**Summary of Progress re Implementation of Yarra Bicycle Strategy, Alistair McDonald, 4 Feb 2013:**

1. One of the initiatives of the Council Plan 2009-2013 is to “Develop and implement a Bicycle Strategy”.
2. In December 2009 Council endorsed the Yarra Bicycle Strategy which has a broad focus on increasing cyclist numbers, improving safety and the community’s perception of cycling through advocacy, infrastructure improvements and policy development.
3. The specific aims of the Strategy are to:
   1. establish cycling as the preferred mode for short trips;
   2. recruit and retain new cyclists;
   3. improve the public’s perception of cyclists;
   4. raise the Ride to Work mode share of cycling from 6.4% to 15% by 2015;
   5. triple Ride to Work mode share in Richmond;
   6. construct 5 major on-road bicycle routes and 5 major off-road routes;
   7. upgrade 5 major off-road routes;
   8. replace 5 car spaces per year with bike parking racks;
   9. improve the Council Ride to Work rate to 25% and increase the bike fleet to 50 bikes;
   10. reduce the number of reportable bike accidents by 10%;
   11. reduce conflict with walkers on shared paths; and
   12. report annually via a Bike Account.
4. The Strategy includes 41 actions to be implemented by 2015.
5. The Council budget 2012-2013 specifically budgets $930,000 to develop the Bicycle Strategy including:
   1. Bike path renewals in open space - $410,000;
   2. Bicycle network - $200,000;
   3. Wellington Street bike route - $220,000;
   4. Road bike path planning and design - $100,000;
6. As shown in the screen presentations, the Strategy includes 39 Actions which were schedule for completion at the end of the 2011/2012 financial year. To date 33 actions have been completed; one (1) action has been partially delivered; and three (3) actions were not completed as scheduled. Four (4) actions were not delivered as they were deemed impractical or unfeasible to deliver.
7. Three (3) actions in the Strategy have not been implemented: including lighting guidelines for bike routes; a policy to resolve car parking and bike corral conflicts over space; and a business case to entice new cyclists. These actions were forecast for delivery before the end of the 2011/2012 financial year but have not been delivered.
8. Four (4) actions could not be undertaken as further investigation showed that Yarra could not legally introduce “informal shared zones”; the budget bid for a ‘car free’ day was unsuccessful; or the action is not scheduled to be started until future years.
9. 2011 Census data showed that Journey to Work rates increased from 6.4% in 2006 to 8.5% in 2011 for Yarra. In Richmond where there has been a historically low Ride to Work rate the figure increased from 3.5% in 2006 to 5.2%. The percentage of females cycling in Yarra increased marginally from 37.3% in 2006 to 38.6% in 2011 of total cyclists who are residents of Yarra. Yarra’s census bicycle journey to work rate in Australia is the national highest, easily above its nearest rival Moreland at 4.9%.

**Conclusion**

1. Overall, the actions in the Bicycle Strategy have been largely implemented in accordance with the nominated timelines.
2. The key actions of providing 5 on-road and 5 off-road routes are on track to meet the requirements outlined in the Council Plan.
3. Eight branches within Yarra Council have been involved in the implementation of the Strategy, demonstrating the range of skills required to produce the kind of outcomes demanded in the Strategy.