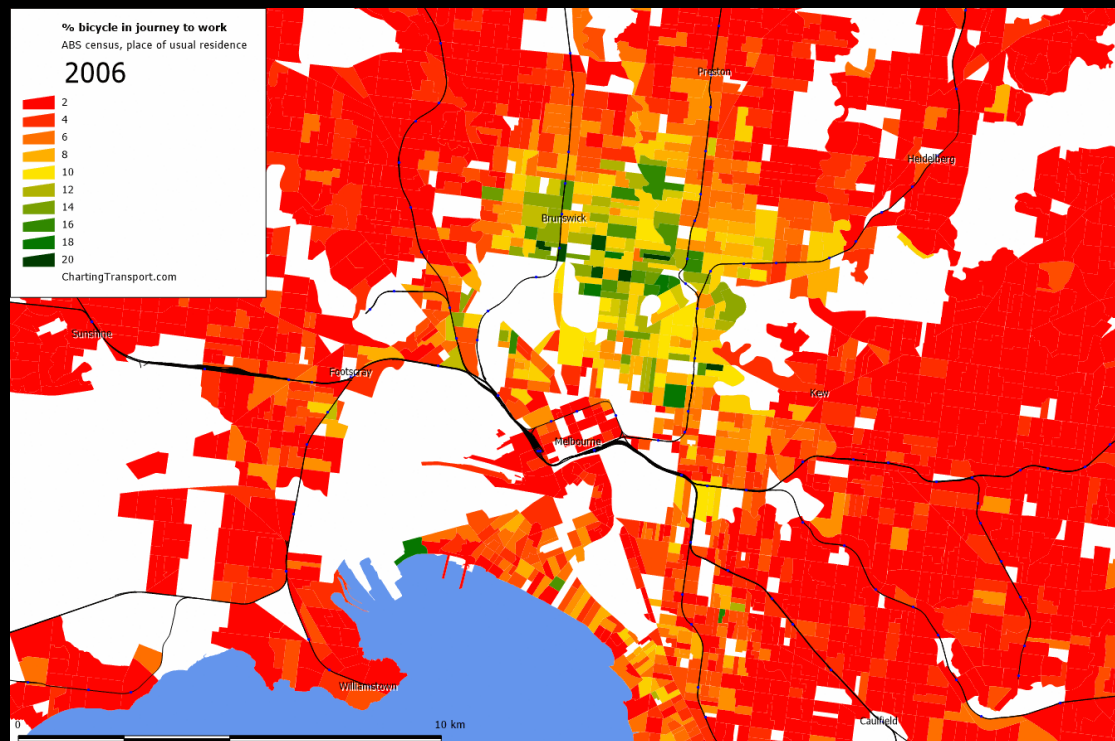
% bicycle in journey to work
ABS census, place of usual residence

