

22 November 2019

Infrastructure Tasmania  
Department of State Growth  
GDP Box 536  
Hobart TAS 7001

Sent by post, and email to [consultation@stategrowth.tas.gov.au](mailto:consultation@stategrowth.tas.gov.au)

Dear Sir/Madam

### **Heart Foundation submission to the public consultation on the Infrastructure Tasmania Draft 30-Year Infrastructure Strategy**

The Heart Foundation welcomes the opportunity to respond to the strategy and to assist in identifying reform and infrastructure investment priorities to address the future needs of Tasmania and to support the [Tasmania Statement: Working Together for the Health and Wellbeing of Tasmanians](#) (see Appendix 1).

We welcome the Strategy's acknowledgement of *healthy and safe communities* (pages 7, 10) as a key underpinning theme and the acknowledgement of the benefits of active transport and associated infrastructure.

We note also the broader context of how the underpinning themes for infrastructure relate to national strategies. These include, notably, the *Infrastructure Australia Audit 2019*, to which the Heart Foundation submitted a response in October 2019. We support national and state government commitment to infrastructure reform in order to enhance the quality of life for all Australians. The way we build cities, communities and neighbourhoods underpins people's ability to be active where they live, work, play and learn. Activity-promoting built environments are therefore central to a prosperous, healthy, productive and sustainable Australia.

Innovative solutions are urgently required to improve the Australians' declining health and wellbeing. Aligning sectoral agendas with initiatives to promote population wellbeing and health equity offers considerable scope for achieving co-benefits in the different sectors. A healthier population produces a better workforce, a sustainable economy, and more resilient communities. Increased population wellbeing may also reduce government spending on health services, freeing up funds for expenditure elsewhere.

Thank you for this opportunity to contribute to the planning and priority setting for future infrastructure in Tasmania. If you would like any further information, evidence or clarification on this submission please do not hesitate to contact me.

Attached is our submission in more detail addressing some key issues together with a summary of our recommendations

Yours sincerely

A handwritten signature in black ink, appearing to read 'Graeme Lynch', is centered on the page. The signature is fluid and cursive, with a large initial 'G' and a long, sweeping tail.

Graeme Lynch AM  
CEO Heart Foundation Tasmania

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# Heart Foundation submission to the public consultation on the Infrastructure Tasmania Draft 30-Year Infrastructure Strategy

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## About the Heart Foundation

For 60 years the Heart Foundation has been fighting for Australian Hearts. We have a vision of an Australia free of heart disease and our mission is to prevent heart disease and improve the heart health and quality of life of all Australians through our work in prevention, support and research.

As part of our work we are committed to seeing more Australians more active, more often.

The Heart Foundation is the leading Australian organisation advocating for environments that promote and support physical activity. We work in partnership with a range of industry, government, non-government and academic organisations to create environments that support healthier living through better planning, built environments and transport solutions.

Promoting healthy built environments and active transport solutions are strategic priorities for the Heart Foundation and this is reflected in our internationally recognised flagship program [Healthy Active by Design](#), and through key resources such as the [Blueprint for an Active Australia](#).

## Key Issues

### 1. Tasmania Statement: Working Together for the Health and Wellbeing of Tasmanians

We request that reference be made in the Strategy to the [Tasmania Statement: Working Together for the Health and Wellbeing of Tasmanians](#)<sup>1</sup> (**Refer Appendix 1**). The introduction to the Strategy includes reference to other strategies, notably in the section titled *Linking with other strategies* (in which it the Tasmanian Government target of having the healthiest population by 2025 is listed). We request that the *Tasmania Statement* is listed in the Strategy as an important Tasmanian Government commitment, particularly about the Strategy's underpinning themes that include *healthy and safe communities*.

Infrastructure investment in healthy built environments is a critical success factor in removing barriers to physical activity, facilitating social inclusion, and addressing other major health impacts such as mental illness, pollution and taking into consideration impacts of climate change.

