Heart Foundation

National
Heart Foundation
of Australia
ABN 98 008 419 761

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19 September 2019

The Secretary
Legislative Council Select Committee
GHT Legislative Council
Parliament House,
HOBART 7000

Sent by post and email to: **ght@parliament.tas.gov.au**

Dear Sir/Madam,

Re: The Legislative Council Select Committee inquiry into and report upon traffic congestion in the Greater Hobart area

The Heart Foundation present the following submission in response to the Legislative Council of Tasmania's call for submissions to the inquiry into and report upon traffic congestion in the Greater Hobart area. Our submission responds to four of the five items listed in the inquiry terms of reference in this letter, with supporting information as listed below.

1. **The scope of Greater Hobart's traffic congestion and its impact on the community and economy;**

Traffic congestion is linked to wider patterns of movement, which in turn links to settlement patterns, land use planning and transport planning. The Heart Foundation advocates for the creation of healthy spaces and places to improve health outcomes by offering healthy lifestyle choices in the communities in which people live, work, play, study and visit. Traffic congestion can impact upon the community and the economy of a place, with connected impacts for health and wellbeing, including heart health.

(a) Traffic Congestion

It has been reported that traffic congestion is getting worse in the greater Hobart area, and the Heart Foundation has made submissions to several recent reports on related topics of transport planning and mobility, including:

- *City of Hobart Council's Draft Transport Strategy*, 24 August 2018 [1] *[Refer Attachment 1];* and
- *RACT Future Mobility Strategy for Greater Hobart (2020-2050)*, 28 September 2019 [2] *[Refer Attachment 2].*

[1] Also available to view on Heart Foundation State Advocacy webpage: https://www.heartfoundation.org.au/images/uploads/publications/Heart_Foundation_submission_to_RACT_Mobility_Vision_Sept2018-ilovepdf-compressed.pdf

[2] Also available to view on Heart Foundation State Advocacy webpage: https://www.heartfoundation.org.au/images/uploads/publications/Heart_Foundation_submission_to_RACT_Mobility_Vision_Sept2018-ilovepdf-compressed.pdf

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In submissions to these reports, the Heart Foundation outlined several issues and suggested potential solutions in relation to transport, traffic and congestion, with a call for increased focus upon active travel and public transport to increase opportunities for integrating physical activity into daily activity, including transport.

(b) Impact of congestion on community:

There are multiple impacts of congestion upon communities. Health impacts include air pollution from traffic emissions for which other parties with expertise in this field will be better placed to comment.

Health impacts that concern the Heart Foundation relate to population inactivity, as inactivity is identified as a risk factor for heart disease. Tasmania and Australia have some concerning patterns of inactivity which contributes to poor health, including:

- Over four fifths of the Tasmanian population aged 18 & over is classified as physically inactive: (83.2% in Tasmania, 82.7% nationally).[3]

- Low levels of physical activity are a major risk factor for ill health and mortality from all causes, including Heart Disease[4].

Physical activity, including walking and cycling, plays an important role in reducing the risk of cardiovascular and other chronic diseases[5] and brings with it a wide variety of benefits for physical and mental health, as well as social and community health. [6, 7]

Traffic congestion is linked to a predominance of vehicular traffic, with limited infrastructure for more active modes of travel and public transport.

The Heart Foundation supports active travel as it has been shown to have significant positive effects on physical and emotional wellbeing through increases in public transport use, walking, cycling and reduction in sedentary behaviour. [8]

The benefits of active travel are recognised in health, transport and urban planning fields. Active travel reduces congestion in the road network, can reduce infrastructure costs and air pollution, as well as deliver physical and mental health benefits through physical activity and disease prevention. [9]

Walking and cycling as a component of daily travel have beneficial effects on all-cause mortality and reduces the burden of chronic diseases, including cardiovascular disease.[10, 11]

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[3] *ABS, National Health Survey 2017-18*

[4] AIHW, *Risk factors to health – Web Report*, 2017, available at: <https://www.aihw.gov.au/reports/biomedical-risk-factors/risk-factors-to-health/contents/insufficient-physical-activity>

[5] 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.

[6] 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.

[7] US Department of Health, *Physical activity and health: A report of the Surgeon General*. 1996.

[8] 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.

[9] Badland, H. and C. Boulange *Active Transport - Critical Policy Brief*. 2018.

[10] 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.

[11] US Department of Health, *Physical activity and health: A report of the Surgeon General*. 1996.

(c) Active Travel and Public Transport

- **Active travel** includes non-motorised transport and involves physical activity such as walking, cycling, scooting, skating or using public transport to travel between places. Active travel requires the urban structure to be designed so that public transport, walking and cycling trips are safe, direct, convenient, connected and affordable.

- **Public transport** also improves opportunities for physical activity with opportunities for active travel (walking and cycling) at either or both ends of the journey by public transport. In the Greater Hobart context increased investment in services, facilities and infrastructure for public transport in the form of ferry services, bus services and a transit corridor between Macquarie Point and the Northern Suburbs are all examples of possible ways to increase opportunities for public transport and linked active travel trips. Benefits could include addressing congestion and improving health outcomes, with increased opportunity for active travel and linked public transport trips.

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(d) Impact of congestion on the economy:

It is understood that there are economic impacts of congestion; for instance lost working hours for motorists stuck in traffic. Again, other experts will be better placed to comment on this, but the Heart Foundation does advocate for the benefits of making streets more walking and cycling friendly, with evidence to highlight the benefits for business and the economy. A key reference for this is the Heart Foundation report titled:

- Good for Busine$$, The benefits of making streets more walking and cycling friendly" Heart Foundation report, 2011[13]

This report states:

"… a well-designed, quality street environment that promotes walking, cycling and public transport is good for business."[14]

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[12] Image source: http://healthyactivebydesign.com.au/design-features/movement-networks
[13] Available online: https://www.heartfoundation.org.au/images/uploads/publications/Good-for-business.pdf
[14] Good for Busine$$, The benefits of making streets more walking and cycling friendly", page 7 (Heart Foundation, 2011). Available online: https://www.heartfoundation.org.au/images/uploads/publications/Good-for-business.pdf

Conclusions in the report include…

"Making streets more walking and cycling friendly will:
- *Increase retail rents in the area*
- *Increase sale prices of nearby homes*
- *Significantly increase pedestrian and cyclist activity*
- *Generate more business and stimulate the local economy*
- *Revitalise 'drive-through' districts, into lively places that people want to visit*
- *Encourage people to spend time outside of their homes, and*
- *Reduce noise levels."*[15]

This report has shown that:

- *"A high proportion of all retail expenditure comes from local residents and workers*
- *Space allocated to bicycle parking can produce much higher levels of retail spend than the same space devoted to car parking*
- *Many car-borne shoppers are "drive-through" shoppers, stopping to pick up one item on the way to their eventual destination, rather than people for whom shopping is their main purpose for visiting the area*
- *It is difficult to estimate the value of non-drive-in spend for main streets; however, it is always bigger than we think, and*
- *Retail vitality would be best served by traffic restraint, public transport improvements, and a range of measures to improve the walking and cycling environment."*[16]

2. Causes of congestion, including physical and topographical barriers;

Causes of congestion in Greater Hobart include physical and topographical barriers. The natural beauty of the riverside and mountain side setting of the city is also 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 including land uses and transportation routes. Consequently, the main roads and bridge crossings are under pressure, which is only likely to increase unless a different approach is considered.

The alternative approach that the Heart Foundation proposes is increased investment and support for active travel (walking and bike riding) and public transport, including potential ferry services which do not have the same physical or topographical barriers.

Conversely, a network of linked public ferry services could utilise Greater Hobart's physical setting by making use of the river as an efficient (and currently underutilised) piece of infrastructure for the city.

