

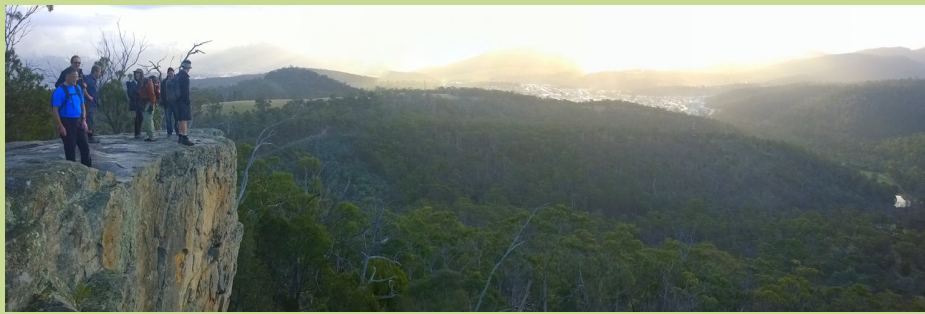
Clarence City Council

# Tracks and Trails Action Plan

## 2015-2020



Clarence... a brighter place



*Meehan Range*

*“Trails should be about connecting people to the natural world, landscape and habitat. Trails should give people a sense of place – and add value to places”. – Daffyd Davis MBE – International trail builder*

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## 1. Introduction

In 2008 the first Clarence Tracks and Trails Action Plan was developed in order to guide the development of tracks and trails within Clarence. The plan provided a good starting point for implementing trail network improvements and providing an overview for identifying opportunities for future trails.

Over the past 6 years the trail network has grown and improved. This new Action Plan seeks to review the progress made to date and provide a greater level of detail on desired future trails and identify strategic missing links.

The Action Plan is guided by the 2012 the Clarence Tracks and Trails strategy which offers a policy framework and strategic direction for the development, maintenance and promotion of Tracks and Trails in Clarence.

The Tracks and Trails Action Plan 2015-20 is a supporting document that provides recommendations for achieving the Strategic Directions outlined in the Clarence Tracks and Trails Strategy 2012 and a framework for implementing projects.

*The tracks and trails network will provide diverse and sustainable recreational opportunities for residents and visitors, showcasing and connecting the coast, bushland and urban environments within the city.*

*Vison and guiding principles from Clarence Tracks and Trails Strategy 2012*

## 2. Policy Framework and Implementation Plan

The Tracks and Trails Strategy 2012 identified seven strategies to assist Council and the community to plan, develop, manage and promote a sustainable and integrated tracks and trails network. The seven strategies are:

1. Integrated and needs-based tracks and trails planning
2. Innovative and sustainable tracks and trails development
3. Adoption and communication of consistent tracks and trails classification systems
4. Commitment to ongoing maintenance of tracks and trails
5. Effective information about the promotion of tracks and trails
6. Efficient funding and resources use for trail planning, development, management and maintenance
7. Working in partnership.

The recommended actions from these strategies have been incorporated into the Tracks and Trails Action Plan 2015-2012.

## Strategy 1 - Integrated and needs-based tracks and trails planning

Strategy 1 recommends that tracks and trails planning is integrated across Council sections and consistent with community demands.

A Trails Register has been incorporated onto Council's GIS system to alert other departments in Council of the desire for trails in particular areas. The Register is only an indicator of desired trail connections and a more detailed assessment needs to be carried out at the time a subdivision is proposed to identify suitable and useable alignments which is preferably ground-truthed.

A process of community consultation is carried out whenever major projects are planned and community surveys are carried out when required to assist with identifying community demands.

The Clarence Tracks and Trails Advisory Committee is made up of community representatives from walking, mountain biking, horse riding, positive ageing and disability access groups who provide input and feedback on tracks and trail initiatives and priorities. They are guided by the following principles and objectives:

### Principles and objectives

The purpose of developing a tracks and trails network is to provide links and pathways to public open space areas such as parks, reserves, natural areas and beaches as well as connecting residential areas to activity centres and community facilities.

For good level of service, comfort and safety for trail users there are a number of guidelines that are incorporated into the planning and development of trails in Clarence. These are:

#### o Accessible

One of the key goals is to secure public access through bushland, hilltops and coastal areas along corridors and broader public open space areas identified in the Trails Register. Preserving land for future public use, even if a formal track is not constructed, is crucial to maximise opportunities for links between areas. This has been a successful strategy in the development of the Tangara Trail. The corridors and public open space areas along the Tangara Trail have been used for years without any formal track construction but meet the classification for a Class 4 walking track under the Australian Standard AS 2156-1.

In urban areas trails need to be accessible to the broadest range of community members including children, elderly and disabled (where Disability Discrimination Act (DDA) compliant gradients are possible) and accommodating multiple wheeled devices including bicycles, prams, and scooters. Where they form part of an arterial route with a strong transport benefit they will be developed to a cycleway standard with a sealed surface and developed in accord with the Clarence Bicycle Strategy.

In rural and bushland areas the trails need to cater for walking, biking and horseriding wherever possible. In some cases dual tracks will be used to accommodate different users in a safe and functional manner.



- **Comfortable and safe**

Trails need to be constructed according to relevant guidelines and free from unnecessary diversions, hazards and barriers. This includes major road crossings, sharp corners, poor alignments and gradients or physical barriers such as bollards. Emphasis should be placed on creating separation from motor vehicles including minimising road crossings.

- **Scenic and attractive**

Waterways, open space and bushland should be prioritised for trail alignments in order to offer aesthetic and scenic environments that are attractive and inviting.

- **Connected and convenient**

Where possible provide continuous and uninterrupted trails that are coherent and easy to follow and provide access to key destinations. .



*Pilchers Hill Reserve*



*Roches Beach*

## Strategy 2 - Innovative and sustainable tracks and trails development

Strategy 2 identifies the desire for multi-use trails in order to meet demand in a way that maximises resources. A Code of Conduct is used to facilitate safe shared use on multi-user trails. Track sustainability is dependent on construction techniques that adhere to the national guidelines. These are outlined below:

### Construction guidelines

- *Australian Standard AS 2156.1-2001 Walking Tracks* provide 6 classes of track to assist managing authorities to “minimise risk, preserve natural features and enhance recreation opportunities associated with the use of walking tracks”. The majority of tracks located in rural, bushland or coastal areas in Clarence are constructed and maintained in accord with Class 3 track guidelines. Natural surface Class 4 tracks are acceptable where soil type, topography and good drainage provide an adequate surface for walking and riding. These tracks only require minor vegetation clearance and do not require a hardened gravel surface unless erosion or surface damage becomes a problem.
- *Austrroads Guide to Road Design Part 6A Pedestrian and Cyclist Paths* is referenced for urban multi-user pathways. Austrroads recommends a minimum width of 2.0m for low use access paths with a desired width of 2.5m – 3.0m for shared use paths. These widths provide adequate space for mobility scooters and people walking 2-abreast while limiting the incidence of conflict by allowing for passing. These guidelines are primarily used in urban areas on trails identified in the Clarence Bicycle Strategy and Action Plan.
- *IMBA Australia Trail Difficulty Rating System* provide criteria for tread width, surface, trail grade, natural obstacles and technical trail features and provides guidance for construction of trails primarily catering for mountain bike usage such as the Meehan Range and Clarence Mountain Bike Park.
- *Western Australian Horse Trail Development Guidelines* have been incorporated into the Tangara Trail Management Plan 2012-2017. There are no Australian standards around horse trails. The WA guidelines provide guidance on corridor width, tread width and clearances suitable for horses.

