

# Tasmanian Walking and Cycling for Active Transport Strategy

Department of Infrastructure,  
Energy and Resources

# Foreword

The Tasmanian Government has recently released the *Tasmanian Urban Passenger Transport Framework* to provide a wider range of transport choices to meet our travel needs. Providing greater transport choice is important for Tasmania, to address long-term challenges to our transport system, including climate change, rising transport costs, improving the health of the community and developing liveable urban communities.

The *Tasmanian Walking and Cycling for Active Transport Strategy* is a key initiative under the Framework, as it outlines the Tasmanian Government's plan to create a more supportive and encouraging environment for pedestrians and cyclists. Cycling and walking are important transport options now and for the future and will make our communities more liveable and better connected and our people healthier and physically active.

Evidence shows that up to 80 percent of coronary heart disease, 90 percent of type 2 diabetes and up to 34 percent of some cancers could be preventable by being more physically active as well as eating healthy, maintaining a healthy weight and not smoking.

The Strategy supports the Government's commitment to building a more sustainable future for all Tasmanians, and provides a starting point to ensure that our transport and land use systems create a more supportive and encouraging environment for pedestrians and cyclists.

We recognise that improving safety and infrastructure are important in encouraging people to choose to walk and cycle in order to meet their everyday transport needs. This Government has made a commitment of \$4 million to the *Trails and Bikeways Funding Program*, which aims to provide matching funds to Councils and community organisations, for cycleways and trails projects.

Actions must be supported by reliable information in order to ensure that we make the right decisions. Access to better information and improving our knowledge and skills will ensure that we make investments that deliver the best outcomes for our communities, particularly in the current economic climate. In order for cycling and walking to become an integral component of our physical and cultural environment, we must ensure that the needs of cyclists and pedestrians are considered in policy development at all levels.

The Department of Infrastructure, Energy and Resources recognises that it will need to take a leading role in guiding the implementation of this Strategy and work more closely with Councils and other stakeholders. A consistent and collaborative approach is required in order to ensure a more sustainable future where more and more Tasmanians walk and cycle for transport, rather than just for recreational reasons.

We look forward to working with the community to achieve these outcomes.



Norm McIlfatrick

**Secretary,  
Department of Infrastructure, Energy and Resources**



# Context

In Tasmania, like the rest of Australia, cars dominate our choice of transport options. The rates of car ownership and usage have steadily increased in Tasmania over the last decade and are likely to continue to do so without any form of active intervention.

While the private car is likely to remain the dominant transport mode for some time because of its convenience, a greater shift to other transport modes is needed to better manage the impacts of our car use.

The majority of car trips that Tasmanians make are short trips. Walking and cycling are important transport modes and are viable alternatives to private car use, especially for short trips to work, school, the local shop or to visit friends and family.

Walking and cycling can also be used to complement other modes, such as walking or cycling to the bus stop, or combining walking or cycling with a car trip.

The environmental, social and health benefits of walking and cycling, together with opportunities to improve the liveability of our communities, are now widely recognised. However, there is also a growing awareness that further action must be taken in order to encourage and support an increased modal shift to walking and cycling. While a number of actions designed to achieve this modal shift are already in place at a State, regional and local level, the State Government recognises that a greater level of effort is required to encourage and support walking and cycling as viable transport modes.

While the Walking and Cycling for Active Transport Strategy focuses on cycling as a form of transport, an improved transport system will also benefit those who walk and cycle for recreation and pleasure.

The Department of Infrastructure, Energy and Resources (DIER) will take the lead in developing State-wide policy and planning for cycling and walking as viable and desirable forms of transport. Other State agencies, Local Government and interested organisations will also play an important role in the development and implementation of policy and planning that supports walking and cycling.

## Common walking and cycling distances

### Walking

- The majority of walking trips are less than 1 km.
- Most people are prepared to walk 400m or 5 minutes to a bus stop and 800m or 10-15 minutes to a local shop.
- People are prepared to walk longer distances - 3 km or 30 minutes to access work or education.

### Cycling

- The majority of cycling trips are less than 3 km.
- Cyclists aged between 20-39 years are more likely to travel longer distances.
- Most people are prepared to cycle up to 30 minutes or around 10 km to access work or education.

# Vision and Objectives

## Our vision

To create a safe, accessible and well connected transport system that encourages more people to walk and cycle as part of their everyday journeys.

## Objectives

The vision supports the priority areas of the Tasmanian Urban Passenger Transport Framework to:

- **Reduce greenhouse emissions**  
*Climate change means that we need to transition to a low carbon emissions transport system, including promotion of low carbon passenger transport options, such as walking and cycling.*
- **Create liveable and accessible communities**  
*Our urban areas must support a broader range of transport modes. We need more compact, connected communities that reduce overall distances travelled and car reliance through the provision of safe walking and cycling opportunities. Social inclusion is also important – our transport systems should aim to cater for the broad range of needs within our communities.*
- **Increase travel reliability**  
*Providing consistent travel times for all transport users, including pedestrians and cyclists, to ensure that we can predict the time taken to travel to a destination and reliably plan our journey. This is in contrast to mobility, which aims to simply reduce the time it takes to travel between different destinations, and emphasises the fastest mode of transport – generally cars.*
- **Encourage healthy, active communities**  
*Many of our daily trips are short journeys. Many people make these short trips by car, and there is significant opportunity to substitute these trips with walking or cycling. The flow-on benefits for the health of individuals are significant.*
- **Integrated transport and land use planning**  
*We need to ensure our land use decisions support our passenger transport system. We have dispersed, low-density urban areas with many outlying centres. While we can't change the land use planning decisions of the past, we can strategically plan and design our existing metropolitan areas so that future development is more sustainable and supports attractive and efficient low carbon transport modes.*



## Links to other policies and plans

The Walking and Cycling for Active Transport Strategy forms part of the State Government's strategic transport planning framework. The Strategy underpins core transport objectives in terms of improving the safety and sustainability of our transport system and increasing people's accessibility.

