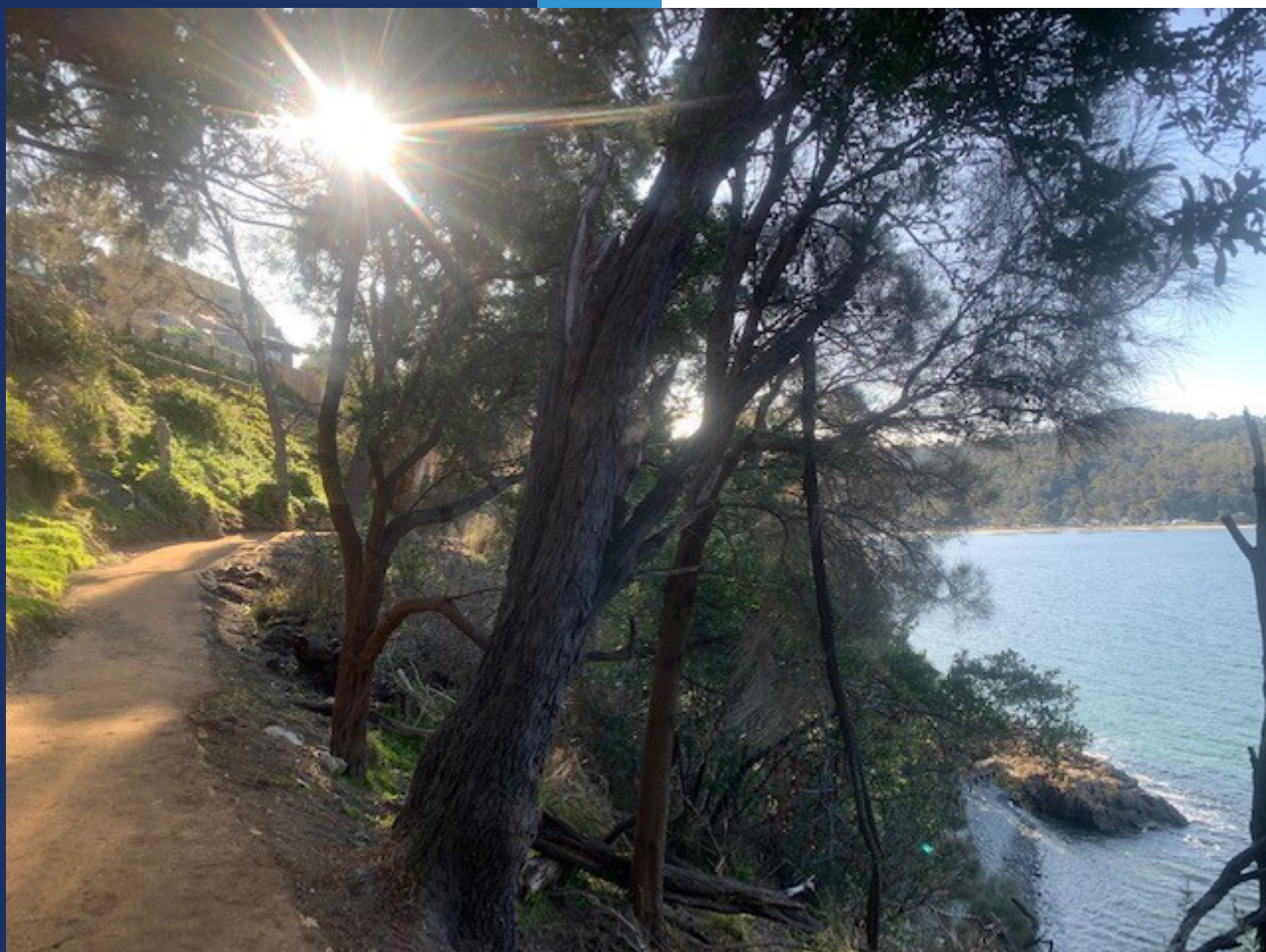


# KINGBOROUGH TRACKS AND TRAILS STRATEGIC ACTION PLAN 2024 - 2034



Kingborough



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# Acknowledgement to Traditional Custodians

We acknowledge the Traditional Custodians who have walked upon and cared for this land for thousands of years.

We pay our respects to the elders, past and present, and acknowledge today's Tasmanian Aboriginal people who follow in their ancestors' footsteps.





*North West Bay River Share Use Trail (Stage 1)  
completed in 2023*



## EXECUTIVE SUMMARY

The Kingborough Tracks and Trails Strategic Action Plan has been prepared 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 relevant regional and statewide strategies 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 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;
- 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.



# 1 INTRODUCTION

## WHY DO 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 active commuting options.

Outdoor active recreation has become increasingly popular and particularly since COVID in 2020. 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, accessible experience. Associated with this is a push for land managers to better manage existing tracks and the construction of new ones. The Kingborough Community are constantly telling us that recreational tracks for connectivity between communities are important to them, for health and well-being, for exercise, active transport opportunities and the associated social benefits.

The surge in mountain bike tourism in Tasmania since 2015, (originally in the northeast of the State with the Derby trail network, but since expanding throughout the state including the north, northwest, and west coast), has seen other regional Councils

seeking to increase visitation and tourism numbers to their municipal areas and to help 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.

### 1.1 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.

From the forum, a list of two hundred ideas for tracks and trails developments was compiled for use in future planning and a Tracks & Trails Advisory Group was also formed. 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



*Opening of the Snug to Margate Shared Path, 2018*



use, achievability and priority that were identified and mapped.

The Kingborough Tracks & Trails Action Plan was developed in 2009 and then in 2017 it was reviewed and resulted in the Kingborough Tracks & Trails Strategic Action 2017 – 2022 and captured in greater detail the desired future tracks and identified strategic missing links to the Kingborough network. This plan also took into consideration further aspects of integrated track planning, design, communication and information, maintenance, resourcing, and community partnerships.

Since then, the Kingborough Trail network has seen further developments, as outlined in Appendix C. The 2024 Strategic Action Plan investigates whether the links previously documented before are still relevant and feasible, which ones are still desired by the community for Council to pursue and to incorporate any new missing links that have been identified since the 2017 plan that are feasible.

## 1.2 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.

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 including longer iconic multi-purpose trails as well as useful urban linkages to provide residents with walking and cycling options within their daily life;
- Facilitate the involvement of appropriate community Landcare groups 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 as a cost effective, beneficial, and widely accessible community resource for the health and wellbeing of all residents.







## 2 STRATEGIC CONTEXT

### 2.1 STATE-WIDE AND REGIONAL PLANS AND POLICIES

#### **TASMANIAN COMMUNITY SPORT AND ACTIVE RECREATION INFRASTRUCTURE STRATEGY – DRAFT 2022**

The Tasmanian Community Sport and Active Recreation Infrastructure Strategy – Draft outlines the Tasmanian Government’s approach to ensuring infrastructure is developed to address community needs. This includes a framework to guide future investment decisions for both community sport and active recreation infrastructure in Tasmania which includes walking tracks and cycleways.

#### **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 priority.



## DEPARTMENT OF STATE GROWTH

### *Greater Hobart Cycling Plan (2021)*

The focus of this plan is for an interconnected network of cycling paths across Greater Hobart to encourage increased usage and enhance active transport options across the region. The targeted routes in this report are covered in the Kingborough Council Cycling Strategy.

