

## **Yarra Council Elections 2004– Candidate Questionnaire by Yarra Bicycle Users Group**

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*You are being contacted by Yarra Bicycle Users Group to ascertain your stance on cycling and related transport issues in Yarra. Yarra Bicycle Users Group is a community voluntary organisation located in the inner suburbs of Abbotsford, Alphington, Burnley, Carlton North, Clifton Hill, Cremorne, Collingwood, Fairfield, Fitzroy, Fitzroy North, Princes Hill and Richmond. You may have already been contacted by Bicycle Victoria - YarraBUG are contacting you because we are \*local residents\* - and your interest in cycling and related transport issues is vitally important to us.*

*We are privileged in Yarra to have our amenities within a few kilometers of our homes and workplaces. The City of Yarra has the highest level of cycling in any municipality in Victoria. With many bike lanes and shared paths, about 5% of trips are by bike in Yarra. We believe local councils can do a lot for cyclists. Councils are responsible for local roads and many urban planning issues. A council committed to promoting cycling, walking and greater accessibility for ALL residents in the long term, as environmentally sustainable transport, can make a huge difference.*

- (1). If elected, what will YOU do to enhance cycling in the Yarra area?
- (2). Your planned responses to increased traffic on Yarra's streets due to the Mitcham-Frankston Freeway development?
- (3). Will you support to maintain or increase the Yarra Council's annual bicycle infrastructure expenditure? Currently this stands at approximately \$160K per annum, YarraBUG wish to see this increased to \$220K per annum.
- (4). Will you support the elimination of the Gipps Street Steps, and infrastructure planning for this area being supported in the long-term by Yarra Council?
- (5). Will you support the continuing improvements to bicycle-parking facilities by providing short stay multiple parking hoops and long stay secure bike lockers and end of trip facilities?
- (6). Will you assist in creating a cyclist friendly culture through cycling promotion activities, such as making the Car Free Day activities in September to be made an annual event?

### **Langridge Ward**

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#### **Jenny Farrar (Greens)**

*Refer to answers provided by Kathleen Maltzahn on behalf of the Green Candidates.*

#### **Erinn Sales, Stephen Jolly, Zachary Wright**

Answers from SP Left Wing Team for Langridge Ward:

A multilayered approach is necessary, just a few extra cycling lanes on our streets is not enough. We need greater consultation with local schools to boost cycle use, special cycle days etc to boost bicycle use amongst students. We need better parking/locking facilities for cyclists throughout the area. We need the release of serious money to finance the necessary infrastructural improvements. All this would be part of a broader plan to boost public transport and cycle use over cars as more fully outlined in our election material.

#### **Jim Bernard (Independent)**

YES to all questions.

#### **Dominik Kucera (Independent)**

No response

#### **Annabel Barbara (ALP-supported candidate)**

No response

#### **Sivy Orr (Greens)**

Refer to answers provided by Kathleen Malzahn on behalf of the Green Candidates

#### **Geoff Barbour (Independent ALP-supported candidate)**

(1). I would look at making bike facilities more widely available - lock up hoops, extension of bike paths, and I would like to investigate if Napier St could be developed as a demonstration project bicycle 'spine' route. It parallels Brunswick St and is already used by quite a lot of cyclists as a safer alternative. A change to lights at Johnston St could give it a real boost.

(2). There will need to be protection of local streets from rat runs, plus a significant lobbying effort for high priority to public transport and investment in public transport too.

(3). I need to be briefed on financial details but am generally happy to see increased bicycle expenditure.

(4). Yes, I answered this positively in the Bicycle Victoria survey. I am aware that the bike trail is a state matter, and will lobby strongly for this to be brought forward.

(5). Yes.

(6). Yes I want to look at a variety of cycling promotion plans.

#### **John McPherson (CBC Melbourne)**

*Please refer to answers provided by Paul Mees*

#### **Alice Tudehope (Independent)**

No response

## Melba Ward

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### George Wright

No response

### Juliana Viegas-Dias

No response

### Kay Meadows (ALP-supported candidate)

Dear YBUG

As an current councilor you would already be aware of my ongoing support for things bicycle as many residents love them.

Regards, Kay

### Judy Morton (Independent)

No response

### Matthew Drummond

No response

### Ian Quick (Independent)

(1). Lots. More bike lanes. Better separation from cars. Oppose the narrowing of bridge rd, which will take the bike lane (when it is added) to the minimum legal width. etc etc

(2). Massive changes to both parking and traffic flow management in Yarra. I've submitted well over 100 pages to council about this over the last 2 years.

