



# Burnie Council Candidate Statements

## Amina Keygan

My name is Amina Keygan and I am standing for Mayor and Councillor in Burnie City.

If elected, my priority with regard to making it easier for people to walk and ride is to commit to Council re-engaging in the process to find a solution for the shared coastal pathway from Burnie to Heybridge, as well as commit to a start date for the section between Burnie and Wynyard.

In relation to increasing ease for people to walk and ride, I'd like to advocate for closer collaboration between Department of State Growth and council in designing roads to ensure for adequate bicycle lanes.

My council does not have a bike plan. I do have this on my priority list and commit to working with council officers in planning, works and services, management and the community to establish a cycling strategy and action plan for our city.

I absolutely support the completion of the Coastal Pathway. It is imperative that Burnie is physically connected to the broader region and this connection represents significant opportunity for cycling tourism and community recreation. As part of council, I will continue to work towards a start date for the Burnie-Wynyard portion, as well as recommitting to finding a solution for the Wivenhoe to Heybridge portion.

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## David Pease

If elected my priority with regard to making it easier for people to walk and ride is to:

- a) establish a network of bike and pedestrian friendly pathways within the municipality.
- b) ensure pathways are suitably maintained and designed from materials allowing all abilities usage. For example, replace the pavers in town that are slippery, uneven and difficult for wheelchairs.
- c) incorporate traffic calming measures or widening of council owned roads, where possible, as roads undergo capital works.



BCC does not have a dedicated bike plan but does have an extensive plan to systematically upgrade existing pathways. Part of this process is to ensure mobility scooters, bikes etc are able to cross intersections without having to mount the kerb.

A recent example is the changes to the kerbs from the West Park Grove shop, (via Burnie Park) to the cbd. All kerbs should now be scooter and bike friendly.

This plan needs to be rolled out throughout the municipality. Burnie has extensive green spaces and the opportunity exists to link many of these spaces with a dedicated pathway, which must then be promoted and advertised through all available avenues. I was recently surprised to learn of a 'pathway' from town to Romaine Reserve requiring little road riding. Not much good having these fantastic routes if no one knows about them.

I do support the completion of the Coastal Pathway. I see the following ways that I can work to see it's completion:

- a) continue to push for the Burnie to Wynyard pathway to be completed as a matter of urgency
- b) this link has been bogged down in bureaucratic red tape, with still more to come! Council must agitate the State Government to ensure all dealings are promptly managed.
- c) ensure that communication of all aspects of the project are updated regularly and clearly explained.
- d) maintain Councils commitment to the full pathway, including the Burnie to Heybridge link.
- e) press both State and Federal Governments to commit future funding for the pathways, highlighting the health and social benefits.

The Coastal Pathway will have an enormous impact on many areas of our lifestyle and is critical in progressing Burnie towards being a modern, liveable city.

Future planning must include all modes of transport, and as our main roads become more congested a dedicated cycle route is an absolute necessity.

The ability for school kids to safely cycle to our main schools would dramatically advantage traffic movements, particularly in the Somerset to Cooee area, but also in the Romaine/Upper Burnie area to Parklands High.

As scooters and similar forms of electric transport gain in popularity and usage it is imperative that we provide the infrastructure to support their use in a safe way.

The benefits that a coastal pathway would have to tourism also cannot be underestimated. As a regular user with my kids of the Ulverstone to Turners Beach section I can vouch for the economic benefits to the businesses in this area, and the undoing of any health benefits for me lol!



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## **Craig Hensley**

My name is Craig Hensley and I am standing for council election in the Municipality of Burnie.

With regard to cycling, scooters, wheelchairs, skateboards and walking, here are my thoughts:

If elected my priority with regard to making it easier for people to walk and ride is to investigate the delays and apparent problems in getting Burnie's section started.

It doesn't appear that Burnie has any bike plan. If it does, I'd like to see it revealed to the public and reasons why not.

I do support the completion of the Coastal Pathway. I see the following ways that I can work to see its completion – work with new council members if elected to receive funding, if that is what is required and to get things rolling.

