



Glenorchy Council Candidate Statements

Kelly Sims

I'm responding to a request referral to provide a submission into what projects I'd prioritise to make it easier for people to walk and ride this term, and what are my long term priorities. I was also questioned on whether our council has a specific bike plan and if not, would I work towards getting one in place this term.

All levels of government have a key role to play in educating, promoting and driving improved cycling infrastructure in its aim of assisting safety, usability and access for all.

In my role I have noticed that we have a fair way to go still regards to education and road safety, it certainly takes a village. It is well proven that cycling and/or riding most human predominately powered devices to/from work/school etc is by far the best promoter of health and well-being, as well as the best environmental and economic choice.

I must admit, I'm a bike enthusiast by nature who has travelled the world and seen how good infrastructure and social attitudes (government decisions and influence) promote healthier communities for bike riding/use/accessibility. Unfortunately, I realise we have an uphill ride still, but as with all council responsibilities, it's ours to take on and chip away at properly (preferably meaningfully). I relish this type of work as it gets real embedded change over time... both short and long term.

Local government, mayors and GM's more specifically as leaders with higher authority and influence, are ideally positioned to advocate and leverage for better outcomes across most aspects of well-informed. This currently is and always has been a major gap in my experience, I am driven to action by the regulations, community cues, peer-reviewed/evidence based information and the expert prompts, such as yourselves. I also research for similar action all around the world/nation in aim of being up-to-speed on the best options for moving forward. In short, I would be in support of raising this item at council if the local experts, community and evidence based information supported this action, which it currently does warrant at GCC.

Some of the solutions to explore with the state government, council/s (working together more helps too), cycling experts (well-placed users), businesses, schools and community etc are to make it more accessible, user friendly and attractive (socially-safer, economically-cheaper and environmentally-clean/pleasant and accessible/inclusive), which means a lot needs to be improved... mostly leaders' attitudes.



I also connect regularly with Mary from Cycling South and have let her know (years ago) that I'm there for them re: advocacy and any evidence based progress in my role as needed - this goes for all when in my role.

Aspects that need attention:

- Developing a bike plan would be a great starting point/pathway.
- Maintaining, mapping (properly) and creating user friendly and accessible transit links would be a great priority for it too.
- Speed and overall use reviews of public spaces and roads.
- Separate (mode) transit options where possible for cyclists etc.
- Easy access storage and 'parking' at destinations.
- Meaningful projects and programs agreed upon by all stakeholders... including the experts like you.

Once we have developed a rapport and relationship with folks like yourself, we can easily connect as needed and regularly to stay abreast of advocacy requirements and council needs etc. This is a failure across many local governments, often the relationship is disingenuous, one-sided or tokenistic, when if professionally healthy and respectful all the above would already be occurring and well. We need more of a 'village approach' with most aspects in government, this is just another one that would greatly benefit from integral, truly independent and fresh leaders.

We are currently involved in various promotional programs in support of learning to ride and riding safely with both motor and push bikes etc but do currently require a more cohesive and holistic 'Bike Plan' as referenced in your questions. We also have various plans and ideas like the Mountain Bike Park Plan etc. This is just another gap for GCC that has lots of scattered pie-in-the-sky projects and programs, that I'm sure help, but do not have fully assessed plans of the 'landscape', with clear and accurate scope of everything together - as needed.

I'd be more than keen to promote the advocacy of this in my role as mayor of elected. I would also be happy to raise it either way as alderman with the new team around the table, and experts like yourself (proper consultation/assessment).



MORRIS MALONE

2022 Glenorchy City Council elections
Candidate for Alderman

CONTACT:
morrismalone@live.com.au



No local government area in Tasmania is better equipped to encourage a greater uptake of cycling than Glenorchy. The bike track – which runs the length of Claremont to Creek Road and then continues into the city – presents Glenorchy with the natural advantage, convenience and opportunity of seamlessly connecting with Hobart’s CBD.

A park and ride station located in Berriedale is currently being considered by the state government ([LINK HERE](#)). I am supportive of this station’s installation because it would proactively encourage a greater uptake in cycling.

I am reluctant to propose any new cycling infrastructure, however. Earlier this year, the current Council adopted a financial plan which raises rates by 3.5% for 4 years. I do not believe the community has an appetite for this number to grow any higher, right now.

That said, Council can promote use of our community’s existing cycling infrastructure – like the intercity bike track. I would be interested in learning more about strategies which encourage a greater uptake in cycling. Collaborations with Bicycle Network Tasmania could facilitate workshops and events that promote the benefits of cycling.



Jenny Branch-Allen

To the Bicycle Network of Tasmania

Do you ever lie awake at night thinking about things and then a vision pops into our mind? This is mine.....

The rail corridor has long been a point of discussion in Glenorchy. I believe it should be developed into an exciting travel path that provide opportunities for people. My vision includes

- families walking together from Granton to Moonah
- people using mobility scooters travelling safely to and from the city with proper access points to join and leave the path
- coffee carts, artwork, history points, stopping points for a rest and perhaps even tiny homes where homeless people can have a shower, safe night's sleep, and something to eat
- flourishing flowers, edible gardens, colour and insects
- two dedicated lanes for bikes in and out of the city with access points for the major stops along the way especially those linking up with bicycle lane on the roads.

A healthy, connected and happy city needs other sources of travel besides cars, although cars are an essential part of travel. But we must cater for all forms of transport in our city. Combining all this into an area for many to enjoy and use is a plan for the future, not the past.

I will be working hard to make my vision a reality for Glenorchy.

Sue Hickey

Whilst I am still struggling to ride my own bike, I wholeheartedly support the installation of cycleways for community benefit. Having been on the Hobart City Council for many years I was able to see the installation of several bike paths. It is disappointing that with the reflection the Copenhagen style was not adopted for Sandy Bay because the decision was based on the price at the time.

