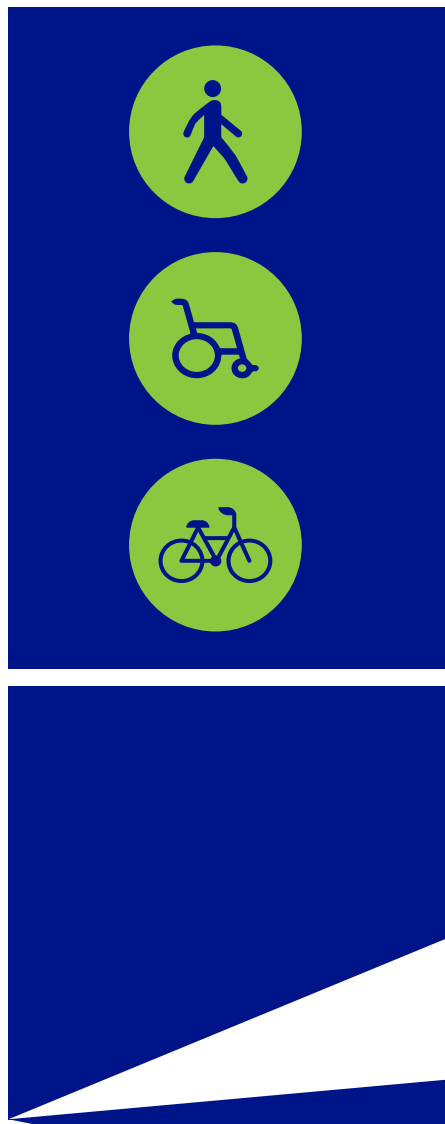
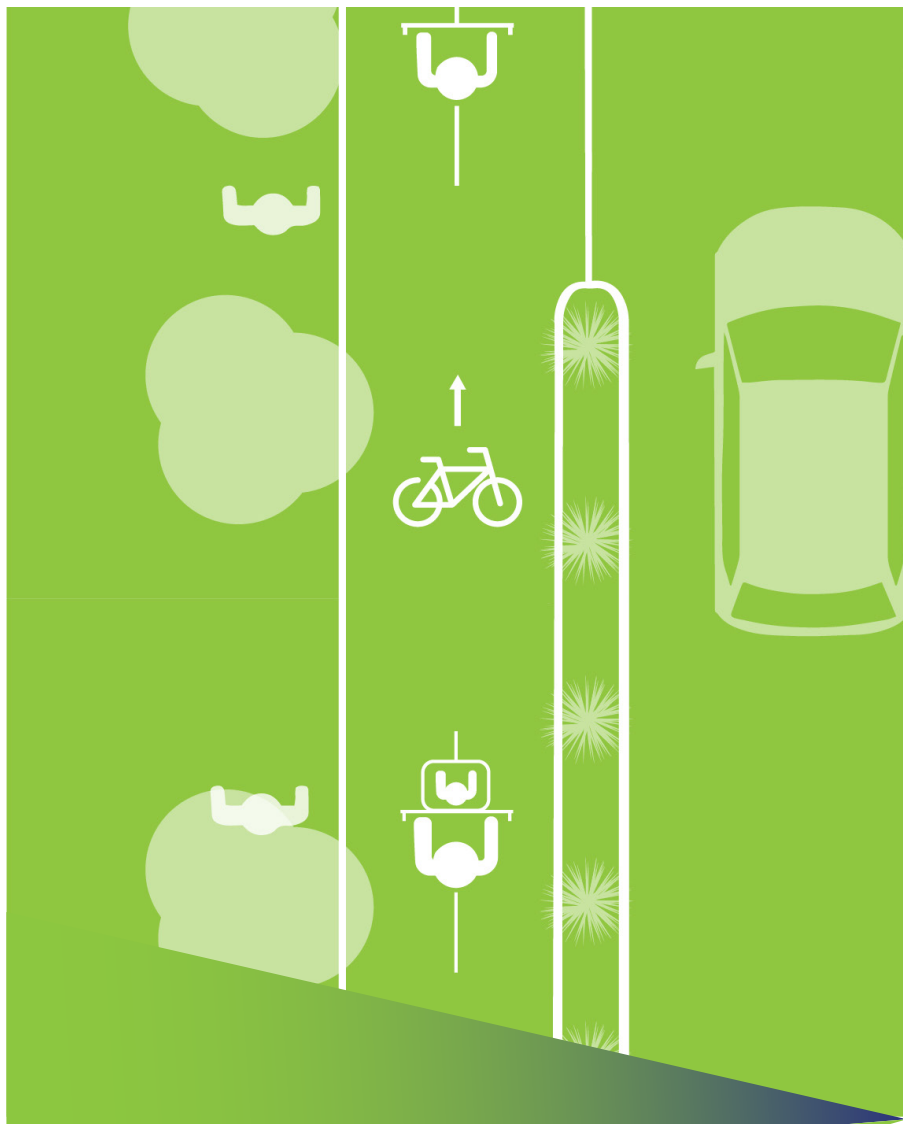