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## **Teeny Brumby**

I wish to unequivocally declare that I am rather passionate about the concept of a coastal pathway that benefits this whole region!

Not only will locals have a fantastic opportunity for physical activity along the picturesque seaside pathway, but importantly it will be a driver for tourism on the North-West Coast.

I am quoted in the Advocate on Saturday 28th alongside of David Pease, and it is evident we feel this is an important issue for the region.

Certainly, Burnie City Council is not in a financial position to fund such a project, partially or otherwise, but that should not stop us continuing to advocate and vie for Federal and State funding. The eastern section of pathway towards Blythe River is problematic and we will need to look carefully at alternatives, but it is by no means 'abandoned'.



From my perspective this part of the project is "on ice" while we progress the western element toward Wynyard as a priority.

Candidate for Mayor and Councillor: Burnie City Council

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## **Ryan Gilmore**

If elected, my priority with regard to making it easier for people to walk and ride is to:

1. Ensure we obtain a timeline for the stages of construction of the Burnie to Wynyard leg of the Coastal Pathway to ensure transparency and accountability on all parties.
2. Ensure frequent updates are obtained and provided to the community insofar as progress on the Coastal Pathway and expenditure levels in relation to same.
3. The Development of a Cycle Plan and Strategy to guide future decisions involving changes and upgrades to our council road network and to use to better guide discussions with other stakeholders including the Department of State Growth when it comes to our highways.
4. Utilising the above to work on a solution to completing the eastern leg of the Coastal Pathway.

Burnie City Council does not have a Bike Plan. Interestingly, Burnie City Council does have a Road Network Strategy which was adopted in 2016 and insofar as I can tell, has not been reviewed since (noting the publicly available document refers to a next review date of 21 June 2019). This is consistent with the contents of the document, noting amongst other matters its references to the UTAS site at Mooreville Road. That aside, the Action proposed from clause 7.3 therein was to develop a "Cycle Strategy" which would identify cycling routes, infrastructure requirements and project costs. The fact this has already been identified by Council as an Action yet has not been progressed, is sufficient to warrant a plan and strategy be a priority. I have flagged this as a priority.

I support the completion of the Coastal Pathway in its entirety.

The budget set for 2022/23 allocates \$13.86m from a State Government grant for the "completion of the coastal pathway" although it's fairly clear it is for the Burnie to Wynyard leg only. I noted privately last week to a member of the cycling community that I would like to see a more clearly defined date for the commencement of these works as well as a timeframe for its conclusion as we deserve to know this along with other particulars of its construction. Pleasingly I have noted that the Agenda for the Burnie Council Meeting released this week for the meeting on 27 September has a Question on Notice from Cr A



Keygan as follows: “Could the General Manager please provide an update on the progress on the Coastal Pathway from Burnie to Wynyard, including a timeline, if known.” The General Manager has provided a brief response in writing therein which notes that a communication plan is being developed between the Waratah-Wynyard and Burnie Councils, the Environmental Assessment is complete and that a “A time line with key dependencies is being developed”.

I see there is a pressing need to expedite the construction of the Burnie to Wynyard leg of the pathway, starting with having timelines set which can then be monitored as well as provide greater direction to all involved together with giving assurance to the community as to how construction is intended to progress.

I see the role of all councillors is to keep the Coastal Pathway as a standing agenda item to ensure the matter is prioritised and deadlines are set for its construction which can then be made known to the community in full so that there is full transparency and accountability.

Insofar as the path east is concerned (Wivenhoe to Heybridge) from what I am aware, it is far more difficult and costly but no less important. The steps to progress this I would suggest are to prioritise the development of a cycle plan and strategy. Having such a framework in place can then be used to guide discussions more cohesively with key stakeholders, including the cycling community and the Department of State Growth (as it will inevitably require works on the roads they control) and from which further grants from the State and Commonwealth can be sought as a partnership towards road safety and active transport in the region.

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