



Yarra Climate Action Now  
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City of Yarra  
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Over many budget consultations YCAN has proposed, supported, and been pleased by Yarra's commitment to facilitating travel for existing cyclists, encouraging new cyclists, and educating the community about the benefits of cycling. The success of your excellent Trains Not Tollroads campaign must provide the impetus for even greater investment in cycling infrastructure and safe ways for residents to travel around Yarra by foot, bike and public transport. The dangers of climate change demand that we reduce emissions from motor vehicles urgently.

We are concerned that this proposed budget is a backwards step in the implementation of Yarra's Bicycle Strategy which "aims to establish cycling as a legitimate first choice of transport by people of all ages and cycling abilities through providing cycling facilities that serve a broad range of social objectives."

An article in The Age of last Saturday, New developments saddle up to peddle Melbourne's growing bicycle culture, reports that a new apartment project on the corner of Peel and Wellington Streets, Collingwood, has been deliberately designed to take advantage of the Copenhagen bike path with direct access from its bike storage room onto the path. I'm not sure how much of this is hype from the developer, but it highlights the need for good facilities, and the interest in cycling. Unfortunately, the many new developments further north in the area will not have this benefit due to the lack of funding in this budget to extend this divided bike route.

As good as this path may be, 500 metres of it is not going to cater for the rapidly growing number of cyclists who are being encouraged by these bike-friendly developments to give up their cars. The last thing Yarra needs is for residents of the mushrooming apartment developments to commute in their cars because of fears about unsafe cycling or walking.

Safe bike parking is essential if people are to trust that their bike will still be there when they've finished working, shopping, whatever. The Yarra Environment Strategy calls for the installation of 150 bike racks each year, however the cost of 110 bike

racks provided last year was \$50.000. As the provision in this proposed budget for miscellaneous bike infrastructure works is only \$150.000, it appears we can have our 150 racks and very little else, or other essential improvements and maintenance and no storage.

Yarra has deservedly established a reputation for its efforts to reduce the municipality's carbon footprint and to encourage renewable energy. Getting residents and visitors to Yarra out of their cars is an essential and highly effective way to tackle climate change. Our city becomes cleaner, and we can provide a great example for other municipalities.

Even YCAN doesn't expect that Council can fund the \$2.5 million dollars worth of small projects on the books to fulfill the Bicycle Strategy Plan, but we strongly request of council to re-consider the completely inadequate funding being proposed. Further funding must be provided to continue work on the Copenhagen lane in Wellington St, and \$150.000 is a paltry amount for the huge range of miscellaneous works which are needed to "provide the highest standard and safest on and off-road network (giving people) a realistic alternative" to car travel, as stated in your Bicycle Strategy.

Kerry Echberg  
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