



Heart Foundation NSW

***Submission to the City of Sydney
Draft Walking Strategy and Action Plan***

17 November 2014

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The Heart Foundation

The Heart Foundation is a not-for-profit organisation committed to improving cardiovascular health in Australia. The Heart Foundation's vision is for Australians to have the best cardiovascular health in the world. Through its research, health promotion programs and policy development, the Heart Foundation promotes healthy public policy to support better health for all Australians.

Cardiovascular disease

Cardiovascular disease is the term used for a group of diseases including heart disease, stroke and blood vessel disease. It affects more than 3.3 million Australians and is one of Australia's leading causes of death – more than 47,000 Australians die each year because of cardiovascular disease. The biggest contributors to poor heart health are health behaviours, especially smoking, poor nutrition, insufficient physical activity and overweight/obesity. Addressing these lifestyle related factors can reduce CVD mortality risk by 66%ⁱ

A. Introduction

The Heart Foundation commends the City of Sydney's commitment to deliver an integrated transport network through implementation of the ***Walking Strategy and Action Plan***. We believe that investing in walking, as well as cycling and public transport, is the right vision for a transport system that will deliver multiple co-benefits including increased productivity, sustainability and liveability, as well as better community and environmental health.

In this submission we have responded selectively to the sections and actions in the draft Strategy that are directly relevant to our expertise in the connection between physical activity, health, wellbeing, and active transport systems.

B. Heart Foundation credentials and interest in walking

The Heart Foundation's interest in walking comes from our view that urban environments and transport systems can, and should, be planned to support and promote the health and wellbeing of people. We also recognise the many co-benefits that come from increased use of walking, cycling and public transport (active travel) combined with a reduction in private vehicle use, including reduced traffic congestion and better air quality. Through our active membership of the *NSW Premier's Council for Active Living* and the *NSW Healthy Built Environments Program (Advisory Committee)*, and federally as members of the *Moving People Taskforce*, we have a long history of cross agency collaboration to work towards achieving these common outcomes.

Physical activity has been identified as a 'best buy' for public health, and yet only about half of the NSW adult population accrue enough daily physical activity for health benefits.ⁱⁱ Evidence indicates that integrating physical activity into daily life is the most effective and sustainable way to increase the number of people who are sufficiently active.ⁱⁱⁱ Active travel modes, including walking, provide a real opportunity to embed physical activity into people's daily routine, while also fostering greater social connection and addressing social disadvantage. Importantly, a shift to active travel modes will also contribute to the transport and environmental objectives of mobility management, reduced congestion, reduced noise pollution and greenhouse gas production, and improved air quality.

The Heart Foundation has developed a number of practical tools to support built environment and transport professionals to better incorporate health promoting principles in their practice. For example, our seminal resource ***Healthy by Design: a planners guide to environments for active living*** (Appendix 1), was released in 2004 to assist built environment and transport professionals to incorporate healthier design considerations into built form and infrastructure development.

Other Heart Foundation publications of relevance to this submission include:

- Heart Foundation Position Statement: the built environment and walking
- Healthy Spaces and Places: A national guide to designing places for healthy living
- Safe speed: promoting safe walking and cycling by reducing traffic speed
- Good for Busine\$\$- the benefits of making streets more walking and cycling friendly- Discussion paper
- Neighbourhood Walkability Checklist- how walkable is your community?
- Moving Australia 2030: A Transport Plan for a Productive and Active Australia
- Does Density Matter?: The role of density in creating walkable neighbourhoods
- Blueprint for an active Australia- Second edition

The web links to each of these resources are listed in Appendix 1.

