

BikeSpot Project Report

TAC Community Road Safety Grant

Prepared by CrowdSpot

July 2016

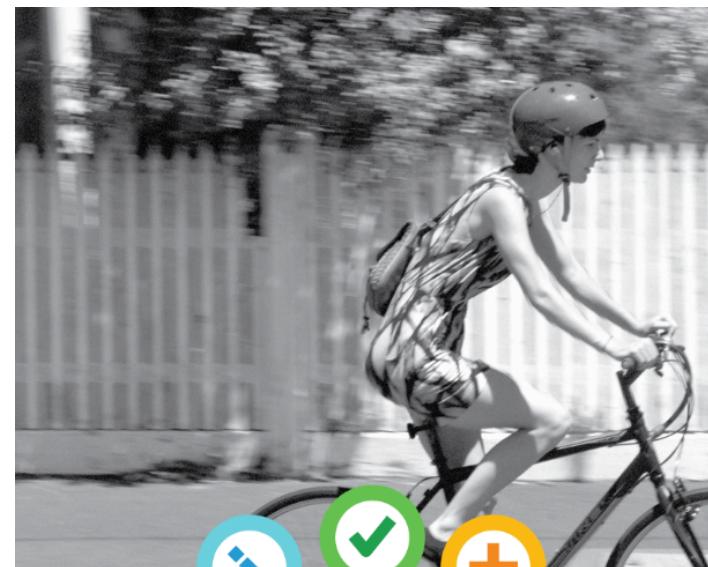


~ The ~
**SQUEAKY
WHEEL**



Contents

1. Introduction.....	3
2. The Project Map.....	4
3. Participations Data.....	6
4. Total Number of Submissions.....	10
5. Rating Safe and Unsafe Spots.....	11
6. Top 10 Safe and Unsafe Spots.....	12
7. Comparing perception of risk and real risk.....	13
8. Project Summary.....	26
9. Appendix.....	28
10. Acknowledgements.....	29



BikeSpot

How do you feel on a bike in Melbourne?

May 2016

Disclaimer

This report is provided for information and it does not purport to be complete. While care has been taken to ensure the content in the report is accurate, we cannot guarantee it is without flaw of any kind. There may be errors and omissions or it may not be wholly appropriate for your particular purposes. In addition, the publication is a snapshot in time based on historic information which is liable to change. CrowdSpot accepts no responsibility and disclaims all liability for any error, loss or other consequence, which may arise from you relying on any information contained in this report.

1. Introduction

Melbourne is still striving to become a world-class cycling city. Is our fear of riding holding us back or is it genuinely unsafe on the roads? A perceived lack of safety is the major barrier to people getting on their bikes¹. There is no doubt that how safe, or unsafe, it feels to ride a bicycle has an impact on people's willingness to ride.

A primary aim of the BikeSpot project is to further understand the bicycle riding community's perceived level of riding risk compared to historical crashes (real risk) at locations across Melbourne. Specifically, the project aims to identify locations where:

- There are high perceptions of risk and low real risk
- There is high real risk and low perceptions of risk

Central to the project was online CrowdSpot map which allowed people to 'Add a Spot' (incl. text, image, etc.) directly to the map where they do or don't feel safe riding a bicycle. Users were also able to vote and comment on any spots already added to the map by other users. The map was open for public participation for 2.5 months, officially launching on Sunday 14 February 2016 and closing on Saturday 30 April 2016.

The BikeSpot project is a collaboration, enabled by a TAC Community Road Safety Grant, between The Squeaky Wheel and CrowdSpot. The project involved the partnership of 13 Government Organisations and support of 16 bicycle community groups.

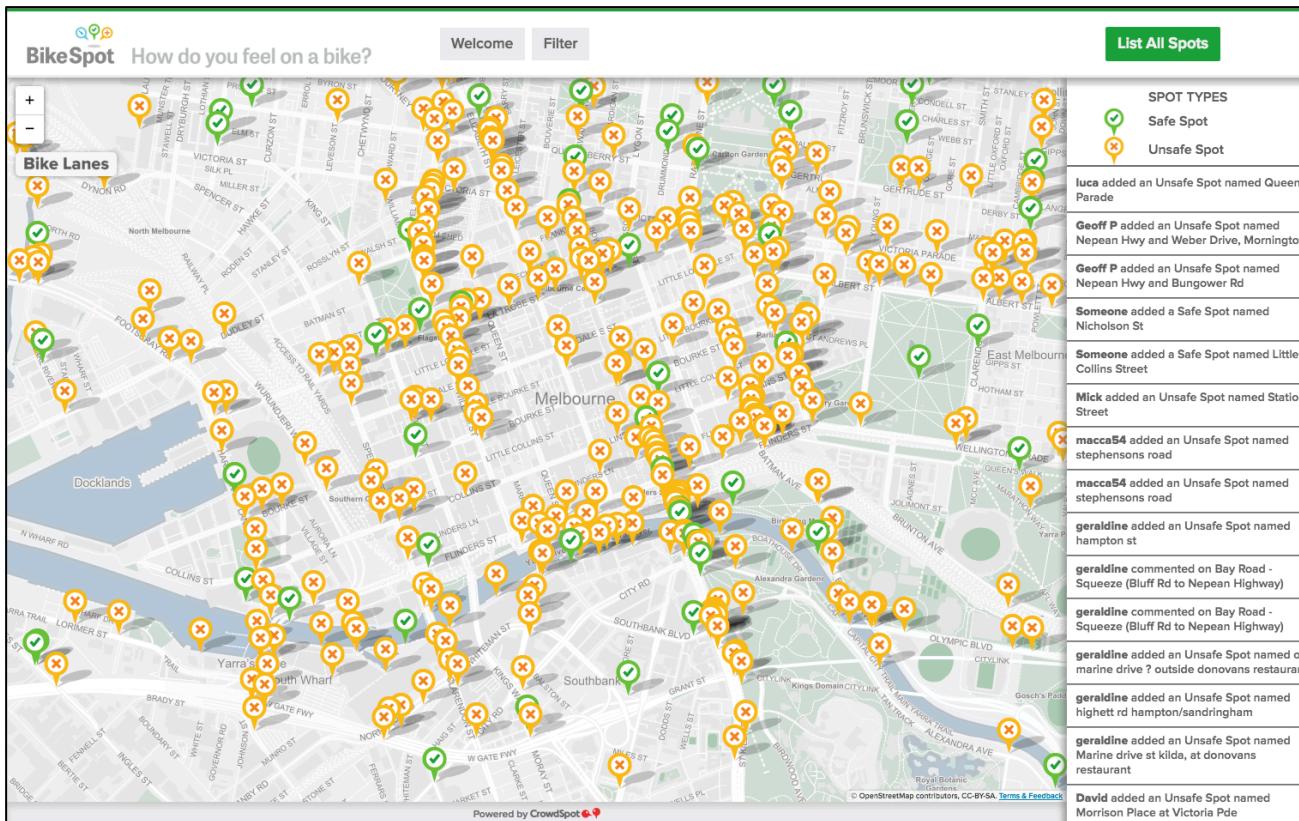


¹ Riding a Bike for Transport, CPF and Heart Foundation (2011)

2. The Project Map

The online CrowdSpot map, was accessed via the BikeSpot website (www.bikespot.org.au) or via the CrowdSpot map URL (<http://bikespot.crowdspot.com.au/>). The map (figure 1) allowed users to identify locations where they either feel safe (Safe Spots) or don't feel safe (Unsafe Spots).

Figure 1 – BikeSpot Project Map



Contributing to the map

The survey form contained a combination of location specific questions (type of spot, level of perceived risk, etc.) in addition to demographic questions of the user (Age, Gender, Rider Confidence, etc.). There are effectively 3 ways people were able to actively contribute their input to the map. This includes:

1. ‘Adding a Spot’ to the map via the survey form
2. Commenting on existing spots already on the map
3. Voting on existing spots already on the map by clicking the ‘support’ button

Figure 2 – The survey form

BikeSpot How do you feel on a bike? Welcome Filter List All Spots

Tell us about where you feel safe or unsafe riding...

What is the name of this spot?
Street, Park, Landmark, etc.

Is this a 'Safe Spot' or 'Unsafe Spot'? Choose One

Why do you feel safe or unsafe here?
This will be visible to the public
Please describe...

