

Kingborough

KINGBOROUGH TRACKS AND TRAILS

STRATEGIC ACTION PLAN

2017 - 2022



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1.0 EXECUTIVE SUMMARY:

The Kingborough Tracks and Trails Strategic Action Plan has been developed to provide a clear, co-ordinated and strategic approach to guide Council's planning, development, management and promotion of a municipal wide network of tracks into the future. This strategy aims to identify Council's key guiding principles as guide for decision-making and based on a policy framework that incorporates regional and statewide strategies for tracks and trails planning to align within the larger planning context.

The Strategy captures in greater detail the desired future tracks and strategic missing links to the Kingborough network and prioritised lists of identified projects. These identified projects from previous community consultation, will strictly guide Councils considerations for resources over the next five to ten years with a review after five years. It provides recommendations for achieving those strategic directions and guiding principles and a framework for implementation.

The Strategic Action Plan incorporates:

- An overview of the benefits of tracks and trails and Kingborough's current tracks;
- Current trends, participation data and demographic profile;
- A policy framework incorporating regional and statewide strategies for tracks and trails planning with Councils strategies aligning within the larger planning context, for new track development;
- Seven key guiding principles forming a strategic direction, including guidance on aspects of track classification, consistent signage, communication, criteria for assessing new track proposals, planning, design and management; and
- A revised Implementation Plan setting out well defined priorities for the planning, development, management and promotion of Kingborough's tracks into the future.



Coastal Communities Day, Coningham

2.0 INTRODUCTION

WHY WE NEED A STRATEGIC ACTION PLAN FOR KINGBOROUGH'S TRACKS

Kingborough has a significant network of recreational trails across the municipality. These provide both essential informal recreational opportunities for residents and visitors alike as well as passive commuting options.

The demand for quality, recreational trail networks has grown in Tasmania and the local community, from walkers and trail runners, mountain bikers and horse riders seeking a quality experience that is accessible. Associated with this is a push for land managers to better manage existing tracks and the construction of new ones.

The Tasmanian Government's, Trails Tasmania Strategy (2007) found that the highest priority needs are for trails close to where people live and that are easily accessible to them. Tasmania is renowned as a world-class bushwalking destination and there is significant potential for Tasmania to build on this reputation and become a world-class trails destination. This will require improved trail networks and the development of improved trail opportunities for specific user groups such as mountain bikers and horse riders (Trail Tasmania Strategy, 2007).

The recent surge in mountain bike tourism in Tasmania since 2015, (in particular in the north east of the State), has seen other regional Councils seeking to increase visitation and tourism numbers to their municipal areas and drive economic growth. Tasmania's growing reputation as a mountain biking destination has presented Tasmania and local areas with opportunities to encourage healthy, active lifestyles whilst building on Tasmania's profile as an outstanding adventure tourism and nature based destination.

2.1 BACKGROUND

In response to the rapid residential growth, healthy lifestyle requirements, alternative transport route requirements and tourism growth, Council, in conjunction with the Kingborough Landcare Advisory Group held the Kingborough Tracks and Trails Forum in 2006. This forum was organised to discuss tracks and trails development in Kingborough and neighbouring communities including the following:

- What linkages have been achieved locally as well as statewide and interstate strategies;
- Identify the processes involved in planning and maintaining tracks and trails; and
- Consider the community's future involvement in planning and maintaining walkways and linkages in Kingborough and connecting to adjoining municipalities.

From the forum, a list of two hundred ideas for tracks and trails developments was compiled for use in future planning. A Tracks & Trails Advisory Group was also formed as a result of the forum with membership drawn from relevant stakeholders and key interest groups. The Advisory Group worked through all the suggestions from the original forum and analysed and prioritised all the information which resulted in 50 tracks and trail links of varying proposed use, achievability and priority that were identified and mapped.

The 2007 Trails Tasmania Strategy highlighted a range of identified trail needs within the Tasmanian Community. As a result of this, the Kingborough Tracks & Trails Action Plan was developed in 2009 to help guide decision making and development of tracks in Kingborough. Council was proactive in the following years in planning and developing recreation tracks across the municipality which included bringing together the advisory group from the community and other stakeholders and the

development of a prioritised list of projects for the future. At this time there was also funding available to apply to the State Government for the Trails and Bikeways Grant Program which ran from 2008 until 2014 for trail projects that were consistent with the Trails Tasmania Strategy. It played a significant role in supporting local government at the time to develop and expand walking and cycling infrastructure.

During 2007 the Huon Valley Council expressed interest in joining with Kingborough in the establishment of an iconic trail linking communities in the region south of Hobart. Preliminary work was undertaken and funding was secured to develop a project proposal for a multi-use 'Regional Trail' linking Mt Nelson to Kingston and further down the Channel to Huonville and Dover. Some land owner negotiation discussions were commenced and in-principle support gained by some for the first section from Mt Nelson to Kingston.

Much of the track work that has been undertaken in Kingborough over the past years since the 2009 Action Plan includes sections that would make up this bigger picture Trail including upgrading and further stages of Alum Cliffs Track and improvements to the Kaoota Tramway Track. Many projects listed in this Strategic Action Plan as separate tracks, would in fact continue to build towards these linkages of a 'Regional Trail' to link communities in the municipality.

The demand for recreational tracks and trails is growing. National physical activity trends indicate that participation in unstructured recreational activities is increasing. Both nationally and in Tasmania, walking is the most popular recreational activity, with cycling in fourth place.

Australian Bureau of Statistics reports from 2013-2014 states that walking for exercise was the most popular physical recreation activity, with 19% of people aged 15 years and over walking for exercise at least once in the 12 months prior to interview.

The newly revised 2017 Kingborough Tracks and Trails Strategic Action Plan seeks to review what progress has been made to date from what was identified in 2009, and capture in greater detail the desired future tracks and identify strategic missing links to the Kingborough network. It also takes into consideration further aspects of integrated track planning, design, communication and information, maintenance, resourcing and community partnerships.

2.2 PURPOSE AND OBJECTIVES

The purpose of revising and developing a Tracks & Trails Strategic Action Plan is to provide a co-ordinated and strategic approach to guide Council's planning, development, management, and promotion of a municipal wide network of tracks into the future. It will provide recommendations for achieving those strategic directions and guiding principles, and a framework for implementing the proposed projects.

This network will include longer iconic multi-purpose (walking, cycling, horse riding) trails as well as useful urban linkages to provide residents with walking and cycling options within their daily life to visit friends, go to school and shops and to access community facilities and public transport.

Kingborough Council will work closely with the relevant government bodies, related community groups and interested individuals to:

- Coordinate the planning, development, marketing and maintenance of a municipality wide network of tracks and trails;
- Facilitate the involvement of appropriate community groups and individuals in the development, management and maintenance of tracks;

- Establish a database of tracks and trails information to support the effective development of facilities and services in the Kingborough Municipality; and
- Promote the Kingborough tracks and trails network to local residents, visitors, tourists, media and business interests as a cost effective, beneficial and widely accessible community resource.

2.3 DEMOGRAPHIC CHARACTERISTICS OF KINGBOROUGH

Statistics from the ABS Census 2016

Kingborough Council is one of the fastest growing local government municipalities with a population of approximately 35,800 residents. Over the next 20 years, Kingborough is predicted to have the greatest increase in population compared to other municipalities in Tasmania.

- The median age of people in Kingborough is 42, which is the same as the State's median age.¹
- The percentage of people in Kingborough over 55 in 2011 was 29% and in 2016 this figure is 32%¹
- Kingborough's aging population is consistent with that of the Greater Hobart region.¹

Population projections for Kingborough indicate:

By 2022, Kingborough's population is likely to reach 40,000. This rate of growth for the next ten years will add about the same number of additional residents (6,000) to the population as has occurred in the last 10 years. Importantly, all of this net growth will likely be in the above 40 age groups.

ERASS (Exercise Recreation and Sport Survey 2010) figures show that Tasmanians in the 45 plus age groups are more likely to participate in informal activities only, more so than those in younger age groups.

Due to considerable growth expected in the Kingston and Huntingfield areas, including new large subdivisions just south of Kingston, it will be important to continue to update and improve recreational infrastructure including recreational cycling and walking track linkages in this area.

¹ ABS Census 2016

POPULATION DISTRIBUTION BREAKDOWN:

The chart below shows the distribution of the population throughout the municipality.

Town/Suburb	Population	Town/Suburb	Population
Taroona	3070	Snug	1,199
Bonnet Hill	505	Lower Snug	442
Kingston	10,409	Coningham	253
Blackmans Bay	7,145	Oyster Cove	319
Huntingfield	428	Kettering	803
Howden	676	Woodbridge	503
Margate	3,920	Birches Bay	93
Sandfly	310	Middleton	252
Allens Rivulet	487	Gordon	199
Electrona	364	North Bruny	237 (2011)
Leslie Vale	351	South Bruny	534 (2011)
Longley	234	Lower Longley	279

Figure 1- Population by Town/Suburb in Kingborough – 2016 ABS Census



Snug River Track

3.0 PLANNING OVERVIEW

3.1 BENEFITS OF TRACKS

Walking and recreational trails provide many benefits to both the individual and the Tasmanian Community as a whole. Quality trails provide safe, convenient linkages between community facilities and open spaces, and provide alternative commuting options. They are associated with a range of benefits from increased health and wellbeing, increased physical activity, sustainable transport options, tourism and economic opportunities.

Walking is the most popular recreational activity in Australia with 42.6% of the population participating.² Recreational walking is also the most popular activity in Tasmania according to the 2010 ERASS (Exercise, Recreation and Sport Survey) and cycling is in the top five recreational activities. Australian Bureau of Statistics results from 2011-12 showed that walking for exercise attracted the largest number of both male and female participants. Cycling was the third most popular recreational activity for men and 5th for women. Jogging and running was in the top five activities for both men and women.

Sustainable transport is also a key strategic goal in Council's Strategic plan and one of the desired strategic outcomes is to provide an attractive and user friendly network of footpaths and tracks for both pedestrians and cyclists.

BENEFITS OF RECREATIONAL TRACKS AND TRAILS

Community, Health and Wellbeing	<ul style="list-style-type: none">○ Greater opportunity for a more active lifestyle○ Improved health, fitness and wellbeing○ Improved mental health by connecting with nature and the outdoors○ Disease prevention by incorporating an active lifestyle○ Facilitation of participation and social interaction between a diversity of community members, age groups, individual and families and multi-users○ Increased options for pet owners to exercise their dogs○ Helps connect people and places and to develop a sense of place and community pride○ Partnerships created between government, landowners, community and user groups
Environmental	<ul style="list-style-type: none">○ Walking or cycling is a cheap, sustainable form of alternative transport○ Safe commuting options minimising time on roads and around vehicles Conservation of the natural environment can be enhanced through improved management practice in relation to tracks and surrounds○ Educational and interpretation opportunities and increased environmental and cultural awareness through access of natural areas○ Reduced impact on natural areas by appropriate planning, sustainable design and management practices○ Opportunities for community participation in conservation, and activities such as revegetation and weeding
Economic	<ul style="list-style-type: none">○ Reducing health costs through encouraging increased activity and opportunities to recreate○ Purpose built trails can attract other tourism specific markets eg. mountain bikers, horse riders, trail runners○ Can be an important aspect of a visitor experience to stay in an area to explore longer○ Flow on effect to local business, food outlets for locals and visitors to spend in the area○ Increased option of trail based events to attract people to an area

² AIS AusPlay Participation data for the sport sector, Summary of key national findings (Oct 2015 – Sept 2016 data)

3.2 STATE-WIDE AND REGIONAL PLANS AND POLICIES

3.2.1 TRAILS TASMANIA STRATEGY

The Trails Tasmania Strategy (2007) aims to provide, in partnerships with the community and stakeholders, a strategy for the planning, development and sustainable management of an integrated recreational trails network in Tasmania (Trails Tasmania Strategy 2007).

