

## Active Living Proposals from Tasmanian Active Living Coalition shared with the Premier's Health and Wellbeing Advisory Council for consideration in the context of the Premier's Economic and Social Recovery Advisory Council (PESRAC).

July 2020

Active living is a way of life where physical activity – which plays a critical role in preventing ill health and chronic disease - is part of our daily routine. This can be achieved when communities are planned so that people can easily walk or cycle to schools, workplaces, shops and services, parks, and public transport<sup>1</sup>. The Tasmanian Active Living Coalition (TALC) formed in 2019, with the objective to bring together a wide range of partners from Tasmanian organisations to advance active living in Tasmania and improve health outcomes. As detailed in the [Tasmania Statement: Working Together for the Health and Wellbeing of Tasmanians](#)<sup>2</sup>, a cross-sector and collaborative approach is needed to develop public policies and plan environments supportive of active living and, subsequently, improving the health of Tasmanians. TALC is ideally positioned to facilitate this approach.

In June 2020, TALC was invited by the Premier's Health and Wellbeing Advisory Council to coordinate proposals from Coalition members for active living projects. The following package of information presents eleven active living proposals created by member organisations of TALC. The covering letter in the papers introduces the proposals and includes reference to overarching themes of *Strategic Policy & Funding Initiatives and Priority Areas for Action*. The proposals are presented in the context of the COVID-19 recovery program, with reference to the Premier's Economic and Social Recovery Advisory Council (PESRAC), acknowledging the PESRAC Interim Report and potential intersections including:

- *Recommendations 52-53 - Promote regional infrastructure;*
- *Recommendation 56 - Community transport; and*
- *Recommendation 63 - Regionally based model for co-ordinating the recovery journey.*

Proposals highlight opportunities for community engagement and alignment with local, national and international policy frameworks such as Getting Australia Active III and the Global Action Plan for Physical Activity. They also directly align with the *Call to action for COVID-19 Infrastructure Investment* – see figure 1, over page.

The proposals are diverse in concept, location and represent a range of ideas for actions to enhance opportunities for active living in Tasmania. In addition to these specific projects, TALC member organisations have also described a range of broader reaching policy and funding initiatives for consideration. We therefore make the following recommendations for funding allocations:

<sup>1</sup> Tasmanian Active Living Coalition Mission Statement

<sup>2</sup> Tasmania Statement: [http://www.dpac.tas.gov.au/\\_data/assets/pdf\\_file/0008/477773/Tasmania\\_Statement.pdf](http://www.dpac.tas.gov.au/_data/assets/pdf_file/0008/477773/Tasmania_Statement.pdf)

- **Establishing a Strategic Framework for Active Living**, with associated funding, is critical for ensuring a strategic and coordinated response to creating environments that support active living in a COVID-era Tasmania. A strategic framework could have a long-term vision (e.g. a 10-year plan) balanced with seeking opportunities for short- and medium-term projects (such as some of the smaller scale TALC proposals for Active Living provided as examples in the paper of what could be achieved in the shorter term to fit with PESRAC timetable).
- **Environments promoting active living must be considered in infrastructure spending in COVID-19 recovery.** A community infrastructure grants program for local councils would likely have a greater impact for more Tasmanian communities than one-off major projects. Local government plays a key role in active living and is the closest of all government levels to their local community. Councils in Tasmania vary in size, resourcing and capacity. Many councils have modest health and wellbeing projects ready to roll out. Providing a means for them to more easily access funding to undertake such projects could be through a Community Infrastructure Grant.
- **Funding mechanism as a fixed percentage of State Growth budget for active travel infrastructure funding.** Budget allocations towards active travel infrastructure should be considered annually in the infrastructure and roads budget for both local- and state-managed roads. The need for active travel infrastructure has been evident during the COVID-19 pandemic. Walking and cycling require safe space, appropriate infrastructure and space for social distancing, vital in the current environment. The rationale for enhanced transport budget allocation for walking and cycling is articulated in the recently published article “Cycling and walking can help drive Australia’s recovery – but not with less than 2% of transport budgets”<sup>3</sup> that includes a call to action for COVID-19 Infrastructure Investment, see **Figure 1: Call to action for COVID-19 Infrastructure Investment**<sup>4</sup> right:



Thank you for providing the opportunity for TALC to contribute to advancing the health and wellbeing of all Tasmanians during the COVID-19 recovery/this COVID-era. We look forward to receiving your feedback on these proposals.