Infrastructure investment should also contribute to reducing inequities in access to social infrastructure including access to affordable healthy food and community services such as schools, medical and allied health, and public open spaces.

The need for action to improve health and wellbeing outcomes for all Tasmanians is clear. For example, heart disease remains the single leading cause of death in Australia, with one death every 28 minutes. Around 650,000 Australians report that they currently have heart disease. Physical inactivity contributes over 20% of the burden of heart and blood vessel disease in Australia and so investing in solutions to Australia's rising inactivity levels should be a national priority. Nearly six in 10 adults, three-quarters of seniors and over eight in 10 children and young people are not active enough for good heart health. This ranks Australia among the world's most inactive nations.

One behavioral risk factor alone, physical inactivity, can significantly reduce heart disease risk and the burden of a range of other chronic diseases, as well as improve mental health.<sup>2</sup>

- Over four-fifths of the Tasmanian population aged 18 and over is classified as physically inactive (83.2% in Tasmania, 82.7% nationally).<sup>3</sup>
- Sedentary behaviour and insufficient activity are risk factors for poor health conditions including heart disease.

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<sup>1</sup> Tasmania Statement, co-signed by Hon Will Hodgeman MP, Premier of Tasmania; Hon Jeremy Rockcliff MP, Minister for Mental Health and Wellbeing; and Mr. Graeme Lynch AM Chair, Premier's Health and Wellbeing Advisory Council; published August 2019, Tasmanian Government.

<sup>2</sup> *Blueprint for an Active Australia*. 3rd ed. Melbourne: National Heart Foundation of Australia, 2019.

<sup>3</sup> ABS, *National Health Survey 2017-18*

Physical activity, including walking and cycling, plays an important role in reducing the risk of cardiovascular and other chronic diseases<sup>4</sup> and brings with it a wide variety of benefits for physical and mental health, as well as social and community health.<sup>5,6</sup>

We note the inclusion of references to physical activity in the Strategy, including on page 11, with reference to the objective '*Connected and accessible places and spaces – Tasmania's built environment, places and spaces will enable social interaction and connectivity and encourage physical activity and accessibility for everyone.*'

The Strategy quotes from the *State of Public Health Tasmania 2018* report (page 40) under the title *Future State – healthy and safe communities*. To achieve many of these desired outcomes for a healthier Tasmanian population the Strategy must prioritise objectives that promote investment in infrastructure that can support healthy active choices.

The Strategy objectives need more emphasis on investment in infrastructure that enhances opportunities for healthier lives for all Tasmanians including active transport (walking, cycling and public transport) equitable access to healthy food and social inclusion.

## **2. Integrated land use and infrastructure planning**

A key consideration is the alignment of strategy and policies for land use planning and transport planning, including notably active transport and passenger/public transport. The Heart Foundation supports the emphasis given to integrated land use and infrastructure planning in the opportunities listed under *Objectives / Action Areas 2.7 to 2.9* on pages 51 and 52 of the Strategy.

Long-term policy and infrastructure measures are required to address chronic disease, mental health, loneliness and our obesogenic environments. At a neighborhood level this requires building new communities and regenerating old ones to provide infrastructure and services for active transport and providing high-quality green public open spaces and access to recreational facilities.

Confronted by the demographic change across the state, with potentially significant population growth in some parts of Tasmania (notably southern Tasmania including Greater Hobart), the challenge is now to rethink the way populations live, work, play and travel. Central to this consideration is the need to shift away from car dependent low-density suburban sprawl to more sustainable, compact and livable cities.

Looking to our future, Australians will need cities with housing diversity. More dwelling choices will meet the needs of our diverse and ageing community and will help to create vibrant places.<sup>7</sup>

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<sup>4</sup> Turrell, G., et al., *Do active modes of transport cause lower body mass index? Findings from the HABITAT longitudinal study*. J Epidemiol Community Health, 2018. **72**: p. 294-301.

<sup>5</sup> Armstrong, T., A.E. Bauman, and J. Davies, *Physical activity patterns of Australian adults: results of the 1999 National Physical Activity Survey*. 2000, Australian Institute of Health and Welfare.

