

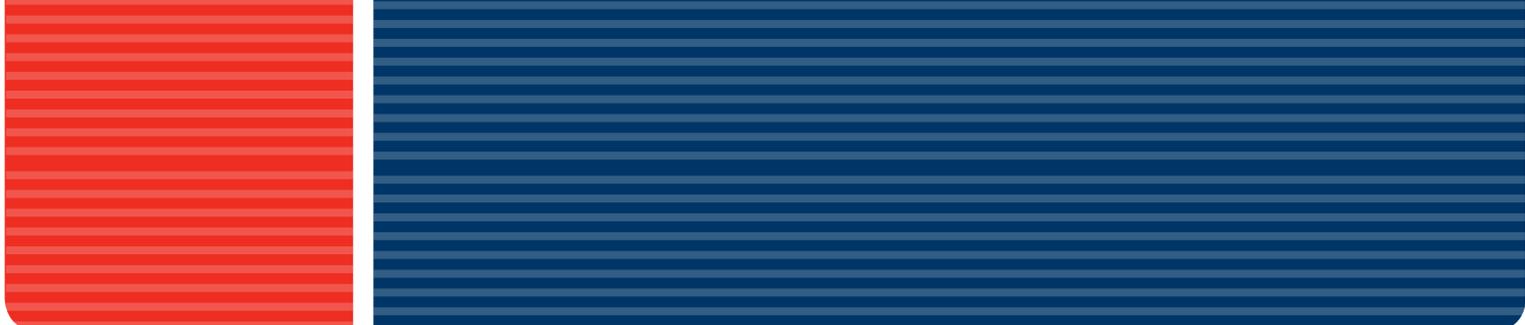
Devonport City Council



The City with Spirit



Bike Riding Strategy 2015 - 2020



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1. Introduction

The *Devonport City Cycling Network Strategy 2010-2013* was first adopted in 2010.

Since its adoption there have been a significant number of achievements delivered from the objectives of the original strategy.

The new *Devonport City Bike Riding Strategy 2015-2020* is part of Devonport's vision for the future as outlined in Council's

Strategic Plan 2009-2030.

The *Bike Riding Strategy* focuses on the desires of the riders and would-be-riders to have safe, accessible and well-connected bike routes. It aims to make bike riding an attractive activity for the whole community.

The *Bike Riding Strategy* includes an Action Plan of tasks and resources required to complete the objective of this new strategy.



2. Definitions

Bicycle or Bike

This refers to any vehicle that is propelled by human power through a belt or chain on gears.

Bike Lanes

A bike lane can be a dedicated lane or a shared lane for riding on a public road. For the safety of riders any new lanes must conform to the Austroads Guides.

Exclusive bike lane width	1.5 - 2.5m
Bicycle/car parking lanes width	4.0 - 4.5m

Bike Paths

A bike path is a path separated from the road, these paths are shared with other people walking or riding. The Tasmanian Road Rules (Regulations) allow people on

bikes to ride on the footpath. Any new footpath must be wide enough to provide safe clearance between people on bikes and people walking, or in wheelchairs or mobility scooters.

Path widths on key bike riding routes	2.0 - 4.0m
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Bike Riding Network

A connected system of paths and lanes that provide safe riding routes to popular destinations.

Rail Trails

Shared-use paths recycled from abandoned railway corridors. They can be used for walking, bike riding and horse riding.