C. Comments and Recommendations on Specific Actions

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Section & page number	Comments:	Further Recommendations:
<p>ONGOING</p> <p>O1: Create at least 5 km of additional pedestrianised streets and laneways</p>	<p>The Heart Foundation supports the creation of additional pedestrianised streets and laneways and endorses the completion of the George Street transformation as a significant piece of pedestrian infrastructure.</p> <p>Evidence shows that the built environment is directly associated with physical activity, particularly walking.</p> <p>The provision of additional pedestrianised streets, with intersection density and street connectivity is essential to these plans. Priority should be given to travel routes that improve directness and accessibility to major travel destinations.</p>	<p>1. That priority is given to routes that improve directness and accessibility to major travel destinations.</p>
<p>ONGOING</p> <p>O2: Design all walking-related infrastructure to improve mobility for all users</p>	<p>The Heart Foundation supports the action to design all walking-related infrastructure to improve mobility for all users.</p> <p>Census data shows that there has been an increase in the number of Young Workforce (25-34yrs), Parents and Homebuilders (35-49yrs) and Empty Nesters and Retirees (60-69 yrs) choosing to live in the City of Sydney. Given the ageing population, increasing numbers of families, people with mobility and vision impairment and workers that access the City of Sydney, we encourage due</p>	

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	<p>consideration of all of these groups to ensure universal accessibility.</p> <p>Further to this, we also encourage the City of Sydney to work with other agencies (such as RMS) to consider mobility in traffic light phasing.</p>	<p>2. That the City of Sydney work with other agencies (such as RMS) to consider mobility in traffic light phasing.</p>
<p>ONGOING</p> <p>03: Audit and upgrade LGN infrastructure to be safe and accessible by 2020</p>	<p>We support the audit and upgrade of the LGN infrastructure and recognise that perceptions of safety influence the nature and extent that people use spaces and places.</p> <p>As outlined in <i>Healthy Spaces and Places Design Principles^{iv}</i> - public spaces, walking and cycling routes, entrances and exits to buildings and public transport facilities that are designed for safe use can improve perceptions of safety and encourage people to use them and therefore be more physically active.</p> <p>Reinvigoration of street activity is critical to ensuring effective passive surveillance in this area, and instilling a sense of pedestrian safety, especially at night.</p>	
<p>ONGOING</p> <p>O4 Activity streets, urban renewal areas and major street upgrades to be designed as low speed</p>	<p>We support activity streets, urban renewal areas and major street upgrades to be designed as low speed environments.</p> <p>International best practice indicates that 30km/hr is the benchmark for greatly improved walker and rider safety, in</p>	<p>3. That any changes in walking and cycling are measured and monitored, especially in the areas</p>

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environments (e.g. Harold Park and Green Square), including using innovative traffic calming measures	<p>the event of a collision.^v</p> <p>The Heart Foundation has previously commissioned a review of the evidence titled <i>Safe speed: promoting safe walking and cycling by reducing traffic speed</i>.^{vi} Review findings indicate that lower traffic speed in urban areas (based on a speed limit of 30 km/h) will certainly improve pedestrian and cyclist safety, and is likely to contribute to increased rates of walking and cycling for transport. However, there is a need for more evaluation of the outcome of speed reduction on rates of walking and cycling and we encourage the City of Sydney to work with RMS to ensure that any changes in walking and cycling participation, injury rates, walker perceptions etc are measured and monitored, especially in the areas where the speed limit will be reduced.</p> <p>Victoria Walks has released a comprehensive guide to measuring walking^{vii} that is a useful reference. There are also examples of participation and intercept surveys at this link: www.victoriawalks.org.au/measuring</p>	where the speed limit will be reduced.
ONGOING O5: Implement existing planning controls that aim to break up large blocks	<p>We support the implementation of existing planning controls that aim to break up large blocks encouraging through-site links.</p> <p>The Heart Foundation has recently released a discussion</p>	

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encouraging through-site links	paper titled <i>Does Density Matter? The role of density in creating walkable neighbourhoods</i> . ^{viii} Findings indicate that intersection density significantly influences walking and a grid street design with short block lengths enhances walkability.	
ONGOING O6: Continue roll-out of improved pedestrian lighting, including LED lighting, to LGN key routes	The Heart Foundation supports the continued roll-out of improved pedestrian lighting to LGN key routes. Lighting of public spaces and routes used at night can improve safety and surveillance and increase their usage. We encourage the roll-out of improved pedestrian lighting to extend to new developments and urban renewal areas.	4. That due consideration is given to planning for adequate lighting in any new developments and urban renewal areas, in addition to other planned upgrades.
ONGOING O8: New developments and urban renewal areas to be designed using a 'people first' approach with walking and cycling being the starting point for movement planning	We strongly support the prioritisation of pedestrian activity as the starting point of local transport in any new developments and urban renewal area designs. Further to this, we encourage the City to design new developments and urban renewal areas using street user hierarchy. <i>Healthy Spaces & Places- A national guide to designing places for healthy living</i> ^x , lists a range design principles that should be considered to encourage walking. Due consideration should be given to ensuring connectivity to public transport interchanges when	5. That the design of new developments and urban renewal areas use street user hierarchy to prioritise movement planning. 6. That due consideration is given to ensuring connectivity to public transport interchanges

