

Merri-bek BUG Broadmeadows Survey - 2022 Victorian State election

Merri-bek Bicycle User Group (formerly Moreland BUG) is a non-profit organisation run by volunteers advocating for safer conditions for people riding bicycles in Merri-bek and beyond. Each election we survey candidates on their commitment to issues affecting people as they get around by bike so that our members and the wider community can make an informed decision when they vote.

Your Name *

Ben Sutter

Please tell us which political party you represent or if you are an Independent *

Reason

The [Zero Emissions Vehicle Subsidy](#) currently provides a subsidy of up to \$3000 for individuals or businesses to make the switch to electric vehicles but eligibility is based on *an eligible ZEV model that is a passenger car.*

Electric bicycles produce less emissions than electric cars while also helping to reduce congestion and contribute to better public health outcomes. Many families and businesses replace a second vehicle with an electric cargo bike, but many others are held back by the cost.

Read our submission to Council on how [subsidising the transition to electric cargo bikes could benefit business in Moreland.](#)

The state government should:

- Extend the ZEV Subsidy to provide an appropriate subsidy for electric bicycles and electric cargo bikes for businesses and individuals
- Not subsidise electric bicycles
- Other:

Do you support extending the Upfield bike path to Upfield - connecting people to employment centres in the north, and providing Broadmeadows District residents with a safer way to ride to Campbellfield Plaza? *

- Yes
- No
- Other:

What is the best east-west route for people on bicycles that is separated from motor traffic *
for those living in Glenroy who want to get to the Upfield Shared Path or Gowrie Station?

I don't have enough information about any proposed routes to offer an informed and evidence based position.

What do you think is the most appropriate speed limit for residential streets?

30kph

40kph

50kph

Other:

50km in true dual lane residential streets where a 1.5m gap between vehicles and cyclists can be maintained at all times. 40km elsewhere.

The NSW Government is spending [\\$950 million dollars from 2021-2026 on cycling and walking infrastructure in the Greater Sydney Area](#). The Western Australian Government [2022-23 State Budget includes \\$347 million for cycling and walking infrastructure](#) over the next four years.

The Victorian Government is spending \$55 million on active transport in Greater Melbourne over the next four years.

What do you think the Victorian State budget for active transport should be:

- \$55 million sounds about right. We are so far ahead of the rest of the world we don't need to do much more anyway
- The NSW Active Transport Minister thinks the \$950 million needs to be doubled so that is what Victoria should aim for too.
- Other:
20% of the total annual transport and transport infrastructure budget should be allocated to active and public transport

Networks of protected bike lanes help alleviate disadvantages in transport accessibility and [women, children](#), the [disabled](#) and [elderly](#) are the people who benefit the most when these networks exist. Describe the policies and projects you will support to give these groups further transport and mobility options.

You may want to read our submission to Moreland Council on the [Disability Access and Inclusion Review](#).

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