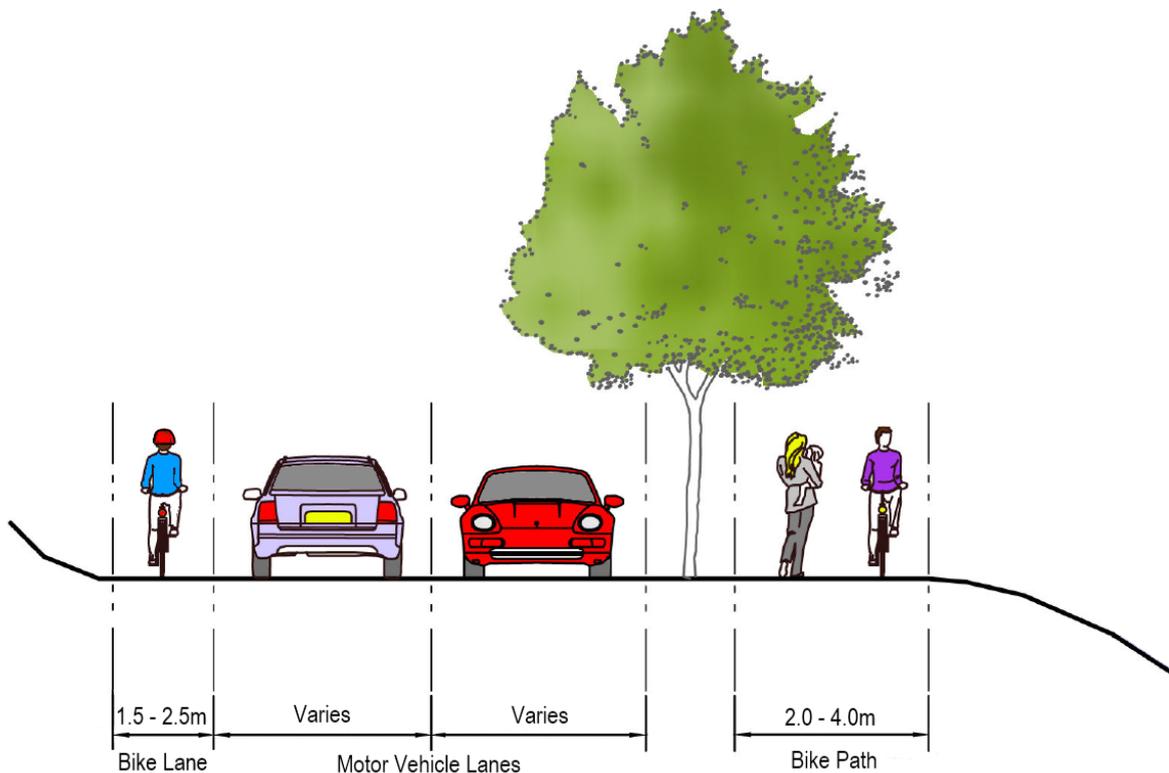


Figure 1 - Proposed widths for bike lanes and bikes paths.

3. Objective - Aim of the Strategy

The aim of this Strategy is to make bike riding more accessible and safer for everyone through promotion, community education and by providing a well maintained network of bike lanes and paths.

4. Background

The participation rates for bike riding are rising, not only in Tasmania but in Australia and across the world, both as a means of transport, commuting and also as a recreational pursuit.

Achievements 2010-2014

- **Formby Road Path** - 900m linking path.
- **Devonport Road Spreyton Link** - 1st Stage - 2.1km.
- **River Road - Link to Latrobe First Stage** - Shared Bike and Dedicated Bike Lanes - 1.5km.
- **Miandetta Meander** - Partly constructed from Formby Road to Lyons Avenue.
- **Bike Racks** - 15 new racks installed in CBD, Coles Beach and Aquatic Centre.
- **Stony Rise Road Pathway** - Tugrah Road to Lawrence Drive - 300m.
- **Great Foreshore Ride Upgrade** - Widening to 3.0m and Realignment of high use section Bluff Road - 1km.
- **East Devonport Connections** - Wright St Bike Lanes 1.4km. Brooke Street Bike Lanes 1km.
- **Pathway Signage** - 25 trackmarker signs have been installed along 15km of bike paths.
- **Events** - Ride to Work Days & Community Breakfasts annually.
- **Bike Counts** - Completed annually to identify current usage & trends.

