



Draft Kingborough Cycling Strategy 2021 – 2030

Kingborough Council

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Kingborough

Institute for
Sensible Transport



ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Kingborough Council and the Kingborough Bicycle Advisory Committee acknowledge this region's traditional and original owners, who have walked upon and cared for this land for thousands of years. We pay respect to those who have passed before us and acknowledge today's Tasmanian Aboriginal community are custodians of this land.

Document reviewed and revised by the Institute for Sensible Transport, based on initial work from the Kingborough Bicycle Advisory Committee.



15 Channel Highway
Kingston, TAS, 7050
T: (03) 6211 8200
E: kc@kingborough.tas.gov.au
www.kingborough.tas.gov.au

Institute for Sensible Transport

ABN 78 504 466 884
102/1 Silver Street, Collingwood
Melbourne, Australia VIC 3066
E: info@sensibletransport.org.au
www.sensibletransport.org.au

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1. Introduction



The Kingborough Cycling Strategy 2021-2030 seeks to make cycling an attractive choice for more people, whether for recreation or transport. The Strategy identifies a range of infrastructure upgrades, advocacy actions, policies and programs to help make Kingborough an even better place to cycle.

Increasing cycling participation and safety has long formed part of Kingborough and Tasmanian policy objectives. The State Government has

committed to growing cycling participation in Tasmania, including in Kingborough.

The creation of a cycling network across Kingborough supports Council's aspiration for a safe, healthy and connected community. More opportunities to cycle offers a range of benefits to residents and visitors as shown in Figure 1.

The Kingborough Cycling Strategy is aimed at not only improving conditions for people who already ride, but to make cycling attractive to the 78% of the population who are '*interested but concerned*' (Figure 10). This group are interested in cycling but require higher levels of separation from motor vehicle traffic before considering cycling.

How Cycling Makes Cities & Towns Better for Everyone

1



Practical and cost-effective transport, particularly for local trips to shops, schools and public transport hubs.

2



Accessible and independent transport for people who don't drive or prefer to leave the car at home.

3



A space efficient transport mode, helping to reduce congestion and the frustration of finding a car park.

4



Promotes healthy communities through physical activity, social interactions and local shopping.

5



Reduces transport emissions, helping the community and Council meet their reduction targets.

6



Boosts the local economy through cycle tourism.

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Figure 1 How cycling makes cities & towns better for everyone

1.1 Vision, objectives and scope

1.1.1 Vision

Kingborough is a great place to live and visit by making bicycle riding for recreation and transport easy, safe and comfortable.

1.1.2 Objectives

This vision will be met by the following objectives:

1. Developing and maintaining a connected network of trails, shared paths, cycleways and bike lanes that connect town centres, schools, residential areas, transport nodes, sporting hubs and adjoining local government areas.
2. Prioritising active travel in planning of all new developments and subdivisions including end of trip facilities.
3. Promote cycling and road safety.

The Kingborough Cycling Strategy will deliver a holistic set of reinforcing actions to make cycling an everyday transport and recreational choice for residents and visitors.

1.1.3 Scope

The scope of the plan includes the entire Kingborough municipal area, but has a stronger focus on the more populated regions. It has a combined focus on both recreation and transport cycling.

This Strategy will be reviewed every five years and the Action Plan will be reviewed annually. The Strategy has been designed for the different types of people cycling shown in Figure 2.

The development of the actions included in this Strategy have used the three key priorities of the Kingborough Strategic Plan 2020 – 2025, namely:

1. Encourage and support a safe, healthy and connected community
2. Deliver quality infrastructure and services; and
3. Sustain the natural environment whilst facilitating development for our future.

Who is this Cycling Strategy for?



Everyone in Kingborough



People who drive



Children for both travel to school and recreation



People who ride for local transport and errands such as shopping



Commuters who may travel short or longer distances to work by bike



Recreational/fitness cyclists



Cycle tourists



Mountain bikers

Figure 2 Who is this cycling strategy for?

Appendix 1 provides important background information on different cycling infrastructure typologies as well as transport data critical to the development of this Strategy.

1.1.4 Targets

Mode share targets are a helpful way for us to track our progress to increasing bike riding across Kingborough. We have developed mode share targets based on existing travel behaviour while accounting for projected population growth in the next 10 years.

Figure 3 shows the current mode share in 2021, with 82% of all trips by car and 0.5% by bike. The projections assume no change in commuting behaviour by 2031, but includes the forecast population growth for Kingborough. If the *business as usual* case becomes reality, this will add approximately 11,700 extra car trips onto Kingborough roads by 2031, due to projected population growth.

The *Cycling Strategy* scenario has been developed to offer an indication of how transport decisions change based on the improvement in the cycling network. By achieving these targets, Kingborough will not experience the increase in congestion and parking problems that may occur in the *business as usual* scenario.

The proposed target seeks to increase the amount of cycling by 2031, from a current low of 0.5% to 2% of all trips. Because of forecast population growth in Kingborough, a mode share of 72% in 2030 will have the same number of cars commuting everyday as there is in 2031 with an 82% mode share.

Due to the large proportion of Kingborough residents working in Hobart, it is expected that the largest travel changes will occur in non-work trips, such as shopping, social, and school trips.

It is important to note that the *Business as Usual* scenario is not a zero-cost option. Accommodating the forecast additional car trips, and cars owned, will likely require significant investment in upgraded and expanded roads and parking facilities. The expenditure to deliver *Business as Usual* will likely be much higher than that required to deliver the infrastructure required to facilitate the mode shift recommended under the *Cycling Strategy* scenario. Should Kingborough's population forecasts become reality, additional travel trips will occur to, from, and through the municipality. The infrastructure built in the next 10 to 15 years will likely dictate how those people will undertake their travel trips, and the modes of transport they use to complete those trips.

By providing more transport choices, including a safe and convenient cycling network, existing and new residents will have a viable alternative to the car for some trips.