Please add an image of this spot if you have one

What is the main purpose you ride here?
 Work
 Shopping
 School
 Exercise
 Social
 All purposes

Please choose the option below that best describes your level of riding confidence? Choose One

Your age

Your gender

Would you like to stay informed about this project? Choose One

SPOT TYPES
Safe Spot
Unsafe Spot

luca added an Unsafe Spot named Queens Parade

Geoff P added an Unsafe Spot named Nepean Hwy and Weber Drive, Mornington

Geoff P added an Unsafe Spot named Nepean Hwy and Bungower Rd

Someone added a Safe Spot named Nicholson St

Someone added a Safe Spot named Little Collins Street

Mick added an Unsafe Spot named Station Street

maccab4 added an Unsafe Spot named stephensons road

maccab4 added an Unsafe Spot named stephensons road

geraldine added an Unsafe Spot named hampton st

geraldine commented on Bay Road - Squeeze (Bluff Rd to Nepean Highway)

geraldine commented on Bay Road - Squeeze (Bluff Rd to Nepean Highway)

geraldine added an Unsafe Spot named on marine drive ? outside donovans restaurant

geraldine added an Unsafe Spot named highett rd hampton/sandringham

geraldine added an Unsafe Spot named Marine drive st kilda, at donovans restaurant

David added an Unsafe Spot named Morrison Place at Victoria Pde

Powered by CrowdSpot

Figure 3 – Commenting and supporting an existing spot

BikeSpot How do you feel on a bike? Welcome Filter List All Spots

Arts Centre

Ben added this Unsafe Spot 3 months ago 11 Support

9 comments

Safety rating:
2 - Stress levels rising

Description: Bike Lane ends and forced to merge across traffic that is turning left.

Rider type: Very confident

9 comments

It's a shocker. And easily fixed - make one full lane for bicycles.

John Handley around 3 months ago

There's a bike path on the map across the road. You could use that

SPOT TYPES
Safe Spot
Unsafe Spot

luca added an Unsafe Spot named Queens Parade

Geoff P added an Unsafe Spot named Nepean Hwy and Weber Drive, Mornington

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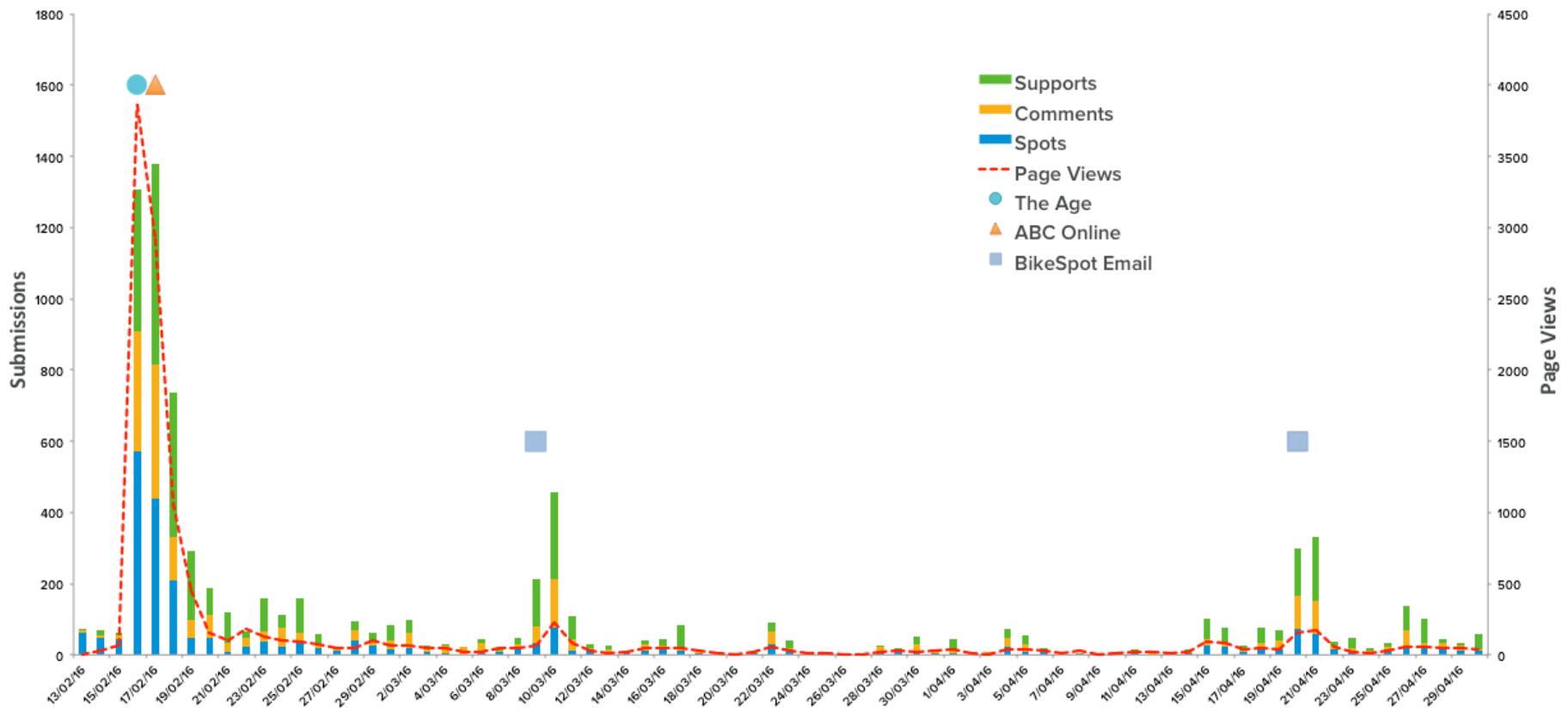
3. Participation Data

The data collected through map includes a combination of both active and passive participation. Active participation refers to user interactions where people have submitted their input by either adding a spot, comment or 'support'. Passive participation refers to cases where users have explored the map, viewing and reading various contributions without actively participating (no submission).



In total, there were 1,482 active participants who submitted input on the map while Google Analytics reported 9,526 unique page views. As a result, we can determine that there were 8,044 passive participants, those who came to the website but did not contribute. This is in large part due to the large media attention received at the launch of the project with map being featured in The Age and ABC Online. Figure 5 outlines the total number of views per day over the engagement period. The peak occurred on 16 February with approximately 4,000 page views.

Figure 4 – Participation over time (source: Google Analytics)



Note: see appendix for links to media

Age

The most active age group was the 35-44 range, which represented 34.6% of active participants (Figure 5). The two most active age ranges (25-34 and 35-44) represented a combined total percentage of 60.3%.