### *Tasmanian Walking and Cycling for Active Transport Strategy (2010)*

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.

## 2.2 KINGBOROUGH COUNCIL'S STRATEGIES AND PLANS

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

## **KINGBOROUGH SPORT & RECREATION FACILITIES STRATEGY 2023**

The purpose of this strategy is to provide a coordinated and strategic approach to the planning, development and maintenance of Council owned and managed sport and recreation facilities. This will guide the investment of Council's resources into recreational infrastructure and activities in Kingborough with a needs-based approach to planning.

### **KINGBOROUGH CYCLING STRATEGY 2021-2030**

One of the objectives of the Cycling Strategy to meet the vision of the Strategy is:

“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.”

### **KINGBOROUGH COASTAL HAZARDS POLICY**

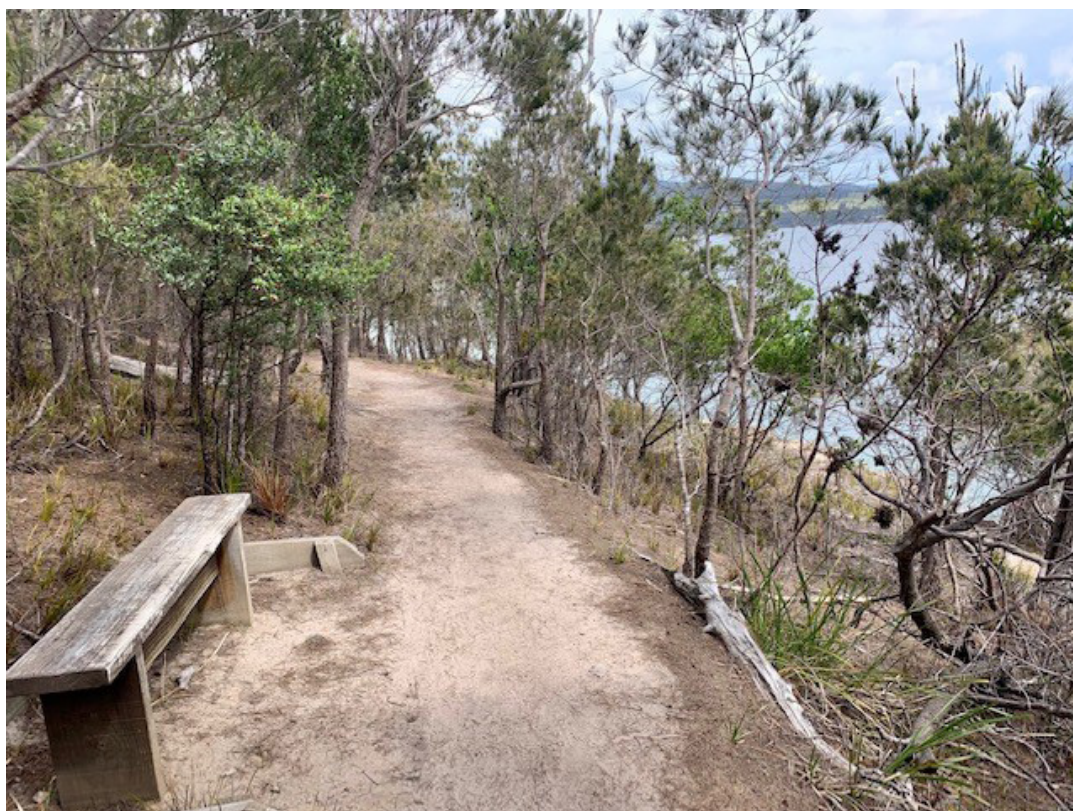
Council's Coastal Hazards Policy was developed in 2023 to provide a framework for decision-making approach to risks arising from coastal hazards, working towards best practice management of Council's coastal assets and an associated risk reduction. This policy acknowledges that Council will aim to achieve a balance between providing asset protection, safe

access to public land and recreational amenity in coastal areas, while allowing natural processes to occur. In respect to new tracks and infrastructure in relation to this policy, a guideline is to locate any new public infrastructure outside the coastal hazard area. Unless there is significant public benefit, or assets are determined to be low cost or short life cycle, Council will generally avoid intensifying the use or development of coastal hazard areas and will progressively reduce vulnerable infrastructure as resources permit.

### **OTHER RELEVANT COUNCIL DOCUMENTS**

Other relevant Council documents include:

- Positive Aging Policy 2018;
- Play Space and Playground Strategy 2020;
- Access Policy 2016;
- Kingborough Youth Strategy 2019-2024;
- Public Open Space Contribution Policy;
- Dog Management Policy;
- Parks, Recreation and Natural Areas By-Laws 2021;
- Reserve Management Plans;
- Bushfire Management Plans.



***Coningham Clifftop Track***



### 3 DEMOGRAPHIC CHARACTERISTICS OF KINGBOROUGH

Kingborough Council is one of the fastest growing local government municipalities in Tasmania with a population of approximately 40,800 residents (2021 Census). From 2016 to 2021, the population of Kingborough increased by 4,238 (11.8%). This represents an average annual population change of 2.26% per year over the period.



- The median age of people in Kingborough is 41, with the State's median age 42.
- The percentage of people in Kingborough over 55 in 2021 was 33%

*'Tuesday Trekkers' Casual Bushwalking Group enjoying the Kaoota Tramway*

- The median age of people in Kingborough in 2021 being 41.2 years projected to 47.5 years in 2042 (Tasmanian Department of Treasury and Finance Population Projections).
- Kingborough's aging population is consistent with that of the Greater Hobart region.

Population projections for Kingborough indicate that due to considerable growth expected in the Kingston and Huntingfield areas, including large new 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 and to encourage active transport.

#### POPULATION DISTRIBUTION BREAKDOWN:

The chart below shows the distribution of the population throughout the municipality (2021 ABS Census).

Town/Suburb	Population
Kingston	12,096
Blackmans Bay	7,540
Margate	4,158
Taroona	3,016
Kingston Beach	2,206
Snug	1,467
Kettering	907
Howden	704
South Bruny	703
Allens Rivulet	685
Woodbridge	551
Huntingfield	534
Bonnet Hill	500
Lower Snug	447

Town/Suburb	Population
Tinderbox	390
Leslie Vale	387
Electrona	383
Oyster Cove	324
Coningham	323
Sandfly	321
North Bruny	305
Middleton	263
Longley	229
Gordon	206
Neika	195
Lower Longley	182
Birches Bay/Flowerpot	118
Barretta	57



## 4 PLANNING OVERVIEW

### BENEFITS OF RECREATIONAL TRACKS & TRAILS

#### Community & Social Benefits

- 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.
- Increased options for pet owners to exercise their dogs.
- Helps connect people and places and to develop a sense of place and community pride.

#### Economic Benefits

- Reducing health costs through encouraging increased activity and opportunities to recreate.
- Purpose built trails can attract other tourism specific markets e.g., 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.



*New Bridge on Nierinna Creek Track*

#### Environmental & Educational Benefits

- 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.
- Opportunities for community participation in conservation, and activities such as revegetation and weeding.

#### Health & Wellbeing Benefits

- Greater opportunity for a more active lifestyle.
- Improved health, fitness and wellbeing for individuals and communities.