Appropriate track construction ensures good alignment and drainage to minimise erosion and results in surfaces free of tree roots and ruts that offer an enjoyable experience to the trail user. Long term maintenance costs are minimised when tracks are well constructed.



*Class 4 Walking Track – Tangara Trail*

## Code of Conduct

A shared trail code of conduct was developed as part of the Tangara Trail Management Plan 2012 which identifies the following principles for safe and courteous use of trails.

- Respect Other Users  
Includes priority for horses, controlling dogs and slowing when passing
- Be Safe  
Includes slowing for corners and blindspots, controlling speeds and wearing helmets
- Stay on Trail  
Includes obeying signs prohibiting access to bird nesting areas and no trespassing on private land.
- Minimise impacts on the environment  
Includes avoiding muddy tracks after rain, leave no trace and remove litter
- Get involved  
Includes reporting hazards and taking part in volunteer days

The Code of Conduct provides guidance for appropriate behaviour for the various user groups. This ensures the trails are shared safely and cooperatively and that users have an expectation of how others will behave when they are encountered. These principles are communicated in council publications, website and through etiquette signage. Examples are shown below:



*Bikers and walkers give way to horses*



## SHARING THE TANGARA TRAIL

<b>USE VOICE TO ALERT OTHERS</b> <small>Especially when approaching a horse so they're not startled by your presence.</small>	<b>CONTROL YOUR DOG</b> <small>Keep it under effective control and restrain it on a lead or by the collar if you encounter a horse, bike or walkers.</small>
<b>GIVE WAY TO HORSES</b> <small>Horse riders have priority, then walkers; MTB riders give way to both. As a courtesy, walkers may step aside on narrow sections of track to allow bikes to pass.</small>	<b>CONTROL YOUR SPEED</b> <small>Ride your horse or bike at a controlled speed. Slow down for corners and blind spots.</small>
<b>SLOW WHEN PASSING</b> <small>To the speed of other users. Prepare to stop if necessary.</small>	<b>WEAR A HELMET</b> <small>Wear an approved equestrian or bike helmet.</small>



*Code of conduct signs for trail users*



Strategy 3 - Adoption and communication of consistent tracks and trails classification systems

Strategy 3 identifies the need to develop and implement a track difficulty rating system for all permitted user groups.

The Derwent Estuary Program facilitated a regional trails website in 2013 which involved a regional approach to trail promotion across 6 council areas in the Greater Hobart area. As part of this project, track difficulty ratings were developed for use across the region which are based on the Australian Walking Track Rating System and IMBA Guidelines. These have been incorporated in publications and websites.

Track difficulty ratings

Very easy	Concrete or hotmix pathway suitable for wheelchairs and people pushing prams, families with young children and learner riders. Mostly flat.
Easy	Well-formed gravel tracks or fire trails. Suitable for wheelchairs with assistance, people pushing prams, families with young children. Gentle hills.
Moderate	Gravel or earthen track with undulating terrain. May have short steep hills. Recommended for people with some walking, cycling, MTB riding and horse riding experience.
Difficult	Likely to be a single trail with moderate gradients, variable surface and obstacles. May have arduous climbs and steep sections. Recommended for experienced bushwalkers, MTB riders.
Very Difficult	Steep and strenuous. Recommended for very experienced bushwalkers and highly skilled MTB riders.

For purpose-built mountain bike tracks (such as the Clarence Mountain Bike Park) the following symbols are used, which are based on the IMBA mountain biking trail difficulty rating system which is used internationally.



## Strategy 4 - Commitment to ongoing maintenance of tracks and trails

Strategy 4 recommends that annual inspections are carried out on tracks and that community volunteers are utilised to establish a track monitoring program to minimise ongoing maintenance costs.

### Maintenance Program

An annual track audit system has been developed to assess track condition. The audit provides guidance on prioritising maintenance and upgrade works and is used to develop a maintenance schedule.

A costed and prioritised annual maintenance schedule enables the delivery of an annual maintenance program for all tracks, including those which have recently been upgraded or constructed over the last 5 years as part of the Clarence Tracks and Trails capital works program. This maintenance program will be refined each year based on an annual Tracks Audit

### Track condition monitoring program

A track monitoring program utilising community volunteers is an effective way of identifying issues that arise on tracks.

The program is to be based on the successful Kingborough Track Care Volunteer Program and will be run in a similar way to Landcare volunteers. Induction and training would be provided to all participants.

The program requires participants walking or riding a track regularly (at least once a month) and reporting problems or issues to Council. Issues include:

- Fallen tree branches
- Overgrown vegetation impeding the track
- Weed infestation
- Erosion caused by heavy rains
- Vandalism



*Axiom Track, Tangara Trail, Acton*

Where a track monitoring volunteer considers maintenance or minor repairs are required a process will be in place to decide on a course of action. This will involve an assessment of the risk to public safety, treatment required and the level of priority and urgency.

The volunteer track monitoring program will complement Council's track inspection and maintenance program. Since it could be weeks or months before an inspection is scheduled so some problems could remain undetected for a length of time. Community members who use tracks regularly are well placed to provide feedback to council and help keep our tracks in a safe and well-maintained condition.

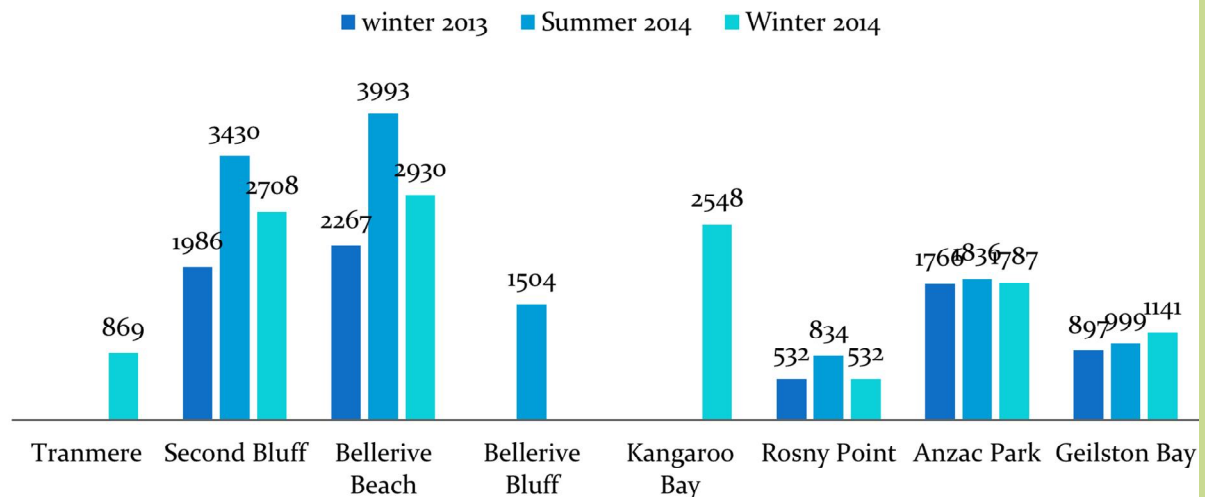
## Monitoring usage

A track counts program is valuable for understanding usage on trails and measuring impacts of trail improvements. It helps to identify and prioritise track improvements in areas where usage is greatest.

