Devonport Walking & Riding Strategy 2026 – 2031

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1. EXECUTIVE SUMMARY

The Devonport Walking & Riding Strategy provides the strategic direction towards a safe and efficiently managed path network for an expanding range of users. The Strategy addresses important issues identified through network analysis and stakeholder consultation.

The Strategy objectives are:

1. **Improving path infrastructure conditions to ensure a safe network**
2. **Safely sharing roads, paths and reserves to create an inviting network**
3. **Providing for what is missing to envision a future network**

The Strategy analyses the existing path network and the way it is used and identifies issues to be resolved in the achievement of the three identified objectives. Issues include:

- Consistent path infrastructure standards and conditions
- Sharing the path and defining the types of users
- Gaps or sub-standard links in the path network

The Strategy identifies 14 actions that can be delivered to achieve the three objectives and provide solutions to the issues identified, including:

- Path Road Crossings are assessed and improved
- Define Devonport's Design Standards
- Path Asset Proactive Maintenance Inspection Program Improvements
- Improve works system data capture and reporting
- Assess path hazards (e.g. wheelie bins, poles, etc.) and consider improvements
- Improve Place & Movement Safety
- Upgrade Path Etiquette Signage
- Define & implement No Riding Zones
- Create an Inviting Network
- Improve statistics on path utilisation and incidents
- Major project priorities are planned and delivered
- Missing Links Program are planned and delivered
- Assess existing path road crossing standards and locations for improvement
- Review Walking & Riding path utilisation and refine priorities.

2. INTRODUCTION

2.1. Background

The Devonport Community values its foreshore paths, which are frequently used by both locals and visitors for walking and cycling.

Council first adopted a Bike Riding Strategy in 2010 (updated in 2015) to guide the provision of new paths and facilities for bike riders, and then in 2012 released a Pedestrian Strategy (updated in 2016) to guide the development of a connected path network for walkers.

The introduction and increased use of various mobility devices across Devonport have significantly altered both the diversity and volume of individuals utilising pedestrian pathways. This new strategy will provide a modern integrated

approach to network use throughout the city that aligns with current strategic and future planning.

This document aims to assist Council with the following:

Asset management planning

Making path & road design decisions to achieve a safe environment, shared use access and amenity

Providing direction for path network planning within Devonport and the surrounding region

Tool to guide land use development and growth

2.2. Overview & Context

This new combined Walking & Riding Strategy provides a framework to guide planning, decision making, and investment in future footpaths, bike lanes and safe crossings for the community over the next decade. It identifies Walking Precincts where access by people on foot is prioritised and Active Transport Corridors where people walking and riding are given emphasis over motorised transport.

This Strategy is principally focused on the urban areas and properties connected to or near the existing path network.

Since the introduction of the original strategies the Coastal Pathway network has extended connecting to the towns of Latrobe, Spreyton and Ulverstone, new design standards have been introduced, such as the State Government developing a Walk, Wheel and Ride Strategy during 2025. The Tasmanian Strategy envisions a safe and inviting network of paths fully connecting communities to make it easier to choose active transport for physically and environmentally healthier everyday trips. It is important that Devonport align with the Tasmanian Strategy to ensure consistency of standards and expectations throughout the region.

2.3. Strategy Alignment

This Strategy is prepared under the direction of Council's Strategic Plan vision, mission, goals, along with relating strategies and national design guidelines.

2.3.1. **Council's Strategic Plan 2009 – 2030** (2023 Update)

Alignment with Council's Strategic Plan vision, goals and outcomes is important for understanding the Walking & Riding Strategy context for

Our vision is:

"Devonport will be a thriving and welcoming regional city, living lightly by river and sea."

Relevant goals and outcomes and how these are addressed in this Strategy are detailed below.

	Goal		Outcome	Strategy Context
1	Living lightly on our environment	1.3	'Living lightly' is promoted and encouraged.	Active Transport is human powered clean energy
2	Building a unique city	2.1	Council's Planning Scheme facilitates appropriate property use and development.	Ensuring an active transport link to and within developments
		2.3	Active asset renewal program and clear infrastructure priorities for funding.	Appropriately operating and maintaining the transport network ensure maximum life of the infrastructure assets
3	Growing a vibrant economy	3.3	Access into, out of, and around the city is well planned and managed.	An attractive active transport network allows users to access points of interest and facilities.
4	Building quality of life	4.1	Sport and recreation facilities and programs meet community needs.	Active Transport can enable users to access and participate in activities. Active transport is recreation
		4.4	Our community & visitors are safe and secure.	This Strategy will guide safety improvements for the existing and future network.

2.3.2. Related Strategies

The Tasmanian Walk, Wheel, Ride Strategy has a vision to provide for *convenient, comfortable and safe ways for people of all ages and abilities to walk, wheel and ride*. The Tasmanian Strategy provides a framework that has supported Council to develop network and precinct plans, focused on enabling local trips to key destinations, improving access to public transport stops to increase multi-modal journeys. Inter-regional connectivity between towns will be improved through identifying opportunities to deliver safe routes, for example, by providing off-road paths or installing road shoulders.

There are also several Council strategies that have a direct relationship with this Strategy, which are outlined in the table below.

Strategy	Relationship
Tasmanian Walk, Wheel, Ride Strategy	The Tasmanian Strategy has guided the development of Council's Strategy and will assist in gaining consistency for active transport users across municipal boundaries and across the State.
Devonport Road Network Strategy	The reduction of short and unnecessary car trips, with public and active transport promoted and increased use.
Open Space Strategy	Walking Precincts and connections are supported in both strategies.
Environment Strategy	Ensure the design and planning of assets are

	responsive to projected climate conditions and built to withstand future risks.
Parking Strategy	Active Transport can enable users to access and participate in activities reducing the demand on costly car parking infrastructure
Tourism Strategy	A cohesive and descriptive guide to walking and riding within our city and surrounds. A written guide explaining points of interest, track description and navigation. Upgrade and maintain signage
Signage Strategy	Accurate and relevant information and signage for all users, including visitors.
Build Nature In Strategy (in development)	Ensuring transport corridors and paths include consideration of well planted environments, amenity and shaded by trees.

