

# Merri-bek BUG Brunswick Candidates 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 \*

Mike Williams

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

Labor

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:

Given the necessity that we move towards more sustainable transport options, especially in the inner city, I would advocate for further work to be undertaken to understand whether a pilot program into subsidising electric cargo bikes should be established. To date pilot programs to encourage sustainable transport options have been introduced by Labor, including the Andrews Labor Government in partnership with the City of Melbourne, City of Yarra, City of Port Phillip and the regional City of Ballarat to commence an e-scooter trial in those areas.

Sydney Road is surrounded by people, especially families, who use bicycles as part of their everyday trips to school, the station and work. But there is currently no safe way for these same people on bicycles to shop on Sydney Road

Shopping strips like Sydney Road rely overwhelmingly on locals for business. An [independent survey commissioned by Victoria Walks](#) found that in Sydney Road Brunswick only 20% of visitors had driven to Sydney Road. But close to all of the road space is allocated to storing parked cars or moving cars past shops.

The [VicRoads Research Study](#) into options for Sydney Road found overwhelming community support for a design that provided protection for riders and prioritised people travelling on foot, public transport and on bicycles. Sydney Road also has an unusually high volume of off-street car parking spots as documented by [Revitalise Sydney Road](#).

What do you think is the best option for Sydney Road, Brunswick:

Retain the existing on road car parking

Implement the plan described by the VicRoads Research Study for protected bike lanes, accessible tram stops and greater amenity for pedestrians on Sydney Road and making it possible for more people to get to and shop on Sydney Road

Other:

I believe that significant changes to Sydney Road are required, however are more complex than what is described in the VicRoads study and further work needs to be undertaken to ensure that the long term solution is well thought through, factoring in all the modes of transport and essential community amenities. The solution needs to ensure trams have priority and east west routes (Blyth, Albert, Victoria, Glenlyon and Brunswick Roads, Park St etc) and other north south routes (Holmes, Lygon and Melville) are not negatively impacted. This is something I will advocate for as local member.

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Describe the best traffic-free route for a mother travelling with young children by bicycle/s to get from Brunswick South West primary School to Brunswick Baths or other destinations along the Upfield Shared Path and Sydney Road Activity Centre:

Using the relatively traffic free Collier Crescent, and then taking Fallon Street to the protected bike lanes that run east west would take you to Brunswick Baths. You would be able to use the signalised pedestrian crossings to cross both Grantham and Dawson safely. Removing the 8 level crossings from Park Street to Albion Street, will increase the safety of this journey, by removing the at grade crossing and more easily connecting to separated cycling and pedestrians paths that will run from Coburg to Royal Park.

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The LXP rebuild of the Upfield line will shut down Brunswick's most important cycling route for an extended period. Do you support the creation of pop-up protected bike lanes on Sydney Rd for the duration of the project? \*

Yes

No

Other:

I support the Level Crossing Removal Program undertaking traffic modelling for the area. If elected I will lead the community consultation and advocate for the community. This will involve looking at alternative routes during the period of construction that provide the community with cycling route that ensures that safety and accessibility is maintained throughout the project build.

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

30kph

40kph

50kph

Other:

I think the most appropriate speed for residential streets should be informed by traffic modelling and recommended safety assessments, depending on amount of traffic and how the community uses the street. Each street should be considered independently as no two streets are the same.

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:

I support the current commitment to Active Transport, but I also think that instead of focussing on the amount of funding, it is better to focus on the outcomes that are being created. We can always do more, and I will advocate for better active transport outcomes for Brunswick. However, it is important to note that projects such as the separated pedestrian and cycling paths being built as part of the level crossing removals are not included in that figure, and these will make an enormous positive impact for the community.

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](#).

I am committed to ensuring that through community consultation, which I would lead, that the active transport outcomes that are being delivered through the level crossing removals in Brunswick will ensure the best outcomes for disadvantaged groups, including advocating for more safe east west connections throughout the suburb.

While the Merri Creek and Capital City cycling trails are subject to a current planning study into how to improve them, I will actively advocate for the funding of these projects to deliver better outcomes across the electorate to ensure whether you are travelling from Brunswick West to the Merri Creek, or Moreland Road to Princes Park, you can do so safely.

An interesting book available for loan at Brunswick Library is:

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[Movement: How to take back our streets and transform our lives by Marco te Brömmelstroet and Thalia Verkade](#)

Have you read this?

[Don't forget to press "Submit" when you have finished. Thanks]

- No and I don't plan to
- No, but I think I will
- Yes, I have already read it.
- Other:

I am an active cyclist and will continually advocate for the improvement of our active transport network in Brunswick. Happy to add this to my reading list and also rely on active transport advice from experts

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