Two thermal counters are used to carry out week long counts at selected locations. Monitoring of the Clarence Foreshore Trail in Feb/March 2014 showed the steep sections of trail around Rosny Point and Kangaroo Bluff have the lowest level of usage while Bellerive Beach and Second Bluff have the highest level of use. Since the counts were done improvements have been carried out to the track at Rosny Point and around Kangaroo Bluff so the next count will provide an indication of the impact of the improvements and the effect that has on usage.

The counters are also useful for identifying the most popular access points into reserves. Three entrances into Pilchers Hill Reserve were monitored in February/March 2013 which showed that the Geilston Creek Road entrance was the most used, followed by the Walana St entrance with Robin Court the least used entrance. This information will assist with prioritising track maintenance and upgrades within Council reserves

### Clarence Foreshore Trail Weekly Counts



## Strategy 5 - Effective information about and promotion of tracks and trails

Strategy 5 recommends advertising trails through publications and the regional trails website and development of maps. It also recommends a Signage Implementation Plan for navigation and interpretation.

### Publications and website

Council is a partner in the Greater Hobart Trails website ([www.greaterhobarttrails.com.au](http://www.greaterhobarttrails.com.au)) which provides comprehensive information including maps and GPS information on trails in Clarence. This will be updated as trails are developed or upgraded.

The *Popular Tracks in Clarence* booklet an alternative to the website and is particularly useful for people who don't have internet access or an iphone. This publication will be periodically updated and reprinted over time.

### Signage

Directional signage is a crucial element in making trails accessible and user-friendly. Signs provide reassurance that a trail is available for use by the public (and not private property), gives guidance on the length and quality of the track, provide information at intersections for wayfinding, and in some circumstances have maps and interpretive information. Signs also assist with risk management by providing information on the level of difficulty of a track.

Signage plays an important role in increasing the visibility of the track network and encouraging greater usage and will continue to be a priority for implementation as there are still a significant number of tracks in the municipality that are unsigned. See Appendix C for a summary of signed tracks.

#### Map Board Signage

Map board signage is installed at major trail heads to provide comprehensive information on the track. These are usually located at car parks.



Map board signage at trail heads.

#### Directional Signage

Directional signage is located at intersections and includes basic information including the track name, destinations and distance to destinations.

#### Coloured Track Markers

Coloured track markers have been used as a wayfinding treatment, particularly in reserves where there may be multiple tracks or fire trails criss-crossing. The coloured track markers provide a simple, low cost and low impact way of providing navigational guidance.



Track markers

## Strategy 6 - Efficient funding and resources use for trail planning, development, management and maintenance

Strategy 6 recommends providing advice to developers on desired trails within new subdivisions and to seek external funding for trails where possible.

In order to achieve a comprehensive, connected network of trails in the municipality, opportunities to complete missing links must be monitored and actioned.

A Tracks and Trails Register was developed as part of the 2008 Tracks and Trails Action Plan in order to highlight desired future trails alignments. The register has been reviewed and updated as part of the 2015 Tracks and Trails Action Plan. A copy of the Trail Register is available from Council.

In considering the guiding principles outlined in the introduction to this document and the overarching strategies the following criteria guides the priority of actions:

	Priority 1	Priority 2	Priority 3
1. Incomplete or missing sections of the overall trail network	Completing missing links in existing trails	Constructing new trails that provide a strategic link	
2. Trails located where opportunities for use is considered greatest.	Trails linking population centres (including trails within populated areas) especially where there is a lack of existing trails	Existing trails of significant length which are separated by a missing link	Coastal areas or areas of recreational or natural interest including Bushland but remote from population areas
3. Suitable terrain	Flat or gently sloped areas to cater for broadest range of users	Hillier locations to provide diversity and challenge	
4. Land ownership	Council land	Crown or state government owned land	Private land being subdivided. Negotiation with landowner subject to prior Council approval
5. Track type & accessibility	Multi-use cycling/walking. Accessible by everyone including disabled people, wheelchairs and prams	Multi-use walking/ Mountain biking / horse riding. Generally accessible to the majority of the population but inaccessible to some mobility impaired people due to steps, uneven surface etc	Single use or access limited to the physically fit and agile
6. Funding opportunities	Eligibility for funding from outside Council (eg: state or federal government grants)	Partnerships with other agencies or developers to create a trail as part of broader project (eg: fire trail, water or sewerage pipeline) or as part of a new subdivision	
7. Support from community organisations	Community organisations such as Rotary or Landcare that can assist with construction and on-going maintenance	General community support but no group to assist with construction.	

For example existing multi-use trails with missing sections close to population areas that have community support and located on Council land are given highest priority for development.



## **Mechanisms available for obtaining track corridors on non-Council land**

On 11 November 2013 Council adopted its Public Open Space Policy (2013), the primary purpose of which is to ensure the delivery of adequate and appropriate Public Open Space (POS) to serve the needs of the existing and future population in Clarence. The Policy assists Council to deliver a consistent approach to the consideration of POS based on the constraints of the enabling legislation. Amongst other things, the Policy assists with the implementation of Council's Tracks and Trails Action Plan through:

1. Assessment of Subdivisions –
  - a. Assessment of any proposed POS (considerations include the Tracks and Trails Action Plan) and the appropriateness of requiring a cash contribution in lieu of POS.
  - b. Right of Ways, and
  - c. Right of easement under Highways Act
2. Acquisition (free market, negotiation and compulsory acquisition)
  - a. Land, and
  - b. Public Right of Ways
3. Licence or lease agreements

The Public Open Space Policy gives recognition of the Council's powers and obligations in respect to Public Open Space (POS) under the provisions of the Local Government (Buildings and Miscellaneous Provisions) Act 1993 (LGBMP). These provisions enable the Council to:

- 2.1.** require a subdivider to provide to Council up to 5% of the land being subdivided as POS; or
- 2.2.** require POS in excess of the 5% contribution as a part of any subdivision proposal subject to appropriate compensation; or
- 2.3.** condition a subdivider to provide up to 5% cash in lieu contribution of the value of the land being subdivided (less any area provided as POS); or
- 2.4.** refuse a subdivision if it is of the opinion that the proposal should be altered to include (or omit) POS.

In some cases, especially where topography creates challenges for tracks, wider areas of public open space may be required to accommodate switch-backs on slopes or to follow contours around hills that a narrow track corridor is unable to accommodate. Larger areas of POS may be required to create vegetation buffers from adjoining landowners, provide for other recreational activities such as orienteering or rock climbing or to obtain desirable features such as hilltops and lookouts.