2011



ChartingTransport.com



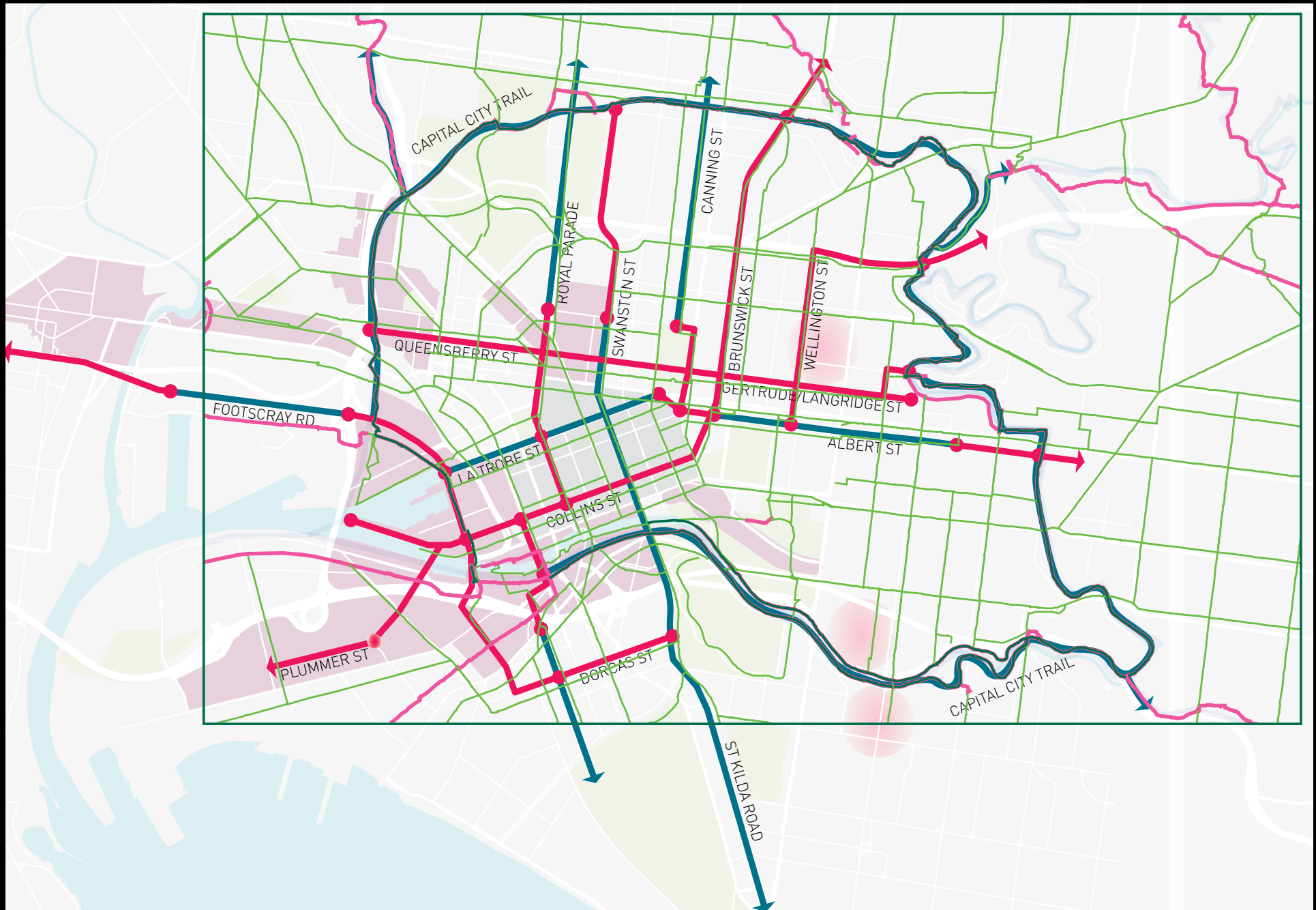