The Strategy sets out a framework for state agencies, local councils and private land manager to help guide coordinated decision-making, resource allocation, management and promotion of a co-ordinated and diverse recreational trail network across the state. The Strategy outlines specific strategies and associated actions aimed at achieving an integrated state-wide trail network.

The key findings of the Trails Tasmania Strategy indicated that there are a range of identified trail needs within the Tasmanian community. It identified that the highest priority needs are for trails close to where people live.

3.2.2 TASMANIAN OPEN SPACE POLICY & PLANNING FRAMEWORK 2010

This policy was developed to provide sound policy guidance and establish a framework for effective open space planning and provision at a state, regional and local level in Tasmania. The Kingborough Tracks and Trails Strategic Action Plan aims to link public open space areas through the development of a trail network. The Action Plan will assist Council staff in identifying key linkage areas when sub-divisions come up for public open space opportunities of acquisition.

3.2.3 TASMANIA'S CYCLE TOURISM STRATEGIC ACTION PLAN TO 2020 – DRAFT (released Sept 2016)

The 1st draft of this Action Plan was released in September 2016 for public comment calling for industry stakeholders to provide submissions to further inform the strategy and identify additional priority actions that will support the development of the cycle tourism market.

The Tasmanian Government recognises the potential of cycling as a niche tourism drawcard to visitors to Tasmania and is committed to developing a Cycling Tourism Strategic Action Plan to identify what needs to be done to establish Tasmania as a leader in this exciting market. (Tasmania's Cycle Tourism Strategic Action Plan to 2020 - DRAFT).

Three priorities have been identified in the Action Plan to help support and grow cycling tourism out to 2020:

- Consolidating trails and routes;
- Marketing what we already have to offer; and
- Providing the supporting infrastructure and services to provide the best experience once a cycling tourist arrives.

A key action in the draft strategy is to work with local councils to review the tracks and trails available and used by visitors to the state and identify future possibilities.

3.2.4 GREATER HOBART MOUNTAIN BIKE MASTERPLAN 2011

The Greater Hobart Mountain Bike Plan aims to provide a regional approach to the consistent and high quality development and maintenance of mountain bike tracks and associated facilities and infrastructure. This planning identified some key areas and tracks for Kingborough Council to progress further for mountain bike opportunities. These tracks are captured in the Tracks and Trails Action Plan, Appendix B.

3.2.5 DEPARTMENT OF PRIMARY INDUSTRIES PARKS WATER ENVIRONMENT

MOUNTAIN BIKING POLICY & PROCEDURES

The 2016 Department of Primary Industries, Parks, Water and the Environment, Mountain Biking Policy & Procedures was prepared to provide a consistent, organisation-wide approach to managing mountain biking on Parks and Wildlife managed land. This includes providing management policy and guidelines relating to the planning, development and management of mountain biking opportunities and experiences.

Parks & Wildlife acknowledges mountain biking as a legitimate recreational activity and will, subject to resource constraints, actively provide for and manage a diversity of riding opportunities, where they can be:

- a) Safely provided;
- b) Consistent with the conservation of natural and cultural resources;
- c) Demonstrated to be sustainable; and
- d) Consistent with land and reserve management objectives and zoning.

The policy highlights as new opportunities, that Parks & Wildlife will consider shared use trail opportunities as a first priority. Shared use trails will be appropriately signed, including a classification of difficulty for each main user group, and directional trail information where appropriate.

3.2.6 DEPARTMENT OF STATE GROWTH

TASMANIAN WALKING AND CYCLING FOR ACTIVE TRANSPORT STRATEGY

The State Government's Walking and Cycling for Active Transport Strategy aims to promote walking and cycling as viable and desirable forms of transport, through improved infrastructure, land use planning and behavioural change. It looks more at guiding development of walking and cycling as transport options in urban areas by creating a more supportive transport system for pedestrians and cyclists. Local Government plays an important role in facilitating cycling and walking through local road network, footpaths and local parks, along with land use planning.

3.3 KINGBOROUGH COUNCIL'S STRATEGIES AND PLANS

3.3.1 KINGBOROUGH COUNCIL'S STRATEGIC PLAN 2015 – 2025

Strategic Outcomes

Kingborough Council's Strategic Plan (2015-2025) includes the following relevant strategies in relation to the development of the Strategic Action Plan.

Key Priority Area:	Strategies:
A safe, healthy and supportive community	<ul style="list-style-type: none">○ Support increased participation in physical activities, through the planning, delivery and advocacy of appropriate recreation and sporting services and facilities○ Enhance the use of existing public spaces through initiative that improve safety and enjoyment experienced by all ages
Sustainable land use and infrastructure management	<ul style="list-style-type: none">○ Ensure sound strategic land use planning and asset management provides the basis for sustainable future development and infrastructure investments○ Provide pathways that improve safety and accessibility for pedestrians, cyclists and other users to make it easier to choose active transport for local trips and recreation○ Review future needs, plus maintain and develop recreational and sporting facilities
A healthy natural environment	<ul style="list-style-type: none">○ Protect and enhance important biodiversity and coastal values of Council owned and managed properties○ Promote opportunities for the responsible enjoyment of publicly accessible natural areas
A vibrant local economy	<ul style="list-style-type: none">○ Identify and promote the tourism, lifestyle and investment opportunities within Kingborough○ Identify and upgrade critical tourism infrastructure
Community Leadership	<ul style="list-style-type: none">○ Engage with the community and keep it informed about Council activities and proposals○ Seek the views of the community and ensure engagement in the decision making process of Council
A well administered organisation	<ul style="list-style-type: none">○ Provide strategic plans, policies and particular programs that assist Council plan for the future○ Sustainably manage all Council owned properties in the best interest of the broader community

3.3.2 KINGBOROUGH SPORT & RECREATION FACILITIES STRATEGY 2013

The Kingborough Sport and Recreation Facilities Strategy was developed to provide a clear, planned and pragmatic approach to the development of new sport and recreation facilities as well as the upgrading of existing facilities. The strategy aims to progressively improve facilities that provide recreation, social and sporting opportunities to the Kingborough community.

The key issues from consultation at the time of developing the strategy, in relation to tracks and trails were:

- The need to continue to link existing networks of tracks for walking, cycling and mountain biking;

- The need for the improvement of existing trails; and
- Continued concerns about the condition of trails especially during winter months.

The key findings in regards to tracks in Kingborough were:

- The importance of providing quality, connected recreational trails close to where people live.
- The need to research the needs of the growing informal sport and recreation activities in Kingborough.

3.3.3 KINGBOROUGH COUNCIL TRACKS & TRAILS ACTION PLAN 2009

The objective of the 2009 Action Plan was to co-ordinate the planning, development, maintenance and marketing of a municipality wide network of trails. At the time this was developed there was funding from Sport and Recreation to help contribute to numerous trail projects identified in this plan as well as track upgrades. This Action Plan provided Council staff with a basic framework for decision making, but was not supported by an overarching policy framework or strategic direction.

3.3.4 OTHER RELEVANT COUNCIL DOCUMENTS

Other relevant Council documents include:

- Positive Aging Policy 2008
- Access Policy 2016
- Kingborough Youth Policy 2016
- Public Open Space Contribution Policy
- Dog Management Policy
- Parks, Recreation and Natural Areas By-Laws 2011
- Reserve Management Plans
- Bushfire Management Plans



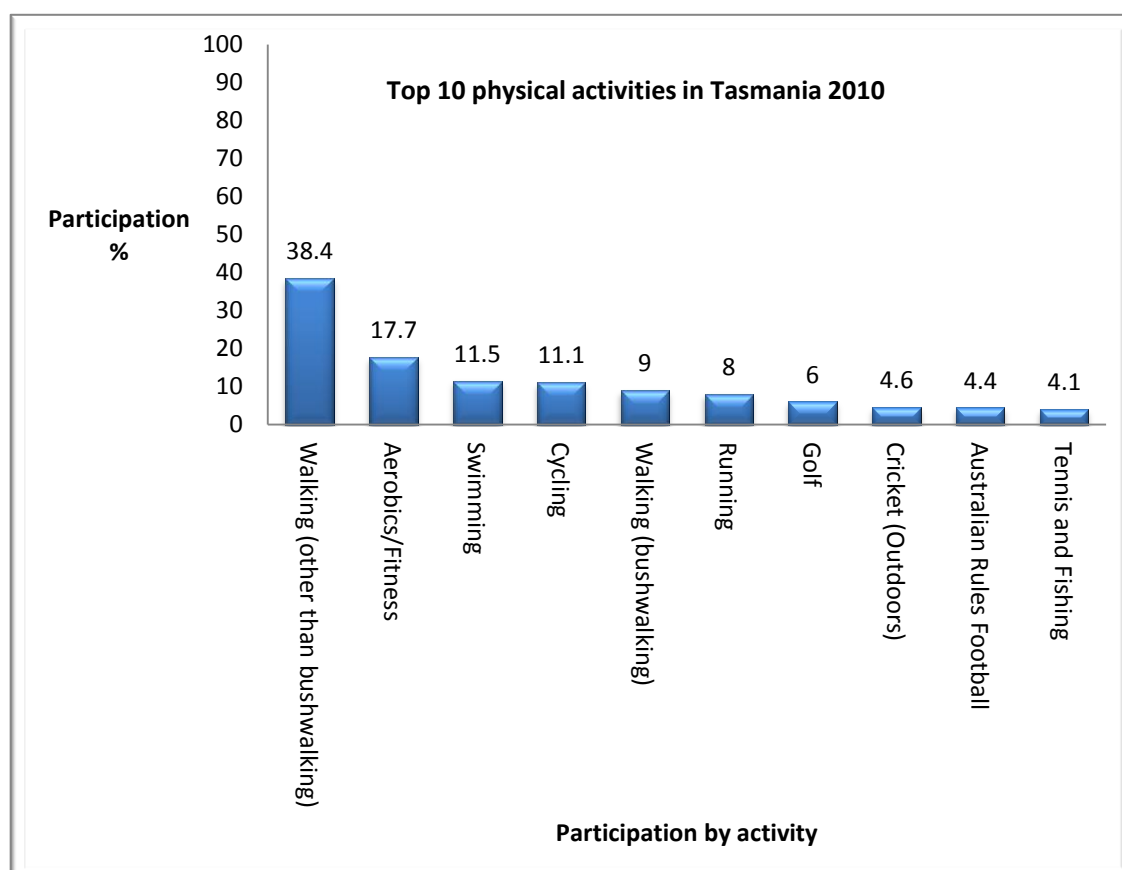
Brickfields Track, Alum Cliffs

3.4 PARTICIPATION TRENDS

The Exercise, Recreation and Sport Survey (ERASS)

The Exercise Recreation and Sport Survey is a joint initiative between the Australian Sports Commission and the State and Territory Governments. The ERASS collects information on the frequency, duration, nature and type of activities that are participated in by persons aged 15 years and over for exercise, recreation and sport during the 12 months prior to interview.

The top 10 physical activities in Tasmania from the 2010 survey are shown as follows:



COMMUNITY CONSULTATION - PARTICIPATION ANALYSIS

Online surveys with Kingborough residents were undertaken in late 2011 as part of Kingborough Council's Sport & Recreation Facilities Strategy. Questions asked that related to participation trends included:

- What sport and recreational activity do you currently participate in?
- Do you belong to a sport/recreational club or organisation?
- Are the recreational and sporting facilities currently available in Kingborough meeting the needs of you and your family?

Although the survey did not reach the whole community, the results show that the activities that Kingborough residents are involved in are similar to those at both the state and national level.

The table below shows the main sport and recreation participation activity results of the community consultation:

Activity undertaken by Kingborough residents	Percentage % participation
Walking	76%
Cycling (including MTB)	39%
Running	19%
Aerobics/Gym activities	13%

The main difference between the survey figures and the state figures represented in the chart above are the popularity of walking as a recreational activity in Kingborough. This might be due to a number of reasons including that Kingborough has an ageing population and according to the ERASS (Exercise Recreation and Sport Survey 2010) figures, Tasmanians in the 45 plus age groups are more likely to participate in informal only activities than those in younger age groups. Kingborough also has a significant network of existing tracks and trails and a beautiful coastal environment that lends itself to this kind of informal recreational activity.