Tasmanian Walk, Wheel, Ride Policy

August 2024



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Definitions

Term	Description
<p>Active transport</p> <p>Active travel</p>	<p>Travelling by walking, wheeling, and riding.</p> <p>If these are done to get from A to B, then it is generally referred to as 'active transport'.</p> <p>If these are done for exercise, fun or recreation, then it is generally referred to as 'active travel'.</p>
<p>Departmental projects and activities</p>	<p>Activities that the Department of State Growth are responsible for, including policies, strategies and projects.</p>
<p>Micromobility device</p>	<p>Small, lightweight devices that are either human or electric powered such as bicycles, scooters, skateboards, and mobility scooters.</p>
<p>Movement and Place approach</p>	<p>An approach that acknowledges that streets are both destinations and corridors for the movement of people and goods.</p> <p>Movement and Place principles are applied to plan, design and deliver a transport system that provides a range of transport options and rebalances streets into more people-friendly places.</p>
<p>Riding</p>	<p>People riding a bike or micromobility device such as an e-bike, scooter, cargo bike or trike.</p>
<p>State-controlled transport networks</p>	<p>The State road and public transport networks managed by the Department of State Growth.</p>
<p>Walking</p>	<p>People getting around on foot.</p>
<p>Wheeling</p>	<p>People wheeling in/on a wheelchair, pram, skateboard, roller blades or with a mobility aid</p>

Policy context

This policy updates the *Positive Provision Policy for Cycling Infrastructure*. The 2013 policy aimed to inform State Government decision-making in relation to investment in cycling infrastructure, particularly in the planning and design of new roads and road upgrades.

This *Tasmanian Walk, Wheel, Ride Policy 2024* updates the previous policy to include all forms of active transport and active travel, expand the scope to cover all departmental infrastructure and transport services projects, emphasise the importance of early consideration of walking, wheeling and riding within departmental projects and activities, and clarify the procedure to include walking, wheeling and cycling.

Further background on the Department of State Growth's strategic direction for walking, wheeling and riding can be found in other strategic documents.

Policy statement

Walking, wheeling and riding (also known as active transport and/or active travel) play an important role in making the Tasmanian transport network more diverse, resilient and equitable. They also help maximise the use and efficiency of our transport corridors. Walking, wheeling and riding provide a range of social, health, cultural, environmental and economic benefits.

The department will support and facilitate the growth of walking, wheeling and riding across Tasmania through:

- providing evidence-based advice for all stages of transport infrastructure planning, delivery and operations
- encouraging the incorporation of walking, wheeling and riding infrastructure in all departmental project and activities, including policies, strategies and projects
- ensuring connected journeys, including connectivity with State-control transport networks
- developing planning, design, delivery, operation and maintenance information to support the construction of walking, wheeling and riding infrastructure now and into the future
- working closely with other State agencies, local government and the private sector, where possible, to support community outcomes through this policy.