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	planning new developments and urban renewal areas- including those proposed in the CBD and South East Light Rail project.	when planning new developments and urban renewal areas- including those proposed in the CBD and South East Light Rail project.
ONGOING O9: All new developments and urban renewal areas to have consideration of Crime Prevention Through Environmental Design (CPTED) principles	The Heart Foundation strongly supports that all new developments and urban renewal areas have consideration of Crime Prevention Through Environmental Design (CPTED) principles.	
ONGOING: O11: Work with neighbouring Local Governments to share knowledge on delivering walkable environments	The Heart Foundation supports the action to work with neighbouring Local Governments to share knowledge on delivering walkable environments but also to align walking plans to improve connectivity between LGAs to improve walkability to and from the City.	7. That the City of Sydney work with neighbouring Local Governments to enhance the connectivity of walking routes between their LGAs to improve walkability to and from the City.
ONGOING O12: Develop, promote and manage events celebrating walking such as Walk to Work Day and Walking Festival	The Heart Foundation supports the City to develop, promote and manage events that celebrate walking. We strongly encourage short term events such as Walk to Work Day and the Walking Festival to be linked to longer term walking programs so that people remain motivated to extend and maintain their new walking habits.	8. That short term events such as Walk to Work Day and the Walking Festival be linked to longer term walking programs such as <i>Heart Foundation Walking</i> .

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	Free or low-cost programs such as <i>Heart Foundation Walking</i> , which target both community and workplace groups, can help to improve confidence and encourage long term walking behaviours. The Heart Foundation would be open to partnering with the City to promote such long term initiatives.	
ONGOING O13: City of Sydney to identify a business unit to manage the walking portfolio	<p>The Heart Foundation supports the City to identify a business unit to manage the walking portfolio.</p> <p>In addition to this, we strongly encourage the City of Sydney to implement an effective governance structure with specific accountabilities related to <i>Our Ten Targets</i>.</p> <p>We also encourage the City to allocate additional resources, including funding, to ensure that the work of the unit is sustained and considered in the long term.</p>	<p>9. That the City of Sydney implement an effective governance structure of the business unit with specific accountabilities related to <i>Our Ten Targets</i>.</p> <p>10. That the City allocate additional resources, including funding, to ensure that the work of the unit is sustained and considered in the long term.</p>
ONGOING: O14: Undertake walkability audit every five years to determine improvement in walkability	<p>We endorse the undertaking of a walkability audit to determine improvements in walkability across the City of Sydney.</p> <p>In addition to the data sources specified in ‘<i>Our Ten Targets</i>’ of the Draft (pages 17- 19), we encourage the use of resources such as the Heart Foundation’s <i>Neighbourhood Walkability Checklist</i>^x to assist individuals and community groups to survey their local walking environment. This resource will help the City identify the</p>	<p>11. That in addition to data sources specified in ‘<i>Our Ten Targets</i>’ of the Draft (pages 17- 19), resources such as the Heart Foundation’s <i>Neighbourhood Walkability Checklist</i> are used to assist individuals and community groups survey</p>

