



# Melbourne City Council

## Leadership Team

### Team Zorin – candidate Wayne Tseng

#### **How do you think bikes can help the City of Melbourne bounce back from COVID-19?**

Let me put this in a different context. Food delivery namely in CBD are done on bike. It was and still is the core of CBD economy during the pandemic. Yet city road remain unsafe for them. It is just about "when" some will get killed.

Look at my platform [zorin.com.au](http://zorin.com.au). I pledge to make it safe for food delivery people and cyclist at large.

#### **How would you make it easier for people to walk and ride in Melbourne?**

There were plenty of committees and studies done with public money but withheld from the public. The first step is to get these findings and see what works. For me to cook something out of my head is not going to be effective

Politician must consult the respective group like you who knows best. They have stop thinking they are the smartest in town and cooks up solution while drinking a pine. We are suffering because politicians produce garbage.

I am advocate the participating democracy. If elected into office I will deploy a digital democracy platform where all Melbournians can post their issues, post suggestion, criticise performance of elected official and where the laws apply directly votes on council decision.

You could not get more informed than that

#### **How satisfied are you with the progress of City of Melbourne's current bike strategy?**

Need to read their finding. I am not going to pretend I know. No other candidate should

#### **Do you own a bike and where is your favourite place to ride?**

Yes I do. Yarra



## The Greens – candidate Apsara Sabaratnam

### **How do you think bikes can help the City of Melbourne bounce back from COVID-19?**

Bicycles are an essential mode of transport as restrictions lift and people return to the City. The hard truth is that public transport will be less popular for quite some time, and people will be seeking different ways of moving safely. At the same time there is only so much road space and car-based traffic congestion is significant with or without COVID-19. Cycling is a healthy means of getting around the city and this is Council's best ever opportunity to accelerate funding for safe physically separated bicycle infrastructure.

### **How would you make it easier for people to walk and ride in Melbourne?**

Our Greens on Council have a strong track record on this. The reason the City of Melbourne is spending \$16 million on bicycle infrastructure in 2020-21, up from its previous record spend of \$5.2 million, is because The Greens on Council made it happen. Greens Cr Cathy Oke introduced the declaration of a Climate Emergency in 2019, and the implementation plan that arose from that declaration proposed to accelerate delivery of the cycling elements of our Transport 2030 strategy; that is, Council committed to build 10 years worth of bicycle infrastructure in 4 years. That was before COVID hit and this is the direct result of your two Greens Councillors, Cr Oke and Cr Leppert, pushing relentlessly for better cycling infrastructure.

The Melbourne Bicycle Users Group has endorsed Cr Leppert as "the standout councillor candidate" for bikes running for election in 2020.

No matter how many Greens we elect to Council, our Greens councillors will fight to see an ambitious bicycle infrastructure program through. Our transport policy is [here](#).

### **How satisfied are you with the progress of City of Melbourne's current bike strategy?**

It is only since our Greens Councillors managed to unlock the politics with the Council's climate emergency declaration and implementation plan that we have been positive about progress. Now the Council is pursuing new cycling infrastructure at an unprecedented rate. If we can maintain this rate of expenditure and construction, and if we can bring the State Government along to match Council's spending and make cycling safer on arterial roads like Flemington Road, St Kilda Road and Royal Parade, then we should consider that the Council is progressing at a satisfactory base level.

### **Do you own a bike and where is your favourite place to ride?**

Yes, I used to ride from my home in Melbourne CBD to my former workplace at La Trobe Bundoora and my favourite place on this ride was stopping off at Collingwood Childrens farm.



## Team Arron Wood – candidates Arron Wood and Lisa Teh

### **How do you think bikes can help the City of Melbourne bounce back from COVID-19?**

Safe bike lanes ensure we get increased cycling for commuters and visits to the city. This takes the pressure of our road network and helps relieve the potential for increased congestion due to reduced public transport capacity with COVID-safe requirements.