Both the Public Open Space Policy (2013) and the Tracks and Trails Action Plan can be viewed on Council's website [www.ccc.tas.gov.au](http://www.ccc.tas.gov.au)

## **Seek External Funding**

The State Government Trails and Bikeways Program provides matching funding to Councils for trail projects. Since 2008/09 Council has received \$481,723 in state government contributions which resulted in the construction of 6km of the Clarence Foreshore Trail. The program was unfunded in 2014/15 and there is currently no state government assistance for the construction of trails. Future funding opportunities will be monitored.

### Strategy 7 - Working in Partnership

Strategy 7 recommends working with Coastcare, Landcare and other groups

#### Volunteer Program

Landcare, Coastcare and other groups are invaluable to Council for helping to maintain tracks and surrounding areas in reserves and along coastlines. The Reserve Activity Plans (RAPs) are used to guide works within Council reserves. Council has a part-time volunteer coordinator who manages volunteers and ensures they are properly registered and trained.

Groups such as Tangara Recreational Trails Inc and Meehan Range Trail Groomers have a stronger focus on tracks and have provided labour for track construction, repairs and other activities such as installation of track markers on the Tangara Trail and signage within the Clarence Mountain Bike Park and the Meehan Range.

Council will continue to support and utilise the energy and expertise of these dedicated volunteers.

*The Meehan Range Trail Groomers has 80 registered volunteers coordinated by members of the Clarence Mountain Bike Committee and insured through the Dirt Devils Mountain Bike Club and Mountain Bike Australia. In 2013 and 2014 the group recorded 723 volunteer hours on both trail building and maintenance in the Meehan Range with an estimated value of \$28,920.*

#### Caretaker Program

A Caretaker Program has been implemented at the Clarence Mountain Bike Park. Works are managed by the Clarence Mountain Bike Committee and a professional trail contractor is employed to audit and maintain tracks in the park in conjunction with volunteer work days. The Caretaker Program also utilises government-supported work programs such as Green Corps for labour to build and maintain tracks. A Green Corps team constructed the Corkscrew Climb as part of the work-for-the-dole program.

### 3. Overview of tracks and trails

More than one third of the area of Clarence is natural bushland. Dominating the eastern shore of the Derwent is the Meehan Range which has a maximum height above sea level of 544m, and features numerous ravines and escarpments. There are two river systems, and a number of small watercourses, which drain to either side of the Meehan Range. The coastline, some 191km long, boasts some of Southern Tasmania's most popular recreational beaches.

These natural assets within Clarence provide a foundation for a network of tracks and trails to facilitate access to bushland, beaches and hill tops. A summary of the existing and proposed trail network is listed below:



*Tangara Trail Sandford*

#### 3.1 Significant Trails

The 2008 Tracks and Trails Action Plan identified 6 Significant Trails which were the primary focus of the document and formed the spine of the trail network. An additional Significant Trail has been identified – the Coal River Valley Gourmet Trail - which has been added to the list. These are:

- The Clarence Foreshore/Coastal Trail
- Meehan Skyline Trail
- Rokeby Hills/Droughty Trail
- Charles Darwin Trail
- Tangara Trail
- Clarence Coastal Kayak Trail
- Coal River Valley Gourmet Trail

Development of the Tracks and Trails network was focused around these trails. Gaps in the Clarence Foreshore Trail between Geilston Bay and Howrah were completed as part of implementation of the Clarence Bicycle Action Plan. The Charles Darwin Trail was completed in 2009 and new pavement markers were installed in 2014. A Tangara Trail Management Plan was developed in 2012. As a result upgrades have been carried out on eroded sections of the trail, new split post fencing has been installed at road crossings in Acton and new trail connections have been created as part of subdivisions. Sections of a skyline corridor in the Rokeby Hills/Droughty area have been preserved for future track development. No progress has been made to date on the Clarence Coastal Kayak Trail.

The Coal River Valley Gourmet Trail was added to the Significant Trails as a result of community feedback requesting a trail connection between Richmond and Cambridge. There is opportunity for the trail to link existing businesses and tourism infrastructure to create economic as well as recreational benefits.

The Significant Trails will continue to be a priority for the development of the trail network as evidenced from the Priority Action Table 1

### **3.2 Trails in Reserves**

Clarence City Council manages a number of reserves across the municipality which incorporate tracks and trails. These are:

- Bedlam Walls Reserve
- Natone Hill Bushland Reserve
- Pilchers Hill Bushland Reserve
- Thoona–Lindhill Bushland Reserve
- Clarence Mountain Bike Park
- Waverly Flora Park
- Wiena – North Warrane Bushland Reserve
- Glebe Hill Bushland Reserve
- Kuynah Bushland Reserve
- Carella Bushland Reserve
- Roscommon Reserve
- Mortimer Bay Coastal Reserve
- Porters Hill Bushland Reserve
- Single Hill Reserve
- SMB Coastal Reserve
- Cremorne Coastal Reserve
- Risdon Vale –Grass tree Hill Riparian Reserve
- Geilston Bay Coastal and Riparian Reserve
- Clarence Plains Riparian Reserve
- Tranmere Coastal Reserve
- Bellerive–Howrah Coastal Reserve (2<sup>nd</sup> Bluff)
- Bellerive Bluff Coastal Reserve
- Rosny-Montagu Coastal Reserve
- Rosny Hill NR Reserve
- Richmond Riparian Reserve
- Centauri–Canopus Bushland Reserve
- Clifton Beach Reserve
- Lauderdale Beach Reserve
- Racecourse Flats
- Blessington Reserve

Reserve Activity Plans (RAPs) are developed for the reserves to provide a management framework. The RAPS include tracks and trails and provide direction for track development and upgrades within the reserves as well as signage.

### **3.3 Trails alongside waterways**

Rivulets and waterways are desired locations for tracks as they provide suitable linear corridors that are attractive and continuous. They often have remnant vegetation and provide habitat for wildlife. The preference for public open space allocation from subdivisions is along waterways or drainage lines in order to create linear parkland through residential areas or trail corridors in rural areas.

The main waterways are:

- Risdon Brooke/Grasstree Hill Rivulet/Risdon Vale Creek

- Geilston Creek/Faggs Gully Creek
- Flagstaff Gully Creek
- Kangaroo Bay Rivulet
- Clarence Plains Rivulet
- Sutcliffe Creek
- Stokell Creek
- Acton Creek
- Coal River
- Barilla Rivulet
- Pages Creek

Trails along waterways provide connections between Significant Trails and reserves, allowing for loops and circuits to be created. They are essential to the formation of a trails network.