Authority

This policy aligns with and/or conforms to the requirements of relevant federal and state legislation:

- *Climate Change (State Action) Act 2008*
- *Climate Change (Greenhouse Gas Emissions) Regulations 2022*
- *Disability Discrimination Act 1992*
- *Highways Act 1951*

- *Local Government (Highways) Act 1982*
- *Rail Infrastructure Act 2007*
- *Rail Company Act 2009*
- *Roads and Jetties Act 1935*
- *Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016*
- *Traffic Act 1925.*

Key principles

The following principles inform the department's walking, wheeling and riding decisions:

- **connected and safe:** enabling connected and safe walking, wheeling and riding journeys
- **attractive:** creating and supporting enjoyable journeys, welcoming and vibrant places, and improved wellbeing outcomes over time
- **inclusive:** promoting and encouraging walking, wheeling and riding for all ages and abilities
- **collaboration:** collaborating with and supporting stakeholders to accelerate the update of walking, wheeling and riding.

Scope

This policy applies to all activities on State-controlled transport networks and all departmental project and activities, regardless of funding source.

The policy also applies to all activities and projects delivered by other Tasmanian Government agencies and local governments where the department contributes full or part funding, provides land, or where the department is a stakeholder or affected party in the activity or project.

The department will encourage other agencies, local governments, developers and any delivery partners to apply similar principles for the provision of walking, wheeling and riding infrastructure in activities they deliver that fall outside the scope of this policy.

Activities this policy applies to include:

- policy making
- current and future corridor and land preservation
- land acquisition
- planning and feasibility studies
- design
- construction and delivery

- operation
- maintenance
- data collection and reporting.

Objectives

This policy will achieve the following objectives:

- improve liveability, connectivity and accessibility within and between communities
- improve the safety of all road users, and specifically vulnerable road users
- facilitate growth in the proportion of people walking, wheeling and riding
- mainstream the planning, provision and maintenance of walking, wheeling and riding infrastructure and facilities on State-controlled transport networks and within other departmental infrastructure projects
- use Movement and Place approach when assessing what options may be possible as part of specific projects
- expand catchments for public transport services by connecting and integrating walking, wheeling and riding infrastructure and facilities with the public transport network
- allow for future inclusion of walking, wheeling and riding infrastructure and/or services where provision cannot be made to be delivered within the activity of project under contemplation.

Procedure

Where activities and projects are within the scope of this policy, the departmental officer/s initiating or responsible for the activity or project shall ensure that walking, wheeling and riding requirements are incorporated as part of the initial project conceptualisation, and describe how those requirements are to be met through all stages of project development.

If active transport infrastructure and/or services are incorporated at project delivery stage, the following issues also need to be considered and agreed with relevant department and local government representatives prior to commencing construction or delivery:

- asset ownership
- operation and maintenance responsibilities.

Infrastructure covered by this policy may include, but not be limited to:

- protected pathways (off-road and on-road)
- non-protected lanes, including shoulder widening
- signs

- seating
- fencing and screening
- safe crossing points (e.g. pedestrian bridges, refuges)
- bicycle parking and security
- vegetation.

This policy should be read in conjunction with the department's relevant walking, wheeling and riding guidance, and any other relevant policy and guideline documents.

Refer to Appendix A for guidance on decision-making.

Review

The implementation of this policy will be monitored and formally evaluated every two years, with the policy revised, if required, based on the outcomes of the evaluation.

Review should involve the audit of project planning and development works to track adoption of the policy, drafting of procedures, and use of the procedure in project management / client responsibilities.

Appendix A – Procedure for including walking, wheeling and riding into infrastructure activities and projects

Before using this document

This document should be read in conjunction with the *Tasmanian Walk, Wheel, Ride Policy 2024*.

DEFINITIONS

State-controlled transport networks

The State road and public transport networks managed by the Department of State Growth.

