Tasmanian Active Living Coalition

Climate Change Office | Renewables, Climate and Future Industries Tasmania
Department of State Growth
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Subject: Tasmania's Draft Climate Change Action Plan 2023-25

Thank you for the opportunity to provide feedback on *Tasmania's Draft Climate Change Action Plan 2023-25*. On behalf of members of the Tasmanian Active Living Coalition please find a consultation submission attached in response.

The Tasmanian Active Living Coalition works in partnership to create inclusive environments to support all Tasmanian lead healthy, active lifestyle at every stage of life.

Yours sincerely

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Tasmanian Active Living Coalition

Submission to Tasmania's Draft Climate Change Action Plan 2023-25

Contents

Introduction

The Tasmanian Active Living Coalition (TALC) welcomes the opportunity to submit feedback on Tasmania's Draft Climate Change Action Plan 2023-25 (the Plan).

The objective of TALC's submission is to highlight the important role active living can contribute to offsetting and mitigating climate change.

The rationale and supporting evidence is detailed throughout the submission with a reference list attached. Individual TALC members have contributed to this submission and may have also made separate submissions on behalf of their organisations.

This submission has been approved by TALC's Chair and endorsed by TALC's membership.

About the Tasmanian Active Living Coalition

TALC is an independent, not-for-profit coalition made up of representatives from a broad range of non-Government and Government organisations with an interest in active living.

TALC members work together to influence and inform policies, decisions and strategies encouraging the creation of active living environments.

TALC's aim is to lead, support and promote the creation of environments supporting active living, and to add value by providing a mechanism for an integrated approach and potentially drive behaviour change in relation to active living.

TALC's purpose is to:

- translate evidence into policy and practice;
- build on existing partnerships and develop new partnerships as required;
- raise the profile of active living;
- support, advise and advocate for improvements in the built and natural urban environments including improved access to our parks and open spaces;
- provide advice for consideration by the Premier's Health and Wellbeing Advisory Council; and
- highlight the importance the built and natural urban environments play in active living.

TALC commends the work of the Tasmanian Government on the *Draft Climate Change Action Plan 2023-25* and looks forward to the implementation of this Plan.

Definitions

The following terms used by TALC are defined as

Active living - a way of life that integrates physical activity into daily routines (Heart Foundation, 2016).

Active travel or active transport - travel modes that involve physical activity such as walking and cycling and includes the use of public transport that is accessed via walking or cycling and may allow for integration of multi-modal transport in the course of a day (Heart Foundation, 2016).

Built environment - the structures and places in which we live, work, shop, learn, travel and play, including land uses, transportation systems and design features (National Heart Foundation of Australia, 2017a).

Food security - the ability of individuals, households and communities to physically and economically access food that is healthy, sustainable, affordable and culturally appropriate. The domains of food security include supply, demand, utilisation and access (financial and physical) (Heart Foundation, 2016).

Health - a state of complete physical, mental and social wellbeing and not merely the absence of disease (World Health Organization, 2022a).

Liveability - a liveable community is one that is safe, socially cohesive, inclusive and environmentally sustainable. Highly liveable areas provide affordable housing that is well serviced by public transport, walking and cycling infrastructure (Department of Agriculture Water and the Environment, 2021). They have good access to employment, education, shops and services, public open spaces, and social, cultural and recreational facilities (Department of Agriculture Water and the Environment, 2021).

Physical activity - any bodily movement produced by skeletal muscles that requires energy expenditure encompassing all movement during leisure time, for transport to get to and from places, or as part of a person's work (World Health Organization, 2022b).

Public Open Spaces - Public open space encompasses the variety of spaces within the urban environment that are readily and freely accessible to the wider community for recreation and enjoyment (National Heart Foundation of Australia, 2017a).

Social inclusion – is a term used to describe how government, community, business, services and individuals can work together to make sure that all people have the best opportunities to enjoy life and do well in society. It is about making sure that no one is left out or forgotten in our community (Social Inclusion Unit, 2008).

Wellbeing – mental health is a state in which an individual can realise their own potential cope with normal stresses, work productively and contribute to their community (World Health Organization, 2022a)[1].

Urban Heat Island - cities and urban areas tend to be several degrees hotter than country areas. This localised warming is due to the large amounts of paved and dark-coloured surfaces like roads, roofs and car parks in our cities and urban areas (Greening Australia, 2020).

