

# Devonport City Council



*The City with Spirit*



Pedestrian Strategy 2016-2021



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# 1. Executive Summary

Council first adopted a Pedestrian Strategy in 2012 and has undertaken a number of projects since then in accordance with the recommendations of that Strategy. The updated Pedestrian Strategy 2016-2021 has been prepared to continue to assist with the objectives and goals outlined in Council's Strategic Plan 2009-2030.

The objective of the Pedestrian Strategy 2016-2021 (The Strategy) is:

**To make walking in Devonport safe and convenient and to enable and encourage walking as a mode of transport.**

The issues that need to be considered to achieve the strategic objective include:

- Driving a car in Devonport is very attractive, with limited public transport, little congestion and good availability of parking
- There are many gaps in the path network
- Much of the path network is unlikely to comply with current standards
- Social disadvantage, disability and age mean that many people rely on the path network being suitable for use

There are two main aspects to the implementation of the strategy:

- Provision of infrastructure, helping to make walking safe and convenient
- Provision of information that enables and encourages walking

The provision of infrastructure involves the development of a system to ensure that pedestrian facilities are provided in locations that provide the most benefit to the community, making walking safe and convenient. Key parts of this system are:

- Establishment of a path hierarchy
- Defining what facilities are provided in each hierarchy level (i.e. level of service)
- Audit of existing facilities against the level of service
- Prioritisation of identified new and upgrade projects to meet the level of service.

This will generate a prioritised list of projects that can be considered for inclusion in the forward capital works program.

The provision of information involves a number of key activities to enable and encourage walking for both locals and tourists, including:

- Identifying, naming and promoting key routes
- Promotion of programs and initiative related to walking
- Ongoing community consultation

## 2. Introduction

Council first adopted a Pedestrian Strategy in 2012 and has undertaken a number of projects since then in accordance with the recommendations of that Strategy. The updated Pedestrian Strategy 2016-2021 has been prepared to continue to assist with the objectives and goals outlined in Council's Strategic Plan 2009-2030.

The Pedestrian Strategy 2016-2021 applies to all public areas within the Devonport municipal area, including road reserves, parks and other public areas.

The objective of the Pedestrian Strategy 2016-2021 is:

**To make walking in Devonport safe and convenient and to enable and encourage walking as a mode of transport.**

The achievement of this objective would have a wide range benefits for Devonport, including:

- Public health: Walking is a key component of a healthy lifestyle. Increasing the number of people walking and the number walking trips will improve public health outcomes, noting that 25% of Tasmanian adults are insufficiently active<sup>2</sup>;
- Economic: Better walking routes will improve the visitor experience and increase CBD activity, helping to increase economic activity by locals and visitors;
- Social: Better walking routes to community and recreational facilities will encourage the use of those facilities providing a forum for social interaction and increased community engagement;
- Environmental: More walking trips means fewer car trips, reducing emissions; and
- Asset sustainability: More walking trips means fewer car trips, meaning less pressure on road and parking assets.

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<sup>2</sup> Department of Health and Human Services (2013). Health Indicators Tasmania. Hobart: Tasmanian Government

### 3. Strategic & Legislative 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 by river and sea."

The Strategic Plan sets goals and outcomes to be achieved over the life of the plan. The goals set out where the organisation wants to be. The outcomes and underpinning strategies are the steps needed to get there. Goals and strategies relating to the pedestrian facilities are shown in Table 1.

Goal No.	Goal	Strategy No.	Strategy	Pedestrian Strategy 2016-2021 Context
1	Living lightly on the environment	1.3.1	Identify and implement initiatives to education and encourage our community on opportunities to "live lightly"	Make walking a viable alternative to car transport
2	Building a Unique City	2.3.1	Provide and maintain roads, bridges, footpaths, bike paths and car parks to appropriate standards	New facilities will be provided in locations that provide maximum benefit to the community. Pedestrian facilities on roads will be maintained appropriately.
		2.3.4	Provide accessible and sustainable parks, gardens and open spaces to appropriate standards	New facilities will be provided in locations that provide maximum benefit to the community. Pedestrian facilities in parks will be maintained appropriately
3	Growing a vibrant economy	3.2.1	Support tourism through the provision of infrastructure and facilities	Provision of pedestrian facilities at key tourism destinations will be a priority
		3.3.1	Improve the City's physical access and connectivity	Provision of pedestrian facilities in the CBD and other key routes will be a priority
4	Building quality of life	4.1.3	Promote passive recreational usage including walking, bike paths, trails, parks and playspaces	Provision of pedestrian facilities that are attractive for recreational use will be a priority

**Table 1: Strategic & Legislative Context**

### 3. Strategic & Legislative Context (continued)

There are other Council Strategies that the Pedestrian Strategy 2016-2021 relates to:

- Asset Management Strategy
- Bike Riding Strategy 2015-2020
- Open Space Strategy
- Parking Strategy
- Public Lighting Strategy
- Recreation Strategy 2003-2013
- Road Network Strategy 2016
- Tourism Development Strategy 2009-2019