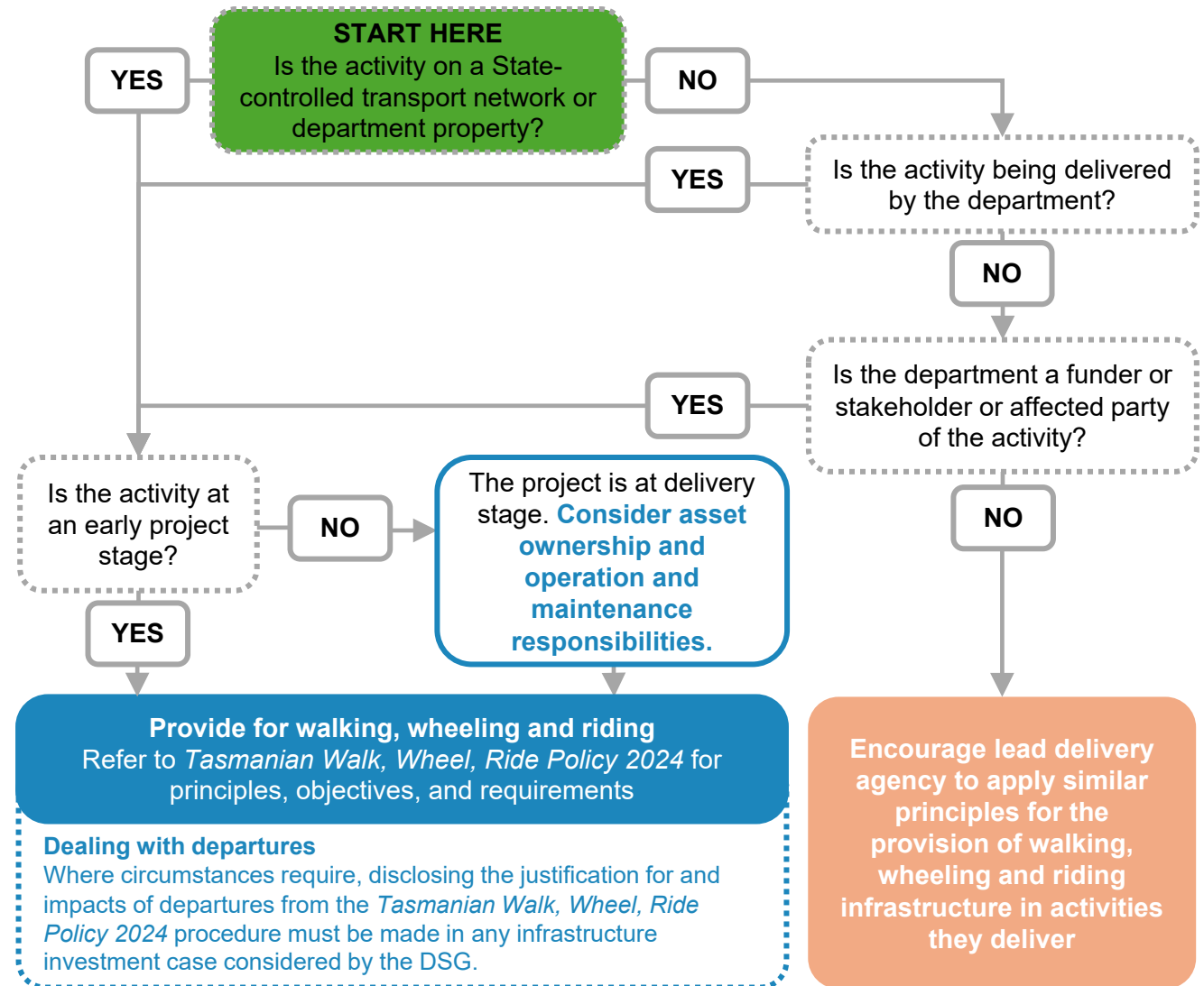
Early project stage

Policy, project inception, land acquisition, planning, feasibility, design.

Delivery stage

Construction, operation, maintenance.

NOTE: This policy is to be reviewed in 2026 and may be subject to change.





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