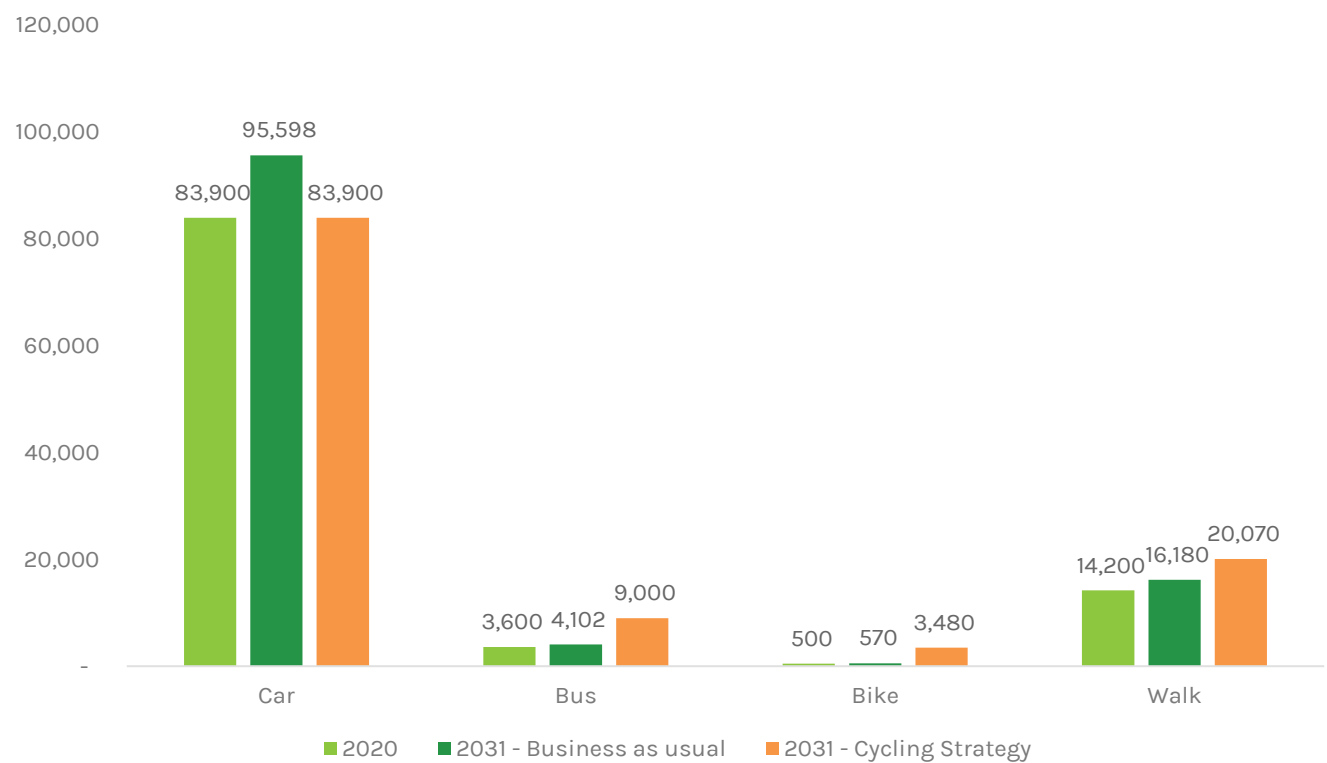
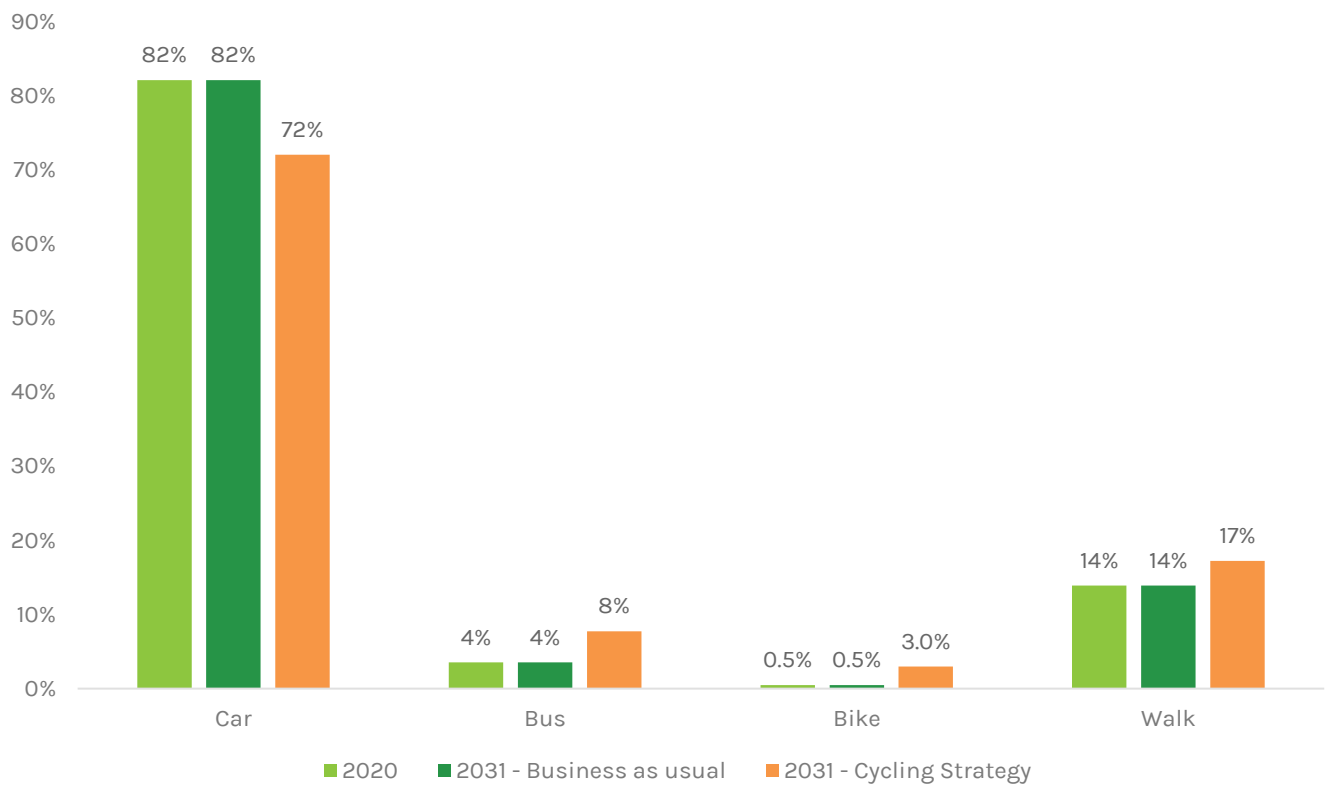


Figure 3 Mode share targets as percentage and total trips

Source: Greater Hobart Travel Survey and Kingborough Council forecasts

1.3 Strategic context

1.3.1 Regional and State-wide

1.3.1.1 Hobart City Deal Implementation Plan – October 2019

One of the main aims of the *Hobart City Deal* is for congestion to be reduced by decreasing the percentage of journeys to work made by car. *Park and Ride* locations have been identified. A grant fund was to be established in 2020 to support the creation of extension of bicycle routes that connect activity areas. The City Deal recommends investment in infrastructure for linkages and access for people on bikes and foot.

1.3.1.2 Channel Highway Corridor Study 2020

The Department of State Growth undertook a corridor study to investigate safety concerns and consider how the Channel Highway meets the current and future needs of the community. The community consultation found strong support for a dedicated cycling/walking pathway, upgrade and sealing of shoulders to 1.5m along the corridor and provision for walking and cycling at the bridge across North West Bay River.

1.3.1.3 Hobart Regional Arterial Bicycle Network Plan 2009

This Plan was developed by the five member Councils of Cycling South – Hobart, Glenorchy, Kingborough, Clarence and Brighton with input from the State Government. It identifies an arterial cycling network in Kingborough incorporating the Channel Highway, Roslyn Avenue, Algona Road, Sandfly Road and Huon Road.

1.3.1.4 Tasmanian Walking & Cycling for Active Transport Strategy 2009 (under review)

The Tasmanian Walking and Cycling for Active Transport Strategy outlines the Tasmanian Government's plan to create a more supportive and encouraging environment for pedestrians and cyclists. The Strategy recognises that cycling and walking are important transport options and will make our communities more liveable, better connected and healthier. As part of the Strategy, a *Principal Urban Cycling Network* was identified in population centres across Tasmania. In Kingborough it identified the Channel Hwy corridor

between Beach Road, Kingston and Algona Road, Huntingfield.

1.3.1.5 Positive Provision Policy for Cycling Infrastructure, Department of State Growth, 2013

The policy provides a tool for ensuring that provision for cycling is considered and objectively evaluated at the commencement of State Government transport projects, and in the development of maintenance contracts.

1.3.1.6 Southern Tasmanian Regional Land Use Strategy 2010-2035

The strategy is a broad policy document that will facilitate and manage change, growth, and development within Southern Tasmania over the next 25 years. It aims to provide greater opportunities for integrating land use with transport, particularly public transport, and walking/cycling. It encourages walking and cycling as alternative modes of transport through the provision of suitable infrastructure and developing safe, attractive and convenient walking and cycling environments.

1.3.2 Kingborough

1.3.2.1 Kingborough Strategic Plan 2020 - 2025

The Plan is based on 3 key priorities:

1. Encourage and support a safe, healthy and connected community;
2. Deliver quality infrastructure and services; and
3. Sustain the natural environment whilst facilitating development for our future.

Projects identified in the Kingborough Cycling Strategy should be included for consideration and review as part of the preparation of the Annual Plan.

1.3.2.2 Kingborough Sports Precinct Plan 2020

The Sports Precinct Plan included a recommendation to *Prepare an Active Transport Plan to improve accessibility and connectivity within the urban area (and KSP)*. This *Kingborough Cycling Strategy* will form a framework for the development of an *Active Transport Plan* for the Sports Precinct. This includes new shared path connections to and within the KSP.

1.3.2.3 Kingborough Bicycle Plan 2006

In 2006 Kingborough Council adopted the *Kingborough Bicycle Plan* which identified a network of cycling routes, paths and local links across Kingborough. This Strategy supersedes the 2006 Bicycle Plan.

1.3.2.4 Kingborough Land Use Strategy of 2019

The Kingborough Land Use Strategy is prepared so that it is consistent with the *Southern Tasmanian Land Use Strategy* but examines the local needs and directions in more detail. It encourages increased opportunities for bicycle use – in particular, targeting infrastructure gaps such as walking and cycling links.

2. Catering to all types of cycling



Kingborough enjoys an enviable mix of townships surrounded by a beautiful, unique natural environment of bushland and coast. The *Cycling Strategy* and proposed bike network capitalise on the opportunity presented by Kingborough's natural environment and cater to a diversity of different types of riding, detailed below.

2.1 Cycle tourism

Cycle tourism is one of the fastest growing sub-sectors of the tourism industry and has become particularly popular in Tasmania over recent years. By capitalising on Kingborough's unique environment, the *Cycling Strategy* can boost the local economy.

Cycle tourism includes multiday trips (cycle touring), which is an activity that has the potential to flourish in Kingborough, as it connects Hobart with Bruny Island and other parts of southern Tasmania with strong attributes for touring cyclists.

