

Tasmanian Active Living Coalition



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Subject: Emissions Reduction and Resilience Plan – Transport Consultation Draft

Thank you for the opportunity to provide feedback on ***Emissions Reduction and Resilience Plan – Transport Consultation Draft***. 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 on Emissions Reduction and Resilience Plan – Transport Consultation Draft



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Introduction

The Tasmanian Active Living Coalition (TALC) welcomes the opportunity to submit feedback on Emissions Reduction and Resilience Plan – Transport Consultation Draft (the Draft).

The objective of TALC's submission is to highlight the important role the provision and support of public and active transport has in the reduction of emissions and building in resilience into the transport sector. The many co-benefits of active and public transport will be highlighted.

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 Emissions Reduction and Resilience Plan – Transport Consultation Draft 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).

Bus rapid transit - is a flexible rubber-tired form of rapid transit that combines stations, vehicles, services, running ways and intelligent transportation systems elements into an integrated system with strong identity (TCRP, 2003). Simply put, it is a high-quality public transport system, oriented to the user that offers fast, comfortable and low-cost urban mobility (Institute for Transportation and Development Policy, 2007).

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).

Walkability - a measure of the quality of the local built, natural, and social environment for supporting behaviours that promote health and well-being for all (Tobin et al., 2022).

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.

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

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).

The Importance of Integrating Health and Wellbeing in all Policies

The principal focus of this submission will be Priority Area 1: Increasing the use of public and active transport in Tasmania.

In addition to active transport and transport systems, the scope will highlight public health impacts associated with the changing climate and the roles that walking and cycling infrastructure, public open spaces and urban greening can have in climate change mitigation.

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 Policies;*
- *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.*

TALC's response to the consultation questions

I. How can we build on the work already underway to reduce emissions and build resilience in the transport sector?

TALC strongly supports reducing emissions and building transport 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 supporting climate change mitigation strategies and at the same time delivering positive health impacts. These are outlined in more detail below:

1.1 The need to maximise active transport

- *Good neighbourhood design is central to maximising active living and public transport usage.*
- *Strategies to increase travel mode choices, expanding public transport services and designing subdivisions which encourage walking, cycling and public transport use all positively reduce emissions.*
- *Equity of active transport options is an important consideration which can be influenced through planning systems.*

Maximising active transport 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, and significantly cheaper running costs. It 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, 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 strategies to increase travel mode choices, expanding public transport services and designing subdivisions which encourage walking, cycling and public transport use. In the construction of new roads and junctions for subdivisions, Local Government requires construction in accordance with Tasmanian Standard Drawings. These should be reviewed to account for increased usage by forms of transit alternative to cars and considered in tandem with design for subdivisions to accommodate future public transit uplift (i.e., bus stop locations, park and ride facilities).

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. Consideration should be given to incorporation of future charging for EV's and alignment with priority parking precincts in the Tasmanian Planning Scheme.

Public transport systems, which both reduce greenhouse gas emissions and improve public health outcomes simultaneously, should be designed around radiating networks of a hierarchy of densities. This will enable uplift as well as resilience to future pandemics as population centres in Tasmania increase (Tasmanian Government, 2023). Such an approach would support active transport through provisions including standards for footpaths suitable for walking and requirements for safe cycling infrastructure.

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. Further, alignment of installation of ChargeSmart supported chargers within a distance of 47km should align with town centres and structure plans for co-location efficiencies and integration of the statewide charging network with the Tasmanian Planning Scheme and Tasmanian Planning Policies.

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. This effectively enables 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 include providing real time information which supports reliability and convenience and aids efficiency.

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

The key co-benefits of climate change mitigation and active living strategies are:

- *Increased use of public transport results in a reduction in emissions and improved health outcomes for Tasmanians.*
- *Active living produces little to no emissions.*

Climate change mitigation strategies such as increasing the use of public and active transport have important health and wellbeing co-benefits. For example, planning arrangements that 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 through increasing physical activity. Of the eight identified domains, those that can be directly influenced by planning policies 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 transport (walking, cycling, other modes of active transport) and increased public transport usage, can make a powerful contribution to emissions reductions 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

The relationship between good quality public and green open spaces and being active and climate change includes:

- *Good quality public open spaces including green spaces encourage active living and provide carbon sinks.*
- *Providing pathways for active living through parks and nature corridors will be vital for decarbonisation into the future.*
- *The current road system must continue increasing dedicated separate networks for active transport.*

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 transport 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 transport networks through POS therefore needs to become a more predominant planning feature and more POS will need to be allocated to provide more active transport corridors. A good example of this is the O’Bahn in Adelaide which is part of a bus rapid transit system in Adelaide that connects through the parklands enclosing the CBD.