2.3.3. Design Guidelines

There is a great deal of detail available to designers of Active Transport Infrastructure with many Australian Standards and Engineering Design Guidelines providing clear direction on minimum design requirements and safety considerations.

Key legislation, standards and guidelines include:

3. PURPOSE AND OBJECTIVES

The purpose of a Walking & Riding Strategy is to guide Council's decision-making for planning, design and investment in infrastructure for all forms of active transport and to ensure new projects emphasise walking, wheeling and riding for the future health and transportation benefits they will provide to the community.

The objective of this strategy is to provide a guidance document that supplements the Tasmanian Government's Walk, Wheel and Ride Strategy to give a local Devonport context to our infrastructure and services.

3.1. Guiding Principles

The following principles have been identified to guide the development of this Strategy.

- **Ensure a Safe Network**

  Acknowledge the importance of feeling and being safe when walking, wheeling or riding.
  (Devonport Strategic Plan 2009-2030 Long Term Goal 3, 4 & 5).

- **Create an Inviting Network**

  Make the choice easier for walking, wheeling or riding by having inviting paths and facilities
  (Devonport Strategic Plan 2009-2030 Long Term Goal 3, 4 & 5).

- **Envision a Future Network**

  Look forward 10 years to imagine where and how people might want to walk, wheel or ride, across a connected network.
  (Devonport Strategic Plan 2009-2030 Long Term Goals 2, 4 & 5).

3.1.1. Objectives

The discussion and actions identified throughout this Strategy are aimed at achieving the following objectives:

Objective 1: **Improving path infrastructure conditions to ensure a safe network**

Recognising areas of high walking and active transport value will guide decision making towards investing in these areas to enhance and improve the walking and riding experience. This investment would include capital and operational expenditure.

Objective 2: **Safely sharing roads, paths and reserves to create an inviting network**

Transport corridors are designated for both active and motorised modes, with paths for pedestrians and wheeled devices. Open spaces can also support active transport, often providing more direct or appealing routes. Reserves also provide opportunity for wheeled recreation (Mountain Bike Trails, skate parks and pump tracks).

This objective involves identifying and supporting the diverse ways people use our roads, paths, and reserves, aiming to offer a safer and more enjoyable experience for everyone.

Objective 3: **Providing for what is missing to envision a future network**

Updating the existing network plans to identify gaps in the network, utilising existing transport corridors, reserves, and opportunities to make direct connections to unlock greater active transport use to places where people want to go.

Ensuring access to paths for people with mobility issues is considered, this would include kerb ramps and suitable gradients and crossfalls.

These objectives aim to create a walking and riding experience across the path network that aligns with the long-term goals of the Devonport Strategic Plan 2009-2030 and the Tasmanian Walk, Wheel, Ride Strategy's vision for convenient, comfortable and safe ways for people of all ages and abilities to walk, wheel and ride.

4. STRATEGY DEVELOPMENT

4.1. Consultation

Community consultation in relation to Walking and Riding was undertaken in April 2024 with feedback received from over 140 respondents.

Some key observations from the survey results include:

Favourite Places	Rank
Bluff/Victoria Pde	1
Don Reserve	2
Coastal Pathway	3

Deterrents/ Issues	Rank
Roads Crossings	1
Feeling Unsafe	2
Inaccessible Paths	3
Poor/Unsafe Paths	4
Lack of Connection	5

Attractors/ Benefits	Rank
Improving Health	1
Fun Activity	2
Friends/ Family Time	3
Improving Skills	4
Convenience	5

Purposes for walking or riding in the past month:
94% walked/rode for recreation, exercise or walking the dog
33% walked/rode for shopping and other business
26% walked/rode to get a café, restaurant, or pub/club
18% walked/rode to get to/from work, school or TAFE
16% walked/rode to go to a sports ground/club, pool, or community facility
12% walked/rode to visit friends or relatives

Reasons that discourage walking/riding
The main reasons rated 'very much' or 'extremely' that discourage walking/riding were:
31% - Roads that are difficult to cross
28% - I feel unsafe - eg dogs, traffic, other walkers/ riders, lack of lighting
26% - Inaccessible footpaths - such as slope, lack of kerb ramps, encroaching items
22% - Poorly maintained/unsafe paths
21% - Lack of connecting paths

Main devices used to walk or ride:
53% did not use a device (i.e. walked)
49% used a bike
18% used an e-bike
9% used another device (i.e. scooter, e-scooter, skates)

Topics of Comments by Respondents	% of Total Responses
Improve path connectivity	25%
Path upgrades/ widening/ improve crossings & safety	23%
User etiquette – signage & education	23%
Signage – information & maps	10%
More facilities – bike racks, lighting, seats & water fountains	10%
Other	9%

Respondents were encouraged to make comments regarding their experience, examples of key themes include:

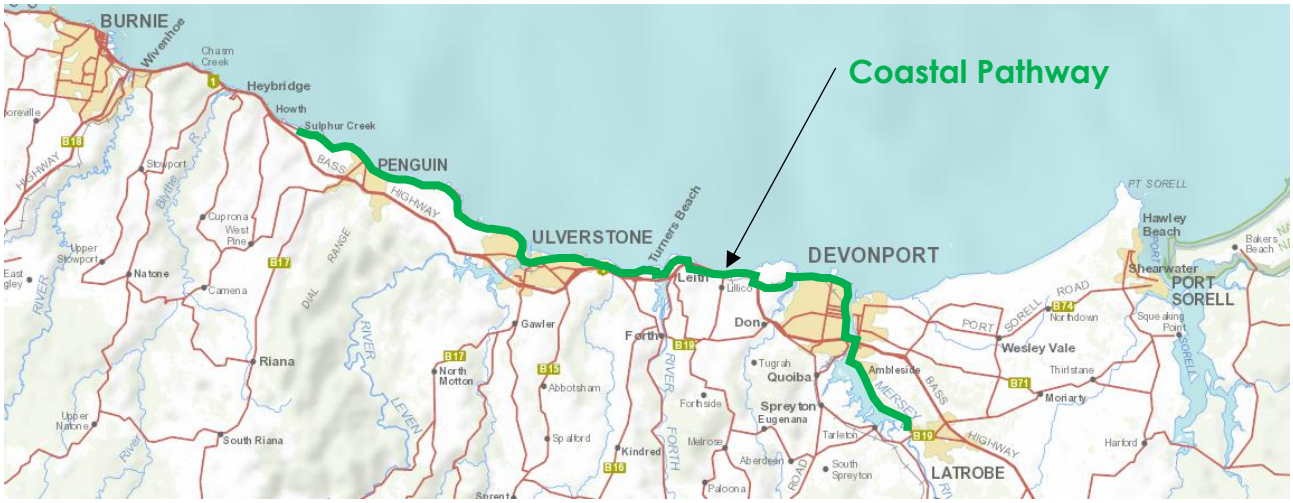
"The council is doing a great job with the track infrastructure, however it is failing to maintain the said infrastructure"

"Bike and scooters should alert walkers by ringing their bells especially coming up behind at a fast rate."