*Kettering Point Track*



***Snug River Track***



***Boronia Beach Track***

## 4.1 PARTICIPATION TRENDS

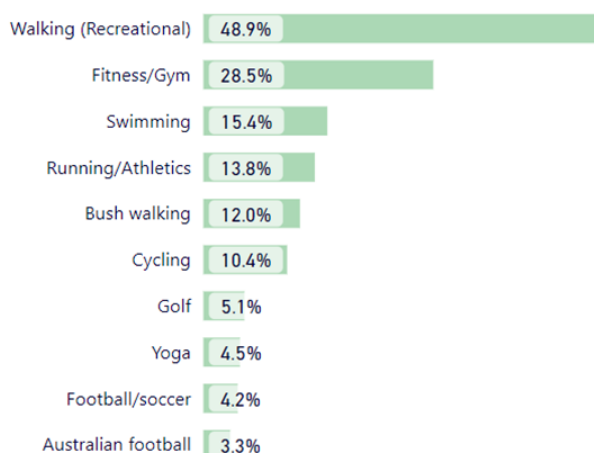
In April 2023 the Australian Sports Commission released new and updated sport data tables for each State and Territory.

Walking is still the most popular recreational activity in Australia with 44.6% of the population participating<sup>1</sup>. Recreational walking is also the most popular activity in Tasmania and Kingborough according to the 2021 AUSPLAY Survey Data and bushwalking is in the top five recreational activities, and both cycling and mountain biking in the top 10 for Kingborough<sup>2</sup>.

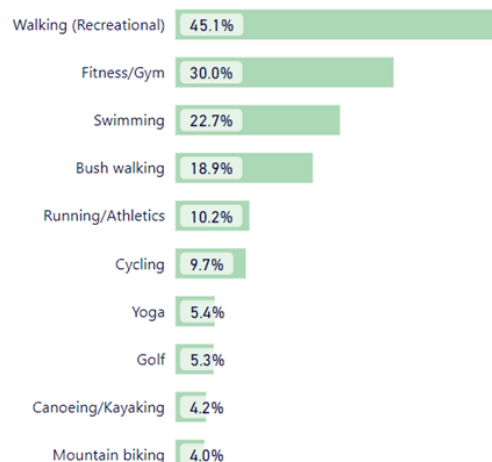
The trend towards higher participation rates in recreational walking in Kingborough becomes even more pronounced with age. For residents over the age of 55, the participation rate in recreational walking 63.1%, with a further 14.5% participating in bush walking. These participation rates are even higher again amongst females in the 55+ age group.

AusPlay provides national, state and territory data on participation of sports and activities in Australia and has been continuous in data collection since October 2015.

### Top 10 Physical Activities by Percentage in Tasmania 2022



### Top 10 Physical Activities by Kingborough 2022



<sup>1</sup> AusPlay Participation data for the sport sector, Summary of key national findings (Jan 2022-Dec 2023)

<sup>2</sup> AusPlay Participation data for the sport sector, Summary of key national findings (Jan 2022-Dec 2023)



## COMMUNITY CONSULTATION - PARTICIPATION ANALYSIS

Survey results from the 2023-24 Council Budget showed that Sports Parks & Tracks are the second highest area ranked in importance (from the 107 who responded).

Survey results from 79 respondents, from the 2022-23 Council Draft Budget showed that tracks and trails was the fifth most important thing to respondents (19%). When asked to name the top two priorities for the upcoming 2023/24 budget, recreation and public open space got the highest number (39% of respondents). More cycling and walking tracks and infrastructure to support alternative, active transport was high on the comments list.

Councils Health and Wellbeing Engagement Survey conducted in 2023, showed that providing access to nature through tracks, trails, parks, bush and beach reserves ranked the highest priority with 54% of respondents (out of 486) listing it as their number 1 priority that Council should focus on.

Online surveys with Kingborough residents were undertaken in mid-2023 as part of Council's Sport & Recreation Facilities Strategy and received 483 responses. Questions asked that related to participation trends and standard of facilities in Kingborough included:

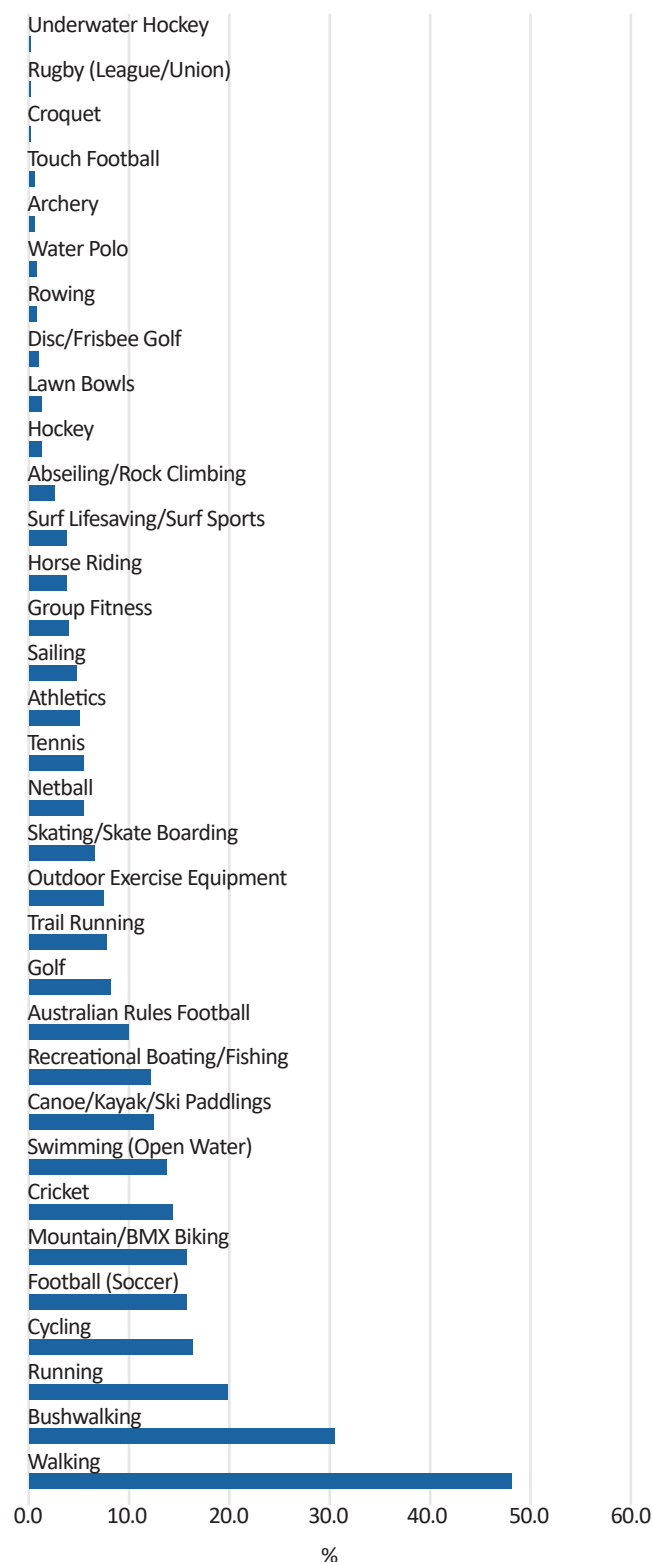
- What outdoor sport and recreational activities do you currently participate in?
- How often do you participate in recreational activities?
- How you would generally rate the standard of facilities (including walking tracks and cycling paths and parks/reserves and open space)?
- Questions around barriers to participation and initiatives that Council could pursue to improve access to facilities.