<sup>6</sup> US Department of Health, *Physical activity and health: A report of the Surgeon General*. 1996.

<sup>7</sup> Heart Foundation. Healthy Active by Design. Accessed on 29/9/19 at <https://www.healthyactivebydesign.com.au/>

High-quality homes including apartments and townhouses close to active transport infrastructure are vital to this diversity. For example, townhouses can provide many of the desires of suburban living, including gentle density, private green spaces and shared facilities. More housing diversity including apartments and townhouses near transport and community hubs can ensure older people wanting to downsize from their single-home residence may age in-place.

Loss of mobility as we age leads to a decrease in both quality and longevity of life. As older people transition out of car ownership, and fewer younger people take up driving, flexible mobility options will be needed. Increasing the frequency and decreasing the cost of public transport will become crucial. Investment in fast and frequent public transport should be a high priority for Infrastructure Tasmania, particularly serving and connecting our urban fringe and regional centres to our urban centres and employment hubs.

To reflect the Strategy direction for *integrated land use and infrastructure planning* we request that reference be made to public transport and active transport infrastructure in the objectives listed for *integrated land use and infrastructure planning* in Opportunities (pages 51 and 52). Currently the three stated Objectives / Action Areas (2.7, 2.8 and 2.9) do not mention public transport or active transport infrastructure, which are critical in the context of the underpinning themes of the Strategy.

### **3. Active transport**

The Heart Foundation is pleased to see the Strategy acknowledge the importance of active transport and the opportunity it provides to make the places in which we live, work, study and play more productive, efficient and sustainable. We believe it is crucial to invest in maintaining and upgrading active transport infrastructure to prepare for a healthier future.

We note the references made to active transport in relation to infrastructure, including in the section *Opportunities* listed at *Objective / Action Area 1.6* on page 37. The acknowledgement of the importance of developing end-of-*ride* facilities is important, but perhaps the wording could be changed to end-of-*trip* facilities, which may be more inclusive of walking and public transport in addition to bike-*riding*.

The Heart Foundation proposes further content for active transport to be listed under Objectives (**see *Recommendations***).

In this submission we define active transport to include all non-motorised transport (including e-bikes) that involves physical activity such as walking, bike riding, jogging, scooting, skating and using public transport. By enabling and encouraging active transport we can help Australians get more physical activity into their day and improve their physical and mental health, quality of life and life expectancy.

The built environment affects the transport choices of both adults and children. Characteristics such as residential density, land use mix, urban sprawl, traffic volumes and speed, quality of footpaths and bike paths, street connectivity, access to destinations such as shops and parks, aesthetics and personal safety have been found to be important correlates of walking for transport and active transport in general.

A state approach is required to help make our neighborhoods more pedestrian and bike friendly, and the Heart Foundation recommends Infrastructure Tasmania establish a funding scheme to assist local government to redevelop streets to accommodate greater pedestrian and cycling activity, and to increase uptake of public transport journeys.

The benefits of active transport are recognised in health, transport and urban planning fields, through increasing physical activity. Walking and bike riding as a component of daily travel have beneficial effects on all-cause mortality and reduce several burdens of disease, including cardiovascular disease.<sup>8</sup>

We know that physical inactivity contributes 10–20% of the disease burden. It is also a major risk factor for obesity.<sup>9</sup>

Disappointingly, only 56% of Australian adults engage in the recommended 150 minutes (or more) of physical activity each week.<sup>10</sup> Only 30% of children aged 2–17 years meet the recommended physical activity guidelines.

For our ageing population the statistics are even worse – 75% of Australians over 65 years of age are not sufficiently active to achieve any health benefits.<sup>11</sup>

It is critical for Infrastructure Tasmania to take these health statistics into serious consideration when setting infrastructure priorities for the next 15 years and beyond.