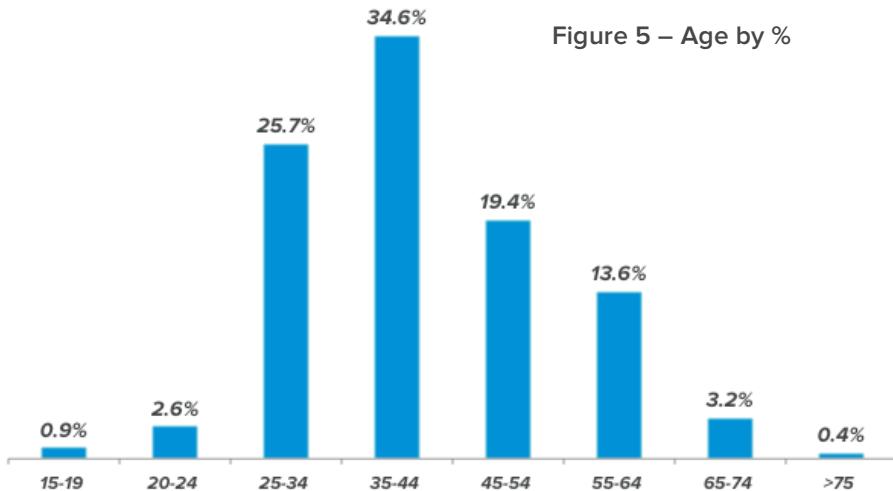


Figure 5 – Age by %

Gender

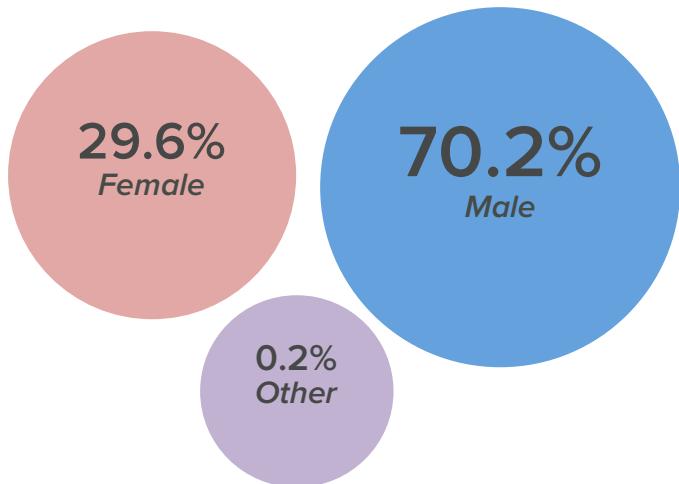
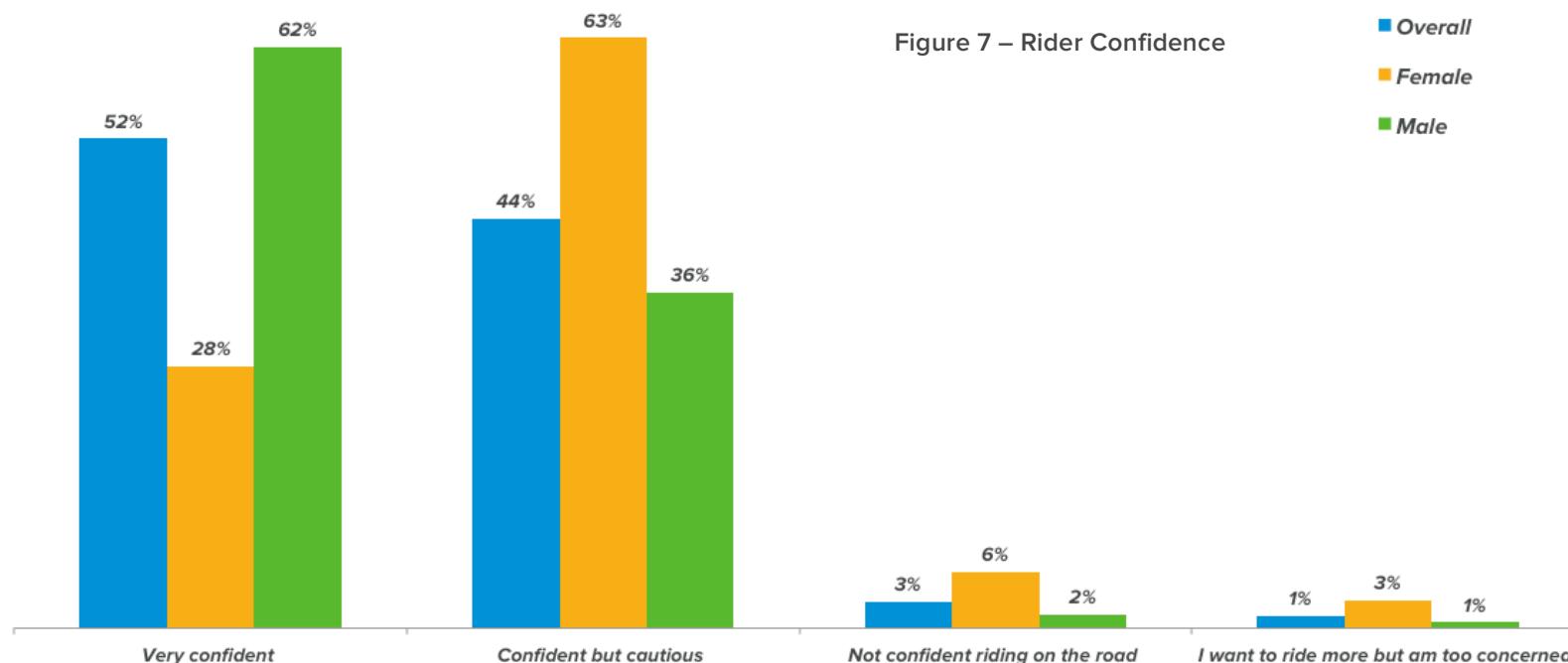


Figure 6 – Gender

In terms of gender, men represented 70.2% of all active participants with women representing 29.6% of all active participants. This gender mix appears to be quite representative of the gender split of ridership in Metropolitan Melbourne.

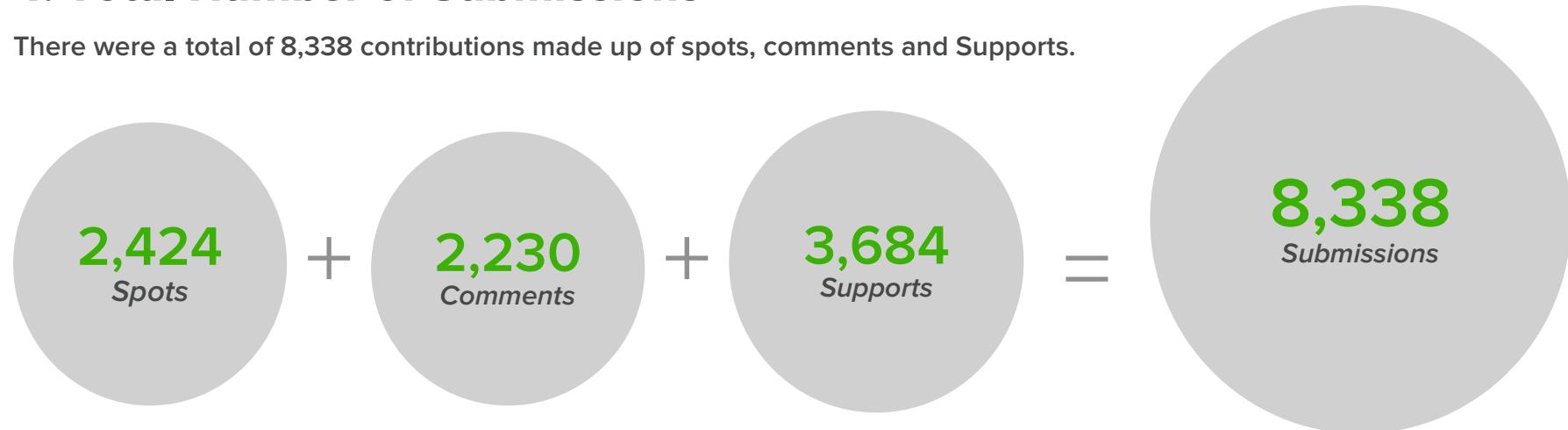
Rider Confidence

Participants were asked for them to rate their own level of riding confidence. Overall, 52% of participants indicated that they were 'Very confident', while 44% chose 'Confident but cautious'. With 96% of participants indicating a degree of confidence it would suggest that the vast majority of BikeSpot participants were existing riders rather those who wish to ride more but are too concerned. Interestingly, men indicated a much higher degree of confidence than women, confirming that women are more cautious riders than men are.



4. Total Number of Submissions

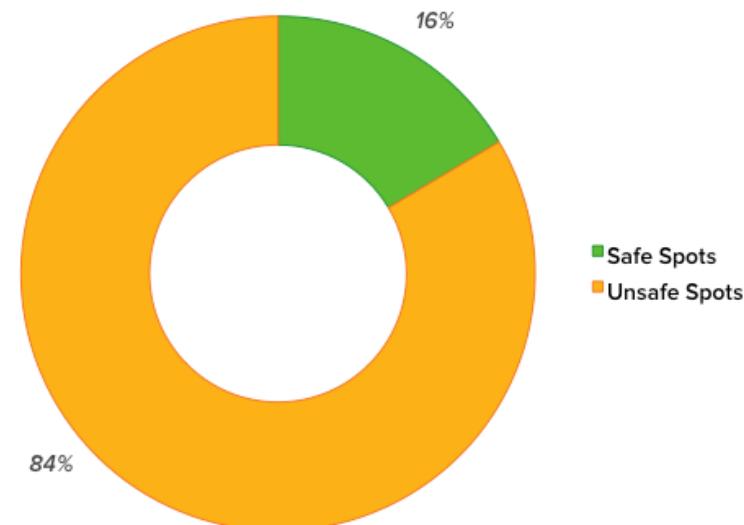
There were a total of 8,338 contributions made up of spots, comments and Supports.



Types of Spots

The majority of locations added to the map were 'Unsafe Spots' which accounting for 84% of all the locations added to the map (Figure 8). The remaining 16% were Safe Spots.

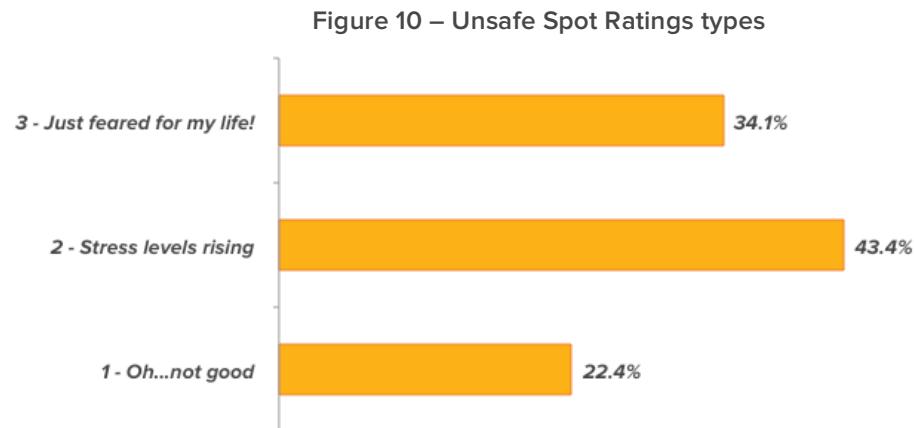
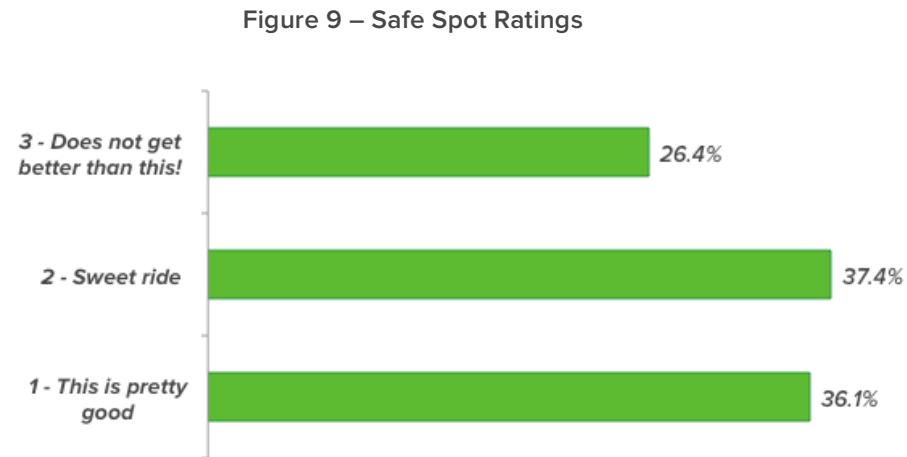
Figure 8 – Spot types



