

Dear Donald,

Thank you for your enquiry on behalf of Brisbane Central Business District Bicycle User Group.

I am a proud Brisbanite, and other than having sprained my ankle on Christmas Eve last year I am a regular bike rider, I enjoy getting out and about whenever I can, exploring different places within our lovely city, meeting people, enjoying the scenery and generally enjoying the ride.

Unfortunately an enjoyable ride turns into a difficult ride with these experiences:

1. Distinct lack of continuous and consistent bike paths; one in Newstead has a fence built across it. Yep, that'll be a fun ride.
2. Abrupt end to bike lanes on the road.
3. Poor or insufficient lighting for night riding.
4. Rules applicable to cyclists when transitioning from road to footpath/bike track and vice versa.
5. Cyclists riding on the road who don't adhere to road rules.
6. Proper lighting on bikes used at night; you can't avoid oncoming traffic if you can't see it!

Observation indicates these are some of the critical factors for safe and practical riding, especially during peak hour when the road is already full enough, people on the road don't want us sharing their space, nor do people on the footpath, and stress levels can elevate quickly with bike riders being the most likely casualty, but in the end we all have the same goal – to enjoy the journey and get where we're going safely.

I have written to the city council on numerous occasions about issues with bike lanes and bike tracks, I am not sure if council has regular email problems, if they don't consider my constructive feedback to be important, if they receive limited feedback which isn't enough to act on, or they don't really understand why they should invest time to consider the feedback.

The best way to understand a situation is to experience it first hand, if people don't ride a bike they won't know what factors affect bike riders. Considering this I will actively engage with parties and their leaders to join me in accompanying fellow bike riders to provide experience, perspective and understanding for the issues affecting our community. I will push governments to demonstrate genuine actions in accordance with our wishes for positive outcomes from those actions; ie Instead of governments telling us how it's going to be, I will work with the government to ask our community what we need.

Broadly speaking, I will:

- Be a conduit to genuine and constructive discussions between bike riders, service providers and government.
- Provide individual perspective to the government on your behalf and with engagement from your organisation and our community.
- Continually raise perspectives in all related discussions and policies on your behalf, and with engagement from your organisation and our community.

If we can raise the public profile and participation for bike riding we are likely to have more people providing input to the individuals and organisations who build and maintain our transit paths, this will result in more transit paths, and improved safety on transit paths = more options for people who want to ride = more likelihood that people will get on a bike rather than get in the car = less road congestion, less carbon emissions and healthier, happier population.

How do we make it happen?

To assist political parties to take a genuine approach with the above issues and associated factors, I will work with governments to:

1. Establish easy, efficient and logical mechanisms for constructive feedback on continual service improvement as suggested by those who use the service, not as suggested by some bureaucrat who lives in an office with scarce understanding or real world experience with the issues at hand.
2. Ensure all mechanisms and processes are open and transparent with strict conflict-of-interest clauses so there are no “jobs for mates/lobbyists/powerbrokers” and that important aspects of procedure and process aren't overlooked to allow something to be “set up for failure”.
3. Ensure all relevant individuals and organisations are in the loop – those who need the services should be involved with creating or amending the services.

As you've mentioned, the cycling community is a diverse mix of Brisbanites of all walks of life and in order to encourage more people to enjoy the pleasure and freedom with cycling we need to accommodate the broad range of people in our city who might like to enjoy the ride. Through discussion with the cycling community I will engage with the government to provide:

1. Facilities for families, frail, elderly, or people with mental or physical impairment, to enjoy bike riding as much as the next person; maybe sidecars or family sized tricycles could be appropriate.
2. Adequately sheltered bike parking/rest areas with comfortable rest facilities and basic amenities.
3. A convenient and easy-to-use public bike systems and locking services; services like city cycle could be transitioned to a taxpayer owned service.
4. Public bike maintenance facilities at parking areas/rest areas with secured tyre inflation and tyre replacement tools, and other basic tools to assist on the journey, as are already available in Southbank.
5. Adequate lighting for night riding and safety.
6. A map system for the immediate and wider area including locations with toilets and emergency phone, etc; Similar to that already available for other public transport.
7. Appropriately sized free, secure bike parking areas for office workers in or near existing vehicle parking. (Maybe bike parking will slowly overtake car parking in city basement car parks)
8. Free secure bike parking areas at train stations.
It'd be nice to have secured bike parking at bus stops too but there are too many to make it practical, it could be practical though to have a small rack attached appropriately to each bus stop for people who want to bike-it and bus-it!
9. A free membership/registration system available to all bikers which allows for fun competitions and prizes for regular cycling, cycling to work or other cycling initiatives. Citycycle's facebook page indicates they have fairly good success with this.

In the end everything comes down to cost, so “How are we going to pay for it?”

Further to the options raised, above, I will work with governments to provide:

1. Mechanisms to ensure appropriate funding systems are managed openly and transparently.
2. Mechanisms to make sure the government doesn't play silly buggers with community funding, hence point one may involve establishing or engaging directly with an existing genuinely independent working group like CBD BUG to once again ensure no “jobs for mates/lobbyists/powerbrokers” and no funds are allocated based on false pretense or in attempt to “set up for failure”.
3. Genuine, open, effective and efficient communication between governments and relevant organisations and individuals for a friendly regulatory environment.

With the above approach I think we can demonstrate that cycling is available to everyone, with a quick, convenient and easily accessible public bike service, extensive and well maintained bike paths, bike parking areas with basic repair tools and facilities to provide an enjoyable break regardless if you're 8 or 80, and an overall cycling network which is designed by the cycling community for the cycling community to provide continuous friendly and happy growth for and on behalf of the cycling community.

With your support I can do it, together we can make a difference!

Sincerely

Kai Jones

Your Independent Candidate for Brisbane Central

"For positive difference and positive change"

- I live and work in my electorate -

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