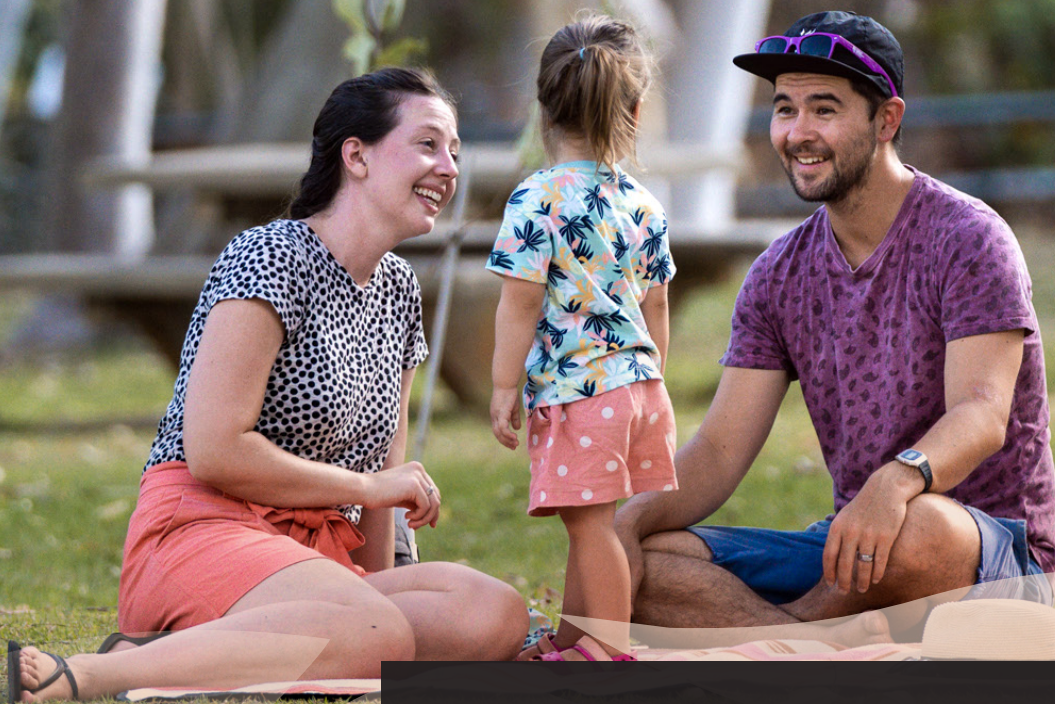




**KATHERINE**  
TOWN COUNCIL



**KATHERINE TOWN COUNCIL**  
**Shared Pathway Strategy**  
2025 - 2035



## ACKNOWLEDGMENT OF COUNTRY

**We recognise the first nations culture as one of the longest surviving cultures in the world and we pay our respects to Elders both past, present and future.**

*WARNING: Aboriginal and Torres Strait Islander readers are advised that this document may include the images of people who are deceased.*

# INTRODUCTION

## WHY SHARED PATHWAYS MATTER



Katherine's warm climate, outdoor lifestyle, and young, family-oriented population make active transport a practical and popular choice. Whether it's for recreation or daily commuting, residents increasingly value shared pathways as part of a healthy, accessible, and well-connected town. Katherine Town Council is committed to improving and expanding this network to meet community needs, including safe and accessible routes for people using mobility devices.

This Shared Pathways Strategy sets out a ten-year plan (2025–2035) and aligns with Katherine 2027, Council's five-year strategic plan. It also considers the Northern Territory Government's NT Shared Path Review 2023–2033, ensuring local and regional planning work together.