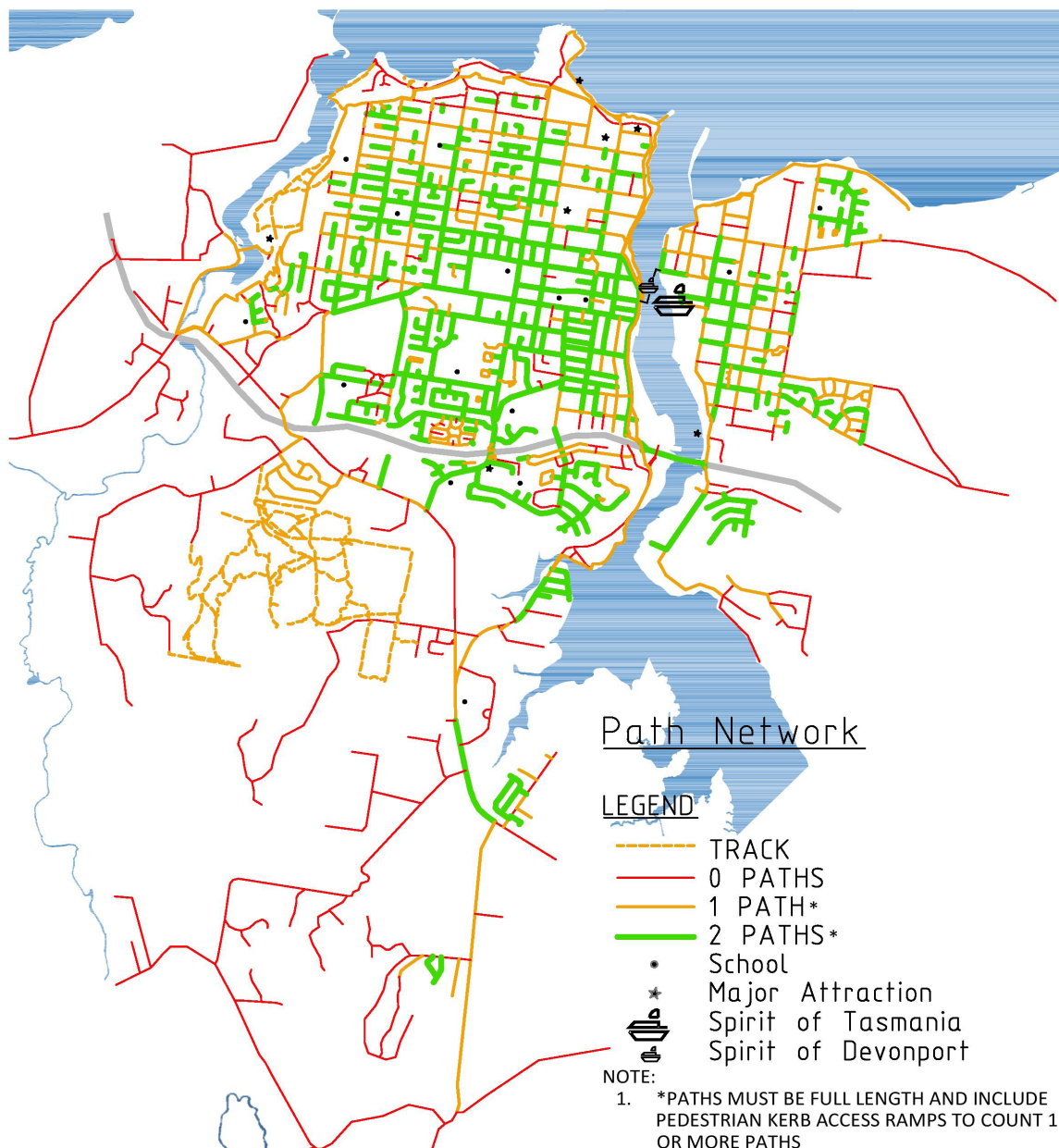
The following documents have also been referenced during development of the Pedestrian Strategy 2016-2021:

- AS1428 Australian Standard – Design for access and mobility
- Tasmanian Standard Drawings (partially derived from AS1428)

## 4. Current Context

### 4.1 Existing Path Network

A desktop assessment of the existing path network has been completed and is shown in Figure 1.



**Figure 1: Existing pedestrian facilities**

There is well established network of paths throughout Devonport. Most urban streets have a path at least on one side of the road and most parks and open spaces have paths of some type. There is a network of formed and unformed tracks in some parks and reserves.

## 4. Current Context (continued)

### 4.1 Existing Path Network (continued)

The path network in Devonport includes a section of the North West Coastal Pathway which is proposed to link population centres on the coast between Wynyard and Port Sorell/Latrobe. Devonport's component is partially completed with around 12km of path between Don and East Devonport, but lacks links to any municipal boundaries.

### 4.2 Existing Promotion & Support Programs

Recreational walking routes are promoted through Council's website and publications at the Visitor Information Centre.

Council also manages a community walking group, runs programs to encourage walking to its own staff and has sponsored events that involve walking including Run Devonport.



Figure 2: Run Devonport

## 4. Current Context (continued)

### 4.3 Completed Projects

Since the adoption of the original strategy in 2012, several projects have been completed including key projects shown in Figures 3-8. A full list of projects is shown in Appendix B.



Figure 3: Completed project at William Street and Stewart Street, including construction of pedestrian refuge and ramps



Figure 4: Completed project at Stony Rose Road, involving construction of pedestrian refuge, ramps and new path on northern (left) side

## 4. Current Context (continued)

### 4.3 Completed Projects (continued)



Figure 5: Completed project at Tugrah Road involving construction of new path



Figure 6: Devonport walking maps, from Council's website

## 4. Current Context (continued)

### 4.3 Completed Projects (continued)



Figure 7: Totem signage installed at multiple locations



Figure 8: Map based signage installed at multiple locations

## 4. Current Context (continued)

### 4.4 Issues

There are a number of issues that need to be considered as part of the Strategy:

#### 4.4.1 Car Friendly

The Devonport road network functions well with little congestion. In addition parking availability is suitable in most locations. These factors combine to make driving an attractive and convenient option when compared to walking. Historically, decisions regarding the road network have been made to prioritise the needs of drivers over pedestrians. An opportunity exists to create more of a balance and where appropriate, prioritise the needs of pedestrians over the needs of drivers.