### **How would you make it easier for people to walk and ride in Melbourne?**

Implement the City of Melbourne Transport Strategy, including implementation of the proposed safe cycling infrastructure and more pedestrian-friendly streets.

### **How satisfied are you with the progress of City of Melbourne's current bike strategy?**

Sadly, the implementation of safe cycling routes had lagged due to a number of factors, but the implementation of safe cycling infrastructure is now accelerating due to COVID. Most importantly there shouldn't be continued under-delivery of City of Melbourne projects, including bike lanes.

### **Do you own a bike and where is your favourite place to ride?**

Arron as Lord Mayoral candidate owns a bike and his favourite bike ride is from home in Kensington, through Docklands, Port Melbourne, and down along the bay to St Kilda. Deputy Mayoral candidate Lisa owns a bike and loves riding along the Capital City Trail on the weekends.

## Team Capp

In 2018 on the first day as Lord Mayor Sally took action and retired the \$240 a day mayoral car and use more sustainable transport.

Instead of being driven around town to appointments and meetings, Sally committed to, and continues to ride, walk or take public transport between meetings where possible.

Sally leads by example when it comes to reducing car travel and congestion.

Cycling plays a significant role in active transport and recreation in our city and this year when covid hit cycling use to the end of April had increased by more than 270 percent on the previous year. There is a cycling boom hitting the city when COVID took hold.

Acting quickly to make cycling and increased foot traffic safer in the city Sally acted to fast-track the delivery of 40 kilometres of bike lanes to enable more people to cycle safely into the city. These will be built in two stages, with the first 20 kilometres delivered in 2020-21, through a \$16 million investment.



Fast-tracking the delivery of bike lanes on key routes, we're creating streets that people can feel confident riding along. Making it safe and providing sustainable transport corridors. City of Melbourne research shows that it's essential to create physical protection from motor vehicles to encourage more people to ride in the central city.

These priority routes will better connect suburbs like Carlton, East Melbourne, North Melbourne, Brunswick and West Melbourne to the central city.

This will complement the work we're already doing on bicycle routes to the south of the city such as Kavanagh Street, Alexandra Avenue, Linlithgow Avenue and Southbank Boulevard."

The first priority routes include:

- Exhibition Street stage one (Flinders Street to Bourke Street)
- Rathdowne Street (Victoria Street to Faraday Street)
- William Street (Dudley Street to Flinders Street)
- Abbotsford Street (Flemington Road to Queensberry Street)
- Swanston Street (around the University of Melbourne from Grattan Street to Cemetery Road).

In addition to the commitments already funded by the City of Melbourne, if Sally Capp is re-elected with her team of councillors, she has committed to the delivery of the Greenline, This will provide much need sustainable cycling and pedestrian links though the city connecting the city and existing bicycle links. This is \$80 million to deliver a legacy project which will deliver jobs and a great new attraction for the city which supports alternative transport routes.

This will make moving around our city on foot or by bike so much easier. We can and should do more and that's why I there is the commitment to see the plans turn into shovels in the ground to deliver this iconic project.

We need short term improvements being delivered by the fast tracking of cycle lanes already announced but we also need more and that is why we need the Greenline.

***Members of Team Sally Capp who own a bike:***

**Sally Capp:** I am still riding my 22 year old Malvern Star which is serviced at Good Cycles to keep it going. Favourite rides are Capital City Trail and the streets of Melbourne early in the morning.

**Nicholas Reece:** I own and bike and my favourite ride is the Capital City Trail.

**Mark McMillan:** I do own a bike and my favourite place to ride is along the Yarra River.

**Tania Davidge:** Yes I own a bike and I love to ride along the beach.



**James Young:** Yes I own a bike, I ride to Dan Murphy's\*

*\*for full disclosure James is the owner of a number of city venues*

## Councillors

### Candidate Fiona Sweetman, Your Melbourne Team Get It Done

#### **How do you think bikes can help the City of Melbourne bounce back from COVID-19?**

I love the commuter lanes for bikes in our city, but there are many who would ride if they did not have to focus on speed and dodging cars and car doors, so ways in which we encourage people to use bikes for exercise, commuting and leisure must be nuanced, to ensure we bring more people into and through our city to enjoy, rest, congregate and spend.