(Kingborough Sport and Recreation Facilities Strategy 2013)



Kaoota Tramway Track

4.0 STRATEGIC DIRECTIONS

4.1 VISION AND GUIDING PRINCIPLES

Kingborough Council's Vision:

A vibrant, diverse and connected community, with well managed natural and physical assets and a wide range of economic and lifestyle opportunities.

Trails Tasmania Vision (2007)

Tasmania will be recognised for its diverse and sustainable recreational trails that are amongst the best in the world.

Council's Tracks & Trails Vision:

Kingborough tracks will meet the needs of residents, visitors and tourists by providing increased physical activity, enjoyment, and an increased environmental and cultural awareness.

The ensuing guiding principles are aimed as a guide for decision-making to assist the realisation of these visions.

Guiding Principle 1: Planning

Develop a strategic, comprehensive and co-ordinated approach to the planning of a municipality wide, connected and diverse network of tracks and trails

Guiding Principle 2: Design and construction

Ensure design and construction for tracks is sustainable – environmentally, socially and economically

Guiding Principle 3: Communication

Adhere to a consistent method of communicating a track rating difficulty system that is consistent with regional, state and national classification systems for multiple user groups

Guiding Principle 4: Maintenance

Commit to a maintenance program for track upgrade planning to relevant standards, that new tracks are sustainable to maintain and implement an on-going cross municipal maintenance program

Guiding Principle 5: Information

Effectively promote the Kingborough tracks and trails network to local residents, visitors, tourists, media and business interests through appropriate signage, accessible information and promotion

Guiding Principle 6: Resourcing

To integrate resources across relevant Council Departments for track planning, management and maintenance. Seek external funding where appropriate and commit to including funding in annual capital works programs towards new track development, upgrades to existing tracks, and on-going maintenance.

Guiding Principle 7: Community engagement, involvement and partnerships

Work in partnership with other land management agencies, recreational clubs, community groups and volunteers and facilitate their involvement in the development, management and maintenance of a sustainable network of tracks in Kingborough.

4.2 PROTOCOLS

The following protocols will aid in guiding a consistent approach to the planning, development and management of Kingborough's Municipal Track network. These protocols relate to the guiding principles and vision statements:

- Provide and promote multi-use/shared tracks options (walking, cycling, horse riding or combination of any) where it is feasible and environmentally sustainable for accessibility to the broadest range of users;
- Implement universal and recognised track classification systems to direct design, classify tracks and describe level of difficulty, (Appendix C);
- Co-ordinate a consistent approach in relation to track signage across the municipality, following the Councils Tracks and Reserves Sign Guide (2016) for design guidance, specifications and information to include;
- Promote and educate on the Tracks User Code of Conduct;
- Continue to update and develop the Kingborough Tracks booklet and on-line information as well as updates to the Greater Hobart Trails website and associated maps; and
- Undertake sustainable management practices for both existing and new tracks; implementing best practice standards and guidelines, and take into consideration unique environmental conditions. Resources and funding must be sufficient to ensure ongoing repairs and maintenance into the future.



Guided Nature Walk, North West Bay River Track

4.3 GUIDING PRINCIPLES – KINGBOROUGH’S TRACKS AND TRAILS KEY STRATEGIES

4.3.1 GUIDING PRINCIPLE 1: EXTENSIVE AND INTEGRATED TRACK PLANNING

Develop a strategic, comprehensive and co-ordinated approach to the planning of a municipality wide, connected and diverse network of tracks and trails.

Well planned and designed track networks for walking and cycling routes, allow people to travel safely and with ease.

Proposed new track development and any track renovations and improvements should be regarded in context with Council’s Tracks and Trails Strategic Action Plan and the broader statewide directions and planning approaches to avoid ad hoc track development.

Council has recently been focussing on developing a coordinated program of upgrading the existing public tracks and trails network, and extending tracks where necessary (eg Alum Cliffs Track). These tracks usually provide connections to larger areas of public open space and greatly assist in encouraging local residents and visitors to enjoy an outdoor experience. Future development proposals should also provide for these connections and linkages within their design and ultimate construction. This needs to be incorporated into the assessment of future development applications where relevant.

Under the Land Acquisitions Act 1993, Council has the authority to compulsorily purchase land for public purposes. Whilst this mechanism to gain desired land is available, this method is as a last resort, and is not a desirable choice by Council due the high costs involved and angst it can cause to those involved. Council’s preferred option is negotiation with landowners over a formal right of way access for public recreational purposes.

RECOMMENDED ACTIONS:

- Ensure that any new track planning is consistent within the state-wide and regional recreational planning contexts and strategies.
- Prioritise the development of a Public Open Space Strategy in 2017 - in progress.
- Cross department communication in the planning, design and management of new and existing tracks to strengthen Council internal mechanisms in facilitating roles and responsibilities, and an integrated approach to planning.
- For any new tracks to be constructed, a clear identification of the intended user group to be established and where terrain is feasible to take into consideration accessibility for use by diverse groups.
- That community support and involvement be demonstrated for any new track development.
- Identify existing opportunities for the development of strategic fire breaks and tracks in the near future.
- Investigate the opportunities through a track audit to make modifications to existing tracks where possible to allow multi-purpose use including recreational use as well as fire protection purposes.
- Identify strategic missing links in the fire road and tracks network and make recommendations for the development and maintenance of these links as a fire protection priority.

4.3.2 GUIDING PRINCIPLE 2: DESIGN AND CONSTRUCTION

Ensure design and construction for tracks is sustainable – environmentally, socially and economically.

This guiding principle identifies the desire for sustainable design and trail construction. It is fundamentally important that recreational tracks and associated infrastructure and facilities, both new and existing, should be environmentally, economically, and socially sustainable with regard to specific environmental and cultural values and follow ‘best practice’ principles. It is also important in providing safe and enjoyable tracks for multi and shared use purposes.

The conservation and enhancement of natural areas, protection of Kingborough’s abundant biodiversity, cultural values, and raising environmental awareness should underpin the development of an environmentally sustainable track network. This can be achieved through appropriate track design, location, construction and ongoing management.

It should be clearly determined who the targeted intended user group is to be for any newly constructed or upgraded track. If a track is planned for shared use, then considered track design, construction and problem solving strategies taken on board to separate users in areas of potential risk or conflict such as steep descents or poor sight lines.

RECOMMENDED ACTIONS:

- Tracks and associated infrastructure should meet approved and recognised Australian Standards for Walking Track Classification and Signage (AS2156.1-2001, Appendix H) and associated infrastructure conforms with the Australian Standards for Infrastructure Design on Walking Tracks (AS 2156.2-2001). This second standard specifies requirements for structural design such as boardwalks, barriers, stairways, pedestrian bridges etc. It provides a comprehensive approach to assessing the type of barriers required within the context of the track classification system.
- New tracks or upgrades to cater for multi-use and accessibility wherever possible to maximise the effort and use of resources depending on constraints such as topographic, environmental or risk factors due to conflicting use.
- Aboriginal Heritage Desktop Assessment surveys are to be completed for any new track to be constructed and if required, a full Aboriginal Cultural Heritage Assessment to be undertaken.
- Ensure that environmental concerns and impacts of any proposed new tracks or upgrades are effectively assessed, evaluated and minimised.

4.3.3 GUIDING PRINCIPLE 3: COMMUNICATION OF A CONSISTENT TRACK CLASSIFICATION SYSTEM

Adhere to a consistent method of communicating a track rating difficulty system that is consistent with regional, state and national classification systems for multiple user groups.

This guiding principle relates to the need for standardised and consistency (at local regional, State & National level) with signage on tracks, and how the level of difficulty of tracks are conveyed. Consistency in how the type of track experience and difficulty is conveyed to the public, allows users to make informed decisions on the suitability of that track for their ability.

Consistency with signage across all Council tracks not only assists with safety and risk management but allows users to build on their experiences of the municipal

track network, and an expectation of what that track will provide in terms of a positive experience.

Communication and signage on track ratings should also strive to be consistent with an Australian Standard for greater consistency and connectivity (Appendix H).

The Derwent Estuary Program in cooperation with Local and State Government facilitated a regional trails website in 2013 which involved a regional approach to trail promotion across six council areas. Part of this project involved developing track difficulty ratings to use across the region which are based on the Australian Walking Track Rating system and International Mountain Bike Association (IMBA) Guidelines.

These ratings have been incorporated in some publications and on the Greater Hobart Trails Website.

TRACK DIFFICULTY RATINGS

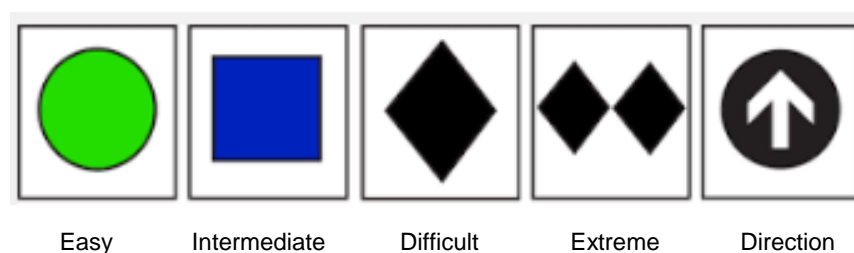
Very easy	Concrete or hotmix pathway suitable for wheelchairs and people pushing prams, families with young children and learner riders. Mostly flat.
Easy	Well-formed gravel tracks or fire trails. Suitable for wheelchairs with assistance, people pushing prams, families with young children, gentle hills.
Moderate	Gravel or earthen track with undulating terrain. May have short steep hills. Recommended for people with some walking, cycling, MTB riding and horse riding experience.
Difficult	Likely to be a single trail with moderate gradients, variable surface and obstacles. May have arduous climbs and steep sections. Recommended for experienced bushwalkers, MTB riders.
Very difficult	Steep and strenuous. Recommended for very experienced bushwalkers and highly skilled MTB riders.

The International Mountain Bicycling Association (IMBA) has a trail rating system that is used regionally, nationally and internationally for guiding trail design criteria, ratings and signage for mountain bike specific tracks.

At this stage, Kingborough doesn't have a mountain bike specific track like other local Councils, other than the cross country tracks at the Mountain Bike Park which are signed according to IMBA guidelines.

For any purpose built mountain bike tracks the following international symbols are to be incorporated into the signage and promotion.

The categories used for trail difficulty rating system for mountain biking are:



RECOMMENDED ACTIONS:

- Future signage and publications to include the Track Difficulty Ratings adopted by the Greater Hobart Trails Program.
- Future editions of the Kingborough Tracks Brochure are to include these track difficulty ratings to maintain consistency between signage and documentation and across greater Hobart Councils.
- Where a track allows mountain biking, to include the International Mountain Bike (IMBA) Trail Difficulty Rating System incorporated into signage and communication (Appendix F).
- Continued liaison with southern councils to develop a consistent rating system across the region.

4.3.4 GUIDING PRINCIPLE 4: MAINTENANCE

Commit to a maintenance program for track upgrade planning to relevant standards, that new tracks are sustainable to maintain, and implement an on-going cross municipal maintenance program.

Regular maintenance of tracks and trails is critical in terms of providing a safe and enjoyable experience for walkers and cyclists and to retain assets in optimal condition so that they do not deteriorate unnecessarily or do not post an unnecessary or avoidable risk.

Kingborough Council needs to continue to allocate an annual budget to ensure there are sufficient funds to carry out maintenance to an agreed standard as required. Due to some tracks being in higher use areas or more vulnerable environmental conditions and there is a variance in different tracks usage and design, a maintenance plan should be developed to take these factors into account.