## THE STRATEGY INCLUDES

- An assessment of existing pathway infrastructure
- Identification of challenges and opportunities
- A staged approach to construction and upgrades
- An economic analysis showing benefits for health, tourism, and the local economy



# SCOPE OF THE PLAN

## This strategy focuses on:

- Upgrading existing paths and building new shared pathways
- Improving intersections to boost safety for pedestrians and cyclists
- Connecting key locations to close current gaps in the network
- Working with the community to refine plans
- Securing funding and ensuring long-term maintenance



# WORKING TOGETHER ACROSS DIFFERENT ROADS

Some roads in Katherine are managed by Council, while others are controlled by the Northern Territory Government. Council can only build shared paths on land it owns, but a connected network is key to making the system work well for everyone. That's why Council will continue to work with the NT Government to improve pathways on Territory-managed roads. By working together, we aim to create a smooth, safe, and consistent experience for all users.

**BETTER PATHWAYS THROUGH SHARED RESPONSIBILITY**



**COUNCIL ROADS**

Some roads in Katherine are managed by Council



**SHARED PATHWAY NETWORK**

A seamless, safe, and consistent experience



**NT GOVERNMENT ROADS**

Require collaboration to upgrade



# WHAT ARE SHARED PATHWAYS?

Shared pathways are off-road routes used by pedestrians, cyclists, and other non-motorised users. They're designed to be safe, convenient, and accessible for people of all ages and abilities.

## USERS AND THEIR NEEDS



## WHY PEOPLE USE THEM



## WHY THEY MATTER



**HEALTH AND WELLBEING**  
Encouraging active lifestyles



**ECONOMIC GROWTH**  
Supporting local business by increasing foot traffic



**SAFETY**  
Separating users from vehicle traffic



**ENVIRONMENT**  
Reducing car use and carbon emissions



# BACKGROUND

## ABOUT COUNCIL

Katherine Town Council delivers services that support residents, visitors, and local business, including safe roads and footpaths. This includes:



## EXISTING PATHWAY CHALLENGES

Katherine's shared pathway network is often affected by harsh weather and flooding, leading to ongoing maintenance issues. Key problems include:



**SURFACE WEAR AND TEAR**  
Cracking, potholes, and natural terrain intrusions



**SAFETY GAPS**  
Poor lighting and signage make night use unsafe



**STRUCTURAL DAMAGE**  
Washed out or uneven sections needing urgent repairs



**MISSING LINKS**  
Gaps between key routes reduce usability and convenience



**FLOODING AND EROSION**  
Especially near the river, affecting long-term use

# PLANNED INFRASTRUCTURE IMPROVEMENTS

## COUNCIL LEAD UPGRADES

Katherine Town Council has identified priority upgrades for the following Council-managed roads and trails:

- Bicentennial Road (Victoria Highway to Stuart Highway)
- Low-Level River Crossing
- Riverlink Trail

## NTG PRIORITIES (SUPPORT)

This strategy also supports priorities identified in the NT Shared Path Review 2023–2033, which includes NT Government-managed roads:

- Stuart Highway (O'Shea Terrace to Chambers Drive)
- Giles Street/Gorge Road (to Nitmiluk National Park)
- Ryan Park to CBD North
- Katherine Railway Bridge (Chambers Drive to Cyprus Street)
- Victoria Highway (Zimin Drive to Stuart Highway)
- Tindal Airport Path (Stuart Highway to Tindal Airport)

# ALIGNMENT WITH NT PLANS

WHY THIS STRATEGY MATTERS BEYOND KATHERINE

The strategy aligns with the NT Sport and Active Recreation Strategic Plan 2021–2025, which aims to increase active transport and recreation through improved infrastructure and community access. This includes:

- Encouraging more people to walk or ride regularly
- Developing safe and welcoming spaces for activity
- Partnering with NTG and other groups to deliver high-quality infrastructure