#### **How would you make it easier for people to walk and ride in Melbourne?**

As above - end of trip facilities that the public could use - much like the lost one at City Square. I would ensure well designed, and out of the pedestrian thoroughfare, storage or parking spots for bikes. I am not a fan of the Bikesharing models, only because of the waste, maintenance and footpath real estate they use. I would encourage more bike hire not for profits, or repair stations ( as near Queen street bridge)

#### **How satisfied are you with the progress of City of Melbourne's current bike strategy?**

Its a start, there is always more to do. I think we need to work more on how there are different users, and encourage more respect. hard I know, but inspiration is my preferred model, rather than telling!

#### **Do you own a bike and where is your favourite place to ride?**

Yes I have a great Merida, and I ride currently from my St Kilda Road apartment to the city - as so few cars, but I love to be able to take the river paths, and also to Royal park areas.

### Candidate Jamal Hakim, Team Hakim

#### **How do you think bikes can help the City of Melbourne bounce back from COVID-19?**

I am a big advocate of the 20 min city, and in building healthy communities. Bikes are a critical part of this, allowing residents and visitors to access essential services easily and promoting healthier living. Increased bike presence also means fewer cars on the road, improving our air quality and



noise pollution.

**How would you make it easier for people to walk and ride in Melbourne?**

I support and would continue to push for better integration of bike infrastructure. The most recent works by the City of Melbourne are a fantastic move forward and on Council I would push to accelerate these, creating jobs and fast-tracking safer bike lanes.

**How satisfied are you with the progress of City of Melbourne's current bike strategy?**

This has been slow coming, and I have been glad to see this now take shape. I would like to see this progress more quickly in future.

**Do you own a bike and where is your favourite place to ride?**

I owned a bike until a few years ago when it was stolen. Safety is an important issue for me on council. I had a BMC SLR01 and enjoyed riding from Docklands to Frankston. I always stopped at the little French bakery just before Frankston, a treat for a nice road on a Sunday morning. My BMC served me well on the 210KMs around the bay a few years ago. I am looking forward to a new hybrid arriving this summer as I am restarting my riding with a new riding neighbour who has re-energised me to get back on the bike!

**Candidate Artemis Pattichi, Independent Local Voice**

**How do you think bikes can help the City of Melbourne bounce back from COVID-19?**

I think we can follow Paris' example where they saw Covid-19 restrictions as an opportunity to make Paris a more bike-friendly city, incentivising people to use their bicycles more to get around, reducing the city's carbon footprint while decongesting public transport, promoting physical distancing, and improving local business foot traffic.

Bikes can help Melbourne bounce back in terms of physical and mental health, keep contact transmissions low by decongesting public transport, improve air quality and lower atmospheric pollutants, help reinvigorate foot traffic and spending in our city's local businesses, restaurants, and our city's neighbourhood and central areas. In doing so helping the economy and job market, while reducing our city's carbon emissions by opting for a more eco-friendly mode of transport.

**How would you make it easier for people to walk and ride in Melbourne?**

My key priorities are a) for community voices to be better included in our council's decisions, b) take more climate action on all levels, and c) implement solutions that work beneficially across sections, like the economy, society and the environment. Improving our city's walking and riding for so many



Melburnians using or wanting to use our city's infrastructure while paying attention to their needs and input, ticks all the boxes.