Active transport is proven to be a good investment. An international review of evaluations of environments which make walking accessible and enjoyable showed positive cost benefit ratios of up to 37.6.<sup>12</sup> In addition, the latest report from VicWalks found that **investing in walking infrastructure can provide a higher economic return than other transport projects such as rail and road**. VicWalks looked at the evidence from 20 different studies and found that the cost benefit ratio of walking interventions is 13:1 – \$13 of benefit for every \$1 of expenditure.<sup>13</sup> In comparison with other transport projects, investment in walking is excellent value for money.

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<sup>8</sup> Kelly, P et al. 2014. Systematic review and meta-analysis of reduction in all-cause mortality from walking and cycling and shape of dose response relationship. *Int J Behav Nut & PA*

<sup>9</sup> AIHW. Impact of physical inactivity as a risk factor for chronic conditions.

<sup>10</sup> AIHW. Australia's Health 2018. Insufficient physical activity.

<sup>11</sup> AIHW. Australia's Health 2018. Insufficient physical activity

<sup>12</sup> University of the West of England and Cavill Associates for Living Streets. 2011. Making the Case for Walking: 2011. A Review of the Evidence.

<sup>13</sup> Badawi, Y, Maclean, F, and Mason, B, (2018). The economic case for investment in walking, Victoria Walks, Melbourne <http://www.victoriawalks.org.au/Assets/Files/The-Economic-Case-for-Investment-in-Walking-FINAL.pdf> Accessed 30 September 2019.

## Active transport infrastructure investment priorities

The Heart Foundation asks that Infrastructure Tasmania include further provision in the Strategy for investment in active transport schemes.

Population centres including Hobart, Launceston and the north and north west settlements should be prioritised for improvements in infrastructure for walking and cycling. Infrastructure investment opportunities range from creating segregated routes for walking and cycling, improvements to difficult crossings and junctions to prioritise pedestrians and bike-riders over vehicular traffic, to reduced-speed streets, particularly in peak pedestrian areas.

- **Reduced speed limits on streets in peak pedestrian areas**

In the [Heart Foundation Submission to the Heart Foundation representation to the final draft State Planning Provisions 7 March 2016](#) we called for consideration of a Livable Streets Code (*Refer Annexure 2 of that submission*).

The Heart Foundation advocates street infrastructure be designed for 30 km/h speed limits on streets in peak pedestrian areas, as detailed in key reports at both national and Tasmanian state level:

***Blueprint for an Active Australia:***

- ✓ advocate for a 30 km/h speed limit for residential streets and in peak pedestrian areas, such as shopping precincts, schools and community facilities ...
- ✓ ... reduce posted street speeds in local streets to 30 km/h to increase safety for people on bicycles and pedestrians, and to create a more welcoming environment for children, then communicate 30 km/h as a standard low-speed environment to increase awareness and provide guidance in planning documentation<sup>14</sup>

***Healthy by Design, A guide to planning and designing environments for active living in Tasmania:***

- ✓ Slow traffic to encourage safe streets: Advocate for a 30 km/h speed limit for residential streets and in peak pedestrian areas, such as shopping precincts, schools and community facilities.<sup>15</sup>

Outside of larger population centres, investment in infrastructure to facilitate and remove barriers for active travel is also important for smaller and more rural and regional communities. Examples include creating safe paths for active travel to popular destinations including smaller

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<sup>14</sup> *Blueprint for an Active Australia*. 3rd ed. Melbourne: National Heart Foundation of Australia, 2019.

<sup>15</sup> *Healthy by Design®. A guide to planning and designing environments for active living in Tasmania*, 2009-2010 National Heart Foundation of Australia.



community centres and facilities including schools, for instance along main streets that connect to outlying areas.

- **Cycle networks**

Hobart has excellent cycle paths that run along important arterial routes between residential areas and centres of activity. Most notable perhaps is the Intercity Cycle Highway that runs from the northern suburbs (western shore) to the waterfront and harbour on the edge of the city centre. The Clarence Eastern Foreshore Trail is another good example of connected walking and cycling routes over an impressive distance. Such routes provide opportunity for leisure, recreation and commuter movements by healthy active means. The success of these routes should be replicated with infrastructure investment in expanded networks reaching further and wider to maximise opportunities for all to walk and cycle greater distances on safe routes.