3. Strategic planning processes between Commonwealth, State and Local governments;

At the Commonwealth level, the Heart Foundation calls for Government support to fund and implement a cross-sector Action Plan for Physical Activity for improved public health

[15] As above, 13

[16] As above, 13

outcomes. The Heart Foundation makes this call with its publication: *Blueprint for An Active Australia*, version 3 published in May 2019 [17].

At a State Level, the Heart Foundation outlined thoughts for strategic planning as stated in the Heart Foundation submission to the *RACT Mobility Vision for Greater Hobart* (2020-2050), 28 September 2018:

> *"Priorities should balance policy and implementation projects to demonstrate action on the ground.*
>
> *A top priority for policy would be the creation of planning policy to provide a framework for the proposed initiatives.*
>
> *The Heart Foundation is working to improve heart disease prevention and care for all Australians, and in Tasmania, we have been focusing on creating and maintaining healthy environments to support Tasmanians to be physically active and improving access to healthy food. In Tasmania we were successful in advocating for amendments to Schedule 1 Part 2 (f) Objectives of the Land Use Planning and Approvals Act 1993 to include:*
>
> > *(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation.*
>
> *In order to support this objective, the Heart Foundation has been promoting the adoption of a State policy for Healthy Spaces and Places.*
>
> *In further support of these policy objectives, the Heart Foundation advocates the inclusion of a Street Design Code in State Planning Provisions as part of the Tasmanian Planning Scheme.*
>
> *It would be beneficial to balance long term infrastructure projects with the opportunity for some short-term wins. For instance, the design, planning and implementation of new street design of city centre streets (more streets demonstrating public realm improvements like Morrison Street and Liverpool Street) are likely to be medium- to longer-term projects with timelines of many months. Short term actions could be taken in addition; for instance, the trailing of speed control zones on certain streets, e.g. reduction to 30km/hr on key streets in the city centre and neighbourhood centres."* [18]

4. Future initiatives to address traffic congestion in the Greater Hobart area;

Heart Foundation proposals for potential future initiatives are documented in the supporting documents provided in the Heart Foundation's submissions to consultations for:

- *City of Hobart Council's Draft Transport Strategy*, 24 August 2018 [*Refer Attachments 1];* and
- *RACT Future Mobility Strategy for Greater Hobart (2020-2050)*, 28 September 2019 [*Refer Attachments 2].*

[17] Blueprint for an Active Australia 3rd Edition: https://www.heartfoundation.org.au/for-professionals/physical-activity/blueprint-for-an-active-australia

[18] Op Cit at pp 7 to 8

- For ease of reference the following text from *RACT Future Mobility Strategy for Greater Hobart (2020-2050)*, 28 September 2019 provides an overview of core proposals suggested by the Heart Foundation":

Hobart: an opportunity to be an Active Travel City

Hobart has the potential to be an 'Active Travel City'. The city centre is relatively compact with a clear block structure of streets and built form that aids orientation and legibility. Walking is currently secondary to motorised vehicular traffic with cars, trucks and other vehicles dominating streets, in volume and speed. Controlling vehicular speed, for instance with ***30km/hr*** *zones in both the city centre and in residential areas, will help the city environment to become more welcoming to pedestrians and cyclists. 30km/hr speed control on streets is advocated in Healthy by Design, A guide to planning and designing environments for active living in Tasmania*[19]*:*

"Slow traffic to encourage safe streets*: Advocate for a 30 km/hr speed limit for residential streets and in peak pedestrian areas, such as shopping precincts, schools and community facilities."*

In addition to the Tasmania guidance it is notable that other Australian state capital cities are addressing the issue of 30km/hr streets, notably with city councils in Melbourne and Perth trialling 30km/hr streets in pilot study areas with the potential to roll out to wider areas of the cities.

Infrastructure improvements to enhance opportunities for walking and cycling would be welcome: within the city centre, on key routes into/and out of the city centre linking to the suburbs and within residential zones too.

The statistics on page 32 of the City of Hobart Draft Transport Strategy ("Hobart transport in context") are striking, notably the predominance of car-reliance:

> ***"83% of all journeys to work are by car, a higher proportion than any other Australian capital."*** *This statistic is a stark reminder of the current dominance of vehicular traffic, due to a number of factors outlined in the strategy, notably the relatively low density and wide reach of the cities residential suburbs (****"83% of dwellings in Greater Hobart are detached separate dwellings",*** *also listed on page 32). Dominance of car journeys are also a result of current limitations on other modes of transport, notably public transport, but also walking and cycling.* [20]

Location, Population, demographic and safety: considerations:

There are opportunities to make transport infrastructure improvements across the Greater Hobart area, including in the following locational contexts:

- *Hobart City Centre*
- *Hobart harbour and waterfront*
- *Hobart's arterial routes*
- *Hobart Residential areas and suburbs*
- *Greater Hobart wider approach routes and regional connections*

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[19] *Healthy by Design® A guide to planning and designing environments for active living in Tasmania, Heart Foundation, 2009*
[20] Heart Foundation Submission on the RACT Mobility Vision for Greater Hobart (2020-2050), 2018 (op cit at pp 4)

Our initial thoughts for interventions in these locations, (linked to population, demographic and safety considerations) are listed as follows:

Hobart City Centre:

- *Prioritisation of pedestrian and cyclist mobility above other modes of transport in this most central of all locations. The centre of any city should be designed for the needs of its citizens, primarily people moving about their daily business by walking, cycling and other active means.*
- *Vehicular speeds should be reduced on city centre streets to 30km/hr to create a safer environment for pedestrians and cyclists.*
- *Reconsideration of the design of streets to readdress the balance between vehicles and other uses, including widening of footpaths, provision of cycle lanes, integration of street furniture, landscaping and narrowing of the vehicular carriageways.*
- *Hobart city centre already has some great examples of these initiatives including the central section of Liverpool Street a place where all modes of transport are permitted, but with greater balance towards pedestrians.*

Hobart harbour and waterfront:

- *In common with the neighbouring city centre pedestrian and cyclist mobility should be prioritised above other modes of transport in this most prominent of locations.*
- *The same range of interventions as listed for the city centre should be applied, with particular attention to improving connections for pedestrians between the waterfront and city: this will be increasingly important with the increase in visitor numbers.*
- *The need to improve the walking environment connection between the waterfront and city centre has recently been emphasised by reports of increasing tourism visitor numbers. Recent reports have stated how larger cruise ships (with up to 6,500 passengers) will deliver thousands, if not tens of thousands of visitors to the waterside whose primary means of getting around the city will be by foot: pedestrian links through the city need to be prioritised as stated in the actions listed under Theme 3 of the City of Hobart Draft Transport Strategy.*
- *Beyond the needs of visitors and tourists, the links between the waterfront and city centre should be improved for residents: improvements for Tasmanians will be improvements for visitors too.*[21]
- *Good examples exist that set a precedent for further works, including the public realm improvement works to Morrison Street as featured in a Heart Foundation Healthy Active by Design Case Study:*
- *http://healthyactivebydesign.com.au/case-studies/hobart-waterfront-renewal-morrison-street*

[21] Heart Foundation Submission on the RACT Mobility Vision for Greater Hobart (2020-2050), 2018 (op cit at pp 4 – 5)

Hobart's arterial routes:

- *Getting into and out of Hobart city centre is a key consideration. Solutions will need to address a palette of mobility options including:*

    - ***Improved public transport services for buses**, including dedicated bus lanes to improve journey times, investment in the fleet of bus vehicles and enhanced infrastructure at bus stops. 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, Kingston, 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 and 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 across limited bridge crossings and ever more congested routes. The 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 ferry 'hubs' identified at Sullivans Cove (city centre waterfront) and locations on the Eastern Shore, ferry services have the opportunity to connect to other important destinations and hubs including growth areas (increased population, housing, business etc) including Kingston and Sandy Bay to the south, and north to Bridgewater.* [22]