Although the survey did not reach the whole community, the results show that the activities that Kingborough residents are involved in are similar to the AusPlay data at both the State and National level.


Both 'walking' and 'bushwalking' rated as the number 1 and 2 most popular outdoor sport and recreational activities people do with Mountain/BMX Riding coming in sixth.

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

**Kingborough Community Survey - Outdoor Participation**





An aerial view of a pump track with a rider. The track is made of dark asphalt with red and white painted borders. It features several rollers and a small jump. The surrounding area is green grass with some trees in the background.

Other themes that came out of the survey were:

- Improve active transport linkages to facilities.
- Improve Cycle paths.
- More mountain bike tracks and facilities.
- More trail connections.
- There will be an increase in demand for passive recreational pursuits (such as walking and cycling) by older residents due to the projected growth in this age category.

Further detail on participation statistics and data analysis for Kingborough can be found in the Kingborough Sport and Recreation Strategy 2023.





*Kingborough Mountain Bike Park Asphalt  
Pump Track, constructed late 2022*



## 5 STRATEGIC DIRECTIONS

### 5.1 VISION

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

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

### 5.2 GUIDING PRINCIPLES



#### 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.



#### 2 DESIGN & CONSTRUCTION

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



#### 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.





## 4 MAINTENANCE

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



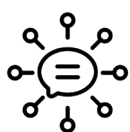
## 5 INFORMATION

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



## 6 RESOURCING

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



## 7 COMMUNITY ENGAGEMENT, INVOLVEMENT & 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.



### 5.3 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 G);
- 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.





# 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 concentrated its efforts on creating a cohesive program to enhance the current public tracks and trails network, while also extending tracks where deemed necessary and feasible. These tracks usually provide connections to larger areas of public open space and greatly assist in encouraging 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 and where possible, be accessible for the greatest range of users. 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 any state-wide and regional recreational planning contexts and strategies.
- 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.
- Clearly identify the intended user group for any newly constructed tracks and, where feasible, consider terrain accessibility to accommodate a diverse range of users.
- Community support be demonstrated for any new track development.
- 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.

## 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 regarding specific environmental and cultural values and follow 'best practice' principles.

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.

### RECOMMENDED ACTIONS:

- Ensure that environmental concerns and impacts of any proposed new tracks or upgrades are effectively assessed, evaluated, and minimised.
- 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.
- Ensure clarity regarding the intended user group for new tracks and strive to accommodate multi-use and accessibility wherever possible. This will maximise the effort and use of resources depending on constraints such as topography, environment, 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.



*Left, Whitewater Creek Track*



*Right, Nierinna Creek Track*



## 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.

The Derwent Estuary Program, in cooperation with Local and State Government facilitated a regional trails web-site which has 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. See Appendix H.

The Australian Mountain bike Trail Guidelines (updated in 2020) are based off the International Mountain Bike Associations (IMBA) system of classifying trails but with the addition of two new trail difficulty classifications. One new classification between green and blue and one new classification between blue and black (Appendix H).

### 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 H).
- Continued liaison with southern councils to develop a consistent rating system across the region.



## 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.

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

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.

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"> <li>• Check all directional and warning signage. Repair or replace as required.</li> <li>• Check vegetation adjoining track and cut back as necessary.</li> <li>• Check surface of track for weeds, broken glass, branches etc. and clear as required.</li> <li>• Check surface of track for erosion, repair, or grade as required.</li> <li>• Check vegetation surrounding track and reduce any potential fire hazards.</li> <li>• Check any culverts, bollards, and drains</li> </ul>	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



## 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.



*Kettering Point Track*

## INFORMATION, SIGNAGE AND PROMOTION

*Effectively promote the Kingborough tracks and trails network to 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 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 42 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 6th edition) are available from the Civic Centre in Kingston and due to be updated to Edition 7 in 2024.

Recent community feedback on the 2023 Health and Wellbeing Engagement Survey showed that of 486 respondents, the highest ranked item that people wanted to know about or access was the Kingborough Tracks and Trails booklet (nearly 67% of respondents). The next ranked answer was information on Kingborough Local Links – walking footpath links through the suburbs at 61% of 486 respondents.

### WEBSITE

The Kingborough Council website [www.kingborough.tas.gov.au](http://www.kingborough.tas.gov.au) has a Tracks and Trails section on it which includes all details from the 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. This website was updated in 2022 with information on the website including maps, GPS links, and elevation profiles and searchable based on user groups (e.g., 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](http://emaps.kingborough.tas.gov.au/connect/analyst/mobile/#/main?mapcfg=local_links)

In 2022 Council included an [interactive mapping link](#) on the website for Tracks and Trails.

### SIGNAGE

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

To achieve a consistent approach to recreational signage in Kingborough's municipality, Council prepared a signs guide for the tracks and reserves (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. 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).



*Left - Kettering Point Track*

*Bottom Left & Right - North West Bay River Trail*



## 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 has developed 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.

Council's Public Open Space Contribution Policy guidelines state that any public open space land contribution from subdivisions, must have demonstrable community benefit that supports active or passive recreation outcomes. The land would provide or improve connectivity to other existing or prospective open space areas or public destinations. The land also needs to be suitable for the intended public open space purpose without being subject to unmanageable hazards.

In cases where Crown Land is a factor in a potential new track, Crown Land Services may require Council to take out a licence over the whole section of land and not solely the track. The associated issues to be considered in relation to this include re-vegetation, weed control, fire management, compliance, and coastal erosion measures (if in a foreshore area). The implications of these requirements extend to allocation of Council staff resources across various departments and should be factored into the considerations 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) 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 to encourage passive recreation and active transport 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.



## COMMUNITY ENGAGEMENT, INVOLVEMENT AND 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.

Council works actively with local Landcare groups in Kingborough, the Trail Riders Action Club (TRAC) 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:

- 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 such as TRAC, 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.
- Engage with the broader community and stakeholders when undertaking major upgrade or new track and trail projects.



## 6 IMPLEMENTATION PLAN

### **GUIDING PRINCIPLE 1: EXTENSIVE AND INTEGRATED TRACK PLANNING**

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 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:

- Align with 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 a bigger picture Regional/Connections Trail.

For the 2024 Strategic Action Plan, basic cost estimates ranked as low, medium high have been included indicatively for each project where:

- Low = less than \$50,000
- Medium = \$50,000 - \$200,000
- High = \$200,000 - \$1M
- Very High = More than \$1M

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.

Council's business planning process, external funding opportunities, 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.

The Trail Riders Action Club (TRAC) are to be thanked for their ongoing support and lobbying for recreational tracks in Kingborough over many years and working with Council to gradually achieve some linkages that they have identified as priorities as resources become available.

### **REGISTER OF TRACKS PROPOSALS**

The identified potential tracks and linkages in the 2017 plan were split into three priorities based on guiding criteria. Those tracks that have been completed/in progress since the 2017 Action Plan have been moved to Appendix C.

All track proposals and 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 landowner/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.

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, could be multi/shared use, with community support and on Council owned land will have the highest priority rating for future development.

It is also to be noted that this plan does not include all proposals for Shared Use paths that are already captured in the [Kingborough Cycling Strategy \(2021-2030\)](#).