- **Residential areas and suburbs**

Vehicles not only dominate the arterial routes into and out of our major population centres but also the residential streets of the suburbs where many people live.

Creating safe environments that encourage healthy lifestyles, where people of all ages and abilities feel able to walk and cycle, starts close to home. Too many residential streets consist of very wide road carriageways for fast-moving cars and vehicles, with marginalised (if any) areas for walking, cycling or street landscaping.

Providing more and better footpaths, safe cycle routes and appropriate street furniture (seats, lighting, wayfinding) and landscaping are important interventions that should be made in both new developments and in retrofitting existing areas.

As mentioned earlier in this submission, vehicular speed is also an important consideration in these areas and reduction of speed on residential streets to 30 km/h should be implemented, particularly in centres of activity (e.g. neighbourhood centres with shops, services and community facilities).

#### **4. Public/passenger transport**

The Heart Foundation notes the references made to public transport in relation to infrastructure, including in the section *Opportunities* (page 37) listed under *Objective / Action Area 1.5* (regarding transformation of the state's passenger transport system to encourage modal shift away from cars) and *Objective / Action Area 1.10* (ferry services).

We propose further content for public/passenger transport to be listed under Objectives (**see Recommendations**).

Public transport improves opportunities for physical activity with opportunities for active travel (e.g. walking and cycling) at either or both ends of the journey by public transport. This is supported by evidence: **29% of public transport users achieve ≥30 minutes of daily physical activity solely by walking to and from public transport.**<sup>16</sup>

The Heart Foundation has consistently advocated for increased investment in public/passenger transport services, facilities and infrastructure for public transport, please see Heart Foundation submissions to consultations on strategies listed in the appendices, including:

- ✓ [The Legislative Council Select Committee inquiry into and report upon traffic congestion in the Greater Hobart area, October 2019](#)
- ✓ Tasmanian Walking and Cycling Strategy, Department of State Growth, June 2019
- ✓ [RACT Future Mobility Strategy for Greater Hobart \(2020–50\), September 2018](#)
- ✓ [City of Hobart Council's Draft Transport Strategy, August 2018](#)

The Heart Foundation supports investment in infrastructure for public/passenger transport including ferry services, bus services, park & ride facilities and the proposed light rail or tram transit corridor in Hobart between Macquarie Point and Brighton via the northern suburbs. These are all examples of opportunities to increase public transport and linked active travel trips. Co-benefits of investment in public transport include addressing congestion and improving health outcomes with increased opportunity for active travel and linked public transport trips.



Image source: <http://healthyactivebydesign.com.au/design-features/movement-networks>

<sup>16</sup> Besser LM, et al (2005). Walking to Public Transit: Steps to Help Meet Physical Activity Recommendations. American Journal of Preventive Medicine, 29(4): 273-280.

- **Public transport and social equity**

Infrastructure Tasmania must consider social equity goals when making long-term infrastructure planning decisions. Equity is about fairness and justice and giving people what they need in order to live a healthy and productive life, regardless of where they live. The Infrastructure Tasmania plan must ensure that affordable and accessible public transport and walking and cycling infrastructure is available to those who can't afford a car or do not drive.

Australia's affluent suburbs are also the healthiest, and make up the top 20 'most active' locations according to the [Heart Foundation's Heart Maps](#). It is now well known that your postcode is one of the determinants of your health status – and the Heart Foundation has concerns that the health and wellbeing of communities who are the most disadvantaged and have the poorest health outcomes are being overlooked. This includes people living in remote, rural and regional areas.

The Heart Foundation recommends setting goals for infrastructure investment in disadvantaged areas, such as those on the urban fringe and remote, rural and regional areas.