5. Rating Safe and Unsafe Spots

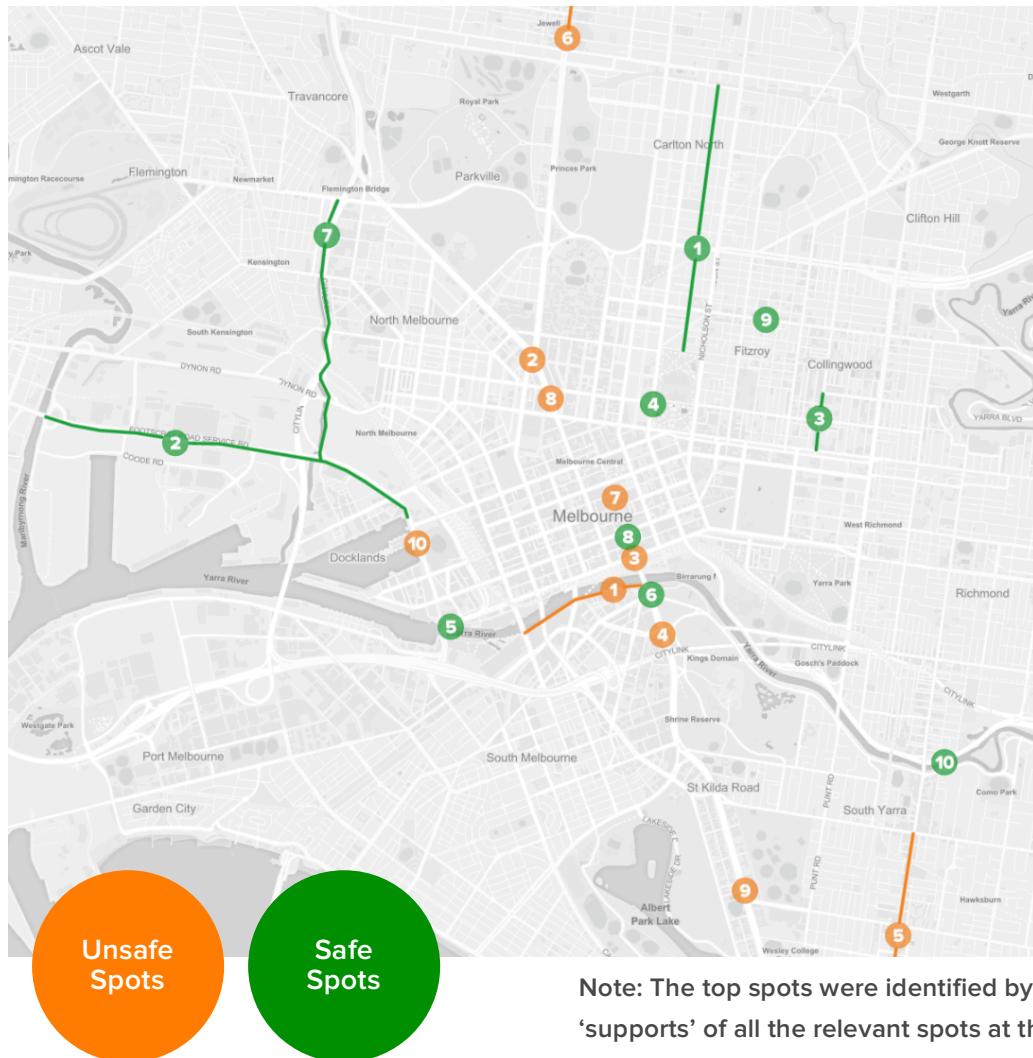
Participants were asked to rate their Safe or Unsafe Spot, according to how they feel, on a scale of 1 to 3, where 3 is the most safe or most unsafe.

For Safe Spots there was relatively even mix of ratings. The top rating, '3 – Does not get better than this', received the least amount possibly suggesting that the areas currently considered safe but still have room for further improvement.



There was also a strong mix of ratings for Unsafe Spots but these were more skewed towards the top unsafe ratings. 77.5% of Unsafe Spots were either expressed as causing rising stress levels or having riders fearing for their lives. This suggests that riders commonly face highly stressful experiences riding a bicycle in Melbourne.

6. Top 10 Unsafe and Safe Spots



Top 10 Unsafe Spots

1. Southbank Promenade
2. Haymarket Roundabout
3. Swanston St (between Flinders St & Flinders Lane)
4. St Kilda Rd (approaching Southbank Blvd)
5. Chapel St (Dooring fear)
6. Sydney Rd (Dooring fear)
7. Swanston St Mixed Use Zones
8. Elizabeth St (no bicycle lane)
9. St Kilda Rd (approaching Commercial Rd)
10. Docklands rumble strips

Top 10 Safe Spots

1. Canning Street
2. Footscray Road bike path (river to river)
3. Wellington Street "Copenhagen Lane"
4. Rathdowne St - Hook turn button for cyclists
5. Yarra River to Docklands (Nth Bank)
6. St Kilda Road separated bike lanes
7. Moonee Ponds Creek Trail
8. Swanston Street - closing street to cars
9. Intersection at Napier Street & Johnston Street
10. Main Yarra Trail pontoons – North bank

7. Comparing perception of risk and real risk

A key aim of the BikeSpot project is to further understand differences in the perception of risk² and real risk of riding a bicycle in Melbourne.

This section is broken into two parts:

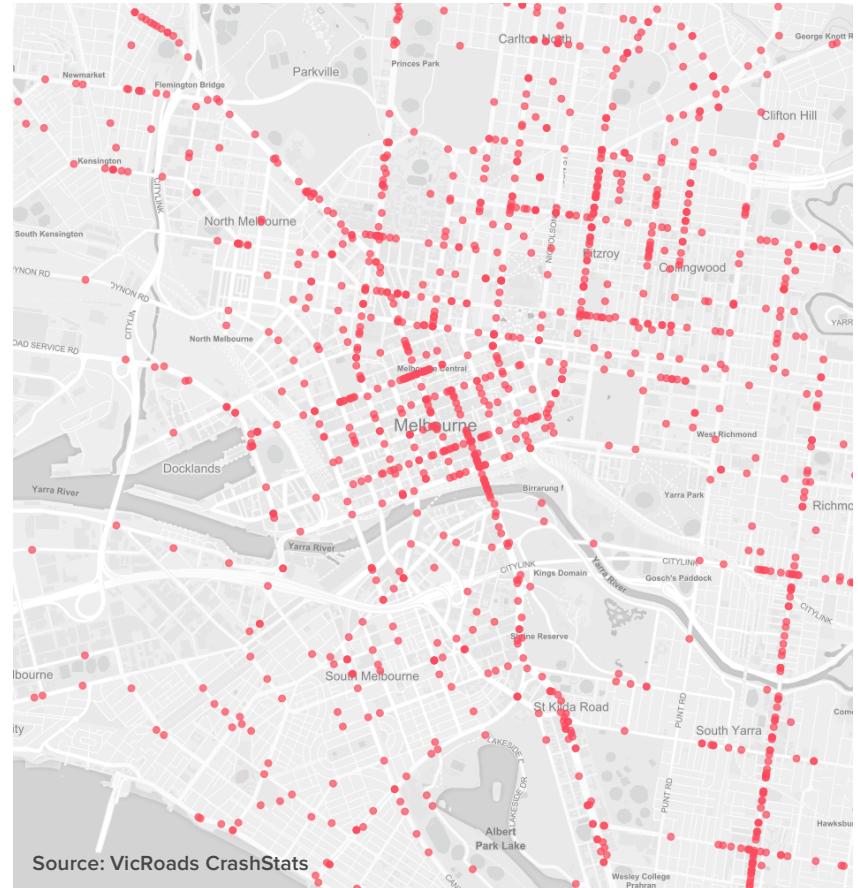
- 1) Top 10 Unsafe Spots Vs CrashStats
- 2) Top CrashStat Locations Vs BikeSpot

It is important to note that VicRoads CrashStats data is generated through police crash reporting. As a result, these tend to involve more serious injuries and therefore minor crashes often go unreported.

CrashStats is still thought to be an accurate representation bicycle crash locations, as was confirmed in the Cycle Stories project, where crowdsourced crashes were compared to CrashStats.