Construction of new tracks or modifications and upgrades to existing ones need to be undertaken by suitably experienced and skilled staff/professional track building contractors to ensure tracks are well constructed and sustainable.

As tracks increase over time in the municipality, then the appropriate budget needs to be adjusted accordingly to accommodate new track infrastructure.

Implementing an annual maintenance program including track inspections and maintenance works will assist in keeping tracks at a good standard. Being pro-active about this is more economical than the costs associated with more major repairs and rehabilitation for neglected tracks.

For new tracks, as a guide allow 5-10% of capital costs for the first year of maintenance, and 2% - 5% for ongoing annual maintenance. Freshly constructed new tracks typically take a while to bed in and there are undoubtedly water and subsequent erosion issues that may not be foreseen during construction. There is also a higher chance of windfalls and other vegetation falling across a new track due to corridor clearing.

As well as inspecting for hazards, suitable response times needs to be identified, as well as a suitable method for reporting of hazards, inspection of hazards and the completion of works required.

The following maintenance plan details maintenance tasks according to a track hierarchy.

	High Usage Track	Medium Usage Track	Low Usage Track
Full inspection of track: <ul style="list-style-type: none"> • Check all directional and warning signage. Repair or replace as required • Check vegetation adjoining track and cut back as necessary • Check surface of track for weeds, broken glass, branches etc. and clear as required • Check surface of track for erosion, repair or grade as required • Check vegetation surrounding track and reduce any potential fire hazards • Check any culverts, bollards, and drains 	Every eight weeks	Every eight weeks	Quarterly
Check bridges	Every six months	Every six months	Every six months
Check structural integrity and stability of any infrastructure on track (seats, picnic tables etc.)	As required	As required	As required
Undertake major repairs and replacements	As required	As required	As required

SEE APPENDIX D FOR KINGBOROUGH TRACK USAGE HIERARCHY CHART

TRACK CARE VOLUNTEER PROGRAM

From 2010 – 2014 Kingborough Council ran a Track Care Volunteer program. This was designed to help Council monitor the condition of Council owned and maintained tracks. Volunteers regularly walked or rode a specific track and would report back to Council staff regarding any concerns or issues they observe. Due to work commitment and the large distances required, Councils track maintenance staff are unable to walk every track within Kingborough as often as they would like, therefore the Track Care Volunteer Program helps provide Council with regular observations of the condition of tracks.

A recommendation as part of the Track Strategic Action Plan is to re-instate the Track Care Volunteer Program in the near future with a streamlined and simple to use monitoring and reporting system. Involving Landcare and Coastcare type groups would be beneficial as well and would assist Council's Track Workers on both the reporting aspects and potential access to volunteers for working bees on tracks. By adopting a Track Care Volunteer system for monitoring tracks in people's local community, issues such as fallen tree branches, drainage issues, overgrown vegetation or erosion from heavy rains can be reported. If a volunteer considers maintenance or minor repairs required, a process needs to be in place to determine a course of action, including assessment of risk to public safety and level of priority and urgency.

USAGE MONITORING

A track counting program is valuable for understanding the usage on tracks and measuring impacts of track improvements. It helps to identify and prioritise track maintenance, and upgrade improvements in higher usage areas.

Track counters are also useful for monitoring the most popular access points into tracks which have multiple entry and exit points.

RECOMMENDED ACTIONS:

- Design and instigate a user friendly template for a maintenance task plan for all current tracks for Council staff when doing track inspections and audits.
- Prioritise current existing tracks for any maintenance upgrades.
- Ensure that tracks (new or upgrades), are designed and constructed by suitably skilled and experienced staff to the appropriate standard using suitable materials and with good drainage to prevent track damage through erosion and to minimise future maintenance expense.
- Perform regular and annual inspections and document maintenance.
- Investigate re-instating the Track Care Volunteer Program to utilise skills and energy of local track users and community groups/volunteers to assist in minimising ongoing maintenance costs.
- Develop a user friendly electronic/smart-phone tool that Track Care Volunteers can use to input data on their specific track that can then be forwarded to relevant Council staff for attention.

4.3.5 GUIDING PRINCIPLE 5: INFORMATION, SIGNAGE & PROMOTION

Effectively promote the Kingborough tracks and trails network to local residents, visitors, tourists, media and business interests through appropriate signage, accessible information and promotion.

This guiding proposal identifies the importance of available information about Kingborough Tracks and opportunities that are easily accessible to both the general public and visitors to the region.

Council has developed a booklet called Kingborough's Tracks for walkers, cyclists and horse riders. This guide currently presents 40 walking tracks and associated basic maps in Kingborough and is also available as an on-line version on the Council website. These printed booklets (currently 5th edition) are available from the Civic Centre in Kingston and are due to be updated in 2017.

Kingborough's current Tracks Brochures and website information includes descriptors on the following:

- Walking Time;
- Walking Distance;
- Gradient/presence of steps;
- Level of difficulty/classification (easy, moderate, difficult);
- Symbols for permitted/prohibited use;

- A written description including any information on natural, heritage or cultural values;
- Warnings – information about potential dangers; and
- Availability of parking and toilets.

These descriptors enhance public information and allow the user to clarify personal decision making on their ability for that particular track.

WEBSITE

The Kingborough Council website www.kingborough.tas.gov.au currently has a Tracks and Trails section on it which includes all details from the recently produced Kingborough's Tracks brochure. This site will continually undergo upgrades and changes as required.

A regional tracks website was developed in 2013 by the Derwent Estuary Program in partnership with six local Councils which is intended as an on-line resource for tracks and trails information in the Greater Hobart area. Information on the website includes maps, GPS links, and elevation profiles and searchable based on user groups (eg walking, mountain biking, horse riding etc.). Many of Kingborough's popular tracks are listed on this website: <http://www.greaterhobarttrails.com.au/>

In 2016/2017 Council implemented the online '**Local Links**' website with mapping and the installation of on ground signage. This project was to highlight over 140 'hidden' urban links (footways and cut-throughs) that are not highlighted on other sources such as Google Maps and to encourage and assist local residents to choose walking as part of their daily journey for travel or recreation.

http://emaps.kingborough.tas.gov.au/connect/analyst/mobile/#/main?mapcfg=local_links

SIGNAGE

Signage comprises the main form of information to track users on the ground, but many tracks are better signed than others, and some are very minimal or with older style signage that need upgrading to a lower maintenance version.

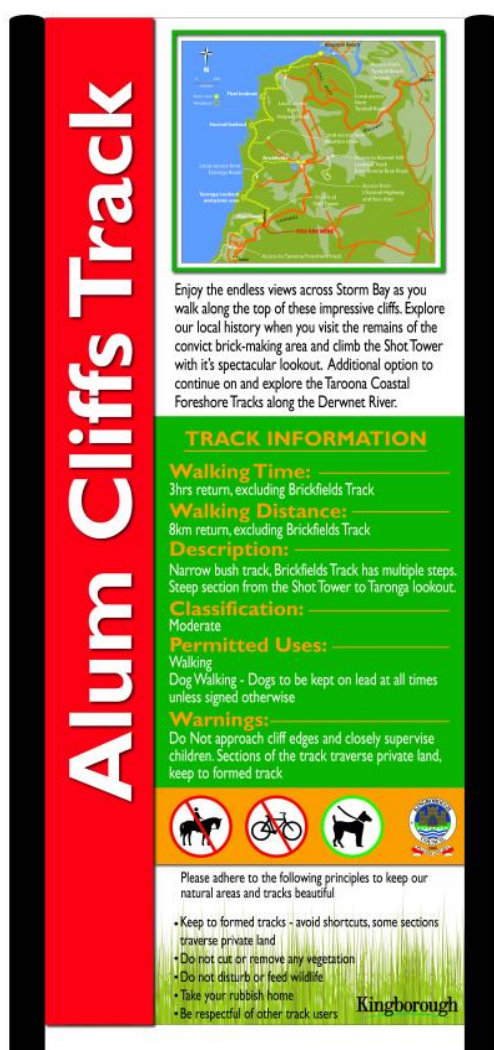
In order to achieve a consistent approach to recreational signage in Kingborough's municipality, Council has prepared a signs guide for the tracks and reserves (2006, updated 2016). As the number of walking/riding tracks increases throughout the municipality it is vital that Council signage is of high quality that communicates a clear and concise message to users providing all the necessary information to ensure a safe and well-informed experience.

Kingborough's main track signs at popular trail heads include the following information:

- Brief written description;
- Walking Time;
- Walking Distance;
- Description of terrain and the presence of any steps;
- Classification (easy, moderate, difficult);
- Permitted Uses – both written and symbols;
- Warnings; and
- Trail User Code.

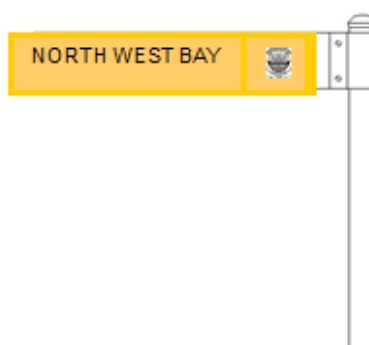
MAP BOARD SIGNAGE

Map board signs are installed at the trail heads and accesses of the more major tracks in Kingborough to provide comprehensive information on the track.



DIRECTIONAL ROAD BLADE SIGNAGE

Directional road blade signs are located at intersections directing to the track.



SEE APPENDIX F

RECOMMENDED ACTIONS:

- Continue to update tracks and current information both online, on the Greater Hobart Trails website and in written publications.
- Update the Kingborough Tracks brochure to reflect the development of new track experiences, upgrades, changes etc.
- Prepare a signage implementation plan for individual tracks that identify the location and type of signage required based on the Kingborough Council's Signage Guide (2016) and gradually replace older style signage to the newer and better quality, low maintenance version.
- Cross-department consultation regarding appropriate locations for more detailed interpretation signage at suitably identified locations of significant value (environmental, cultural or heritage).

4.3.6 GUIDING PRINCIPLE 6: RESOURCING

To integrate resources across relevant Council Departments for track planning, management and maintenance. Seek external funding where appropriate and commit to including funding in annual capital works programs towards new track development, upgrades to existing tracks, and on-going maintenance.

The guiding principle recommends providing advice to Council's planning staff during the assessment of new subdivisions to ensure desired track linkages occur. Council will develop an Open Space Strategy and in conjunction with this strategy, public open space contributions will be identified where there are missing links in the network or there are options to increase the current track network on suitable terrain.

It is considered that when acquiring new land as public open space that the terrain allocated is to be useable and feasible to develop a suitable track to recommended standards, rather than isolated pockets of unusable land that creates a maintenance issue for Council. Having an Open Space Strategy for Kingborough to guide this decision making will allow for better future planning and a consistent approach and guidelines to aid trail development, public open space land and funds.

Where there is Crown Land involved in a potential new track, it is often the case that Crown Land Services will require Council to take out a licence over the whole section of land and not just the track itself. The associated issues to be taken into account in relation to this include re-vegetation, weed control, fire management, compliance, and coastal erosion measures (if in a foreshore area). This will have an impact on Council staff resources across numerous departments to manage and needs to be considered when resourcing a new project.

The Strategic Action Plan does not itself pose any financial commitments on Council. It will be used as a basis for making future funding or resource allocation decisions and to assist in securing external funding through grant funding. Feasibility Reports on individual new track projects will be prepared for Council's consideration if any matching funds are required to secure external grants – either from Public Open Space funds or Capital Works bids.

External funding programs (State or Federal grants) or other programs such as the Tasmanian Community Fund provide opportunities at times for targeted grant rounds for specific initiatives and project based funding. Tracks and trails are often listed as suitable projects for eligibility and hopefully this continues into the future to encourage passive recreation opportunities for residents and visitors.

