

4 March 2008

**NOTICE OF MOTION: CR BRINDLEY,  
BIKE PARKING ON LYGON STREET**

**Motion**

1. That Council convert two parking spaces in Lygon Street into a bike parking area for customers of Lygon Court and surrounding businesses to be funded from Council's allocation of the Parking Levy.

**Background**

2. Attached is correspondence in support of improved bike parking facilities in Lygon Street.

**Moved:** Cr Brindley

**Attachments:**

1. Correspondence between Bicycle Victoria, dated 4 December 2006 and Lygon Court, dated 17 November 2006
2. Newspaper Article, The Age titled "*Charge for road use, urges parking expert*" dated 16 February 2008

4 December 2006

Geoff Robinson  
Group Manager, Engineering Services  
City of Melbourne

Dear Geoff,

I am writing to express our strong support for improved bike parking facilities on Lygon Street, in front of Lygon Court.

The Centre management recently approached us with a draft concept, which we have talked through with them and since fine tuned with draft concept (refer page 3).

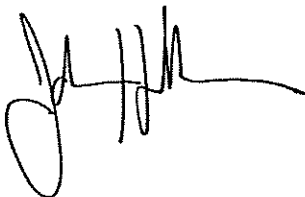
In brief, this proposal comprises:

- building a curb outstand to match the existing car park space width (2.4m)
- installing 12 bike parking rails at the northern 60% of the outstand (thus allowing for tenant/services access to Lygon Court entrance when necessary)

We believe this is an innovative solution to meet the currently struggling bike-parking demands (increase from 8 to 24 bike parking opportunities), improves upon the open space, amenity and access to the front of the complex and one that has strong support from the adjacent tenant (refer page 2).

If you have any queries please contact me on 0407 118891 or 8636 8850

Yours sincerely



Jason den Hollander  
Facilities Development Manager  
Bicycle Victoria

# Lygon COURT

17 November 2006

Mr J den Hollander  
Bicycle Victoria  
GPO Box 1961R,  
MELBOURNE VIC 3000

Dear Jason

**Re: Bicycle Parking - Lygon Court Shopping Centre**  
**Property: 380 Lygon Street, Carlton**

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We refer to our recent discussions in relation to your proposal for the installation of bike hoops to accommodate parking of 26 bikes at the front entrance to Lygon Court Shopping Centre.

You confirm that Melbourne City Council (MCC) have agreed at their cost to remove the three (3) carparking bays on Lygon Street, at the front of Lygon Court and extend the public pavement and curb out to the street to convert into bike parking and supply and install bike racks for the parking of 26 bikes.

We hereby approve the above works as per Figure 2 on Bicycle Victoria plan – drawing title: Bike parking Options 1, 2 & 3 (copy attached).

In addition to the above I refer to the community poster board also located in this area on the footpath.

I have contacted the MCC and requested that they clean up the board and maintain same on a regular basis eg; monthly.

I have been given a reference number for this matter Ref: 5922383.

We look forward to the MCC commencing these works in the near future.

Please not hesitate to contact the undersigned if you require further detail.

Yours sincerely,  
**Banco Group**

  
Suzanne Viney  
**Commercial Property & Leasing Manager**  
e-mail: [sue@bancogroup.com.au](mailto:sue@bancogroup.com.au)