    - ***Cycle networks.** Hobart has several examples of excellent arterial cycle networks – most notably 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 Eastern Foreshore 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 expanded networks reaching further and wider to maximise opportunities for all to walk and cycle greater distances on safe routes.*

[22] Heart Foundation Submission on the RACT Mobility Vision for Greater Hobart (2020-2050), 2018 (op cit at pp 5 – 6)

Hobart Residential areas and suburbs:

- *Vehicles not only dominate the arterial routes into and out of Hobart but also the residential streets of the suburbs where the majority of 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 also retrofitting of existing areas.*
- *Vehicular speed is also an important consideration in these areas and reduction of speed on residential streets to 30km/hr should be implemented, particularly in centres of activity (e.g. neighbourhood centres with shops, services and community facilities).*

Greater Hobart wider approach routes and regional connections:

- *Approach routes into the city of Hobart are by their nature dominated by vehicular traffic. Whilst this is a necessity, other modes of transport should be considered too at the furthest extents of the Greater Hobart region, these include:*
  - *Airport shuttle services including bus-rapid transport (BRT) services between Hobart Airport and Hobart City Centre.*
  - *Regional cycle routes (and footways) to provide safe, secure connections for healthy, active travel in more remote locations – for instance the idea of creating safe, segregated footpaths and cycle routes between communities in the wider Hobart locality (one such corridor could be, for instance, Kingston – Margate – Snug – Kettering).*[23]

The Heart Foundation welcomes the opportunity to make a submission to this important inquiry, thank you.

Kind regards,

Graeme Lynch AM
CEO Heart Foundation Tasmania

[23] Heart Foundation Submission on the RACT Mobility Vision for Greater Hobart (2020-2050), 2018 (op cit at pp 6)

APPENDICES

in support of the Heart Foundation submission on the

The Legislative Council Select Committee inquiry into and report upon traffic congestion in the Greater Hobart area

Supporting information included in appendices comprises:

Appendix / Attachment 1

Heart Foundation submission to consultation on the

- ***City of Hobart Council's Draft Transport Strategy*, 24 August 2018**

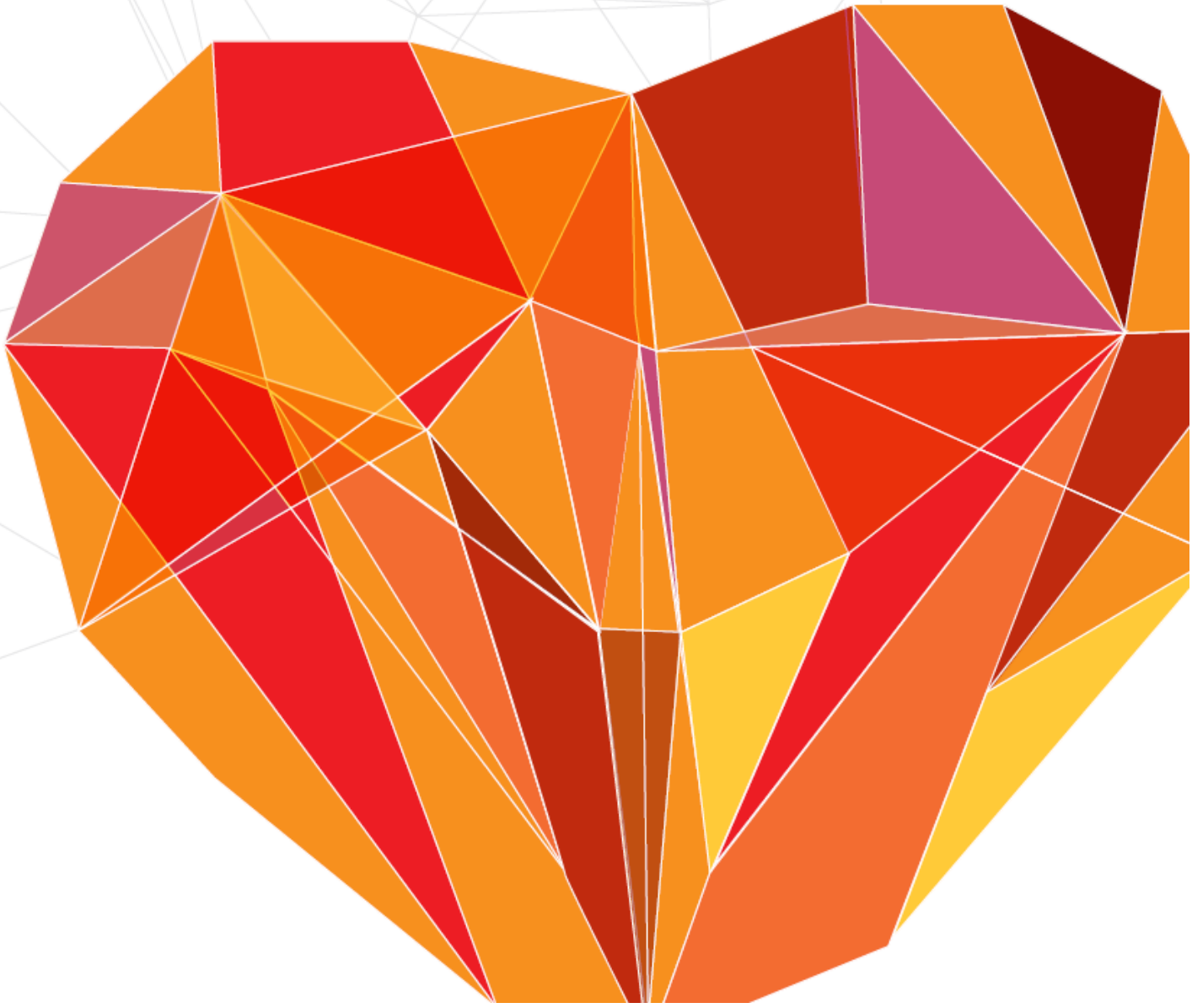
Appendix / Attachment 2

Heart Foundation submission to consultation on the

- ***RACT Future Mobility Strategy for Greater Hobart (2020-2050)*, 28 September 2019**

Submission on the City of Hobart Transport Strategy DRAFT

Heart Foundation



24 August 2018

Introduction

The Heart Foundation Tasmania welcomes the preparation of the City of Hobart Draft Transport Strategy and the vision it outlines to improve access and movement for all within the city; particularly the need to readdress the hierarchy of movement, promoting the needs of pedestrians, cyclists and other modes of active travel over the motorised vehicular traffic that currently dominates most of Hobart's streets.

The link between Active Travel & Health

The Heart Foundation advocates the promotion of active travel to support population health and well-being. Hobart has the potential to be a leader in promoting walking, cycling and public transport. The Heart Foundation particularly supports several of the objectives set out in the Draft Strategy, notably the themes focused on walking, cycling, public transport and land use planning (as per *Themes* numbered 3, 4, 5 and 2 in the Strategy).

Walking, cycling and other forms of active travel (for instance scooters for children) offer easy ways for people to integrate activity into daily lifestyles and reduce increasing levels of inactivity.

Public transport also offers opportunities to increase active travel (and in turn activity and health), with many public transport trips being multimodal, with people walking (and/or cycling) at both ends of the public transport journey to get to and from the point of origin and destination.

Activity, in turn, is good for heart health and general health and wellbeing, particularly important in the context of some concerning figures for Tasmanian health: noting a key issue reported on page 28 of the Strategy, under the title ***"What you told us – issues, problems & challenges":***

- ***"Tasmanians currently experience some of the worst population health outcomes in Australia***
- *'The Tasmanian Government has the goal of making Tasmania the healthiest population in Australia by 2025. This is an ambitious target, since Tasmanians currently experience some of the worst population health outcomes in the country, with high rates of chronic disease and health risk factors like smoking, obesity, poor nutrition, low physical activity levels, and risky alcohol consumption.*[19]
- ***Active transport, including public transport, can play a part in increasing an individual's incidental physical activity and this is an important part of improving health***.[20] "

The proportion of people aged 18 and over classified as physically inactive is higher in Tasmania at 67.9% compared to 66.2% nationally, and overweight and obesity rates have increased, with 67.5% of Tasmanians now overweight or obese in 2014-15 compared with 63.4% nationally[1].