[1] TALC acknowledges that Tasmania will likely develop its own definition of wellbeing as part of the development of Tasmanian Health and Wellbeing Framework.

The Importance of Integrating Health and Wellbeing in all Policies

The principle focus of this submission will be the role active living has in mitigating climate change including but not limited to active travel/transport and public transport systems.

In addition to active travel and transport systems, the scope will also touch upon public health impacts associated with the changing climate and the roles public open spaces and urban greening can have in climate change mitigation.

Further, heat waves and urban heat islands effect can inhibit active living through compromising quality of life and liveability and are often under researched and under recognised natural disasters.

Improving health and wellbeing by supporting Tasmanians to live active lives requires a coordinated approach across government agencies and sectors as called for in the World Health Organization's (WHO) 'Health in All Policies' approach to preventative health (World Health Organization, 2018c). In Tasmania, key existing policies which reference active living and are relevant to this submission are detailed as follows to provide context and background to the existing policy landscape:

- The *Tasmania Statement* supports the connection between health and wellbeing enhanced by natural open spaces. It further notes the opportunities available as Tasmania grows to plan communities to create healthy, liveable and connected spaces (Premier's Health and Wellbeing Advisory Council, 2021). The *Tasmania Statement* creates an authorising environment for those working within the Tasmanian Government to support health and wellbeing considerations.
- The *Healthy Tasmania Five Year Strategic Plan 2022-26* advocates for a Health in All Policies approach, including an analysis of the systems outside the health sector which influence the health status of populations (Department of Health and Human Services, 2022). The plan focuses on systems and supporting active living initiatives, particularly through planning and building places that support health, wellbeing and physical activity, and by building infrastructure that makes walking, cycling, accessibility, and public transport safe and viable alternatives to driving (Department of Health and Human Services, 2022). This builds on earlier work under *Tasmania's Plan for Physical Activity 2011-2021* which aimed to 'create built and natural environments that enable and encourage physical activity' (Department of Infrastructure, 2010).
- In 2016, a Tasmanian Joint Parliamentary Select Committee Inquiry into Preventative Health Report outlined key findings and recommendations. The Heart Foundation previously highlighted the report's key findings and recommendations in relation to active living in its

2016 *Representation to the Final Draft State Planning Provisions* as follows (Heart Foundation, 2016):

Executive summary (page 2)
'The Committee recognises the link between health and the built environment. Liveability principles must be embedded in all Government policy decisions relating to the built environment including but not limited to transport, infrastructure and land use planning.'
Recommendation 3 (k) in relation to a preventative health strategy (page 4):
(k) The importance of active lifestyles, healthy eating and physical activity to improve the health and wellbeing of Tasmanians.
Recommendation 4 (page 4)
4. The Government's health and wellbeing policies are reflected in the Tasmanian Planning System and transport infrastructure policy.

a) *Government adopts a state-wide planning policy that ensures liveability principles are embodied in all planning decisions;*
b) *Government ensures transport infrastructure planning and policy decisions embody liveability principles; and*
c) *Provisions in the new state-wide planning scheme give consideration to active transport links (e.g. walking and cycling), especially within and between urban communities.*

Findings (page 8):
22. The built environment is a significant contributor to improving longer term health and wellbeing outcomes.
23. There is a need to recognise the link between health and the built environment, and this needs to be embodied into State policy and the TPS.

The advancement of health and wellbeing and interrelated impacts of climate change should also be considered in the context of developing and existing frameworks and strategies in Tasmania including:

- *Health and Wellbeing Framework*;
- *Sustainability Strategy;*
- *Future of Local Government Review* (including Local Government in the 21st Century);
- Tasmanian Planning Polices;
- State Planning Provisions;
- Review of the Tasmanian Walking and Cycling for Active Transport Strategy;
- *Refreshing Tasmania's Population Strategy;*
- *Greater Launceston Plan;*
- *Devonport Living City Master Plan;*
- *Burnie Council Plan; and*
- *30 Year Greater Hobart Plan.*

Introductory Comments

Heat waves and the urban heat island effect are to be addressed through policy mechanisms such as the 'Land Use, Land Use Change, and Forestry' (LULUCF) sector referred to in the Climate Change Action Plan and allied building systems. This includes transport, tree canopy cover, blue and green infrastructure, urban geometry of built form and its orientation in accordance with dominant, seasonal weather patterns (i.e., summer wind directions, solar pathways).