The Walking and Cycling for Active Transport Strategy also supports strategic policies such as the:

- *Tasmanian Urban Passenger Transport Framework*;
- *Tasmanian Physical Activity Plan*;
- *Tasmanian Primary Health Services Plan*;
- *Tasmanian Framework for Action on Climate Change*; and
- *Trails Tasmania Strategy 2007*.

The Strategy is also linked to the Australian National Cycling Strategy 2005-2010, including its overall objectives to increase participation in cycling and improve safety for cyclists.

The Strategy also links to policies and plans developed by Local Government such as sustainable transport strategies, local bicycle plans and urban design frameworks.

## Why encourage walking and cycling?

It is well known that walking and cycling offer many benefits to the community and also to the transport system as a whole.

Far more of us walk on a daily basis than cycle. Walking is most likely to be used for short trips - less than one kilometre - or at the start or end of a longer trip, such as walking to the bus stop or walking to and from the car park to work.

Preliminary analysis from the Greater Hobart Household Travel Survey (2008-09) shows that walking accounted for 27 percent of household daily trips in Greater Hobart, whereas cycling accounted for less than one percent of daily trips.

While walking is common for short trips, fewer people cycle, as it requires not everyone has a bicycle and helmet and not everyone feels comfortable being a cyclist. However, cycling can cover much greater distances than walking and in some cases can offer quicker and more direct trips than the car or public transport.

### Health benefits of increased walking and cycling

- Participating in 30 minutes of moderate intensity physical activity on a daily basis can deliver significant health benefits such as lowering the risk of diabetes, heart disease, osteoporosis and improving personal wellbeing.
- Currently, 69% of Tasmanians are not sufficiently active and 48% of Tasmanians are considered overweight or obese (Health Indicators Tasmania 2008).
- The incidence of preventable diseases such as type two diabetes, heart disease and some forms of cancer is increasing due to the prevalence of risk factors such as obesity and inactivity.
- In 2004, the cost of cardiovascular disease alone in Tasmania was \$322 million.



## Building healthy communities

Population health underpins the social and economic well being of a community. Making physical activity part of everyday activities such as walking or cycling to work, school or the local shops, is vital to maintaining good health outcomes for Tasmania's population. The Premier's Physical Activity Council encourages Tasmanians to participate in 30 minutes of physical activity on most days of the week and make it a regular part of our lifestyles.

Research shows that improving the health of communities through primary health prevention measures such as walking and cycling are generally low cost and these measures are more likely to have greater long-term success as they become part of everyday behaviour.

## Reducing our greenhouse gas emissions

Road transport is a major contributor to greenhouse gas emissions in Tasmania. Cars, together with trucks, are also a major cause of other environmental issues such as noise and air pollution. Road transport can also affect water quality and contribute to the loss of biodiversity due to road run-off.

Substituting short car trips with walking and cycling can help to reduce greenhouse gas emissions and other environmental impacts from transport. Many car trips are less than three kilometres, which could easily be substituted with walking and cycling, or combined with walking or cycling with a car or bus trip.

### Greenhouse gas emissions from transport

- Road transport contributes 92% of transport greenhouse gas emissions in Tasmania, with cars being the largest contributors (Australian National Greenhouse Accounts, 2006).
- Greenhouse gas emissions by cars have grown 21% Australia-wide since 1990 and are expected to rapidly increase without any form of active intervention (Australian National Greenhouse Accounts, 2006).
- If a person walked or cycled to work 3km each way, they would reduce their greenhouse gas emissions by 350kg per year.
- A 10% increase in walking and cycling trips in Greater Hobart – 3km each way to work and back – would reduce greenhouse gas emissions by 50 000 tonnes per year. This decrease represents a 1% mode shift away from cars.

## Creating more liveable communities

An increase in walking and cycling within a community can help make it more liveable because people are more likely to interact with their local community. Infrastructure and land uses that support walking and cycling can increase the attractiveness of a place to live, work, shop and socialise in.

A liveable community is also a more accessible community, where people are able to access key destinations through a number of transport options safely, using an acceptable amount of time, money and effort. A more liveable and well designed community also benefits those who may have lower levels of mobility such as the aged, people with disabilities and chronic illness. Walking and cycling are low cost forms of transport, particularly useful for young people, low income families or those that do not have access to a car.