Tasmania has the highest prevalence of high blood pressure (measured – not self-reported) in Australia, with 30.4% of Tasmanians having high blood pressure – significantly higher than the proportion of 21.5% nationally. We also have the highest prevalence of high cholesterol (measured – not self-reported) in Australia, with 39.4% of Tasmanians having high cholesterol – significantly higher than the proportion of 32.8% nationally[2].

[1] *ABS, National Health Survey 2014-15*

[2] *ABS, Australian Health Survey 2011-12*

Hobart: an opportunity to be an Active Travel City

Hobart has the potential to be an *'Active Travel City'* The city centre is relatively compact with a clear block structure of streets and built form that aids orientation and legibility. Walking is currently secondary to motorised vehicular traffic with cars, trucks and other vehicles dominating streets, in volume and speed. Controlling vehicular speed, for instance with 30km/hr zones in both the city centre and in residential areas, will help the city environment to become more welcoming to pedestrians and cyclists. As the Consultation Paper 4: Local Area Traffic Management document highlights (p. 37), "In general, death and injury rates of pedestrians drop significantly when impact speeds are 40 km/hr, with the chance of death almost eliminated at less than 30km/hr'. 30km/hr speed control on streets is advocated in *Healthy by Design, A guide to planning and designing environments for active living in Tasmania*[3] *(p. 29),* where it states*:*

- ***"Slow traffic to encourage safe streets****: Advocate for a 30 km/hr speed limit for residential streets and in peak pedestrian areas, such as shopping precincts, schools and community facilities."*

Action 8.4 on page 81 of the Draft Transport Strategy refers to 40km/hr. We recommend that this reference and any other references to 40km/hr should be changed to **30km/**hr in relation to residential streets, and in peak pedestrian areas (such as shopping precincts, schools and community facilities). In addition to the Tasmania guidance it is notable that other Australian state capital cities are addressing the issue of 30km/hr streets, notably with city councils in Melbourne[4] and Perth[5] trialling 30km/hr streets in pilot study areas with the potential to roll out to wider areas of the cities, and also being considered in Brisbane[6].

Infrastructure improvements to enhance opportunities for walking and cycling would be welcome: within the city centre, on key routes into/and out of the city centre linking to the suburbs and within residential zones too.

The statistics on page 32 of the Strategy ("Hobart transport in context") are striking, notably the predominance of car-reliance:

- ***"83% of all journeys to work are by car, a higher proportion than any other Australian capital."*** This statistic is a stark reminder of the current dominance of vehicular traffic, due to a number of factors outlined in the strategy, notably the relatively low density and wide reach of the cities residential suburbs (***"83% of dwellings in Greater Hobart are detached separate dwellings",*** *also listed on page 32).* Dominance of car journeys are also a result of current limitations on other modes of transport, notably public transport, but also walking and cycling.

[3] Healthy by Design® A guide to planning and designing environments for active living in Tasmania, Heart Foundation, 2009

[4] https://www.news.com.au/technology/innovation/motoring/on-the-road/melbourne-drivers-hit-with-new-30kmh-speed-limit-trial/news-story/6deab8e4ca4945bc4798cd14b07a4685 (accessed 24/08/2018)

[5] https://www.perthnow.com.au/news/traffic/30kmh-limit-will-save-lives-ng-b88906633z (accessed 24/08/2018)

[6] https://www.news.com.au/technology/innovation/motoring/on-the-road/brisbane-to-introduce-blanket-speed-limit-of-30kmsher-to-protect-pedestrians-cyclists/news-story/df280d6b4df94897314d0e4948f7736e (accessed 24/08/2018)

Comments on Sections of the Strategy

The following comments on sections of the strategy are set out in the order as presented in the Draft document.

Vison Statement (page 3)
The Visions Statement includes the lines:

- *"Hobart breaths"; "As we grow, remember what makes this place special"* and
- *"We resist mediocrity and sameness"*

Hobart has a precious waterside location. The city's waterside setting on the River Derwent is one of the features that makes this place special. Other cities around the world, including other Australian state capitals, embrace their waterside location both as a beautiful setting but also as a valuable resource for transport. Hobart can do the same: it is time to resist the *mediocrity and sameness* of current transport options and seriously plan for (including identifying the requirements in land and infrastructure for) future commuter ferries being a mode of transport again in Hobart, which would offer great opportunities to promote sustainable, active, (and fun!) transport for residents and visitors alike. Regular ferry services supported by appropriate ferry terminal infrastructure (including shelter, connections to walking and cycling route, parking for bicycles and other vehicles) would promote active travel trips – walking and cycling at both ends of the journey. As well as providing an option for Tasmanians (other than sitting in vehicular traffic on limited bridge crossings and connecting routes), public ferries would provide an asset and attraction for Tasmania's increasing visitor numbers.

Residents of Hobart and surrounding suburbs and visitors alike should have the opportunity to move freely and breath fresh air along expanded walking and networks along the waterfront and throughout the city.

The vision statement concludes with the line *"We walk in the fresh air between all the best things in life".* It is imperative that walking is supported and promoted in Hobart and we support the statement in Theme 3: ***Recognising walking as the most fundamental mode of transport.***

Figure 9: Hobart Transport Vision (plan/diagram, page 64 & 65)

The Heart Foundation welcomes elements of the vision articulated in the Hobart Transport Vision diagram, notably:

- the priority of transit corridors for investment in public transport, walking and cycling infrastructure;
- the need to improve pedestrian and cycling access between the city and waterfront[7]; and
- the public ferry service opportunity.

[7] **Note:** The need to improve the walking environment connection between the waterfront and city centre has recently been emphasised by reports of increasing tourism visitor numbers. Recent reports have stated how larger cruise ships (with up to 6,500 passengers) will deliver thousands, if not tens of thousands of visitors to the waterside whose primary means of getting around the city will be by foot: pedestrian links through the city need to be prioritised as stated in the actions listed under Theme 3 of the Strategy. Beyond the needs of visitors and tourists the links between the waterfront and city centre should be improved for residents: improvements for Hobartians and Tasmanians will be improvements for visitors too.

With reference to the visionary public ferry opportunities we offer the following additional suggestions:

- In addition to the ferry 'hubs' notated by icons at Sullivans Cove (city centre waterfront) and two locations on the Eastern Shore (Kangaroo Bay and Lindisfarne?), ferry services have the opportunity to connect to other important destinations and hubs. Identification of additional destinations with placement of icons in these locations would be consistent with other land use planning priorities, including the consideration of locations identified for densification as shown in Map 2 on page 20 of the Strategy, as per the *Southern Tasmanian Regional Land Use Strategy 2010-2035.*

- The icon *'Ride and take the ferry'* should be amended to read ***'Walk/Ride and take the ferry'*** to recognise the importance of walking to/from ferry terminals (in addition to cycling).

Vision Zero (page 33)

The Heart Foundation welcomes the aspiration to ultimately reduce to zero deaths and serious injuries as a result of road crashes. Reducing vehicular speed is key part of this and support is also given to the concept of reducing vehicular traffic speeds on city centre streets and in residential areas. The concept of introducing more 40km/hr zones is mentioned in the strategy (reference to Action 8.4, page 81). As previously discussed, whilst a speed reduction is welcomed, we recommend that **30km/hr** be considered. Speed reductions linked to improvements to infrastructure (including crossings, footways and cycleways) can improve the environment on Hobart's streets for pedestrians and cyclists.