"Keep expanding the network, it obviously gets a lot of use."

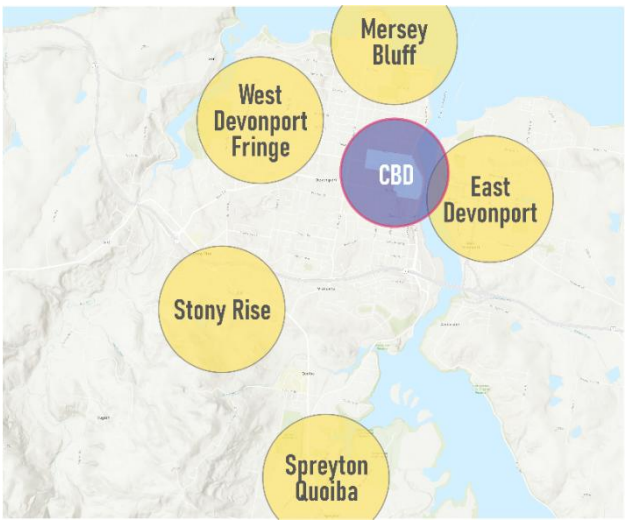
4.2. Devonport as a Regional Centre

Devonport acts as a regional hub, supporting and connecting surrounding towns such as Latrobe, Leith, Turners Beach, Ulverstone, Penguin to Sulphur Creek. The Coastal Pathway is becoming a vital transport link to and from Devonport and has potential to also grow these neighbouring economies, as well as for Tasmania in general.



4.3. Devonport's multiple activity areas

Devonport's transport network services six key activity areas that require efficient and safe transport through and around them, as in the adjacent map.



Each of these key activity areas have different transport requirements, with the benefits and issues discussed as follows.

4.3.1. Central Business District (CBD)

- Customer and commuter traffic into and out of the CBD
- Traffic circulating within the CBD, typically associated with accessing parking spaces or moving between shops within the area
- Vehicular traffic commuting through the area (detrimental)
- Highly walkable within and from neighbouring areas such as schools and the Fourways, although walkers may be deterred by steep gradients to the west and south of Stewart Street and Steele Street.

4.3.2. Stony Rise

- Area of residential growth
- Area of commercial growth

- Freight traffic along Stony Rise Road and links to the Bass Highway
- Access to the Homemaker Centre and Kelcey Tier Reserve
- Expanding but incomplete active transport network.

4.3.3. East Devonport

- Freight traffic to and from Port area
- Port passenger traffic with walk/ride on and off users
- Overlap between Port traffic, industrial and commercial areas
- Residential areas including growth opportunities of the east.

4.3.4. West Devonport Fringe

- Predominantly residential
- Schools embedded in residential zones
- Access to recreational areas including Don Reserve and Aquatic Centre
- Industrial & commercial area, including freight and passenger traffic along Don Rd.

4.3.5. Spreyton/Quoiba

- Includes regional arterial linkages, part of the State Road Network
- Mixed land use, industrial, commercial and residential
- A large school fronting a major road
- High growth opportunities in residential, industrial and commercial areas.

4.3.6. Mersey Bluff

- Tourist destination with seasonal and event-based peaks
- Devonport's major recreational precinct with the new stadium construction underway
- Well supported by active transport routes
- Aged care facilities and family playground creates a mixed path use types with range of vulnerable users

4.4. Issues Discussion

4.4.1. Path Infrastructure Conditions

The community survey responses indicated a desire to improve the conditions for walkers and riders, which involved removing obstacles and ensuring path width is fit for use.

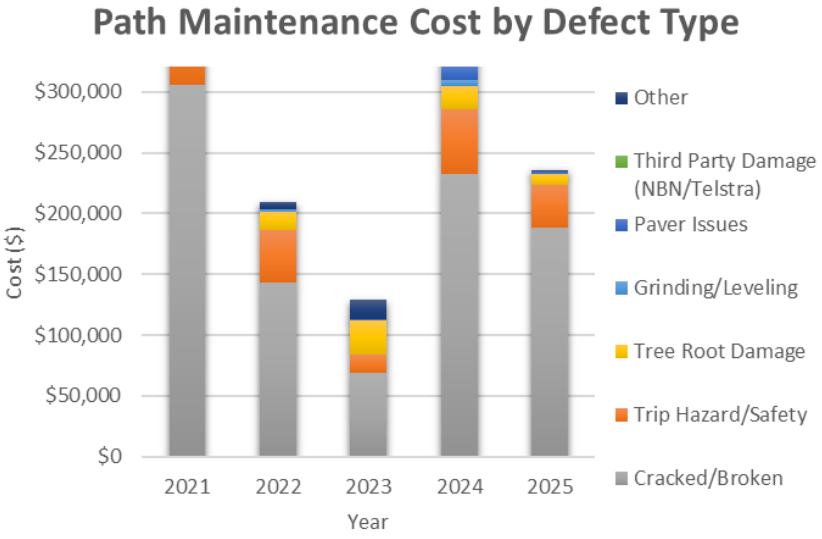
Path Road Crossings is a key deterrent for walking and riding along busy roads. Installation of pedestrian safety islands and raised crossings have been well received by walkers and riders. Recent reduction in the CBD Speed Limit to 40km/h will go further to improve vulnerable road user safety. From the survey responses, there is a need to continue to prioritise and implement established and innovative measures to create a sense of safety on and crossing our road network.

Existing kerb access ramps may not be suitable (or even present) for the range of mobility devices in use today. Assessment of ramps for improvement or provision would ensure better access to the network.