2.1.1 Off-road trails

Off-road trail riding is a popular tourist activity across Australia. Kingborough already has a large number of trails that are popular for tourist and recreation walking and cycling. Of the 42 existing tracks, 22 are permitted for cycle use as well. The Kaoota Tramway Trail and the recently completed Snug to Margate Trail are some of the more popular cycle trails. The Channel Trail concept that is proposed to run for 20km between Kingston to Kettering has significant tourism potential and if completed would provide a dedicated cycling trail to the Bruny Island ferry terminal.

Figure 4 shows the recently constructed Snug to Margate trail in Kingborough



Figure 4 Snug to Margate Trail

Source: Tassie Trails

Studies consistently show that investing in off-road trails provides significant social and economic returns on its investment. They create new jobs in surrounding businesses that cater to tourism, including food and accommodation businesses. They are also an excellent way for visitors to experience and explore the unique environment, without creating increased demand on road infrastructure. Recent business cases for trails¹ in Victoria found that a Benefit Cost Ratio of 2.19 can be achieved, with close to 80 new full-time jobs generated.

2.1.2 Mountain Bike (MTB) riding

Tasmania has seen an explosion in MTB parks in recent years. It now forms a major tourist and recreation activity for Tasmania. MTB riding is undertaken along trail networks but also more increasingly through purpose-built parks.

The growth of e-Mountain bikes has also driven the popularity of the sport and recreation activity. Figure 5 shows an e-Mountain bike rider in action. This Strategy supports MTB riding by enhancing their access to tracks.

¹ https://www.yarraranges.vic.gov.au/files/assets/public/webdocuments/build-develop/projects-initiatives/yarra_valley_trail_-_economic_impact_assessment.pdf



Figure 5 e-Mountain bike rider

Source: Outside Online

Mountain Bike Park in Kingston

Kingston has an existing, popular MTB Park on the western edge of the sporting precinct. However, there are currently no safe paths for people to ride to the MTB Park, requiring visitors to drive to the Park or ride on an unprotected road. Connecting the MTB Park to the off-road network would improve access to the Park, particularly for younger riders and those not comfortable riding in mixed traffic.

Box 1 Mountain Bike Park in Kingston

2.2 E-bikes

The global electric bicycle (e-bike) market has grown substantially in the last decade. E-bikes are now the fastest growing segment of the booming electric vehicle sector and e-bike owners ride more often, and farther than other people on traditional bikes. The ability to maintain speed with less effort is central to e-bike's value proposition and holds particular appeal in Kingborough, which can be very hilly.

E-bikes offer the user quicker travel time, with less effort. E-bikes have been found to lessen some of the common barriers to conventional bikes, including the ability to overcome topographical challenges, physical limitations of the rider and arriving at work without perspiring. Moreover, e-bike owners report that being able to ride with greater loads (e.g. children or groceries) opens up greater possibilities for cycling, including for trips that would have been previously made by car. Figure 6 outlines some of the key benefits that e-bikes provide.

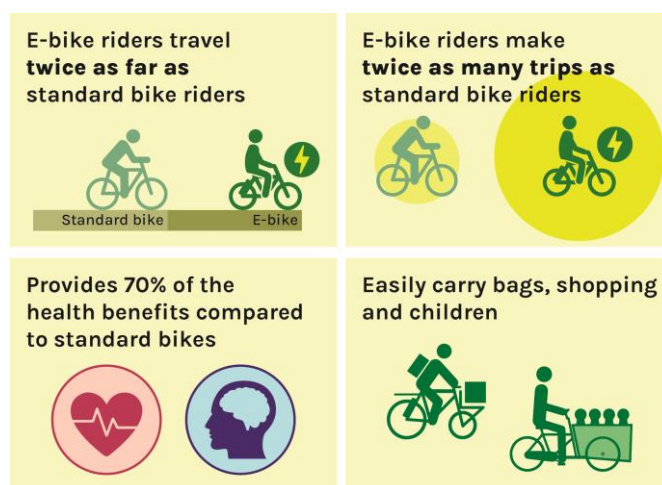


Figure 6 E-bike benefits²

E-bike riders ride more frequently than conventional bike users and each trip is significantly longer than conventional bike journeys. E-bike users also report replacing car trips more often, helping to reduce congestion, emissions, parking pressure and other negative impacts associated with car use.

E-bike sales in Australia have been doubling year-on-year recently, with 2020 growing even more rapidly than previous years.

Research suggests that the main barriers to a greater take up of e-bikes relate to a higher purchase price, security concerns of on-street parking, battery range and the safety of riding on streets without adequate bicycle infrastructure.

² https://sensibletransport.org.au/wp-content/uploads/2019/11/E-Bikes-IST-CoM-7.08.18_v2_LR.pdf

Figure 7 provides an image of a modern e-bike. Such bikes are generally capable of travelling ~80km between charges. A growing range of e-bike models allow for users to carry cargo, multiple children, as well as dual batteries for extended range.



Figure 7 Modern e-bike

E-bikes have the potential to increase the attractiveness of cycling in Kingborough, for both transport and recreation. E-bike touring is growing in popularity, and Kingborough's location offers a critical connection between central Hobart and tourism hotspots such as Bruny Island.

E-bikes could reduce the perceived distance to reach destinations within the built-up area of Kingston, making trips between Blackmans Bay and Huntingfield to the Kingston CBD a viable and attractive alternative to the car.

Other jurisdictions that have actively sought to boost e-bike ridership have undertaken some or all of the following actions:

- Building a high-quality, separated cycle network
- Increasing e-bike awareness through come-and-try days
- Increasing e-bike ownership via subsidy programs and salary sacrificing
- Increase Council's e-bike fleet and use.

2.3 Road cycling for recreation/fitness/sport

Kingborough has an active road cycling community. The hilly terrain, relatively quiet roads, and proximity to nature make Kingborough and south-eastern Tasmania popular for road cycling and recreation. Road cycling is often done with specialised clothing and road bikes. Group rides are common in Kingborough. The Channel Highway, Sandfly Road, Howden Road, Tinderbox Road, and Huon Road are some of the more popular road cycling roads within Kingston.



Figure 8 Road cycling – Bonnet Hill, Kingston

Source: Bicycle Network

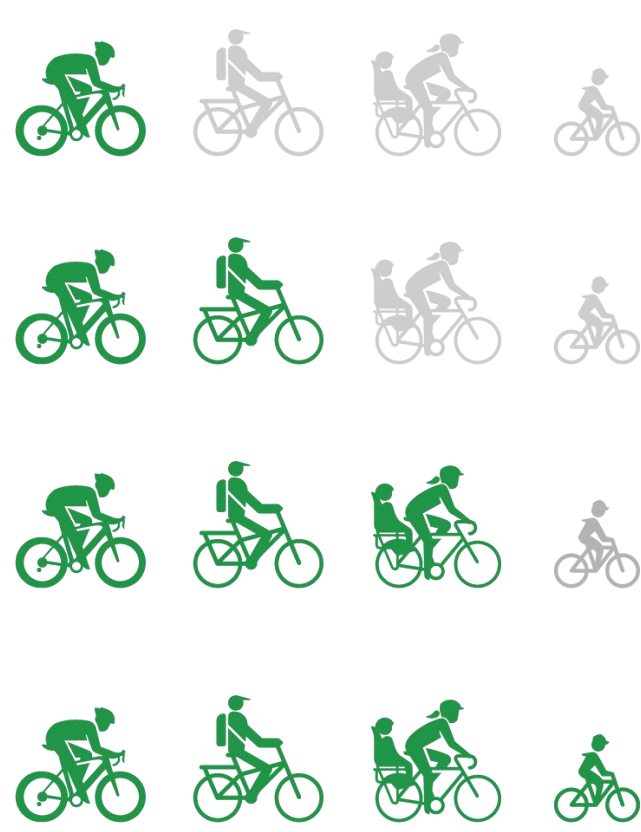
2.4 Developing a network that supports transport cycling

Growing opportunities for Kingborough residents and visitors to make short to medium transport journeys by bicycle is a core objective of this Strategy. New and novice transport cyclists are particularly sensitive to the riding environment provided.

Figure 9 offers a snapshot of how different types of infrastructure influence people’s confidence levels.

Only 6% of people say they feel confident riding on a road in traffic without bicycle infrastructure. When provided with protected bicycle lanes, separated from motor vehicles, 83% of people say they feel confident.³ This information has been used to inform the network development recommendations included in this Strategy.