- ***"Action 8.4** – Consider wider area speed limit reductions to 40 km/hr in residential areas and the central Hobart city commercial area, similar to that currently operating in the Battery Point and Hobart waterfront area." (Page 81).* Consider amendment to **30km/hr**.

Theme 2 – Transport and land use planning is integrated to deliver the best economic, social and environmental outcomes into the future

> ***The way we use land influences our need to move. We will strive to create an improved residential, business, institutional and education land use mix in Hobart.***

Integration of policy and practice in transport and land use planning is critical to delivering better environments for health and wellbeing. Theme 2 and its associated strategy actions are welcomed. Comments on strategy actions under this theme include:

- ***"Action 2.2** – Research, in fine detail, the available development sites in Hobart to better understand where higher density housing may be most suitable."*
- The Heart Foundation advocates for higher density development in appropriate locations to support active transport and healthy lifestyles. The Heart Foundation has prepared research in this field and we draw your attention to the Heart Foundation report titled *"Does Density Matter[8]"*

[8] https://www.heartfoundation.org.au/images/uploads/publications/Heart_Foundation__Does_density_matter_FINAL2014.pdf

- ***"Action 2.3** – In relation to the western shore rail corridor, continue to collaborate with the City of Glenorchy and other stakeholders to develop a thorough understanding of:*
    - *the wider opportunities and implications of implementing an urban transit solution in the corridor*
    - *the work required to implement an urban mass passenger transport solution in the corridor."*
- The western shore rail corridor has the potential to be a bold new public transport statement for the city. The opportunity to create hubs of development with appropriate mixtures of land use at transit stops on the public transport route links to the actions for higher density development, in turn helping to facilitate housing provision and opportunities for active travel.

- *"**Action 2.10** – Continue the planning work associated with the City to Cove project undertaken by the City of Hobart in 2017, to understand and plan for the pedestrian and bicycle linkage implications of the proposed eastern shore ferry link."*
- Public ferry services can offer a valuable, attractive alternative to private car trips across limited bridge crossings and ever more congested routes. The 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.

There are relatively few mentions of the design of **public space** in the Strategy. As stated in previous submissions made by the Heart Foundation (see Conclusion of the *Heart Foundation Submission on the City of Hobart Strategy 2018-30 Consultation Paper 3*[9]*, 31 May 2017*) the design of public space is important and requires collaboration between transport and land use planning. The Heart Foundation recommends that the design of the whole public realm, including public spaces (as well as the streets, paths, links and connections between public spaces) should be considered as part of collaborative planning for transport and land use planning and therefore further reference should be made to this point under Theme 2 of the Strategy.

The principles and actions outlined in the Strategy for both Theme 3 (regarding walking) and Theme 4 (regarding cycling) correspond with the high level objectives established in the Heart Foundations guidance ***Healthy Active By Design*** (see http://www.healthyactivebydesign.com.au), particularly the Healthy Active by Design objectives for ***Movement Networks***. We would welcome the inclusion of a reference to the Heart Foundations *Healthy Active by Design* in support of these themes:

- ***Movement Networks:** Facilitate safe and convenient travel within neighbourhoods through accessible and connected walking, cycling and public transport routes.*
- *http://healthyactivebydesign.com.au/design-features/movement-networks*

9 https://www.heartfoundation.org.au/images/uploads/publications/Heart_Foundation_Subm_HCC_Transport_Strategy_paper_3.pdf

Theme 3 – Recognising walking as the most fundamental mode of transport

Pedestrian accessibility and walkability is central to future city transport, improvement and management decisions.

The Heart Foundation supports the Strategy's recognition of walking as the most fundamental mode of transport. Walking offers the greatest opportunity for most people to integrate more activity into daily lifestyles, with subsequent health and wellbeing benefits associated with increased activity. Walking must be prioritised as top of the movement hierarchy, as stated in Action 3.1:

- *"**Action 3.1** – Develop a user hierarchy (in conjunction with Theme 8 – Managing our traffic and movement network) which will reinforce the importance of walking and pedestrian access in most situations including the city centre, waterfront and suburban neighbourhoods."*

The focus on destination walking in action 3.2 is also supported but please note that **destinations can also include public transport stops or interchanges**:

- Suggest additional bullet point under Action 3.2 (page 54) to include public transport stops (interchange, ferry terminal etc) to be included as a destination for walking.

This point links to other Themes and Actions outlined in the Strategy, notably the opportunities to promote Public Transport (ferries, light rail, buses) and associated linked walking and cycling trips to get to and from the public transport stops/terminals.

Theme 4 – Supporting more people to ride bicycles

Bicycle riding has the potential to transform the City of Hobart's transport task by providing for short and medium distance trips. The City of Hobart will develop a strong network of safe paths and streets where people regardless of age or ability can comfortably cycle.

The Heart Foundation supports this theme, as cycling offers a good opportunity to increase activity. Hobart has the opportunity to build upon the success demonstrated in schemes delivered on the ground including the Intercity Cycleway (as featured in the Heart Foundation Tasmania's *Healthy By Design: A guide to planning and designing environments for active living in Tasmania* guidelines[10]) and the recent improvements with the Hobart Waterfront Renewal on Morrison Street (featured as a case study in the Heart Foundation Healthy Active by Design website: http://healthyactivebydesign.com.au/case-studies/hobart-waterfront-renewal-morrison-street).

Hobart can be bold with cycle infrastructure improvements; for instance reclaiming what is currently road space for motorised vehicles, to provide safely segregated cycle lanes as part of streets that have reprioritised movement in favour of walking and cycling.

- ***Action 4.1** – Develop a user hierarchy (Theme 8 – Managing our traffic and movement network) to reinforce the need for cycling access and provision in our city centre*
- As part of the development of a user hierarchy it is important to promote the needs of cyclists above the needs of motorised transport.
- Cyclists should be separated from motorists with on-street markings, bike lanes painted on the road surface, and signage. Physical barriers or buffers increases

[10] https://www.heartfoundation.org.au/images/uploads/publications/Healthy-by-Design-Tasmania.pdf

riders' confidence for cycling and may be appropriate, for example on busier roads. Notably, the evidence suggests that women and older adults prefer greater separation from vehicular traffic[11].

- In the user hierarchy it is important to also consider the safety of walking in relation to cycling. Whilst both are active modes of travel there needs to be adequate protection of pedestrians from cycles that move at higher speeds; as such streets should accommodate footways and separate cycleways (where practicable), safely segregated from vehicular carriageways.

Electric 'E-bicycles' appear to be an omission from the Draft Strategy and should also be considered in the proposals for cycle infrastructure. The market for E-bicycles is growing and is likely to grow further in Hobart and Tasmania, notably in relation to the demographic trends in the state, with for instance, an increasing proportion of older people. The E-bicycle is one option that can help older people to stay active, for longer. E-bicycles are also an important component to consider in the context of Hobart's naturally hilly topography.

Theme 5 – Increase participation in great public transport and reduce city congestion

> ***Great cities around the globe rely on public transport to move people. We will advocate strongly for real improvements and additional funding to be provided by the State and Federal governments to increase frequency, improve connectivity and support new modes for crossing the River Derwent and travelling around the greater Hobart area.***

As mentioned in previous comments, the Heart Foundation strongly supports the proposals to improve public transport, especially with the integration of transit stops with a wider network of inter-connected footways and cycleways that provide opportunities for active travel at both ends of public transport trips.

