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Emissions Reduction and Resilience Plan – Transport Consultation Draft

We thank the State Planning Office for the opportunity to provide feedback on **Emissions Reduction and Resilience Plan – Transport Consultation Draft (the plan)**. The Cradle Coast Natural Resource Management recognise the imperative to address this important issue.

Climate change will have profound impacts on every aspect of our lives. The extent to which those changes are disruptive and erode our quality of life will depend in part on how well we plan for them. We are heartened by the recognition in the plan that effective action will require co-ordinating different sectors.

We further observe that this plan provides opportunities to simultaneously address some of the other problems that burden the Tasmanian community. In particular we note that health and wellbeing and climate change are inexorably tied together.

For example, the high level of car dependence is catalysing climate change and at the same time is responsible for much of the burden of disease, particularly non communicable diseases that blight the lives of many Tasmanians. By co-ordinating action to free Tasmanians from car dependency, and make active transport not just possible but preferable, we can reduce greenhouse gas emissions and at the same time improve air quality, reduce traffic congestion, create more sustainable infrastructure, increase economic productivity, improve social capital and create more liveable towns and cities (Goenka and Andersen, 2016).

CCNRM strongly supports reducing emissions and building transport resilience to the impacts of a changing climate and in particular notes and supports the shift towards use of public and active transport and away from fossil fuels.

We note 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.

Our regional perspective allows us to take an overview across municipal boundaries. We observe whilst the plan makes a welcome recognition of the need to co-ordinate across sectors it would be further enhanced by emphasising the importance of co-ordinating across boundaries. On the NW coast our relatively small council size and short distances between settlements means that many potential active transport journeys cross these boundaries. If these journeys are to be

considered walkable or cyclable it is imperative there is no weak link in the chain that may deter people from walking or cycling.

Given the complex influences on transport choices we need to change the context within which people chose their mode of transport so active and public transport is seen as relatively more appealing. We note that urban areas that most support active and public transport are compact, mixed use, offer a high standard of street design and landscape and are designed to not allow cars to dominate. These characteristics are not representative of most Tasmanian towns and cities and will require concerted action to facilitate this transition in a way that is not distressing or disruptive.

We observe that there is an assumption by many in the community that intensification will inevitably reduce people's quality of life. Unchallenged this assumption will provoke resistance to the required changes in our towns and cities and bring unnecessary distress. In keeping with the plans recognition that changes in people's hearts and minds are as important as those on the ground we believe that the plan needs to provide evidence that these necessary changes are not inevitably detrimental. In fact they can add to the character and opportunities of our towns and cities.

Furthermore, we note that for many Tasmanians there is a default view that streets are primarily for cars and that other uses such as cyclists and pedestrians are merely tolerated (sometimes not even that). This perception will require changing.

We also consider that the plan should consider the need to avoid 'green on green' conflict. This can occur where active transport, habitat protection and other socially valuable functions compete for the space left over after motorised transport demands have been met. In this situation the only viable corridors for active transport may also those with high habitat values and then we will be forced to choose between these two objectives.

Our only substantive concern tempering our strong support of the plan is that whilst it recognises the size of the challenge we face, its ambition is not equal to that challenge. We understand why it couches its recommendations as 'future opportunities', most of which require us to 'consider' or 'continue' an initiative, but we believe a stronger more assertive tone is needed. In particular we draw your attention to the impacts of the urban heat island effect. This is a major symptom of climate change and amplifies its adverse impacts, making our public spaces uncomfortable, killing our much-valued landscape and increasing dependence on mechanical heating and cooling. Trees are the central plank in our defence against the urban heat island effect and keeping active transport viable even as temperature rises. We note if trees are to contribute to protecting us a generation hence, when they will be needed, they must be planted now.

It is also important to consider the role of the built environment on mobility limitations and disability to ensure accessible movement networks are created and maintained.

To this end the Future opportunities should include:

1. Consider potential measures to support the reinstatement of the Devonport ferry
2. Continue and enhance funding to integrate the coastal trail with the surrounding communities. This would include exploring the provision of 'park and pedal' facilities outside major towns along the shared trail to reduce urban driving

3. Explore the development of a liveable Streets Code (Heart Foundation, 2016). As noted by the TALC such a code would support active transport through provisions including standards for landscape, standards for footpaths suitable for walking and requirements for safe cycling infrastructure.
4. Explore a program of retrofitting streets to encourage active transport through street design and landscaping.
5. Consider the definition of a new type of street that legally enshrines shareways with pedestrian priority. Experience from elsewhere around the world, particularly 'woonerfs' in the Netherlands suggests this will help mainstream active transport, make these streets a preferred setting to meet at least some play and socialising needs as well as providing more room for landscaping and in particular canopy trees by reducing hard paving.
6. Consider where it may be appropriate to reduce car parking standards where they compromise walkability and optimal pedestrian environments, particularly in activity centres.
7. Identify and celebrate exemplar developments (such as appropriately located townhouses, apartments and other compact dwellings and highly walkable streets) that facilitate a smoother and timely transition to low carbon living. By celebrating them and developing our understanding of how we can respond appropriately to the sensitivities of urban communities we can help reduce community distress and resistance and raise community expectations.
8. Ensure housing developments are developed to a masterplan that enables active travel access along optimal gradients and 'shortcuts' to communal zones and avoids conflict with areas of high habitat value.
9. Explore mechanisms for shifting budgets from road expenditure to active transport investment.

We commend the work of the Tasmanian Government on the Draft Climate Change Action Plan 2023-25 and look forward to the implementation of this Plan. We look forward to continued involvement in developing and implementing actions that will help fulfil our responsibilities to secure a future that not just maintains but enhances the quality of life for all Tasmanians.

Kind Regards,



Peter Voller PSM

Director and Chair of Cradle Coast NRM Regional Committee