In addition, TALC also has interests in energy due to links between affordability and liveability of local neighbourhoods. For instance, where building stock is not energy efficient or climate sensitive and there is high dependency upon air conditioning, this can lead to anthropogenic heat emissions which exacerbate the urban heat island effect and in turn quality of outdoor urban areas, in turn impacting upon liveability.

General commentary related to the introduction:

- Whilst The Plan acknowledges marine heatwaves, there should be similar acknowledgement of on land heat waves and the interconnected urban heat island effect, with active living and public health impacts as follows:
    - under future climate analogues, many areas of Tasmania will no longer have a cool temperate climate with projections to 2050 and 2090 demonstrating population centres will have a climate akin to areas in mild temperate and warm temperate climate zones as far afield as Bathurst and Goulburn in NSW, Ararat in Victoria, and Margaret River in WA (CSIRO, 2020); and
    - in addition to marine heat waves, on land heat waves have also been significant such as that in 2014 where areas of Tasmania experienced both extreme and severe heatwaves (CSIRO, n.d.). Further to this point, within Tasmania, heatwaves can be exacerbated in spatial locations that correlate with low socioeconomic indicators such welfare dependency and public health status. An indicator of this is the number of ambulance dispatches in such locations, with variables including access to affordable public transport and the quality of housing stock (Campbell et al., 2021)
- Page 6 of The Plan notes the Minister is to take into account the Tasmanian community during consultation. In future iterations the Climate Action Plan under the *Climate Change (State Action) Act 2008,* TALC encourages consultation with communities of interest with lived experience of improved quality of life interconnected with a reduced carbon footprint with recommendations including:
    - Residence making active use of the Nort West Coastal Pathway or the new all abilities Riverbend Park in Launceston;
    - Future residents of Macquarie Point Development, which proposes environmentally sustainable energy infrastructure; and
    - The Woodbridge/Snug/Kettering decarbonisation project.
- TALC encourages representation from a diverse range of groups in ongoing iterations of the Action Plan, under the *Climate Change Act (State Action) 2008*, to bring new housing types and ways of sustainable living onto the market, generating consumer acceptance and transitioning to a more liveable environment for all.

On page 29 of The Plan "Alignment to government priorities", the Tasmania Statement must be included in this list of relevant climate change government policy documents. Finally, under strategies being developed the following are directly relevant and should be included: the *Healthy Tasmania Strategic Plan 2022-2026; the Health and Wellbeing Framework; Sustainability Framework, Future of Local Government Review (including Local Government in the 21st Century); and 30 Year Greater Hobart Plan, Greater Launceston Plan, Burnie Council Plan and the Devonport Living City Master Plan.*

TALC Response to consultation questions

1. Vision and goals:

Do you agree with the proposed vision and goals for the action plan?

TALC strongly supports the vision of reducing emissions and building our resilience to the impacts of a changing climate and in particular notes and supports the goal "increasing the use of public and active transport".

Active and public transport options are key drivers in the reduction of private vehicle emissions while delivering associated positive health impacts. To support active and public transport and the significant role it can play in climate change mitigation consideration needs to be given to the following:

1.1 The need to maximise active travel

Maximising active travel and use of public transport through neighbourhood design should be viewed as central to the reductions of harmful transport emissions and therefore a strong climate change mitigation strategy. Supporting people to move from car travel to active and public transport will result in fewer emissions from petrol or diesel vehicles, significantly cheaper running costs and is also a much more efficient travel mode (Whitehead et al., 2022).

To increase participation levels of active and public transport it is important to consider how neighbourhoods are designed to ensure an active living focus. The Heart Foundation's *2020-21 What Australia Wants* survey measured community sentiment around qualities of active neighbourhoods and support for initiatives to increase infrastructure for physical activity in and around neighbourhoods (National Heart Foundation of Australia, 2020).

Tasmanians expressed a desire to live close to shops and amenities, and in a safe area that is quiet and away from main roads. Tasmanians prioritise access to healthy food, housing diversity and a sense of place (that is, safety, community, natural elements as the most important design features)

(National Heart Foundation of Australia, 2020). The report noted only 31% of Tasmanians believe their neighbourhood helps them 'a lot' in being active (National Heart Foundation of Australia, 2020). Support for government investment in active infrastructure (67%) and public transport funding (64%) was strong, as was support for speed limit reductions in neighbourhood streets (59%) (National Heart Foundation of Australia, 2020). Being close to amenities, shops and services, safety/low crime, and having fresh food close by were important considerations for Tasmanians when deciding where to live. However, the results also indicate these attributes are not always accessible to Tasmanians and should be considered as a priority in order to support active living and as a result emission reductions.