# DESIGN AND METHODOLOGY

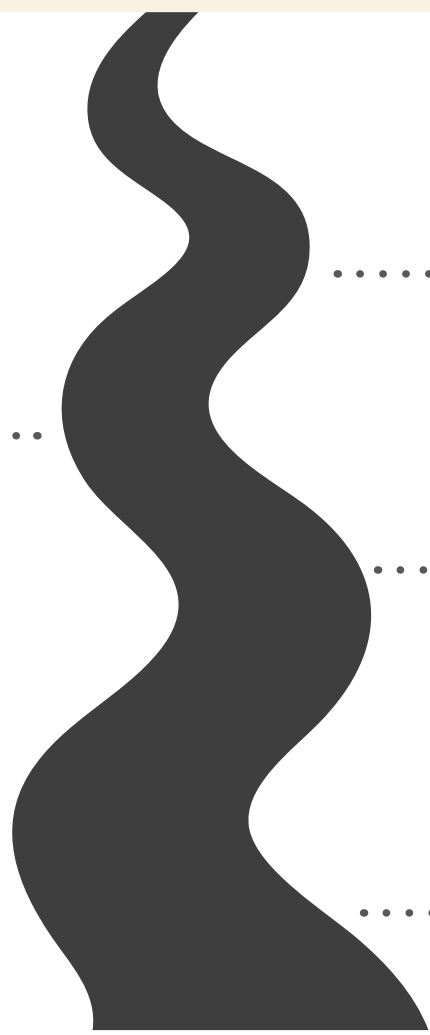
CURRENT NETWORK REVIEW

The review identified key areas needing maintenance or upgrades:

- Zimin Drive (Stuart Highway to Katherine River)
- Bicentennial Road (Victoria Highway to Stuart Highway)
- Riverlink
- Giles Street (to Morris Road)
- Fourth Street (Lindsay Street to O'Shea Terrace)
- Casuarina Street

# NEW PATHWAY STANDARDS

To deliver a safer, more functional network, the following features will be included:



WATER BUBBLERS



WAYFINDING SIGNAGE (INCLUDING FOOTPATH STENCILS)



MINIMUM WIDTH GUIDELINES



REST STOPS AND BIKE REPAIR STATIONS



OUTDOOR GYM EQUIPMENT

# SHARED PATHWAYS PRIORITISATION

Here's what's happening where – and why it matters

LOCATION	PROPOSED IMPROVEMENT	PRIORITY LEVEL	EXPECTED BENEFITS
Low-Level River Crossing and Riverlink	Pathway construction, maintenance, repair & drainage improvement	High	Supports looped cycling routes
	Wayfinding & Interpretative Messaging		
	Tree Planting		
	Bike Station		
	Rest Spot		
	Water Bubbler		
Zimin Drive	Wayfinding & Interpretative Messaging, Tree Planting and Water Bubbler	Medium	Supports looped cycling routes
Bicentennial Road (Victoria Highway to Stuart Highway)	New Shared Pathway	Medium	Supports looped cycling routes
	Wayfinding & Interpretative Messaging		
	Tree Planting		
	Bike Station		
	Rest Spot		
	Water Bubbler		
Giles Street to Morris Road	Gym – outdoor exercise area	Medium	Supports tourism and local economy - link to Nitmiluk National Park
	New Shared Pathway		
	Wayfinding & Interpretative Messaging		
	Tree Planting		
	Bike Station		
Fourth Street (Giles Street to O'Shea Terrace)	Rest Spot	Medium	Enhances local residential connections
	Water Bubbler		
	Wayfinding & Interpretative Messaging		
	Path Maintenance		
Casuarina Street	Path Maintenance	Medium	Improves existing infrastructure safety

# COMMUNITY CONSULTATION



The strategy integrates feedback from residents, local businesses, and government stakeholders through surveys and public forums undertaken in Katherine through the NT Share Pathways Review Development.





# SHARED PATHWAY ISSUES



## KEY CONCERNS RAISED



# SHARED PATHWAY IMPROVEMENTS

## GENERAL NETWORK SUGGESTED IMPROVEMENTS

The NT Shared Path Review 2023-2033 identified several general network enhancements to improve accessibility, safety, and user experience across the shared pathways in Katherine. These recommendations include:

IMPROVEMENT TYPE	DESCRIPTION	TIMEFRAME
Street Lighting	Install lighting at key intersections and along high-traffic pathways to enhance safety	Short Term
Wayfinding & Interpretative Messaging	Develop signage to provide clear directions and highlight local cultural and historical points of interest	Short Term
Tree Planting	Increase shaded areas along pathways to improve comfort and encourage usage	Short Term
Rest Stops & Repair Stations	Install seating, rest areas, and bicycle repair stations at strategic locations	Medium Term
Water Bubblers	Provide hydration stations at key points along major pathways	Medium Term
Gym – outdoor exercise area	Install exercise equipment	Medium Term



# ECONOMIC ANALYSIS

## GRANT FUNDING APPLICATIONS

Securing grant funding from both the Northern Territory Government and the Federal Government will be a key component of financing the Katherine Shared Pathways Strategy. The Katherine Town Council will actively pursue funding opportunities under:

### NT Government Grants:

- Regional Economic Development Fund

### Federal Government Grants:

- Active Transport Infrastructure Grants
- Building Better Regions Fund (BBRF)
- National Road Safety Program
- Black Spot Program
- Cycling and Walking Infrastructure Fund
- Liveable Cities Program



Council will submit detailed project proposals aligning with funding criteria, demonstrating:

### Community impact:

How the project will improve accessibility and safety.

### Cost-effectiveness:

Justification of budget allocations and financial sustainability.

### Strategic alignment:

Alignment with NTG's 2023-2033 Shared Path Review and national transport priorities.

### Stakeholder support:

Engagement from residents, businesses, and regional tourism bodies.

## MODELLING PROCESS

A cost-benefit analysis was conducted to assess the economic impact of pathway improvements. The model includes:



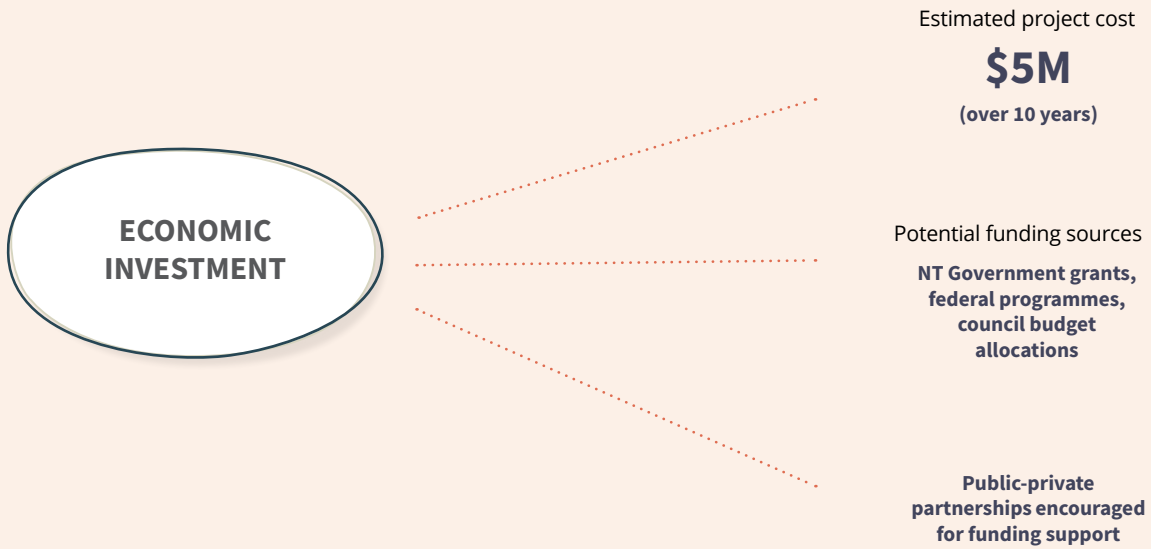
Capital investment costs for construction and maintenance