(3). No problem - more if I get the council not doing some of the inane stupid things it does, and if I can get the state government to fund the things IT should be funding..

(4). Yes, absolutely.

(5). Yes. And get traders to actual obey the current footpath trading policy to keep tables away from bike racks!

(6). Yes.

I've lived in Tokyo - and it MUCH more supports bikes - and there is a LOT we could do - and it's more of an attitude change we need, not buckets of money (although some is required).

I hope that makes my views clear :-)

Ian Quick

ps give me a yell if any of your members wants to help on the day handing out my how to vote cards.. Being independent from the parties, I'm still working on it all :-)

### Gurm Sekhon (Greens)

Refer to answers provided by Kathleen Maltzahn on behalf of the Green Candidates

### Dale Smedley

No response

### Beth Driscoll (CBC Melbourne)

*Please refer to answers provided by Paul Mees*

## Nicholls Ward

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### Jackie Fristacky (Independent)

(1). I will continue to promote cycling, funding of bike paths and facilities, inclusion of bicycle facilities in new developments, and continue to cycle to Council meetings and throughout my Ward.

(2). I will continue to promote local area traffic management initiatives to contain traffic on local streets, make streets more ped and cycle friendly, safer and improve amenity, reduce speeds on local roads to 40kph.

I will continue to promote and press for:

- State and Federal funding and leadership for integrated transport;
- Federal tax advantages for PT;
- Government providing examples by providing PT passes to staff and encouragement to cycle;
- State delegation of power to Council for enforcement of speed and other restrictions on local roads

(3). Expenditure well exceeds \$160K if we take into account that all road works need to provide for cycle facilities. Would certainly support increase.

(4). Yes - this is in train and must be supported.

(5). Yes

(6). Yes - have already advocated for this and asked for a report to Council on lessons from 2004 events (Ride to Work Day, Walk to Work Day, World Car Free Day) to build into planning for 2005.

**Kathleen Maltzahn (Greens)**

Response by the Australian Greens candidates for the City of Yarra elections  
Cr Gurm Sekhon, Cr Jenny Farrar, Sivy Orr and Kathleen Maltzahn

(1). The Australian Greens has a clear policy commitment to bicycle riding (and other forms of more sustainable transport), recognising that:

'Walking, cycling and public transport have a lower impact on the environment and contribute towards a healthier and safer city';  
and that:

'Cycling is an ideal transport mode for short journeys in urban areas, but it requires safer, less threatening road conditions. On-road bicycle lanes, off-road bicycle paths and traffic calming measures such as lower speed limits all assist in making cycling more attractive.' Victorian Greens Passenger Transport Policy

This policy framework was strongly reflected by the initiatives of the Greens councillors in the previous council. Concretely, this included steps such as increased funding for the Yarra Bicycle Consultative Committee (up from \$40,000 to \$160,000).

If elected, all four Greens council candidates will continue this through ensuring:

- more bike paths;
- more integration of bicycle infrastructure into all capital works;
- end-of-trip facilities;

and through continuing to support the great work of the Bicycle Advisory Committee (of which Cr Sekhon was a member).

We would also take direction from the BAC in terms of other initiatives.

(2). Greens councillors will actively oppose the development of new freeways. In tandem with this, we will ensure that bicycle users have priority over cars in terms of the building and management of infrastructure.

(3). Yes.

(4). Yes.

(5). Yes.

(6). Yes. Green councillors voted for the September Car Free Day in 2004 (in contrast to all other Yarra councillors who opposed this initiative).

More information about Greens' policy in relation to transport is available at <<http://vic.greens.org.au/content/about-the-greens/policy/passenger-transport>>

**Paul D'Agostino (ALP-supported candidate)**

Hi, I think there are some problems with the questions.

1. I'm a candidate for Nicholls ward and consequently primarily concerned with issues that directly occur within Nicholls Ward. Councillors in office tend to defer to the responsible ward councilors on ward specific issues.

2. Some parties have not nominated enough candidates to secure a majority and hence it will be impossible for them to deliver and be held accountable for responses. The credibility of their responses should be placed in this context.

3. How many of the candidates actually own and use bikes? I don't even own a car. Some candidates are armchair environmentalists.

Responses below:

(1). Improve recreational bike paths and commuter bike lanes Increase bike stands within Nicholls ward particularly in front of Piedmontes supermarket. Negotiate with the City of Melbourne for a bike lock up and shower facility in or on the fringe of the CBD.