To define whether locations are deemed *low, medium or high real risk* we have applied the following categories based on the number of crashes that took place at that location under the same circumstances:

- Low real risk: < 5 crashes
- Medium real risk: 5 – 15 crashes
- High real risk: > 15 crashes



² Definition - Belief (whether rational or irrational) held by an individual, group, or society about the chance of occurrence of a risk or about the extent, magnitude, and timing of its effect(s). Read more: <http://www.businessdictionary.com/definition/risk-perception.html#ixzz4B3p7kmVv>

Part 1 - Top 10 Unsafe Spots Vs CrashStats

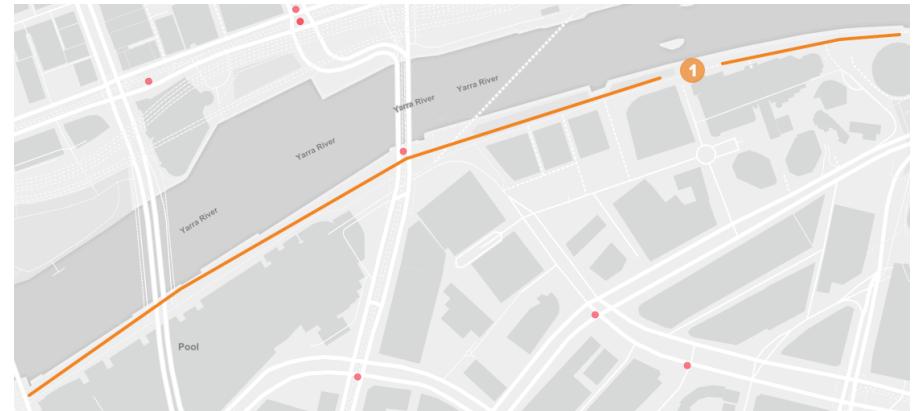
The Top 10 Unsafe Spots on the map on the previous page provide a list of locations perceived to be most unsafe. To compare these locations of high-perceived risk with real risk, we will cross reference the BikeSpot data with official VicRoads bicycle crash locations from the past 3 years (2013, 2014 and 2015). Within these 3 years there were 3,823 bicycle related crashes in Metropolitan Melbourne.

1. Southbank Promenade

The strong mix of walking and cycling activity on Southbank Promenade elevated the busy corridor to being the most popular Unsafe Spot. The unpredictability of walkers or families with children creates a stressful riding experience. Despite this heightened sense of stress, 1 official crash took place over the last 3 years. A factor in this result could be that bike riders travel at slower speeds and therefore only minor crashes occur, which are less likely to be captured by VicRoads CrashStats.



Low real risk



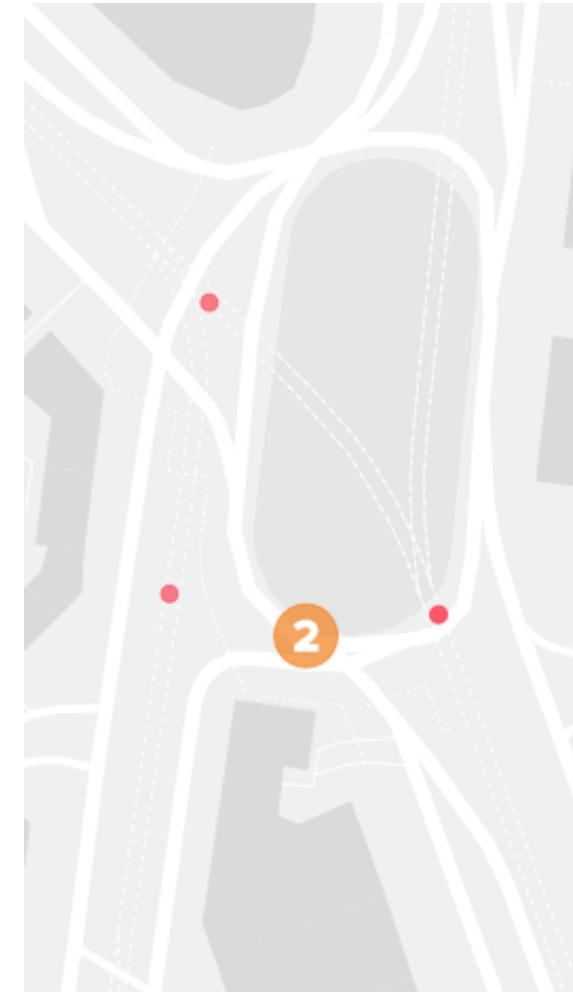
2. Haymarket Roundabout

The Haymarket Roundabout, also commonly referred to as the ‘The Roundabout of Death’, is a well-known bicycle route landmark. The locations’ long-standing association with fear may have played a role in increasing its perception of risk. Despite improvements to the roundabout in recent years, there still appears to be confusion surrounding both cars and bicycles requiring the need to switch lanes. Over the past three years, there have been a total of only 4 recorded bicycle crashes, thus posing only a low real risk. It is important to note that multiple unrecorded minor crashes could have taken during this time and that riders are extra cautious at this location due to their perceived high risk.



= 4

Low real risk



Note: Two crashes are at the exact same location

3. Swanston Street (between Flinders Street and Flinders Lane)

People perceive Swanston Street between Flinders Street and Flinders lane to be high risk riding environment. Riders describe being funneled into Swanston St and needing to squeeze between horse carriages and delivery vehicles on their left and moving trams (tram track) on their right. The cluster of 8 crashes within the past 3 years demonstrates that there's a real risk factor at this location.



Medium real risk

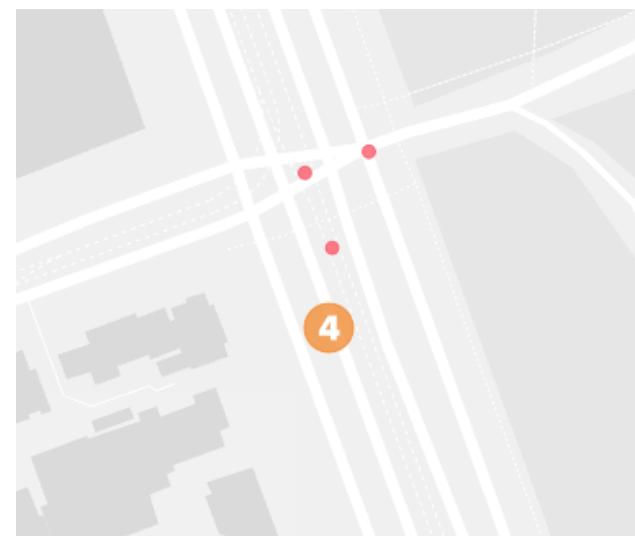
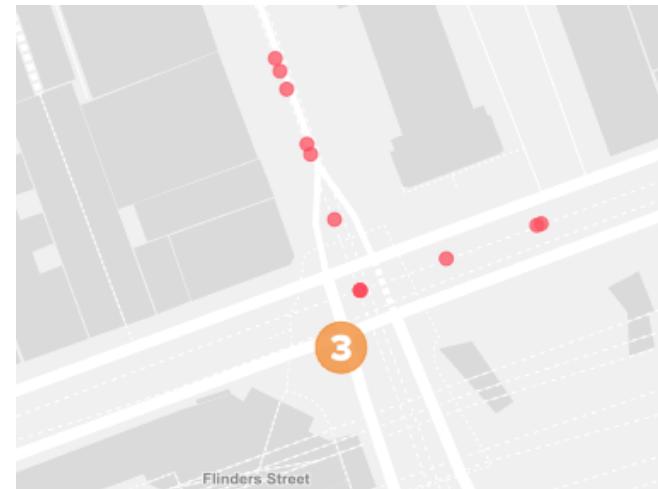
4. St Kilda Rd (approaching Southbank Blvd)

People riding north in the St Kilda Rd bike lane are required to merge right across two lanes of traffic in order to continue along St Kilda Rd. Despite being the 4th most popular Unsafe Spot there are only 2 crashes recorded at this location in the past 3 years.



Low real risk

Note: Multiple crashes are at the exact same location



5. Chapel Street (dooring fear)

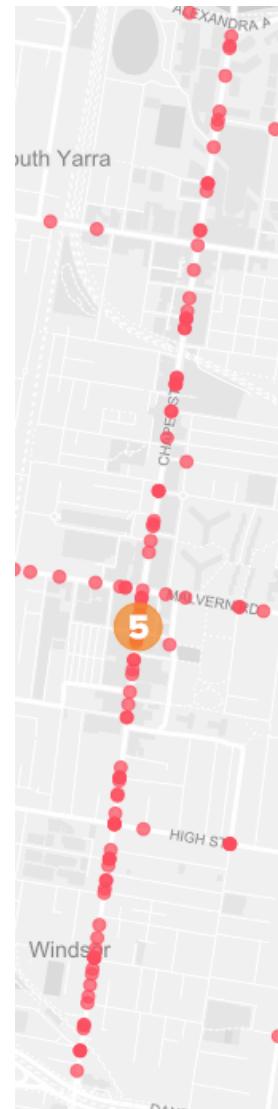
The risk of a car dooring crash on Chapel is very real. From a total of 89 crashes taking place on Chapel Street (between the Yarra River and Dandenong Rd) in the past 3 years, 40 were as a result of car doorings.