#### 4.4.2 Incomplete Path Network

There are still areas in Devonport where no pedestrian facilities are available. This may be satisfactory in rural areas and in some parks, but there are still some urban streets with no pedestrian facilities and many incomplete sections with 'missing links'. There are also examples in parks where existing facilities such as tables, bins and toilets are not linked to the path network. All these examples reduce the connectivity of the network, restrict access to pedestrians with reduced mobility and diminish walking as a viable transport option. 9% of households in Devonport do not have access to a car and therefore heavily reliant on the path network<sup>2</sup>.

#### 4.4.3 Non-compliant Facilities

Due to the age of much of the path network, it is likely it would not meet the current design standards which are intended to ensure the facilities are useable by pedestrians of all abilities. 19% of Australians have a disability<sup>3</sup>, 3% are aged 0-4 and 3% are aged 80+<sup>4</sup>, which means that unless a path, ramp or other facility is designed and constructed precisely to the current standards, a significant percentage of the population may be unable to use it. The extent of this issue is yet to be determined.

#### 4.4.4 Asset Management Considerations

The provision of new facilities needs to be carefully planned considering long term financial sustainability. The construction cost needs to be considered in the context of the forward capital works program. The construction of new assets also increases depreciation and maintenance costs.

The renewal of existing facilities to improve condition or to provide a compliant facility must also be carefully planned considering long term financial sustainability. The construction cost needs to be considered in the context of the forward capital works program. The renewal of assets does not affect depreciation costs, but renewing an asset before the end of its useful life generates a one-off financial loss.

<sup>2</sup> Australian Bureau of Statistics (2011) Census of Population and Housing, Catalogue 2015.0

<sup>3</sup> Australian Bureau of Statistics (2009) Disability, Australia, Catalogue 4446.0

<sup>4</sup> Australian Bureau of Statistics (2014) Population by Age and Sex, Regions of Australia, Catalogue 3235.0

## 4. Current Context (continued)

### 4.4 Issues (Continued)

#### 4.4.5 Community Requests

Council has undertaken community consultation on pedestrian issues on a number of occasions. Council also receive many inquiries and requests relating to pedestrian facilities.

The key issues raised by the community are:

- Requests for new paths, mainly on the urban fringe
- Requests for completion of missing links – short sections of missing path joining two existing sections
- Improvements to existing paths, including maintenance and compliance issues
- Lighting of paths – particularly the North West Coastal Pathway

The key locations identified were:

- Around schools
- Various locations on the North West Coastal Pathway
- Near recreational and community facilities

#### 4.4.6 Route Names

Many Devonport residents know the name of a particular route, but others might know the same route as a different name. There is limited signage referring to these routes. This can be confusing for tourists and new residents.

Many 'informal' route names have historical or cultural significance so there are opportunities to promote these. However, it is important to have community acceptance of the names and for the names of routes to fit together under an integrated plan.

#### 4.4.7 Integration with Public Transport

The provision of pedestrian facilities should be integrated with the provision of public transport services as these two modes of transport can be used in combination as an alternative to car transport. There is currently limited integration between pedestrian facilities provided by Council and public transport services provided by public, private and community sector operators. Similarly, there is limited promotion of this type of trip.

## 4. Current Context (continued)

### 4.4 Issues (Continued)

#### 4.4.8 Integration with Supporting Facilities

As described, the path network in Devonport is well established. However, in some cases the provision of supporting infrastructure is lacking or could be improved to increase the use of the path facilities.

- The provision of supporting facilities such as bins, seats, toilets and drinking water stations can make a route more accessible for a broader range of potential users.
- The provision of signage, including wayfinding and interpretative signage can attract first-time users including tourists, increasing the number of walking trips.
- The provision of features, such as public art or play equipment can provide a feature on a particular route and enhance the experience of a walk, providing an attraction for recreational users.

#### 4.4.9 Integration with Parking Facilities

Recognising that car transport is still the preferred option for many people, gradual introduction of walking may be a way to increase the number of walking trips.

The abundant supply of parking adjacent to the North West Coastal Pathway accessed from Victoria Parade and Bluff Road that allows this facility to be promoted as part of a 'park and walk' trip for both commuters to the CBD and recreational walkers. Similarly there is an abundance of free parking south of the Devonport CBD (Horsehead Creek and Westport Road) and East Devonport (Wheeler Street, Thomas Street and Reg Hope Park) that have suitable pedestrian links to the CBD.

Improving the promotion of 'park and walk' would increase awareness of this option and may increase the number of walking trips of this type. This would be timely given the short term reduction of CBD parking during the LIVING CITY construction phase.

#### 4.4.10 Promotion and Support of Walking

The promotion and support of walking is vital to maximise the use of the existing pedestrian facilities and to increase the number of walking trips.

Existing promotional material and programs should be reviewed to ensure that they align with the Strategy and form part of an integrated approach.

An increase focus on walking programs and events could increase participation.

#### 4.4.11 Understanding Barriers to Walking

Seeking information from the community and tourists alike can help to identify how walking trips could be increased and improved, including what factors discourage or prevent people from choosing walking as a mode of transport.

Gathering information from tourists would provide a valuable resource to help enhance the visitor experience and therefore promote Devonport through positive feedback and word-of-mouth.

## 5. Strategy Development

The objective of the Strategy and subsequent implementation has two main aspects:

- Provision of infrastructure, helping to make walking safe and convenient
- Provision of information that enables and encourages walking

Each of the issues raised can be addressed by either one or both of the two aspects.