(2). State Government issues are beyond the direct authority of local government. Any candidate who promises otherwise is being deceptive.

I would seek to influence the state government through direct contact and indirect means to achieve the objectives listed by Citizens for a Better City.

(3). I will support the work but I think an arbitrary amount is foolish. More than \$220k may be gained but it will depend on the quality of the specific proposals put in a given budget period. Again, any candidate that says otherwise is being deceptive.

(4). I will support the elimination of the Gipps Street steps. You should note that I am a Nicholls Ward candidate and I would defer to Geoff Barbour on the rest of this question.

(5). Yes - I didn't read ahead to be prompted - see above.

(6). If the patronage of such events is sufficient.

**Jill Ferguson (ALP-supported candidate)**

No response

**Paul Mees (CBC Melbourne)**

This response (in bold) is given on behalf of the three Campaign for a Better City candidates for Yarra: myself, John McPherson and Beth Driscoll.

In answer to your questions:

(1). Our policy is to reorient transport policy in Yarra, and through advocacy across Melbourne, away from catering for cars and trucks towards a preference for walking, cycling and public transport. This contrasts with current policies, in which measures to appease cyclists are introduced as a kind of politically correct 'add-on' to disguise the car-dominated nature of the main policy settings. This often results in pedestrians, cyclists and public transport users being forced to fight each other for the funding and street space left over after motorists have been satisfied, rather than collectively fighting motorists.

In practice, this means we would make Yarra council an advocate for changed city-wide policies, as well as a leader by example in areas that it does control. So in a sense we would take issue with your opening comments, which seem to imply that Yarra's activities should be restricted to local roads and urban planning, or to the following question, which implies that freeway extensions should be accepted and Yarra merely focus on 'responding' to the traffic they generate.

In terms of specific policies, we would direct them at improving conditions for existing cyclists, but also at increasing the number of cyclists. Our approach to doing this will be to learn from the experience of 'best practice' cities, notably in Europe. This is a tricky issue, because currently cycling advocacy (although probably not cyclist numbers) tends to reflect the concerns of people for whom cycling is a hobby, recreational activity or sport. While these people's needs are important, in cities where cycling is a significant transport mode, such people are greatly outnumbered by those who cycle simply because it is the most convenient transport mode for particular trips.

'Convenience' cyclists generally have different needs, desires and attitudes from 'hobby' cyclists, and thus require different policies. For example, they don't like wearing special cycling gear (e.g. lycra), or buy expensive bikes, or want to ride fast or long enough to need showers at their trip destination end. In 'best practice' cities, bike paths are physically separated from the rest of the roadway rather than just being painted lines, similar numbers of men and women cycle and most bikes are cheap and thus don't require fancy security when stored. So our policy in Yarra would be to do things that make life easier for hobby cyclists, but also to introduce the kind of measures which attract convenience cyclists as well, including introducing real bike roadways and lobbying to have TAC coverage extended to cyclists.

(2). Our first response will be to try and stop the freeway being built (I currently have a case pending on this in the Federal Court, which I brought without any assistance from Yarra: we would get Yarra involved in challenges to the freeway). Our second response is to reduce demand 'upstream' by improving public transport in outer suburban areas (e.g. advocating rail to Doncaster, Rowville etc). Our third response is to step up traffic calming at the Yarra end to discourage freeway traffic from passing through our community.

(3). We believe the measures we are proposing will require an increase in expenditure, but simply setting expenditure targets without an overall strategy (as the current Yarra council has done) is engaging in a political stunt.

(4). Yes.

(5). Yes

(6). Yes and no. It should become an annual event, but the one this year was a lame joke that attracted few participants and didn't make an impact. We would run a real car free day that would frighten the living daylights out of the road lobby and energise and inspire advocates of sustainable transport.

**Glen Kennedy (ALP-supported candidate)**

No response

**Jody Betzien (Socialist Alliance)**

(1). Lobby for and fund the provision of more bike lanes (depending on whether the roads are council or state responsibility).

(2). I am absolutely opposed to the building of the freeway (and any extension through Yarra). I would support a campaign to oppose it and to invest in public transport.

(3). I would certainly be willing to look at increased funding. This would need to be weighed up with other priorities such as youth services and childcare. Ultimately however council is under funded to adequately service the community. I would support a community campaign for increased state government funding.

(4). I am not aware of this situation

(5). YES. Recently had my bike stolen so absolutely yes

(6). YES