

# 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 \*

Shea Evans

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

Reason Party

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: .....

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: .....

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:

There isn't a total traffic free route, it would be good if Dawson St had separated bike lanes all the way down to Daly St.

However, I would suggest going east on Union street, because they are able to cross Grantham at the pedestrian lights (in front of Union Square) and then continue east down Union until they get to the USP

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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: .....

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

30kph

40kph

50kph

Other: .....

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:

It needs to be much more than \$55M, I would love to see evidence around what would make a difference, especially in terms of safety and promotion. Regardless, I would love to see any amount spent on active transport to either given to local councils to spend or allowing local councils to direct where money is spent because local councils know their local streets and communities much better due to their proximity, meaning that active transport infrastructure is truly useful and wanted.

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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](#).

Investment in Protected Bike lanes - I feel that we missed a huge opportunity during covid to install (even just pop up lanes) because of the quieter traffic conditions but the increase in local active transport (more people were walking/cycling around Merri-bek)

Providing bike racks on buses and trams as well as trains - allowing people to get around using multi-modal means

Secure bike parks - Spaced out, well lit and security cams, so that people can lock their bikes, be assured its safe and maneuvering it in and out of the space.

Interlinked bike paths - Canning Way in East Brunswick is a great example of how residential planning can provide links for active transport. Ensuring that any development that happens caters for these types of instances.

Safe detours - ensuring that any detours put in place because of construction provide the same level of safety from the road (as well as the construction) are put in place. It should be a part of the application for any road closure.

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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: .....

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