Devonport Bike Counts:

- **Formby Road (Near Elizabeth Street)** - 35% average annual increase between 2011- 2014
- **Devonport Road (Quoiba to City)** - 42% average annual increase between 2011 - 2014
- **River Road Ambleside** - 38% increase between 2013 & 2014
- **Victoria Bridge** - 6% average annual increase between 2012 & 2014
- **Formby Road (near Steele Street)** - 12% average annual increase between 2011 - 2014

Government Funding:

- 2013 Trails and Bikeways Grant - \$100k
- 2013 Vulnerable Road Users - \$158k
- 2012 Sport & Recreation Grant - \$10k
- 2011 Cycling for Active Transport Infrastructure Development - \$10k
- 2011 Cycling for Active Transport - \$2.7K

5. Devonport's Existing Bike Riding Network

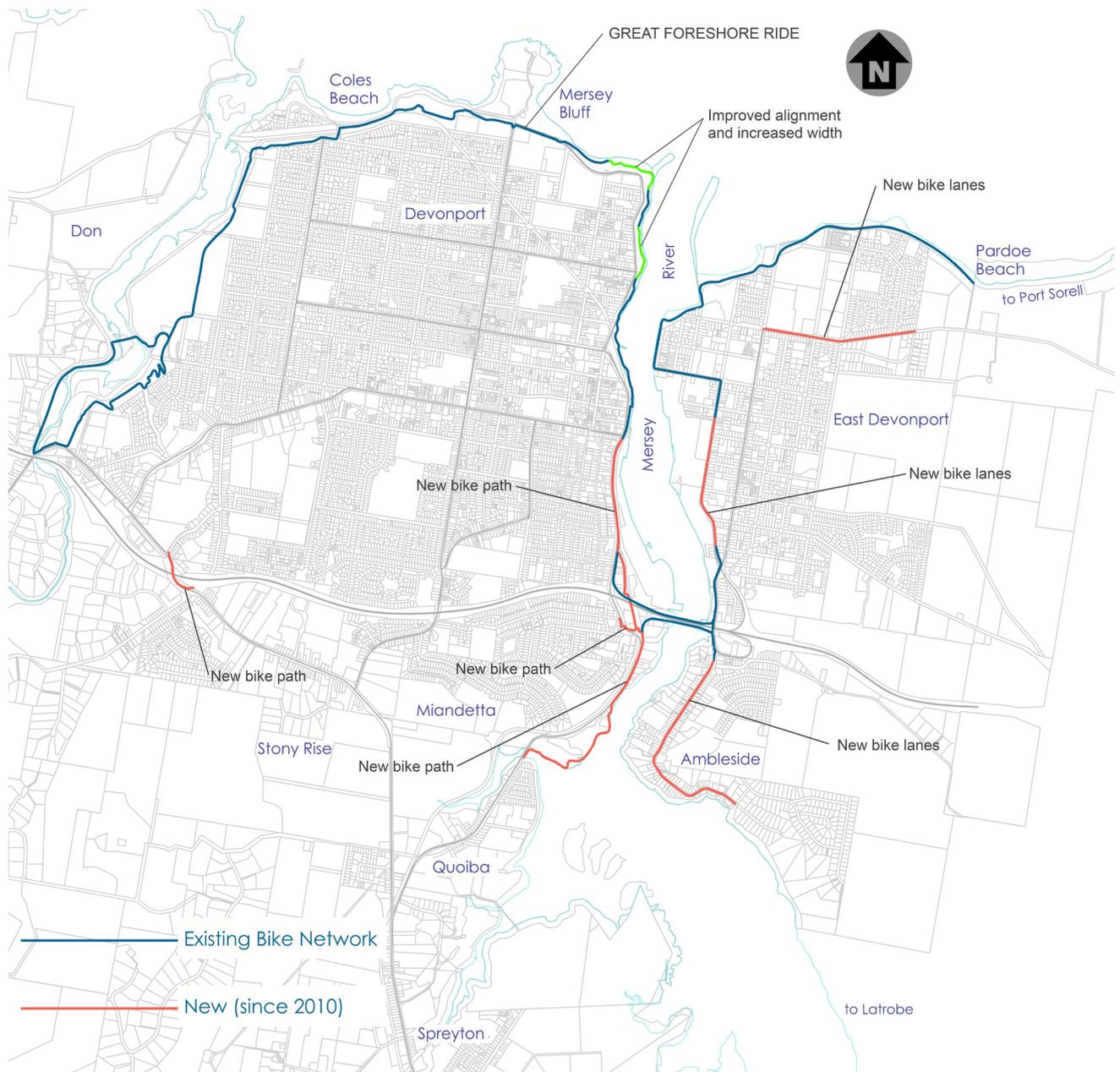


Figure 2 - Existing Bike Riding Network.