Every day as I traverse to the city from Glenorchy I witness so many people using the cycleway which has been a wonderful asset to both Cities. I am especially impressed that many of the riders are of an older age. I would like to see it extended to Granton (and Brighton) but I suspect this would take some serious resourcing and advocacy with the State Government. The council will be proceeding with a bike path up Tolosa Street this financial year but I believe to be of serious benefit we need more cycle paths better connected.



There is limited funding for the Mountain Bikes which is very disappointing too.

I would be happy to advocate for any new road or a resurfaced road to also include a cycleway providing the parameters allow for it.

Cycling has so many proven benefits apart from mental and physical health, it's cheap, creates access to jobs and recreation, it's good for the environment and it takes cars off the roads. I also support electric scooters for the same reason.

I would like to see more engagement with Hobart in making the inner city cycleway a little more interesting including stopping bays, occasionally a viewing seat, maybe some street art or a section painted as a mural effect and ideally a few more trees where possible not on the riverside. Whilst it is pretty robust, maintenance, safety and cleaning remain non-negotiables.

The Glenorchy council is still recovering from funding and management issues that have left it with ten years of deficits. This year the council has committed to getting back to basic and core services, which I consider bike paths to be.

The city has so many strategic plans but has been unable to enact most of them. Glenorchy is part of the Regional Cycling Network Plan but activity is limited by funding, with the exception of the Tolosa Street path.

If elected, I will be advocating for more bike racks around the municipality. Without specific funding, I am not certain promising an end-of-trip facility is realistic but we could encourage the bigger businesses to build them in for their staff. I am pleased to note that the University will be offering end-of-trip facilities to cyclists in their new city buildings.

I believe that active transport is a must-have in any city and I am happy to work with the Bicycle Network on their priorities for Glenorchy. I also applaud the Network for their suggestions on making it easier to ride in a local community.

Candidate for Dep Mayor and Alderman

sue@suehickey.com.au

Molly Kendall

When I'm riding a bike, I feel so happy. Every time my feet hit the pedals, it takes me back to being a kid, full of joy because it feels like I'm flying.



I am running for Council in Glenorchy because I am passionate about making it easier to take small everyday actions that support our health and planet. Riding a bike is a great place to start.

Maintaining the roads is a core Council responsibility. This includes a commitment to all road and footpath users, including pedestrians and bike riders. In times of financial stress, it can be hard to think long-term. However, the long-term vision is required here.

Long term vision would recognise that money invested in people-friendly streets now will pay off in many other ways, including:

- Reduced local traffic on our already congested local roads.
- Reduced traffic and parking pressure in the city, with more bike commuters.
- Reduce the car impact on roads meaning less money spent on repair.
- Help those in wheelchairs, walkers and mobility scooters to feel safer on our streets.
- Reduce road rage, pollution and carbon emissions.

Not to mention all the positive impacts of active transport, like:

- Better mental health
- Reduced burden on our overstretched healthcare system (fewer trips to the doctor).
- Reduced cost of living (money saved on petrol)
- Boost the Northern suburbs' economy by becoming a 'go-to' destination for 1)

Recreational Mountain bikers, 2) Recreational roadbike riders 3) Families choosing to take a bike ride on weekends as a fun, healthy activity.

Where should we invest? I believe some great local improvements would be:

- Separated bike lanes with a clear division between cars and bikes
- Park and ride facilities at Northgate and Springfield Bus Interchange with lockable storage and even showers!
- Improved east/west arterial bike paths that link to the current bike path to make it more accessible
- Drinking water stations along the bike track

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<https://greens.org.au/tas/council-candidates>

Ali Sawyer

I have been surrounded by cycling and cyclists my entire life. I have been a recreational and commuting cyclist myself, and I am a current daily user of the bike path (albeit, these days on an electric scooter). I am a staunch supporter of the cycling community.



While my specific actions would be subject to consultation with cyclists and cycling groups, and restrained by the broader council position, I can confirm I would support the maintenance and improvement of the bike track.

I understand there are concerns as to safety along the bike track, particularly at night. I would therefore support improvements to make people—particularly women cyclists—feel safe to use it. I would again be interested in consultation, but some initial ideas include increased lighting, possible increased access areas (so it feels less like a trap) and potentially CCTV to act as a deterrent for criminal/offensive behaviour if there is appetite for this level of intervention.

I would also strongly support investigating the concept of turning the bike track corridor into a diverse green space. Trees and other plants would then also assist with shade on the bike track and wind breaks, making using the bike track a more pleasant experience for its users.

I would support the retrofitting of bike lanes on main streets and cycling thoroughfares where possible, particularly for arterial roads that connect with the bike path, and to ensure any new infrastructure considers cyclists as an important mode of transport.

I would support further facilities like the Bike Network repair station and water fountains being installed near the bike track and other central cycling hubs, and increased bike storage options.

I would support improvements and maintenance to the mountain bike track at Tolosa St, and with other recreational cycling services and facilities, like BMX facilities.

I also understand the importance of critical mass and would support the improvement of cycling infrastructure to entice more participants, for example, the Corridor of Modern Art has made the bike track more inviting. I would also support local cycling organisations and groups to grow and develop.

We face an uphill battle for cycling infrastructure in the northern suburbs. The streets are busy and used by a lot of professional drivers rushing between jobs, which makes them uninviting and potentially unsafe for the average bicycle user. At the same time, the location of the bike track and the relatively flat geography of the CBD areas makes it an ideal place for cycling to be used as a practical mode of commuting between work and home as well as shopping and entertainment.

The bike track encourages people to both live and visit the northern suburbs. I hope that with time and the right people on council, we can really encourage a change in attitudes and infrastructure decisions to recognise this potential.