Transport corridors that encourage people into active transport (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. Consideration to incorporation of green space within infrastructure projects (i.e., integration with traffic islands, nature strips, biodiversity corridors to create resilience to future pandemics and optimise health outcomes generally).

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 transport network. Further, 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.

Having good quality POS with sufficient urban greening encourages increased usage through active transport. 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.

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 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. For example, 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. How can we build on the work already underway to reduce emissions and build resilience in the transport sector?

2.1 The importance of joined up planning

Significant work has been underway with the Tasmanian Planning System which TALC hopes will consider:

- *Prioritised infill development and consolidation, maximisation of existing physical infrastructure and active transport modes.*
- *The quality of design in more dense areas to optimise health and wellbeing outcomes should also be considered.*

A connected or joined-up planning system is essential for meeting the priorities of this plan. The importance of joined-up planning for the environmental and health benefits cannot be downplayed. There are many co-benefits of improving planning for active living (and thus active transport) 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 of 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).

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 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 works closely with the Premier's Health and Wellbeing Advisory Council, providing advice on the importance of planning which supports good health outcomes. This work aligns with the *Tasmania Statement* which acknowledges the relationship between the built environment, improved

health outcomes and the importance of practical action on climate change. This is a prime opportunity for joined-up action across health, transport and emissions reductions.

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), and more streetlighting and higher public transportation frequency with a greater number of terminals near route start and end points (Evans et al., 2022).
- 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 transport include safety from traffic, well-lit streets and the presence of footpaths (Sallis et al., 2012, Evans et al., 2022). In addition, off-street paths and connections support and encourage higher usage of active transport (Australian Transport Assessment and Planning, n.d.).
- Higher population and residential densities are associated with increased physical activity. There is significant evidence linking higher residential density and mixed-use planning with walking, across all life stages (National Heart Foundation of Australia, 2017b, (Evans et al., 2022).
- 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) and frequency of and access to services (Evans et al., 2022).

The quality of design in more dense 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 Paper* 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.

Population density is a potential influence upon the quality of roads and urban growth models accommodating increased population densities. This in turn can reduce externalities associated with road risks. The Grattan Institute note variables unique to Tasmania influencing quality of road infrastructure which in turn potentially impacts upon the ability to be able to provide high quality infrastructure (i.e., increased public transport) due to maintenance requirements. (Terrill et al., 2023).

2.2 The role of soft infrastructure

Integrated soft infrastructure is important and has co-benefits for emissions reduction, increased public transport usage and active living by:

- *Increasing the perception of safety which increases active transport.*
- *Creates equity which provides opportunities for a range of groups to use public transport and active transport.*

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.

The integration of public and active transport networks with social infrastructure close to residential areas and supporting mixed use of existing recreational, education and community facilities all support active 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 transport, 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).

3. Are there any priorities or future opportunities missing from this draft Plan?

It must be noted that whilst public spending on active transport dedicated corridors has increased in recent years the spending required to see a significant model shift needs to be increased. The same is true for spending on public transport, which to meet future needs must have a significantly increased budget.

In 2016 the United Nations Environment Program's report *Global Outlook on Walking and Cycling* recommended countries spend at least 20 per cent of their transport budgets on walking and cycling. This would be a good start for Tasmania which spends hundreds of millions on roads in a year but only a fraction of that on walking and cycling transport networks (UN Environment 2016).

There could be exploration of the development of 30 minute neighbourhoods where state service offices are relocated to suburban areas. These neighbourhoods mean most major services such as schools, healthcare, supermarkets and government services can be accessed within a 30 minute bike ride. Many of Tasmania's urban centres already meet this criteria but more work could be done to ensure this is factored into planning.

4. Are there any other ways we can collaborate to reduce emissions and build resilience in the transport sector?

The Tasmanian Active Living Coalition can play a vital role in bringing a big picture lens to the reduction of emissions and building resilience in the transport sector through active living. Many organisations, including but not limited to, state and local governments, researchers, non-government organisations, and industry are engaged members and work to progress the active living agenda. Whilst each organisation has a particular area of interest, for example those focusing on the health benefits of active living or the reduction of traffic congestion through supporting alternative active transport options as just two examples, all organisations work within the Coalition with common goals but multiple pathways to achieve those goals.

The Coalition is very keen to support the work of the Climate Change Office and offer an open invitation to the Office to become part of the Coalition and request an opportunity to speak with the CCO about potential collaborations, including but not limited to, membership of the Tasmanian Active Living Coalition. In addition, the Coalition would welcome opportunities to participate on relevant working groups, including grant funding rounds.

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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 I – 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 - Tasmari

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



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representation_on_16

Appendix E: TALC Submission on the State Planning Provisions



FINAL - TALC
submission - SPP Re

Appendix F: TALC Submission on Draft Climate Change Action Plan



Final TALC Climate
Change Submission

Appendix G

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)

National²

- 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.