<sup>3</sup> Article titled: “Cycling and walking can help drive Australia’s recovery – but not with less than 2% of transport budgets” by McLaughlin, M and Shilton, T, published on theconversation.com 23 July 2020  
<https://theconversation.com/cycling-and-walking-can-help-drive-australias-recovery-but-not-with-less-than-2-of-transport-budgets-142176>

<sup>4</sup> Ibid

Mr Graeme Lynch  
Chair, Premier's Health and Wellbeing Advisory Council  
Heart Foundation  
Level 1/89 Brisbane Street  
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21 July 2020

## Active Living Proposals from Tasmanian Active Living Coalition

Dear Graeme

In June 2020 the Tasmanian Active Living Coalition (TALC) was invited by the Premier's Health and Wellbeing Advisory Council to coordinate proposals from Coalition members for active living projects. On behalf of TALC I present 11 proposals for your consideration.

### Active Living Proposals

The proposals are presented in the context of the COVID-19 recovery program, with reference to the Premier's Economic and Social Recovery Advisory Council (PESRAC). They are presented in full in Appendix 1.

The proposals are diverse, representing a wide range of ideas for actions to enhance opportunities for active living in Tasmania. They cover a range of locations, communities, organisations and stakeholder groups. Suggestions range from providing small-scale facilities through to larger infrastructure projects, and also ideas for strategy and policy change.

Each proposal contains a summary sheet, with key points listed in tabulated form for ease of reference. To help guide the Premier's Health and Wellbeing Advisory Council in its assessment, TALC members were asked to demonstrate how their proposal aligns with the Premier's Principles.

Consideration was given to the level of community engagement and how the project aligned with local, national and international policy frameworks such as Getting Australia Active III (GAAIII) and the Global Action Plan for Physical Activity (GAPPA).

Each proposal was also required to describe how the project would be evaluated.

## Strategic Policy and Funding Initiatives

In addition to providing a range of specific projects, member organisations have also described a range of broader reaching policy and funding initiatives for consideration.

- **Local government** plays a key role in active living and is the closest of all government levels to their local community. Councils in Tasmania vary in size, resourcing and capacity; only five of Tasmania's 29 councils are represented on TALC. Many councils have modest health and wellbeing projects ready to roll out. Providing a means for them to more easily access funding to undertake such projects through an initiative such as a Community Infrastructure Grant for local councils would likely have a greater impact for more Tasmanian communities than one-off major projects.
- **Budget allocations** towards active travel infrastructure should be considered annually in the infrastructure and roads budget for both local- and state-managed roads. The need for such development was particularly evident during the COVID-19 pandemic. Walking and cycling allow for safe social distancing, which is vital in the current environment.
- **Climate change** is often cited in relation to active living due to the known environmental benefits from increased active travel and subsequent reduction in greenhouse gas emissions from the transport sector. COVID-19 recovery in Tasmania also needs to consider climate change; *Climate Action 21* is a policy related to the active living agenda.
- **Healthy street design** must be considered in all new developments and retrofitting of current streets, where possible. Measures such as wider footpaths and bike paths, traffic calming measures and automatic street crossings all contribute to a safer environment conducive to walking and cycling. Further details are presented in Appendix 5 – [Active Streets: the new normal for public space \(Heart Foundation position snapshot, May 2020\)](#). An international example of guidance for retrofitting streets to accommodate segregated space for riding bikes is provided in [Making Safe Space for Cycling in 10 Days. A guide to temporary bike lanes from Friedrichshain-Kreuzberg, Berlin \(Mobycon, 2020\)](#).
- **Active travel to school** is an important area of potential action, as highlighted in several proposals. Improvements to the design of our streets and spaces immediately around schools could greatly enhance conditions for walking, cycling and scooting. There are opportunities to work across sectors involving different partners from transport, planning, education and health to enhance opportunities for active travel to school.

## Context for Active Living Proposals

As detailed in the Tasmania Statement (see Appendix 2), a cross-sector and collaborative approach is needed to develop public policies and plan environments supportive of active living and, subsequently, improving the health of Tasmanians.

