

Moreland Bicycle User Group - Brunswick Candidates Survey, Victorian State Election 2018

Moreland Bicycle User Group (BUG) is conducting a survey of candidates for Brunswick in the 2018 Victorian State election to inform members of candidates' attitudes to cycling.

The survey should take no more than 10 minutes and your responses can contain links to relevant election policies.

Your name *

George Georgiou
.....

Your party affiliation (or Independent) *

Independent
.....

How often do you ride a bicycle? *

Daily or most days

Weekly

Monthly

Occasionally

Rarely

Never

Other:

What will you do to ensure that the Upfield Shared Path detour at Jewell Station is opened as soon as possible? The path is currently planned to be closed until mid 2019, inconveniencing more than 1000 people who cycle that route between 7:00am and 9:00am

(<https://www.victrack.com.au/projects/key-projects/jewell-station-precinct>)

Prioritise the ground level landscaping and cycling infrastructure rather than wait for the entire development to be completed before the landscaping and cycling infrastructure begins . If developers can allow residents to settle on the lower floors of a development while the top floors are still being completed, then there must be a way to be able to complete the proposed upfield path improvements and have it working while the top half of the development is being completed.

Are you aware that 10.2% of employed people ride to work in Brunswick (compared with 6.2% catching the train)? See ABS Census http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SED21303?opendocument

Yes

No

Other:

What will you do to ensure that there are significant improvements for sustainable/active transport as part of the Level Crossing Removal projects on the Upfield line (as required by the Transport Integration Act)?

Unfortunately the Andrew's government is removing level crossings to benefit only the car and it's unlikely this will change. They have demonstrated over the last 4 years that their only concern is to remove 50 level crossings as quickly as possible, with as little money as possible and with no interest in making sure that the end result improves connectivity for all modes, especially walking and cycling. In fact the Buckley St removal proved that they are willing to kill all connectivity for walking and cycling in order to get the job done quick and cheap.

What will you do to ensure that the East Brunswick Shimmy in John St is not adversely affected by the East Brunswick Village project? See <https://moreland.vic.gov.au/globalassets/areas/transport/moreland-cycling-map.pdf> and <https://www.urban.com.au/projects/east-brunswick-village-127-139-nicholson-street-brunswick-east>

Sorry couldn't find detailed plans showing illustrations of John St when the area is complete but I would of thought that a development of that scale and the profit that comes with it would create the opportunity for the developer to allow for John St to cater for dedicated walking and cycling paths by giving up a few meters of the John St side of the property. That could have been their contribution to the council.

This is another poor design for a high density development over a large parcel of land. It's disappointing when a large development like this can't accommodate walking and cycling corridors. The East Brunswick Shimmy on John St could have connected Nicholson St thru the East Brunswick village, but instead the development is connecting John St to Nicholson St with another road for cars.

Do you think that separated or protected bike lanes should be installed when accessible tram stops are built in Sydney Rd, Nicholson St, Lygon St and Grantham St/Melville Rd? See https://en.wikipedia.org/wiki/Cycle_track

Yes

No

Other:

Will you commit to ensuring that bike infrastructure is provided as part of all state funded transport projects?

Yes

No

Other:

Will you commit to a Bike Fund that provides at least \$126 million per year for bicycle infrastructure in Victoria?

Yes

No

Other:
\$126 million a year for bicycle infrastructure in Victoria isnt enough. If we are to move towards a 20-80 model city, (refer to my facebook page for more info), then we need to invest close to 500 million a year over the next 30 years.
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What is your perception of bicycle safety in Brunswick? *

About right

Not very safe

Very unsafe

Other:

Road safety, environmental sustainability, greenhouse emissions and public health & obesity are important public policy issues which are influenced by decisions you will make if you are elected. Do you see bicycle riding helping to solve any of these problems? *

Bicycle riding won't help solve these problems

Bicycle riding will help solve some of these problems

Bicycle riding is a significant part of the solution

Other:

Do you think that the best solution to road traffic congestion is: *

Building more roads

Providing sustainable transport options such as public transport and safer cycling that take cars off the road

Other:

Building a quality alternative to the car that can match any A to B trip in the Melbourne UCL boundary as quick or quicker than a non congested car. There are 4 stages that cover walking, cycling and PT

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What is the most appropriate traffic speed for our local streets to ensure safety for all users? *

30 km/h

40 km/h

50 km/h

60 km/h

Other:

What will you do over the next four years to improve cycling in Brunswick? Thanks for your participation! Don't forget to press "SUBMIT" when you have finished. *

Continue to promote the creation of Green Roads and continue campaigning for new cycling corridors to be created when large parcels of land are being redeveloped.
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