*Taroona Foreshore Track*

## CRITERIA FOR PRIORITISATION

Criteria	Priority 1	Priority 2	Priority 3
<b>Land ownership</b>	Public land (Council vs Crown) or with private landowner support.	Combination of public and private requiring licencing, negotiation with private landowner/s.  Potential subdivision with Public Open Space acquisition.	Private land or multiple private landowners requiring formal public access.
<b>Accessibility</b> <b>Close to population</b> <b>Shared Use</b>	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.
<b>Community Support</b> <b>Provides missing links</b>	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.
<b>Sustainability/Suitable terrain</b>	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.
<b>Quality of experience with supporting infrastructure</b>	Include signage, interpretation, and distinctive Tasmanian landscapes.		
<b>Feasible to develop, manage &amp; maintain</b>	Landscape and access make it feasible for a multiuse track to be easily maintained.		Maintenance issues.  Areas where coastal erosion is an issue.  Access difficult for maintenance crew.
<b>Ability to construct to approved construction standards &amp; guidelines</b>			

SEE APPENDIX G

## PLANNING AND MANAGEMENT ACTION PLAN: SUMMARY OF RECOMMENDED ACTIONS

GUIDING PRINCIPLE	RECOMMENDED ACTIONS
<p><b>PLANNING</b></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"> <li>• Ensure that any new track planning is consistent within any state-wide and regional recreational planning contexts and strategies.</li> <li>• 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.</li> <li>• Clearly identify the intended user group for any newly constructed tracks and, where feasible, consider terrain accessibility to accommodate a diverse range of users.</li> <li>• That there be demonstrated community support for any new track development.</li> <li>• 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.</li> <li>• 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.</li> </ul>
<p><b>DESIGN &amp; CONSTRUCTION</b></p> <p>Ensure design and construction for tracks is sustainable-environmentally, socially, and economically</p>	<ul style="list-style-type: none"> <li>• 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).</li> <li>• Ensure clarity regarding the intended user group for new tracks and strive to accommodate multi-use and accessibility wherever possible. This will maximise the effort and use of resources depending on constraints such as topography, environment, or risk factors due to conflicting use.</li> <li>• 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.</li> <li>• Ensure that environmental concerns and impacts of any proposed new tracks or upgrades are adequately assessed, evaluated, and minimised.</li> </ul>
<p><b>COMMUNICATION</b></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"> <li>• Future signage and publications to include the Track Difficulty Ratings adopted by the Greater Hobart Trails.</li> <li>• 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.</li> <li>• Where a track allows mountain biking, to include the International Mountain Bike (IMBA) Trail Difficulty Rating System incorporated into signage and communication (Appendix H).</li> <li>• Continued liaison with southern councils to develop a consistent rating system across the region.</li> </ul>



GUIDING PRINCIPLE	RECOMMENDED ACTIONS
<p><b>MAINTENANCE</b></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"> <li>• 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.</li> <li>• Prioritise current existing tracks for any maintenance upgrades.</li> <li>• Ensure that tracks, (new or upgrades), are designed and constructed to the appropriate standard using suitable materials and to minimise future maintenance expense.</li> <li>• Perform regular and annual inspections and document maintenance.</li> </ul>
<p><b>INFORMATION, SIGNAGE &amp; PROMOTION</b></p> <p>Effectively promote the Kingborough tracks and trails network to residents, visitors, tourists, media and business interest through appropriate signage, accessible information, and promotion.</p>	<ul style="list-style-type: none"> <li>• Continue to update tracks and current information both online, on the Greater Hobart Trails website and in written publications.</li> <li>• Update the Kingborough Tracks brochure to reflect the development of new track experiences, upgrades, changes etc.</li> <li>• 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.</li> <li>• Cross-department consultation regarding appropriate locations for more detailed interpretation signage at suitably identified locations of significant value (environmental, cultural or heritage).</li> </ul>
<p><b>RESOURCING</b></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"> <li>• Continue to seek out opportunities for external funding sources.</li> <li>• Cross Council Department collaboration to commit Capital Works funding for matching funds for successful grant applications.</li> <li>• Cross Council Department collaboration with Planners and associated developers, to ensure development applications contain adequate track linkages within new subdivisions.</li> <li>• Work in partnership with non-government organisations to access funding for trail maintenance, upgrades, and new track development.</li> <li>• Ensure that there is sufficient Council staff time allocation dedicated to track planning, researching, and applying for external grants.</li> </ul>
<p><b>COMMUNITY ENGAGEMENT, INVOLVEMENT AND PARTNERSHIPS</b></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"> <li>• 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.</li> <li>• Acknowledge the involvement of any respective community group who has had input, involvement and contributed to track and trail projects.</li> <li>• Communication with Landcare and other associated community groups how environmental outcomes will be balanced with social outcomes with community-initiated tracks.</li> <li>• Engage with the broader community and stakeholders when undertaking major upgrade or new track and trail projects.</li> </ul>

## 7 APPENDICES

The information in the following appendices is subject to being review 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 2017 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



*Horse Riders enjoying the trails in Baretta Reserve*



## APPENDIX A TRACKS ACTIVITY PLAN

The Tracks and Trails Action Plan from 2017 identified several significant tracks and links to prioritise as a high priority. Some of these have since been completed (see Appendix C) and the following ones will get carried over to the 2024-2028 Action Plan as either a Priority 1, 2 or 3 depending on the assessment criteria and community support. Projects highlighted in blue are from the Trail Riders Action Club list of four priority missing links presented to Council in July 2022 for further investigation.

TRACK/MISSING LINK	2023 COMMENTARY
Stages of the North West Bay River Trail, Longley to Margate	In staged progress, stage 2 from Miandetta Drive to Channel Highway, Margate
Thomsons Rd, Allens Rivulet to Kaoota Rd and Kaoota Tramway	In progress.
Extension of the Margate Tramway Track through to Baretta Reserve	One of four crucial links raised by TRAC. In progress.
Blackmans Bay – Tinderbox – Howden links	Job estimate received to connect Tinderbox Rd East to Estuary Drive. Considerable funds be required as due to the terrain, steps required.
Taroona Foreshore	Final section being pursued for Council Right of Way.
Allens Rivulet Rd (east) public open space out to Sandfly Rd	One of four crucial links raised by TRAC. Requires landowner support, on hold.
Moodys Road, Allens Rivulet – to connect the Cliff Track and Crofton Drive Track	One of four crucial links raised by TRAC. Stalled, needs landowner support or land acquisition.
Hopfields Rd, Margate	One of four crucial links raised by TRAC. Linking from the end of Hopfields Rd, to the NWB River – in progress, licence obtained from the land owner.
Margate Rivulet Track	Extending Margate Rivulet Track from Brook Lane, along public open space towards Cathedral Rd and Chandlers Rd to connect to the Tramway Hill Track. Weed infestation issues.
Kaoota Tramway Track	Extension from Lawless Rd to Nierinna Rd (requires a Feasibility Report as will be an expensive project that require three bridges). Extension to Maudsleys Rd. Long term but important project links.
Mt Nelson - Albion Heights Track	Long term ambition, high priority area, multiple community benefits. Requires multiple land owner support.
Albion Heights– Kingston link	Long term ambition, high priority area, multiple community benefits. Requires multiple land owner support.
Woodbridge Foreshore/Wreck of the Laura, Woodbridge (requested by the Woodbridge Community Association)	A newly proposed track to the Wreck of the Laura at Peppermint Bay, from Martins Road out past Helliwells Point. Requires a feasibility assessment due to narrow sections of public land in a coastal foreshore environment.
Leslie Rd Shared Use Track	This has been previously proposed and more recently requested by Friends of Longly Action Group (FLAG). Requires a feasibility study.