I plan to:

- Increase bike and walk lanes - more green arteries that make it easier to ride and walk across various suburbs, improving on safety and connectivity.
- Increase open green spaces, giving people destinations and reasons to want to ride or walk more.
- Increase protected lanes (vs painted lanes) to encourage the 83% of 'would be bike riders' feel more confident to cycle.
- Decrease speed limit on local streets and/or create more "by bike or foot only" streets and lanes, encouraging young families and new riders to build their cycling confidence in areas where there's less cars.
- Improve continuity of bike lanes and connectivity among our city's suburbs along with bike parking, encouraging people to explore more nearby suburbs, supporting more local businesses in the process, while delivering on the promises of the Bicycle Plan 2016-2020 and beyond.
- Increase bike maintenance stops in key areas, while working to increase pop-up bike repair shops and as a test run to identify areas where they are most needed to make them permanent for our city's growing cycling population. We can even look into creating an app eventually which shows all bike facilities and bike parking around City of Melbourne, along with an aggregation of our city's best bike rides based on people's recommendations, and where riders can report issues with bike lanes or with areas that make it hard or unsafe to ride. Something similar can be done for walking routes you can take between suburbs or key areas. We can also include green areas and pit stops, again aggregating input and feedback from the people actually doing the walking and cycling.
- Support our most vulnerable hit the hardest by the pandemic's consequences, by making it easy to have a bicycle either through ownership or long-term loaning, so our fellow Melburnians can still move around using a free mode of transport that can get them to work, interviews, their friends and support system, nature, exercise and so much more.
- Keep the dialogue between key communities like the Bicycle Network and council open through all stages of forming and delivering plans like the Bicycle Plan 2016-2020 or the Transport Strategy 2030. This will enable direct feedback from the people using or intend to use these important solutions and adapt the plans to our actual, changing needs.

### **How satisfied are you with the progress of City of Melbourne's current bike strategy?**

It was good to see the 40km of bike lanes fast tracked lately and the Exhibition street bike lanes, but we can still do better in connecting our city's neighbourhoods and making it safer to ride.

We need more work done to make our city "one of the great bicycle cities of the world", more urgently, with better inclusion and response to our residents' needs.



We also need better neighbourhood routes to make it easier and safer for people to move around by bike for short trips connecting them to local shops, schools, friends and neighbours.

**Do you own a bike and where is your favourite place to ride?**

While it has been a couple of years since the last time I rode a bike (I am more of a walker lately), I do look forward to soon start exploring more of our city by bike again and experience our evolving bike system firsthand. My first ride will be the Capital City Trail, taking a bit of a longer detour alongside the Yarra river.

**Candidate Paul Silverberg, Liberal Democrats**

**How do you think bikes can help the City of Melbourne bounce back from COVID-19?**

One phenomenon we are experiencing as the result of COVID-19 is people are a lot less willing to be crammed in public transportation. As a result people are trying to stay home or use cars. Bikes can play a huge and environmentally friendly role in reviving the city. If both non-residents and residents are encouraged to use bikes then we can revive the vibrancy of our great city once again.

**How would you make it easier for people to walk and ride in Melbourne?**

I'd like to see a bike path put in down Spencer Street to Clarendon Street, it's a popular bike area, and especially between Crown and City road, a bike path could be put in relatively easily and linked up with a bike path down Clarendon Street to Albert Park (this is something that would work with in co-operation with Port Phillip Council).

**How satisfied are you with the progress of City of Melbourne's current bike strategy?**

Overall the city of Melbourne has had a good strategy that is moving in the right direction. The biggest issue I've experienced while cycling is car doors, which is being addressed by moving the bikes to the left or carparks (like on William Street) and pedestrians walking on the bike path. In areas of really high numbers of pedestrians, it might be worthwhile removing footpath seating during peak hour (between about 8-10 in the morning and 4-6 in the afternoon), especially right next to some of the train stations, like on Collins Street near Southern Cross Station, on Williams Street near Flagstaff Station and on Elizabeth street outside of Melbourne Central. These times are generally pretty quiet and the change could really help ease pedestrian traffic and stop interference with cyclists on the road.

**Do you own a bike and where is your favourite place to ride?**

I do not own a bike at the moment, but I would like to see a return of bikes that can be used by the public. In a post COVID-19 world, I see that as a real alternative to cars and public transport and





believe this initiative should be implemented again. The cycling path next to Yarra is my favourite one.