RECOMMENDED ACTIONS:

- Continue to seek out opportunities for external funding sources.
- Cross Council Department collaboration to commit Capital Works funding for matching funds for successful grant applications.
- Cross Council Department collaboration with Planners and associated developers, to ensure development applications contain adequate track linkages within new subdivisions.
- Work in partnership with non-government organisations to access funding for trail maintenance, upgrades and new track development.
- Provide for sufficient Council staff time allocation committed to track planning, investigating and applying for external grants.

4.3.7 GUIDING PRINCIPLE 7: COMMUNITY ENGAGEMENT, INVOLVEMENT & PARTNERSHIPS

Work in partnership with other land management agencies, recreational clubs and volunteers and facilitate their involvement in the development, management and maintenance of a sustainable network of tracks in Kingborough.

This guiding principle acknowledges the significance of developing partnerships with other land agencies, clubs, community groups and volunteers and to aid in resourcing future track developments and maintenance programs. A key message from community consultation in developing the Tasmanian Government's Trails Tasmania Strategy was that a partnership approach between government, councils, interest groups and the community is critical to address current demand and issues. This will strengthen not only local community involvement and input where appropriate but also Council's ability to develop, manage and maintain a quality network of tracks when on-ground resources are sometimes limited.

In the past Council has ran a Track Care Volunteer program designed to help Council monitor the condition of Council owned and maintained tracks. Track Care Volunteers would regularly walk (or ride) a specified track and report back to Council staff regarding any concerns or issues they observed. This program finished in late 2014.

Council's works actively with local Landcare groups in Kingborough and these partnerships with Council are valuable to maintain and support the work these volunteers do on Council Reserves that often include tracks and trails. Groups vary from only one member with limited on-ground output to others with many members that hold regular working bees.

RECOMMENDED ACTIONS:

- Investigate community interest in re-instating and implementing the Track Care Volunteer Program with a streamlined and simple to use monitoring and reporting system. Involving Landcare and Coastcare or other interested community groups would be beneficial for community sense of ownership and Council's long term vision.
- Continue to consult and work in conjunction with Kingborough's Landcare, Bushcare and Coastcare groups and any other community volunteer organisations including local user groups to strengthen partnerships, and to aid in planning, managing and maintaining Kingborough's track network.
- Acknowledge the involvement of any respective community group who has had input, involvement and contributed to track and trail projects.

- Communication with Landcare and other associated community groups how environmental outcomes will be balanced with social outcomes with community initiated tracks.
- Engage with the broader community and stakeholders when undertaking major upgrade or new track and trail projects.



Boronia Beach Foreshore Track

5.0 IMPLEMENTATION PLAN

The Kingborough Tracks and Trails Strategic Action Plan will be used by Council to guide the continued development of a network of tracks and trails in Kingborough. It will allow for a strategic and consistent approach to planning, development and management of current and future tracks, and avoid an ad-hoc approach to trail development.

It will also form the basis of communication to the general public on the progress of tracks and trail development in Kingborough.

Track proposals within the plan have been divided into Priority 1, 2 and 3 and include key projects as high priority for consideration. Any additional proposals or unforeseen trail development, not otherwise included, is for identification and consideration only if:

- Meet the Trails Tasmania Strategy criteria;
- Previously unavailable opportunities that are identified through planning and subdivisions that would help achieve necessary components of Priority 1 or 2 trails; and
- Further develop the network required for the development of the Regional Trail.

The Action Plan will be reviewed annually to ensure that the Priority 1 tracks and Activity Plan remain relevant for the long term benefit for the Kingborough community and that they continue to fit with the objectives of the Trails Tasmania Strategy.

The plan will form the basis for initiating partnerships with:

- Federal and State Government Departments;
- Sport and Recreation Tasmania;
- Parks and Wildlife Tasmania and other land managers;
- The private sector including landowners;
- Community interest groups and peak user groups; and
- Other potential funding bodies.

Council's business planning process, external funding opportunities and project and capital works plan will be used to determine implementation timeframes. Each Track will have its own Project Implementation plan to be used to manage on the ground actions and developments.

REGISTER OF TRACKS PROPOSALS

The original 50 tracks identified in the 2009 Action Plan were across five different priority ratings. These tracks have now being split into three priorities based on guiding criteria. Those tracks that have been completed/in progress since the original 2009 Action Plan have been moved to Appendix C.

Along with the original proposals from 2009, missing links in Kingborough's track network have been incorporated into Council's GIS system. This identifies to Council staff and planners desired track corridors and linkages on privately owned land if properties come up for development and subdivision. Many of these routes are not specific alignments, but flexible dependent upon private land owner/developer contribution negotiations.

A list of development applications is regularly reviewed by various staff across departments to flag potential Public Open Space contributions to add to the linkage network of possible future track alignments and linear linkages. With these links within the GIS system as well, planners can be pro-active on working with developments for the best outcome for the developer and the community. This will work towards the goal and purpose of many of Council's Strategies of a connected community with passive and accessible recreation commuting options and increased physical activity for Kingborough residents.

In considering the guiding principles the following criteria guides the priority of proposed new tracks and linkages, and priority of actions. For example, tracks that are close to population areas, provide a missing link, have the ability to be multi/shared use, with community support and on Council owned land will have the highest priority rating for future development.

CRITERIA FOR PRIORITISATION

Criteria	Priority 1	Priority 2	Priority 3
Land ownership	Public land (Council vs Crown) or with private land owner support	Combination of public and private requiring licencing, negotiation with private land owner/s. Potential subdivision with Public Open Space acquisition.	Private land or multiple private land owners requiring formal public access.
Accessibility Close to population Shared Use	Suited to multi-use. Accessibly for broad range of users.	Multi-use but accessibility may be limited due to steps, steepness or uneven surface.	Remote from population areas. Not suited to multi-use. Limited access.
Community Support Provides missing links	Completes missing links in current track networks. Has support of local community or groups to assist with track and maintenance.	Constructing a new track that would provide a strategic link or to future links. Away from main population areas.	Doesn't link to any existing tracks. New track to be constructed. Not supported by local community or identified as an important linkage.
Sustainability/Suitable terrain	Terrain suitable for track construction to approved standards to cater for broadest range of users.	Hillier locations for more challenging track routes.	Steep, hilly terrain. Suited to single use only.
Quality of experience with supporting infrastructure	Include signage, interpretation and distinctive Tasmanian landscapes.		
Feasible to develop, manage & maintain	Landscape and access makes it feasible for a multiuse track to be easily maintained.		Maintenance issues. Areas where coastal erosion is an issue. Access difficult for maintenance crew.
Ability to construct to approved construction standards & guidelines			

SEE APPENDIX G

5.1 PLANNING AND MANAGEMENT ACTION PLAN: SUMMARY OF RECOMMENDED ACTIONS

GUIDING PRINCIPLE	RECOMMENDED ACTIONS
<p>PLANNING</p> <p>Develop a strategic, comprehensive and co-ordinated approach to the planning of a municipality wide, connected and diverse network of tracks and trails</p>	<ul style="list-style-type: none"> • Ensure that any new track planning is consistent within the state-wide and regional recreational planning contexts and strategies. • Council prioritise developing a Public Open Space Strategy in 2017 (in progress). • Cross department communication in the planning, design and management of new and existing tracks to strengthen Council internal mechanisms in facilitating roles and responsibilities, and an integrated approach to planning. • For any new tracks to be constructed, a clear identification of the intended user group to be established and where terrain is feasible to take into consideration accessibility for use by diverse groups. • That there be demonstrated community support and involvement for any new track development. • Identify existing opportunities for the development of strategic fire breaks and tracks in the near future. • Investigate the opportunities through a track audit to make modifications to existing tracks where possible to allow dual purpose use including recreational use as well as fire protection purposes. • Identify strategic missing links in the fire road and tracks network and make recommendations for the development and maintenance of these links as a fire protection priority.
<p>DESIGN & CONSTRUCTION</p> <p>Ensure design and construction for tracks is sustainable- environmentally, socially and economically</p>	<ul style="list-style-type: none"> • Tracks and associated infrastructure should meet approved and recognised Australian Standards for Walking Track Classification and Signage (AS2156.1-2001, Appendix E) and associated infrastructure conforms with the Australian Standards for Infrastructure Design on Walking Tracks (AS 2156.2-2001). This second standard specifies requirements for structural design such as boardwalks, barriers, stairways, pedestrian bridges etc. It provides a comprehensive approach to assessing the type of barriers required within the context of the track classification system. • New tracks or upgrades to cater for multi-use and accessibility wherever possible to maximise resource use and effort depending on constraints such as topographic, environmental or risk factors due to conflicting use. • Aboriginal Heritage Desktop Assessment surveys are to be completed for any new track to be constructed and if required, a full Aboriginal Cultural Heritage Assessment to be undertaken. • Ensure that environmental concerns and impacts of any proposed new tracks or upgrades are adequately assessed, evaluated and minimised.
<p>COMMUNICATION</p> <p>Adhere to a consistent method of communication a track rating difficulty system that is consistent with regional, state and national classification systems for multiple user groups.</p>	<ul style="list-style-type: none"> • Future signage and publications to include the Track Difficulty Ratings adopted by the Greater Hobart Trails. • Future editions of the Kingborough Tracks Brochure are to include these track difficulty ratings to maintain consistency between signage and documentation and across greater Hobart Councils. • Where a track allows mountain biking, to include the International Mountain Bike (IMBA) Trail Difficulty Rating System incorporated into signage and communication (Appendix F). • Continued liaison with southern councils to develop a consistent rating system across the region.

<p>MAINTENANCE</p> <p>Commit to a maintenance program for track upgrade planning to relevant standards, that new tracks are sustainable to maintain, and implement an on-going cross municipal maintenance program.</p>	<ul style="list-style-type: none"> • Design and instigate a user friendly template for a maintenance task plan for all current tracks for Council staff when doing track inspections and audits. • Prioritise current existing tracks for any maintenance upgrades. • Ensure that tracks, (new or upgrades), are designed and constructed to the appropriate standard using suitable materials and to minimise future maintenance expense. • Perform regular and annual inspections and document maintenance. • Investigate re-instating the Track Care Volunteer Program to utilise skills and energy of local track users and community groups/volunteers to assist in minimising ongoing maintenance costs. • Develop a user friendly electronic/smart-phone tool that Track Care Volunteers can use to input data on their specific track that can then be forwarded to relevant Council staff for attention.
<p>INFORMATION, SIGNAGE & PROMOTION</p> <p>Effectively promote the Kingborough tracks and trails network to local residents, visitors, tourists, media and business interest through appropriate signage, accessible information and promotion.</p>	<ul style="list-style-type: none"> • Continue to update tracks and current information both online, on the Greater Hobart Trails website and in written publications. • Update the Kingborough Tracks brochure to reflect the development of new track experiences, upgrades, changes etc. • Prepare a signage implementation plan for individual tracks that identify the location and type of signage required based on the Kingborough Councils Signage Guide (2016) and gradually replace older style signage to the newer and better quality, low maintenance version. • Cross-department consultation regarding appropriate locations for more detailed interpretation signage at suitably identified locations of significant value (environmental, cultural or heritage).
<p>RESOURCING</p> <p>To integrate resources across relevant Council Departments for track planning, management and maintenance. Seek external funding where appropriate and commit to including funding in annual capital works programs towards new track development, upgrades to existing tracks, and on-going maintenance.</p>	<ul style="list-style-type: none"> • Continue to seek out opportunities for external funding sources. • Cross Council Department collaboration to commit Capital Works funding for matching funds for successful grant applications. • Cross Council Department collaboration with Planners and associated developers, to ensure development applications contain adequate track linkages within new subdivisions. • Work in partnership with non-government organisations to access funding for trail maintenance, upgrades and new track development. • Ensure that there is sufficient Council staff time allocation dedicated to track planning, researching and applying for external grants.
<p>COMMUNITY ENGAGEMENT, INVOLVEMENT AND PARTNERSHIPS</p> <p>Work in partnership with other land management agencies, recreational clubs and volunteers and facilitate their involvement in the development, management and maintenance of a sustainable network of tracks.</p>	<ul style="list-style-type: none"> • Investigate community interest in re-instating and implementing the Track Care Volunteer Program with a streamlined and simple to use monitoring and reporting system. Involving Landcare and Coastcare or other interested community groups would be beneficial for community sense of ownership and Council's long term vision. • Continue to consult and work in conjunction with Kingborough's Landcare, Bushcare and Coastcare groups and any other community volunteer organisations including local user groups to strengthen partnerships, and to aid in planning, managing and maintaining Kingborough's track network. • Acknowledge the involvement of any respective community group who has had input, involvement and contributed to track and trail projects. • Communication with Landcare and other associated community groups how environmental outcomes will be balanced with social outcomes with community initiated tracks. • Engage with the broader community and stakeholders when undertaking major upgrade or new track and trail projects.