In 2021, Place Score ran the Australian Liveability Census, the largest social research project in Australia which included 3,200 records gathered from community members in Tasmania (Malshe et. al., 2021). The census explored what was most important in terms of neighbourhood liveability and current performance (Malshe et al., 2021). Ideas for improving local neighbourhoods were collected and included improving walkability to local amenities and open spaces (Malshe et al., 2021).

Nationally, walking/jogging/bike paths connecting housing to community amenity was selected as being most important to their ideal neighbourhood by 55 per cent of respondents, again highlighting the value placed on liveability and the built environment by communities.

TALC supports the strategies aiming to increase travel mode choices, expanding public transport services and designing subdivisions which encourage walking, cycling and public transport use. TALC is also supportive of planning regulations which recognise car parking as a key travel demand management measure, and appropriately manage car parking provision to support a modal shift. Car parking should be proportionate to the hierarchy of the area to rationalise its role according to the degree to which the area is serviced by public transport and walkable from surrounding catchment areas (i.e. residential areas accessing local shops and activity centres). A liveable Streets Code could achieve many of these aspects (Heart Foundation, 2016).

Such a code would support active travel through provisions including standards for footpaths suitable for walking and requirements for safe cycling infrastructure. In addition, retrofitting streets to encourage active transport and requiring new developments to build active transport infrastructure is also supported by TALC as an important aspect of liveability. The Bellerive Specific Area Plan within the Clarence Local Provisions Schedule of the Tasmanian Planning Scheme is a good example of this. It provides for an activity centre for the surrounding area and emphasises good urban design and pedestrian prioritisation, encourages off-street car parking that does not dominate street frontages and is consolidated in internal areas. To encourage an active lifestyle thereby supporting optimal health, car parking should be proportionate and in some instances reduced

where it compromises walkability and optimal pedestrian environments, particularly in activity centres.

Equity of active transport options is an important consideration which can be influenced through planning. Active transport infrastructure catering to all ages and abilities that removes the need for separate consideration for young people, migrants, older people or people with disabilities is an important consideration. This includes infrastructure supporting accessibility such as shelters; seating; park and ride facilities; and visible and shaded pedestrian connections. It also reduces cost burdens on Councils from maintenance of such infrastructure through implementing this in tandem with medium density infill in existing areas (i.e. urban renewal) and increased density in newly developed areas without compromising quality, effectively enabling an adequate rates base to provide quality maintenance of such infrastructure (i.e. street trees, water sensitive urban design, accessible design of walkways, pedestrian crossings, ramps, etc). The need for active transport connections to public transport hubs outside of town centres will continue to be required as growth on the urban fringe increases.

The importance of supporting high levels of public transport usage can be as simple as providing real time information or offering free or heavily discounted public transport to those most in need or those commuters we wish to encourage the use of public transport (e.g., those on a low income, school children, workers etc).

1.2 Co-benefits of climate change mitigation and active living strategies

Climate change mitigation strategies have important health and wellbeing co-benefits. For example, planning arrangements remove barriers to Tasmanians to be more physically active (active living) are fundamental for good physical and mental health and wellbeing which in turn support climate change mitigation strategies. Physical activity can help prevent heart disease, type two diabetes, numerous cancers, dementia, weight gain, gestational diabetes, and anxiety and depression (Bellew et al., 2020). Being physically active improves sleep and improves brain function at all ages (Bellew et al., 2020). In addition, using active and public travel alternatives increases physical activity levels (Rissel et al., 2012).

Despite this, almost half of all Tasmanians aged 18 and over do not do enough physical activity for good health (Australian Bureau of Statistics, 2016). Tasmania is below the national average and is ranked sixth out of the eight states and territories (Australian Bureau of Statistics, 2016) for physical inactivity.

Internationally, the World Health Organization's *Global Action Plan on Physical Activity 2018-2030* has as one of its four key pillars a priority focus to 'Create active environments' (World Health Organization, 2018). This includes strengthening the integration of urban and transport planning policies, delivering highly connected neighbourhoods to support active and public transport, improving walking and cycling network infrastructure, accelerating implementation of policy actions to improve road and personal safety for active and public transport users, strengthening access to public and green open spaces, and strengthening policy, regulatory, and design guidelines and frameworks.