Rider confidence by environment



Midblock



Intersection

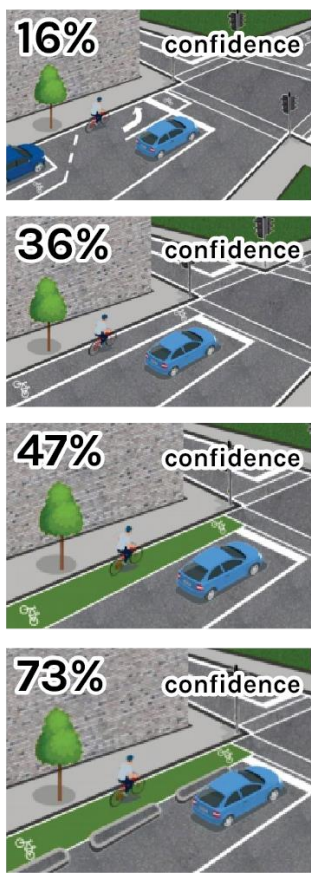


Figure 9 Riding confidence - different infrastructure

Only 6% of people say they feel confident riding on a road in traffic without bicycle infrastructure. Infrastructure that improves rider safety to the maximum extent possible should be prioritised, to increase both safety and confidence.

³https://www.researchgate.net/publication/350125778_The_potential_for_bike_riding_across_entire_cities_quantifying_spatial_variation_in_interest_in_bike_riding?fbclid=IwAR0V6_CwdNsxkw7kM3ju8rtgswbg3VOP3mWtOu_sxmEk4lwJTq2-bf1cnY

2.5 Understanding different types of cyclists

Cycling planning has identified four different types of cyclists, shown below in Figure 10, and outlined briefly below:

- *Strong and fearless* riders are those who are comfortable riding in any road environment, including mixed-traffic environments.
- *Enthusied and confident* cyclists are comfortable in most traffic environments but will seek out separated cycling infrastructure and low-traffic alternative routes.
- *Interested but concerned* make up the majority of the population. They are unlikely to consider riding unless trips can be made along safe and separate cycling infrastructure. They are likely to ride shorter distances than the previous two groups.
- *'No way no how'* are people that are not interested in cycling at all, regardless of the relative ease or safety. They are also people who may not be physically able to ride a bike.

Figure 10 shows the results of recent Australian (2021) research to estimate what proportion of the population aligns with each type.

The results show that only 3% of the population identify as either '*Strong and fearless*' or '*Enthusied and confident*'. Almost 80% of the survey respondents identified as '*Interested but concerned*', while only 16% said they would not consider cycling under any circumstances.

These results align with the infrastructure typologies shown in Figure 9. The majority of the Kingborough population is only likely to consider cycling for transport or recreation trips when separate cycling infrastructure is provided, and where it connects to points of interest. Creating connected and separated cycling network is vital to improving the quality of life in Kingborough, allowing more people to cycle, rather than drive to their destination.

The majority of the Kingborough population is only likely to consider cycling for transport or recreation trips when separate cycling infrastructure is provided, and where it connects to points of interest

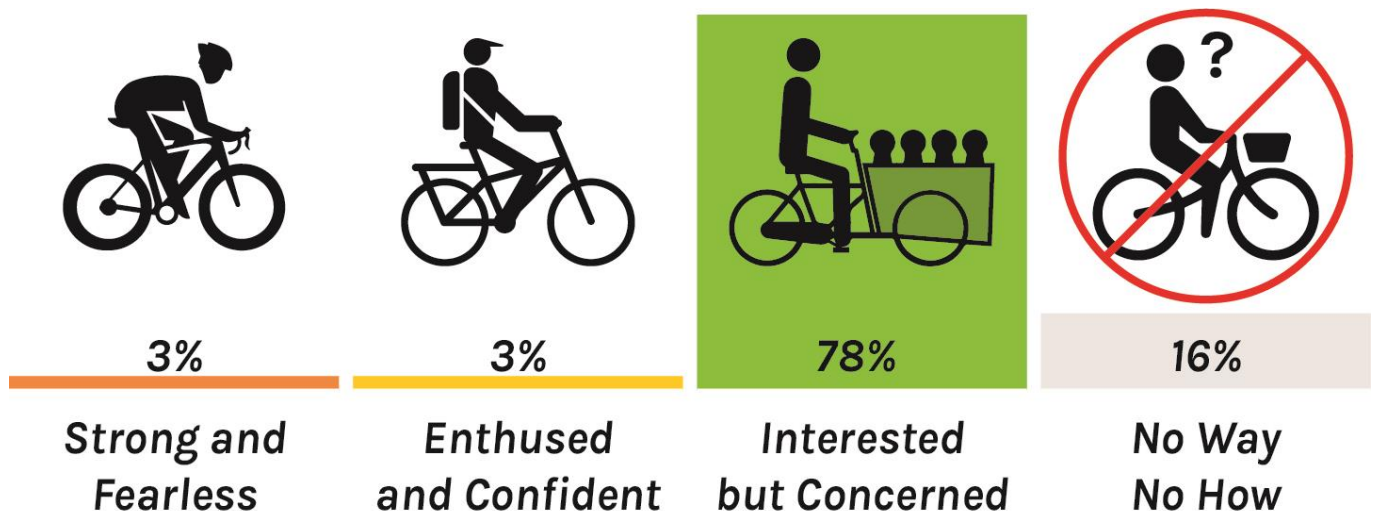


Figure 10 Four types of cyclists

Source: City of Portland (USA) and Pearson et al (2021) <https://doi.org/10.1101/2021.03.14.21253340>

2.6 Cycling typologies

There are a variety of different types of bicycle infrastructure. Each has a role to play in creating a coherent network. Figure 11 offers a guide to infrastructure selection, based on the *speed* and *volume* of motorised traffic. When roads carry large volumes of fast-moving traffic, separated infrastructure is recommended. Quiet streets with low-speed limits may not require any dedicated cycling infrastructure, other than some simple wayfinding signage. See **Appendix 1 – Infrastructure typologies** for more information on typologies.

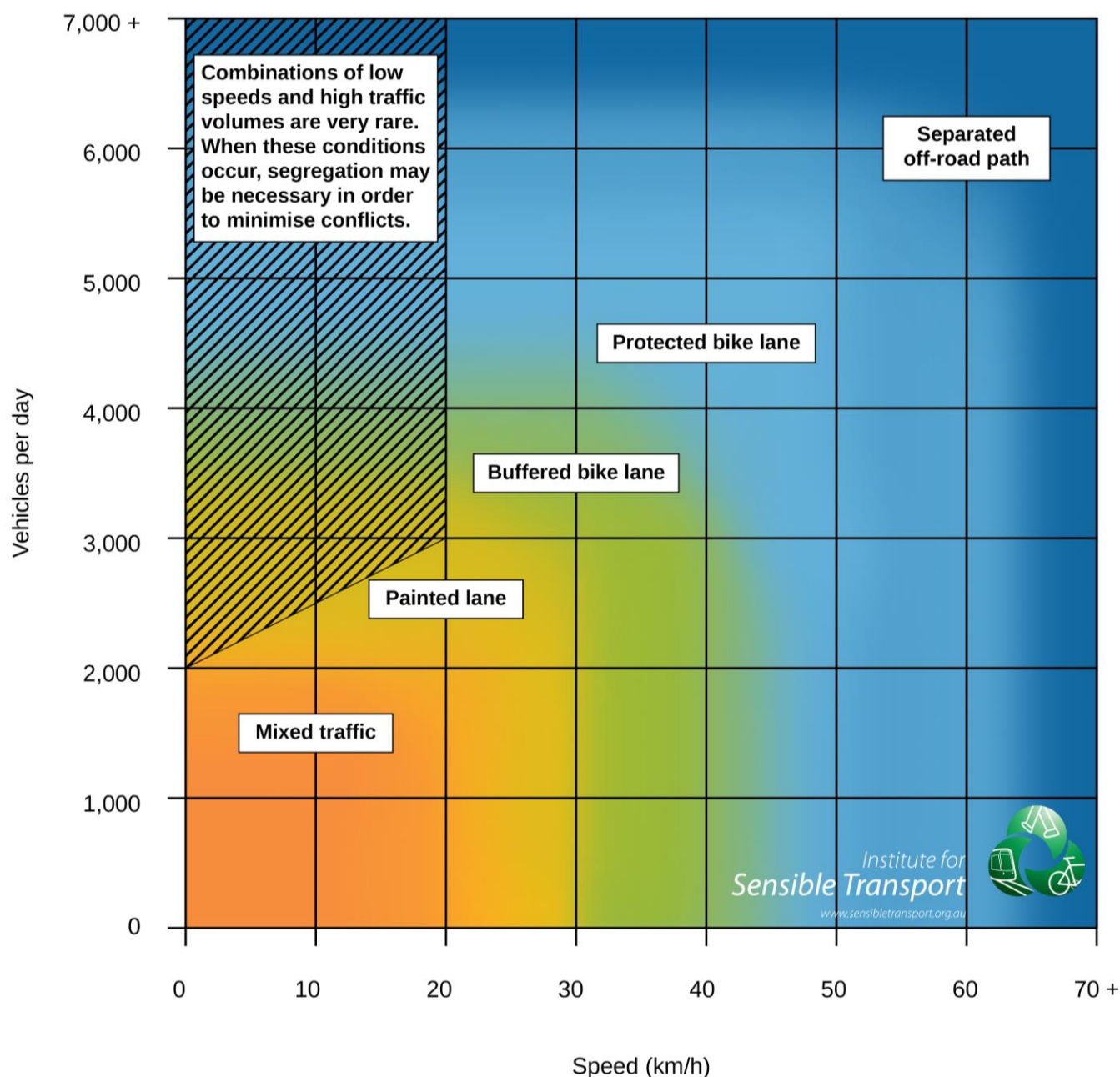


Figure 11 Choosing the right type of bicycle infrastructure

3. Network Plan



This section presents the Network Plan for Kingborough. This Plan was developed via a multi-stage process. Initially, a draft plan was developed by the Kingborough Bicycle Advisory Committee. The network was then independently reviewed by the Institute for Sensible Transport. This review included a detailed data analysis, including ABS Census and household travel survey data.