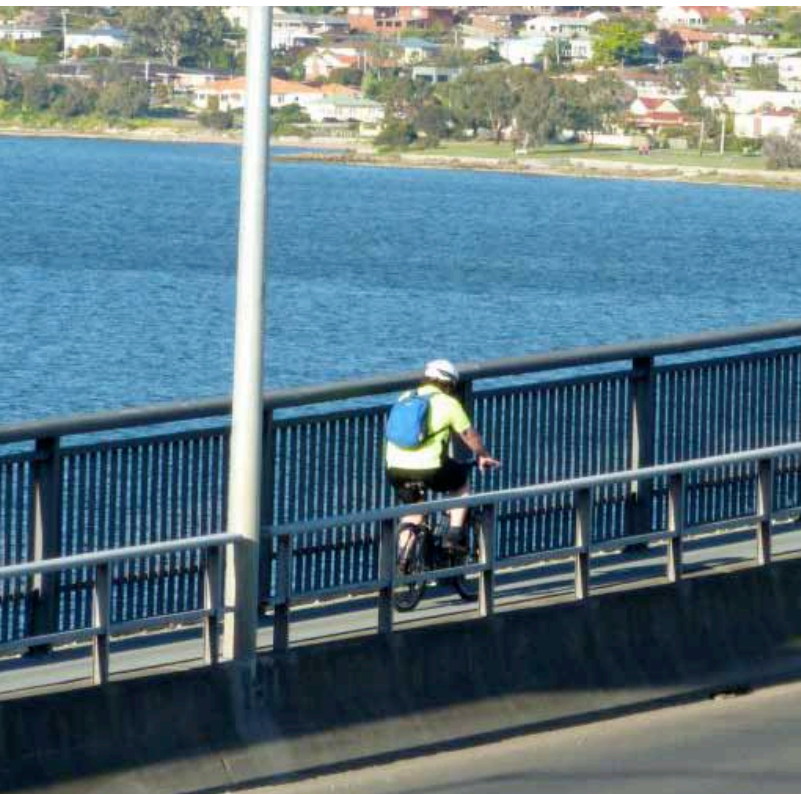
Walking and cycling also supports public transport by extending the catchment area and patronage of services such as buses.

## What do pedestrians and cyclists need?

The needs of pedestrians and cyclists are diverse, and vary according to age, levels of mobility, experience and confidence. For example, more experienced cyclists commuting to work prefer fast and direct on-road facilities, whereas children riding to school may prefer off-road facilities or riding on the footpath. Similarly, pedestrians' needs vary between those who have low mobility levels and use mobility scooters to mothers pushing prams and those walking for fitness or pleasure. People with low levels of mobility prefer less steep gradients, and require ramps, even surfaces, removal of obstacles and safe crossing points on roads.

It is not possible to cater for all users in all situations; however, infrastructure and the built environment must be designed so that it is attractive to as wide a range of users as possible. Walking and cycling are essential transport options for all communities, but are particularly important in urban areas, where the majority of trips tend to be shorter than in rural areas. Urban areas that are more compact, with a mixture of different land uses such as houses, shops, schools and jobs, are more likely to provide the best opportunities for replacing short car-based trips with walking and cycling.

More people will walk and cycle in urban areas that have higher population densities, as the trip distances between origin and destination are shorter. Improved cycling and walking routes in more densely populated areas will service a greater proportion of the population, are likely to be used more and provide greater benefits the wider community.



### Key walking and cycling statistics

- Greater Hobart has the highest proportion of people walking to work of Australia's capital cities (6.2%). The proportion of people cycling to work in Greater Hobart is lower at 0.9%, but has been steadily increasing over the last decade.
- In the Greater Hobart area, the Hobart municipality has the highest proportion of people walking (16.1%) and cycling (1.9%) to work. Glenorchy has relatively high proportions of walking and cycling to work, along with Clarence and Kingborough.
- The Greater Hobart Household Travel Survey found that use of cycling and walking is highest in the Hobart, Glenorchy and Clarence municipalities.
- The Survey also found that 47% of households in greater Hobart own at least one bicycle.
- In the Burnie/Devonport urban areas, walking comprised 4.5% of all trips to work and cycling 0.6%. Residential areas that were closer to the CBD had higher proportions of people walking and cycling to work.
- Walking represented 4.9% of all trips to work for Greater Launceston, with the Launceston municipality recording the highest proportion at 6.5%. Other municipalities in the region had much lower levels of walking to work.



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## What infrastructure and policies are currently in place?

There are a number of current initiatives already in place around Tasmania to encourage and support walking and cycling. These initiatives provide a strong base for us to build on. However more action is required, particularly to ensure consistency across urban areas.

Existing infrastructure for pedestrians and cyclists in Tasmania is of variable standard. Even within large urban areas such as Hobart and Launceston, inconsistencies exist between suburbs with disjointed and missing gaps in cycling routes and pedestrian footpaths and key destinations that are not easily accessible by pedestrians or cyclists.

### State transport infrastructure and policy

DIER is responsible for the safe movement of all people within the State road network, including pedestrians and cyclists. The *Tasmanian Urban Passenger Transport Framework* aims to provide:

*“a safe and responsive passenger transport system that supports improved accessibility, liveability and health outcomes for our communities, in the context of the challenges of climate change.”*

DIER currently provides infrastructure for cyclists when it is safe and practical to do so when upgrading existing roads or constructing new roads, and provides technical advice to Local Government on walking and cycling infrastructure treatments from a road safety perspective.

Cycling infrastructure projects currently being undertaken by DIER includes reducing barriers to safe cycling on the Tasman Bridge, by replacing steps with ramps and improving the approaches to the Bridge from existing cycling routes. In addition, paths along the South Arm Highway and around Cambridge Road roundabout were recently widened and resurfaced in order to cater for pedestrian movements.

### Local transport infrastructure and policy

Many of Tasmania's large, urban councils have developed local bicycle plans or otherwise support local bicycle user groups, which provide an important means for cyclists to collectively provide input into the identification of local cycling needs.

Some of Greater Hobart's metropolitan Councils have also undertaken to develop more pedestrian friendly environments. For example, Hobart City Council has developed a mobility map which provides a guide to accessing facilities for those with limited mobility.

#### Pedestrians, cyclists and road safety policy

- The *Tasmanian Road Safety Strategy 2007-2016* includes actions such as the adoptions of safer travel speeds that will positively impact pedestrian and cyclist safety.
- The Community Road Safety Partnerships Program and Road Safety Taskforce integrate public education campaigns with enforcement measures.