5. Existing Bike Riding Network

The following bike riding routes currently exist within the network:

The Great Foreshore Ride

Devonport's most significant bike riding feature is the 12km Great Foreshore Ride - stretching from Quoiba in the south past the city foreshore and Mersey Bluff to the Don River in the west.

East Devonport Connections

Links to the main shopping centre, primary school and foreshore path, utilising bike lanes in Wright Street and paths in Thomas Street and Tarleton Street.

River Road Link

The River Road link provides a safe and attractive route for bike riding between the Highway Bridge and Ambleside, with a combination of paths and bike lanes.



6. Strategic Context

Council has adopted a vision for the future in the Council Strategic Plan 2009-2030:

“Devonport will be a thriving and welcoming regional City, living lightly be river and sea.”

The Strategic Plan establishes goals and outcomes to be achieved from the plan. The goals are where the organisation wants to be. The outcomes and underpinning strategies are the steps needed to get there. Goals and outcomes for the *Bike Riding Strategy* are in the table below.

Goals	Outcomes	Strategies
Living lightly on our environment	Devonport is an energy efficient City.	Lead and actively promote the adoption of practices that support the sustainable use of energy and other natural resources by Council, businesses and the community.
	Devonport is aware and active on how to live lightly.	Identify and implement initiatives to educate and encourage our community on opportunities to “live lightly”.
Building a unique City	The infrastructure priorities to support the development of our unique city are planned and appropriately funded.	Provide and maintain roads, footpaths, bike paths and car parks to appropriate standards.
Growing a vibrant economy	Access into, out of, and around the City is well planned and managed.	Improve the City’s physical access and connectivity.
Building a quality of life	Sport and recreation facilities and programs are well planned with strong participation.	Provide sport, recreation and leisure facilities and programs to meet the needs of the community.
		Enhance and increase the utilisation of sport and recreation facilities.
		Promote passive recreational usage including walking, bike paths, trails, parks and play spaces.
	An active, connected, empowered community promotes and values diversity and equity.	Encourage and provide information and opportunities for active participation in community life.
Practicing excellence in governance	Regional co-operation is achieved through purposeful participation.	Promote open communication and cooperation with local and state governments in regional initiatives.

6. Strategic Context

Existing Strategies & Related Documents

The **Devonport City Bike Riding Strategy** connects with the following Local, State and National Plans and Strategies:

Tasmanian Government Strategy on Walking and Cycling for Active Transport

The Tasmanian 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. The Strategy is intended to guide development of walking and cycling as transport options in our urban areas over the long-term by creating a more supportive transport system for pedestrians and cyclists.

Devonport's strategy matches the State vision to "create a safe, accessible and well connected transport system that encourages more people to walk and cycle as part of their everyday journeys."

Australian National Cycling Strategy 2011-2016

The National Cycling Strategy - Gearing up for active and sustainable communities sets out six clear priorities and objectives:

CYCLING PROMOTION: Promote cycling as both a viable and safe mode of transport and an enjoyable recreational activity.

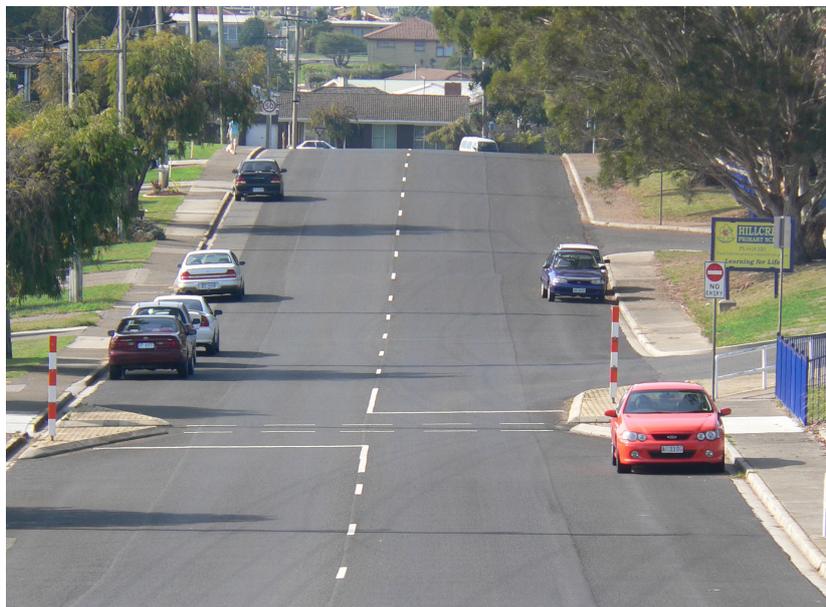
INFRASTRUCTURE and FACILITIES: Create a comprehensive network of safe and attractive routes to cycle and end-of-trip facilities.