6.0 APPENDICES

The information in the following appendices is subject to being reviewed and updated annually. The information can change dependent on circumstances, resources, funding, legislation, etc.

APPENDIX A	TRACKS ACTIVITY PLAN
APPENDIX B	TRACKS PROPOSED PROJECT LIST
APPENDIX C	COMPLETED TRACK PROJECTS SINCE 2009 ACTION PLAN
APPENDIX D	OVERVIEW OF CURRENT TRACKS AND TRAILS
APPENDIX E	SUPPORTING INFRASTRUCTURE
APPENDIX F	SIGNAGE
APPENDIX G	TRACKS AND TRAILS ASSESSMENT CRITERIA
APPENDIX H	TRACK STANDARDS AND GUIDELINES



Tramway Hill Landcare Group

APPENDIX A TRACKS ACTIVITY PLAN

The Tracks and Trails Action Plan from 2009 identified 7 significant tracks and links to prioritise as a Stage 1. Some of these have since been completed and the following ones will get carried over to the 2017-2022 Action Plan.

- Kaoota Tramway Track: extension from Lawless Rd to Nierinna Rd
- Margate Rivulet Track – extending Margate Rivulet Track along public open space towards Chandlers Rd and Tramway Hill Track

Other key projects from the 2009 original plan as high priority for consideration:

- Allens Rivulet – North West Bay River
- Longley – Margate (via NW Bay Riverbank)
- Kaoota Tramway – Maudsleys Rd, Allens Rivulet link
- Blackmans Bay – Tinderbox - Howden
- Suncoast – Fossil Cove
- Electrona – Snug River – Channel Highway

Other suggested options from the Tracks Project List as priority 1 projects:

- Nierinna Creek Track: extending from Burnaby Drive – Bottom of Nierinna Rd
- Snug Village – Falls Track (via Snug Riverbank)
- Mt Pleasant – Sandfly (requires landowner negotiation)

Track options which may not be currently feasible due to circumstances and requiring multiple landowner negotiation, but are in a high priority area with multiple community benefits to continue to pursue into the future:

- Mt Nelson - Albion Heights Track
- Albion Heights – Kingston link
- Taroona Foreshore

APPENDIX B TRACKS PROPOSED PROJECT LIST

UPDATED ACTION PLAN: NOTE

The original 50 tracks and linkages that were captured in the 2009 Action Plan were prioritised from 1 – 5. These 50 tracks have all mostly been retained but have been re-classified into just 3 priorities based on the guiding criteria in *The Assessment Criteria for Trail Developments* set out in the Trails Tasmania Strategy. Tracks that were originally listed in 2009 that have since been completed have been moved into Appendix C: ‘Completed Track Projects from the 2009 Action Plan’.

Note: Tracks are classified on their locality of start point of the larger population area if across more than one locality.

*Tracks in **blue** were listed in the original 2009 Action Plan as a Top 7 Priority Trail hence still listed in the Priority 1 even if not currently feasible.*

In the 2009 Action Plan there was only 1 listed Priority 4 or 5 track.

PRIORITY 1 (formerly Priority 1 or a Priority 2 track that was identified as a Top 7 track as a Stage 1 implementation in the 2009 plan)

Suitable for immediate attention or attention when resources become available:

- Completes missing links in existing tracks
- Links to population centres, especially with areas with poor track access
- Multi-use track that is flat or gently sloped to cater for broadest range of users
- Public land – or with private land owner support

LOCALITY	TRACK NAME	LOCATION DETAILS	TENURE	COMMENTS
TAROONA	Taroona Foreshore	Taroona Foreshore Track	Private	Land owner discussion and negotiation of ROWS on 2 private properties off Flinders Esp. Currently trail traverses these properties with signage in place to say it is not a Kingborough Council maintained section.
KINGSTON	Mt Nelson – Albion Heights	Multiple options along ridgeline on either existing trail or ROW's on private land	Private	Landowner discussions and negotiation required. Negotiations undertaken in 2012 and again in early 2016. Dependent upon landowner cooperation. Long term project. Captured in Greater Hobart MTB Masterplan as an important link to continue negotiations with and included in original Regional Trail planning. Previous Top 7 priority Track in 2009 Action Plan

	Albion Heights - Kingston	Multiple route options	Private, KC POS	The POS section from Christella Rd to link to Bonnet Hill is narrow and steep and not appropriate for a sustainable multi-use trail, unless ROW's are established on neighbouring properties. Previous Top 7 priority Track in 2009 Action Plan.
BLACKMANS BAY	"Suncoast" – Fossil Cove	Linking Suncoast Headlands Track to Fossil Cove Track	KC POS Crown Land	Would require licence over Crown Land section across cliff top to link to Parks Fossil Cove Track Section. Some informal tracks are there but very close to overhanging cliff edge. Would require approx. 500-600m of new track linking from Suncoast track and approx. 200 m on Crown Land back from the cliff top to adjoin Fossil Cove track. Coastal Cliff environment.
	Blackmans Bay to Tinderbox	Linking between 115 and 109 Tinderbox Rd on Public Rec space to Estuary Drive and Tinderbox Hills	KC Public Recreation	Could link from Suncoast tracks via Scout Hall up to KC footway that links to start of Tinderbox Hills track at the end of Estuary Drive (approx. 10 m wide, steep). Multiple options then to link on to Magazine Gully (already established track) or to Council Public Recreation Space down to Ulandi Court (an old quarry in the way, steep drop-off) or to Brightwater Rd on Council Rec Space between No's 527/521 Brightwater Rd (long and very narrow strip). Strong community support.
HOWDEN	Howden - Tinderbox	From Magazine Gully off Tinderbox Rd (west) up to Council ROW on private property to link to Tinderbox Hills Track.	Crown Nature Reserve Private with KC ROW	Link Tinderbox Rd through Crown Nature Reserve (Magazine Gully) to Tinderbox Hills Track. Then on Council ROW over the next property to link to Crown Land and down Magazine Gully. Would then link to above option to Blackmans Bay. Strong community support. May require licence over Crown land and creating new track on the KC ROW alignment on private land.
MARGATE	Kaoota Tramway Track	To extend the Tramway from Lawless Rd to Nierinna Rd along the Tramway Reserve (KC has a licence over Crown sections)	Public – Crown with KC licence for public recreational track Private	Track is in existence but over grown in sections. Land owner discussion and negotiation required for the final missing link Captured in Greater Hobart MTB Masterplan as an important link to continue negotiations with. Previous Top 7 priority Track in 2009 Action Plan.
	Longley – Margate (via NW Bay Riverbank)	Option1: Following route along riverbank.	KC POS Crown	Would require lease/licence over Crown land along the riverbank and opening of some sections of POS. Nearly the whole route would be on public land except for a small section just north of Miandetta Drive which would require land owner discussion and negotiation. Would require environmental impact study and ground truthing. TRAC progressing this

		Option 2: Staying up higher away from River.	Private	option and keen to assist with working bees. Requires landowner discussion and negotiation ROW on private land. Would need licence taken out over Crown land sections. Riparian Reserve. Requires feasibility report.
	Margate Rivulet Track	Extending Margate Rivulet Track from near Brook Lane Track along POS up Margate Rivulet towards Chandlers Rd.	KC POS	Private section in process of staged subdivision which is progressing for the POS to come to Council. Would then connect in with Tramway Hill track. Previous Top 7 priority Track in 2009 Action Plan.
	Nierinna Creek Track	Continue Nierinna Creek Track past the Burnaby Drive intersection along KC POS to join the bottom of Nierinna Rd	KC POS Public Recreation	Would link in to the Margate Rivulet Track network.
ALLENS RIVULET	Tramway to Maudsley Rd Link	From Tramway '5 Ways' junction to Maudsleys Rd	Private x 3	Landowner discussion and negotiation has taken place and currently stalled. Track exists. Strong community support for this link. Captured in Greater Hobart MTB Masterplan as an important link to continue negotiations with.
	Allens Rivulet - North West Bay River	Continue Crofton Drive Track along sections of POS to Sandfly Rd, Riverdale Rd, and POS to NW Bay River	KC POS Private	Landowner discussion and negotiation required for one section. TRAC are keen to progress this and can assist with working bees. Opening up of KC POS required.
SNUG ELECTRONA	Snug Village – Falls Track (via Snug riverbank)	Current track goes to near intersection Snug Tiers Rd and Snug River.	KC POS KC licence over Crown Land	KC POS along Snug River to Snug Tiers Rd. Council has a licence along the Crown Land. Current NRM project. In progress with local Landcare group.
	Culbara Rd – Channel Hwy	Link Harts Hill track to Channel Highway at Electrona	KC POS	KC POS – creating additional linkages to Hartz Hills and Barretta Reserve tracks. Could link to the proposed Electrona – Snug River Track. Approx. 750 m of new track required.
BRUNY ISLAND	Dennes Point Heritage Walk, Dennes Pt	From Dennes Point Lane to Dennes Point	KC land	In progress by the Friends of North Bruny

PRIORITY 2 (formerly Priority 2 tracks)

Worthwhile Project – not recommended for early action unless circumstances change:

- New Trail that provides a strategic link or completes gaps in existing tracks away from population areas
- Negotiation and licence agreement required to allow for public access on private land
- Multi-use but accessibility may be limited due to steps, steepness or uneven surface
- Public, Crown or State Government owned land, or potential subdivision POS acquisition

LOCALITY	TRACK NAME	LOCATION DETAILS	TENURE	COMMENTS
TAROONA	Taroona – Mt Nelson	Churchill Rd or multiple options on top side of Channel Hwy to link through to Broughton Ave or Cartwright Reserve Tracks.	Private	Requires land owner discussion and negotiation
KINGSTON	Kingston/Mt Pleasant – Sandfly Rd	Linking Mt Pleasant Trail Reserve, through private property and HBMI/Westwood to join to NW Bay River/Sandfly Rd	KC POS Private	An option as part of the Regional/Connections Trail Network, Kingston to Margate. Requires landowner discussion and negotiation (in progress by TRAC). High priority for TRAC and keen to assist progress it. Would create a loop from the Leslie Vale end along NW Bay River.
	Kingston – Sandfly Rd via One Tree Hill	Linking Mt Pleasant Rd through private properties to Sandfly Rd	Private x 4	TRAC have approached landowners in the past. On-going and continuing negotiations. High priority for TRAC.
	Fern Tree - Summerleas	Formalising current trail from Westringa Rd that joins Scotts Rd and Summerleas Rd	Private	Current informal trail that is well utilised. Requires land owner discussion and negotiation. Across Hobart City Council boundary. Captured in Greater Hobart MTB Masterplan as a priority route.
	Browns River, lower Summerleas Rd	Browns River from Scotts Rd (running off Summerleas) towards Firthside	Crown Public Reserve KC POS Private	There exists a network of informal trails (crossing private property in sections) leading from the base of Westringa Track off Scotts Rd, along Browns River to access from Whitewater Creek. Recent subdivision proposals open up further opportunity to gain some more missing links. Further investigation and links or ROWS required.