In the north of the State, the Launceston City Council has developed the *Launceston Cycling Infrastructure Strategy*, which supports the *Launceston Bike Plan*. The Strategy provides details on the principles and supporting measures that will underpin the development of cycling infrastructure and identifies routes and relevant infrastructure requirements.

The Devonport City Council has developed a draft cycleway master plan that outlines a network of priority bikeways through the city's urban areas, as well as connections to Spreyton and Latrobe. The Council is actively working on this bikeway network as well as upgrading their existing network of coastal bike paths.

Burnie City Council has incorporated cycling and walking infrastructure into the redevelopment of the Burnie waterfront and is actively pursuing cycling and walking opportunities in the area, particularly those that link to the proposed coastal pathway concept from Stanley to Devonport.

## Regional planning initiatives

The State Government, in conjunction with Local Government has developed, or is in the process of developing, regional transport plans and land use strategies for each of Tasmania's three regions.

These plans will see State and Local Government, along with key stakeholders and the community, working together to better understand how we can improve transport and land use planning systems to improve outcomes across a range of policy areas. Supporting more accessible and livable communities is a key focus, and cycling and walking is one of the key components in this area.

Regional transport plans have been completed in the Cradle Coast and Northern regions and a draft Southern Integrated Transport Plan was released in July.

### Cycle counts – Greater Hobart (November 2008)

The Tasman Bridge provides a critical link between Hobart's eastern shore and the CBD, and the Intercity cycleway provides a cycling link between the northern suburbs and the CBD.

Cycling South conducted cycle counts at three locations in November 2008: on the Tasman Bridge, on the Inter city cycleway at the Botanical Gardens, and on the Intercity cycleway near Albert Road in Moonah.

#### *Tasman Bridge*

- Over 1100 cyclists use the Tasman Bridge each week (Cycling South, 2009).
- Weekdays attract higher cycle usage, with the 8-9am and 5-6pm peaks the busiest times of the day, with up to 40 cyclists per hour.

#### *Intercity cycleway – Botanical Gardens*

- The Intercity cycleway is also well used, with over 3100 cyclists using the cycleway weekly.
- Weekdays attract more usage, especially by commuters, with up to 130 cyclists per hour.
- Weekend use is strong, with an average of 313 cyclists per day on weekends, compared to the weekday average of 509 cyclists.

#### *Intercity cycleway – Albert Road, Moonah*

- The cycleway is also well used at Albert Road, with over 2500 trips per week.
- Similar to other locations, cyclist numbers are highest mid-week, but there are higher level of usage outside peak commuter periods.
- There are also high levels of weekend use, with nearly 270 cyclists per day on weekends, compared to the mid-week daily average of 410 cyclists.

## Physical activity promotion and education programs

There are a number of physical activity promotion and education programs from different levels of government. The State Government currently has a number of initiatives, including the *Premier's Physical Activity Council's Find thirty®* physical activity campaign. This campaign aims to increase the number of active Tasmanians who do at least thirty minutes of physical activity per day with a walking and cycling focus.

The Department of Health and Human Services and Active Launceston's Get Active Program aims to increase the amount of physical activity that school children do daily. The *Walking Bus* and *Move Well, Eat Well* programs run by the Department of Health and Human Services and Sustainable Living Tasmania encourage primary school children to walk to and from school and undertake daily physical activity.

### Cycling South

Greater Hobart's five metropolitan Councils have formed a joint venture called Cycling South, the primary role of which is to encourage more people to cycle through education and awareness raising and to ensure the consistency of cycling infrastructure provision across municipal boundaries.

Cycling South in conjunction with Greater Hobart Councils have also developed a draft *Hobart Regional Arterial Bicycle Network Plan*, which aims to develop an integrated metropolitan cycle network.

## Urban Design Guidelines

There is a direct relationship between the design of the built environment, the level of people's physical activity and their health. The *National Healthy Spaces and Places Project* and the Heart Foundation's *Tasmanian Healthy by Design Guidelines* are examples of design-related initiatives occurring at both the national and state levels. The initiatives aim to make it easier for those involved in the planning, design and development of our urban and rural areas to incorporate design considerations that positively impact on the health and well being of our communities. Creating an attractive and safe walking and cycling environment is a key component of these projects.

## Trails and Bikeways Funding Program

The State Government has allocated \$4 million over three years for the construction of trails and city bikeways. The funding is being administered through the *Trails and Bikeways Program* by Sport and Recreation Tasmania. As part of this program the State Government will provide funding, in conjunction with Councils or community organisations, to implement trail and bikeway projects that are consistent with the *Trails Tasmania Strategy* and city bike plans. Funding has already been allocated for the first year with five Councils implementing components of the *Hobart Regional Arterial Bicycle Network Plan*. Funding has also been provided for the implementation of the Launceston Arterial Bike Route Network and the Burnie cycleway.



## What is required?

Getting more people to walk and cycle instead of using their cars requires a number of different approaches. Substantial increases in numbers of people walking and cycling have been experienced in other Australian cities, such as Perth and Melbourne. The experiences in these jurisdictions show that implementing a range of integrated measures is important to encourage more people to walk or cycle.

People are more likely to walk or cycle if the transport system and surrounding areas are perceived to be safe and offer a reasonable level of amenity. Having to travel in close proximity to cars can make pedestrians and cyclists feel vulnerable. Many parents have concerns about their children cycling or walking to school because of perceived risks and they see car travel as safer, faster and more convenient. Addressing these personal safety and security concerns is important, especially for parents concerned about children walking and cycling to school without supervision.