Hobart should be bold with plans to implement new public transport options for ferry services, light rail and bus rapid transit routes that that will provide fast, efficient transport choices for all groups of people including residents, workers, commuters, students and visitors. We support the strategy actions and statements under Theme 5, including:

> *"Ferry terminals will need quality sheltered waiting spaces along with bicycle storage facilities for those cycling to the ferry and then walking the final part. Ferries will also need to be designed for bicycles to be rolled on board – for those whose trip may require a ride at either end. In this way the group of potential travellers can be greatly enlarged from those who are walking.*
>
> *The western shore rail corridor will require further planning and land use rezoning along its length. A considered plan will need to include a centrally located interchange in the city centre to enable public transport vehicles on all corridors to interconnect. This extends to an interoperable ticketing system for all public and private services.*
>
> *The Infrastructure Tasmania Hobart Transport Vision will require funding and commitment from political parties and stakeholders."*

[11] Aldred, R., et al., Cycling provision separated from motor traffic: a systematic review exploring whether stated preferences vary by gender and age. Transp Rev, 2017. 37(1): p. 29-55.

Theme 9 – Developing partnerships with our stakeholders

> ***We recognise that there are many stakeholders who collectively develop our city, its economy and its infrastructure. In order to bring about change and develop courage and commitment we need to forge stronger joint understandings about the choices before us and the pathways towards the Vision.***
>
> ***To improve the health and liveability of our city in a collaborative way, the City of Hobart will continue to develop strong partnerships and relationships with all levels of government, the private sector, advocacy groups and local communities to realise the implementation of our Vision and this Transport Strategy.***

The Heart Foundation would welcome the opportunity to continue to be engaged as part of the process of developing partnerships with stakeholders.

Conclusion

In conclusion the Heart Foundation supports the principles of the Draft Transport Strategy. In addition to the Heart Foundation's previous submissions on the Strategy and its associated Consultation Papers, the comments listed in the Draft Strategy under *"What you told us"* (pages 28-31) are valuable and highlight the need for action as demanded by the local population. One of the issues highlighted in this section of the report is that of **latent demand for improved public transport, walking and cycling facilities:**

> ***"There is high public demand for much better public transport, walking and bicycle riding facilities.*** *Where Metro has introduced high frequency services on key routes, (Turn up and Go) passenger numbers have increased. The survey results from the engagement of consultation papers also indicate that people want better public transport, high-quality walking and cycling facilities. We have very high numbers of people walking and cycling in parts of Hobart and there would appear to be latent demand for more uptake of these transport modes – if improved facilities were provided."* Page 29.

In addition to the (existing) latent demand it is important that the demand for improved public transport, walking and cycling facilities is also viewed in the context of the projected increase in population and visitor numbers for Hobart and Tasmania as a whole. Facilities need to be improved for the current population and visitor numbers, but with the proportionally large increases in both resident and visitor numbers, the need for action is even greater. Now is the time for Hobart to address its transport infrastructure and put first the needs of pedestrians, cyclists and public transport to make Hobart a truly *Active Travel City* fit to meet the needs of its (growing) population.

We welcome the opportunity to continue to be involved in shaping Hobart's Transport Strategy.

Contact

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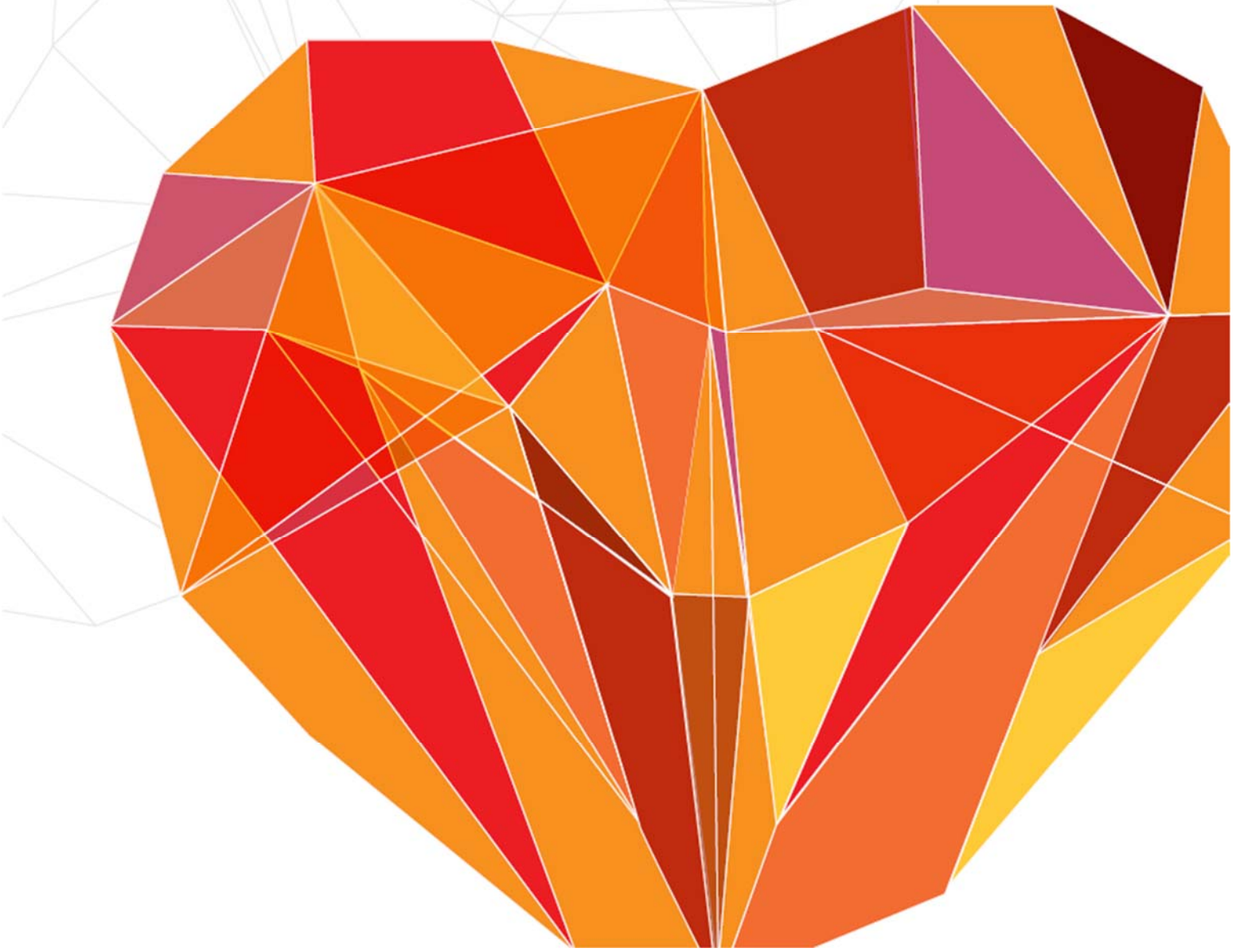
Submission on the RACT Mobility Vision for Greater Hobart (2020-2050)

Heart Foundation



28th September 2018

Introduction & title of proposal - Details of the person/organisation and reasons for making the submission

Hobart's Opportunity to be an Active Travel City

This proposal submission has been prepared by the Heart Foundation Tasmania, led by Graeme Lynch, Chief Executive Officer.

The Heart Foundation welcomes the opportunity to contribute to the RACT's Mobility Vision for the Greater Hobart area, an initiative that is running in parallel to the City of Hobart's preparation of a formal Transport Strategy.

The Heart Foundation's submission to RACT's Mobility Vision is informed by the submissions made by the Heart Foundation on the City of Hobart Transport Strategy; most recently the Heart Foundation submission on the Draft Transport Strategy in August 2018. Please refer to the Heart Foundation Submission to this public consultation that is attached, and available to view online here:

https://www.heartfoundation.org.au/images/uploads/publications/Submission_to_City_of_Hobart_Transport_Strategy_Draft_Aug_2018.pdf

The Heart Foundation is a charity dedicated to fighting the single biggest killer of Australians – heart disease. For nearly 60 years, we've led the battle to save lives and improve the heart health of all Australians. Our sights are set on a world where people don't suffer or die prematurely because of heart disease. The design of the environments in which we live, work and play have a big influence upon how we live our lives and our health. Mobility is a big consideration in the planning and design of places that can encourage healthier lifestyles.