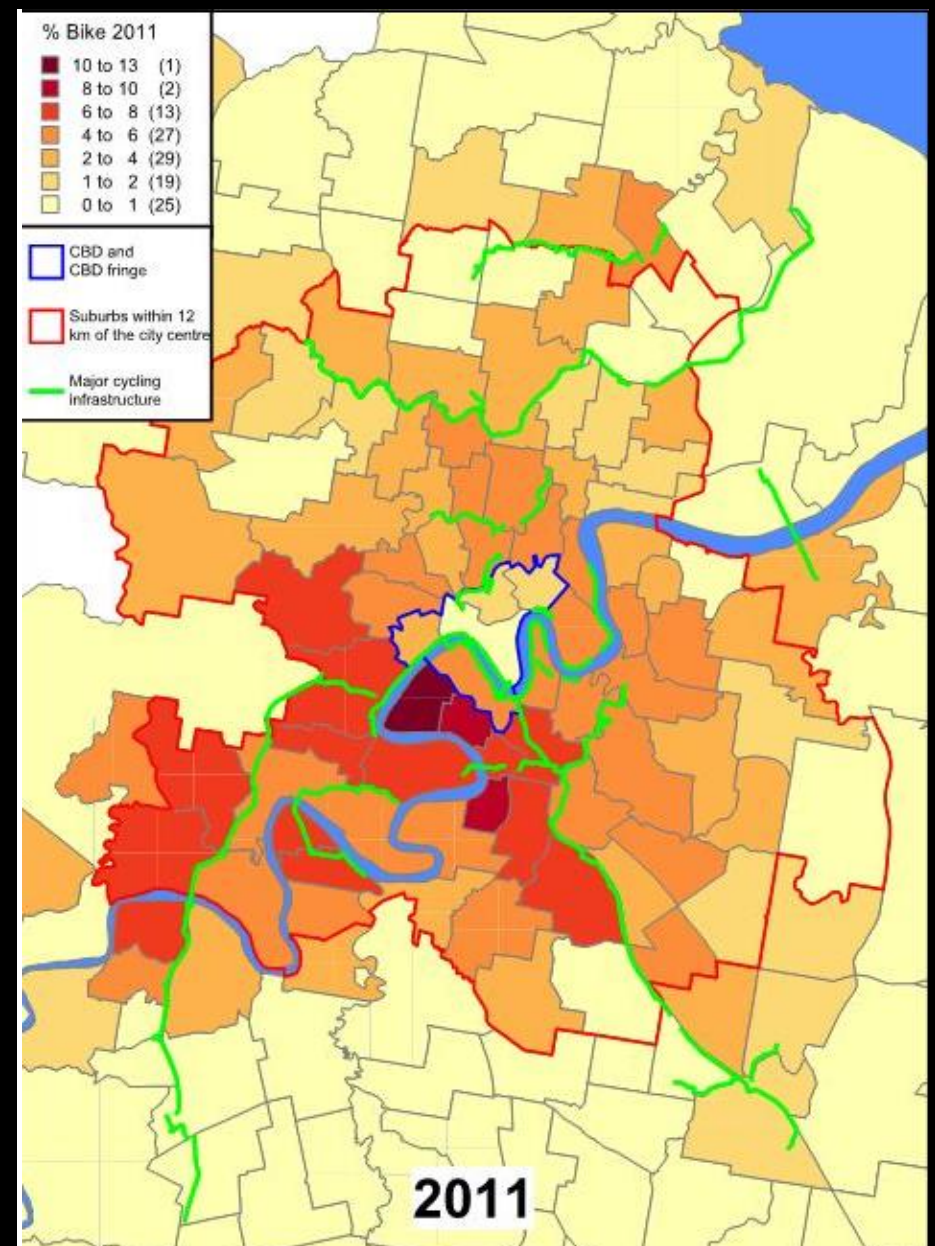