## Candidate Janette Corcoran, Residents First

### **How do you think bikes can help the City of Melbourne bounce back from COVID-19?**

There are several ways in which cycling can assist the rejuvenation of the city and support the people that live, work and play here. Two of these include:

- Health-safe transport: to encourage people returning to work in the city, cycling (and walking) offers a way to avoid crowded mass transits and follow health authorities' advice for physical distancing. However, there must be associated facilities at the journeys' end (eg bike hubs);
- Redressing inactivity: lockdown and the associated restrictions on physical activity have raised concerns about some habits formed during this time. However, "re-emerging from lockdown" offers opportunities to connect with parts of the community who wish to re-engage with, or be introduced to, cycling (including women from different cultural backgrounds).

RESIDENTS FIRST believes that community-based initiatives, designed to suit the needs of these groups, would have great benefits for both residents and local businesses - as local parklets would become gathering destinations.

### **How would you make it easier for people to walk and ride in Melbourne?**

RESIDENTS FIRST supports your dual focus on riding and cycling as, regrettably, there is a growing tendency to place these groups in opposition. RESIDENTS FIRST believes that people, public spaces and business can all flourish, if they are designed to work together and this also applies to design of pedestrian and cyclist facilities.

As regards improving the ease of cycling and walking, attention must start with the purpose of the activity (eg transport/commuting, business, recreation, etc). For example, cycling-commuters need bike hubs which offer secure parking, repair facilities and change rooms and these must be located near city entry points (eg train stations). For businesses using bikes, the issue of education and regulations (eg insurance) requires urgent attention. To support recreational cycling, RESIDENTS FIRST support the trial of parklets and other progressive measures.

RESIDENTS FIRST also supports dedicated lanes and paths which separate motorists, cyclists and pedestrians. In addition, all would benefit from wider promotion of transport rules and provision of targeted programs for skills improvement.

### **How satisfied are you with the progress of City of Melbourne's current bike strategy?**



RESIDENTS FIRST supports the increased construction of bike lanes during COVID-19. However, there are several other areas, most especially safety, where RESIDENTS FIRST believe attention is needed. Two areas of importance are:

- Cycling Infrastructure: for cycling to become a safe and mainstream way of commuting for all ages, dedicated facilities are required (refer previous statement of bike hubs);
- Education and skill development: there is a lack of knowledge of regulations amongst motorists, cyclists and pedestrians. There is also need to connect with our multi-cultural communities who may not have a cycling culture or have significantly different transport rules.

**Do you own a bike and where is your favourite place to ride?**

Yes, I own a bike. But COVID-19 has seen my cycling activity fall – and I, personally, would benefit from a one of your tailored initiatives to “support healthy and happy women”.

**Candidate Sainab Sheikh, Melbourne - We All Matter**

**How do you think bikes can help the City of Melbourne bounce back from COVID-19?**

As we try and get all the cafes, bars and restaurants going as soon as possible we need to give them chance to maximize their income especially while they can only serve customers outside. This can be achieved by extending current footpaths out onto the road in many cases closing certain roads to cars similar to the Bourke St Mall. I know this is already proposed for streets such as Errol St and I think we need to look at many more areas to do the same thing. Once this is done people are going to realize the best way to go to and through these areas will be in a bicycle. I will support this program and will want to monitor its success with a view to leaving them this way "after covid"

**How would you make it easier for people to walk and ride in Melbourne?**

Apart from the response above I will support the general expansion of bicycle paths and seek consultation to ensure they are effective.

**How satisfied are you with the progress of City of Melbourne's current bike strategy?**

I don't yet claim to be an expert on this strategy but my understanding is that the council is generally supportive of increased bicycle usage replacing car usage and I definitely support this approach

**Do you own a bike and where is your favourite place to ride?**

I don't own a bike. I leave that to my son. He rides all over Melbourne on his bike including to and from school.



I also know how important is to ride a bike for your health and wellbeing and I always promote the advantages of a healthy community exercising in clean air.

As well as it being a good healthy activity it is also fun and that has to be good.