The Tasmanian Active Living Coalition formed in 2019 following the successful *Active Living in Tasmania Forum* held at the end of 2018, with the objective to bring together a wide range of partners from Tasmanian organisations to advance active living in Tasmania and improve health outcomes. The Tasmanian Active Living Coalition Mission Statement (Appendix 3) states:

*“Active living is a way of life where physical activity is part of our daily routine. This can be achieved when communities are planned so that people can easily walk or cycle to schools, workplaces, shops and services, parks, and public transport. This means healthier lifestyles for residents, a more social and safer neighbourhood. It also means economic and environmental benefits, through increased local shopping and decreased private motor vehicle use.”*

It is important to note that these proposals are shared in the context of broad themes and objectives that could be explored further to enhance conditions for active living in Tasmania. These strategic objectives, themes and policy context (at state, national and international scales) are outlined in more detail in the accompanying report – *Summary report on priority areas for active living in Tasmania*, as presented in Appendix 4.

## Priority Areas for Action

A key theme throughout the national and international frameworks for physical activity is the role the built environment and transport networks play in relation to increasing active living opportunities. Broadly, in the transport domain, investment should be directed towards:

- addressing street connectivity – including appropriately designed footpaths and cycling infrastructure in road development/redevelopment
- improving accessibility to destinations through inclusion of active travel and public transport infrastructure in urban planning
- active travel programs – through school-based interventions, workplace travel programs, alongside effective marketing and promotion.

In the built environment domain, investment should be directed towards:

- neighbourhood design that includes parks and green space, appropriate lighting and shelter to make places feel safe and attractive
- mixed land-use areas, making workplaces, homes and shops more easily accessible
- connected street networks designed to facilitate easy access to public transport, active travel infrastructure and key destinations.

The design of the public realm, our streets and spaces, is central to both built environment and transport domains. Enhancements to the public realm offer great opportunities for more people to be more active, more often, with benefits for health and wellbeing. The Heart Foundation has recently published a position statement on this subject, *Active Streets: the new normal for public space*, as presented in Appendix 5.



Thank you for providing the opportunity for TALC to contribute to advancing the health and wellbeing of all Tasmanians. We look forward to receiving your feedback on these proposals.

Kind regards

Keith Brown

Chair – Tasmanian Active Living Coalition

Enclosed:

- Appendix 1: Proposals
  - A1.1 Bicycle Council 1 – Support to access electric bicycles
  - A1.2 Bicycle Council 2 – Urban separated cycleways
  - A1.3 Brighton Council 1 – Green Point Road streetscape improvements
  - A1.4 Brighton Council 2 – Connecting the trail gaps
  - A1.5 Tasmanian Bicycle Council – Melville Street bi-directional cycleway
  - A1.6 JMG – Cycle route intercity path from Glenorchy over the Bowen Bridge and connecting to the Tasman Bridge
  - A1.7 Planning Institute of Australia (Tasmanian branch) – Invigorating communities through providing safe and attractive walking and riding pathways to schools
  - A1.8 Royal Hobart Hospital – Secure bicycle parking for staff at the Royal Hobart Hospital
  - A1.9 UTAS – Launceston open streets – good for business, for people, and for the future of Tasmania
  - A1.10 UTAS – Prioritising and valuing health shifting – the transport culture in Tasmania: active travel and school communities
  - A1.11 UTAS – North west coastal pathway – West Park, Burnie connection
- Appendix 2: Tasmania Statement
- Appendix 3: Tasmanian Active Living Coalition mission statement
- Appendix 4: Summary report on priority areas for active living in Tasmania
- Appendix 5: Active Streets: the new normal for public space (Heart Foundation position snapshot, May 2020)

## - Appendix I: Proposal Summary Sheets

- A1.1 Bicycle Council 1 – Support to access electric bicycles
- A1.2 Bicycle Council 2 – Urban separated cycleways networks
- A1.3 Brighton Council 1 – Green Point Road Streetscape Improvements
- A1.4 Brighton Council 2 - Connecting the Trail Gaps
- A1.5 Tasmanian Bicycle Council-Melville Street bi-directional cycleway
- A1.6 JMG – Cycle route - intercity path from Glenorchy over the Bowen bridge and connecting to the Tasman Bridge
- A1.7 PIA TAS – Invigorating communities through providing safe and attractive walking and riding pathways to schools
- A1.8 Royal Hobart Hospital – Secure bicycle parking for staff at the Royal Hobart Hospital
- A1.9 UTAS – Launceston Open Streets- Good for Business, for People, and for the Future of Tasmania
- A1.10 UTAS – Prioritising and Valuing Health Shifting - the Transport Culture in Tasmania: Active Travel and School Communities
- A1.11 UTAS – North West Coastal Pathway – West Park, Burnie Connection