INTEGRATED PLANNING: Consider and address cycling needs in all relevant transport and land use planning activities.

SAFETY: Enable people to cycle safely.

MONITORING and EVALUATION: Improve monitoring and evaluation of cycling programs.

Devonport's strategy supports the national vision "to realise a step-change in attitudes to cycling and in the numbers of riders in this country".



7. Strategy Outcomes

Outcome 1: Make bike riding more accessible for everyone

Improved Linkage to Great Foreshore Ride

Increased access to the Great Foreshore Ride from residential neighbourhoods is required. Established tracks should be formalised into bike paths. New access points need to be provided along the route to maximise the recreational and commuting potential of this path.



Infrastructure Upgrades

Sections of the existing foreshore and Don Reserve tracks should be upgraded and widened to accommodate the increased usage and to comply with acceptable standards for shared paths.

Any road infrastructure on key routes should include bike riding facilities. Extra width on sub-arterials and major collectors to accommodate bike lanes should be included when upgrade works are being scoped.

Outcome 2: Make bike riding safer for everyone

Road Crossing Priority

Consider converting the road crossings on the Great Foreshore Ride to give priority to the bike riders. Recognise the significance of the path and enhances the appeal to families and beginner riders.

Hazard Removal

Undertaking a safety audit of the bike network will identify any hazards that need removing. Posts, overhanging or intruding vegetation and drop-offs pose hazards to riders. A clear and level space of 0.5m either side of a bike path or lane and 2.5m above will ensure it is safe for riders of all ages and skills. Identify who has priority at bike path intersection by line marking or by better path layout.

Outcome 3: Provide a network of bike lanes and paths

New Connection Links

The following key future bike riding routes have been identified from feedback received from the community and by investigation:

Great Foreshore Ride Extension to Spreyton

This link extends the Great Foreshore Ride into Spreyton. Commencing at the Horsehead Creek Footbridge in Quoiba, following an attractive foreshore alignment into the Maidstone Park recreation area and on to the expanding residential areas to the south of the city.

7. Strategy Outcomes

Outcome 3: Provide a network of bike lanes and paths

River Road Link - Extension to Latrobe

The River Road link to Bells Parade, Latrobe would provide a safe and attractive route for bike riding between Ambleside and the township of Latrobe. This route is very popular with riders but provides little in the way of protection due to the narrow and winding road alignment in the rural section south of Ambleside.

The proposal is for a safe recreational pathway clear of the road for the majority of this riverside journey.

East Devonport Connections

On road bike lanes on Brooke Street and John Street would complete the links to the school, shopping centre and recreation facilities using John & Brooke Streets.

Devonport Central

The Oldaker Street Spine, traversing the entire length of Oldaker Street from the Don Reserve Path near the Aquatic Centre to Formby Road, using a combination of bike lanes and bike paths. Allowing access to the schools, Fourways and to the CBD.

Miandetta Meander

Capitalising on a crown reserve corridor this link would connect from Middle Road past the primary school and through to the new Formby Road pathway. Will require Crown Land approval.

A supplementary connection via Forbes Street is also included.

Hillcrest Rise

Providing bike access to the TasTafe College and Hillcrest Primary School using Hillcrest Road and Valley Road. Creates an alternative route into the CBD via Charles, Victoria, Forbes, Turton and MacFie Streets.