## **Candidate Michael Kennedy, Morgan-Watts Team**

### **How do you think bikes can help the City of Melbourne bounce back from COVID-19?**

Due to COVID-19, the use of mass public transport has dramatically declined. Bikes offer a cheaper, healthier, and more socially responsible replacement in filling the personal transport void for those who are reticent to return to mass public transport.

### **How would you make it easier for people to walk and ride in Melbourne?**

By grade separation (e.g. dedicated bike lanes), that separate each mode of transport.

### **How satisfied are you with the progress of City of Melbourne's current bike strategy?**

While the Council's bike strategy is generally good, there is always room for improvement, such as speeding up the installation of grade separation.

### **Do you own a bike and where is your favourite place to ride?**

Yes, two. Nowhere, I walk most places.

## **Candidate Rohan Leppert, The Greens**

### **How do you think bikes can help the City of Melbourne bounce back from COVID-19?**

Bicycles are an essential mode of transport as restrictions lift and people return to the City. The hard truth is that public transport will be less popular for quite some time, and people will be seeking different ways of moving safely. At the same time there is only so much road space and car-based traffic congestion is significant with or without COVID-19. Cycling is a healthy means of getting around the city and this is Council's best ever opportunity to accelerate funding for safe physically separated bicycle infrastructure.

### **How would you make it easier for people to walk and ride in Melbourne?**

I have a strong track record on this. The reason the City of Melbourne is spending \$16 million on bicycle infrastructure in 2020-21, up from its previous record spend of \$5.2 million, is because The Greens on Council made it happen. We pushed for the declaration of a Climate Emergency in 2019, and the implementation plan that arose from that declaration proposed to accelerate delivery of the cycling elements of our Transport 2030 strategy; that is, Council committed to build 10 years worth



of bicycle infrastructure in 4 years. That was before COVID hit and this is the direct result of your two Greens Councillors pushing relentlessly for better cycling infrastructure.

We will see this program through. I have written about Council's rapid transport mode shift here and our transport policy is [here](#).

### **How satisfied are you with the progress of City of Melbourne's current bike strategy?**

I was not satisfied until we managed to unlock the politics with our climate emergency declaration and implementation plan. Now we are pursuing new cycling infrastructure at an unprecedented rate. If we can maintain this rate of expenditure and construction, and if we can bring the State Government along to match Council's spending and make cycling safer on arterial roads like Flemington Road, St Kilda Road and Royal Parade, then and only then do I think we will be at a satisfactory base level.

### **Do you own a bike and where is your favourite place to ride?**

I own two bikes and ride every day. At night, watching the Giro d'Italia is keeping me sane through the course of this election campaign! My favourite place to ride is Victoria's rail trails; I have a couple left to do. Locally it has been difficult to cycle with the 5km radius in place but I have managed to carve out a reasonable 30km loop up and down the Maribyrnong River, around the old inner circle railway line to the Yarra and back home in Kensington.

### **Candidate Scott Robson**

I have almost always had a bike since I was 5 yr old and love to ride, unfortunately someone has recently stolen my front wheel, so I predominantly walk. There is some good improvements currently made here in North Melbourne coming down from the Royal Park providing a clear bike run.

Once elected I am happy to listen to your ideas to improve and encourage a culture of walking and riding in Melbourne.

To tell you a bit more about myself, I am standing as a purely independent common-sense Melbournian. I am not limited by a single issue, political party, or ideology.

Importantly, I believe people are intelligent and capable of taking personal responsibility for their own decisions about the risks and opportunities they take.

I will encourage prosperity and life-quality, and protect against fear and control. Supporting the vulnerable and enabling the capable.

Born in Melbourne, graduated Masters of Business Administration, AIB, and Bachelor Science, Monash University.



My guiding principles are:

1. Question everything.
2. Choose common sense over regulation.
3. Council projects should be aesthetic and practical.
4. Think like a scientist rather than have faith in 'science'.
5. People belong to groups; groups are not people.
6. We are all connected.
7. It all happens with a smile.

I ask that you support my campaign with preferences and together, let's make Melbourne the world's most liveable city again.