Issue	Infrastructure (Safe & Convenient)	Information (Enables & Encourages)
Car Friendly	X	
Incomplete Path Network	X	
Non-compliant Facilities	X	
Asset Management Considerations	X	
Community Requests	X	
Integration with Public Transport	X	X
Integration with Supporting Facilities	X	X
Integration with Parking Facilities	X	X
Promotion & Support of Walking		X
Understand Barriers to Walking		X

**Table 2: Strategy Development - Method of Addressing Current Issues**

### 5.1 Provision of Infrastructure

The provision of new infrastructure and the upgrade of existing infrastructure is a vital aspect of the strategy. The facilities must be there for people to use. However, what facilities are provided where, how they are maintained and how new facilities are prioritised is critical to ensure that the maximum benefit is provided.

#### 5.1.1 Establish a Path Hierarchy

A method of prioritising projects for both new facilities and renewal of existing facilities is required. To develop this method council needs to consider which part of the network are most important and what are the reasons that make it important. This leads to the development of a hierarchy involving grouping of path types where usage patterns are similar.

The benefits of a path hierarchy include:

- Ability to prioritise capital projects
- Ability to vary level of service between hierarchy levels (type of facility provided)
- Ability to vary level of service between hierarchy levels (maintenance)
- Ability to identify and promote key routes

## 5. Strategy Development (continued)

### 5.1 Provision of Infrastructure (continued)

The Devonport path hierarchy has been developed by considering walkability of every walking route in Devonport. The walkability of a location is a measure of how likely a person at that location is to use walking as their mode of transport.

Walkability considers the proximity of restaurants, shops, entertainment venues, parks, recreation facilities, public amenities and schools. The walkability of a location is an approximation to pedestrian volume. The Devonport path hierarchy is shown in Figure 9.

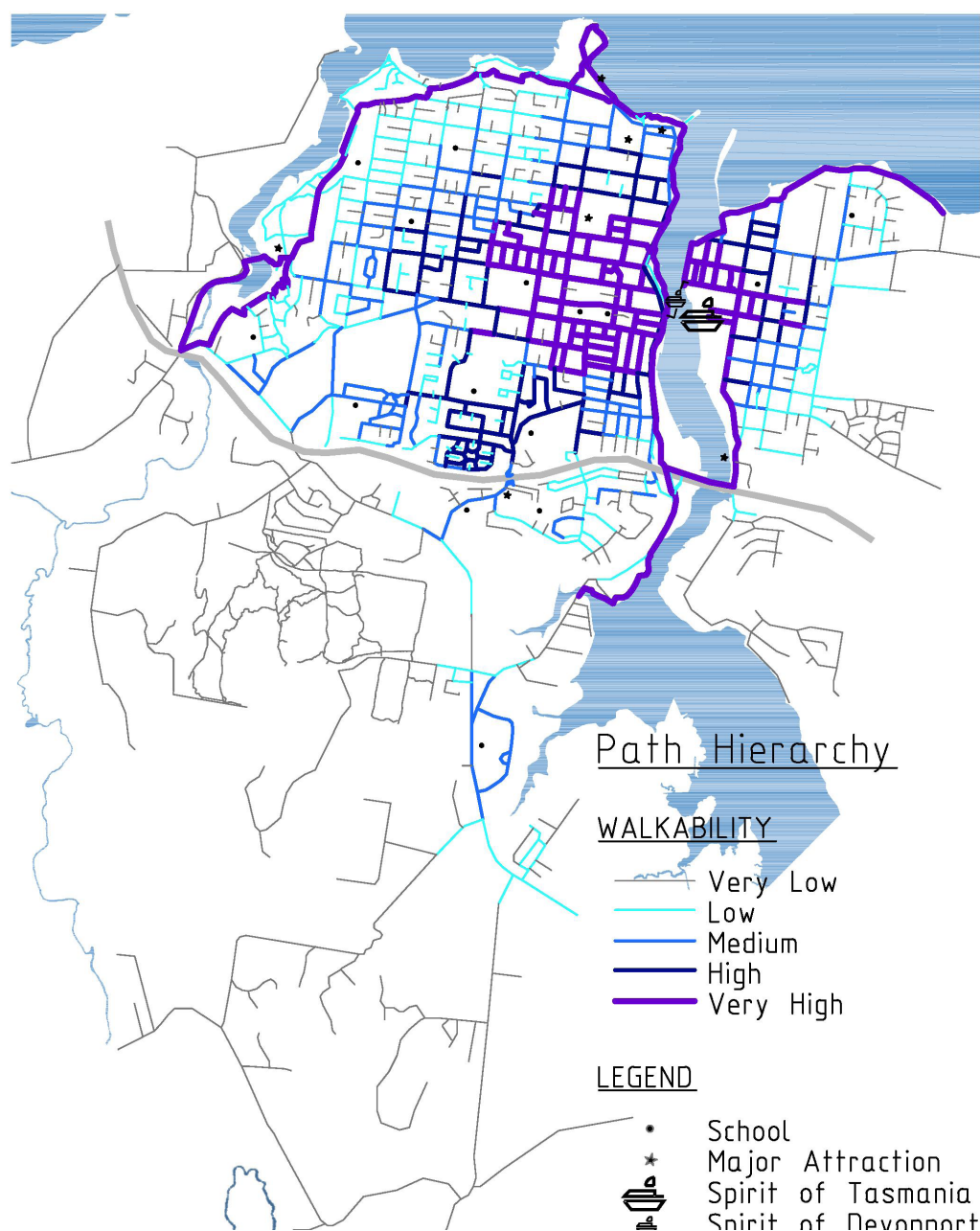


Figure 9: Devonport Path Hierarchy

## 5. Strategy Development (continued)

### 5.1 Provision of Infrastructure (continued)

#### 5.1.1 Establish a Path Hierarchy (continued)

From Figure 9 it can be seen that the Devonport CBD and surrounds, the North West Coastal Pathway and the East Devonport shopping centre are at the highest level in the hierarchy. This aligns strongly with Council's strategic goals identified in Table 1. These areas have the highest walkability so provision of facilities to enable and encourage walking and promotion of these routes should be a priority.