### **3.4 Peri-urban & Local Access Trails**

Peri-urban tracks provide links between populated areas. These are:

- Cremorne shared pathway
- Clifton Beach shared pathway
- South Arm Peninsula Trail
- Acton Road shared pathway
- Seven Mile Beach to Cambridge shared pathway
- Pass Road shared pathway

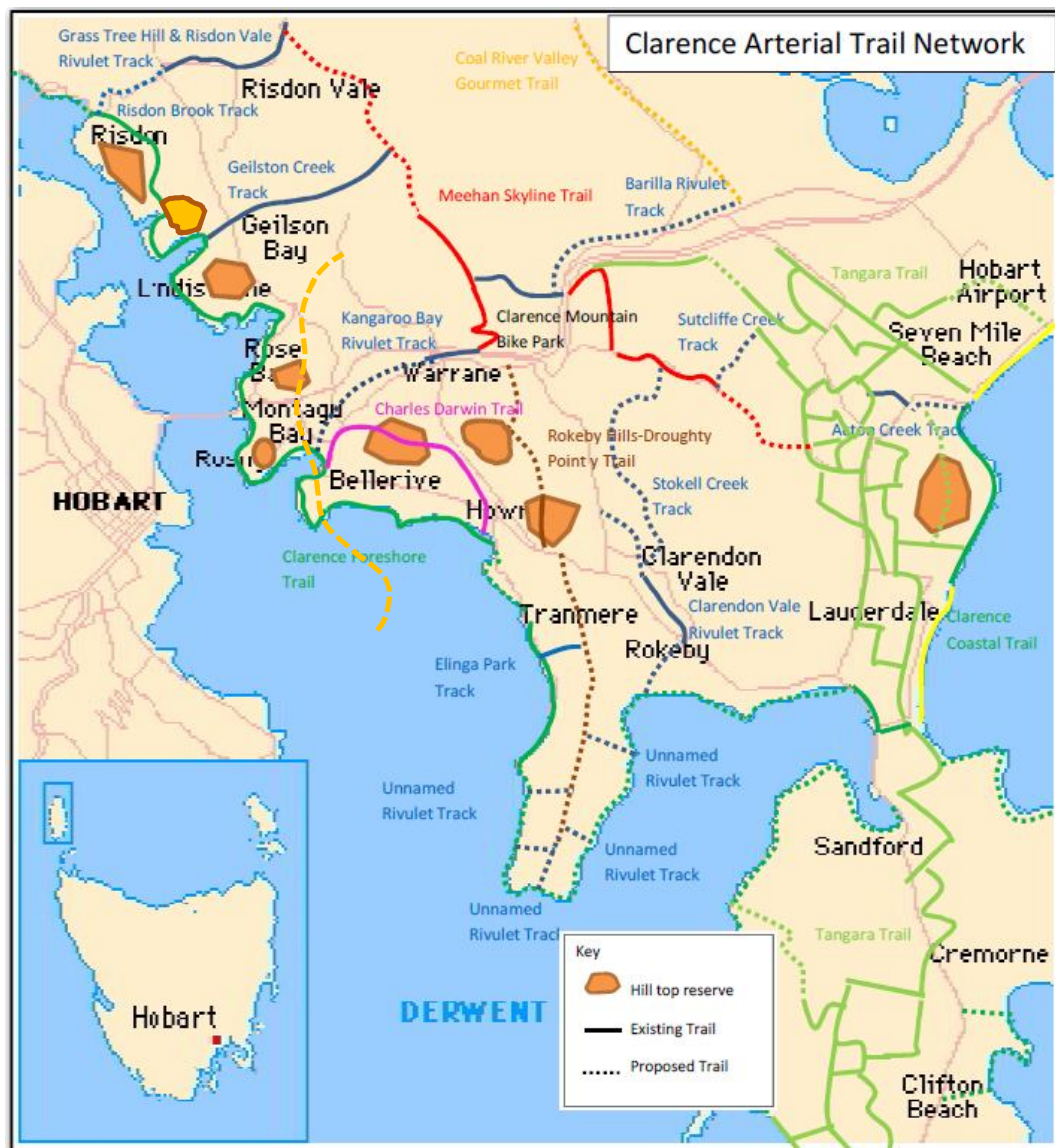
Local access trails provide access points to Significant Trails, reserves, public open space corridors, trails along waterways and beaches. It is important that these main trails are accessible from a range of access points not just for amenity for trail users but also for maintenance and emergency assistance.



*Risdon Vale Rivulet Track*



## Map incorporating Significant Trails and Rivulet Tracks



## Significant Trails

- **Clarence Foreshore Trail /Clarence Coastal Trail**
- **Meehan Skyline Trail**
- **Rokeby Hills-Droughty Point Trail**
- **Tangara Trail**
- **Charles Darwin Trail**
- **Coal River Valley Gourmet Trail**

### Rivulet Tracks to connect to Significant Trails

- Grass Tree Hill Rivulet & Risdon Vale Rivulet
- Risdon Brook
- Geilston Creek Rivulet
- Kangaroo Bay Rivulet
- Barilla Rivulet
- Sutcliffe Creek
- Acton Creek
- Stokell Creek
- Clarendon Vale Rivulet
- Coal River

#### 4. Supporting infrastructure

Trails require additional infrastructure to make them more accessible and easy to use such as carparking at trail heads, toilets, signage and seating. Trail hubs need to be developed to facilitate and manage access to the trail network.

The Clarence Tracks and Trails Committee has identified the following locations for infrastructure to support trail use:

##### Toilets

Options for toilets include:

- Roches Beach Park
- Sandford Hall
- Clarence Mountain Bike Park

##### Car parks

Car parks are required at these trail areas:

- Clarence Mountain Bike Park
- Pilchers Hill Reserve
- Natone Hill Reserve
- Rifle Range Road at Mortimer Bay (horse float hub)



*Acton Court Hub*

## 5. Implementation of the Tracks and Trails Action Plan

The Tracks and Trails Action Plan identifies future trail projects, prioritises development and identifies potential trail alignments that may be obtained through subdivisions.

### Trails Project List

A Trails Project List (see Appendix A) identifies projects mostly located on public land that have been prioritised for track development. The Clarence Tracks and Trails Committee references this list when making annual budget recommendations for trail projects.

Detailed track information is also contained within the following documents, with plans for future track development:

- Clarence Plains Rivulet Catchment Plan
- Cambridge Masterplan
- Tangara Trail Management Plan
- Meehan Range Strategic Plan including Clarence MTB Park
- Reserve Activity Plans
  - Bedlam Walls Reserve
  - Natone Hill Bushland Reserve
  - Pilchers Hill Bushland Reserve
  - Thoona–Lindhill Bushland Reserve
  - Clarence Mountain Bike Park
  - Waverly Flora Park
  - Wiena – North Warrane Bushland Reserve
  - Glebe Hill Bushland Reserve
  - Kuynah Bushland Reserve
  - Roscommon Reserve
  - Mortimer Bay Coastal Reserve
  - Porters Hill Bushland Reserve
  - Single Hill Reserve
  - SMB Coastal Reserve
  - Cremorne Coastal Reserve
  - Risdon Vale –Grass tree Hill Riparian Reserve
  - Geilston Bay Coastal and Riparian Reserve
  - Clarence Plains Riparian Reserve
  - Tranmere Coastal Reserve
  - Bellerive–Howrah Coastal Reserve (2<sup>nd</sup> Bluff)
  - Bellerive Bluff Coastal Reserve
  - Rosny-Montagu Coastal Reserve
  - Rosny Hill NR Reserve
  - Richmond Riparian Reserve
  - Centauri–Canopus Bushland Reserve
  - Clifton Beach Reserve
  - Lauderdale Beach Reserve
  - Racecourse Flats
  - Blessington Reserve

### Trails Register

Missing links in the trail network have been incorporated into a Trails Register which is part of Council's GIS system. The register is indicative of desired track corridors on privately owned land rather than identifying an actual alignment. Flexibility is required in order to suit both the needs of the developer while also providing a good outcome for the community.