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	aspects of the local environment that help or hinder walking. Involving the community in local walkability audits also serves to promote the City of Sydney's walking initiatives.	their local walking environment.
ONGOING: O15: Research and monitor walking initiatives to benchmark outcomes	<p>We support the action to research and monitor walking initiatives to benchmark outcomes in order to continually improve the way the City works towards improving walkability.</p> <p>Research and monitoring can be a way to build partnerships and engagement. Partnering with university research bodies can provide high level evidence and build credibility for the initiatives. In addition to this, engaging the community (such as local walking groups) to undertake walkability monitoring can provide a sense of ownership which will help to support future initiatives.</p>	<p>12. That the City engages with university research bodies to obtain high level evidence and build credibility for walking initiatives.</p> <p>13. That the City engages community (such as local walking groups) to undertake walkability monitoring</p>
ONGOING O16: Review the City of Sydney Walking Strategy and Action Plan 2014 every 5 years and report yearly on progress	We strongly support the review of the City of Sydney Walking Strategy and Action Plan 2014 every 5 years and report yearly on progress. We also strongly support the action to make the strategy accountable to ensure appropriate progress is being made towards each target.	

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SHORT TERM S2: Implement planning controls that encourage active street frontages on activity streets	<p>We support the action to implement planning controls to encourage active street frontages on activity streets.</p> <p>We encourage the planning controls to encourage active frontages such as windows overlooking footpaths, building entrances facing the street that are easily visible and accessible from the street frontage, and other building exits that are lit and have direct links to footpaths and main streets.</p>	14. That planning controls encourage active frontages such as windows overlooking footpaths, building entrances facing the street that are easily visible and accessible from the street frontage, and other building exits that are lit and have direct links to footpaths and main streets.
SHORT TERM S4: Encourage provisions of end-of-trip facilities (e.g. changing rooms, showers and lockers)	<p>We support the action to encourage provisions of end-of-trip facilities which support workers to choose active modes of transport to work- including walking.</p>	
SHORT TERM S5: Formalise workplace travel plan (Green Travel Plan) requirements and applicability	<p>We support the action to formalise workplace travel plan (Green Travel Plan) requirements and applicability.</p> <p>As this applies only to new developments we would also encourage the City of Sydney to actively engage existing businesses and commercial property owners in developing workplace travel plans which encourage walking rather than car use. The support of CBD businesses in promoting active travel will be critical to progressing the infrastructure changes proposed in this and other City of Sydney strategies. Excellent active travel resources are provided</p>	15. That the active living resources of the <i>Get Healthy at Work program</i> (a NSW Government initiative) are promoted to workplaces through communication mechanisms such as the City Business e-news, precinct associations and business seminars.

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	by the NSW Government's <i>Get Healthy at Work</i> initiative. Communication mechanisms such as the City Business e-news, precinct associations and business seminars can help to encourage workplaces to support their staff to use active transport in preference to individual motor vehicle use.	
<p>SHORT TERM</p> <p>S6: Work with NSW Government to develop walking access plans for major transport hubs such as Redfern and Green Square</p>	<p>We strongly support working with NSW Government to develop walking access plans for major transport hubs and strongly encourage improved wayfinding to make walking a more pleasant and convenient travel mode, encourage better linkage to public transport, and encourage tourist and visitors to walk between points of interest in the city centre. This approach also supports the transport actions under the Destination NSW <i>Visitor Economy Industry Action Plan</i>.^{xi}</p> <p>For street signage to promote walking, we encourage the inclusion of both (comfortable) walking time <i>and</i> distance to key destinations, as a more meaningful reference point for walkers. Within Sydney, Parramatta Council has adopted this approach on some street signs.</p> <p>We also encourage that a range of methods are employed to present wayfinding information including maps and directional information.</p>	<p>16. That street signage/way finding includes both (comfortable) walking (& riding where appropriate) time <i>and</i> distance to key destinations, as a more meaningful reference point for walkers (and riders).</p> <p>17. That a range of methods are employed to present wayfinding information- including maps and directional information.</p>

