



Clarence Council Candidate Statements

Beth Warren

When I lived in the UK, people of all ages rode bikes, with large bike parks at railway stations. And UK weather is significantly worse than ours!

In Clarence we have good shared bike paths from Geilston Bay to Tranmere, but I'd like to see better paths for commuters, that don't have to share space with roads and heavy traffic.

The introduction of the ferry service from Bellerive to Hobart with free travel for people with bikes helps support people commuting. I've also spoken to the General Manager about a "bike and ride" facility that would allow people to cycle to somewhere like the Clarence Aquatic Centre, park their bike securely, then hop on a bus to complete the journey across the bridge to the CBD.

We need a range of options to make cycling a safe and attractive form of transport.

Mountain bike tracks have become very popular and have seen significant investment, but I'd like to see cycling paths for leisure – for example from near the airport across Acton, past Mt Rumney and through to Rosny and Bellerive. Imagine being able to cycle through the countryside away from the main roads!

Separated cycleways are an important safety measure which we need to prioritise in existing road networks and in any new subdivision.

Matthew Combey

I have had several messages asking about my stance in relation to bike infrastructure; for example, connecting Lauderdale to Oakdowns/Rokeby, and additional mountain bike trails that provide safe links to the Meehan Range network of trails.

I am a strong advocate of additional and improved bike infrastructure. I have ridden bikes throughout my life; from daily commuting, road biking, and now mountain biking; all around the state, and within our municipality. Riding bikes is not only excellent for fitness, but also for the environment and believe it or not, your mental health!

With the popularity of bikes and the increasing use of e-bikes, now more than ever we need pathways for people to commute and families to ride on safely. Tasmania is fast becoming a mountain bike mecca with our natural forests and reserves a huge draw card for local tourism. Therefore, attracting investment towards additional facilities within Clarence along with safe passages to and from trail networks should be a

priority. We also need to put thought into how these are done to remain sympathetic to the surrounding environment and ensure we work positively with land owners whilst not negatively impacting native flora and fauna.



Adrian Van Loon and Matthew Combey at Ride Bellerive

Simon Walker

I am a huge advocate of bike riding. I did ride three times weekly until family commitments changed but I am a huge honest and straight supporter when it comes to such networks.

I currently reside in Mornington and one of my reasons for running is the link between Mornington and the Eastern Shore, the roundabout is poor and offers no protection to riders in anyway or pedestrians, I want to see a link track from Howrah shoreline to Mornington and then through to the Tasman Bridge via the side of the highway to link the recent updated version to Clarence Montagu Bay.

The Tasman Bridge upgrade is the perfect stepping stone to build an autonomous network within the Eastern Shore and link with Hobart and take cars off the road, capital spending is required but for the long term the approach is rock solid and the CCC needs to do this, such people should be able to ride from Lauderdale to Hobart CBD without any interruptions and be safe doing so and that's why councils should



now be planning and investing for the future.

If elected my top three items are more required planned shared open green space with adequate infrastructure to support, better safety for all pedestrians and to link the whole CCC area to be able to commute seamlessly to Hobart and families without getting on a road and doing it safely.

If elected I will be looking to work highly with such organisations as Bicycle Network Tas and the wider community to engage key stakeholders and get the required funding to support such key projects for the future years.

Another key part that's required is driver education and awareness for both drivers and riders to breakdown peoples perceptions and so when both road users are using roads and cycleways behaviours are better towards both parties.

If elected I'm a huge fan and advocate for bicycles and given new bridge infrastructure it's an exciting time to create future vision particularly with future planning surrounding CCC strategic plans of which there are currently too many and these need to be condensed and strategically workshopped when new council is formed to maintain one vision and work from this for one outcome of delivery for the area of Clarence.

Heather Chong

1. If elected, what projects will you prioritise to make it easier for people to walk and ride this term? What are your longer term priorities?

Clarence already has an extensive network of tracks and trails so maintenance and connections to those are really important. Given the funding received for the Mornington roundabout upgrade, I want to work with State Growth as plans are started to ensure there are safer ways for pedestrians and cyclists to get across the road – whether you are walking to Mornington or cycling to the Meehan Range bike park. Although actual physical works will be in the longer term, unless we prioritise this at the planning stage, it can easily be overlooked.

A second aim is where we are upgrading roads or footpaths, try to always make allowance for a multi-user pathway. The wider footpaths make it safer for pedestrians, people with prams or walkers, people with mobility devices and cyclists alike. Better cycle ways make it safer for people to commute to work. A great example is Pass Rd where we are starting planning to upgrade the road – including bitumen cycle way and wider footpaths. For such main roads, as we undertake major works, this needs to be a priority.

2. If your council does not have a bike plan, will you work to get one in place in this term?

We have both old bike and trails plans. As we have recently adopted a new strategic plan and are looking to how we work on the various aspects of Council, I



would actually like to see a “connectivity” plan considered and adopted. This could look at a range of areas including bikes and trails to ensure that the best tracks are available for all users, whether they be on bikes, horses or walking. For commuter cyclists we need to consider how we can get safe cycle lanes onto existing roads wherever we can.

Anna Bateman

If elected, what projects will you prioritise to make it easier for people to walk and ride this term?

Completing the next section of the Clarence Coastal Trail at Mays Point Complete and upgrade tracks in Single Hill Reserve.

What are your longer term priorities?

To look at the feasibility of connecting and creating new cycling tracks that would connect Cambridge and Richmond. Would also love to see a bike path down to South Arm.

If your council does not have a bike plan, will you work to get one in place in this term?

The council’s last bike plan was for 2013-17, I would do what I can to help upgrade the plan and have it ready to apply for Commonwealth Grants when they become available.