- **Hobart public transit corridor between Macquarie Point and Brighton via the northern suburbs using the rail line route**

An example of an approach to prioritise investment in disadvantaged areas is the proposal to improve public transport connections between the Hobart CBD and outlying areas including Brighton, Bridgewater and other settlements in the Brighton Council area. The establishment of passenger transport along the rail corridor provides a valuable opportunity to create high-quality connections between these outlying population centres via Hobart's northern suburbs to link to Hobart CBD, a destination for many trips, for many people, for work, study or leisure. Public transport on this corridor would enhance opportunities for activity and offer related health benefits, through linked trips, with potential for active transport such as walking and bike riding at either end of the public transport journey. This would provide an important alternative to car-based travel, which is important particularly in the context of social-economic conditions, where for instance some people may not have a car or access to private vehicle travel.

- **Public transport infrastructure investment priorities**

The Heart Foundation asks that Infrastructure Tasmania include further provision in the Strategy for investment in public transport schemes. In addition to the public transit corridor on the rail line between Hobart and Brighton, we also request commitment to infrastructure in Greater Hobart and Launceston, and north and north-west coast settlements. Infrastructure investments should address a palette of mobility options including:

- ✓ **Passenger bus services:** investment in bus services should include dedicated bus lanes to improve journey times and show a clear demonstration of prioritisation of public

transport on key routes. Other infrastructure investment could go towards the bus fleet and to enhancing infrastructure at bus stops, including real-time trip information. Such improvements can help to encourage people to choose bus trips over private vehicular journeys, with the health benefit of increased opportunity for active travel at both ends of the bus journey.

- ✓ **Park & ride facilities:** in key locations, for instance to enhance connections on key corridors in Greater Hobart (including Kingston, Clarence / Eastern Shore, Northern Suburbs) to provide the opportunity for commuters from the wider extents of greater Hobart to travel to Park & Ride hubs to change mode of transport from car/bike or walking, to catch fast, direct buses into Hobart City Centre. In common with bus services park & ride facilities offer increased opportunity for active travel at the start and end of journeys.
- ✓ **Ferry services.** Public ferry services can offer a valuable, attractive alternative to private car trips that are facing multiple infrastructure and congestion challenges. Hobart's waterfront offers a unique opportunity for the city to be bold with public transport options. Ferry services not only provide sustainable transport options but would also present opportunities for more active travel trips at both ends of the ferry journey. To facilitate these walking and cycling trips appropriate infrastructure needs to be planned for, for pedestrians and cyclists. In addition to the 'initial' ferry service identified for investment between Bellerive and Sullivan's Cove, ferry services could connect other important hubs with growth areas including Kingston, Sandy Bay, Brighton and Clarence, and address the challenges of increased population and commuting.

Causes of congestion in Greater Hobart include physical and topographical barriers. The river and mountain are a challenge for motorised transport, with a (relatively) limited number of points to cross the river (for motorised transport) and (relatively) limited space between the river and steep terrain for development. Consequently, the main roads and bridge crossings are under pressure, which is only likely to increase unless a different approach is considered. Ferry services are not subject to the same physical or topographical barriers. Indeed, a network of linked public ferry services would make an efficient piece of infrastructure for the city.<sup>17</sup>

Ferry service costs are likely to be a fraction of those of other large-scale infrastructure options. The river provides the route, and the cost of providing ferries and wharf facilities are relatively minor. The popularity of public ferry services was demonstrated earlier this year, with approximately 1600 people making the trip each way on ferries between

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<sup>17</sup> Extract from Heart Foundation submission to The Legislative Council Select Committee inquiry into and report upon traffic congestion in the Greater Hobart area, October 2019

Brooke Street pier and Bellerive on Saturday 19 January (as reported in *The Mercury* 21 January 2019), demonstrating the potential for ferries to play an important role in transport in Hobart. Ferry services across the river are quick, direct and fun (for locals and visitors alike) and make use of one of Hobart's best assets: the river. Amongst the ferry passengers that weekend were walkers and cyclists, showing the potential for ferries to help support healthy, active travel patterns.

Ferry services can provide an efficient connection between two of Hobart's best walking and cycle routes, Clarence's Foreshore Trail and the Intercity Cycleway.