North South

A connector route along Nixon Street to the schools and to the Great Foreshore Ride in the predominantly residential area of the city.

Kelcey Tier Mountain Bike Trails

Cross country riding opportunities, including fire trails and some purpose built trails were recognized in the Sport and Recreation Tasmania (2009), Tasmanian Mountain Bike Plan. Access improvements are required.

North West Coastal Pathway

Connecting the communities on the North West Coast from Wynyard to Latrobe and Port Sorell. Plans have been completed for the Devonport to Latrobe Section.

West - Part of the Coastal pathway, this would close the missing link to our Central Coast neighbours.

East - Extending from Pardoe Beach and ultimately to Port Sorell.

Stony Rise Road

Stony Rise Road has been identified as a bike riding route that needs additional infrastructure to support the recent commercial and residential developments. The new path from Tugrah Road should be extended progressively as development and funding opportunities occur.

Don River Rail Trail

For the majority of its length the Don River Rail Trail has a gravel or dirt surface suitable for walking, mountain bikes and horses. The trail would extend from the Don Memorial Hall to the Tasmanian Arboretum in Eugenana. The alignment would need to be negotiated with property owners.

Signage

The Trackmarker Signage Program provides quality guidance information to riders on the Great Foreshore Ride and should be continued as the network expands.

7. Strategy Outcomes

Bike Parking

The Ride Free/Park Free bike racks program which provides secure and accessible bicycle parking should be continued at other appropriate destinations within the city. Commercial centres and businesses should also be encouraged to provide bicycle parking amenities for customers and workers.



Outcome 4: Maintain the network of bike lanes and paths well

Maintenance

Adequate and regular maintenance of bike paths and lanes must be scheduled. Regular removal of slippery leaf litter and granular material will help rider safety and ride comfort. A hierarchy of paths and lanes need to be established to determine appropriate service levels.

Outcome 5: Promote the benefits of bike riding for the individual and the community

Events

The *Walking and Cycling for Active Transport Strategy* states that:

Increasing the number of people walking and cycling, particularly to school or work, will increase the community's acceptance of cycling and walking as legitimate modes of transport.

Promoting and supporting events like Ride 2 Work Day and Bike Week help to lift the profile of riding.

Corporate Transport

Corporations should be encouraged to support and promote bike riding as alternative transport for commuting and business. Council has developed and implemented a Workplace Bike Program with bicycles available for staff to use for business and recreation.

Bike Counts

Annual data should be collected utilising Super Tuesday counts in March and Super Sunday Recreational Counts in November, to monitor the effectiveness of network improvements and help in the decision making process for investment in bike infrastructure.

Super Tuesday is Australia's biggest visual bike count. It aims to establish a reliable annual benchmark for bicycle commuting. Devonport has conducted annual counts using volunteer counters since 2011.

Super Sunday is a visual bike count of recreational path users.