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	<p>A good international example of a pedestrian wayfinding system is Legible London: www.tfl.gov.uk/microsites/legible-london/</p>	
<p>SHORT TERM</p> <p>S7: Promote walking as a mode of transport by utilising user-group targeted campaigns</p>	<p>We strongly support City of Sydney promoting walking as a mode of transport by utilising user-group targeted campaigns. As described earlier, we believe this will have a range of co-benefits for health, transport and the environment.</p> <p>We know that walking for transport is one of the easiest ways to integrate physical activity into daily life. At the population level, those who undertake incidental physical activity, such as utilitarian walking are more likely to get sufficient daily physical activity for health benefits than those who don't.^{xii} Walking is also good for local business, and there are numerous case studies that illustrate increased commercial activity when the walking (and cycling) environment has been improved.^{xiii}</p> <p>We encourage the City to focus on the following user-groups in the City of Sydney walking campaigns:</p> <ul style="list-style-type: none"> - Residents – to promote walking for transport, recreation and health. - Children and their parents with a focus on walking 	<p>18. That the City focuses on the following user-groups in the City of Sydney walking campaigns:</p> <ul style="list-style-type: none"> - Residents - Children

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	<p>to school</p> <ul style="list-style-type: none"> - Businesses and commercial property owners to promote the benefits of their employees/tenants using active travel over individual car use. Those with impaired mobility - Tourists – to promote Sydney as a world class walkable city. <p>And to ensure that the infrastructure improvements and suitable walking routes are established prior to these targeted campaigns.</p> <p>We also encourage the City to evaluate the success of user-group campaigns through using Australian Bureau of Statistics data, walking surveys, local area perception surveys and community forums.</p>	<ul style="list-style-type: none"> - Workplaces (and their employees) - Those with impaired mobility - Tourists <p>19. That infrastructure and suitable walking routes are established prior to targeted campaigns.</p> <p>20. That the City evaluates the success of user-group campaigns through avenues such as Australian Bureau of Statistics data, walking surveys, local areas perception surveys and community forums.</p>
<p>SHORT TERM</p> <p>S8: Develop promotional material including dedicated page within City of Sydney website with route finding information</p>	<p>The Heart Foundation supports the development of promotional material including a dedicated page within City of Sydney website with route finding information.</p> <p>We also encourage the City to allocate sufficient funds for a communication strategy and related tools to outline walking routes in and around the City centre.</p> <p>We encourage route finding information to include both</p>	<p>21. That sufficient funds are allocated for a communication strategy, and related tools, to outline routes in and around the City centre and include information about linking the major transport interchanges. Digital technology methods, including app development, are encouraged.</p> <p>22. That route finding information includes both</p>

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	(comfortable) walking time <i>and</i> distance to key destinations, as a more meaningful reference point for walkers.	(comfortable) walking time <i>and</i> distance to key destinations, as a more meaningful reference point for walkers
<p>MEDIUM TERM</p> <p>M1: Work with NSW Government to investigate opportunities to improve pedestrian priority through amended signal timings, countdown timers and mid-block crossing opportunities</p>	<p>We endorse the establishment of interchange precincts and strongly support changes that prioritise the needs of pedestrians, cyclists and public transport users in these precincts.</p> <p>Current traffic light phasing in the city centre heavily favours vehicles, despite most trips within the city centre being walking trips. This is a constant source of frustration for people walking, increasing the likelihood of pedestrians being hit by cars as well as providing a general disincentive to walking. Reduced wait time, as well as longer crossing time are both needed. Current crossing times are not sufficient for mobility impaired pedestrians, making road crossing a dangerous and fearful experience in many locations. Consideration should also be given to trialling of a pedestrian '<i>green wave</i>' along priority walking routes during peak times where series of traffic lights are coordinated to allow continuous flow of pedestrians at realistic walking pace.</p> <p>Reduced wait time/increased crossing time at traffic lights should not just be restricted to interchange precincts, rather it should be applied to all key walking routes</p>	<p>23. That reduced pedestrian wait time/increased crossing time at traffic lights should be applied to all key walking routes identified through the street space priority process.</p> <p>24. That consideration is given to trialling a pedestrian '<i>green wave</i>' along priority walking routes during peak travel times.</p>