'The closeness of cars, bikes, trams and pedestrians. As the cars are moving slowly, pedestrians frequently step out between parked cars, (as well as the well reported dooring problem). Also high frequency parking causes difficulties.'

- Mazza



High real risk



6. Sydney Road (dooring fear)

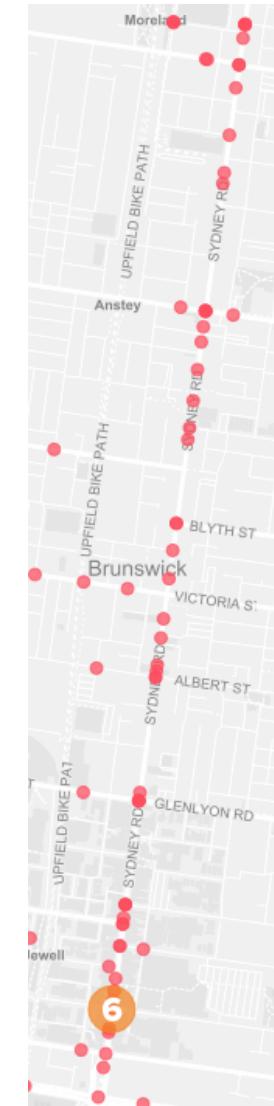
Similar to Chapel Street, Sydney Road is also a real risk for car dooring crashes. 73 crashes took place on Sydney Road between Brunswick Road and Bell Street in the past 3 years. 18 of those crashes are clustered at the southern end of Sydney Road, between Brunswick Rd and Glenlyon Road.

'Lost count of the number of narrow misses by car-dooring and cars pulling out of side roads into the bike lane because they can't see past the parked cars.'

- easyE



High real risk

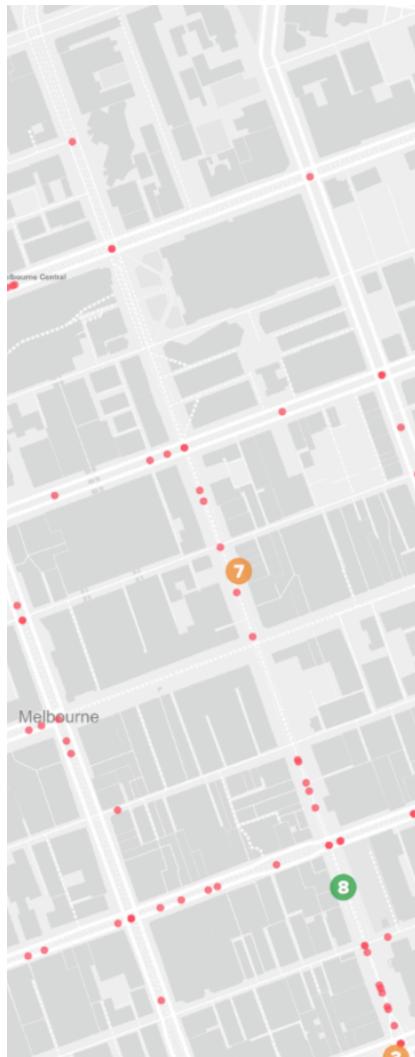


7. Swanston Street Mixed Use Zones

The shared walking and bike riding space at tram stops is a perceived safety concern amongst bike riders. The concern is related to both people stepping out on to the path to approach a tram and people walking on the path when they shouldn't be. There are a number of crashes along Swanston St but none of them involve a pedestrian/bicyclist crash. It should also be stated that there could be minor crashes at these tram stop locations, but these are less likely to be captured by CrashStats database.



Low real risk

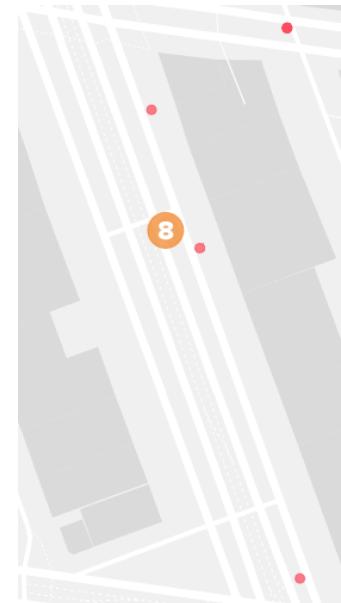


8. Elizabeth Street (no bicycle lane)

Elizabeth Street south of Queensberry Street is a perceived safety risk for bike riders as they must merge across lanes of traffic where there is no visible bike lane. There are 2 crashes at this location, both occurring as vehicles enter parking spaces.

'The bike lane ends at Queensberry St. Riders need to merge across two lanes of turning traffic if they want to ride down Elizabeth St into the city. Cars beep and travel quite fast here. Every day I worry about this bit of my ride. We need a bike lane please.'

- Alex



Low real risk

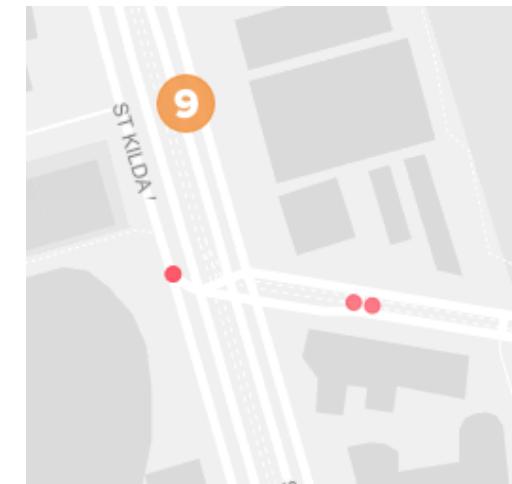
9. St Kilda Road (approaching Commercial Road)

Travelling south on St Kilda Road the existing bike lane ends as the Commercial Rd intersection approaches. There doesn't appear to be any crashes at this location within the past 3 years.

'The bike lane here just disappears, (this happens all over the place, all the time. Too difficult? Just "disappear" - problem solved - sheesh) and you find yourself stuck between cars straight on and cars turning left'.



Low real risk



10. Docklands rumble strips

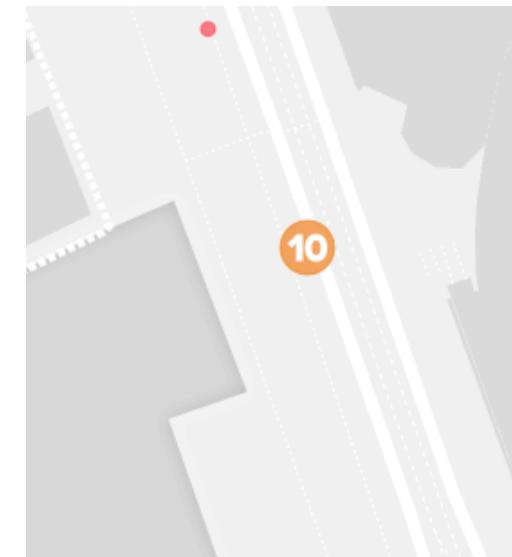
Whilst a popular route the Docklands bike path has a number of traffic calming measures including rumble strips. Bike riders attempt to avoid these sections and cross into walking paths and the road.

This is not safe at all - the 'rumble strips' force riders onto the bluestone paving either side of the main cycle track.

- William Watt



Low real risk



Summary - Top Unsafe Spots Vs CrashStats

From the top 10 Unsafe Spot the following were:



- | | | |
|--|------------------------------|----------------------------|
| - Southbank Promenade | - Swanton St and Flinders St | - Chapel St - Dooring fear |
| - Haymarket Roundabout | | - Sydney Rd - Dooring fear |
| - St Kilda Rd (approaching Southbank Blvd) | | |
| - Swanston St Mixed Use Zones | | |
| - Elizabeth St (no bicycle lane) | | |
| - St Kilda Rd (approaching Commercial Rd) | | |
| - Docklands rumble strips | | |

Factors affecting the perception of risk:

1. Mixing different transport modes



2. Changing road conditions



3. Unpredictable circumstances



The summary above demonstrates that 7 out of the top 10 Unsafe Spots have low real risk when compared to CrashStats data.

Five of the *low real risk* locations are associated with mixing environments with other transport modes. These locations present a high perception of risk but *low real risk*, possibly due to their relative predictability. This is especially true when compared with high real risk locations such as Chapel St and Sydney Rd, where dooring crashes are sudden and unexpected.