## APPENDIX B: TRACKS PROPOSED PROJECT LIST

### UPDATED ACTION PLAN: NOTE

Tracks that were originally listed in 2017 that have since been completed have been moved into Appendix C: 'Completed Track Projects from the 2017 Action Plan'.

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

*Tracks with shading are currently in progress.*

For the 2024 Strategic Action Plan, basic cost estimates ranked as low, medium high have been included indicatively for each project where:

- Low = less than \$50,000
- Medium = \$50,000 - \$200,000
- High = \$200,000 - \$1m
- Very High = More than \$1M

### PRIORITY 1

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 landowner support.
- Strong community support.



LOCALITY	TRACK NAME	LOCATION DETAILS	TENURE	COMMENTS	PROJECT COST
TAROONA	Taroona Foreshore In progress.	Taroona Foreshore Track	Private	Landowner discussion and negotiation of ROW on 1 private property off Flinders Esp. required. A licence over the track was obtained from the other property owner in 2023. Currently trail traverses these properties with signage in place to say it is not a Kingborough Council maintained section.	Low
KINGSTON	Sports Precinct Connector Track In progress.	To connect Whitewater Creek Track up to Gormley Road and the Sports Precinct.	KC POS	In progress. An Open Spaces Grant was received by Council in 2023 for the final link to connect over the Whitewater Creek via a new bridge, up to Gormley Drive.	High
BLACKMANS BAY	“Suncoast” – Fossil Cove	Linking Suncoast Headlands Track to Fossil Cove Track.	KC POS Crown Land – Nature Conservation Area	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. Small bridge over eroded gully required. Feasibility assessment required. Refer to Council’s Coastal Hazards Policy for guiding direction. Is there community demand/support for this?	Medium -High
	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). Strong community support. Job estimate obtained in 2023. Significant resources required as due to terrain; steps required.	Medium
	Algona Rd Shared Use Trail	Shared use trail alongside Algona Rd on the road reserve.	CLS Road Reserve	This is captured in the <a href="#">Kingborough Cycling Strategy (2021-2030)</a> .	High
HUNTINGFIELD	Algona Reserve Nature Trail	Nature Trail linking through the Algona Reserve.	KC POS	The local Landcare Group is constructing a Nature Trail linking through Algona Reserve – in progress.	Low

LOCALITY	TRACK NAME	LOCATION DETAILS	TENURE	COMMENTS	PROJECT COST
HOWDEN	Howden - Tinderbox	From Magazine Gully off Tinderbox Rd (west) up to Tinderbox Hills Track.	PWS/Crown Nature Reserve	Link Tinderbox Rd West through Crown Nature Reserve (Magazine Gully) to Tinderbox Hills Track. There is already an informal 'goat track' place that would need work to formalise. Requires negotiation with PWS and CLS.	Medium
MARGATE	Longley – Margate (via NW Bay Riverbank) Staged – in progress	Feasibility Study of proposed route obtained in 2020. <a href="#">North-West-Bay-River-Trail-Feasibility-Study-21st-Sept-2020_FINAL.pdf</a> ( <a href="http://kingborough.tas.gov.au">kingborough.tas.gov.au</a> )	KC POS Crown  Private	Stage 1 completed in 2023 from the Huon Highway to Riverdale Road.  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 some sections just north and west of Miandetta Drive which would require landowner discussion and negotiation.  Being approached as a staged project with Stage 2 to commence in 2024 (pending resourcing) from Miandetta Road to the Channel Highway.	Very High
	Margate Rivulet Track	Extending Margate Rivulet Track from near Brook Lane Track along POS up Margate Rivulet towards Chandlers Rd.	KC POS	Would connect in with Tramway Hill track and Cathedral Rd link to Nierinna Rd. Area of public open space is infested with weeds (willow) and needs major weed control and investment.	Medium
	Barretta – Margate In progress	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. In progress for 2024.	Low



LOCALITY	TRACK NAME	LOCATION DETAILS	TENURE	COMMENTS	PROJECT COST
ALLENS RIVULET	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	Requires landowner support. Currently on hold. Opening up of KC POS required.	Medium
	Thomsons Rd Link to Kaoota Rd	Connect from the top of Thompsons Rd on road reserve (licenced to KC) out to just below 210 Kaoota Rd	CLS – licenced to KC	This is in progress for 2024.	Low
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. Trail exists. Requires 1 small re-route section that is on private land to formalise. Council has a licence along the Crown Land.  Current NRM project. <b>In progress with local Landcare group.</b>	Low
	Snug to Lower Snug Shared Path	To connect Snug from south of the Esplanade to Lower Snug, Old Station Rd and Davies Rd via an off-road shared path.	Currently private but in negotiation Crown Public Reserve	Route is on a deceased estate which is currently going through the lengthy process to see if it can come into Council ownership. Will require a bridge over Snug River. Strong community support from CALSCA. Private Landowner negotiation.	Medium
	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.  Is there community demand/support for this?	Medium
WOODBIDGE	Wreck of the Laura	Woodbridge, Martins Rd to Helliwells Point	CLS Potentially private ROW required	Refer to Council's Coastal Hazards Policy for guiding direction. Requires feasibility assessment and survey to see where boundaries are. Requires CLS licence.	Medium

## PRIORITY 2

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	PROJECT COST
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 - multiple	Requires landowner discussion and negotiation	Very High
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 a bigger picture Regional/Connections Trail Network, Kingston to Margate. Requires landowner discussion and negotiation. High priority for TRAC and keen to assist progress it. Would create a loop from the Leslie Vale end along NW Bay River.	High - Very High
	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. High priority for TRAC.	High - Very High
	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 landowner discussion and negotiation. Across Hobart City Council boundary. <b>Captured in Greater Hobart MTB Masterplan as a priority route.</b>	Low
	Browns River, lower Summerleas Rd	Browns River from Scotts Rd (running off Summerleas) towards Firthside	Crown Land 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. Recent subdivision proposals open up further opportunity to gain some more missing links. Further investigation and links or ROWS required.	Medium - High



LOCALITY	TRACK NAME	LOCATION DETAILS	TENURE	COMMENTS	PROJECT COST
KINGSTON (cont)	Kingston Beach – Blackmans Bay	Extending track from Boronia Reserve to Mirramar Park Bay	Public Reserve (Crown) and 1 private property	Requires landowner discussion and negotiation and licence over Crown Land. Coastal cliff environment and associated risks. Would require fencing. Very steep. Is there community support for this?	High
	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.	High – Very High
	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. <b>Captured in Greater Hobart MTB Masterplan as an important link to continue negotiations with and included in original Regional Trail planning.</b>	Very High
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.	Private KC POS  Crown Land	Part of Delmore Rd Subdivision option (currently not progressing).  Requires landowner discussion and negotiation.  Would need licence taken out over Crown land sections.	Medium - High
	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 Land with KC licence for public recreational track  Private	Track is in existence but overgrown in sections. Council staff met with the landowner in Oct 2023 for site inspection. Three bridges would be required and extensive and expensive work. More of a State/Federal project. Requires a feasibility assessment.	Very High