The Heart Foundation is working towards the creation of healthier built environments and for decades we have supported planners, developers, local governments and communities working towards creating streets, towns and cities that allow, support and encourage active, healthy lives. The Heart Foundation encourages urban planners and designers, transportation planners and the wider land development industry to prioritise the needs of pedestrians, cyclists, public transport users and recreational walkers when designing and redesigning residential environments.[1]

We are making this submission as we advocate for the creation of healthier spaces and places across Tasmania, including the Greater Hobart area. As Tasmania's capital city and with the greatest centre of population, Hobart has the opportunity to improve the mobility options for a large number of Tasmanians and visitors, encouraging healthy active travel alongside other modes of transport.

Context and supporting guidance:

The Heart Foundation has collaborated with a wide range of local and national stakeholders to prepare a range of publications, tools and guidance to help inform the design and planning of healthy places. These publications include guidance for transport planning and mobility, and we highlight for particular attention the following documents and guides:

Healthy Active by Design http://healthyactivebydesign.com.au/

- One of the key ways of improving heart health is to increase physical activity levels – and we know that improving the design of our cities, towns, streets and buildings makes it easier for Australians to lead heart-healthy lives.
- Alongside its internationally recognised research, the Heart Foundation also advocates for environmental and behavioural changes to provide all Australians with opportunities to be healthy and active throughout their lives in the places they live, study, work and play.
- This website forms part of the evidence-base that supports our advocacy.
- Healthy Active by Design provides the best-available evidence, practical advice, checklists and case studies to help with the design and development of healthy neighbourhoods and communities that promote walking, cycling and an active public life.

[1] National Heart Foundation of Australia. Position statement: The built environment and walking. National Heart Foundation of Australia, 2009.

Healthy by Design - A guide to planning and designing environments for active living in Tasmania, Heart Foundation, 2009

- Healthy by Design® includes design considerations and case studies to support professionals and other people who have a role in the planning, design and development of the built environment used for walking, cycling and similar activities.
- Healthy by Design complements the national *Healthy Active by Design* initiative and is differentiated by its state-specific focus including a range of Tasmanian examples.
- Available here:
- https://www.heartfoundation.org.au/images/uploads/publications/Healthy-by-Design-Tasmania.pdf

Streets For People,
Heart Foundation, Government of South Australia, 2012

- This Compendium supports a South Australian practice of designing people-friendly streets that promote cycling and walking. Many of the principles and guidance are transferable from South Australia to other states and territories including Tasmania.
- Available here:
- http://healthyactivebydesign.com.au/images/uploads/StreetforPeopleCompendium_full.pdf

Position Statement: The Built Environment and Walking,
National Heart Foundation of Australia, 2009

- Promoting walking is an effective way to increase population levels of physical activity. To increase walking, a whole-of-community approach is required that combines multiple-level strategies: public education, changes to the built environment and strategies that create a positive social environment.
- Available here:
- https://www.heartfoundation.org.au/images/uploads/publications/Built-environment-position-statement.pdf

An outline of the problem the proposal will address, including location, population or demographic issues and safety concerns

The link between Active Travel & Health

Please read our submission to the Hobart Transport Strategy (attached) regarding the link between active travel and improved health, as it contains further evidence on the links between active travel and health, and provides further detail on how Hobart could become an *'Active Travel City'.*

Further evidence can also be found here: https://www.heartfoundation.org.au/images/uploads/publications/Move-It-Australias-Healthy-Transport-Options.pdf

The Heart Foundation advocates for the promotion of active travel to support population health and well-being. Hobart has the potential to be a leader in promoting walking, cycling and public transport.

Walking, cycling and other forms of active travel offer easy ways for people to integrate activity into daily lifestyles and reduce increasing levels of inactivity.

Public transport also offers opportunities to increase active travel (and in turn activity and health), with many public transport trips being multimodal, with people walking (and/or cycling) at both ends of the public transport journey to get to and from the point of origin and destination.

Activity, in turn, is good for heart health and general health and wellbeing, particularly important in the context of some concerning figures for Tasmanian health: noting a key issue reported on page 28 of the City of Hobart Draft Transport Strategy, under the title ***"What you told us – issues, problems & challenges":***

- "Tasmanians currently experience some of the worst population health outcomes in Australia
- 'The Tasmanian Government has the goal of making Tasmania the healthiest population in Australia by 2025. This is an ambitious target, since Tasmanians currently experience some of the worst population

health outcomes in the country, with high rates of chronic disease and health risk factors like smoking, obesity, poor nutrition, low physical activity levels, and risky alcohol consumption'.

- "Active transport, including public transport, can play a part in increasing an individual's incidental physical activity and this is an important part of improving health"

Further Health Considerations

The proportion of people aged 18 and over classified as physically inactive is higher in Tasmania at 67.9% compared to 66.2% nationally, and overweight and obesity rates have increased, with 67.5% of Tasmanians now overweight or obese in 2014-15 compared with 63.4% nationally[2].

Tasmania has the highest prevalence of high blood pressure (measured – not self-reported) in Australia, with 30.4% of Tasmanians having high blood pressure – significantly higher than the proportion of 21.5% nationally. We also have the highest prevalence of high cholesterol (measured – not self-reported) in Australia, with 39.4% of Tasmanians having high cholesterol – significantly higher than the proportion of 32.8% nationally[3].

Hobart: an opportunity to be an Active Travel City

Hobart has the potential to be an *'Active Travel City'.* The city centre is relatively compact with a clear block structure of streets and built form that aids orientation and legibility. Walking is currently secondary to motorised vehicular traffic with cars, trucks and other vehicles dominating streets, in volume and speed. Controlling vehicular speed, for instance with **30km/hr** zones in both the city centre and in appropriate residential and peak pedestrian areas, will help the city environment to become more welcoming to pedestrians and cyclists. 30km/hr speed control on streets is advocated for in *Healthy by Design, A guide to planning and designing environments for active living in Tasmania[4]:*

- **"Slow traffic to encourage safe streets**: Advocate for a 30 km/hr speed limit for residential streets and in peak pedestrian areas, such as shopping precincts, schools and community facilities."

In addition to the Tasmania guidance it is notable that other Australian state capital cities are addressing the issue of 30km/hr streets, notably with city councils in Melbourne and Perth trialling 30km/hr streets in pilot study areas with the potential to roll out to wider areas of the cities.

Infrastructure improvements to enhance opportunities for walking and cycling would be welcome: within the city centre, on key routes into/and out of the city centre linking to the suburbs and within residential zones too.

The statistics on page 32 of the City of Hobart Draft Transport Strategy ("Hobart transport in context") are striking, notably the predominance of car-reliance:

- ***"83% of all journeys to work are by car, a higher proportion than any other Australian capital."*** This statistic is a stark reminder of the current dominance of vehicular traffic, due to a number of factors outlined in the strategy, notably the relatively low density and wide reach of the cities residential suburbs (***"83% of dwellings in Greater Hobart are detached separate dwellings",*** *also listed on page 32).* Dominance of car journeys are also a result of current limitations on other modes of transport, notably public transport, but also walking and cycling.

Location, Population, demographic and safety: considerations:

There are opportunities to make transport infrastructure improvements across the Greater Hobart area, including in the following locational contexts:

- Hobart city centre
- Hobart harbour and waterfront
- Hobart's arterial routes
- Hobart residential areas and suburbs
- Greater Hobart wider approach routes and regional connections

[2] ABS, National Health Survey 2014-15
[3] ABS, Australian Health Survey 2011-12
[4] Healthy by Design® A guide to planning and designing environments for active living in Tasmania, Heart Foundation, 2009

Our initial thoughts for interventions in these locations, (linked to population, demographic and safety considerations) are listed as follows:

Hobart City Centre:

- Prioritisation of pedestrian and cyclist mobility above other modes of transport in this most central of all locations. The centre of any city should be designed for the needs of its citizens, primarily people moving about their daily business by walking, cycling and other active means.
- Vehicular speeds should be reduced on city centre streets to 30km/hr to create a safer environment for pedestrians and cyclists.
- Reconsideration of the design of streets to readdress the balance between vehicles and other uses, including widening of footpaths, provision of cycle lanes, integration of street furniture, landscaping and narrowing of the vehicular carriageways.
- Hobart city centre already has some great examples of these initiatives including the central section of **Liverpool Street**; a place where all modes of transport are permitted, but with greater balance towards pedestrians.