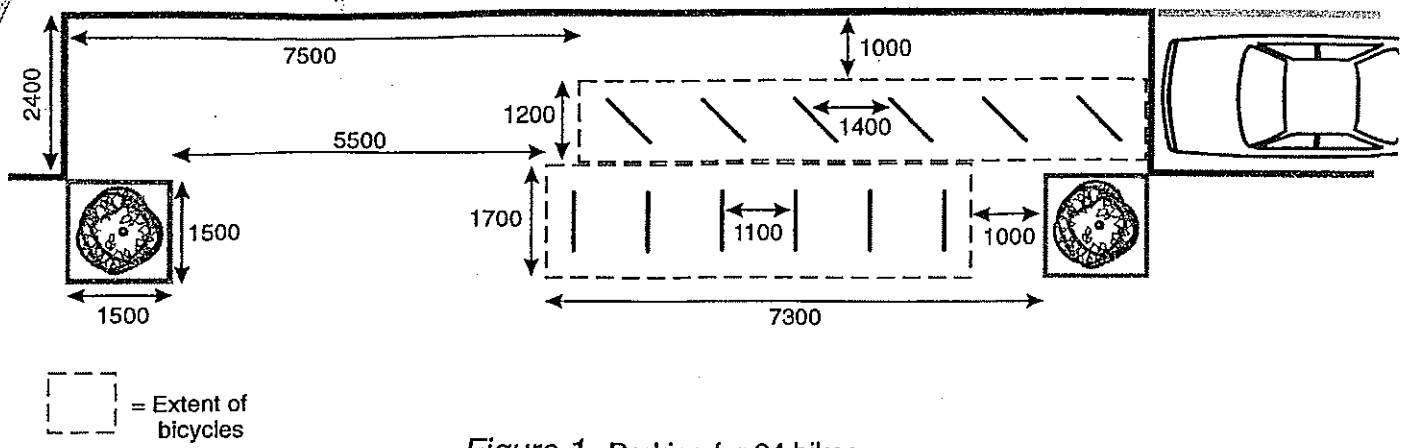


Figure 1 Parking for 24 bikes

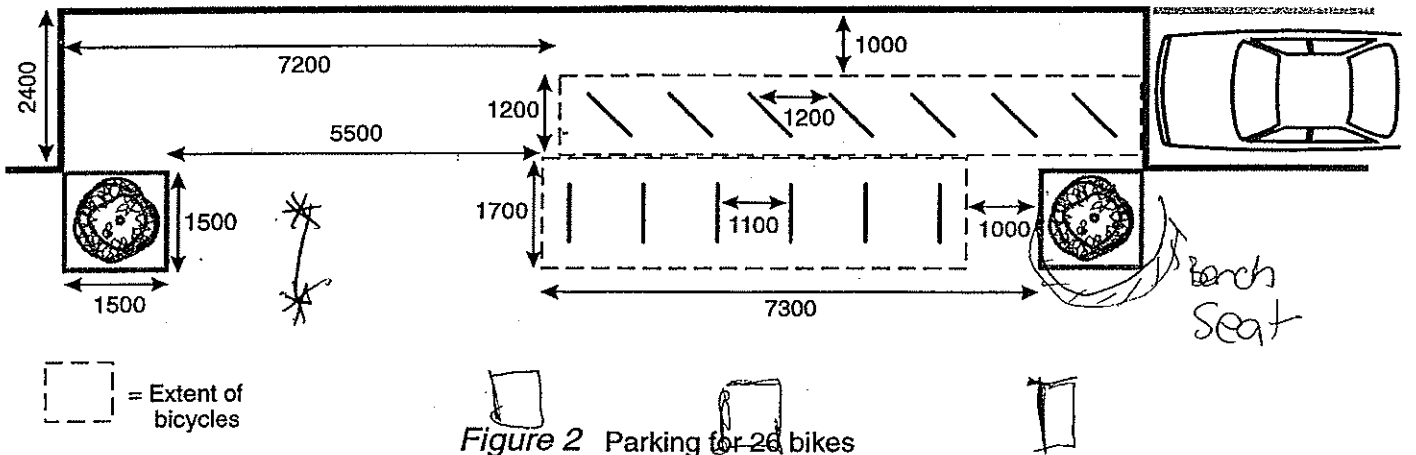


Figure 2 Parking for 26 bikes

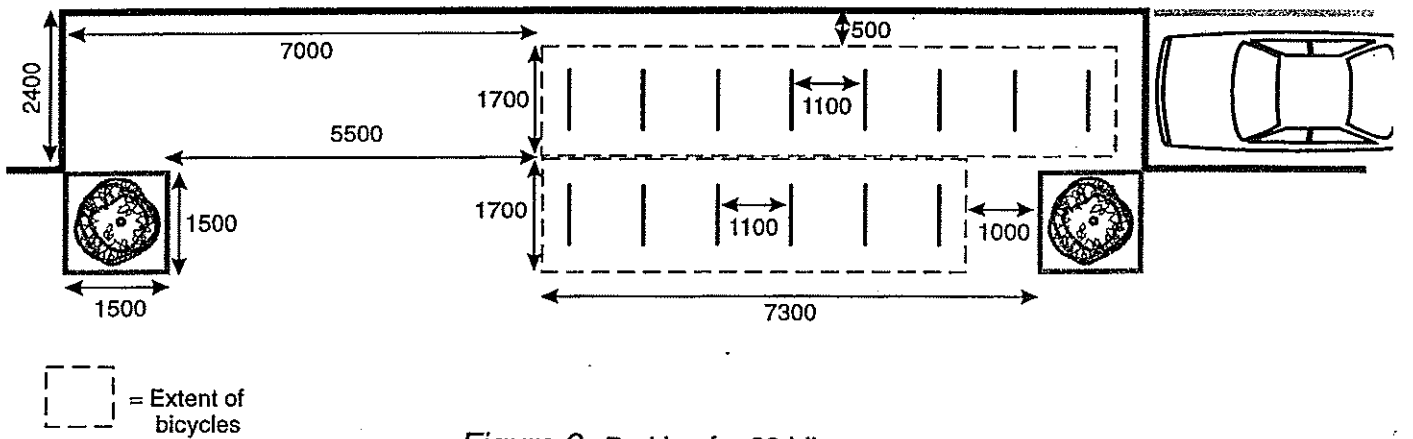


Figure 3 Parking for 28 bikes

Drawn For:  
Lygon Court Shopping Plaza  
Location:  
Lygon St Entrance  
Lygon Court Shopping Plaza  
Carlton 3053

Drawing Title:  
Bike parking  
Options 1, 2 & 3  
  
NOT TO SCALE

Drawn By:  
Stefan Webb



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Melbourne 8007



# Charge for road use, urges parking expert

By **CLAY LUCAS**  
 TRANSPORT REPORTER

FOR some people, the scarcity of free parking around the city is a source of rage. But for Enrique Penalosa, former mayor of Colombian capital Bogota and global pin-up boy for green planners, it's a source of joy.

"Parking is not a constitutional right," Mr Penalosa said in Melbourne this week. "No city in the world has less dynamism because it has less car parking."

Mr Penalosa was at the City of Melbourne's EcoEDGE conference, a three-day gathering of green building experts.

Reducing street parking and charging a road tax made cities more vibrant and businesses stronger, Mr Penalosa argued.

And he should know: mayor of Bogota for three years until 2001, he led a radical effort to improve the city. He lifted petrol taxes while launching a new bus system. He introduced the world's first car-free day and oversaw construction of 300 kilometres of bicycle paths and 1200 parks.

Bogota under Mr Penalosa experienced a 40% reduction in traffic during peak hours and a marked increase in services for the poor.

Since 2001, he has led a global campaign against con-



Enrique Penalosa says cities that restrict cars are more dynamic.

gestion. With more than half the world's population living in cities, Mr Penalosa believes the key to improving a troubled metropolis such as Bogota — or affluent cities such as Melbourne — is helping those who don't drive.