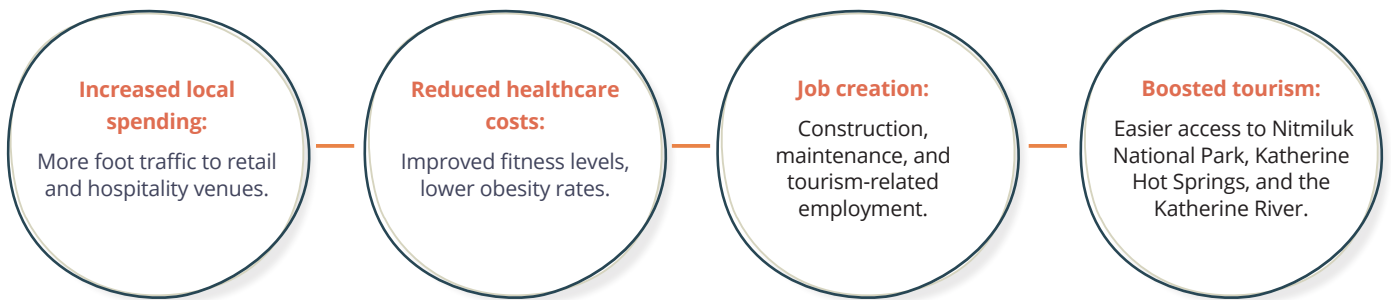
Projected economic returns from increased tourism and local spending





Health savings from active lifestyle promotion



**ECONOMIC, HEALTH & WELL-BEING BENEFITS**



**RETURN ON INVESTMENT**

What It Delivers	Projected Impact
 <p>Projected ROI  <b>\$2.8M</b>            OVER 10 YEARS</p>	 <p><b>ANNUAL LOCAL ECONOMIC BOOST</b></p>
<p>Annual local economic boost: Estimated at \$1.5 million, driven by enhanced community health and well-being, long-term reductions in greenhouse gas emissions, increased visitor spending, and the growth of local businesses.</p>	





# IMPLEMENTATION AND MONITORING

## Timeframes for Implementation

**2025-2035**

The implementation of the Shared Pathways Strategy will follow a staged approach over the next ten years:



### Short-Term

**2025-2028**

- Conduct detailed design and feasibility studies for high-priority pathways.
- Secure funding through government grants and private sector partnerships.
- Implement priority projects including:
  - > Katherine River Low-Level Crossing and Riverlink
- Introduce safety enhancements such as lighting, wayfinding, and crossings.



## Medium-Term

2028-2032

- Expand the network with additional shared pathways connecting residential, commercial, and recreational areas.
- Implement secondary priority projects:
- Bicentennial Road (Victoria Highway to Stuart Highway)
- Giles Street (to Morris Road)
- Fourth Street (Giles Street to O'Shea Terrace)
- Enhance path infrastructure with shaded areas, hydration stations, gyms (outdoor exercise areas) and rest stops.



## Long-Term

2032-2035

- Complete remaining projects and address any network gaps.
- Conduct maintenance, resurfacing, and connectivity improvements.
- Evaluate emerging trends and adjust strategy for future needs.

# MEASURING SUCCESS



To ensure the Shared Pathways Strategy meets its objectives, the following key performance indicators (KPIs) will be used:



## **Usage Growth:**

Annual increase in pedestrian and cyclist numbers measured through pathway counters.



## **Safety Metrics:**

Reduction in accidents involving pedestrians and cyclists.



## **Connectivity Index:**

Number of newly linked residential, commercial, and recreational areas.



## **Community Satisfaction:**

Survey feedback on pathway accessibility and safety.



## **Economic Impact:**

Increased visitor spending in Katherine's local economy.



## **Infrastructure Quality:**

Percentage of pathways maintained to high safety standards.



## **Community Emissions:**

Reduction in greenhouse gas emissions in the Katherine municipal district by 9% by 2035.

Regular reviews will be conducted every two years, with a major evaluation in 2030 to reassess priorities and funding needs.

