



Active Transport Positive Provision Policy

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Responsible Officer:	Director Engineering Services
Strategic Plan Reference:	1.5 An active and healthy community, with vibrant, clean local areas that provide social, recreational and economic opportunities.

1. POLICY STATEMENTS

The aim of this policy is to:

- 1.1 Provide guidelines for the planning and implementation of Council construction and maintenance projects so that they, where possible, improve outcomes and cause no loss of safety or amenity for active transport users.
- 1.2 Ensure active transport and micromobility needs are proactively considered in the planning and design of new infrastructure, including buildings and roads, road upgrades, and ongoing infrastructure maintenance.
- 1.3 Support the development and improvement of active transport infrastructure and the broader implementation of the cycling network plan as outlined in the *Kingborough Cycling Strategy 2021-2030*.

2. DEFINITIONS

- 2.1 **“Active transport”** is transport or travel requiring physical activity, typically walking and riding a bike and can include other personal mobility devices.
- 2.2 **“Capital projects”** are infrastructure renewals, infrastructure upgrades and new infrastructure works undertaken by Council, including works that may be grant funded.
- 2.3 **“Council”** means Kingborough Council (the organisation).
- 2.4 **“Footpath”** means an area open to the public that is designated for, or has as one of its main uses, use by pedestrians. This can include compacted gravel and sealed surface paths but does not include natural surface trails.
- 2.5 **“Infrastructure”** means the facilities, services and networks required for the functioning of a community or society.
- 2.6 **“Maintenance projects”** are operational projects undertaken by Council to maintain Council infrastructure to the required standards for safe use and to achieve maximum infrastructure asset life.
- 2.7 **“Micromobility”** is transport provided by very light vehicles (or personal mobility devices) including bicycles, scooters and skateboards. Often shared and/or electric.
- 2.8 **“Road”** includes a part of a road, road reservation, footpath, or walkway or nature strip which are wholly or partly maintained by Council or under the control of Council.
- 2.9 **“Shared path”** is a multi-use path designed to accommodate the movement of both pedestrians and cyclists.

3. OBJECTIVES

The objectives of this policy are to:

- 3.1 Promote active transport and micromobility as viable, convenient, and safe transport options and reduce dependency on car travel through the ongoing development of a safe, accessible, and connected active transport network in alignment with the Kingborough Cycling Strategy Network Plan.

- 3.2 Ensure active transport infrastructure and improvements are considered in the planning stages of new projects.
- 3.3 Improve safety and amenity for pedestrians, cyclists and other micromobility users through the ongoing maintenance and provision of infrastructure that is safe and accessible and reduces the potential for conflict with vehicles.

4. SCOPE

- 4.1 This policy provides guidelines for positive and proactive provision of active transport infrastructure and facilities:
 - as part of new Council road projects, upgrades and improvements; and
 - as an element in non-road infrastructure projects (including Council building projects); and
 - within Council's operational maintenance programs, including road and pathway maintenance.
- 4.2 This policy applies to all contractors and agents undertaking works on behalf of Council.
- 4.3 This document does not provide guidance as to the type of infrastructure facilities to be provided. Infrastructure typology will be determined as part of individual project briefs and based on Austroads and State Guidelines, the *Kingborough Cycling Strategy 2021-2030*, and specific considerations such as the road environment, user needs and cost benefit analysis.

5. PROCEDURE

- 5.1 Maintenance works undertaken by Council or an agent of Council should consider and cater for active transport needs and where possible improve active transport access and safety.
- 5.2 Active transport components of new Council infrastructure works should be investigated and incorporated from project conceptualisation and design and be followed through to project delivery and align with the *Kingborough Cycling Strategy 2021-2030* and Council's *Footpath Maintenance and Provision Policy*.

6. GUIDELINES

6.1 Capital projects

Capital projects incorporate infrastructure renewals, infrastructure upgrades and new infrastructure works undertaken by Council or an agent of Council.