Transport and land use systems should also support direct, convenient and interconnected routes between key destinations and residential areas. Some of the barriers identified which stop people from cycling and walking include lack of direct connections and discontinuities in cycling and walking routes, especially to key destinations.

People use both on-road and off-road cycling facilities. More experienced cyclists usually prefer riding on-road as it is faster. However, for some users, roads with high speed limits and traffic volumes, particularly high truck volumes, are a major barrier. Improvements to the road corridor such as wider shoulders, separation of cyclists and other road users and safer intersections can help to overcome these concerns.

Less experienced cyclists generally prefer riding on off-road facilities, such as the Hobart intercity cycleway or the shared pathway along the western shore of the Mersey River at Devonport. Off-road facilities offer continuous and attractive cycling and/or walking routes away from cars, usually adjacent to foreshores or parks or alongside rail easements.

### Reported crashes for cycling and walking

- There are more than 300 reported pedestrian and cyclist crashes in Tasmania annually. Pedestrians comprise about two thirds of these accidents (DIER, 2009). Reported accidents involving pedestrians and cyclists comprise about 2% of overall reported accidents.
- There are around 130 pedestrians and 62 cyclists killed or injured on Tasmanian roads each year. These make up 10.3% of all road users killed or injured.
- The proportion of cyclists and pedestrians killed or injured is higher than the proportions of deaths or injuries from all crashes combined. This reflects the increased vulnerability of both pedestrians and cyclists as road users.
- The most reliable cyclist crash data comes from police reports. Cyclist crash statistics are generally considered to be under reported because many cyclist crashes occur either off road, involve only the cyclist or cause little damage to other vehicles.



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People's behaviour and attitude can also be barriers to the uptake of walking and cycling. Some people prefer the personal comfort and security of their cars and perceive walking or cycling to be slower and less convenient, especially for multipurpose trips such as dropping children at school on the way to work or stopping to buy groceries on the way home.

Tasmania's topography and climate are cited barriers that affect walking and cycling. However, Hobart has the highest proportion of people walking to work of all Australian capital cities, despite having a much cooler climate and steeper topography than other capital cities.

Increasing the number of people walking and cycling, particularly to school or work, will increase the community's acceptance of cycling and walking as legitimate modes of transport. Behavioural change through greater promotion will encourage more people to start walking and cycling more.



## Roles and responsibilities

Both State and Local Government are responsible for planning and managing the transport system, including the provision of walking and cycling infrastructure.

The State Government, through the Department of Infrastructure, Energy and Resources, is responsible for the development of strategic transport policy and planning frameworks, the provision and management of infrastructure and the safe movement of people including cyclists and pedestrians within the State road network. The State Government recognises that it needs to take a more active role in the provision of policy and planning advice in relation to cycling and walking.

Local Government plays an important role in facilitating cycling and walking through its local road network, footpaths, pathways and local parks, along with land use planning. Local Government has developed various initiatives to support cycling and walking such as local bicycle and mobility plans and cycling-related education programs.

Encouraging more people to walk and cycle requires a coordinated and consistent approach, which cuts across Council boundaries and different spheres of Government. People expect to be able to move from one area to another in a consistent manner, regardless of who owns and manages the infrastructure. Even within towns and cities there are inconsistencies and varying standards between different suburbs for walking and cycling infrastructure.

## Implementation – How will this strategy be used?

The actions within the Walking and Cycling for Active Transport Strategy will be used to guide planning and investment decision making by DIER.

This Strategy provides the overall direction for those working at regional and local levels to incorporate walking and cycling principles into their own planning processes.

It must be recognised that increasing the amount of walking and cycling undertaken by Tasmanians will not happen immediately. Experiences in other Australian cities show that, with the best strategies and infrastructure, it could take a number of years for people to start substituting everyday car trips with walking and cycling.

The number of pedestrians and cyclists will increase as it becomes more acceptable in the broader community for people to walk and cycle as part of everyday trips and as better infrastructure and supportive land use systems develop.