A detailed assessment of appropriate and suitable track alignments needs to be made at the time the subdivision application preparation. The assessment considers topography, remnant vegetation, planning requirements such as lot sizes and opportunities to incorporate tracks as part of other easements in the subdivision (eg: drainage, fire management).

Site visits and meetings can be arranged with Council staff to discuss track alignments prior to submitting a development application.



*Mortimer Bay Coastal Trail*

## Appendix A – Trails Project List

### Priority 1

- Completes missing links in existing trails
- Links to population centres, especially areas with poor trail access
- Multi-use trail that is flat or gently sloped to cater for broadest range of users
- Public land (or licence agreement approving use of private land)

Track name	Location	Comments	Tenure	Population Centre
Clarence Foreshore Trail	Howrah Point	Howrah Road to Point	Crown	Howrah
Clarence Coastal Trail – Southern Section	Blessington Track	Jetty Road to Fort Beach	CCC	South Arm
Clarence Coastal Trail – Southern Section	Cremorne to Mays Beach	Calverts Hill Nature Reserve	Crown -	Cremorne
Clarence Coastal Trail – Northern Section	Rokeby to Lauderdale		Crown Private	Oakdowns, Lauderdale
Clarence Coastal Trail – Northern Section	Oakdowns to Rokeby Beach	Licence agreement has been approved by Police Academy.	Crown	Oakdowns
Droughty-Rokeby Hills Trail	Kuynah Bushland Reserve to Vitesse Court	Public open space provided to CCC as part of subdivision	CCC	Tranmere
Coal River Valley Gourmet Trail	Richmond to Cambridge	Feasibility study required	Private, DSG	Richmond, Cambridge
Clarence Kayak Trail		Coastal mapping required	Crown	Clarence region
Kangaroo Bay Rivulet	Clarence Foreshore Trail to Rosny Barn		CCC	Rosny Park, Rosny Hill
Kangaroo Bay Rivulet	Gordons Hill Rd to Edgeworth Sportsground		DSG, Crown	Warrane
Coal River Track (north)	Western bank - Gunning St to northern end of CCC land		Crown CCC	Richmond
Richmond Park Track	Morgan St to Brinktop lookout.	Subdivision of 7 Morgan St, Richmond approved	Crown CCC	Richmond
Clarence Mountain Bike Park		Refer to Meehan Range Strategic Plan	Crown CCC Licence	Clarence region
Meehan Skyline Trail	Belbins Rd to Flagstaff Hill	Refer to Meehan Range Strategic Plan	Crown CCC Licence	Clarence region
Meehan Skyline Trail	Flagstaff Hill to Pilchers Hill	Refer to Meehan Range Strategic Plan	Crown CCC Licence Private	Clarence region



## Priority 2

- New trail that provides a strategic link or completes gaps in existing trails away from population areas
- Negotiation and licence agreement needed to allow for public access on private land
- Multi-use but accessibility may be limited due to steps, steepness or uneven surface.

Track name	Location	Comments	Tenure	Locality
Tangara Trail	Storm Bay View/Butterfly Track	Connection to Gellibrand Drive near Palana Crt	Private - Negotiation with landowner required	Sandford
Tangara Trail	South Arm Neck		Private - Negotiation with landowner required Crown	South Arm
Tangara Trail	Roscommon Connection to Roches Beach Rd		Private - Negotiation with landowner required	Roches Beach
Clarence Foreshore Trail	Howrah Point to Cleve Court	Via coast or Corinth St	Crown, private	Howrah
Clarence Coastal Trail – Southern Section	Roaring Beach Road to Goat Bluff		Crown Males Sand	South Arm
Clarence Coastal Trail – Southern Section	Clifton Beach –Cape Deslacs to lookout		Crown	Clifton Beach
Clarence Coastal Trail – Southern Section	Lumeah Point		Crown	Sandford
Clarence Coastal Trail – Southern Section	Cremorne Ave	Link from South Arm Hwy to Cremorne	Crown CCC	Cremorne
Clarence Coastal Trail – Southern Section	Mays Beach to Mays Point		Crown	Lauderdale
Clarence Coastal Trail – Northern Section	Restdown Point to Penenjou Road		Negotiation with landowner required	Otago Bay
Clarence Coastal Trail – Northern Section	Restdown Drive to Woodville Bay		Negotiation with landowner required.	Otago Bay
Meehan Skyline Trail	Frodshams Saddle to Highway Track	Parallel to Grahams Rd	CCC	Mt Rumney
Droughty-Rokeby Hills Trail	Link from Howrah- Rokeby Cycleway to Kuynah Bushland Reserve		Negotiation with landowner required	Howrah
Droughty-Rokeby Hills Trail	Vitesse Court to Droughty Hill		CCC Private	Howrah/Tranmere
Tangara Trail	Dixons Point Rd to Dorans Rd – west option		Private - Negotiation with landowner required	Sandford
Tangara Trail	Dixons Point Rd to Dorans Rd – east option	Dixons Point Rd to Dorans Rd	Private - Negotiation with landowner required	Sandford
Tangara Trail	Roscommon Track		CCC	Lauderdale

WaterwayTracks	Clarendon Vale Rivulet		CCC Private	Clarendon Vale
Waterway Tracks	Sutcliffe Creek	Mt Rumney to Cilwen Track	CCC Private	Clarendon Vale
Waterway Tracks	Coal River Track (north)	Eastern bank-Northern end of CCC land to Richmond Bridge	Crown Catholic Church	Richmond
Waterway Tracks	Coal River Track (South) east bank	Morgan St to weir	Crown	Richmond
Waterways Tracks	Barilla Rivulet – Richmond Rd to Barilla Holiday Park	Richmond Rd to Barilla Holiday Park	CCC Private	Cambridge

### Priority 3

- Remote from population areas
- New trail to be constructed

Track name	Location	Comments	Tenure
Clarence Coastal Trail – Southern Section	Haynes Point to Rifle Range Road		Crown Private
Clarence Coastal Trail – Southern Section	Bezzants Road to South Arm Neck	2977A South Arm Rd to Bezzants Rd	Crown Private
Clarence Coastal Trail – Southern Section	Musk Beach to Icehouse Bluff & Shelly Beach		Crown Private
Clarence Coastal Trail – Southern Section	Gellibrand Lane – South Arm Rd to Halfmoon Bay	Pigeon Holes	Crown Private
Clarence Coastal Trail – Southern Section	Fort Beach to Cape Direction and Hope Beach/Roaring Beach Road		Commonwealth Defence Force land
Clarence Coastal Trail – Southern Section	Goat Bluff to Cape Contrariety		Crown Land Private
Clarence Coastal Trail – Southern Section	Cape Contrariety to Clifton Beach		Private Crown
Clarence Coastal Trail – Southern Section	Arm End and Gellibrand Point	Proposed golf course development will include trails.	Crown
Clarence Coastal Trail – Northern Section	Pindos Park to Clarence Plains Rivulet		Private CCC Crown
Clarence Coastal Trail – Northern Section	Risdon Cove to Cleburne Point (Bowen Bridge)		Crown
Meehan Skyline Trail	Rokeby Road to Mt Rumney		Private
Meehan Skyline Trail	Mt Rumney to Canopus Reserve		Crown Private
Meehan Skyline Trail	Flagstaff Hill to Downhams Rd		Hansons Quarry
Droughty-Rokeby Hills Trail	Sunray St to Oceana Drive		CCC Housing
Waterways Tracks	Coal River Track (north)	Investigate options for extending track further north along riverbank	Crown