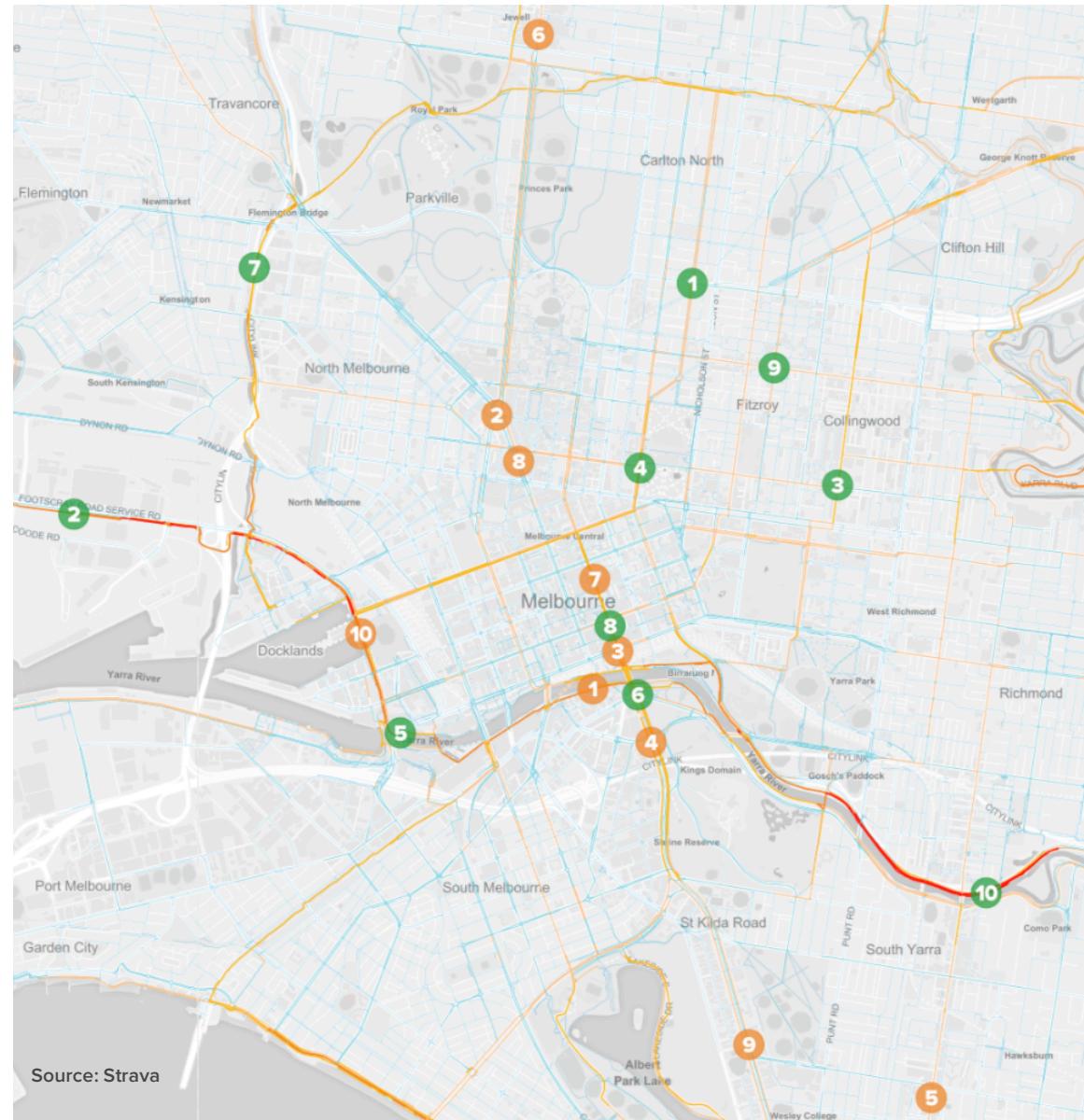
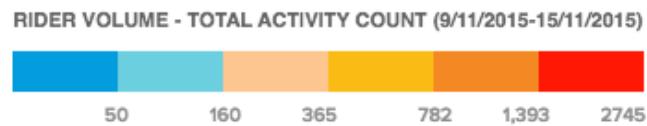
Not surprisingly, the majority of Top 10 Safe Spots are all located along routes with strong mode separation.

Do people ride at these locations?

There is a common thought that crashes might be lower at locations where there is a high-perceived risk due to people choosing not to ride at those locations.

As can be seen in this map, where blue lines indicate low rider volume and orange/red lines indicate high rider volume, the majority of the top BikeSpot locations also correspond with high rider volume numbers.

Thus, while it appears that people continue to ride along bicycle corridors with high-perceived risk (likely due to convenience), a relatively low crash history may also be a result of extra caution being taken at these locations.



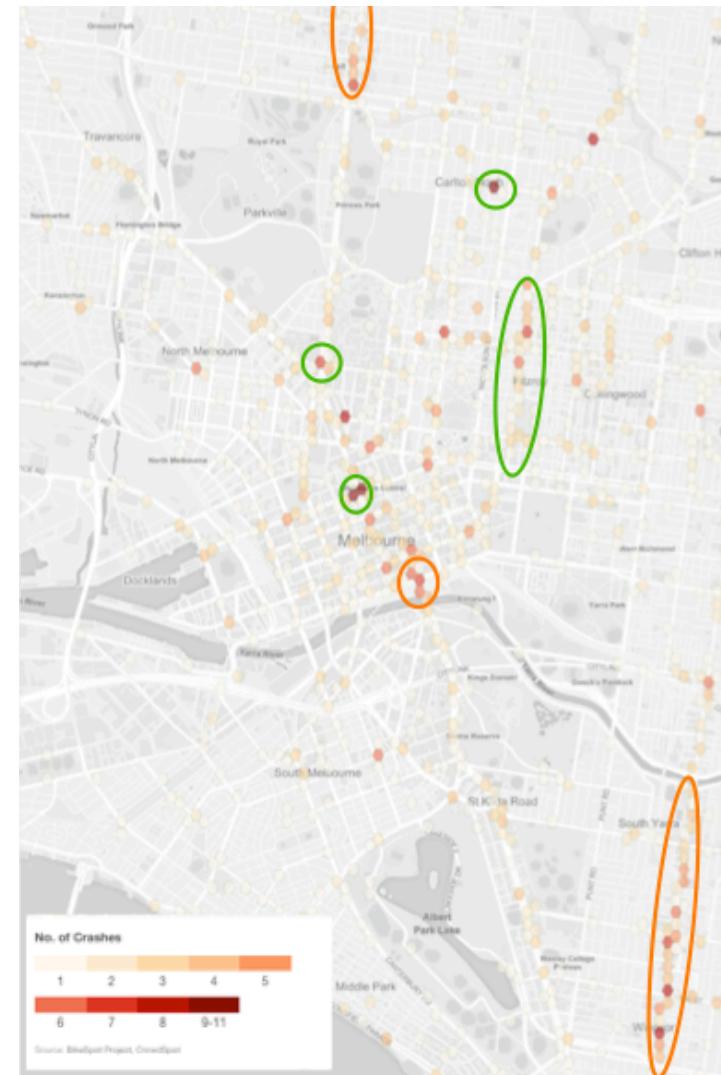
Part 2 - Top CrashStat Locations Vs BikeSpot

Part 1 discussed locations where there is a high perception of risk compared to real risk. Are there also locations where there is a high real risk and low perception of risk? To identify the top bicycle crash locations we have used a hexagonal density map, where each hexagon is approximately 100m in width. The hexagonal map to the right presents the number of crashes from the past three years (2013 - 2015) that are within each hexagon. The darker the hexagons represent more crashes at those locations.

The top CrashStat locations include:

- 1) Chapel Street corridor – 89 crashes
- 2) Sydney Rd corridor – 73 crashes
- 3) Brunswick St (Victoria / Alexandra Pde) – 49 crashes
- 4) La Trobe St (Swanston / Elizabeth St) – 30 crashes
- 5) Grattan St and Royal Pde/Elizabeth St - 11 crashes
- 6) Canning St and Richardson St – 10 crashes
- 7) Swanston St (Flinders St / Flinders Ln) - 8 crashes

Spots circled in orange (Chapel St, Sydney Rd and Flinders St) were discussed in Part 1. Other Spots circled in green are discussed in the Part 2.

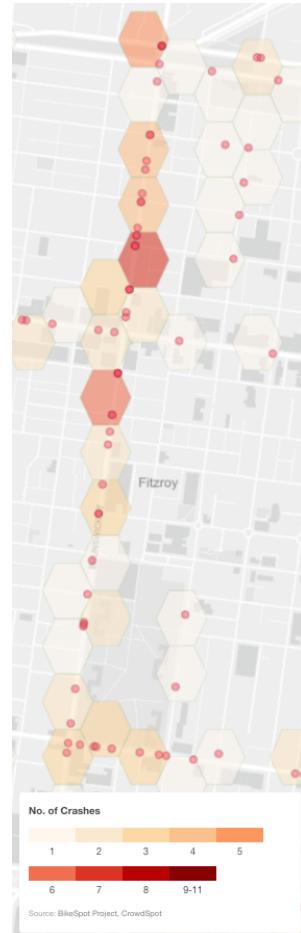


3. Brunswick Street

In the past three years, Brunswick St (between Victoria Pde and Alexandra Pde), has experienced 49 crashes. This makes this street one of the most crash-prone streets after Chapel St and Sydney Rd. The narrower northern section of Brunswick St (after Johnson St) experienced the majority of crashes.