## Proposal Summary

PROJECT NAME	<b>SUPPORT TO ACCESS ELECTRIC BICYCLES</b>
ORGANISATION	Bicycle Network Tasmania
PROJECT DESCRIPTION (4 PARTS)	<p>Provide interest-free loans to people and businesses to buy e-bikes;</p> <p>Direct grants to buy e-bikes for low-income Tasmanians and small businesses;</p> <p>Provide e-bike salary sacrificing schemes to public servants;</p> <p>Support a public e-bike rental scheme to be established.</p>
PARTNERS	<p>Tasmanian Government</p> <p>E-bike Supplier</p>
BUDGET (TOTAL)	<p>\$2000 to \$3000 retail per e-bike</p> <p>Electric cargo bikes at about \$5000 for businesses.</p> <p>Loans could be available for between \$2000 and \$10,000</p>
EVALUATION	Proposal can/will be evaluated
COMMUNITY ENGAGEMENT	Yes (but limited)
ALIGNMENT WITH PREMIER'S SOCIAL AND ECONOMIC ADVISORY COUNCIL PRINCIPLES	<p>Yes. Addresses the following:</p> <ul style="list-style-type: none"> <li>• Drive investment to create employment related to COVID-19 recovery;</li> <li>• Build strategies to minimise the medium- and longer-term impact on economic factors;</li> <li>• Recognise our need to live and work with the coronavirus pandemic until such time as a vaccine is available; and</li> <li>• Focus on Tasmania's unique brand.</li> </ul>
POLICY/EVIDENCE ALIGNMENT	Yes
PROJECT SHOVEL/CLICK READY?	Yes within 3 months





## Proposal Summary

PROJECT NAME	<b>URBAN SEPARATED CYCLEWAYS NETWORKS</b>
ORGANISATION	Bicycle Network Tasmania
PROJECT DESCRIPTION	To get as many people as possible riding to work, school and services, the cycling infrastructure needs to be of a standard that meets the need of “all ages and abilities”. On streets greater than 1,000 vehicles a day and speeds over 30 km/h this means separating riders from traffic. The biggest barrier to people riding is perceptions of safety. To retrofit separated cycleways into existing streets, space would need to be reallocated away from parking or traffic lanes. As several of Hobart and Launceston’s streets have multiple lanes of one-way traffic and two lanes of parking, there is space to do this.
PARTNERS	Tasmanian Government and city councils
BUDGET (TOTAL)	Unknown at this stage. City of Melbourne est. cost \$16m for 20km (averages \$800,000 per km). Tasmania’s urban centres are small. In Hobart the length of Harrington to Campbell streets is 750m and Melville to Davey St, 650m, with Launceston’s city centre slightly smaller.
EVALUATION	Proposal can/will be evaluated
COMMUNITY ENGAGEMENT	Yes required
ALIGNMENT WITH PREMIER’S SOCIAL AND ECONOMIC ADVISORY COUNCIL PRINCIPLES	Yes. Addresses the following: <ul style="list-style-type: none"> <li>• Drive investment to create employment related to COVID-19 recovery;</li> <li>• Build strategies to minimise the medium- and longer-term impact on economic factors;</li> <li>• Recognise our need to live and work with the coronavirus pandemic until such time as a vaccine is available; and</li> <li>• Focus on Tasmania’s unique brand.</li> </ul>
POLICY/EVIDENCE ALIGNMENT	Yes
PROJECT SHOVEL/CLICK READY?	No