- ✓ **Bridge crossings:** Currently crossing the River Derwent by modes of active transport is extremely difficult. The Tasman Bridge is the most direct crossing to Hobart but it does not encourage walking or cycling due to its steep incline (and decline); the extremely narrow walkways that double as cycleways with limited space; the challenge of high winds when walking or cycling at such elevated levels; and the relatively low height of barriers between the walkway/cycleway and vehicular carriageway. All these factors make the Tasman Bridge unsuitable for many people to walk or cycle across, noting the exception of a committed minority of pedestrians and bike riders who do so currently.

We request that reference is made to the need to consider active transport in a study of the Tasman Bridge and a future Derwent crossing in *Objective / Action Area 1.13* (page 38).

## Recommendations

**The Heart Foundation recommends that Infrastructure Tasmania prioritise and invest in active transport, public transport passenger services and social infrastructure.**

1. Embed the *Tasmania Statement: Working Together for the Health and Wellbeing of Tasmanians*<sup>18</sup> in the 30-Year Infrastructure Strategy, ensuring that consideration of improving outcomes for Tasmanian population health and wellbeing underpins all infrastructure investment decisions.
2. Prioritise investment in infrastructure for public/passenger transport including identification of more public transport investments in the Strategy's tabulated lists of *Opportunities and Actions Areas*. Suggested additions:
  - Investment in park & ride bus services including facilities at satellite locations around Greater Hobart, with dedicated bus lanes on main routes between major settlements, for example the Southern Outlet between Hobart and Kingborough.
  - Investment in new public transport service (light rail, tram) between Hobart (Macquarie Point) and Brighton, via Hobart's northern suburbs.
  - Investment in further passenger ferry services in Greater Hobart in addition to the Bellerive – Sullivan's Cove route, with the opportunity to link public ferry services to population centres and growth areas.
3. Prioritise investment in infrastructure for active transport including identification of more active transport investments in the Strategy's tabulated lists of *Opportunities and Actions Areas*. Suggested additions:
  - Ensure mandatory implementation of best-practice walking and cycling infrastructure as part of all major government-funded urban transport projects.
  - Set clear and realistic targets for active transport outcomes.
  - Develop and implement a funding scheme to assist local governments to create neighborhood streets that encourage walking and cycling.
4. Implement [Healthy Active by Design principles](#) in government and industry development, aimed at supporting population growth and creating more compact livable communities.

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<sup>18</sup> Tasmania Statement, co-signed by Hon Will Hodgeman MP, Premier of Tasmania; Hon Jeremy Rockcliff MP, Minister for Mental Health and Wellbeing; and Mr. Graeme Lynch AM Chair, Premier's Health and Wellbeing Advisory Council; published August 2019, Tasmanian Government.

5. Ensure investment in disadvantaged areas, such as those on the urban fringe and remote, rural and regional areas.
6. Provide funding to local government to maintain and enhance social infrastructure that promotes physical activity, access to healthy food and social inclusion.
7. Consider key documents from the Heart Foundation and our partners that can guide policy actions in relation to the above (see Documents supporting this submission)

## Documents supporting this submission

### 1. **Healthy by Design®: A guide to planning and designing environments for active living in Tasmania, 2009–10, National Heart Foundation of Australia**

<https://www.heartfoundation.org.au/images/uploads/publications/Healthy-by-Design-Tasmania.pdf>

This guide is all about people. It is about our health, the communities in which we live, and our ability to move about on foot or bike for leisure or transport. The report remains a key reference with specific guidance for Tasmania. It presents research-based guidelines that aim to assist planners, urban designers and associated professionals by bringing focus to the aspects of the built environment that encourage people to walk and cycle as part of daily life.

### 2. **Heart Foundation's Healthy Active by Design**

[www.healthyactivebydesign.com.au](http://www.healthyactivebydesign.com.au)

Healthy Active by Design (HAbD) is the leading national design guidance for healthy built environments. It details eight design elements and associated guidance that can be incorporated into cities, towns and suburbs to make them healthier and more supportive of active transport. HAbD provides the best-available evidence, practical advice, checklists and case studies to help with the development of healthy neighbourhoods and communities that promote walking, bike riding and an active public life.