Two site visits to inspect on-ground conditions were also undertaken. Refinements were made to ensure maximum connectivity to key destinations and the Kingborough residential areas. Consideration was made for technical feasibility, including topography, street width, and budget. **Appendix 1** provides critical information on infrastructure typologies and the foundational data upon which the actions have been developed.

3.1 Snapshot of network size and cost

The Network Plan identifies cycling routes that connect to major hubs/destinations. In most cases the routes need to be made safer and more accessible through the upgrade or installation of cycling infrastructure.

Below are general definitions of the basic infrastructure typologies, which are further defined in Appendix 1:

- *On-road*: Ideally on-road bicycle lanes that are no less than 1.4m wide with a white painted line separating motor vehicles from cyclists, and bicycle logos and bike lane signage. On rural roads infrastructure may consist of improved sealed shoulders and linemarking.
- *On-road - protected bike lanes*: Physically separated on-road bike lanes that are built within the road carriageway, with a physical barrier separating cycling lanes and motor vehicle lanes.
- *Off-road shared path*: Shared paths are dedicated off-road infrastructure for pedestrians and cyclists. Cyclists are not the dominant mode and are expected to share the space with pedestrians.

Shared paths should be a minimum of 2.5m, ideally 3m in width.

- *Slow streets*: Slow streets are shared environments where no dedicated space for cycling is required, due to low traffic volume and speed.
- *Shared walking paths*: Paths that already exist that connect two streets, such as at the end of a cul-de-sac, upgraded to facilitate people on bicycles. This might include better signage, widening or pram ramps.

Table 1 – Proposed network distance and estimated costs, provides an overview of the existing network in terms of distance for different infrastructure types, as well as the *proposed* distance, and high-level costs. Two approaches to cost have been used, *heavy* and *light*, which are described below:

1. *Heavy*: A cost approach in which it has been assumed that concrete and other relatively permanent materials have been used in construction, potentially also including more extensive works, such as drainage alterations.
2. *Light*: Lighter, more temporary ‘pop up’ materials have been preferred. In general, these provide a similar impact in terms of the degree of separation between people on bikes and motor vehicles, but using upright traffic dividers and bollards for protection on road lanes and compacted gravel instead of concrete for shared paths. This approach is both quicker and cheaper.

3.2 Network design

The proposed Kingborough Bike Network is illustrated in Figure 12, with a zoomed in map detailing the proposed network for the more populated areas of Kingston and Blackmans Bay (see Figure 13). This map also shows the locations of the Park and Ride facilities that will be built in the area.

Figure 14 offers a spatial analysis of proximity to cycling infrastructure or a cycling environment when the proposed network is implemented. This indicates many parts of the most populated areas of Kingborough will be near cycling infrastructure or a cyclable environment, mostly within 100m – 200m.

Table 1 – Proposed network distance and estimated costs

Infrastructure type		Existing	Proposed	Total distance	Cost (heavy)	Cost (light)
Cycling infrastructure	On-road	5,945m	31,366m	37,310m	\$15,682,771	\$3,136,554
	On-road protected	0m	1,360m	1,360m	\$2,176,139	\$408,026
	Off-road shared path	13,760m	36,230m	49,990m	\$26,448,188	\$18,115,197
Cyclable environments	Slow street	0m	2,027m	2,027m	\$1,013,415	\$101,342
	Total	19.7KM	71KM	90.7KM	\$45,320,512	\$21,761,119