## Appendix B –Completed or commenced projects from 2008 Tracks and Trails Action Plan

Trail Name	Section	Land status	Comments	Estimated completion year
Clarence Foreshore Trail - River	Simmons Park to Ronnie St Lindisfarne	Public	Construction of sealed path required.	Completed
Clarence Foreshore Trail - River	Victoria Esplanade from King St to Bellerive Beach	Public	Construction of sealed path required.	Completed
Charles Darwin Trail	Kangaroo Bay to Waverly Flora Park loop	Public	Directional and interpretation signage and navigation aids.	Completed
Clarence Foreshore Trail - River	Geilston Bay car park to Granville	Public & private	Trail construction required along foreshore and steps for access to beach at Granville St.	Completed
Clarence Foreshore Trail - River	Granville St Geilston Bay to laneway at 81 Derwent Ave	Public & private	Negotiation required with 3 landowners who have titles to water. Steps required to provide access from beach to embankment..	Completed
Clarence Foreshore Trail - coastal	Seven Mile Beach to Lauderdale	Public	Access needs to be improved behind boat shed on Seven Mile Beach, low level bridge over gully required, signage	Completed
Meehan Skyline Trail	Rocky Tom to Belbins Rd	Public & private	Rocky Tom/Flagstaff Hill acquired through the Abandoned Lands Act	completed
Clarence Foreshore Trail - coastal	Mays Beach to Cremorne	Public & private	Project commenced.	2015/16
Clarence Foreshore Trail - River	Rokeby to Lauderdale	Public & private	Discussion and negotiation with landowners required.	underway
Clarence Coastal Trail – Southern Section / Tangara Trail	Mortimer Bay Coastal Track	Rifle Range Rd to Palana Court	CCC Crown – PWS	2014/15
Grass Tree Hill Rivulet	Sugarloaf Rd to Magnolia Rd		CCC	2014/15
Kangaroo Bay Rivulet Track	Rosny Barn to Gordons Hill Rd		CCC	2014/15
Pilchers Hill Reserve	Downhill track		CCC	2014/15

## Appendix C – Signage Inventory

### Map Board Signage

These have been installed on these major trails:

- Clarence Foreshore Trail – Geilston Bay, Simmons Park, Kangaroo Bay Park, Bellerive Beach Park, Howrah Road
- Rosny Hill Reserve – Lower carpark (x2), upper carpark
- South Arm Peninsula Trail – South Arm
- Shag Bay Heritage Track – Sareen Court
- Roches Beach to Seven Mile Beach – Roches Beach Park

### Directional Signage

#### Signage installed in reserves

- Natone Hill
- Charles Darwin Trail – stencils for sections outside Waverly Flora Park
- Pilchers Hill Reserve – coloured track markers have also been used.

#### Signage installed on theTangara Trail – Northern Section

- Black Peppermint Track
- Old Monmouth Track
- Axiom Track
- Acton Road South Track
- Lynrowan Track
- Horseshoe Track
- Crossroads Track
- Everton Track
- Nowra Track
- Tara Track
- Toronto Track
- Roscommon Track
- Airport Flats Track

#### Signage installed on theTangara Trail – Southern Section

- Clear Lagoon Track
- Emu Track
- Cocos Track



## Appendix D – Track standards and guidelines

### Australian Walking Track Standard AS 2156.1

Classification	Elements of Classification	Management Intervention
Class 1	High visitor numbers, facilities such as toilets and shelters, hardened surface, wheelchair accessible, no steps. Width 1200mm or more.	High
Class 2	High visitor numbers, facilities such as toilets and shelters, hardened surface, minimal use of steps, width 900mm or more	Moderate to high
Class 3	Occasional encounters with other users and moderate level of fitness required, modified surface with hardened sections, natural hazards such as steep slopes and unstable surfaces, width 1200mm or less.	Moderate
Class 4	Occasional encounters with other users and moderate level of fitness required, distinct track without major modification to the ground, encounters with fallen debris and other obstacles are likely.	Low to moderate
Class 5	Indistinct track alignments, few encounters with others, steep and unmodified surfaces	Low

### Track corridor widths

Where track corridors are to be obtained as part of a subdivision to accommodate trails the table below outlines preferred and minimum widths