- 6.1.1 Active transport considerations should be assessed in initial project scoping and included in the capital project bid for Council consideration.
- 6.1.2 Where the improvement or upgrade provides traffic engineering improvements such as the installation of roundabouts, traffic islands, traffic signals, new intersections and changes to line markings and lane widths for other road users, these improvements should also consider active transport users.
- 6.1.3 Where safety barriers are installed as components of road upgrading and improvement projects, care will be taken to ensure where possible that these do not reduce available space or create a hazard for active transport users.
- 6.1.4 During construction, traffic management plans in accordance with the Austroads Guide to Temporary Traffic Management and applicable Australian Standards are to be implemented,

warning of works in progress and identified hazards. All hazards shall be removed and site cleared prior to the removal of traffic management signage and as part of project completion.

6.1.5 For new Council buildings or upgrades to Council buildings consideration should be made to ensure active transport access and appropriate end of trip facilities such as bicycle parking is provided.

6.1.6 For new bike parking racks Council's preference is for simple hoop style bike racks installed according to *Australian Standard AS 2890.3:2015 Parking Facilities – Bicycle Parking*.

6.2 Maintenance works

Maintenance works are any operational maintenance works undertaken by Council or an agent of Council.

6.2.1 Road resealing and maintenance:

6.2.1.1 Sealed road surfaces should be maintained in a safe condition for cyclists.

6.2.1.2 When assessing resealing projects, consideration should be given to aggregate size and provision of a surface that is suitable for cyclists, in alignment with the level of anticipated cycling activity on the road.

6.2.1.3 Care should be taken to ensure that resealing does not result in cracks, dips, or edges running parallel to the direction of travel, or otherwise uneven surfaces that may create a hazard for cyclists.

6.2.1.4 When resealing is programmed, an assessment to determine whether it is desirable and possible to reallocate road space to better provide for cycling should be completed. This is particularly relevant for the uphill direction of travel, especially around corners, where the speed differential of bicycles and other vehicles using the road is greatest and visibility can be restricted.

6.2.2 **Grates and utility covers:** must be appropriate for cyclists and replaced/upgraded when identified as non-conforming. In accordance with the Tasmanian Standard Drawings: 'grate and frames must be bicycle safe and structurally in accordance with AS3996'.

6.2.3 **Vegetation:** vegetation around active transport infrastructure should be maintained and regularly trimmed to ensure line of travel is not impeded.

6.3 General considerations

Consideration and care across all works (capital and maintenance) should be given regarding:

6.3.1 The placement and position of temporary road signage, such as traffic management signage, to ensure the line of pedestrian and cyclist travel is not unnecessarily impeded, however, noting that some inconvenience may be unavoidable.

6.3.2 Obstacles such as bollards, posts, poles, etc. in or near the line of travel.

6.3.3 Loose gravel especially on road shoulders.

6.3.4 Edges, cracks or grooves parallel or near parallel to the line of travel, any drop between a pavement and the adjoining ground.

6.3.5 Raised reflective markers.

6.3.6 General surface irregularities such as pavement joints.

6.3.7 Ongoing network continuity and options available to active transport users where paths and lanes end.

6.4 New developments

New developments and subdivisions in the municipality are encouraged to:

6.4.1 Align with the recommendations of the *Kingborough Footpath Provision and Maintenance Policy* and the *Kingborough Cycling Strategy* as endorsed by Council.

6.4.2 Contribute towards active transport route continuity throughout Kingborough and where desirable install 3m wide (minimum) shared paths, for example, alongside collector roads and waterways.

6.4.3 Incorporate bicycle parking facilities and end of use facilities in commercial developments and residential apartment developments.

7. COMMUNICATION

7.1 This policy will be publicly available on Council's website.

7.2 The policy will be distributed to relevant staff and stakeholders.

8. LEGISLATION

8.1 *Local Government Act 1993.*

8.2 *Local Government (Highways) Act 1982.*

8.3 *Roads and Jetties Act 1935.*

9. RELATED DOCUMENTS

9.1 Kingborough Cycling Strategy 2021-2030.

9.2 Kingborough Footpath Provision and Maintenance Policy.

9.3 Tasmanian Walk, Wheel, Ride Policy.

9.4 Greater Hobart Cycling Plan.

9.5 Tasmanian Standard Drawings.

10. AUDIENCE

10.1 Council staff.

10.2 Kingborough community.

10.3 Developers.