#### 5.1.2 Define Levels of Service (type of facility provided)

The pedestrian facilities at a particular location should meet or exceed the demand for facilities so that the walking is safe, convenient and encouraged. It is also vital the type of facility matches the hierarchy level. For example, paths in higher hierarchy areas need to be wider to accommodate higher pedestrian volumes. Ramps and pedestrian refuges in higher hierarchy areas need to have larger storage areas to accommodate higher pedestrian volumes. The type of pedestrian facility provided to cross a road depends on the hierarchy level and may be a signalised crossing, a pedestrian refuge or no facility, noting that other factors like traffic volumes may influence this.

The requirement for pedestrian facilities for each hierarchy level is shown in Table 3.

## 5. Strategy Development (continued)

### 5.1 Provision of Infrastructure (continued)

	Very High Walkability	High Walkability	Medium Walkability	Low Walkability	Very Low Walkability	Track
<b>Required Path Facilities</b>						
Facilities Provided	Both sides of road, with linking paths	Both sides of roads, with linking paths	Both sides of roads	One side of road	One side of road	Site specific
Width	2.0-3.0m	1.5-2.0m	1.5m	1.5m	1.5m	Site specific
Material	Concrete preferred Feature surfaces acceptable	Concrete preferred. Refer to Tasmanian Standard Drawings	Concrete preferred. Refer to Tasmanian Standard Drawings	Concrete preferred. Refer to Tasmanian Standard Drawings	Concrete preferred. Refer to Tasmanian Standard Drawings	Site specific, may include gravel or bark
<b>Required Ramp and Crossing Point Facilities</b>						
Crossing Points*	Provided at intersections May be provided mid-block Links to adjacent facilities	Provided at intersections	May be provided at intersections	May be provided at intersections	May be provided at intersections	Not provided
Crossing Type	Refuge (2.5m wide), signal crossing or priority crossing	Refuge (2.5m wide)	Refuge (2.5m side)	Ramps only	Ramps only	Not provided
Ramps	Refer to DCC standard	Refer to DCC standard	Refer to DCC standard	Refer to DCC standard	Refer to DCC standard	Not applicable
<b>Required Lighting Facilities</b>						
Facilities Provided	May be provided	Road lighting only	Road lighting only	Road lighting only	Road lighting only	Not provided
Lighting Level	Refer to Public Lighting Strategy	Refer to Public Lighting Strategy	Refer to Public Lighting Strategy	Refer to Public Lighting Strategy	Refer to Public Lighting Strategy	Not applicable
<b>Required Supporting Infrastructure</b>						
Wayfinding Signage**	Provided	May be provided	Not provided	Not provided	Not provided	May be provided
Seats	May be provided	May be provided	Not provided	Not provided	Not provided	May be provided
Bins	May be provided	Not provided	Not provided	Not provided	Not provided	Not provided
Toilets and Drinking Water Stations	May be provided	Not provided	Not provided	Not provided	Not provided	Not provided
Landscaping and Public Art	May be provided	Not provided	Not [provided	Not provided	Not provided	Not provided

\* Path widths may increase to suit road reserve widths. Where width ranges are given, a site specific assessment is required.

\*\* Refer to Signage Strategy for details.

## 5. Strategy Development (continued)

### 5.1 Provision of Infrastructure (continued)

In locations where pedestrian facilities are already provided, an assessment is required to determine if the facility is fit for purpose. Where a pedestrian facility does not meet these criteria, the facility is not able to be used at least some of the population and upgrade of the facility is required. The key criteria are shown in Table 3.

Criteria	Ideal	Acceptable	Non-compliant
Path Provided	As specified in Table 3	As specified in Table 3	Less than specified in Table 3
Path Grade*	0-3%	3-5%	Above 5% or above 7% with no handrail
Path Cross Fall	1-2%	2-4%	Less than 1% or above 4%
Path Width	As specified in Table 3	As specified in Table 3	Less than specified in Table 3
Path Visual/Tactile Aids	Warning and Directional	Warning	No Provision
Ramps	Ramps at either side of crossing point	Ramps at either side of crossing point	One or both ramps missing
Ramp Alignment	Centre of ramps align	Centre of ramps align within 0.5mm	Centre of ramps do not align
Ramp Grade	12.5%	10-15% or less than 10% with tactile indicators	Less than 10% with no tactile indicators or above 15%
Ramp Crossfall	0-4%	4-6%	Above 6%
Ramp Lip	No lip in invert	Lip less than 5mm	Lip greater than 5mm
Ramp Landing	Flat area 1.5m x 1.5m at top of ramp	Area 1.5m x 1.5m at back of ramp with grades 0-4% in any direction	Area 1.5m x 1.5m at back of ramp with grades above 4% in any direction
Ramp Visual/Tactile Aids	Colour contrast with surrounding surfaces	Tactile indicators	No provision
Crossing Point	As specified in Table 3	As specified in Table 3	Less than specified in Table 3
Lighting	As specified in Table 3	As specified in Table 3	Less than specified in Table 3
Supporting Infrastructure	As specified in Table 3	As specified in Table 3	Less than specified in Table 3