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# Key Priority Areas

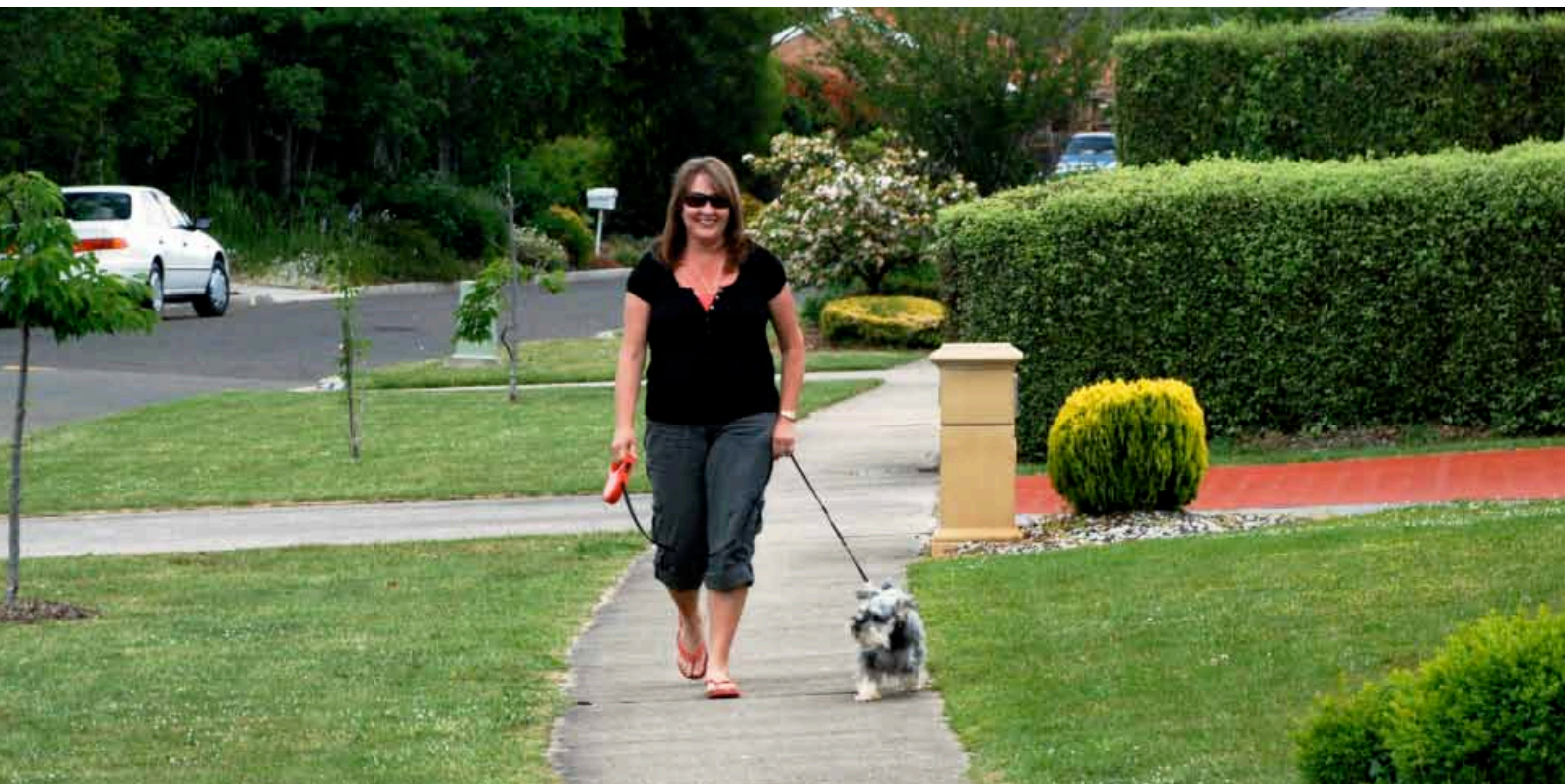
The Walking and Cycling for Active Transport Strategy has seven priority areas to support the vision and overarching objectives are:

- supportive land use systems that encourage walking and cycling;
- improved infrastructure and facilities to support walking and cycling;
- improved safety for pedestrians and cyclists;
- improved policy and planning that ensures that walking and cycling needs are considered;
- better coordination and collaboration with stakeholders.
- better understanding walking and cycling needs and pattern ; and
- creating a walking and cycling culture.

All priority areas are linked and are supported by actions that reflect the connections between each area. While some actions will deliver direct results, others require further analysis or will provide long-term rather than short-term benefits.

The priority areas cover a range of cycling and walking related issues. Addressing these areas will be the first step in encouraging more people to walk and cycle as part of everyday trips, particularly substituting short car based trips, where we can.

The State Government, through the Department of Infrastructure, Energy and Resources, will take the lead in implementing these actions over the next three years, in conjunction with other State Agencies and interested organisations.



## Supportive land use systems that encourage walking and cycling

| Why?   | Key priority areas   |
|--|--|
| <p>Land use planning practices have resulted in a separation of land uses and a dispersed settlement pattern, creating longer distances between origins and destinations and increasing our dependence on car-based travel.</p> <p>Increased walking and cycling is supported by more compact and mixed use development patterns, as the distances between origin and destination in residential areas are shorter and there are more trip attractors.</p> <p>Mixed use developments occur where shops, offices, health and education facilities are co-located with residential areas. This creates areas more easily accessible by walking, cycling or public transport.</p> <p>The design and layout of urban and rural centres, particularly local streets, is also important. A well connected street network that links to key destinations can shorten travel distances for walking and cycling.</p> <p>Well designed urban areas with good lighting and visibility also facilitate increased walking and cycling as it creates a more pleasant and safe environment.</p> | <p>We will work with the new Tasmanian Planning Commission to ensure that the Model Planning Scheme provisions of <i>Planning Directive 1</i> include the requirements that:</p> <ul style="list-style-type: none"> <li>• subdivision design provides better connectivity and accessibility and includes provision of walking and cycling routes;</li> <li>• development that attracts high numbers of people provides end of trip facilities for cyclists such as cycle racks or lockers and change room facilities; and</li> <li>• bicycle parking is included in provisions for car parking.</li> </ul> <p>We will work with the Regional Planning Initiatives to encourage and support walking and cycling through compact land use patterns that support greater residential densities and mixed land use.</p> <p>We will work with other State Government agencies to ensure that the design of new Government developments support walking and cycling, including affordable housing, education and health services.</p> <p>We will encourage Councils to adopt and use the Tasmanian Healthy by Design Guidelines.</p> |