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	identified through the street space priority process.	
<p>MEDIUM TERM</p> <p>M3: Work with NSW Government to increase active transport to schools</p>	<p>We support the action to work with the NSW Government to increase active transport to schools.</p> <p>The recently released Active Healthy Kids Australia's first <i>Report Card on Physical Activity for Children and Young People</i>^{xiv} revealed that active transportation in Australian children is very low with:</p> <ul style="list-style-type: none"> - 20% of secondary school students (aged 12-17 years) travel to and/or from school using active transport at least once per week. - According to parents, 35% and 39% of primary school students, aged 6-7 and 11-12 years respectively, travel to and/or from school using active transport at least once per week. <p>A range of factors have been shown or hypothesised to influence children's walking behaviour, but personal and traffic safety issues are key factors.</p> <p>The Heart Foundation NSW supports the recently released <i>NSW Active Travel Charter for Children</i>^{xv} which will assist government and non-government agencies to encourage greater participation of children in active travel.</p>	<p>25. That the City of Sydney work with the NSW Government to increase active transport through signing the <i>NSW Active Travel Charter for Children</i> and adopt or lead the following actions under this Charter:</p> <ul style="list-style-type: none"> - Providing road safety advice to parents and carers such as holding hands with children up until the age of 10 when walking in the road environment - Promoting the benefits of safe active travel in the community - Support active travel where local environments provide safe infrastructure - Promoting road safety resources available on www.roadsafety.transport.nsw.gov.au and www.safetytown.com.au - Reviewing the local traffic environment where children travel to assess risk - Increasing road signage in school zones

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	<p>We encourage the City of Sydney to sign the <i>NSW Active Travel Charter for Children</i> to work to increase active transport to schools and adopt or lead the following actions under this Charter:</p> <ul style="list-style-type: none"> - Providing road safety advice to parents and carers such as holding hands with children up until the age of 10 when walking in the road environment - Promoting the benefits of safe active travel in the community - Support active travel where local environments provide safe infrastructure - Promoting road safety resources available on www.roadsafety.transport.nsw.gov.au and www.safetytown.com.au - Reviewing the local traffic environment where children travel to assess risk - Increasing road signage in school zones - Supporting the provision of facilities to promote active travel if suitable - Offering age appropriate skills training for parents and children towards safer walking, cycling and 	<ul style="list-style-type: none"> - Supporting the provision of facilities to promote active travel if suitable - Offering age appropriate skills training for parents and children towards safer walking, cycling and scootering

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	scootering	
<p>MEDIUM TERM:</p> <p>M4: Investigate and promote safe routes to schools.</p>	<p>We support the investigation and promotion of safe routes to school. There is an opportunity for the council/RMS jointly funded Road Safety Officer position to undertake this activity by expanding the terms of reference to accommodate the promotion of active travel.</p> <p>We suggest a range of additional actions that should be included in the Strategy to directly support schools to encourage active travel among children. Such Council actions could include:</p> <ul style="list-style-type: none"> - Assisting schools with safe route audits - Prioritising funding and assisting with feedback mechanisms for any identified improvements needed to enhance walking, such as footpath repairs - Advocating to RMS for speed reductions on common routes to schools - Installing additional pedestrian crossings on common routes to schools - Supporting schools with the development of Transport Access Guides - Ensuring Council Ranger enforcement of parking restrictions around schools 	<p>26. Expand the terms of reference of council/RMS Road Safety Officer to promote active travel to school.</p> <p>27. That the following additional actions are included in the Strategy to directly support schools to encourage active travel among children</p> <ul style="list-style-type: none"> - Assisting schools with safe route audits - Prioritising funding and assisting with feedback mechanisms for any identified improvements needed - Advocating to RMS for speed reductions on common routes to schools - Installing additional pedestrian crossings on common routes to schools - Supporting schools with the development of Transport Access Guides - Ensuring Council Ranger enforcement of parking restrictions around schools - Improved signage on safe routes to school.

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	<ul style="list-style-type: none"> - Improved signage in school zones <p>It must be noted that children's travel behaviour is largely influenced by their parents' perceptions of safety and convenience, irrespective of the quality and safety of the built environment. Therefore, due consideration needs to be given to targeting the promotion of safe routes to schools to parents as well as children.</p>	<p>28. That due consideration is given to targeting the promotion of safe routes to schools at parents.</p>

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Appendix 1- Links to relevant Heart Foundation resources and tools

Heart Foundation Position Statement: the built environment and walking

Available at:

www.heartfoundation.org.au/SiteCollectionDocuments/Built-environment-position-statement.pdf