Despite the past crash activity, the BikeSpot map received little interest. There were only 2 Unsafe Spot added along Brunswick St, both in the northern section. In contrast, there were two Safe Spots added, both in the wider southern section (south of Johnson St).

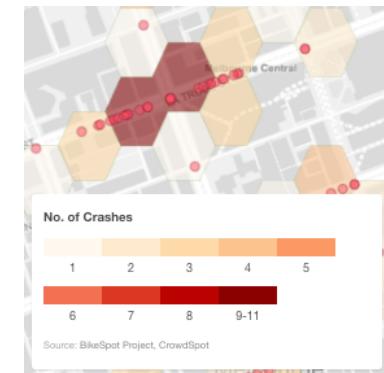
Low perceived risk



4. La Trobe Street

La Trobe Street travelling west from Swanston St to just after Elizabeth St has had 30 crashes over the past 3 years. Bicycles travelling downhill at faster than average speeds combined with car park entrances/exits and the intersection at Elizabeth St make this the most high crash risk sections in Melbourne. This spot matched by the perception of risk as it received enough activity to be in the top 15 Unsafe Spot on the BikeSpot map.

High perceived risk



Screenshot of the BikeSpot website showing a specific unsafe spot on La Trobe Street & Melbourne Central Car Park. The map displays the location with a red marker. The right sidebar provides details about the spot, including:

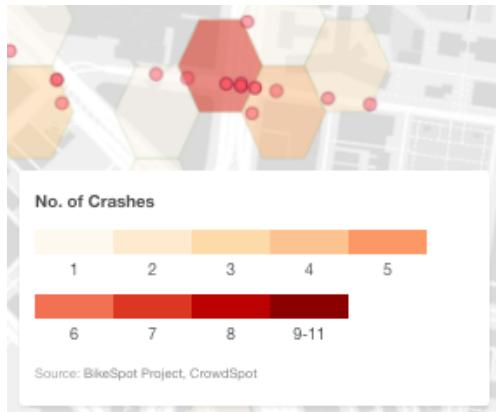
- Description:** I love the 'openhagen' style lanes on La Trobe, but have regular issues riding here with cars coming out and turning into THE carpark at Melbourne Central. Drivers don't look and regularly come out into THE lane which is at THE bottom of a hill. Easy To be going very fast here and then get completely cut off space.
- Rider type:** Very confident
- Comments:** 11 comments
- Support:** 11 supporters
- Spot Types:** Safe Spot, Unsafe Spot

The sidebar also lists other unsafe spots added by users like Noah, Geoff P, and Geraldine, along with their descriptions and locations.

5. Grattan Street and Royal Pde/Elizabeth St

In the past three years, 11 crashes have taken place at the intersection Grattan St and Royal Pde/Elizabeth St. This location didn't register an Unsafe Spot on the BikeSpot map.

Low perceived risk



6. Canning Street and Richardson St

The roundabout on the Canning St and Richardson St intersection has had 10 crashes in the past 3 years. This real risk location appears to be matched by the perception as there was significant interest on the BikeSpot map.

Interestingly, according to BikeSpot data, this location is situated on the bicycle route where people felt most safe.



A screenshot of the BikeSpot website. The main map shows the intersection of Canning Street and Richardson St. A callout box highlights a specific location with a red dot and the text "Richardson st/ Canning st junction". The box contains the following information:

- August added this Unsafe Spot 3 months ago 11 comments
- Safety rating: 3 - Just feared for my life!
- Description: Cars have to stop twice as they cross Canning street. I have seen cyclists hit by cars (severe accidents and also minor ones) and have nearly been knocked off my bike twice myself. Drivers will check for cyclists as they cross the first side of Canning street, but often do not stop as they travel through the median strip and across the other side of Canning street.
- Rider type: Confident but cautious
- 11 comments

The sidebar on the right lists "SPOT TYPES" with "Safe Spot" and "Unsafe Spot" options. It also shows a list of comments from users like Luca, Geoff P, and Geraldine, each accompanied by a small profile icon and a timestamp.

Summary – Top CrashStat Locations Vs BikeSpot

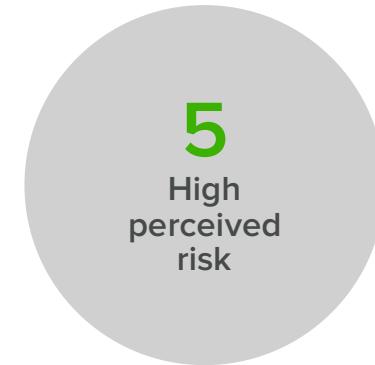
When compared to the BikeSpot data, 2 of the top 7 CrashStat locations identified were perceived to the low risk while the remaining 5 were perceived to be high-risk spots.



- Grattan St (Royal Pde and Elizabeth St)



- Brunswick St



- Chapel St - Dooring fear
- Sydney Rd - Dooring fear
- Swanston St (Flinders St and Flinders Lane)
- La Trobe St (Swanston St and Elizabeth St)
- Canning St and Richardson St

The summary above shows that 5 out of the 7 top Crash locations have a perception of risk according to the BikeSpot data. This could be considered a positive result as it demonstrates that people are cautious when riding at locations with a high risk of a crash. The Grattan St intersection with Royal Pde and Elizabeth St, a location with a high crash history but low perception of risk, requires further research to determine what, if any, relationship there is between different crashes and why it is not perceived to be risky.

8. BikeSpot Report Summary

The perception of risk of riding a bicycle has a major influence of whether people choose to ride or not. The BikeSpot project enabled people to share where they do and don't feel safe riding. An aim of this project is to compare this data with VicRoads CrashStats to further understand differences in the perception of risk and real risk of riding a bicycle in Melbourne.

In total, 9,526 people participated (both passively and actively), with the map receiving over 8,000 submissions, including 2,424 data points. The majority of participants were male (70%) and aged between 25-44 (60%). 96% of active participants expressed some form of riding confidence. Interestingly, the majority of male bike riders perceived themselves to be 'very confident' while the majority of female riders expressed themselves as being 'confident but cautious'.

When comparing the top 10 Unsafe Spots to bicycle CrashStats (2013-2015), seven of the top 10 Unsafe Spots have very little crash history. All of these seven locations involved changing riding conditions, where bike riders had to negotiate or anticipate the movement of other vehicles (lane changes) or people walking (shared paths). While they represent very uncomfortable feared or riding conditions, they are arguably quite predictable, which with cautious riding, seem to be resulting in a relatively low crash history.

In contrast, the remaining three locations had either medium or high real risk. The two locations with high-perceived risk and high real risk were on Chapel St and Sydney Road, where the fear and risk of a car-dooring crash is evident. These types of crashes often tend to be sudden, unpredictable and difficult to avoid.

The report also focused on comparing dense CrashStat locations for the past three years with BikeSpot data. Five of the top seven CrashStat locations were also considered as having a high-perceived risk. The other two locations, Brunswick St and Grattan St/Royal Pde, received very little feedback on the BikeSpot map.

The BikeSpot data comparison with CrashStats confirms, at least amongst the top 10 Unsafe Spots, that the perception of bike riding risk is greater than the real risk of riding. This means that even amongst confident existing riders, there are riding environments in Melbourne that are either uncomfortable or very stressful to ride in, despite them not having a reported high crash history. While many of these high-perceived risk locations are not captured by VicRoads CrashStats and therefore may not be a cause of serious injury, their existing conditions can prevent people from riding more often and others from starting to ride. Crash statistics only tells part of the story. To become a world-class cycling city we need to also improve locations where people don't feel safe.

Appendix

BikeSpot in the Media:

1) Red Symons 774 ABC Radio - Interview with Pip Carroll of The Squeaky Wheel about BikeSpot Feb 17th

- <https://radio.abc.net.au/programitem/pe5DBjwlbD?play=true>

2) 3CR yarra BUG Radio Show – Interview with Anthony Aisenberg of CrowdSpot about BikeSpot February 15th

- <http://www.yarrabug.org/radio/2016/02/15/yarrabug-radio-show-377-monday-15thfebruary-2016/>

3) Article and embedded BikeSpot map in The Age Feb 16th 2016

- <http://www.theage.com.au/victoria/is-fear-of-traffic-putting-too-many-people-inmelbourne-off-cycling-20160216-gmvkzl.html>

4) Article and embedded map on ABC Online February 17th

- <http://www.abc.net.au/news/2016-02-17/bikespot-web-survey-maps-areas-feared-bymelbourne-cyclists/7176620>

The screenshot shows a news article from ABC Online. At the top, there's a header with the ABC logo, the word 'NEWS', the location 'Melbourne, Vic', and weather information ('MONDAY 14° C 17° C MIN 12°'). Below the header, the main title is 'BikeSpot web survey maps areas feared by Melbourne cyclists'. The article includes a photo of a cyclist on a street and a map titled 'BikeSpot'. To the right of the article, there's a sidebar for '774 ABC Melbourne' with various news items and a 'Listen Now' button. At the bottom, there's a section for 'AUSTRALIA VOTES' and 'TOP STORIES'.

Acknowledgements

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Project Partners



Project Supporters