I would also support the upgrade of paths and look at where we can create specific commuter bike paths that are separated from pedestrians.

Bree Hunter

I am a huge advocate of all forms of cycling, whether it’s commuting, road riding, mountain biking or cycle touring.

When I first moved to Clarence I tried to continue my bike commute to work but soon gave it up as it felt too dangerous for me and my young family. Sadly, not much has changed in the ten years I’ve lived here.



There is a lot of work to be done to make cycling safer and more accessible in Clarence. We need more cycle paths, wider footpaths and improved pedestrian/ cycle crossings. I believe these features should be accounted for in the early stages of planning new

developments or subdivisions, but too often they're not. Fortunately, I have the skills and experience to help.

Over the past nine years I have worked in local government in the areas of Bushland and Open Space Planning. During this time, I led the development of multiple cycle projects including new mountain bike tracks (i.e. [the Missing Link](#), [Riding the Mountain](#)) and the widening of footpaths for pedestrians and cyclists (i.e. [The City to Gardens Way Connectivity and Wayfinding Plan](#)).

I therefore understand what it takes to get a project off the ground, including developing a business case, undertaking feasibility studies, engaging with the community and key stakeholder groups, securing funding and construction.

I grew up in Southern California where eight- lane highways dominate the landscape. WE can make decisions now to ensure Greater Hobart doesn't head down a similar path. As your Deputy Mayor and Alderman, you can trust that I will use these positions to advocate for improved cycling infrastructure for the future of our community.





Richard James

Clarence City Council has been active over the years and has many bicycle cycleways along the foreshore. I am supportive of additional funding in Council's annual budget to have the bicycle network grow and a long term objective to have the multi purpose pedestrian cycleway to interconnect with other neighbouring Councils.

Sharyn von Bertouch

I have been a Clarence City Councillor for 15 years.

For the first 11 years I was the Chairperson of Council's Bike Committee, and a member of Cycling South.

During that time I worked with community members, the Bicycle Network, Council staff and other councillors to progress the continuation and upgrading of the Clarence Foreshore Trail, and also on-road riding in the City.

I am passionate about increasing the amount of active transport, including bike riding in Clarence. I have also supported the Tasmanian Bike Collective which operates in Clarence from Risdon Vale and Bayview College at Rokeby. This organisation delivers programs for at-risk young people, aged 10 to 18 years, helping them to develop practical and life skills through the process of working with mentors on repairing second hand bikes. The skills learnt and the social interactions experienced through the program strengthen workplace readiness and future employment opportunities.

Bike riding is valuable for mitigating climate change, as well as promoting health and wellbeing. I can attest to the latter, being a regular bike riding user of the Clarence trails.

I look forward to being re-elected, and also becoming Deputy Mayor, so that I can continue to promote recreational and commuter bike riding in Clarence.



John Peers

I have just purchased my second Bike.

I know that this is now so important to me also.

Many thoughts on this, make new roads wider from the start of construction and put footpaths and cycles way in from the start not as an after thought.

Cycles ways should where possible link to suburbs, one continuous track.

As a member of the Sport and Recreation Committee I will continue to Help further the construction of walkways and cycleways.

Having safe cycleways near schools is vital I believe.

James Walker

My key focus is how we foster a culture of cycling in Clarence which is safe and enjoyable. For kids I want to see a culture that builds skills and confidence to cycle independently. That is why I successfully moved a motion for the development of the Bike Education track at Wentworth Park. I have also been an active supported of the Risdon Vale Bike Collective which has now expanded to become the Tasmanian Bike Collective.

I also support councils' involvement with the Amy Gillette Foundation's "it's a two-way street" campaign which changed driver attitudes of many drivers. This made a real difference increasing awareness about providing a 1.5 metre space when passing cyclists. I have previously been a representative on the Clarence bike committee (2014-2018).

If re-elected I will prioritise working with the State Government on larger projects such:

- A South Arm Highway track particularly between Acton Road and the Police Academy
- Safer shoulders alongside an improved Pass Road and Acton Road
- A track between Otago Bay Road and the Bowen Bridge

I would also like to bring forward a range of smaller initiatives such as safe bike storage facilities for people to "bike and ride".



Jade Darko

If elected, what projects will you prioritise to make it easier for people to walk and ride this term?

If elected, I would focus on the following improvements within this term of council:

- Cycling and pedestrian access between Rokeby and Lauderdale along the South Arm Highway
- Improvements to cycling and pedestrian access from Howrah to Mornington, and from Mornington to the bridge
- Safer cycling and pedestrian access along Pass road as it is upgraded
- Cycling and pedestrian access improvements between Otago Bay and the Bowen Bridge
- Advocating for separated cycleways and wider footpaths in existing developments, and all new developments

What are your longer term priorities?

In the longer term, I would like to see all of Clarence connected by world-class cycling infrastructure.

I would:

- Listen to our cycling advocacy groups, and act in line with their priorities
- Aim to implement separated cycleways to even the suburbs furthest from the bridge, such as South Arm, Cambridge, and Richmond
- Push for a bike plan which connects all suburbs with separated bike lanes
- Advocate for the requirement of multi-user pathway during upgrades to roads and footpaths, to make travel safer for pedestrians, wheelchair users, people with prams, and cyclists.
- Advocate opportunities for storing bikes for bike and ride initiatives; both for buses and for ferries

If your council does not have a bike plan, will you work to get one in place in this term?

Clarence has had a bike plan in the past but does not currently have one. I would work to get one in place this term, with a focus on separated bike lanes and wider footpaths and ensuring complete connectivity of all bike lanes from the bridge outwards.