\* Path grades are often dictated by the adjacent grade so there may be no practical improvements

**Table 3: Key Criteria**

## 5. Strategy Development (continued)

### 5.1 Provision of Infrastructure (continued)

#### 5.1.3 Prioritisation of Projects

In order to meet the level of service, a large number of projects will be required at a significant cost. Considering asset management practices and financial sustainability, number and cost of possible capital projects is likely to be greater than the available funding. A method of prioritising projects is required. The main factor should be the hierarchy level of the location, as a project in a very high walkability area will benefit more people than a similar project in a low walkability area. Other factors that may be considered to prioritise projects in the same hierarchy level include:

- Community support for the project
- Traffic volumes
- Location specific access and compliance requirements
- Safety issues
- Existing asset condition
- Any negative impacts on other users of the space

It is likely that the priority projects will involve a combination of new facilities and improved facilities in the Devonport CBD and surrounds, the North West Coastal Pathway, and the East Devonport shopping centre. Projects that have previously been a priority, such as additions to the path network on minor streets and on the urban fringe will no longer be a priority.

#### 5.1.4 Define Levels of Service (Maintenance)

The path hierarchy also allows maintenance standards to be varied between hierarchy levels. This allows more efficient use of resources and prioritises maintenance work using a risk based approach. For example a defect such as a trip hazard in a very high walkability area should be rectified more quickly than a similar hazard in a low walkability area.

The maintenance service levels are defined in Council's Service Level Documents and are reviewed annually.

### 5.2 Provision of Information

#### 5.2.1 Identify, Name & Promote Key Routes

Appropriate naming of key routes is vital to allow promotion and signage of the routes. Much of the urban area of Devonport has adequate street signage to allow basic navigation. However, the network of paths through parks and reserves has far less signage, yet contains the major recreational path. A process to identify the key routes, determine the most suitable route names and subsequent signage and promotion of these routes is required.

## 5. Strategy Development (continued)

### 5.2 Provision of Information

#### 5.2.2 Promotion of Programs & Initiatives

There are a wide variety of programs and initiatives that could be introduced to help meet the strategic objective. However, given resource constraints a targeted and integrated program should be developed and implemented. This program may include:

- Continuation and expansion of the walking groups already being run
- Promotion of a 'park and walk' program that could be rolled out using parking infrastructure is already in place.

Programs involving schools, businesses and community groups could have significant benefits, whilst limiting Council's resourcing requirement.

When considering supporting or sponsoring an external event, events that include walking could be given priority, provided they meet Council's other requirements.

#### 4.2.3. On-going Consultation

The community expectation for pedestrian facilities will continue to rise and priorities will change over time. Ongoing consultation with the community will ensure that Council remains aware of the community's priorities.

## 6. Implementation

### 6.1 Provision of Infrastructure

It is proposed to undertake an audit of all pedestrian routes, regardless of whether facilities exist or not, beginning with the very high walkability areas.

From the audit findings, a gap analysis can be undertaken, showing where the provision of facilities do not meet the level of service outlined in Table 3 and where existing facilities do not meet the key criteria in Table 4.

The construction of new pedestrian facilities and upgrade of existing facilities will require capital expenditure. A prioritised list of projects will be generated from the audit and gap analysis. These projects will need to be considered in the forward capital works program. Some will be able to be integrated into other transport or open space projects and others will be standalone projects. The proposed annual expenditure cannot be determined until the gap analysis has been completed but must also meet the requirements of Council's Long Term Financial Plan.

### 6.2 Provision of Information

The adoption of the North West Coastal Pathway name for the foreshore path that currently stretches from Don to East Devonport will provide regional consistency and will prepare Council to pursue for extension to the North West Coastal Pathway.

A process to review and confirm names for components of the North West Coastal Pathway and other key routes will provide opportunities for the community input, and then allows improved promotion and opportunities for enhancing the routes through interpretive signage and other features.

Following the confirmation of routes names, existing signage and promotional material will need to be reviewed to suit the adopted names.

Specific consultation on pedestrian issues should be completed annually to ensure that a critical mass of responses is received for targeted questions. This can be supplemented by information received from other forms of consultation throughout the year.

The development and implementation of a program of walking focussed initiatives, with co-operation from schools, businesses and community groups will provide a systematic approach to the promotion of walking in Devonport.

## 7. Monitoring, Evaluation & Review

### 7.1 Provision of Infrastructure

Council can successfully achieve the strategic objective by demonstrating an improvement in the pedestrian facilities across the City.

Frequent audits of the existing network are not required. If the gap analysis is kept up to date, then provided capital funds are available to undertake projects, a long term improvement can be demonstrated.

### 7.2 Provision of Information

The measurement of success of this aspect of the Strategy is more difficult to measure. There are a number of measures that could be considered in determining if the strategic objective has been met including:

- Results of audits of wayfinding signage
- Number of visitors to the walking map pages on Council's website
- Number of maps collected from the Visitor Information Centre or other locations
- Number of walking events sponsored
- Number of walking programs run

## 8. Glossary & Definitions

Pedestrian: any person moving by walking, wheelchair, mobility scooter or pram

Pedestrian facility: any item of infrastructure in place for use by pedestrians

Path: A continuous route provided for pedestrians

Ramp: A sloping surface. For the purpose of this strategy, usually between a path and the road

Crossing point: A location where pedestrians are able to cross a road

Track: A type of path, usually with a rough surface, not traversable by all pedestrians

Walkability: A measure of how likely a person at that location is to use walking as their mode of transport

