

Merri-bek BUG Pascoe Vale 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 *

Angelica Panopoulos

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

Australian Greens

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:

The State Government committed to provide protected, separated bike lanes on Cumberland Road, but is instead painting the existing lanes on Derby St green, installing speed humps and reducing the speed limit. *

Do you think this will encourage residents, from 8 to 80, to switch to a bike for some of their local trips?

Some residents may feel safe using this route, however the statistics tell us that separated bike infrastructure is what keeps all road users and pedestrians safe. To create the demonstrable mode shift that we need to bring down transport emissions (the fastest growing source of emissions) we need to have safe, separated bike infrastructure. Paint, speed humps and a reduced speed limit, instead of physical separation, is not that.

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 Coburg 35% of visitors had driven to Sydney Road with the vast majority arriving by other modes. 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, Coburg:

- 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:

3. Describe the best traffic-free route for a mother travelling with young children by bicycle/s to get from Pascoe Vale North Primary School to Coburg Station or other destinations along the Upfield Shared Path and Sydney Road Coburg Activity Centre

There is no safe route for a mother to travel from the Primary School to Coburg Station. Whilst some parts of the route exist, such as the O'Hea shared path, there isn't a separated bike path route that will keep that mother and her children safe from the beginning to end of their journey. The Victorian Greens have announced a \$2.5 billion investment in active transport across the state, which would provide separated bike lanes that allow people to make safe trips across the state. This includes a bike superhighway from Elsternwick to Coburg. The funding would also create more safe pedestrian crossings, upgraded footpaths and walkable neighbourhoods.

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Coburg High School has an active travel rate of 50%, and will have 1275 students next year. Despite this, the roads around Coburg High School provide little in the way of safety for those students that walk or cycle. What will you do to expedite the roll out of Strategic Cycling Corridors such as the extension of the O'Hea Path east past Coburg High School to the Merri Creek Trail, and the Meadow st and Elizabeth Rd pedestrian crossing? *

The Victorian Greens are committing \$2.5 billion to active transport and if elected I would push hard for safer cycling and walking routes, not just around Coburg High but across the electorate. The Greens have also committed to investing \$250,000 to investigate and design safe and accessible active transport options over the Bell St Bridge, which many Coburg High students use. If elected, I will be active in pushing for the commitments that our community needs to get the safe, accessible and active transport infrastructure that we need.

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:
The Victorian Greens have pledged \$2.5 billion over the next four years towards active transport, including a 'Big Bike Build' and pedestrian safety upgrades. This would bring Victoria's active transport funding to 10-20% of transport capital funding, as recommended by the United Nations.

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](#).

The Victorian Greens' \$2.5 billion pledge towards creating and upgrading active transport infrastructure, specifically a big bike build and improving pedestrian safety, would greatly benefit these cohorts. Importantly, local Councils, residents and bicycle user groups already have networks and plans as to where core bike and pedestrian corridors should be placed to ensure user safety. If elected, I would listen to these groups' lived experiences of getting around our suburbs to determine where the best places for separated bike lanes should be. This would be done in conjunction with the Greens plan for a bike superhighway spanning from Elsternwick to Coburg, and an integrated transport plan.

An interesting book available for loan at Merri-bek Libraries 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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