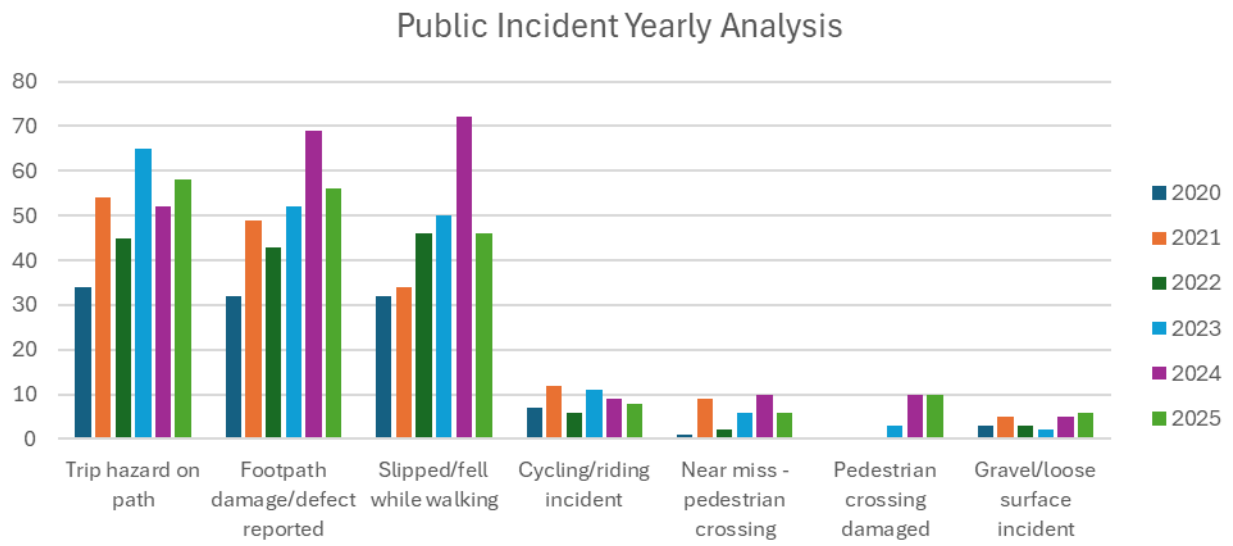
Kerbside bin collection days are an issue for path users where paths are adjacent to the kerb and not sufficiently wide enough to accommodate bin placement and path users. Bins become additional obstacles to navigate, which can be especially challenging when riding or using micro-mobility aids.

Updates to design standards and guidance material have taken place over recent years, incorporating increasing safety in design requirements and specifically for user hazards.

Asset Management - Council manages a total path network of 280km with a replacement value of $85M. Significant ongoing investment is required to maintain these assets and improve the network to provide asset-based services to the community. Provision of these services must be sustainable and so must align with the needs of the community along with expected maintenance levels of service. Council receives and completes an average of 60 work orders annually with an average expenditure of $250,000 on maintenance and repairs of path defects.



Public Incidents – Council receives and records public incidents which is used to communication and guide Council on emerging and trending issues. Below is a summary of recorded incident trends over the last 5 years.



The incident data across the path network indicates that incidents increasing likely as a result of declining path condition, increased number of path users and suitability of the path design standard (width, safety offset, delineation, signage, etc..).

4.4.2. Shared User Path Safety

Ensuring path users respect and watch out for other users is evident in the survey responses along with recorded public incidents. The Public incident data indicates that many of the issues are along high-use areas and the shared user path network, including Formby Rd, Victoria Parade/ Mersey Bluff. Other high-use roads that contain footpaths that are not to the same design standard as a shared user path and are significantly aged with increasing degree of maintenance defects, including William St/ Fourways, Stewart St, Best St and James St.

The success of the Shared User Path network and substantially increased user numbers and range of modes of use like walking, running and riding of devices such as e-scooters and e-bikes, is increasing the degree of conflict. The degree of conflict and incidents is in higher use density areas and places of high mixed-use activity, particular the CBD areas and through areas like Waterfront Park and the Mersey Bluff.

Movement and Place on Shared Paths

Shared user paths must balance two legitimate functions at the same time:

Movement	enabling people to walk, ride, scoot or wheel efficiently and safely through the area
Place	supporting the area's social, cultural, environmental and economic role as a destination

In areas of interest, place value is high, so movement is important but moderated, not prioritised to avoid conflict.

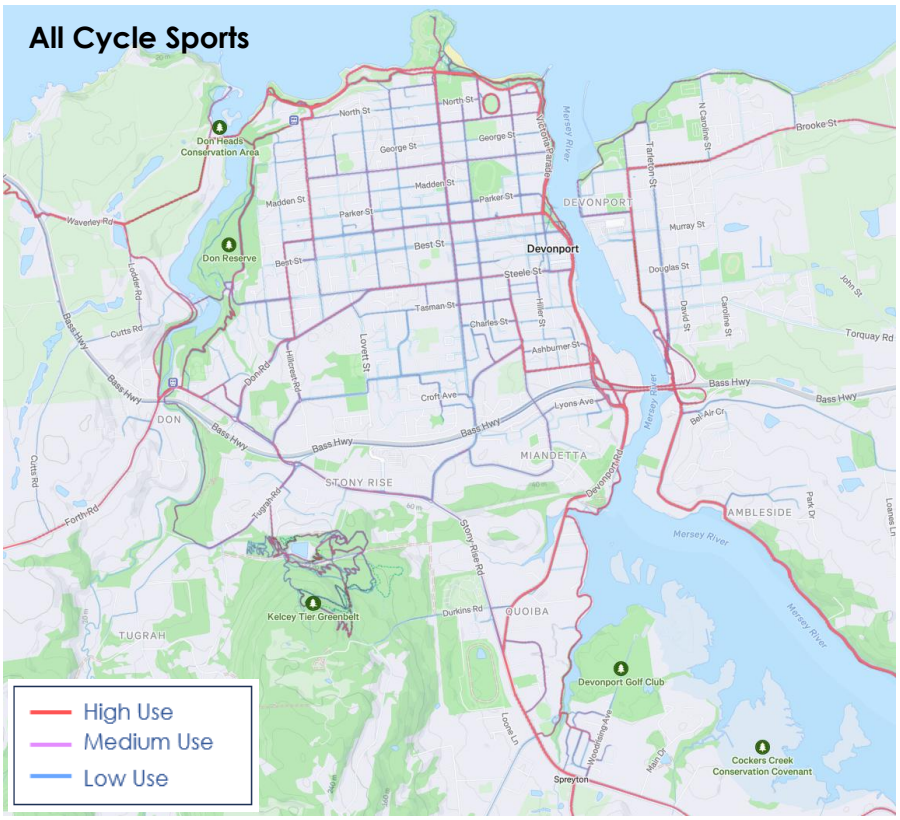
The conflict between movement and place are trade-offs as the issues become more complex and include the balancing of safe access with movement on key corridors. Safety issues, presented in the crash data and perceived safety risks provided by stakeholders involve all user types, including vulnerable users. Recorded incidents also involve a wide range of crash types, intensifying in denser urban areas.