## Appendix A: Action Plan

Objective (include Objective No.):	Action:	Responsibility (Business Unit/Officer):	Timeframe: (incl. Start/End dates): ST MT LT O	Resources: A-OPEX F-OPEX F-CAPEX	Priority: H M L	Council's Role / Stake- holders/ partners role:	Targets & Measures (include KPIs if applicable):	Outcome/Output:	Challenges & Opportunities:
<b>Safe and convenient</b>	Undertake audit of existing facilities for	Infrastructure and Works Department		A-Opex		All	Audit complete	Completed audit	Resource availability Integration with maintenance inspections
	Very High Walkability Areas		ST – Year 1		H				
	High and Medium Walkability Areas		MT – Year 2		M				
	Low and Very Low Walkability Areas		MT – Year 3		L				
<b>Safe and convenient</b>	Undertake gap analysis and develop prioritised works program for	Infrastructure and Works Department		A-Opex		All	Audit complete	Prioritised works program for consideration in forward capital works program	Resource availability
	Very High Walkability Areas		ST – Year 1		H				
	High and Medium Walkability Areas		MT – Year 2		M				
	Low and Very Low Walkability Areas		MT – Year 3		L				
<b>Safe and convenient</b> <b>Enable and encourage</b>	Confirm consistent naming convention for key routes including sub-routes	Infrastructure and Works Department and Community	ST – Year 1	A-Opex	H	All – including consultation	Review complete	Master plan	Resource availability Multiple historic names

## Appendix A: Action Plan (continued)

Objective (include Objective No.):	Action:	Responsibility (Business Unit/Officer):	Timeframe: (incl. Start/End dates): ST MT LT O	Resources: A-OPEX F-OPEX F-CAPEX	Priority: H M L	Council's Role / Stake- holders/ partners role:	Targets & Measures (include KPIs if applicable):	Outcome/Output:	Challenges & Opportunities:
		Services Department							
<b>Safe and convenient</b>	Review all route signage and develop program for improvement	Infrastructure and Works Department	MT – Year 2	A-Opex	H	All	Review complete	Prioritised works program	Resource availability
<b>Enable and encourage</b>	Review all promotional material and develop program for improvement	Community Services Department	MT – Year 2	A-Opex	H	All	Review complete	Prioritised works program	Resource availability
<b>Safe and convenient</b>	Review service level to integrate inspection programs and intervention levels with hierarchy	Infrastructure and Works Department	ST – Year 1	A-Opex	M	All	Review complete	Operational resources more effectively targeted to high priority areas	More efficient use of resources
<b>Enable and encourage</b>	Develop and implement a plan to promote a 'park and walk' program	Community Services Department	MT – Year 3	A-Opex	L	All	Measureable take up of program	Established program	Resource availability, public interest
<b>Enable and encourage</b>	Consider walking as a key event component when considering support or sponsorship	Community Services Department and General Management † Department	O	A-Opex	M	All	N/A	N/A	N/A

## Appendix A: Action Plan (continued)

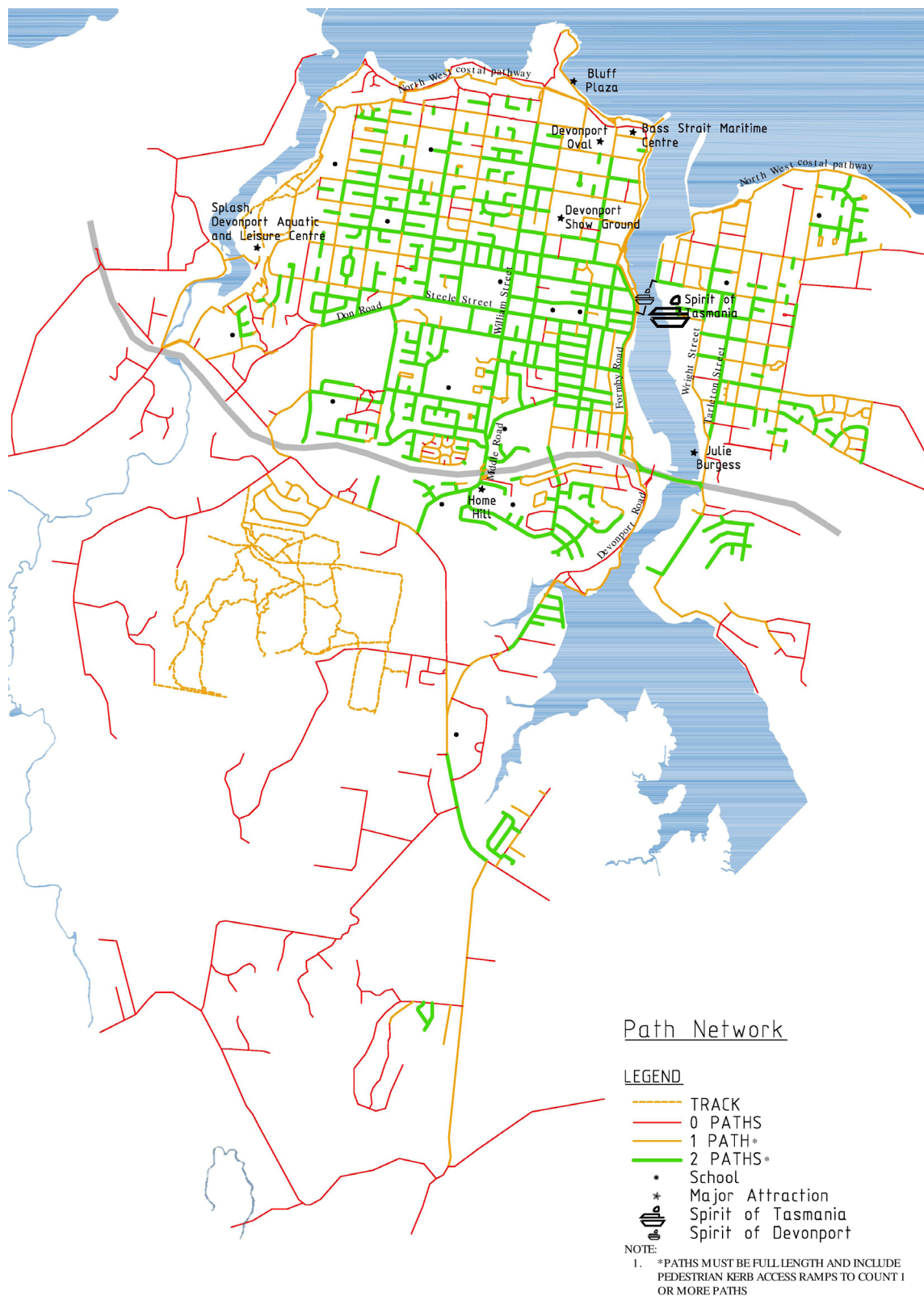
Objective (include Objective No.):	Action:	Responsibility (Business Unit/Officer):	Timeframe: (Incl. Start/End dates): ST MT LT O	Resources: A-OPEX F-OPEX F-CAPEX	Priority: H M L	Council's Role / Stake- holders/ partners role:	Targets & Measures (include KPIs if applicable):	Outcome/Output:	Challenges & Opportunities:
<b>Enable and encourage</b>	Develop and implement a program of walking focussed initiatives	Community Services Department	MT – Year 2	A-Opex	H	All	Measurable take up of program	Established program	Resource availability, public interest
<b>Safe and convenient Enable and encourage</b>	Undertake specific consultation on pedestrian issues annually	Infrastructure and Works Department and General Management Department	O	A-Opex	H	All	Consultation complete and results analysed	Community input into forward capital works program	Improved public perception Increased expectations
<b>Safe and convenient Enable and encourage</b>	Identify and pursue grants and other external funding for prioritised projects	Infrastructure and Works Department and Community Services Department	O	A-Opex	H	All	Funding applications submitted for all eligible programs	Availability of programs Increased capital expenditure	

