

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 *

Sue Bolton

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

Socialist Alliance

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?

I think it would be preferable to build separated bike paths on either Cumberland Rd or Derby St. The plans for painted green lanes on Derby St don't provide safety. But with the process of planning out the separated bike lanes, there needs to be sufficient thought to any issues that the separated bike lanes might create after installation - if there can be adequate forethought to address all issues, then we are more likely to make the separated bike lanes permanent.

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:

I think protected bike lanes, accessible tram stops and greater amenity for pedestrians on Sydney Rd is the best option but there are a lot of things that need to be worked out in order for this to be workable. Plans have to be created for deliveries, as some businesses don't have access to rear laneways for deliveries. There also needs to be adequate consultation with people with a range of different disabilities who might not be able to walk the length of a Sydney Rd block from a disabled parking spot on the corner and rely on being dropped off close to the premises they need to attend. Most things can be worked out with adequate consultation. There also needs to be thought to the local streets surrounding Sydney Rd. Traffic that can't use Sydney Rd might use local streets instead. frailties who can't traverse the length of a block who need to

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

I would come down Surrey St, Right into Essex St, Left into Derby St, Left into O'Hea St, Cross at the lights at Sussex St then cross over at the lights to the O'Hea St shared path.

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? *

I have already been advocating for the extension of the O'Hea St shared path east towards Coburg High School and for the crossing at the corner of Meadow St and Elizabeth St. I will continue to push on these projects. I also want to push for more safe crossings on Murray Rd with the possibility of using the unmade footpath as a cycling path along Murray Rd near Coburg High School and for increased safety measures on the Bell St Bridge. The longer term solution for the Bell St Bridge is for a pedestrian and cycling only bridge beside the road bridge (this was the original plan but was never built).

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

30kph

40kph

50kph

Other:

In my experience, a blanket policy across all of Merri-bek doesn't work. You need to look at each area separately to see what would work. I think that a very large number of residential streets across Merri-bek should only have a 30 kmh speed limit, But there will be other through roads which might be more appropriate at 40 km or 50kmh, especially in the north.. There are some through streets which need a step by step reduction in the speed otherwise there won't be compliance with new lower speed limits.

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:

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](#).

Merri-bek BUG's submission to Merri-bek's Disability Access and Inclusion Review raises many critical issues about the creation of bike infrastructure that accomodates people with disabilities. There hasn't been enough public discussion about the needs of cyclists with disabilities. The issues of sufficiently wide bike paths to accomodate larger bikes, bike parking, ease of being able to get off the bike path and onto the footpath at the end of the strip and bike parking that can accomodate the larger bikes and tricycles are all things that need to be advocated for. I am keen to advocate around these issues, There also need to be a lot of changes to what developers do with construction sites that effect bike paths. There are often methods that developers can use without cutting the bike path or with a safe way around the works - this happens in the CBD all the time, but in the suburbs, the developers get away without taking account of the needs of pedestrians, cyclists and people in wheelchairs or on motorised scooters. and simply cut the paths. This needs to stop. I also agree with the points about bike racks on buses. It would be useful to know what percentage of buses have bike racks and if any have racks that can accomodate the sorts of bikes used by people with disabilities.

An interesting book available for loan at Merri-bek Libraries is: *

[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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