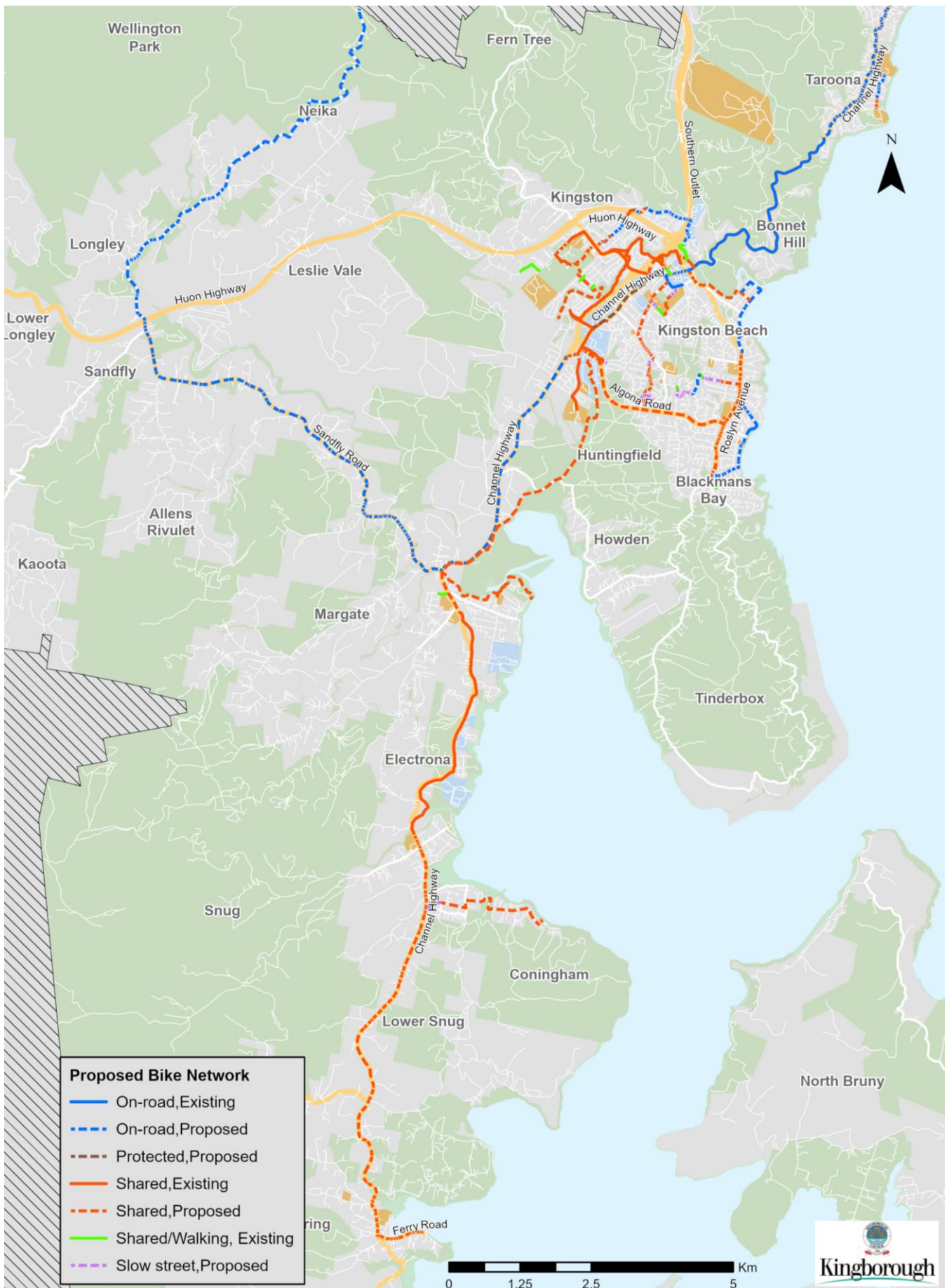


Figure 12 Proposed bike network for municipality

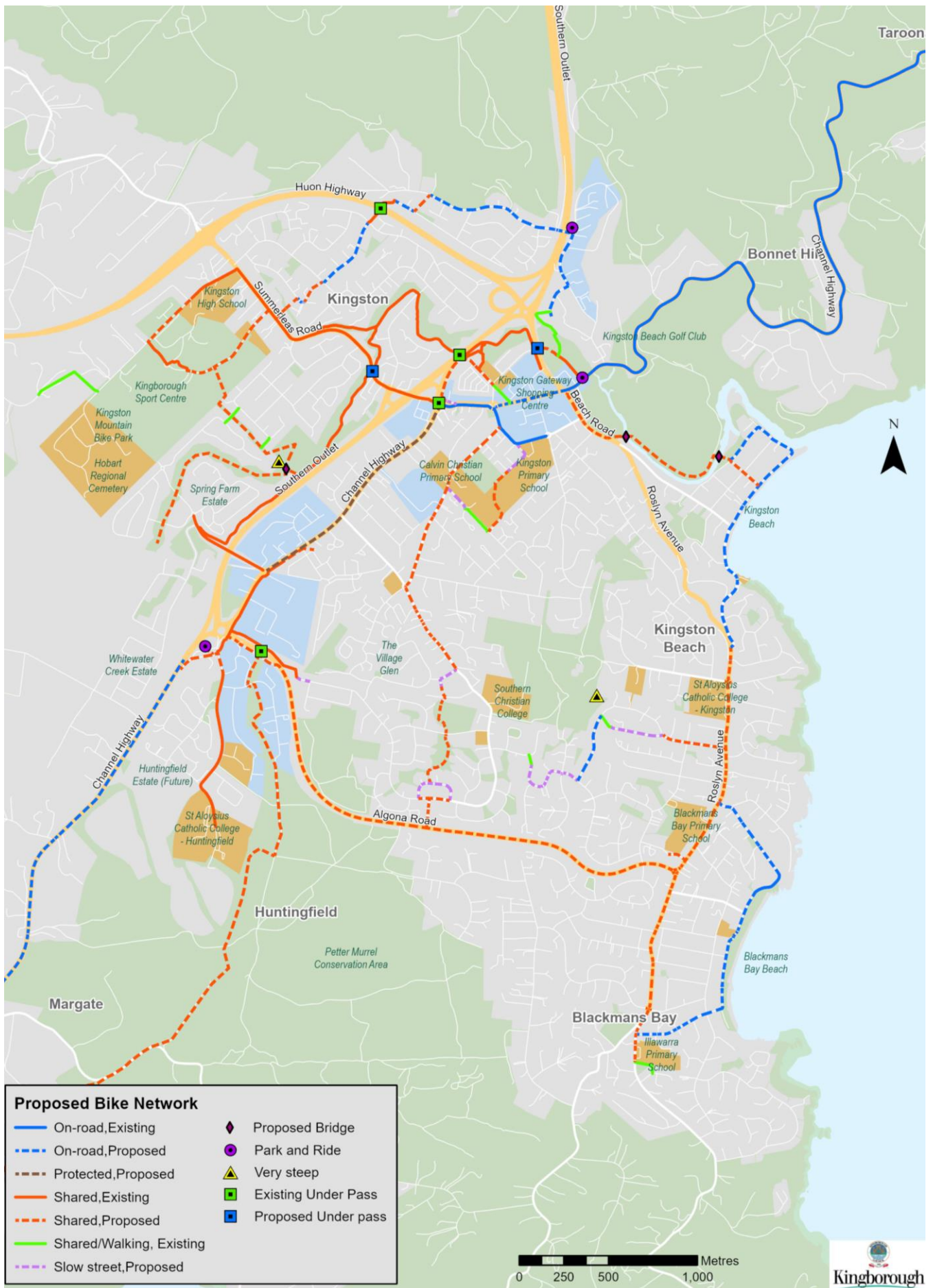


Figure 13 Proposed Bike Network, Kingston

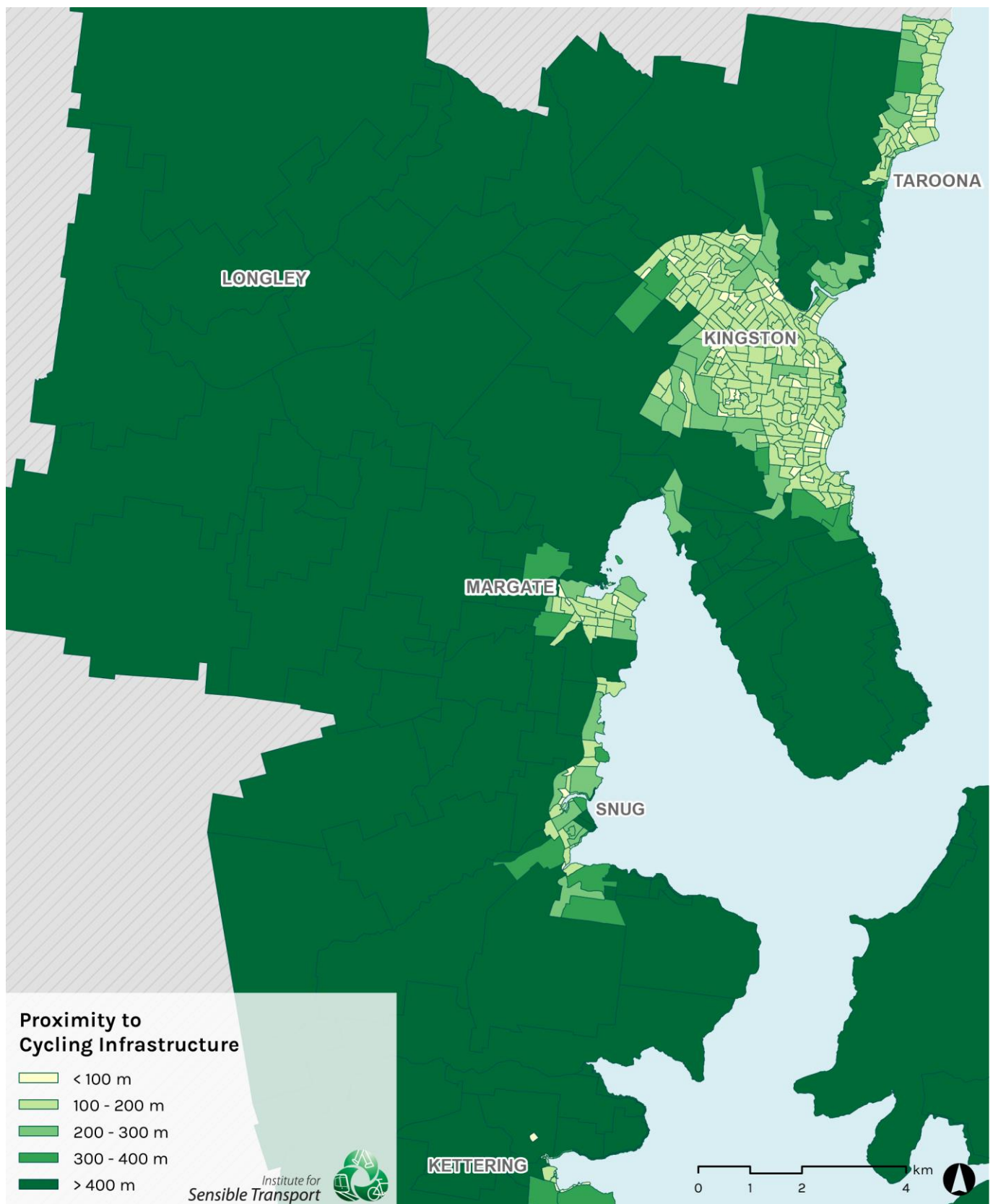


Figure 14 Proximity to cycling infrastructure and cyclable environments

4. Action Plan and Implementation



Implementation is often the most difficult aspect of transport planning. Translating endorsed objectives and actions into physical changes can be difficult and few areas of public policy can be as contentious for local government as transport. This section distils the proposed actions from this Strategy, broken down into each objective.