What is 'Riding'?

Riding now includes a range of devices, such as e-scooters and e-bikes which are becoming a popular form of transportation for commuting around the city. There are also a growing number of people riding bikes on the path network for recreation and exercise.

Strava App Data Extracts

A growing number of people are using the Strava App to record their activities, including all types of Cycle Sports and Walking/Running Sports. The Global data is publicly available and provides a visual representation of popular routes and areas, following are extracts for all Cycle Sports and Walking/Riding Sports in the Devonport area.



The Strava App data is only a sample of users that choose to use Strava for all, or just some of their activities. However, the sample dataset does provide a representation of the high use exercise activity routes along with popular streets which are ideal routes due to direct access to areas of interest, gradient, ease of use and perceived safe/least conflict.

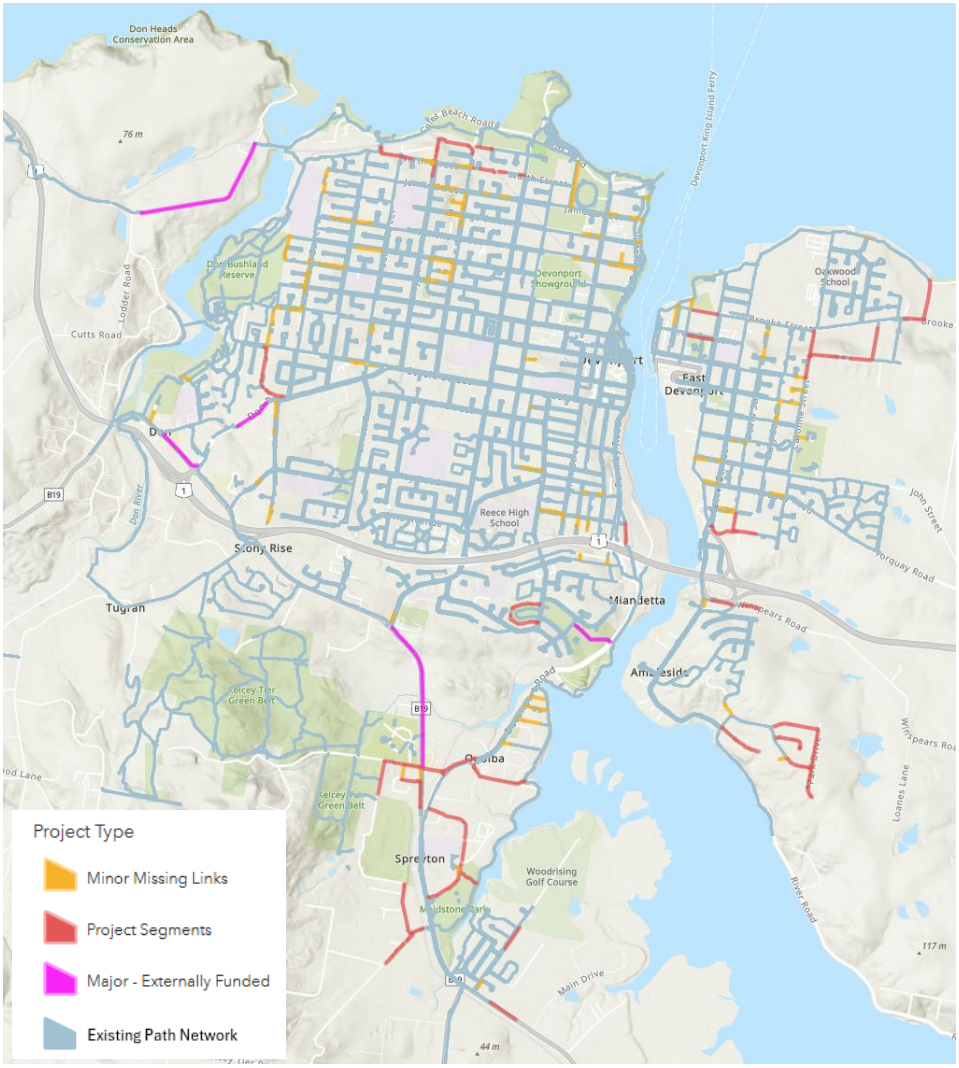
4.4.3. The path network is incomplete

There are gaps in the current path network and opportunities for path upgrades to improve upon old standards and allow for more types of users to safely use these links.

Active Transport Corridors	A convenient route suited to higher number of people riding or walking, due to its gradient, directness and its origin/destination.
Principal Riding Networks	Are high priority bike riding routes where provision is made for people riding, the network includes commuter routes and recreational routes.
Priority Walking Precincts	Are precincts where priority is given to people walking (on foot or using a mobility aid like a walking frame) ahead of other forms of transport.

Extending the network and providing better access for potential users was a strong theme from the consultation. To help guide future investment in active transport, *Strategic Active Transport Corridors*, *Principal Riding Network Plans* and *Priority Walking Precincts* have been identified and included in this strategy.

Gaps in the existing network have been identified in the map below.



Directional and wayfinding signage along with interpretive signage are proven measures to enhance the user experience. Ensuring integrated wayfinding signage is installed across the network will enhance the visitor experience and drive return visits.