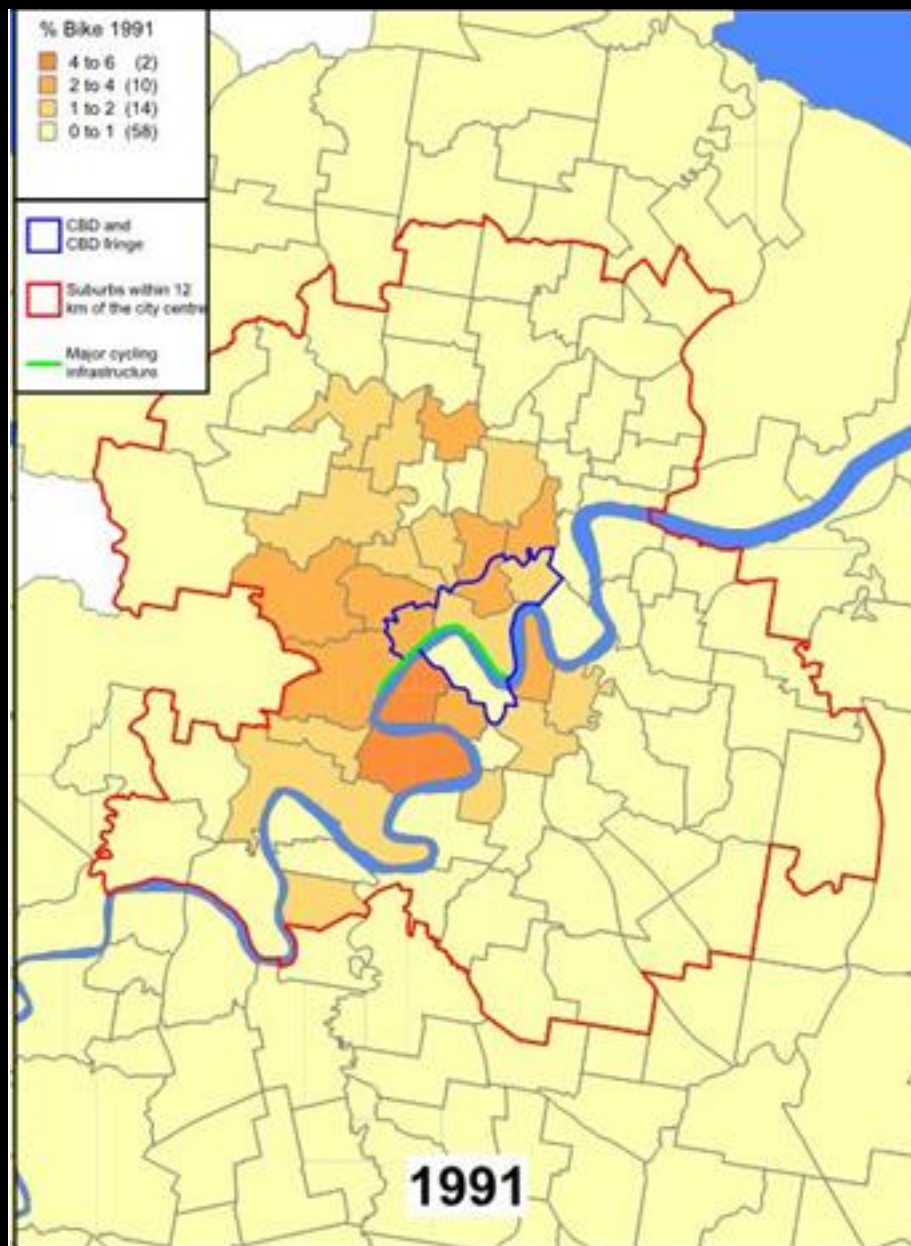
how did we get here?