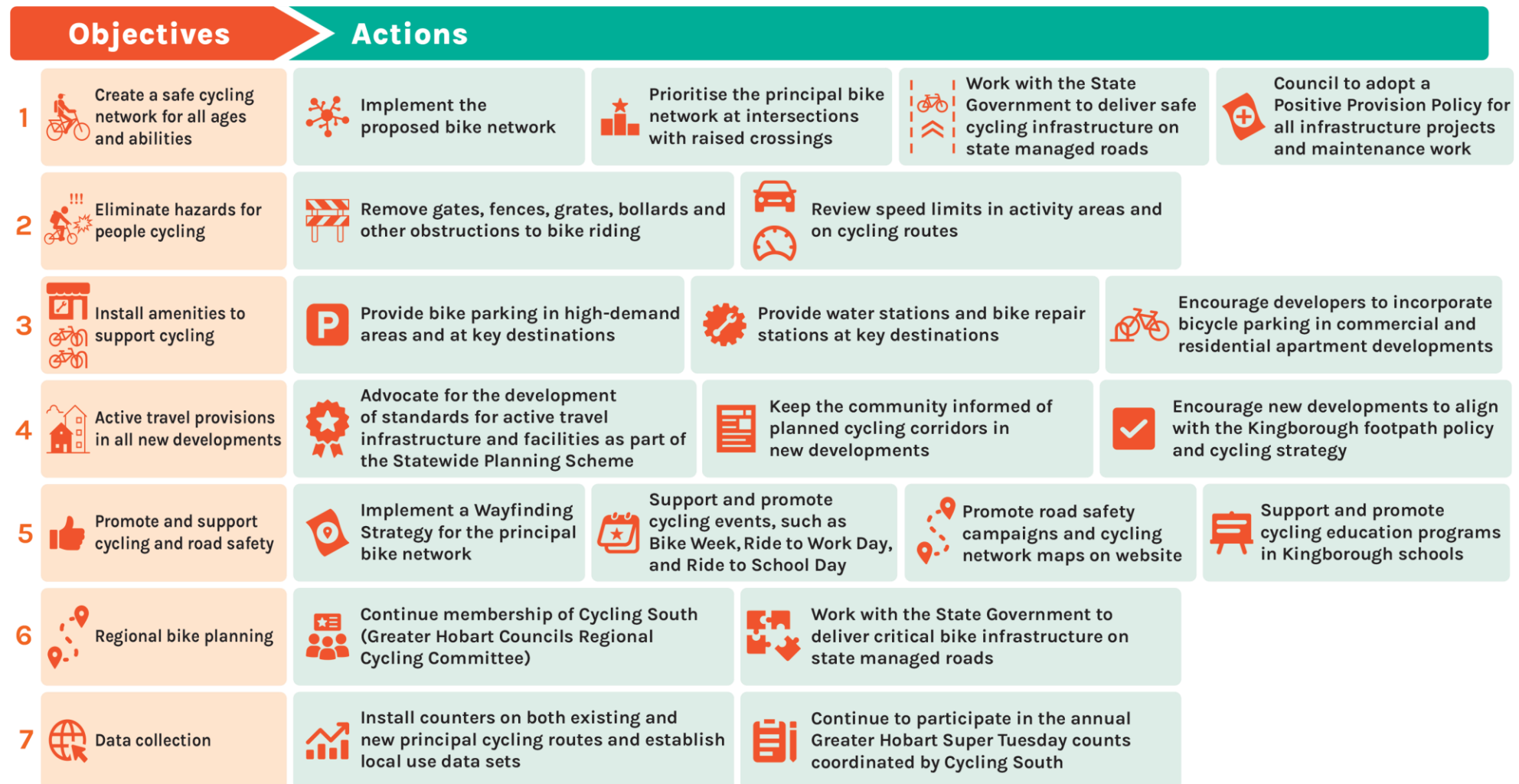


Figure 15 Objectives and actions

Table 2 and Table 3 – Proposed Actions:

The action tables provide a list of the key actions proposed for the life of the Strategy to meet the strategic objectives and initiate the implementation of the proposed cycling network. Actions and priorities are subject to change and adjustment dependant on available funding opportunities and support from other levels of Government. The proposed actions and priority of actions will be reviewed annually.

Suggested timeframes accompany each action, where:

1. Ongoing = an ongoing action for the life of the plan or until the objective is achieved
2. Short = 0 – 5 years
3. Medium = 5 – 10 years
4. Long = 10 or more years.

Suggested costs accompany each action, where:

1. Small = Less than \$100,000
2. Medium = \$100,000 - \$500,000
3. High = \$500,000 – \$1,000,000
4. Very High = More than \$1,000,000.

Proposed funding sources accompany each action, where:

1. Op = Operational expenditure
2. Cap = Future capital expenditure
3. Ex = Externally funded, including grant funding.

Table 2 – Strategic & Advocacy Actions

The proposed strategic and advocacy actions address the below objectives:

2. Eliminate hazards for people cycling
3. Install amenities to support cycling
4. Active travel provisions in all new developments
5. Promote and support cycling and road safety
6. Regional bike planning
7. Data collection

Action	Project	Description	Time frame	Cost	Lead Responsible Authority	Other Responsible Authority	Funding Source
1	Ride to School Day and Ride to Work Day	Promote National Ride to School Day and Ride to Work Day through Council communication channels. Assess schools for rideability and barriers to greater cycling uptake.	Ongoing	Low	Council		Op
2	Commuter Counts	Continue to collect cycling data by participating in the annual Commuter Counts in March each year.	Ongoing	Low	Council		Op
3	Install usage counters	Install counters to collect usage data on cycling routes and create an active transport data set for the municipality.	Ongoing	Low	Council		Op
4	Bike Week	Support Bike Week events to encourage participation in cycling, such as the Kingborough Treasure Hunt.	Ongoing	Low	Council		Op
5	Road safety audits to eliminate hazards for people cycling	Review road crossings on shared paths and around schools to assess whether safety improvements can be made, such as wombat crossings and pedestrian refuges. Where kerb outstands create 'pinch points' identify options for removing the hazard. Review speed limits in activity areas and on cycling routes.	Ongoing	Low	Council		Op

6	Active travel provisions in new developments	Advocate for the development of standards for active travel infrastructure and facilities. Encourage new developments and subdivisions to align with the recommendations of the <i>Kingborough Footpath Policy</i> and the <i>Kingborough Cycling Strategy</i> endorsed by Council. Where appropriate require a 2.5m wide shared path alongside all collector roads and waterways in new developments. Encourage developers to incorporate bicycle parking in commercial and residential apartment developments.	Ongoing	Low	Council	Tasmanian Planning Policy Unit and Tasmanian Planning Commission	Op
7	Promote safe cycling in Kingborough	Promote road safety campaigns developed by RSAC (Road Safety Advisory Council) and the Kingborough Community Safety Committee. Support and promote cycling education programs run by external agencies to provide bicycle education that increases skills and confidence.	Ongoing	Low	Council		Op
8	Promote cycling routes and places to ride	Promote cycling-related tourism through provision of maps and online information about routes and destinations, such as Bruny Island.	Ongoing	Low	Council		Op
9	Advocate for bike racks on buses	Advocate to MetroTas and the State Government to provide bike racks on buses on all local and regional bus routes.	Short	Low	Council	State Growth	Op
10	Wayfinding Strategy	Develop and implement a Wayfinding Strategy for active travel throughout Kingborough.	Short	Low	Council		Op
11	Positive Provisioning Policy	Adopt a Positive Provisioning Policy to incorporate cycling-friendly design in all Council projects.	Short	Low	Council		Op

Table 3 – Infrastructure Actions

The proposed infrastructure actions address the below strategic objectives:

1. Create a safe cycling network for all ages and abilities
2. Eliminate hazards for people cycling
3. Install amenities to support cycling

Action	Project	Description	Time frame	Lead Responsible Authority	Other Responsible Authority	Cost	Funding source
Ongoing Actions							
12	Maintain existing bike network	Ensure the principal bicycle network is reviewed annually to ensure bicycle infrastructure is safe and surfaces are free of significant bumps, holes, or other impediments. Any issues should be included in road resurfacing or other road maintenance schedules.	Ongoing	Council	State Growth	N/A	Op
13	Bike parking	Install bike parking based on an annual audit and community surveying and at key bus stops.	Ongoing	Council	State Growth	Low	Op
14	Water stations and bike repair stations	Install water fountains and bike repair stations based on an annual audit and community surveying.	Ongoing	Council		Low	Op
15	Channel Hwy sealed shoulders – Kingston to Kettering	Liaise with Department of State Growth to advocate for road upgrades along the Channel Highway that include 1.5m sealed shoulders.	Ongoing	State Growth	Council	Low	Op
16	Mountain bike park improvements	Continue to seek opportunities and funding to upgrade the facilities at the Kingston Mountain Bike Park to bring it to contemporary standards.	Ongoing	Council		Low	Ex
Short Term Actions							
17	Channel Trail – Kingston to Margate	Investigate and advocate for a shared path from Huntingfield to the end of the existing shared path in Margate.	Short	State Growth	Council	Low	Cap / Ex