Reliance on Car Travel has historically been the core mode of travel for many in the Devonport area. As the path network gaps are being completed and upgrades to priority routes to meet desirable standards, we are observing the increase in commuter riding numbers. The desirability of the path network and the decision to walk or ride instead of relying on car travel are likely due to a range of reasons, including:

- Increasing cost of car travel and parking
- Increase in road traffic in busy areas making it slower to move around areas of interest
- Increase in active transport facilities with less conflicts and improved safety
- Health and wellbeing benefits
- Public transport services improvements

Continuing to provide suitable alternatives to car travel for those who live, work and play within Devonport will reduce reliance on car travel is vital for liveability, and for a vibrant CBD and busy areas of interest.

5. IMPLEMENTATION

5.1. Improving conditions to ensure a safe network

Path Road Crossings

To improve safety for vulnerable road users, priority actions include:

- Ensuring old path road crossing facilities meet current Australian Standards and Engineering Design Guidelines.
- Installing or upgrading lighting at pedestrian crossing islands and intersections.
- Regular cleaning of traffic islands & surrounding road surfaces.
- Upgrade & increase of line-marking delineation, repainting and signage to increase visibility and driver awareness.

The map shows key crossing facilities with recorded incidents, and below examples of road crossing improvements.

Design Standards & Upgrades

Design standards have increased over time to allow for changes to how people use the path network and ensure that public infrastructure is safe and fit for use. To define the path network in accordance with standards in the Devonport context, below are the different path definitions.

Shared User Path (**SUP**) – high degree of mixed use with a higher design standard and path width to cater for commuter and recreational use.

Road-Side Path (**RSP**) – standard paths with a nominal minimum width of 1.5m to cater for pedestrian use and low degree of riding.

Parks & Reserve Paths (**PRP**) – Varying standards based on the area's activity and degree of people on foot.

Design risk assessment for each path standard should consider the degree of Road or Park use along with the envisioned path utilisation to determine and guide desirable path width and safety offsets. Future designs should aim to deliver best practice infrastructure outcomes where the environment can allow sufficient space to achieve. The development of a Walking and Riding Infrastructure Design Manual will ensure applicable design criteria is reasonable in the Devonport context and applied consistently.

Path Asset Proactive Maintenance Inspection Program Improvements

Incidents that relate to trip hazards or defects/ damage on paths should be identified and addressed via the Maintenance Inspection Program. A review of the Council's Maintenance Service Level and defect intervention metrics should be completed to ensure path infrastructure remains at reasonable levels to improve user safety.

The Council works system should be updated to improve data capture and reporting capabilities with the development of an analytical dashboard.

Assess path hazards (e.g. wheelie bins, poles, etc.) and consider improvements

Using the Walking & Riding Infrastructure Design Manual, assess the older path network areas and identify treatments to lower the risk of path hazards. The treatments should be prioritised based on risk and included in the Forward Capital Program to address over time.

5.2. Safely sharing roads, paths and reserves to create an inviting network

Place & Movement Safety

Recommendations for safety improvements have been summarised into five areas, focussing on:

- Reducing modal conflicts and movement and place conflicts
- Reducing incidents of vulnerable user crashes
- Reviewing specific intersections with poor safety performance
- Identify intelligent data collection on performance of network
- Lobby for and pursue external funding for priority projects

These safety strategies are based on the Safe Systems approach to provide the tools for Council to move beyond a reactive/ incident-based approach to safety. Traditionally funding priorities have focussed on treating crash locations. However, for most of the network, crashes are only one indicator of the safety of that part of the network. Consideration and assessment are needed to determine:

High **Place** Value Areas to prioritise busy pedestrianised activity, whereby restricting or controlling active transport is needed ensure Place Value is managed

High **Movement** Value Areas that provide for Riding and Walking, by upgrading and extending the Shared User Path Network and promoting its use for commuting and recreational activities.

Path Etiquette Signage

Improving path user etiquette and educating the community users about what is considered acceptable to ensure the path network is shared safely. It is proposed to design and distribute signage containing key messaging that has been proven to consistently work in other areas throughout Australia.

No Riding Zones

There are several key locations of concern for path safety that highlights risks for vulnerable users. The highest frequency of crashes is around the CBD area, and on key traffic corridors. This is not uncommon given the mix of users within the CBD, the greater interaction with place activities, and the higher volumes of traffic on key movement corridors increasing risk.

The Tasmanian Road Rules define electric scooters, skateboards and unicycles as a personal mobility device which is not capable of travelling more than 25km/h.

Council has the ability as the Road Manager to display *'No Bikes or Personal Mobility Devices on Path'* and Police are able to enforce the road and traffic laws.

The following maps highlight the CBD areas as high Place Value areas and proposes for these areas to be no riding zones.

Planning and consultation should be undertaken for High Place Value areas.

Create an Inviting Network

The path network needs to be in an environment that can provide the amenity, confidence and with facilities to support the diverse range of users and all ages. This can be achieved through providing more than just a path, such as:

- The Build in Nature Strategy, currently in development, will aim to increase tree canopy cover and planting opportunities along Active Transport corridors and walking precincts.
- Design and install wayfinding and interpretive signage in appropriate locations to enhance the visitor experience, by guiding use through community services, attractions and their history.
- Additional public furniture and amenities spaced alone the path network, that is in fitting with the setting and appropriate for access and inclusion.

5.3. Providing What is Missing

Achieving sustainable car transport and increasing the Shared User Path network use requires two main elements:

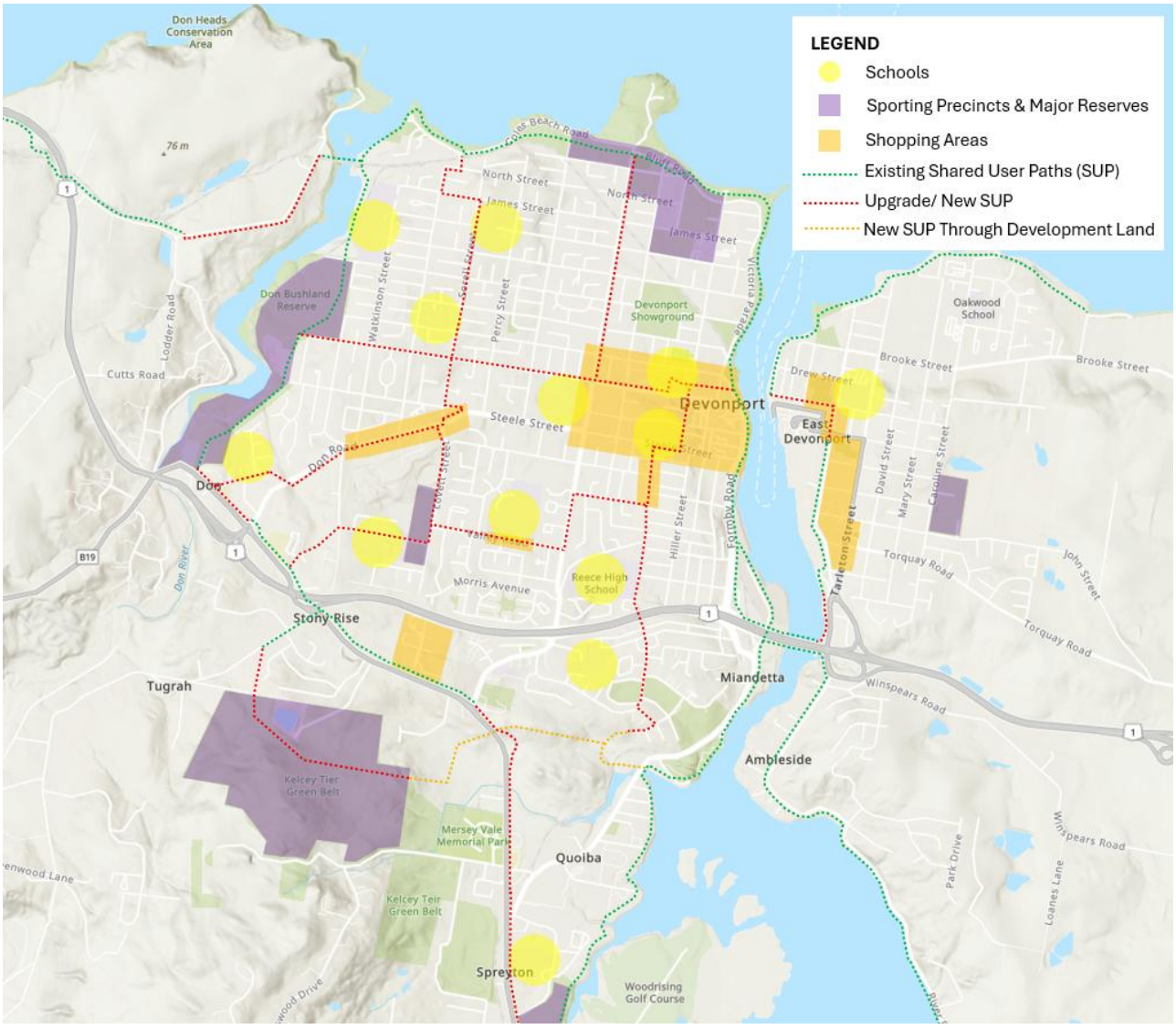
- Reducing short and unnecessary car trips
- Increasing the desire to commute by riding along an expanded user path network

These outcomes can contribute to both a functional road network long term and to a reduction in the carbon footprint of Devonport. There are multiple avenues available for Council to pursue the objective of increasing sustainable transport, including:

- Active transport: facilitating an increase in active transport trips provides a range of benefits for Council and for the community. Council can contribute to an increase in active transport trips by providing safe and connected routes and facilities. East Devonport, Spreyton and the CBD have been identified as priority areas. An increase in active transport to and from schools and sporting precincts can also have beneficial road safety outcomes
- Management of parking supply: The management of the supply of parking is a tool that Council can use to encourage other modes of transport. With very high utilisation of existing parking, workers and visitors to the CBD may choose other options. However, this is a very fine balance and relies on other alternatives being viewed favourably.
- Public Transport: public transport is very efficient in terms if use of road space as well as in terms of carbon emissions. The Devonport public transport system utilisation is low, so Council's actions should include measures to support the increased combination of public transport and shared user path utilisation for long and short travel options.

A great example of a standard Road-Side Path (RSP) upgraded to a Shared User Path (SUP) higher standard along River Road in Ambleside (pictured) has observed an increase in use for commuting and recreational activities. It is proposed that this standard be considered and incorporated along the street network where there is a trending increase in commuter and recreational activity.

The following map shows the proposed street routes for upgrade to SUP standard based on the Strava data use, type of street and space available to achieve, topography and suitability for wide range of user ability, and most direct links between points of interest.



The following table captures the proposed new/ upgrade SUP network upgrade priorities throughout Devonport.

Major Project Priorities		
Priority	**Project**	**Description**
1	Tarleton Street	Reg Hope Park to Wright St
2	Stony Rise Road	Link Quoiba & Spreyton into the Stony Rise Homemaker Centre
3	Best Street	Link the CBD direct path to Devonport High & Nixon St Schools and through to the Aquatic Centre and SUP
4	Wright Street	Through East Devonport Village and link to Thomas St
5	William Street	Link the Fourways CBD to the Devonport Sporting Precinct and Coastal Pathway
6	Don Road	Link Don Railway and SUP through past Devonport Christian School and into Don Road commercial area.
7	Sorell Street	Link St Brendan Shaw & Nixon Street Schools to the Coastal Pathway and Don Rd commercial area
8	Fenton Street	CBD link into Forbes St area
9	Forbes St, Charles Street, Valley Road, Lovett Street, Lawrence Drive	Link Forbes Street Commercial area into through Valley Rd, Soccer Complex, Hillcrest School and to Stony Rise.
10	Berrigan Road	Link Forbes St to Beaumont Drive
11	Tugrah Rd & Kelcey Tier Reserve	Link Stony Rise through the Reserve to Quoiba. Dependant on the development of vacant land.
12	Stony Rise Rd to Beaumont St	Link Quoiba to Miandetta. Dependant on the development of vacant land.

There are quite a number of grant programs available to assist with funding active transport projects, with these major projects included in the Forward Capital Program and prioritised with grant opportunities.

Missing Links Program

The missing links program aims to fill in the minor gaps in the existing network for areas that should have means of path access to their property. An annual program to progressively complete these is determined based on assessment criteria to provide an unbiased means for allocating priority and benefit cost analysis.