Outcome 6: Education the community on bike riding safely

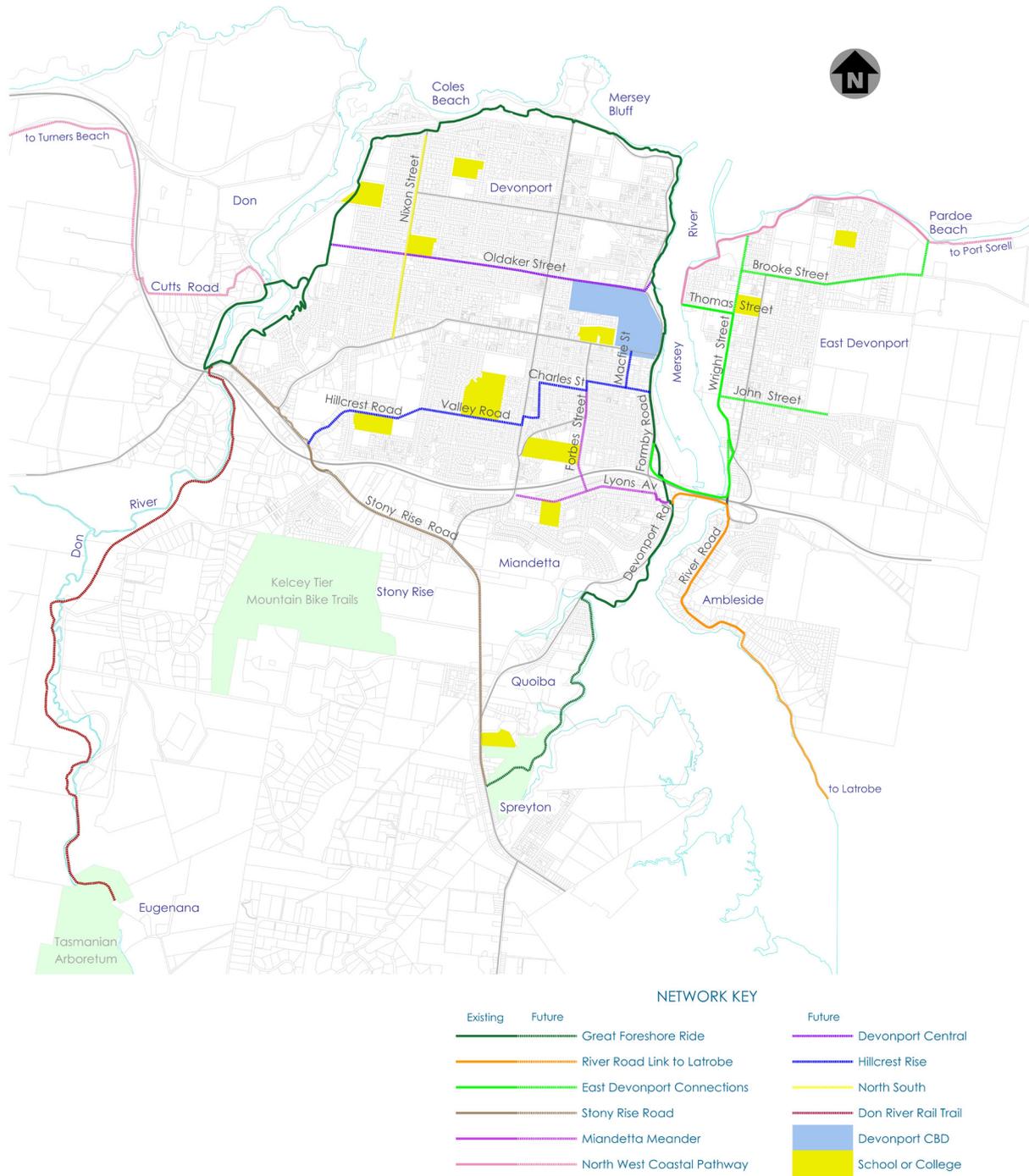
Bike Education

Continue to promote Bike Education for schools and individuals through groups like Safer Roads for Cyclists Tasmania to ensure opportunity for riding skills education.

Bike Track Courtesy

Measures need to be considered to ensure all path users feel safe. Reminder initiatives for walkers and riders to keep left and for riders to use a bell when passing others should be adopted.

Figure 3 - Devonport's Future Key Bike Riding Routes.



8. Strategy Action Plan

The tasks required to achieve the objectives of the Bike Riding Strategy are shown on the following table.

Timeframes:

- Ongoing - day to day tasks which are budgeted for annually
- Short term - 1 to 2 years
- Medium term - 2 to 5 years
- Long term - 5 to 15 years

Resources Required:

- E-OPEX - existing operational expenditure
- F-CAPEX - future capital expenditure
- EXTERNAL CAPEX - grant funding required



8. Strategy Action Plan

Action Item	Details	Objectives	Resources
Short Term Items			
Improved Linkage to Great Foreshore Ride	Nicholls Street, North Fenton Street, Thomas Street	1, 2, 3	F-CAPEX \$65K
Road Crossing Priority	Victoria Parade Boat Ramp	2	F-CAPEX \$15K
New Connection Link	Extension of Spreyton (subject to external funding)	1, 2, 3	EXTERNAL CAPEX
Network Hierarchy	Develop a hierarchy of paths and lanes	4	E-OPEX
Safety Assessment	Undertake safety assessments of paths and lanes	4	E-OPEX
Remove Hazards	Remove bike riding hazards from network	2	E-OPEX