## Improved infrastructure and facilities that support walking and cycling

| Why?  | Key priority areas   |
|---|--|
| <p>Improving walking and cycling connections and ensuring that key activity centres and destinations are connected by direct and continuous routes will encourage more people to walk and cycle.</p> <p>The road network is the most important cycling and walking facility. Ensuring that the network can safely accommodate all road users is a key challenge in planning and managing the transport system although it may not be feasible or safe on all routes, particularly major freight routes.</p> <p>Priority should be given to routes that connect to key destinations, integrate with high frequency public transport routes and are in locations with high population densities to maximise the number of users.</p> <p>Integrating cycling and walking routes with existing public transport services aims to encourage people to combine walking and cycling with public transport trips, thereby extending the reach of services.</p> <p>Improving other infrastructure such as off-road walking and cycling routes, end of trip facilities and clearly marking and signposting cycling and walking routes are also important in increasing walking and cycling numbers and should be developed and prioritised as part of an overall network.</p> <p>Well planned walking and cycling routes must be able to cross municipal and other infrastructure owner boundaries without interruption to the destination.</p> | <p>We will work with Local Government to identify principal cycling routes, through the development of an integrated cycling network plan for Tasmania's major urban areas, to guide future investment in cycling infrastructure.</p> <p>Integrated cycling network plans will:</p> <ul style="list-style-type: none"> <li>· identify a hierarchy of routes;</li> <li>· identify locations for, and type of, end-of-trip facilities; and</li> <li>· develop a consistent signage strategy.</li> </ul> <p>Routes will be prioritised by:</p> <ul style="list-style-type: none"> <li>· key destinations;</li> <li>· route connectivity;</li> <li>· high frequency public transport routes;</li> <li>· areas with high population densities and/or cycling demand; and</li> <li>· cost effectiveness.</li> </ul> <p>We will develop guidelines to ensure cycling and walking needs are considered in the planning and design of new roads and road upgrades for principal routes identified in the integrated cycling network plans.</p> <p>We will continue to work with Councils to improve cycling and pedestrian connections to major destinations and public transport routes on local roads.</p> <p>We will work to maximise the useability of existing and future walking and cycling infrastructure on State Roads for all users, including provision and maintenance of infrastructure to an appropriate standard.</p> |

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## Improved infrastructure and facilities that support walking and cycling (*continued*)

| Why? | Key priority areas  |
|------|---|
|      | <p>We will improve the knowledge and skills base of planning and engineering practitioners in the planning and design of cycling and walking infrastructure.</p> <p>We will consider and facilitate the use of existing easements such as rail corridors for the provision of cycling and walking routes.</p> |

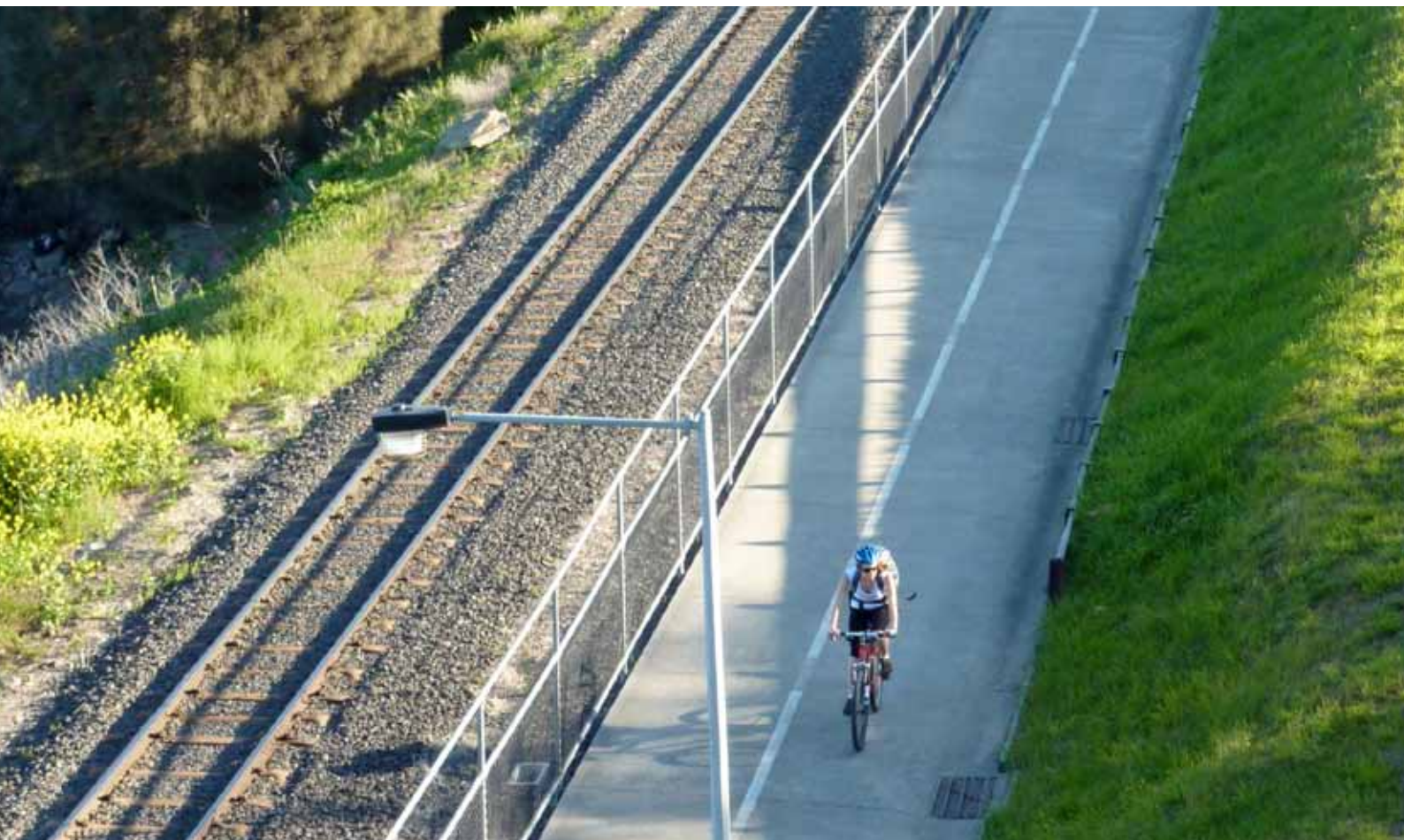
## Improved safety for pedestrians and cyclists