Healthy Spaces and Places: A national guide to designing places for healthy living

Available at:

www.heartfoundation.org.au/driving-change/current-campaigns/Pages/healthy-spaces-places.aspx

Promoting safe walking and cycling by reducing traffic speed

Available at:

www.heartfoundation.org.au/SiteCollectionDocuments/Safe-speed-forum-summary.pdf

Good for Business- the benefits of making streets more walking and cycling friendly- Discussion paper

Available at:

www.heartfoundation.org.au/SiteCollectionDocuments/GoodforBusinessFINAL_Nov.pdf

Neighbourhood Walkability Checklist- How walkable is your community?

Available at:

www.heartfoundation.org.au/SiteCollectionDocuments/HFW-Walkability-Checklist.pdf

Moving Australia 2030: A Transport Plan for a Productive and Active Australia (Published by the Moving People Taskforce)

Available at:

www.bic.asn.au/solutions-for-moving-people/moving-australia-2030

Healthy by Design: a planner's guide to environments for active living

Available at:

www.heartfoundation.org.au/driving-change/current-campaigns/local-campaigns/Pages/victoria-healthy-design.aspx

Does Density Matter? – The role of density in creating walkable neighbourhoods

Available at:

http://www.heartfoundation.org.au/SiteCollectionDocuments/Heart_Foundation_%20Does_density_matter_FINAL2014.pdf

Blueprint for an Active Australia, Second Edition

Available at:

<http://www.heartfoundation.org.au/SiteCollectionDocuments/Blueprint-for-an-active-Australia-Second-edition.pdf>

References

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- ⁱ Loef M, Walach H. The combined effects of healthy lifestyle behaviours on all cause mortality: A systematic review and meta-analysis. *Preventative Medicine* 2012; 55:163-170
- ⁱⁱ NSW Population Health Survey, 2011. www.healthstats.nsw.gov.au
- ⁱⁱⁱ National Heart Foundation of Australia, 2014, *Blueprint for an active Australia*. 2nd edn.
- ^{iv} Planning Institute of Australia, National Heart Foundation of Australia and Australian Local Government Association 2009. *Healthy Spaces & Places- A national guide to designing places for healthy living*. <http://www.healthyplaces.org.au/site/design.php>
- ^v World Health Organisation, 2008. *A road safety manual for decision makers and practitioners*. Geneva, Global Road Safety Partnership.
- ^{vi} Garrard, J, 2008, *Safe Speed: Promoting walking and cycling by reducing traffic speed*, Commissioned by the Safe Speed Interest Group, Victoria..
- ^{vii} Victoria Walks, 2013. *Guide to measuring walking*. www.victoriawalks.org.au/measuring/
- ^{viii} Udell T, Daley M, Johnson B, Tolley R. *Does density matter? The role of density in creating walkable neighbourhoods*. Melbourne: National Heart Foundation of Australia. 2014.
- ^{ix} Planning Institute of Australia, 2009. *Healthy Spaces & Places- A national guide to designing places for healthy living*. An overview.
- ^x Heart Foundation, 2011. *Neighbourhood Walkability Checklist- How walkable is your community?* <http://www.heartfoundation.org.au/active-living/Documents/Neighbourhood-walkability-checklist.pdf>
- ^{xi} NSW Government, Trade and Investment, December 2012. www.business.nsw.gov.au/_data/assets/pdf_file/0006/26349/121218_VE-IAP-Full-version_FINALv2.pdf
- ^{xii} National Heart Foundation of Australia, 2014, *Blueprint for an active Australia*. 2nd edn.
- ^{xiii} Tolley, R, 2011. *Good for Business. The benefits of making streets more walking and cycling friendly*. Discussion Paper. Heart Foundation, South Australia.
- ^{xiv} Active Healthy Kids Australia, 2014, *Report Card on Physical Activity for Children and Young People*. <http://www.activehealthykidsaustralia.com.au/report-cards/>
- ^{xv} NSW Office of Preventive Health, 2014, *NSW Active Travel Charter for Children* http://www.preventivehealth.net.au/uploads/2/3/5/3/23537344/nsw_active_travel_charter_for_children_2.pdf