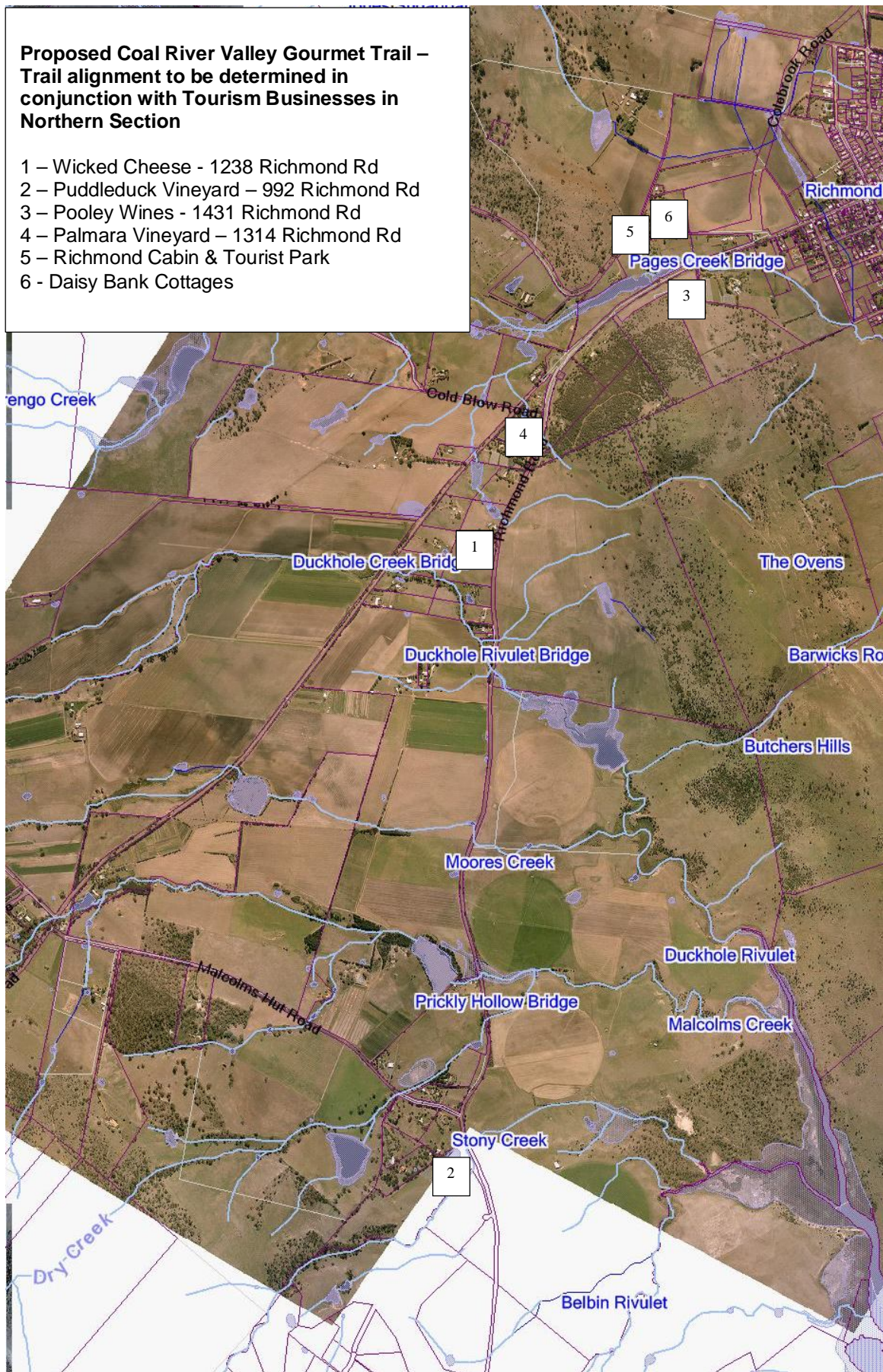
Type of trail setting	Preferred corridor width	Comments
Tangara Trail	10m (Minimum 5m for short sections where there are constraints).	Suitable for semi-rural areas
Linear park	30m (Minimum 15m where site is constrained). Ideally vegetated creek corridors are utilised for linear parks which also provide a stormwater management function.	Suitable for urban subdivisions for local access and recreation
Coastal areas	30m riparian zone. May need to be wider in places where the track needs to divert inland to avoid gullies or the coast is subject to coastal erosion.	Suitable for walking and mountain biking
Hilly areas	10m wide corridors along contour lines. Up to 40m wide where switch backs are required to negotiate steep slopes.	Suitable for walking and mountain biking.

## **Appendix E – Other Reference Documents and Trail Maps**

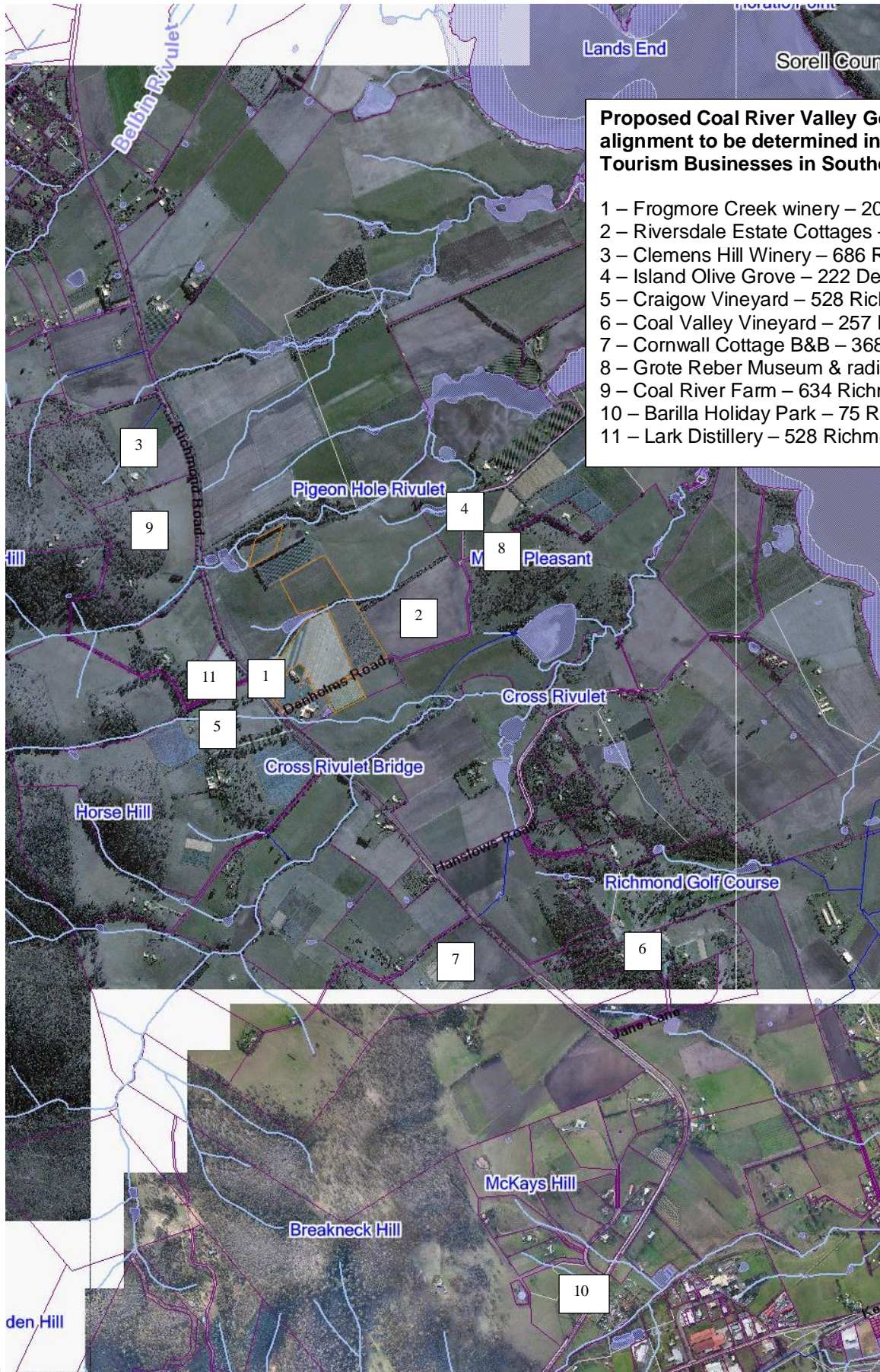
- Trails Register 2015
- Clarence Plains Rivulet Catchment Management Plan (Draft)
- Meehan Range Strategic Mountain Bike Plan (Draft)
- Tangara Trail Management Plan (2012)
- Reserve Activity Plans (See list in section 3.2)
- Cambridge Masterplan
- Park Masterplans

**Proposed Coal River Valley Gourmet Trail –  
Trail alignment to be determined in  
conjunction with Tourism Businesses in  
Northern Section**

- 1 – Wicked Cheese - 1238 Richmond Rd
- 2 – Puddleduck Vineyard – 992 Richmond Rd
- 3 – Pooley Wines - 1431 Richmond Rd
- 4 – Palmara Vineyard – 1314 Richmond Rd
- 5 – Richmond Cabin & Tourist Park
- 6 – Daisy Bank Cottages









## Richmond Trails Options