The International Society for Physical Activity and Health recommend eight key investments to address physical inactivity (International Society for Physical Activity and Health, 2020). The eight investment areas are the evidence-based domains where Governments and organisations can get the best return on investment to improve health and wellbeing though increasing physical activity. Of the eight identified domains, those that can be directly influenced by planning polices include: active transport, active urban design and workplaces (International Society for Physical Activity and Health, 2020).

Nationally, the Heart Foundation's *Blueprint for an Active Australia* states 'reshaping the built environments in which most Australians live, work, learn and recreate can significantly increase daily physical activity levels. Community and neighbourhood design impacts on local walking, cycling and public transport use, as well as on recreational walking and physical activity' (National Heart Foundation of Australia, 2019). The Getting Australia Active III report identified eight policy domains for systems level action on physical activity, notably transport and the built environment (Bellew et. al., 2020).

It is within this context of national and international best practice evidence that TALC asserts active living including active travel (walking, cycling, other modes of active travel and increased public transport usage, can make a powerful contribution to climate mitigation strategies as noted in The Plan and at the same time improve health outcomes for Tasmanians.

1.3 The inter-relationship between public open spaces, urban greening, active living and climate change

Having good quality public open space (POS) with sufficient urban greening encourages active living, utilisation of active transport and creation of carbon sinks in urban environments. Active travel relies on POS, nature corridors and shared walking/cycle pathways. Meaningful decarbonisation and mass-transition from fossil fuel transportation will also rely on the development of more efficient human-powered vehicles that can be used to travel across POS, shared pathways, waterways and

through the air. These new means of transportation require dedicated pathways as they fit less with pedestrian or vehicle traffic. Provision of active travel networks through POS therefore needs to become a more predominant planning feature and more POS will need to be allocated to provide more active travel corridors. Transport corridors that encourage people into active travel (such as the Hobart Rivulet track, the Intercity Cycleway, North West Coastal Pathway and Heritage Forest Pathway at Launceston) allow people to move through natural areas and parks more easily.

Additionally, the road transport network will need to yield certain percentages of its area to active transport networks progressively if there is to be a meaningful decarbonisation regime and to ensure adequate provision of routes allowing a viable and accessible active travel network. Additionally, these active travel networks must not override the provision of ecological preservation areas and wildlife corridors. Housing developments must be designed in ways that enable active travel access along optimal gradients and 'shortcuts' to communal zones.

The importance of access to public open space (POS) was demonstrated during the COVID-19 pandemic. POS includes spaces freely accessible to everyone such as streets, squares, parks, natural features, landmarks, building interfaces, green spaces, pedestrian and bike ways, and other outdoor places (National Heart Foundation of Australia, 2017a). The quality of the POS influences how much time people spend being active and in nature, both of which directly influence health and wellbeing. Public areas that are aesthetically pleasing, safe, clean and comfortable attract people to the area thus leading to increased walking, cycling, and opportunities for social interaction.

The Heart Foundation's Healthy Active by Design framework reports residents with larger neighbourhood parks within 1600 m engage in 150 minutes more recreational walking per week than those with smaller parks (National Heart Foundation of Australia, 2017a). Research links physical activity in or near green space to important health outcomes including obesity reduction, lower blood pressure and extended life spans (Davern et al., 2017). Sufficient provision of POS including parks and reserves, sporting facilities, community gardens and greenways is important in supporting opportunities for being active.

POS contribution to mitigating emissions through plant photosynthesis is well-recognised (Escobedo et al., 2011, Jo and McPherson, 1995, Zhao et al., 2010). Tasmanian POS provisions have been removed from the land use, land-use change and forestry (LULUCF) system, specifically the Tasmanian Planning Scheme, and consideration as to the role of these as carbon sinks in urban areas is pertinent, particularly in light of climate change and population growth.

There is a growing body of evidence demonstrating that urban green spaces, such as parks, playgrounds, and residential greenery, help keep cities cool, act as places of recreation, support physical activity and improve mental health (Byrne, 2021, National Heart Foundation of Australia,

2019, Davern et al., 2017). TALC has previously provided comment on the lack of opportunities to encourage green infrastructure under the State Planning Policies (SPPs – See Appendix E) and through local councils. Research indicates urban greenery including trees, vegetation and green surfaces (e.g., roofs and facades) can act as mechanisms for cooling within cities, helping mitigate the urban heat island effect and climate change (Davern et al., 2017). Urban greenery can reduce temperatures by 1- 4 °C (Davern et al., 2017).