Hobart harbour and waterfront:

- In common with the neighbouring city centre, pedestrian and cyclist mobility should be prioritised above other modes of transport in this most prominent of locations.
- The same range of interventions as listed for the city centre should be applied, with particular attention to improving connections for pedestrians between the waterfront and the city. This will be increasingly important with the increase in visitor numbers.
- The need to improve the walking environment connection between the waterfront and city centre has recently been emphasised by reports of increasing tourism visitor numbers. Recent reports have stated how larger cruise ships (with up to 6,500 passengers) will deliver thousands, if not tens of thousands of visitors to the waterside whose primary means of getting around the city will be by foot. Pedestrian links through the city need to be prioritised as stated in the actions listed under Theme 3 of the City of Hobart Draft Transport Strategy.
- Beyond the needs of visitors and tourists, the links between the waterfront and city centre should be improved for residents: improvements for Tasmanians will be improvements for visitors too.
- Good examples exist that set a precedent for further works, including the public realm improvement works to **Morrison Street** as featured in a Heart Foundation *Healthy Active by Design* Case Study:
- http://healthyactivebydesign.com.au/case-studies/hobart-waterfront-renewal-morrison-street

Hobart's arterial routes:

- Getting into and out of Hobart's city centre is a key consideration. Solutions will need to address a palette of mobility options including:

    - **Improved public transport services for buses**, including dedicated bus lanes to improve journey times, investment in the fleet of bus vehicles and enhanced infrastructure at bus stops. 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, Kingston, 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 and 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 across limited bridge crossings and ever more congested routes. The 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 ferry 'hubs' identified at Sullivans Cove (city centre waterfront) and locations on the Eastern Shore, ferry services have the opportunity to connect to other important destinations and hubs including

growth areas (increased population, housing, business etc) including Kingston and Sandy Bay to the south, and north to Bridgewater.

- **Cycle networks.** Hobart has several examples of excellent arterial cycle networks – most notably the Intercity cycleway that runs from the northern suburbs (western shore) to the waterfront and harbour on the edge of the city centre. The Eastern Foreshore 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 expanded networks reaching further and wider to maximise opportunities for all to walk and cycle greater distances on safe routes.

Hobart Residential areas and suburbs:

- Vehicles not only dominate the arterial routes into and out of Hobart but also the residential streets of the suburbs where the majority of 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 also retrofitting of existing areas.
- Vehicular speed is also an important consideration in these areas and reduction of speed on residential streets to 30km/hr should be implemented, particularly in centres of activity (e.g. neighbourhood centres with shops, services and community facilities).

Greater Hobart wider approach routes and regional connections:

- Approach routes into the city of Hobart are by their nature dominated by vehicular traffic. Whilst cars still have an important role, other modes of transport should be considered too. At the furthest extents of the Greater Hobart region, these include:
  - Airport shuttle services including bus-rapid transport (BRT) services between Hobart Airport and Hobart City Centre.
  - Regional cycle routes (and footways) to provide safe, secure connections for healthy, active travel in more remote locations – for instance the idea of creation of safe, segregated footpaths and cycle routes between communities in the wider Hobart locality (one such corridor could be, for instance, Kingston – Margate – Snug – Kettering).

Does your proposal address (tick relevant boxes):

- ☑ Active transport
- ☑ Future mobility including smart city options & new technologies such as electric and autonomous vehicles
- ☑ Infrastructure
- ☑ Public transport
- ☑ Social & demographic issues
- ☑ Sustainability
- ☑ Urban planning

Proposed costs/funding options - Estimated capital expenditure cost should be included

The initiatives proposed to establish Hobart as an Active Travel city should be considered in the context of wider socio-economic costs, including the health costs associated with not taking action (e.g. increasing levels of inactivity across a range of age groups, associated health problems and costs to health services).

Maintaining the status quo, or worse, further investing in vehicular traffic over and above active travel modes of transport will reduce the opportunity for people to walk, cycle and move by active travel means. Currently pedestrians and cyclists are marginalised in too many areas of public realm (streets and spaces).

Whilst there is of course a need to facilitate movement for vehicles, this has to be balanced against the need to accommodate healthy modes of transport too.

Provision of more and better opportunities for walking and cycling will help to promote healthy lifestyles, reduce the economic and social burden of ill health on individuals, the community and governments.

There are many strands to creating healthy streets and spaces, and whilst it is not possible to estimate capital expenditure costs for all of the proposed initiatives it is possible to provide some examples. The public realm improvements to Morrison Street, adjacent to the waterfront at Sullivan's Cove are estimated to have a cost of approximately $3.1m, as listed in the *Healthy Active by Design* Case Study.
http://healthyactivebydesign.com.au/case-studies/hobart-waterfront-renewal-morrison-street

Timelines & priorities - Proposals should identify a timeline for implementation and analysis of priorities, if the proposal contains more than one solution

Priorities should balance policy and implementation projects to demonstrate action on the ground.

A top priority for policy would be the creation of planning policy to provide a framework for the proposed initiatives.

The Heart Foundation is working to improve heart disease prevention and care for all Australians, and in Tasmania, we have been focusing on creating and maintaining healthy environments to support Tasmanians to be physically active and improving access to healthy food. In Tasmania we were successful in advocating for amendments to Schedule 1 Part 2 (f) Objectives of the *Land Use Planning and Approvals Act 1993* (LUPPA) to include:

> (f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation.

In order to support this objective, the Heart Foundation has been promoting the adoption of a **State policy for Healthy Spaces and Places.**

In further support of these policy objectives the Heart Foundation advocates for the inclusion of a Street Design Code in State Planning Provisions as part of the Tasmanian Planning Scheme.

It would be beneficial to balance long term infrastructure projects with the opportunity for some 'short term wins'. For instance, the design, planning and implementation of new street design of city centre streets (more streets demonstrating public realm improvements like Morrison Street and Liverpool Street) are likely to be medium- to longer-term projects with timelines of many months. In addition, other short-term actions could be undertaken, such as the trailing of speed control zones on certain streets, e.g. reduction to 30km/hr on key streets in the city centre and neighbourhood centres.

Risks - Address any known or potential risks, including funding, environmental, planning or social

As with many public work projects there may be some short-term discomfort with change. Any concerns about changes to public realm design to promote health and well-being could be addressed in part through comprehensive information sharing to inform the public of proposed changes. Proposals should involve on-going public consultation and engagement.

Funding will need to be addressed in terms of economic costs of projects, balanced against the economic and health costs of inactivity – notably the impact on population health and wellbeing.

All schemes and detail designs should be subject to normal checks and processes including, if applicable, safety audits.

Assumptions - Where applicable, key assumptions should be identified

A key assumption is that all stakeholders will be engaged and involved, ranging from Local Government through to the general public.

Another assumption is that all work on the RACT Mobility Vision will be used to help inform Local and State Government projects, notably the City of Hobart's own Draft Transport Strategy that has just been consulted upon.

Contact Details - Provide details of the key contact person for the proposal

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Phone: (03) 6224 2722

Additional information

Files attached:

- *Heart Foundation Submission to Hobart Transport Strategy*
- *Healthy by Design: A guide to planning and designing environments for active living in Tasmania,* Heart Foundation, 2009
- *Streets For People*, Heart Foundation, Government of South Australia, 2012