### 3. **Heart Foundation's Blueprint for an Active Australia (3rd Edition, 2019)**

[www.heartfoundation.org.au/BFAA](http://www.heartfoundation.org.au/BFAA)

'The Blueprint' is the result of a collaboration between the Heart Foundation and over 50 of Australia's leading experts on physical activity, health, the built environment, transport and planning. The Blueprint presents an irrefutable and urgent case for change and evidence-based actions for government and the community that can form the basis of a systems approach to addressing the major public health problem of physical inactivity.

### 4. **Australian Local Government Association, Heart Foundation et al, *An Australian Vision for Active Transport* (2013)**

[www.heartfoundation.org.au/images/uploads/publications/Active-Vision-for-Active-Transport-Report.pdf](http://www.heartfoundation.org.au/images/uploads/publications/Active-Vision-for-Active-Transport-Report.pdf)

A call on the Government to make a commitment to active transport in Australia.



**5. Moving People 2030 Taskforce, *Moving Australia 2030* (2012)**

[www.heartfoundation.org.au/images/uploads/publications/Moving-Australia-2030.pdf](http://www.heartfoundation.org.au/images/uploads/publications/Moving-Australia-2030.pdf)

This report sets out pathways for the establishment of a transport, land use management, planning and funding framework, including how we move people today and, in the future, to maintain the living standards we currently enjoy in Australia.

TASMANIA STATEMENT:

# Working Together for the Health and Wellbeing of Tasmanians

We commit to working together to improve the health and wellbeing of Tasmanians.

We recognise the history of leadership, support and work by the community and business sectors and all political parties.

We acknowledge the ancient history of the Tasmanian Aboriginal people as the First People of lutruwita/Tasmania. For over 2,000 generations, Tasmanian Aboriginal peoples' health and wellbeing has been and continues to be based on a deep and continuous connection to family, community and the land, sea and waterways.

**We commit to:**

Involving Tasmanians in our decisions.

Working together across government and with our communities on shared priorities.

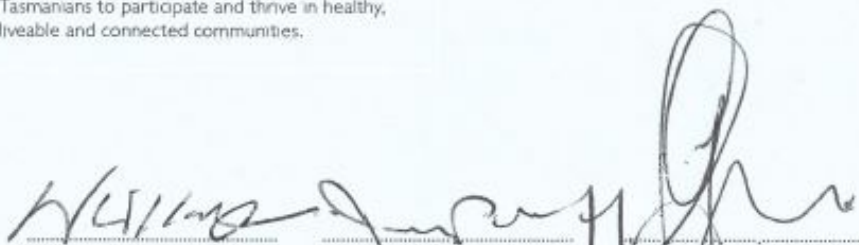
Making decisions that benefit Tasmanians now and in the future.

Measuring if we are making a difference.

By making this commitment, it will support Tasmanians to participate and thrive in healthy, liveable and connected communities.

**We recognise that:**

- The health and wellbeing of all Tasmanians is enhanced by our natural open spaces, fresh food and clean air and water.
- Our economy, our culture and our communities are strong and diverse. We can all reach our potential and have better health and wellbeing if we can participate fully in society.
- We have an opportunity as Tasmania grows, to plan our communities in a way that creates healthy, liveable and connected spaces.
- We need to continue to take practical action on issues that impact the health and wellbeing of current and future generations of Tasmanians.
- Our relationships are our strength. We are already doing a lot but we can achieve more by working together across government and with communities.
- Health and wellbeing is the foundation of a successful and bright future for all Tasmanians.



Hon Will Hodgman MP  
Premier of Tasmania

Hon Jeremy Rockliff MP  
Minister for Mental Health  
and Wellbeing

Mr Graeme Lynch AM  
Chair, Premier's Health &  
Wellbeing Advisory Council