	Bullock Drive – Leslie Vale	Continuation of Leslie Vale Track to join Leslie Rd to give loop option.	KC POS, Private	Requires landowner discussion and negotiation.
	Kingston Beach – Blackmans Bay	Extending track from Boronia Reserve, to Mirramar Park Bay	Public Reserve (Crown) and 1 private property	Requires land owner discussion and negotiation and licence over Crown Land. Coastal cliff environment and associated risks.
HUNTING-FIELD	“Mt Pleasant” – Peter Murrell Reserve	Connectivity from Mt Pleasant, the mountain bike park and sports precinct to Whitewater Creek and Coffee Creek tracks.	Private currently Future KC POS	Opportunities exist with public open space at Springfarm and Whitewater sub-divisions currently in progress.
MARGATE	Margate CBD – Dru Point	Extend track from Dru Point, along the back of the houses and above the NW Bay River catchment to meet the Channel Highway below Pear Ridge Café.	Private KC POS Crown	Part of Delmore Rd Subdivision option. Requires landowner discussion and negotiation. Would need licence taken out over Crown land sections.
	Barretta - Margate	Link around back of Barretta to Hillview Drive or Harts Hill track options	KC Land, Public Recreation Private	Linking Englefield Dr to end of Hillview Dr. Connects Barretta Reserve and Harts Hill tracks to the Margate Tramway Track. Requires landowner discussion and negotiation.
HOWDEN	Howden - Margate	Continue Stinkpot Bay track along Crown land Foreshore to Margate.	Crown Land Conservation Area	Howden Progress Association is in support of this track option but not all the local community support it. Coastal foreshore environment.
LONGLEY SANDFLY	Sandfly - Longley	NW Bay River at Huon Highway to link to Websters Rd, on to Huon Rd, Longley/Leslie Vale	Private KC POS	One large property owner which would require landowner negotiation.
SNUG ELECTRONA	Electrona - Snug River - Channel Hwy	From Snug Bridge along edge of river to link to old Channel Hwy	Private	When proposed Snug – Margate Cycleway goes ahead, this link would open up options and give alternate access to Snug Beach and creates loop with Snug River Track. On private Electrona property, but community consultation survey results in the area in late 2016 showed more track network (also suited for mountain biking) is wanted by the local community.

CONINGHAM	Oyster Cove – Coningham State Reserve	Links Oyster Cove into Coningham State Reserve at Sheppard's Hill where there is already a strong trail network.	Private Crown Aboriginal Land	One large property owner adjoining Coningham NRA which would require landowner discussion and negotiation. Links into the Manuka Hills Track network.
KETTERING	D'Meure Track, Manuka Rd, Little Oyster Cove Coastal Reserves	Linking POS from Manuka Rd between 355 & 347 Manuka Rd to Crown Public Reserve where informal track then extends east and west.	Crown Public Reserve KC Reserve	Informal track exists. Would require full Aboriginal Heritage Survey and taking on a Crown Land Lease of approximately 2.5 km and then associated upgrades to Aust Standards and on-going maintenance. Strong support from various Kettering community groups.

PRIORITY 3 (formerly Priority 3, 4 or 5 tracks)

Unlikely to recommend in foreseeable future unless circumstances change or it becomes opportunistic.

- Remote from population areas
- New trail to be constructed
- Single use only or access limited
- Private land

LOCALITY	TRACK NAME	LOCATION DETAILS	TENURE	COMMENTS
KINGSTON	Neika - Summerleas	Linking Wolfes Rd to Summerleas Rd	KC Public Recreation & POS, Crown Public Reserve Private	Along Fawcett Rivulet & Cripps Rd. Part of Parkdale Drive Trail Reserve. Requires landowner discussions and negotiation to link to Wolfes Rd. Along a waterway, steep.
MARGATE	Blue Gate Rd – Allens Rivulet	End of Blue Gate Rd, through Private property to link to Allens Rivulet Rd	Private	Multiple private landowners.
	Nierinna – Snug	Multiple options	Snug Tiers NRA KC POS, Private	Some existing trails in the area. Public Open Space - could utilise many of the combined tracks proposed.
	Margate - Huon Valley (via Snug Tiers)	Multiple options	KC POS Crown Parks NRA	Across Municipalities. Extensive existing trail that is already accessible. Captured in the Greater Hobart MTB Masterplan as a priority route.
LONGLEY SANDFLY	Longley – Mountain River		Private	Across municipalities, remote. Some tracks on private land (Betts Hills Track)

	Betts – Andersons Roads		Crown Public Wellington Park Private	Utilises existing Cathedral Rock Track, Wellington Park Tracks and one land owner private property to access Andersons Rd. Across municipalities, remote.
SNUG ELECTRONA	Lower Snug to Falls Track	Via Waldies Drive and along private boundaries / property to Snug Fall Rd.	Private	ROWS from 2 landowners required. Needs ground truthing, thick bush and steep in sections. Remote from population areas.
	Snug Espl South to Snug Creek Mouth	Link Snug Beach trails to Snug Creek, Cunningham Rd	Crown Public Reserve, Private	Coastal Cliff environment – room alongside road? Doesn't link in to any other trail at the Snug Creek end. Would require private land owner negotiation and ROW/acquisition.
KETTERING	Saddle Rd – Kettering (via Rada Rd)	Along boundary edges from top of Rada Rd to link to KC Footway out to Saddle Rd	Private x 2 Crown Public Reserve KC Footway	KC footway joins to Saddle Rd. Two private sections requiring ROW.
	Watsons Rd – Impara Drive	Linking Impara Trail Reserve (Oyster Cove) to Watsons Rd, Kettering.	Public Recreation Space Private	Would require private land owner negotiation and ROW/acquisition.
BRUNY ISLAND	Simpsons Pt – Sheepwash Bay	End of Simpsons Point Rd, contouring west around hill to Sheepwash Bay	Conservation Covenant Conservation area Crown Public Reserve	Conservation covenant on Simpsons Pt Sheepwash Bay Conservation Area Remote from population areas Track currently goes from Alonnah to Sheepwash Bay
	Dennes Point Foreshore	Footpath/track for residents to walk to shop and get off the rd.	Private	No public land available

KC: Kingborough Council
POS: Public Open Space
ROW: Right of Way
NRA: Nature Recreation Area (Parks)

APPENDIX C



















































































COMPLETED TRACK PROJECTS SINCE 2009 ACTION PLAN

TRACK NAME	SECTION	COMMENTS	COMPLETION YEAR
ALUM CLIFFS TRACK	Re-develop Section 1 from Tyndall Beach and continue from Taronga lookout to the Shot Tower	Tyndall Beach bypass/re-development was in late 2011. The section from Taronga Lookout to the Shot Tower was completed in 2013. Requires some upgrades on the first section of the track from Tyndall Beach to the lookout before the Shot Tower, for potential shared use option in the future.	Completed 2014
	Brickfields Track – linking Alum Cliffs to Channel Highway	Track passes through the historic remains of the brick-making area from the 1840's convict probation station. Previous Top 7 priority Track in 2009 Action Plan.	Completed 2011
	Shot Tower to Wandella Ave, Tarooma	This new section from the Shot Tower to Wandella Ave has been constructed to potential multi-use standard in the future to cater for bikes as well. Previous Top 7 priority Track in 2009 Action Plan.	Completed October 2016
BONNET HILL LOOKOUT TRACK	End of Bonnie Brae Rd to Bonnet Hill summit	Though this track wasn't listed in the 2009 Action Plan, it has since been newly developed to allow walkers to reach the summit of Bonnet Hill. It has potential to link into a future option from Albion Heights to Bonnet Hill.	Completed March 2013
DAVE BURROWS WALK	Extension from Derwent Ave – Channel Highway	KC took out licence over Crown Public Reserve	Completed 2014
KAOOTA TRAMWAY TRACK	Lawless Rd – Kaoota	Trail widened and cleared, signage plan developed and installed. New bridges installed 2010 (2)	2011
KETTERING POINT TRACK	Kettering Point to Trial Bay	Upgrade of track including benching, drainage, steps, signage	Completed 2013
	Kettering Oval to Kettering Marina	Re-developed and upgraded between 2012 and 2015 with new bridge installed and track upgrade complete in 2015	Completed 2015
BRUNY ISLAND	Cookville – Quiet Corner	Gravel path along Adventure Bay foreshore to Quiet Corner	Completed April 2017
COTTAGE RD – KINGSTON CBD	Cottage Rd link (Firthside) along POS to Wetlands/CBD.	Feasibility report prepared May 2016 for grant funding application. Previous Top 7 priority Track in 2009 Action Plan.	Completed June 2017






















APPENDIX D

OVERVIEW OF CURRENT TRACKS AND TRAILS

KINGBOROUGH COUNCIL'S SIGNIFICANT TRACKS

TRACK	USAGE HIERARCHY	GRADING	PERMITTED USE
Allens Rivulet Track	Low	Easy	   
Alonnah-Sheepwash Bay Track	Medium	Moderate	  
Alum Cliffs Track	High	Moderate	 
Blowhole Track	High	Easy	 
Bonnet Hill Lookout Track	Medium	Moderate	 
Boronia Beach Track	High	Moderate	 
Boronia Hill Flora Track	High	Moderate	 
Dave Burrows Walk	Low	Easy	  
Dru Point Track	High	Easy	  
Harts Hill Track	Low	Moderate	   
Kaoota Tramway Track	High	Easy	  
Kettering Point Track	Medium	Moderate	 
Kingborough Mountain Bike Park	Medium	Moderate	
Leslie Vale Track	Medium	Moderate	   
Manuka Hills Track	Low	Moderate	  
Margate Rivulet Track	Medium	Easy	   
Margate Tramway Track	Medium	Easy	   
Mt Pleasant Track	Low	Moderate	   
Nierinna Creek Track	Low	Moderate	   
North West Bay River Track	Low	Easy	
Picket Hill Track	Low	Moderate	   
Snug River Track	High	Easy	  
Suncoast Headlands Track	High	Moderate	 
Stinkpot Bay Track	Low	Easy	
Taroona Foreshore Track	High	Easy	 
Tinderbox Hills Track	High	Moderate	   
Tramway Hill Track	Low	Moderate	   
Whitewater Creek Track	High	Easy	 
Wingara Gully Track	Low	Moderate	  

KINGBOROUGH TRACKS MANAGED BY OTHER LAND MANAGERS

TRACK	LAND MANAGER	GRADING	PERMITTED USE
Cape Queen Elizabeth Track	National Parks	Moderate	
Cathedral Rock Track	Wellington Park	Difficult	
Conningham Clifftop Track	National Parks	Moderate	 
East Cloudy Head Track	National Parks	Moderate	
Fluted Cape Track	National Parks	Moderate	
Fossil Cove Track	National Parks	Moderate	 
Labillardiere Peninsula Track	National Parks	Moderate	
Mavista Nature Walk	Forestry Tas	Easy	   
Peter Murrell Reserve Tks	National Parks	Moderate	   
Snug Falls Track	National Parks	Moderate	 
Wellington Falls Track	Wellington Park	Moderate	 

APPENDIX E

SUPPORTING INFRASTRUCTURE

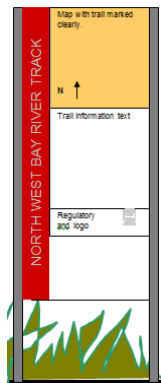
Trails with supporting infrastructure make them more accessible and easy to use. Carparking at trail heads, toilets, rubbish bins, signage and seating all enhance the user experience, help minimise impact on the environment and can increase safety of the user. Where appropriate, developing trail hubs at popular destinations assists in managing access to the trail network.