| Why?   | Key priority areas  |
|--|---|
| <p>Both the real and perceived risks of walking and cycling impact upon transport choices. Pedestrians and cyclists are vulnerable road users, having little or no protection in a crash.</p> <p>Reducing conflicts and improving overall safety levels requires a mixture of approaches, including changes in road user behaviour and attitudes and improving the safety of infrastructure.</p> <p>On-road infrastructure must be designed with pedestrians and cyclists safety and needs in mind. Off-road infrastructure must cater for a wide variety of users and be safe from a personal security perspective.</p> | <p>We will continue to monitor crash statistics and identify appropriate measures to improve safety for cyclists and pedestrians.</p> <p>We will ensure that road regulations aimed at protecting the safety and accessibility of cyclists and pedestrians are appropriate and equitable and reflect their needs.</p> <p>We will consider targeted traffic calming and speed management strategies in shared spaces in order to minimise conflict between cars, pedestrians and cyclists.</p> <p>We will work to increase the safety of existing walking and cycling infrastructure on State Roads for all users.</p> |



## Better understanding walking and cycling needs and patterns

| Why?  | Key priority areas  |
|---|---|
| <p>In order to encourage and support walking and cycling, we need to know more about the needs of cyclists and pedestrians and what can be done to support them.</p> <p>This research and analysis will enable policy makers and planners to better understand travel patterns and decisions and will result in the development of responses that better target needs.</p> <p>There is always room for practitioners to further develop and expand their knowledge and technical skills base regarding the planning and design of walking and cycling infrastructure.</p> <p>Cities with good walking and cycling networks such as Melbourne and Perth constantly trial innovative solutions in order to determine which solutions work best in which situations.</p> | <p>We will use the <i>Austroads Road Design Guidelines Part 6A - Pedestrian and Cyclist Paths</i> - for the planning and design of cycling and walking infrastructure, and be innovative in our approach to new ideas and concepts.</p> <p>We will continue to improve our understanding of the barriers and motivators to walking and cycling through research and analysis of travel behaviour and needs of pedestrians and cyclists.</p> |



## Better coordination and collaboration with stakeholders

| Why?  | Key priority areas  |
|---|---|
| <p>The responsibility for walking and cycling is shared between different spheres of Government.</p> <p>Developing a supportive walking and cycling environment relies on coordination and collaboration from all public and private stakeholders in order to develop whole of government policy and planning that is supported by the community.</p> <p>This coordination is especially important to ensure that walking and cycling networks function effectively when they cross different Council boundaries or asset owners.</p> <p>The input of walking and cycling advocates is very important. Greater collaboration with advocates will enable potential issues to be addressed early.</p> | <p>We will establish processes that ensure greater and more effective collaboration between State Government Agencies, Councils and walking and cycling advocates.</p> <p>We will engage with key stakeholders early in the development of integrated cycling network plans and planning of new roads and road upgrades to ensure that walking and cycling needs are addressed.</p> |

## Improved policy and planning processes that ensures that walking and cycling needs are considered

| Why?   | Key priority areas   |
|--|--|
| <p>Walking and cycling are important transport modes that increase accessibility, reduce car use and extend the reach of public transport services.</p> <p>In order to facilitate a shift away from the car, the needs of pedestrians and cyclists must be integrated with the wider transport and land use planning systems.</p> <p>The integration of cycling and walking into strategic and operational policy and planning will enable the needs of cyclists and pedestrians to be actively considered and incorporated wherever possible.</p> | <p>We will ensure the needs of pedestrians and cyclists are included in regional transport and corridor plans</p> <p>We will work with Councils to ensure that pedestrian and cyclist needs are included in local transport plans.</p> <p>We will ensure that the safety of pedestrians and cyclists is considered in the development of road safety strategies.</p> <p>We will contribute to the development and implementation of Australia's National Bicycle Strategy.</p> |

## Creating a walking and cycling culture

| Why?   | Key priority areas   |
|--|--|
| <p>Creating awareness that cycling and walking are viable everyday transport options is important in encouraging travel behaviour change.</p>  | <p>We will support and assist in the promoting events aimed at increasing the participation in cycling and walking, such as State Bike Week and Walk to Work Day.</p>  |
| <p>Along with infrastructure and safety initiatives, travel behaviour change measures are required which aim to increase the community's acceptance of cycling and walking as legitimate transport modes.</p>                      | <p>We will continue to work, through the Community Road Safety Partnerships approach, with communities and individual schools that identify cycling and pedestrian safety issues.</p>  |
| <p>Behavioural change can include greater education and awareness of the benefits of walking and cycling and targeted programs which encourage safe cycling and walking in schools, specific user groups and in the community.</p> | <p>We will work with Sport and Recreation Tasmania, the Premiers Physical Activity Council and the Department of Health and Human Services to promote and encourage walking and cycling promotional and educational campaigns.</p>           |
| <p>Development of travel plans which aim to improve people's understanding of the impacts of their travel behaviour and transport options, also assist in creating a cultural shift</p>  | <p>We will work with the Department of Premier and Cabinet to encourage Tasmanian Government Agencies to develop workplace travel plans to encourage their employees to use modes, such as walking and cycling, to get to and from work.</p> |

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