TALC has strong interests in mitigation of urban heat waves through built environment measures, given city dwellers are at risk and more Australians have been killed by heat waves than all other natural hazards (Perkins-Kirkpatrick et al., 2016). Additionally, both heat waves and urban heat islands will be worsened by climate change. Furthermore, some demographic groups are more vulnerable such as older people, those with pre-existing medical conditions, and those with a physical disability (Paravantis et al. 2017; Hatvani-Kovacs et al. 2016; Pyrgou 2018;). Those of lower socioeconomic position will be more impacted by heat waves because…. *The Tasmania Statement* recognises the link between climate change and poverty both for current and future generations. Evidence identifies in addition to greening, there are a series of other measures to reduce the urban heat island effect within the realm of urban planning and design.

With the expected population growth (*Refreshing Tasmania's Population Strategy – Consultation Strategy, 2023*), ensuring infill occurs within existing areas, TALC strongly supports adequate POS and greening is in place to ensure density does not outpace quality. Supply of open space could be estimated according to demand (i.e., types of open space for families, older persons etc) and the capacity to provide and maintain this. This is similar to consideration of 'carrying capacity' in environmental policy of a landscape, considering the 'carrying capacity' of urban areas to support population density and increase so as not to exceed 'planetary boundaries' and in turn encroach on other important land (i.e., agricultural, environmental) that is supplying food and ecosystem services.

The existing Tasmanian Planning Scheme (TPS) does not encourage urban greening as there is no requirement for landscaping to be provided in developments or subdivisions in the residential zones.

TALC has recommended the TPSs include policies specific to the provision of landscaping to provide for urban greening in residential and commercial areas particularly in street reserves and specifies the manner the policies are implemented in the regional land use strategies and the TPS to help realise the consistent application of those policies.

Having good quality POS with sufficient urban greening encourages ensures increased usage through active travel. The more we get people seeking alternative methods of transport to motor vehicles the greater the climate mitigation benefits which will be seen. The provision of public areas that are

aesthetically pleasing, safe, clean and comfortable attract people to the area thus leading to increased walking, cycling, and opportunities for social interaction

1.4 The importance of joined up planning

There are many co-benefits of improving planning for active living including reductions in greenhouse gas emissions, improved air quality, reduced traffic congestion, more sustainable infrastructure, increased economic productivity, improved social capital and more liveable towns and cities (Goenka and Andersen, 2016)

The way the environment is planned, designed and built can directly affect the health and wellbeing of people who use and inhabit the space. A series in The Lancet, one the world's top-ranking medical journals, *Urban Design and Transport to Promote Healthy Lives* recognises the importance of the built environment for active living (Goenka and Andersen, 2016). The series recommends creating compact cities or urban areas that provide local neighbourhood centres (for example the City of Hobart Precincts Plans).

that locate shops, schools, other services, parks and recreational facilities, as well as jobs near homes, and providing highly connective street networks making it easy for people to walk and cycle to places (Goenka and Andersen, 2016). The Heart Foundation of Australia's *Healthy Active by Design* framework (National Heart Foundation of Australia, 2017a) notes 'planning for active living calls for a commitment to applying healthy planning principles to all levels of the planning system, at every stage of the planning process and in every planning project and policy initiative' (National Heart Foundation of Australia, 2017a).

The COVID-19 pandemic has required people to stay close to home, further highlighting the importance of how the built environment can support liveability. The living with COVID-19 landscape provides a unique opportunity to prioritise the development of built environments supportive of liveability.

TALC supports prioritising infill development and consolidation, maximisation of existing physical infrastructure and active transport modes. TALC provides the following key research findings on active living, with reference to density and distances between homes and amenities to further support this position.

- Research indicates two key factors encourage walking for transport: 'the connectivity of streets (more intersections, fewer big blocks) and a high number of local living destinations, such as supermarkets, shops, parks and public transport, within 1600m' (Giles-Corti et al., 2017).
- A strong body of evidence confirms the association between higher residential density (and the associated mixed land uses) and increased transport walking across all age groups. The

association is particularly evident in adult populations. Moreover, living closer to shops and services is a consistent predictor of walking, both for transport and recreational purposes, for all age groups (Giles-Corti et al., 2012).