## Appendix B: Projects Completed Since Adoption of 2012 Strategy

Project	Year Completed	Description of Work	Cost
Oldaker St Crossing	2012-13	Installation of new refuge & ramps on Oldaker St between Griffiths St and Curr St	\$17,000
Forbes St footpath	2012-13	Path widening between Middle Rd & Elizabeth St	\$7,000
Watkinson St footpath	2012-13	Installation of handrail near Don College	\$12,000
Mersey Road footpath	2012-13	Completion of Missing link	\$20,000
David St footpath	2012-13	New path between Murray St & Stephen St	\$44,000
Drew St footpath	2012-13	Upgrade of path link to Tarleton St	\$20,000
Formby R path - Miandetta	2012-13	New link and crossing point at Formby Rd & Lyons Ave	\$89,000
Tugrah Rd footpath	2013-14	New path south of Stony Rise Road	\$29,000
Stony Rise Rd footpath	2013-14	New path from Tugrah Rd to Lawrence Drive	\$148,000*
River Road crossing	2013-14	New refuge, ramps & paths near Winspears Rd	\$14,000*
William St footpath	2013-14	New path Bluff to Eugene	\$34,000
Walking track renewal	2013-14	Upgrade of path near Victoria Parade	\$262,000
Wayfinding signage	2013-14	Map based signs & Totem signs	\$52,000
Victoria Parade lighting	2013-14	Upgraded path lighting	\$32,000
Stony Rise Rd path	2014-15	New path between Friend St & Leary Ave	\$128,000*
Don Rd Crossing	2014-15	New refuge, ramps and paths at Hillcrest Rd	\$55,000*
Don Rd Crossing	2014-15	New refuge & ramps at Laphorne Close	\$31,000*
William St crossing	2014-15	Upgraded crossing point in Fourways	\$16,000
Bluff path renewal	2014-15	Upgraded path near Bluff skate park	\$52,000
Formby Rd car park link	2015-16	Painted pedestrian area in car park near Hub Arcade	\$16,000
Stewart St Crossing	2015-16	New refuge on Stewart St at William St	\$25,000
William St Crossing	2015-16	2 new refuges at William St and Tasman St	\$44,000**
Forbes St crossing	2015-16	Upgraded crossing & facilities near Devonport Rec Centre	\$62,000*
Best & Rooke improvements	2015-16	Painted walkways & introduction of advanced pedestrian signal phase	\$10,000
Tarleton St crossings	2015-16	2 new refuges on Tarleton St near Douglas St & John St	\$44,000**
Caroline St footpath	2015-16	New footpath link to East Devonport Rec Centre	\$55,000
Nicholls St footpath	2015-16	Completed short link to St Brendan Shaw College	\$18,000
Middle Road ramp	2015-16	New pedestrian ramps at the Bass Highway interchange with Middle Road	\$8,000
Best & Formby ramp	2015-16	Upgrade of ramp facilities	\$32,000
Stony Rise Rd footpath	2015-16	New path west of Middle Road	\$150,000
		<b>Total number of projects</b>	<b>30</b>
		<b>Total value of projects</b>	<b>\$1,526,000</b>

\* Denotes full external funding \*\* Denotes partial external funding

## Appendix C: Existing Pedestrian Facilities



# Appendix D: Devonport Path Hierarchy