Action	Project	Description	Time frame	Lead Responsible Authority	Other Responsible Authority	Cost	Funding source
18	Algona Road	Investigate and advocate for a shared path on the southern side of Algona Road between Roslyn Avenue and Huntingfield.	Short	State Growth	Council	Low	Cap / Ex
19	Firthside to Summerleas	Construct a mixed on-road and shared path route between Kingston High School and the Firthside Park & Ride.	Short	Council	State Growth	Medium	Cap / Ex
20	Huntingfield Park & Ride Connections	Construct shared path and safe crossings from existing shared paths to the Huntingfield Park & Ride.	Short	Council	State Growth	Medium	Cap / Ex
21	Taroona – Channel Hwy	Upgrade on-road cycling facilities along Channel Highway through Taroona.	Short	Council	State Growth	Medium	Cap / Ex
22	Spring Farm to Sports Precinct	Construct a shared path from the existing Whitewater Creek path, north to the sporting precinct.	Short	Council		Medium	Cap / Ex
23	Huntingfield to Kingston CBD – Channel Hwy	Advocate and seek funding for protected cycling infrastructure along Channel Highway, between Huntingfield and Kingston.	Short	State Growth	Council	Medium	Ex
24	Roslyn Avenue - Kingston Beach to Blackmans Bay	Investigate options for an uphill bicycle lane from Algona Road to Jindabyne Road. Investigate a shared path on the western side of Roslyn Avenue, including safe intersection upgrades.	Short	Council		Low	Cap
25	Kingston to Kingston Beach	Investigate options and pursue opportunities for a shared path between Kingston and Kingston Beach.	Short	Council	Private Landowners	Low	Cap / Ex
26	Channel Trail – Snug to Lower Snug	Construct a shared path between Snug and Lower Snug, starting from the existing shared path in Snug.	Short	Council	State Growth	Very High	Cap / Ex
Medium Term Actions							
27	Taroona Safe Route to School	Construct a mixed on-road and shared path route along Flinders Esplanade to Taroona Primary and High Schools, including modal filters and safe crossings.	Medium	Council	Department of Education	Medium	Cap

Action	Project	Description	Time frame	Lead Responsible Authority	Other Responsible Authority	Cost	Funding source
28	Blackmans Bay Beach Connections	Connect Tinderbox Road and Blowhole Road to Ocean Esplanade with cycling infrastructure.	Medium	Council		Medium	Cap
29	Blackmans Bay Shops Connection	Provide a cut-through path from Roslyn Avenue and the Blackmans Bay Shops.	Medium	Council	Private Landowners	Low	Cap
30	Roslyn Avenue – Algona Road to Illawarra	Investigate providing a shared path from Algona Road to Illawarra Primary School.	Medium	Council		Low	Cap
31	Gormley Drive and Kingston View Drive	Link a shared path from Summerleas Road to the Sporting Precinct via the Twin Ovals.	Medium	Council		High	Cap
32	Margate to Dru Point	Investigate a shared path link from Margate to Dru Point.	Medium	Council	Private Landowners	Low	Cap
33	Margate local pathways	Investigate local access pathways and linkages for upgrades and slow street implementation in Margate.	Medium	Council		Low	Cap
34	Snug local pathways	Investigate local access pathways and linkages for upgrades and slow street implementation in Snug.	Medium	Council		Low	Cap
35	Redwood Road to Algona Road	Investigate a shared path from the Maranoa Heights Reserve paths to Algona Road.	Medium	Council	State Growth	Low	Cap
36	Sandfly Road – sealed shoulders	Improve on-road cycling infrastructure along Sandfly Road.	Medium	Council	State Growth	High	Cap / Ex
37	Channel Trail – Lower Snug to Kettering	Investigate a shared path between Lower Snug and Kettering.	Medium	State Growth	Council	Low	Cap / Ex
Long Term Actions							
38	Lower Snug to Coningham	Construct a shared path between Lower Snug and Coningham.	Long	Council		High	Ex / Cap
39	Redwood Road to Kingston CBD	Investigate a shared path from Lorikeet Drive to the Kingston CBD.	Long	Council		Low	Cap

Action	Project	Description	Time frame	Lead Responsible Authority	Other Responsible Authority	Cost	Funding source
40	Longley to Neika – sealed shoulders	Improve on-road cycling infrastructure on Huon Road between Longley and Neika.	Long	Council		High	Cap / Ex
41	Harris Ct to Sherburd Ct path	Construct a path linking Harris Court to Sherburd Court.	Long	Council	Department of Education	Medium	Cap / Ex
42	Tingira Road to Ash Drive link	Investigate a shared path and/or on-road improvements, linking existing local tracks to Roslyn Avenue.	Long	Council		Low	Cap
43	Ferry Road	Investigate improving active transport infrastructure along Ferry Road to Bruny Island Ferry Terminal.	Long	State Growth	Council	Low	Ex

Figure 16 shows the proposed staging of bike infrastructure across Kingborough.

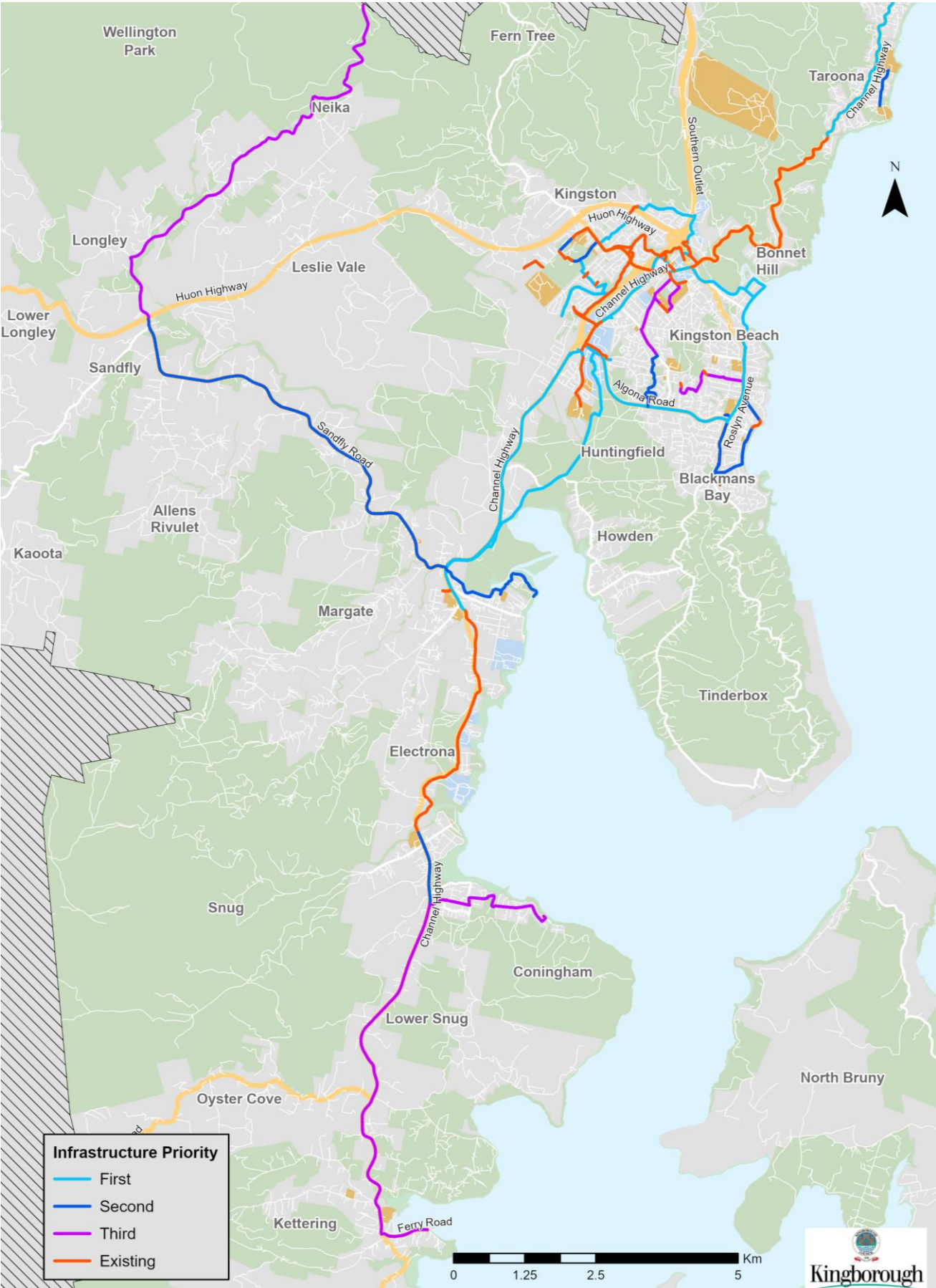


Figure 16 Infrastructure Priority

5. Appendix 1 - Bicycle infrastructure typologies and background data analysis



Kingborough

Institute for Sensible Transport

102/1 Silver Street, Collingwood
Melbourne, Australia VIC
E: info@sensibletransport.org.au
www.sensibletransport.org.au

Institute for
Sensible Transport