KINGBOROUGH COUNCIL'S SIGNIFICANT TRACKS – EXISTING INFRASTRUCTURE

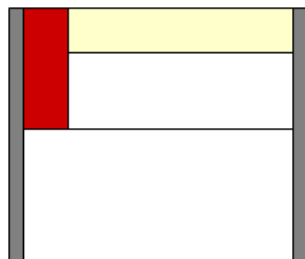
TRACK	TOILETS NEARBY	PARKING	OTHER
Allens Rivulet Track	No	Roadside, Platypus Bridge	
Alonnah-Sheepwash Bay Track	No	Yes	Picnic/BBQ facilities, playground
Alum Cliffs Track	Christopher Memorial Park, Kingston Beach Foreshore	Yes, Christopher Memorial Park or Sailing Club	Dog off-leash area, seating, lookouts, BBQ facilities at Christopher Memorial Park, playground, picnic shelter/table at Taronga lookout.
Blowhole Track	Blackmans Bay Beach	Yes, Blackmans Bay Beach	Seating, picnic/BBQ facilities, playground, skate park
Bonnet Hill Lookout Track	No	Roadside	Seating, lookout
Boronia Beach Track	Kingston Beach	Yes, opposite Sailing Club	
Boronia Hill Flora Track	No	Yes at reservoirs off Jindabyne Rd	Seating
Dave Burrows Walk	No	Roadside	Seating
Dru Point Track	Dru Point Reserve	Yes, Dru Point	Picnic/BBQ facilities, playground, tennis courts, dog off-leash enclosure
Harts Hill Track	No	Roadside	Picnic table
Kaoota Tramway Track	No	Limited roadside	Seating at Kaoota end
Kettering Point Track	Ferry Terminal, Trial Bay, Kettering Hall	Roadside or Trial Bay	Picnic/BBQ facilities Trial Bay and Kettering Hall
Kingborough Mountain Bike Park	Kingborough Sports Centre	Roadside	Picnic Table
Leslie Vale Track	No	Roadside	
Manuka Hills Track	No	Roadside	
Margate Rivulet Track	Margate Oval	Roadside	Seating
Margate Tramway Track	Margate Oval	Yes, Margate Oval	
Mt Pleasant Track	No	Roadside	
Nierinna Creek Track	No	Roadside	Picnic table
North West Bay River Track	Sandfly Oval	Yes, Sandfly Oval	
Picket Hill Track	No	Roadside	Lookout
Snug River Track	Snug Beach	Yes	Picnic/BBQ facilities, playground
Suncoast Headlands Track	Blackmans Bay Beach	Yes, Blackmans Bay Beach	Picnic/BBQ facilities and playground at Blackmans Bay Beach, seating
Stinkpot Bay Track	No	Huntingfield Pony Club Parking area/roadside	
Taroona Foreshore Track	Taroona Park/Beach	Yes, Taroona Park/Roadside	Playground and Picnic/BBQ facilities at Taroona Park
Tinderbox Hills Track	No	Roadside	
Tramway Hill Track	No	Roadside – or access key to gate	Shelter Shed, seating
Whitewater Creek Track	Kingston CBD public toilets	Roadside or CBD carparks	Seating
Wingara Gully Track	No	Roadside	

APPENDIX F SIGNAGE

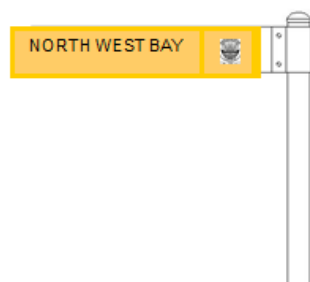
Samples of signage from Council's Tracks and Reserves Sign Guide 2016:



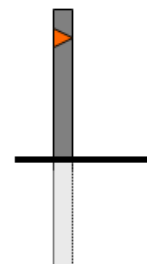
Walking Track Sign



Interpretative Sign



Walkway Indicator on near road sign



Track directional markers

SIGNAGE INVENTORY

Walking Track Signs (large 2 post signs)

Signs have been installed on the following major tracks:

- Alonnah - Sheepwash Bay;
- Alum Cliffs – Tyndall Beach, Wootten Drive, Shot Tower, Wandella Ave;
- Boronia Beach;
- Brickfields;
- Kaoota Tramway;
- Suncoast Headlands; and
- Tinderbox Hills.

APPENDIX G TRACKS AND TRAIL ASSESSMENT CRITERIA

The following assessment criteria were developed as part of the Trails Tasmania Strategy (2007) to assist both land managers and community groups to assess the relative merits of community proposals for new trails or upgrades and extensions to existing trails.

The criteria are an assessment 'tool' intended to inform and guide decision-making for both proponents and land managers. The aim is to have a degree of consistency in the decision – making process regardless of the land tenure or land manager and an example of the factors that need to be considered.

The criteria are divided into:

Seven primary criteria - trail proposals will ideally meet all these criteria. Trail proposals that cannot meet these criteria are unlikely to be supported.

Three secondary criteria - trail proposals may meet these criteria to enhance their chances of support.

The seven primary criteria are:

1. The proposed trail will have the support of the landowner/manager;
2. The proposed trail will be easily accessible to the Tasmanian community and visitors;
3. The proposed trail will meet an identified community need and will have the support of the general community;
4. The proposed trail will be sustainable;
5. The trail will provide quality experiences for users, including providing access to distinctive Tasmanian landscapes and, where appropriate, support facilities, signage and interpretation;
6. The proposed trail will be feasible to develop, manage and maintain; and
7. The proposed trail will meet approved construction standards and guidelines.

The three secondary criteria are:






8. Urban trails and trails close to population should have potential to cater for shared use;
9. The proposed trail should have the potential to improve local economic activity; and
10. The trail should provide options for alternative transport.

APPENDIX H TRACK STANDARDS AND GUIDELINES

AUSTRALIAN WALKING TRACK STANDARD AS 2156.1 – 2001

	1	2	3	4	5	6
Overview	<i>High use, easy access, suitable for wheelchair use, interpretation provided</i>	<i>High use, easy access, interpretation provided</i>	<i>Slightly modified environments, moderate numbers</i>	<i>Slightly modified environments, moderate numbers</i>	<i>Minimal facilities, few encounters</i>	<i>Often indistinct tracks in remote areas.</i>
Terrain	<i>No previous experience required.</i>	<i>No previous experience required.</i>	<i>No bushwalking experience required. May encounter steep slopes, water crossings, etc. Users responsible for own safety.</i>	<i>Users need to be self-reliant.</i>	<i>Users need to be self-reliant.</i>	<i>Users need to be self-reliant.</i>
Width	<i>>1.2m.</i>	<i>>900mm.</i>	<i>Generally <1.2m, variable.</i>			
Surface & drainage	<i>Broad, surfaced track suitable for wheelchairs.</i>	<i>Generally a modified or hardened surface.</i>	<i>Generally a modified surface, sections may be hardened.</i>	<i>Generally distinct without major modification.</i>	<i>Limited modification to natural surfaces. Alignment may be indistinct in places.</i>	<i>No modification of the natural environment.</i>
Gradient	<i>As per AS 1428; <1:14 (or 4° or 7%). Steps only with alternate ramp access.</i>	<i>Generally <1:10 (or 6° or 10%), minimal steps.</i>	<i>Generally <1:10 (or 6° or 10%), but may exceed 1:10 for short sections.</i>	<i>Limited to environmental and management considerations</i>	<i>May include steep sections of unmodified surfaces</i>	<i>May include steep sections of unmodified surfaces</i>
Infra-structure	<i>May include platforms, seats and barrier rails.</i>	<i>May include platforms, seats and barrier rails.</i>	<i>Generally only for specific safety and environmental considerations.</i>	<i>Generally only for specific safety and environmental considerations.</i>	<i>Generally only for specific safety and environmental considerations.</i>	<i>Generally not provided</i>
Signs	<i>Frequent.</i>	<i>Frequent.</i>	<i>OK for direction, management and interpretation purposes.</i>	<i>Minimal, for management and directional purposes.</i>	<i>Limited, for management purposes.</i>	<i>Not provided</i>
Weather	<i>Not applicable</i>	<i>Not applicable</i>	<i>Severe weather may affect navigation and safety.</i>	<i>Severe weather may affect navigation and safety.</i>	<i>Severe weather may affect navigation and safety.</i>	<i>Severe weather may affect navigation and safety.</i>
Risk management	<i>Tracks and built facilities managed for public risk and inspected at 30 day intervals.</i>	<i>Tracks and built facilities managed for public risk and inspected at 3 month intervals.</i>	<i>Built facilities managed for public risk and inspected at 6 month intervals.</i>	<i>Built facilities managed for public risk and inspected at 6-12 month intervals.</i>	<i>Built facilities managed for public risk and inspected at 6-18 month intervals.</i>	<i>Not be managed for public risk. Users responsible for personal safety.</i>
Management intervention	<i>High</i>	<i>Moderate to high</i>	<i>Moderate</i>	<i>Low to moderate</i>	<i>Low</i>	<i>Negligible</i>
Publicity	<i>Will normally appear on maps.</i>	<i>Will normally appear on maps.</i>	<i>Will normally appear on maps.</i>	<i>May be shown on maps</i>	<i>May be shown on maps</i>	<i>Will not be marked on maps</i>

IMBA AUSTRALIA MOUNTAIN BIKE TRAIL DIFFICULTY RATING SYSTEM

	Very easy  White Circle	Easy  Green Circle	Intermediate  Blue Square	Difficult  Single Black Diamond	Extreme  Double Black Diamond
Description	Likely to be a fire road or wide single track with a gentle gradient, smooth surface and free of obstacles. Frequent encounters are likely with other cyclists, walkers, runners and horse riders.	Likely to be a combination of fire road or wide single track with a gentle gradient, smooth surface and relatively free of unavoidable obstacles. Short sections may exceed these criteria. Frequent encounters are likely with walkers, runners, horse riders and other cyclists	Likely to be a single trail with moderate gradients, variable surface and obstacles.	Likely to be a challenging single trail with steep gradients, variable surface and many obstacles.	Extremely difficult trails will incorporate very steep gradients, highly variable surface and unavoidable, severe obstacles.
Suitable for	Beginner/ novice cyclists. Basic bike skills required. Suitable for most bikes.	Beginner/ novice mountain bikers. Basic mountain bike skills required. Suitable for off-road bikes.	Skilled mountain bikers. Suitable for mountain bikes.	Experienced mountain bikers with good skills. Suitable for better quality mountain bikes	Highly experienced mountain bikers with excellent skills. Suitable for quality mountain bikes.
Fitness Level	Most people in good health.	Most people in good health	A good standard of fitness.	Higher level of fitness	Higher level of fitness
Trail Width	Two riders can ride side by side.	Shoulder width or greater	Handlebar width or greater	Can be less than handlebar width.	Can be less than handlebar width.
Trail Surface and obstacles	Hardened with no challenging features on the trail.	Mostly firm and stable. Trail may have obstacles such as logs, roots and rocks.	Possible sections of rocky or loose tread. Trail will have obstacles such as logs, roots and rocks.	Variable and challenging. Unavoidable obstacles such as logs, roots, rocks drop-offs or constructed obstacles.	Widely variable and unpredictable. Expect large, committing and unavoidable obstacles.
Trail Gradient	Climbs and descents are mostly shallow.	Climbs and descents are mostly shallow, but trail may include some moderately steep sections.	Mostly moderate gradients but may include steep sections.	Contains steeper descents or climbs.	Expect prolonged steep, loose and rocky descents or climbs.

GREATER HOBART TRAILS TRACK RATINGS
TRACK DIFFICULTY RATINGS

Very easy	Concrete or hotmix pathway suitable for wheelchairs and people pushing prams, families with young children and learner riders. Mostly flat.
Easy	Well-formed gravel tracks or fire trails. Suitable for wheelchairs with assistance, people pushing prams, families with young children. Gentle hills
Moderate	Gravel or earthen track with undulating terrain. May have short steep hills. Recommended for people with some walking, cycling, MTB riding and horse riding experience.
Difficult	Likely to be a single trail with moderate gradients, variable surface and obstacles. May have arduous climbs and steep sections. Recommended for experienced bushwalkers, MTB riders.
Very difficult	Steep and strenuous. Recommended for very experienced bushwalkers and highly skilled MTB riders.