8. Strategy Action Plan

Action Item **Details** **Objectives** **Resources**

Medium Term Items

Improved Linkage to Great Foreshore Ride	James Street, Mungala Crescent, Pardoe Street	1, 2, 3	F-CAPEX \$175K
Road Crossing Priority	Finlaysons Way	2	F-CAPEX \$15K
New Connection Link	River Road Link to Latrobe (subject to external funding)	1, 2, 3	EXTERNAL CAPEX \$825K
New Connection Link	Nixon Street Bike Lanes	1, 2, 3	F-CAPEX
Remove Hazards	Remove bike riding hazards from network	2	E-OPEX



8. Strategy Action Plan

Action Item	Details	Objectives	Resources
Medium Term Items			
Improved Linkage to Great Foreshore Ride	Drew Street	1, 2, 3	F-CAPEX \$5K
Road Crossing Priority	Coles Beach Road	2	F-CAPEX \$25K
New Connection Link	John Street Bike Lanes	1, 2, 3	EXTERNAL CAPEX
Long Term Items			
Improved Linkage to Great Foreshore Ride	Beaumont Drive, Forth Road near Richardson Drive, Riverview Avenue, Ronald Street/Eugene Street	1, 2, 3	F-CAPEX \$335K
New Connection Link	Charles Street Bike Lanes	1, 2, 3	EXTERNAL CAPEX \$64K
Improved Linkage to Great Foreshore Ride	Anchor Drive, Church Street, Clements Street, Oldaker Street	1, 2, 3	F-CAPEX \$235K
Road Crossing Priority	Westport Road	2	F-CAPEX \$15K
New Connection Link	Tea Tree Lane Link	1, 2, 3	EXTERNAL CAPEX \$300K

8. Strategy Action Plan

Action Item	Details	Objectives	Resources
Improved Linkage to Great Foreshore Ride	Miandetta: Miandetta Park, Devonport: Elizabeth Street, Lower Madden Street, George Street, Gloucester Street, West Eugene Street, Best Street, Don: Jiloa Way, Howell Lane	1, 2, 3	F-CAPEX \$550K
Lighting	Victoria Parade: Cenotaph to North Fenton Street	1, 2	F-CAPEX \$135K
New Connection Links	Stony Rise Road: Leary Avenue to Tugrah Road, Lawrence Drive to Don Road, Don Road to Don Reserve, Middle Road to Quoiba, Oldaker Street Bike Lanes, Miandetta Primary to Middle Road, Forbes Street Bike Lanes, Lyons Avenue Link, Lawrence Drive Bike Lanes. Tugrah Road to Kelcey Tier	1, 2, 3	EXTERNAL CAPEX \$2.2M
Coastal Pathways	West to Leith, East to Port Sorell	1, 2, 3	EXTERNAL CAPEX \$600K



8. Strategy Action Plan

Action Item	Details	Objectives	Resources
Ongoing Items			
Path and Lane Maintenance	Provide adequate and regular maintenance	2, 4	E-OPEX
Infrastructure Upgrades Great Foreshore Ride	Widen and improve sections	2, 4	F-CAPEX
Infrastructure Upgrades Other	Included in new subdivisions, road and footpath works	1, 2	NIL
Provide Signage	Provide trackmarker Signage	3	F-CAPEX \$25K
Provide Bike Parking	Provide Bike Parking	3	F-CAPEX \$25K
Bike Counts	Collect Bike Path Usage Data and undertake counts	5	E-OPEX
Promotion	Promote the Great Foreshore Ride as one of Devonport's attractions	5	E-OPEX
Promotion & Support	Bike Education, Ride to Work Day, Bike Week, Encourage corporate support, Implement Bike Track Courtesy Measures	5, 6	E-OPEX
Lobby for Funding	Seek funding and lobby Government to extend the network	3	E-OPEX

Devonport City Council
44-48 Best Street, Devonport
03 6424 0511
www.devonport.tas.gov.au