# KATHERINE MUNICIPAL DISTRICT – COMMUNITY EMISSIONS

## 2022/23 CARBON EMISSIONS SNAPSHOT

### Katherine

2022/23 municipal emissions snapshot

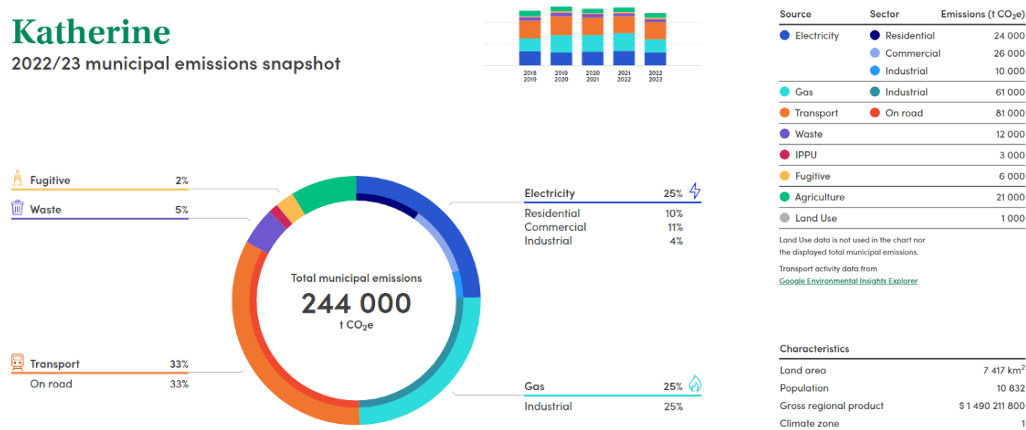


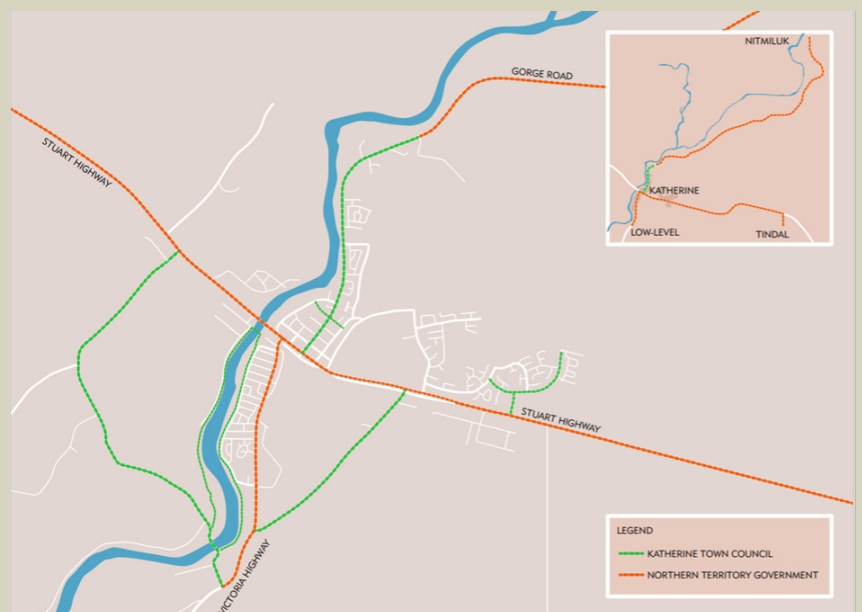
Figure 1: Community Emissions from July 2022 – June 2023 (most recent available data).  
Source: snapshotclimate.com.au

This is an overview of greenhouse gas emissions in the Katherine municipal district. In the 2022/23 financial year, total emissions were estimated at 244,000 tonnes of carbon dioxide equivalent (tCO<sub>2</sub>-e). The Shared Pathways Strategy aims to reduce emissions by 9% by 2035.

Transport is our municipality's biggest contributor to emissions, primarily due to on-road diesel use. This is a challenging issue because of the long distances our people, goods, and services must travel.

**The Appendix:** Katherine Town Council—Community Emissions Snapshot provides a detailed breakdown of emissions sources within each sector. The data in the figure below comes from the Snapshot Climate Data Tool. It is based on models and estimates using publicly available sources, providing the best estimate. The full methodology is updated annually and published on the Snapshot Climate website.

**The Shared Pathways Strategy aligns with the NT Government's goal to reduce emissions by promoting active transport alternatives:**



Appendix: Shared Pathways Map



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