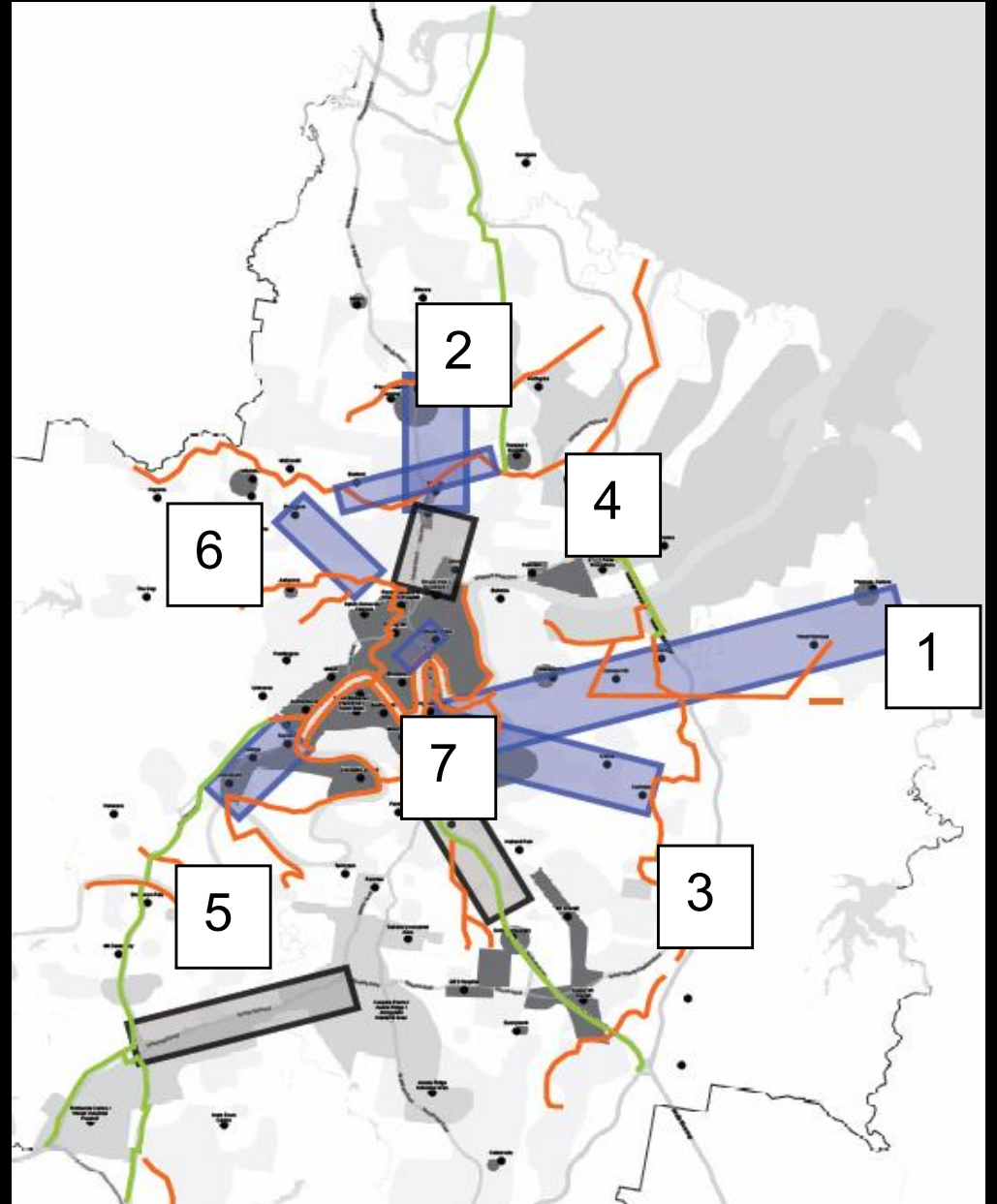
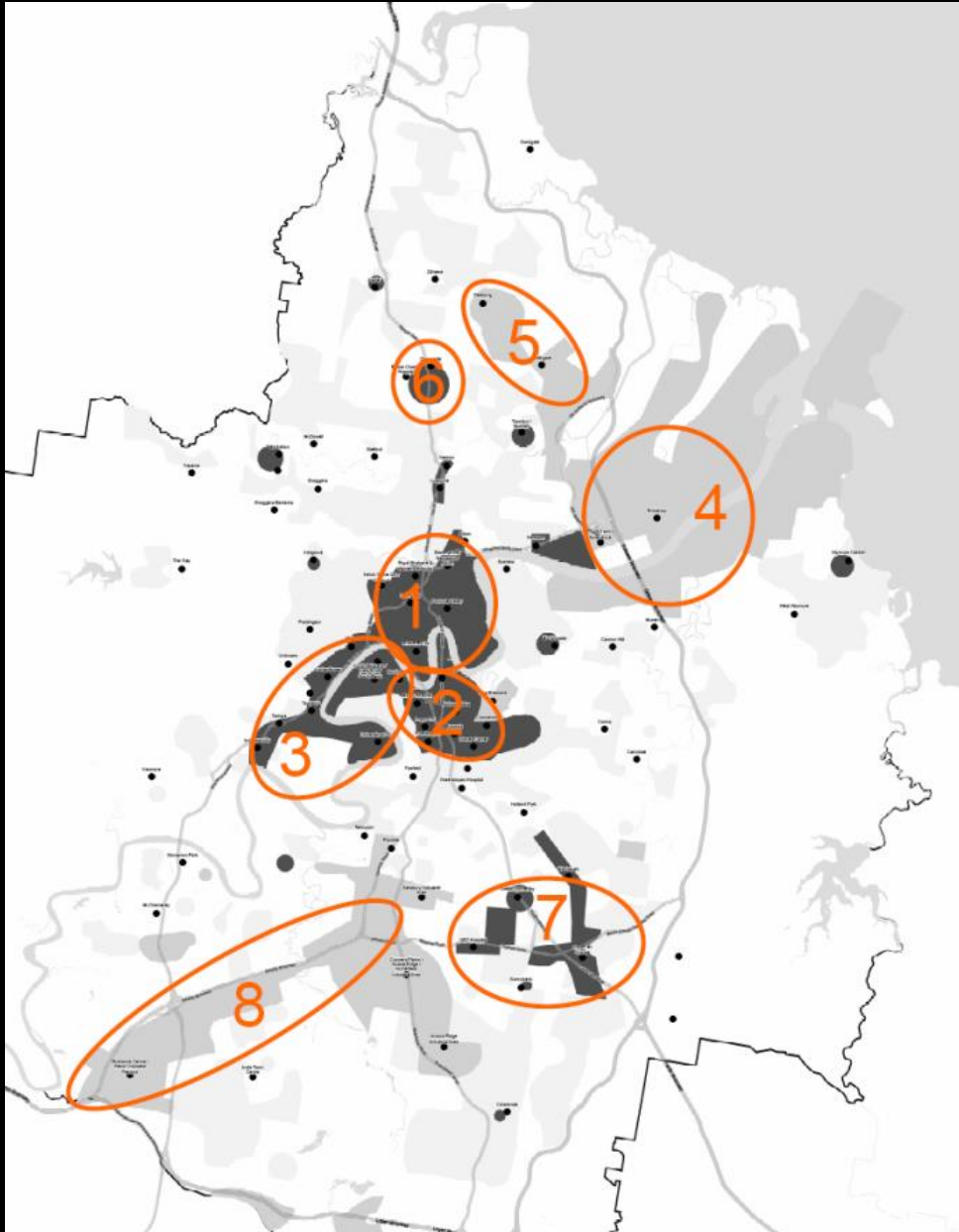
- incremental development
- opportunistic
- doing it easy; left over money
- council by council
- election by election