"Whenever, around the world, you attempt to improve pedestrian and bicycle space at the expense of cars, there is an outcry from traders saying: 'We will go broke,'" he said. "But the cities that restrict car movement and car spaces are the world's most dynamic."

He argues that cities such as Melbourne, with congestion issues, must charge for road use. "In the future, all cities will charge for car use."

Many already do. Singapore introduced a congestion tax in 1975 that dramatically reduced congestion and London introduced one in the city centre in 2003. Mayor Ken Livingstone this month tripled the £8 (\$17)

weekday rate to £25 for drivers of four-wheel-drives and high-powered sports cars. The most environmentally friendly cars enter the congestion zone free.

Victorian Premier John Brumby has repeatedly ruled out a congestion tax for Melbourne, despite mounting support from business and environmental groups and academics. Road-user groups oppose congestion charging.

"We are not London or Singapore in terms of density or congestion," RACV spokesman Brian Negus said. "A congestion tax would be a negative here."

The Victorian Employers Chamber of Commerce and Industry agrees. "The presumed alternative — the public transport system — is clearly not coping even with current demand," spokesman Chris James said.

■ The council is set to remove parking spaces in Lygon Street to make way for bike parking.

But Carlton trader groups have opposed a plan to remove two spaces in front of the Lygon Court shopping centre to create parking for 28 bikes.

"More bike parking isn't going to bring more business," Carlton Business Association president Connie Paglianiti said.

**LINK**  
 ► [www.cityedge.org.au](http://www.cityedge.org.au)