LOCALITY	TRACK NAME	LOCATION DETAILS	TENURE	COMMENTS	PROJECT COST
	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 into the Margate Rivulet Track network. Requires landowner support as the public reserve is not wide enough to establish track away from eroded creek edge.	Medium
<b>HOWDEN</b>	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.	Medium
<b>SNUG ELECTRONA</b>	Electrona - Snug River - Channel Hwy	From Snug foot bridge along edge of river to link to old Channel Hwy.	Private	This link would open up options and give alternate access to Snug Beach and creates loop with Snug River Track and Snug to Margate Shared Path. On private Electrona property. Is there community demand/support for this?	Medium
<b>ALLENS RIVULET</b>	Tramway to Maudsley Rd Link	From Tramway '5 Ways' junction to Maudsleys Rd.	Private x 3	Landowner discussion and negotiation has taken place previously and currently stalled. Track exists. Strong community support for this link. <b>Captured in Greater Hobart MTB Masterplan as an important link to continue negotiations with.</b>	Medium
	Moodys Road, Allens Rivulet – to connect the Cliff Track and Crofton Drive Track	Connecting the current Crofton Drive Track along the POS and down to Allens Rivulet, along creek (on private land) to Sandfly Rd.	Private x 1	One of four crucial links raised by TRAC. Stalled, needs landowner support or land acquisition.	Medium
<b>KETTERING</b>	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 Land 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 for existing infrastructure and on-going maintenance. Some sections very narrow with steep drop offs that would require hand rail/fencing. Strong support from various Kettering community groups. Issues when high tide. Cost prohibitive and best to leave as an informal track that the community manage.	Medium - High



### PRIORITY 3

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 due to steep terrain.
- Private land or multiple private land owners to allow public access and no/minimal community support.
- No links to other trails.

LOCALITY	TRACK NAME	LOCATION DETAILS	TENURE	COMMENTS	PROJECT COST
KINGSTON	Neika - Summerleas	Linking Wolfes Rd to Summerleas Rd	KC Public Recreation & POS, Crown Land 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. Requires a full feasibility assessment.	Very High
TINDERBOX	Coastal Track around Tinderbox	Linking from Tinderbox Beach, east and north to Wingara Rd	Currently private  Crown Land	Opportunity with potential subdivision to gain POS along the foreshore strip with the long-term aim of a coastal trail with multiple access points. Would make an iconic walk.	Very High
MARGATE	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.	High
	Margate - Huon Valley (via Snug Tiers)	Multiple options	KC POS Crown Land Parks NRA	Across Municipalities. Extensive existing trail that is already accessible. Captured in the Greater Hobart MTB Masterplan as a priority route.	Medium - High

LOCALITY	TRACK NAME	LOCATION DETAILS	TENURE	COMMENTS	PROJECT COST
<b>LONGLEY SANDBLY</b>	Longley – Mountain River		Private	Across municipalities, remote.  Some tracks on private land (Betts Hills Track)	Medium
	Betts – Andersons Roads		Crown Land Public Wellington Park Private	Utilises existing Cathedral Rock Track, Wellington Park Tracks and one landowner private property to access Andersons Rd.  Across municipalities, remote.	Low - Medium
<b>KETTERING</b>	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 Land Public Reserve  KC Footway	KC footway joins to Saddle Rd. Two private sections requiring ROW.	Medium - High
	Watsons Rd – Impara Drive	Linking Impara Trail Reserve (Oyster Cove) to Watsons Rd, Kettering.	Public Recreation Space  Private	Would require private landowner negotiation and ROW/ acquisition.	High
<b>BRUNY ISLAND</b>	Dennes Point Fore-shore	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 & Wildlife)

**CLS:** Crown Land Services



## APPENDIX C: COMPLETED TRACK PROJECTS SINCE 2017 ACTION PLAN

TRACK NAME	SECTION	COMMENTS	YEAR
<b>Whitewater Creek Track to Sports Precinct</b>	Connection up the hill and parallel to Corlacus Drive and out to Gormley Drive.	Stage 1 has been completed from Gormley Drive to connect to O'Connor Drive. Stage 2 to be constructed 2024 (grant funded).	Being constructed 2023-2024
<b>Whitewater Creek Track Extension to Spring Farm</b>	Extend Whitewater Creek Track through to Spring Farm.	Shared path standard, 2.5 metres wide. Combination compacted gravel and concrete sections in flood prone areas.	Being constructed Summer 2023
<b>North West Bay River Multi-User Trail Stage 1</b>	Section 1: Riverdale Rd to Huon Highway.	Opened in Spring 2023.	2023
<b>Cathedral Rd Track</b>	Linking Cathedral Rd through to Nierinna Rd, Margate.	Public Open Space opportunity to open this link including fencing and signage.	2022
<b>Tinderbox Hills Track</b>	Estuary Drive through to Mt Louis Rd.	Negotiations with landowners for rights of way to open the trail all the way through to Mt Louis Rd. Shared use.	2022
<b>McKenzies Rd Link to Leslie Vale Track</b>	Connecting McKenzies Rd to Leslie Vale Track out to Bullock Rd.	750m section opened to connect Leslie Vale Track out to McKenzies Rd through new POS from a subdivision.	2021
<b>Riverdale Rd Track to NWB River</b>	From the end of Riverdale Rd.	300 metre public walkway section fenced off to connect to NWB River alongside between 35 and 29 Riverdale Rd.	2020
<b>Hillview Drive Connection to Baretta Reserve</b>	Right of Way section along boundary of 33 Hillview Drive into Baretta Reserve.	Half km section fenced off for horseway from end of Hillview Drive into Barretta Reserve.	2020
<b>Snug To Margate Shared Path</b>	Snug to Margate Shared Path from Snug River end to Margate Museum.	4.4 km long Combination of grant and Council funding.	2018
<b>Crofton Drive Track Extension</b>	Extended Crofton Drive track out to Allens Rivulet Rd.	800 metre extension	2018
<b>Brinks Link</b>	Margate end of Sandfly Rd.	Short, 100m link to connect Sandfly Rd to Margate Rivulet Track. Land donated.	2018
<b>Picket Hill Track</b>	Steep section down to Hackford Drive	This section upgraded in 2023 with improved drainage and surfacing.	2023
<b>Leslie Vale Track Upgrade</b>	2 Stages McKenzies Rd to Leslie Vale Track	Trail improved, hardened and drainage installed to improve surface of track due to high usage by horses.	2022/23
<b>Taroona Foreshore</b>	Vicinity of 112 Flinders Esplanade	Section of trail now licenced to Council and upgraded.	2023

TRACK NAME	SECTION	COMMENTS	YEAR
Kingston Mountain Bike Park	Pump Track	Upgraded to a full asphalt pump track.	2022
	Dirt Jumps	Maintenance upgrade	2023
Nierinna Creek Track	Bridge Replacement	Top 2 bridges replaced in 2023 with wider, aluminium, horse friendly bridges.	2023
Boronia Beach Track	Above Sailing Club through to dog gate	Track improvements including widening, drainage, and compacted gravel.	2022
Whitewater Creek Track	Southern Outlet to Summerleas Rd	Grant & Council funded to upgrade path to 3-metre-wide, concrete shared path standard.	2022
Alum Cliffs Track	Various	Step upgrade to Shot Tower	2021
		Section below and west of Harpers Rd link upgraded with improved drainage in 2023.	
Mt Pleasant Track	From Kingston View Drive	Standard of track brought up to 2.5-metre-wide compacted gravel, shared use standard from Kingston View Drive to Mt Pleasant Rd.	2021 (June)
Nierinna Creek Track	West of Perrins Rd	New section of steps on Nierinna Creek track.	2020





































