

Slide 1



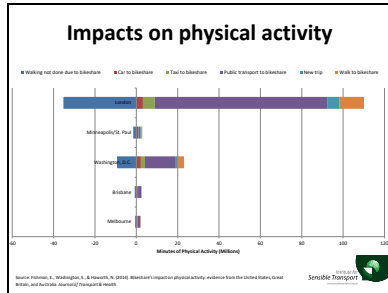
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Bike share size and usage

	Melbourne	Erisbane	Washington, D.C.	Minneapolis/ St. Paul	London*
Bikes*	600	1,800	4,800	2,225	8,000
Trips** (2012)	138,548	209,232	2,008,079	268,255	9,040,580
Trips per day per bike	6.61	9.28	9.26	3.98	15.2
Mean trip duration* (median in brackets)	22.0 (13.5)	16.2 (13.3)	15.8 (10.9)	17.5 (11.4)	17.5 (13.0)
Total ride time (mins)	3,048,056	3,389,558	31,727,648	4,692,643	158,210,190
Annual members	921	1,926	18,000	3500	76,283
Regional population	3,999,980	2,065,998	5,860,342	3,759,978	7,170,000

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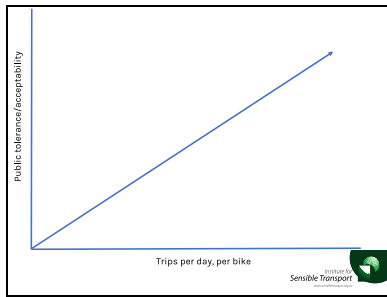
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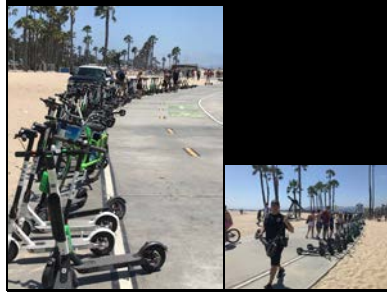
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Summary – dockless bike share (first 12 months)

- Poor engagement
- Equity issues
- Clusters of bikes
- Fallen bikes
- Quality of bike
- Dumped bikes

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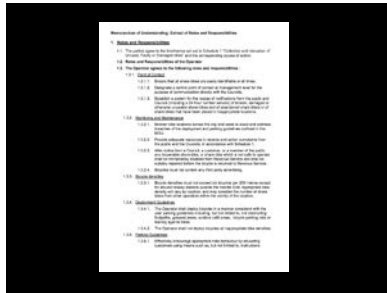
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Group Activity 1

Brainstorm ideas to reduce issues associated with stationary dockless bikes

Groups of ~6

Report back



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Morning tea



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Recommendations (1)

- Changing the way we allocate road space >> More responsive to contemporary urban challenges
- Create the space to park and ride bicycles safely
- Change how local government decide the number and location of bike parking
- State Government has a role in providing bike parking on a scale necessary to support a substantially larger number of bicycles (and cyclists).



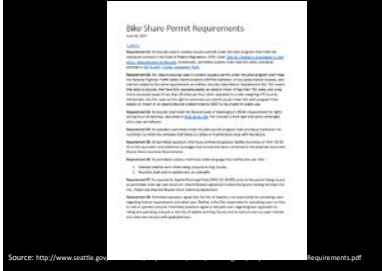
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Recommendations (2)

- Developing a Permit Application process
- Avoid ambiguous provisions
- Remove room for interpretation



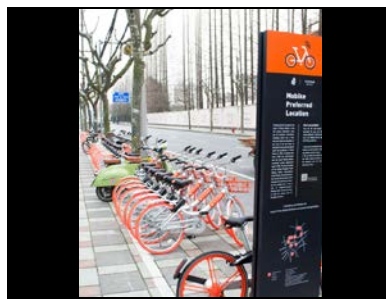
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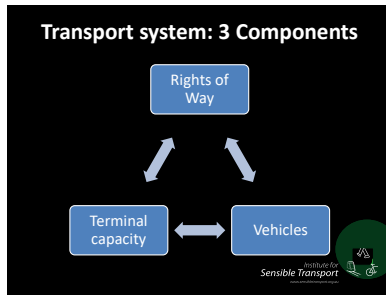
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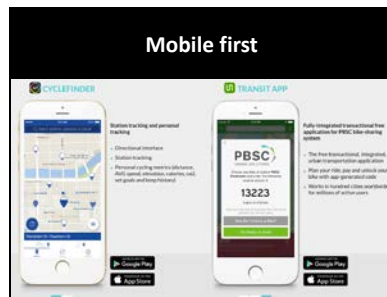
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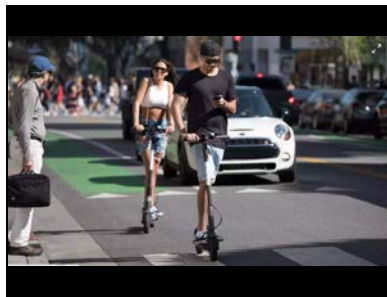
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Planning a bike share system

- How big should it be?
- How many bikes?
- Where should they be?
- What are the barriers to use?
- Who is our target market?
- What does the business model look like?
- What should the user pay?
- What do the bikes look like?
- Is there one or multiple providers?

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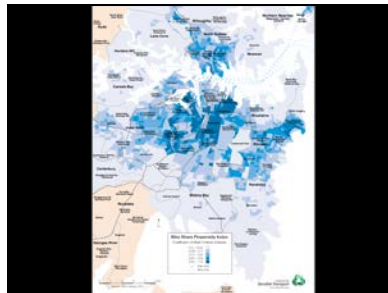
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Bike Share Propensity Index

1. Residential Population Density
2. Employment Density
3. Density of young adults
4. City based employment
5. Low car ownership
6. Bicycle use (origin)
7. Bicycle use (destination)

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