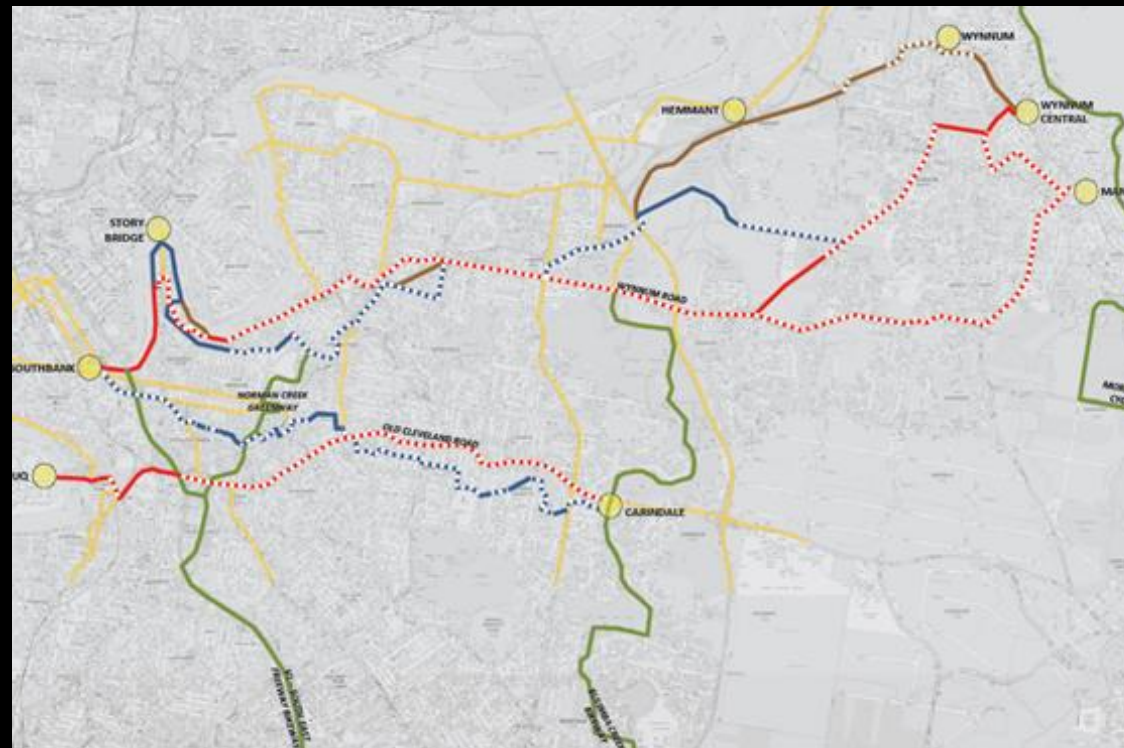
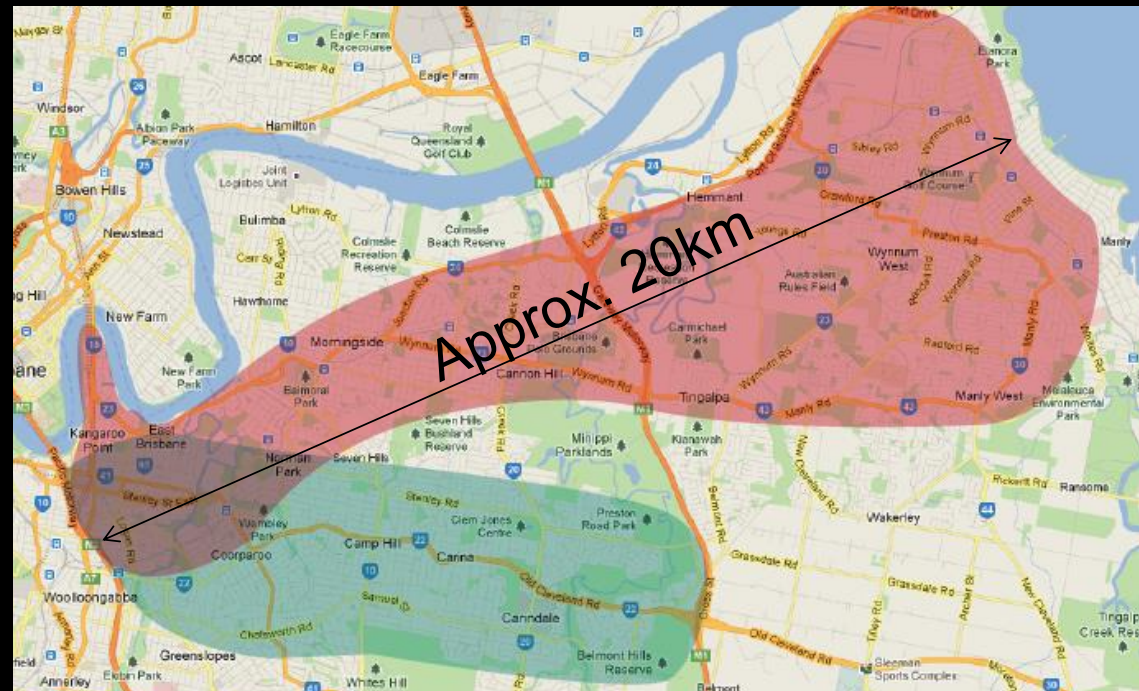
lets hook up!

- Plan Melbourne is our opportunity
- strategic, land use & transport
- economic rationale connecting employment with mobility
- “Central sub-region” - where the commuters are now.







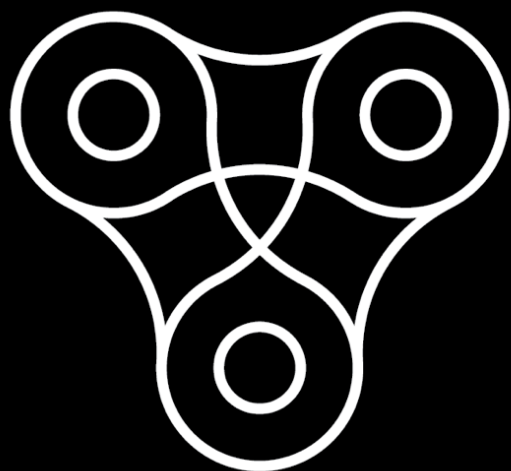


What 's next?

- planned, connected networks
- end-to-end routes
- prioritised, multi-year, multi-LGA projects
- easy, attractive facilities
- long term budgeting

the winning post

50% female riders



BICYCLE
NETWORK