- Other factors associated with increased active travel include safety from traffic, well-lit streets and the presence of footpaths (Sallis et al., 2012). In addition, off street paths and connections support and encourage higher usage of active travel (Australian Transport Assessment and Planning, n.d.).
- Higher population and residential densities are associated with increased physical activity. There is significant research evidence linking higher residential density and mixed-use planning and walking, across all life stages (National Heart Foundation of Australia, 2017b).
- Studies also show the prevalence of using public transport is associated with higher residential density and a greater availability of walkable destinations (National Heart Foundation of Australia, 2017b).

The quality of design in denser areas to optimise health and wellbeing outcomes should also be considered. Doing so would help to facilitate outcomes such as adequate soil zones to enable trees; open space of a suitable aspect to enable year-round solar access for both recreational use and growing of local produce; and ensuring adequate green infrastructure and surface permeability in new infill development to reduce heat entrapment and optimise health outcomes.

The recent *Refreshing Tasmanian Population Strategy Consultation* noted population growth is occurring more rapidly than expected. This has potential to drive urban infill and urban development. An emphasis on density will enable protection of environmental and forestry land providing a carbon sink . Increased density should be well designed to enable liveable environments for populations.

Sustainable forms of energy, blue and green infrastructure, passive solar design and accounting for future climate scenarios in accordance with Climate Analogues modelling must also be considerations (CSIRO, 2020). Degrees per century climate projections should be reviewed and data providing overlays in the Planning Schemes analysed to consider whether adequate protection of land either developed for residential purposes or to be development for residential purposes is adequately buffered against projections of sea level rise, storm surge, bushfire and other climate hazards.

1.5 The role of soft infrastructure

To support mitigation of climate change through the benefits of active living outlined in this submission, it is critical that social infrastructure is in place ensure no one is left behind in participating in the benefits of active living.

The integration of public and active transport networks with social infrastructure, location of social infrastructure close to residential areas and supporting mixed use of existing recreational, education and community facilities all support active travel/transport and the use of public transport and thus climate mitigation strategies.

The quality of the public realm influences whether people feel safe and comfortable in that area as well as opportunities for active travel, particularly for women and children. Design of the public realm supports social inclusion through taking into account how that space operates during different times of the day, with different demographics using it, and across all seasons of the year (Hulse et al., 2011).

Feeling unsafe in public spaces has a significant impact on whether residents, specifically women, the elderly, people with a disability or chronic health condition/s, and young children are prepared to use them. Designing spaces which support activities attract more people and promote the perception they are orderly and peaceful, can be important for social groups in enhancing active living opportunities (Hulse et al., 2011).

It is important to consider the role of the built environment on mobility limitations and disability to ensure accessible movement networks are created and maintained. This will support older adults to age in place and improve quality of life through the encouragement of participation in active travel/transport (Hulse et al., 2011). The requirements laid out in the Disability Discrimination Act (1992) should be considered the minimum requirements. For example, the standards required by the Act around bus stops and shelters.

Active and involved communities are more likely to participate in climate change reducing activities. Certain strategic hard infrastructure, however, is required to facilitate a thriving soft infrastructure system, these may include community centres, parks and skate parks, art and craft cooperatives, food coops, community gardens, tip shops, technology hubs and Mens/Community Sheds. Having adequate physical community infrastructure and the physical and social links between these spaces can enable greater resource efficiency, avenues for ecological repair and a more educated, progressive and engaged community that will work harder toward minimising its own carbon footprint.

2. Priority areas:

Will the 3 priority areas, (1) information and knowledge, (2) transition and innovation and (3) adaptation and resilience, help Tasmanian achieve its legislated 2030 emissions reduction target and its vision for action on climate change? Are there any other issues not covered by the three priority areas?

TALC supports work in this priority area in particular the action relating to developing a whole of government framework to embed climate change into Tasmanian Government decision making. This is somewhat similar to a Health in All Policies approach and consideration should be given to consolidation in this area.

In addition, TALC notes and supports the guiding principles of The Plan but would like to see more consideration given to social equity as a priority area. The Tasmania Statement provides an authorising environment for this to occur when connections are drawn between climate change and poverty which could be further developed in The Plan as a separate priority area.

3. Information and knowledge

Will the key actions under Priority area 1 help support decision making for you and your community or organisation? What types of projects should be supported under the final action plan?

No further comment on this question. TALC has addressed this under Question 2.

4. Transition and innovation

Will the key actions under Priority area 2 support Tasmania to achieve its 2030 emissions reduction target and continued emissions reduction across Tasmania? What types of projects should be supported under the final action plan?