Assessment is based on the degree to which a missing link is measured to areas of interest and the likely increase in its use in relation to the following consideration:

- Proximity to the area of interest
- Provides a direct route
- Path topography suitability
- Path design feasibility

The table below is the Criteria and description of how the is applied to a particular link.

Criteria	Description
Schools	Degree of residential link for children to walk to school
Shops/ Commercial	Degree of residential link for walking/ riding to shops and commercial areas.
Sporting Precincts	Degree of link for walking/ riding to sporting precincts.
Recreation Areas & Playgrounds	Degree of residential link for walking/ riding to shops and commercial areas.
Aged Care Facilities	Degree of link for walking/ riding (mobility devices) within proximity to the facility.
Tourist Links	Degree of path linkage between areas to facilitate commuting for tourists/ visitors and the community.
Likely Path Utilisation	Expected degree of path utilisation, using the road or park classification hierarchy as a guide.
Demand	Knowledge of community demand, using the customer request management system as a guide.

The proposed missing links program based on assessment for all High & Medium priorities is detailed in Appendix 1.

Existing Path Road Crossings Assessment

Assess the existing path road crossings on high-use SUP's and consider treatments to improve the standard of access. Treatments such as changing the crossing location or narrowing the crossing distance across road lanes can substantially improve function and safety.

Review Priorities over time

Walking & Riding path utilisation will continue to change over time and priorities will need to be reviewed to ensure they remain reasonable to meet community expectations.

6. MONITORING, EVALUATION AND REVIEW

Council has an established method of reporting on progress of Strategic Actions annually. Improvements may be possible to provide more detailed and timely information to customers and the community in a way that demonstrates that progress is being made toward the identified strategic objectives.

7. ACTION PLAN

Action Plan
DEVONPORT WALKING & RIDING STRATEGY

No	Action	Year Planned					Resources			
		2026/27	2027/28	2028/29	2029/30	2030/31	Priority H,M,L	A-OPEX F-OPEX F-CAPEX	Targets	Responsible Department
Objective 1: Improving Conditions										
1.1	Path Road Crossings are assessed and improved						H	F-CAPEX	Identify and upgrade path road crossings to improve safety, incorporate into Forward Capital Program.	Infrastructure
1.2	Define Devonport's Design Standards						M	A-OPEX	Develop and adopt Walking and Riding Infrastructure Design Manual	Infrastructure
1.3	Path Asset Proactive Maintenance Inspection Program Improvements						H	A-OPEX	Review and update the maintenance service levels and the inspection program	Infrastructure Works & Operations
1.4	Improve works system data capture and reporting						M	A-OPEX	Review and update the works system data to create an analytic dashboard	Infrastructure Works & Operations
1.5	Assess path hazards (eg. Wheelie bins) and consider improvements						M	F-CAPEX	Progressively identify and include treatments in Forward Capital Program	Infrastructure
Objective 2: Safely Sharing Roads, Paths and Reserves										
2.1	Improve Place & Movement Safety						H	A-OPEX	Plan and implement Place & Movement Safety Strategies	Infrastructure
2.2	Upgrade Path Etiquette Signage						H	F-CAPEX	Plan and implement path etiquette signage and place throughout the SUP network	Infrastructure Community Services
2.3	Define & implement No Riding Zones						H	A-OPEX	Plan, consult and implement No Riding Zones	Infrastructure Community Services
2.4	Create an Inviting Network						M	F-CAPEX	Build in Nature, signage and furniture are to be considered in projects on Active Transport corridors and walking precincts	Infrastructure Community Services

2.5	Improve statistics on path utilisation and incidents						M	A-OPEX	Use technology to monitor and report on path utilisation and incidents	Infrastructure
Objective 3: Providing for What is Missing										
3.1	Major project priorities are planned and delivered						H	F-CAPEX	Plan and progressively complete the major project priorities	Infrastructure
3.2	Missing Links Program are planned and delivered						M	F-CAPEX	Complete the listed priority missing links in the path network	Infrastructure
3.3	Assess existing path road crossing standards and locations for improvement						M	F-CAPEX	Assess and consider treatments for improved access standards	Infrastructure
3.4	Review Walking & Riding path utilisation and refine priorities						L	A-OPEX	Monitor utilisation and update project priority lists	Infrastructure

8. APPENDIX 1 – MISSING LINKS ANNUAL CAPITAL PROGRAM

Missing Links Annual Capital Program			
Project	**Length**	**Strategy Year**	**Financial Year**
James St - Coastal Pathway Link to North Fenton St	130	1	2027
Victoria Parade - Gloucester Ave to Coastal athway	50	1	2027
Church St - Brooke St to Foreshore	70	1	2027
East Devonport Rec Centre link to Caroline St	80	1	2027
Jiloa Way - Don Reserve Link	60	1	2027
Richardson Dve - Forth Rd to Rec Ground	80	2	2028
Hillcrest Rd - Don Rd to 24	120	2	2028
Stony Rise Rd - Durkins Rd to Ferguson Dve	100	2	2028
James St - 177 to 181 James St	50	2	2028
Watkinson St - Upper George St to 132	75	2	2028
Torquay Rd - Tarleton Rd to Wright St	100	3	2029
Watkinson St - Best St to Oldaker St	60	3	2029
Victoria Parade - George St to Coastal Pathway	35	3	2029
Elizabeth St - Forbes St to Hiller St	60	3	2029
James St - William St to Soutar St	90	3	2029
Nicholls St - North Fenton St to Railway Crossing	120	3	2029
Durkins Rd - Stony Rise Rd to Massey Pl	120	4	2030
River Rd - Winspears Rd to Bridge Rd	100	4	2030
Durkins Rd - Massey Pl to Racecourse Rd	120	4	2030
Thomas St - Caroline St to Winspear Pl	60	4	2030
Watkinson - Parker St Crossing	40	4	2030
Surrey St - Parker St to Pengali Pl	80	5	2031
Surrey St - Pengali Pl to Madden St	80	5	2031
Best St - Watkinson St to Surrey St	130	5	2031
North St - Percy St to 98 North St	100	5	2031
Chettle St - Forbes St to Wayne St	130	5	2031
Watkinson St - Oldaker St to Donview Ct	120	5	2031