*View from the top of Cathedral Rock Track*





















## 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	Easy				
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				
Cathedral Rd link to Nierinna Rd	Low	Moderate				
Cottage Road Track to Wetlands	High	Moderate				
Coffee Creek Track	High	Easy				
Dave Burrows Walk	High	Easy				
Dennes Point Heritage Trail	Low	Easy				
Dru Point Track	High	Easy				
Harts Hill Track	Low	Moderate				
Kaoota Tramway Track	High	Moderate				
Kettering Point Track	High	Moderate				
Kingborough Mountain Bike Park	High	Easy - Advanced				
Leslie Vale Track	Medium	Moderate				
Manuka Hills Track	Low	Moderate				
Margate Rivulet Track	Medium	Easy				
Margate Tramway Track	Medium	Easy				
Mt Pleasant Track	Medium	Moderate				
Nierinna Creek Track	Medium	Moderate				
North West Bay Nature Trail	Medium	Moderate				
North West Bay River Trail	High	Moderate				
Picket Hill Track	Medium	Moderate				

TRACK	USAGE HIERARCHY	GRADING	PERMITTED USE			
Snug to Margate Shared Path	High	Easy				
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	USAGE HIERARCHY	GRADING	PERMITTED USE			
Cape Queen Elizabeth Track	National Parks	Moderate				
Cathedral Rock Track	Wellington Park	Difficult				
Coningham 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 Tracks	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 easier 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	Some seating along the track
Boronia Hill Flora Track	No	Yes, at reservoirs off Jindabyne Rd	Seating
Cathedral Rd link to Nierinna	No	Roadside	
Cottage Rd to Wetlands Track	No	Roadside	Seating in Wetlands
Coffee Creek Track	No	Roadside or	
Dave Burrows Walk	No	Roadside	Seating
Dennes Point Heritage Trail	Yes, Nebraska Beach	Roadside	Interpretation Signage
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	Yes	Small carpark plus roadside	Picnic Table, Shelter, Toilet
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 Nature Trail	Sandfly Oval & Hall	Yes, Sandfly Oval	

TRACK	TOILETS NEARBY	PARKING	OTHER
North West Bay River Trail	Sandfly Oval & Hall	Yes, Sandfly Oval, Hall, Huon Highway carpark, roadside on Riverdale Rd	Interpretation signage
Picket Hill Track	No	Roadside	Lookout
Snug River Track	Snug Beach	Yes	Picnic/BBQ facilities, playground
Snug to Margate shared Path	Yes – Snug Beach, Margate Hall	Yes – Snug Beach, Margate Hall	Seating along track
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	



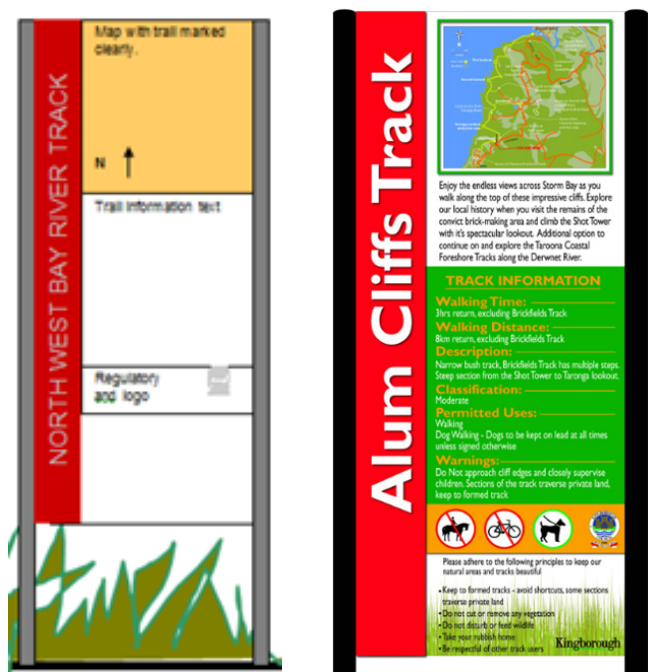
***Kettering Point Track***



## APPENDIX F: SIGNAGE

### 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.



*Walking Track Large 2 Post Sign*



*Interpretative Sign*

### SHARE THE TRAIL



*Shared Trail Sign*

### DIRECTIONAL ROAD BLADE SIGNAGE

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



*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
- Suncoast Headlands
- Alum Cliffs – Tyndall Beach, Wootten Drive, Shot Tower, Wandella Ave
- Tinderbox Hills
- Boronia Beach
- Baretta Reserve
- Brickfields
- North West Bay River Trail (Huon Highway)
- Kaoota Tramway
- Dave Burrows Walk
- Snug to Margate Shared Path

## APPENDIX G: TRACKS AND TRAILS ASSESSMENT CRITERIA

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:

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

## IMBA AUSTRALIA MOUNTAIN BIKE TRAIL DIFFICULTY RATING SYSTEM

Difficulty Symbol	Short Description
	<b>Very easy</b> Wide trail with a gentle gradient smooth surface and no obstacles Suitable for beginner cyclists with basic bike skills, and most bikes
	<b>Easy</b> Wide trail with a gentle gradient smooth surface Some obstacles such as roots, logs and rocks Suitable for beginner cyclists with basic mountain bike skills, and off-road bikes
	<b>Easy with Intermediate Sections</b> Likely to be single track with a moderate gradient, variable surface and some obstacles Some obstacles such as roots, logs and rocks Suitable for mountain bikers with mountain bikes
	<b>Intermediate</b> Single trail with moderate gradients, variable surface and obstacles May include steep sections Suitable for skilled mountain bikers with mountain bikes
	<b>Intermediate with Difficult Sections</b> Suitable for competent mountain bikers, used to physically demanding routes Expect large and unavoidable obstacles and features Challenging and variable with some steep climbs or descents and loose surfaces
	<b>Difficult</b> Suitable for experienced mountain bikers, used to physically demanding routes Navigation and personal survival skills are highly desirable Expect large, dangerous and unavoidable obstacles and features Challenging and variable with long steep climbs or descents and loose surfaces Some sections will be easier to walk
	<b>Extreme</b> Suitable for highly experienced mountain bikers, used to physically demanding routes Navigation and personal survival skills are highly desirable Severe constructed trails and/ or natural features, all sections are challenging Includes extreme levels of exposure and / or risk Expect large and unavoidable obstacles and features Some sections will be easier to walk

## GREATER HOBART TRAILS TRACK RATINGS TRACK DIFFICULTY RATINGS

<b>Very easy</b>	Concrete or hotmix pathway suitable for wheelchairs and people pushing prams, families with young children and learner riders. Mostly flat.
<b>Easy</b>	Well-formed gravel tracks or fire trails. Suitable for wheelchairs with assistance, people pushing prams, families with young children, gentle hills.
<b>Moderate</b>	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.
<b>Difficult</b>	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.
<b>Very difficult</b>	Steep and strenuous. Recommended for very experienced bushwalkers and highly skilled MTB riders.





***Margate horse rider exploring the Cathedral Road link track through to Nierinna Road***