TALC supports the review of the Tasmanian Walking and Cycling for Active Transport Strategy by the Department of State Growth. The strategy could include but not be limited to reviewing active travel corridors across major cities and developing a plan which would see the expansion of these corridors or improved linking up of existing corridors. Consideration should also be given to making bicycles and electric bicycles central planks to a broader transport strategy.

Consideration should also be given to government incentives to support the uptake of electric bicycles (e-bikes). E-bikes should be seen as central plank of a transport emissions reduction plan. TALC considers that whilst there will be a move towards electric cars the Coalition considers this to still be an inefficient travel mode, especially with prohibitively high purchase costs. E-bikes are cheaper to buy and run than electric cars and offer transport alternatives for the many shorter trips people take each day in urban centres.

5. Adaptation and resilience

Will the key actions under Priority area 3 build resilience and support adaptation planning across Tasmania? What types of projects should be supported under the final action plan?

As population growth continues and there is an increased focus on density, viable land use and transport arrangements will need to be balanced with environmental quality of urban areas through open space, tree canopy cover, orientation of built form in accordance with wind flows, and consideration of solar paths.

6. Implementation, reporting and monitoring and evaluation

Are there other ways the government could make its action on climate change, and progress towards meeting its targets more transparent and accessible?

In addition to bushfire and flood, greater consideration needs to be given to heat waves and the interconnected phenomena of the urban heat island effect.

As noted in the plan the Climate Change Office will develop an implementation plan to clearly outline timelines, outputs and performance indicators for each action in the plan. TALC notes the importance of a solid plan or framework for evaluation. The evaluation should also indicate any opportunities for research.

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Appendices

Appendix A Tasmanian Active Living Coalition, Tasmania's Planning System – Opportunities for Health and Wellbeing, 2021

TALC Planning Report Final for circ

Appendix B: Tasmanian Active Living Coalition Submission to State Planning Provisions Review, Phase 1 – Scoping Paper

FINAL - TALC submission - SPP Re

Appendix C: Tasmanian Active Living Coalition Submission to the Tasmanian Housing Strategy Discussion Paper

FINAL DRAFT - TALC submission - Tasmar

Appendix D: Heart Foundation's Representation to the final draft State Planning Provisions 2016

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Appendix E: TALC Submission on the State Planning Provisions

FINAL - TALC submission - SPP Re

Appendix F

Summary of Active Living Integrated Policies

Tasmanian

- Tasmania Statement – Working Together for the Health and Wellbeing of Tasmanians (Premier's Health and Wellbeing Advisory Council, 2021)
- Healthy Tasmania Five-Year Strategic Plan 2022-26 (Department of Health and Human Services, 2022)
- Joint Select Committee Inquiry Into Preventative Health Report (Parliament of Tasmania, 2016)
- Heart Foundation Representation to the final draft State Planning Provisions 7 March 2016 (Heart Foundation, 2016)
- Tasmania's Walking and Cycling for Active Transport Strategy 2011-2021 (Department of Infrastructure, 2010)
- Hobart City Deal (Commonwealth of Australia, 2019)
- The Southern Tasmanian Regional Land Use Strategy (STRLUS) 2010-2035 – Regional Policies 10, 11, 13, 18 and 19 (State Planning Office, 2010)

National[2]

- National Preventative Health Strategy 2021-30 (Department of Health, 2021)
- National Obesity Strategy 2022-32 (Commonwealth of Australia, 2022)
- Getting Australia Active III – a Systems Approach to Physical Activity for Policy Makers (Bellew et al., 2020)
- National Heart Foundation - Blueprint for an Active Australia (National Heart Foundation of Australia, 2019)
- National Heart Foundation – Healthy Active by Design (National Heart Foundation of Australia, 2017a)

International

- Global Action Plan on Physical Activity 2018-30 (World Health Organization, 2018)
- International Society for Physical Activity and Health- Eight Investments that Work for Physical Activity (International Society for Physical Activity and Health, 2020)
- United Nations Sustainable Development Goals (UN General Assembly, October 2015)

[2] There is no ***National Physical Activity Plan*** to provide an overarching framework for addressing physical inactivity and guide future action. In 2020, the Australian Prevention Partnership Centre published Getting Australia Active III : A systems approach to physical activity for policy makers which identifies eight key areas for action to address physical inactivity. This serves as a guide for policy makers in Australia in the absence of a national plan.