## Proposal Summary

PROJECT NAME	<b>GREEN POINT ROAD STREETSCAPE IMPROVEMENTS</b>
ORGANISATION	Brighton Council
PROJECT DESCRIPTION	The Brighton LGA is ranked 1 out of 29 Tasmanian Councils against the Index of Relative Socio-economic Disadvantage. Green Point Road shopping and community services precinct in Bridgewater is a vital hub for communities. Updating the built environment around Green Point Road precinct is especially pressing as a large proportion of community members already commute to and from the precinct on foot, bicycle or bus. This project aims to address the above issues by implementing the Green Point Road Concept Master Plan.
PARTNERS	Brighton Council and Tasmanian Government
BUDGET (TOTAL)	Total Cost \$808,100. Brighton Council will contribute 50% of the funds.
EVALUATION	Proposal can/will be evaluated
COMMUNITY ENGAGEMENT	Yes completed
ALIGNMENT WITH PREMIER'S SOCIAL AND ECONOMIC ADVISORY COUNCIL PRINCIPLES	<p>Yes. Addresses the following:</p> <ul style="list-style-type: none"> <li>• Drive investment to create employment related to COVID-19 recovery;</li> <li>• Build strategies to minimise the short, medium- and longer-term impact on our social fabric and social renewal;</li> <li>• Build strategies to minimise the medium- and longer-term impact on economic factors;</li> <li>• Recognise our need to live and work with the coronavirus pandemic until such time as a vaccine is available;</li> <li>• Enable ongoing containment measures impacting how our community interacts;</li> <li>• Enable Ongoing containment measures impacting how our businesses operate; and</li> <li>• Focus on Tasmania's unique brand.</li> </ul>
POLICY/EVIDENCE ALIGNMENT	Yes
PROJECT SHOVEL/CLICK READY?	Yes



## Proposal Summary

PROJECT NAME	<b>CONNECTING THE TRAIL GAPS</b>
ORGANISATION	Brighton Council
PROJECT DESCRIPTION	Many of the residents in the Brighton municipality use active travel for transport. The Council propose to construct 2.5m wide pathways with upgraded lighting and landscaping connecting Gagebrook and the outer suburbs of Bridgewater with the schools and service centres in Green Point and Cove Hill in Bridgewater. In 2018, Council spent \$700,000 to upgrade the walkway along the East Derwent Highway to connect Herdsman Cove and its new Community Parkland. This project will complete the network of 2.5m wide sealed paths connecting the three suburbs to the Bridgewater activity centre and new parklands.
PARTNERS	Brighton Council and Tasmanian Government
BUDGET (TOTAL)	The total cost is \$780,000. Brighton Council will contribute 30%.
DETAILS OF EVALUATION	Proposal can/will be evaluated
COMMUNITY ENGAGEMENT	Yes - complete
ALIGNMENT WITH PREMIER'S SOCIAL AND ECONOMIC ADVISORY COUNCIL PRINCIPLES	<p>Yes. Addresses the following:</p> <ul style="list-style-type: none"> <li>• Drive investment to create employment related to COVID-19 recovery;</li> <li>• Build strategies to minimise the short, medium- and longer-term impact on our social fabric and social renewal;</li> <li>• Build strategies to minimise the medium- and longer-term impact on economic factors;</li> <li>• Recognise our need to live and work with the coronavirus pandemic until such time as a vaccine is available;</li> <li>• Enable ongoing containment measures that will impact how our community interacts;</li> <li>• Enable Ongoing containment measures that will impact how our businesses operate; and</li> <li>• Focus on Tasmania's unique brand.</li> </ul>
POLICY/EVIDENCE ALIGNMENT	Yes
PROJECT SHOVEL/CLICK READY?	Yes



### Proposal Summary

PROJECT NAME	<b>CYCLE ROUTE - INTERCITY PATH FROM GLENORCHY OVER THE BOWEN BRIDGE AND CONNECTING TO THE TASMAN BRIDGE</b>
ORGANISATION	Matthew Clark, Principal. Johnstone, McGee & Gandy Pty Ltd.
PROJECT DESCRIPTION	It is proposed a road cycle route starting from the intercity path end at Glenorchy over the Bowen bridge and back to the Tasman Bridge will be completed. The section from Geilston Bay to the Bowen Bridge (including the bridge itself) is poor. There are extensive foreshore reserves that could be used. This path would need to be a high specification concrete path as per the intercity cycleway.
PARTNERS	Glenorchy City Council, Clarence City Council, Tasmanian State Government and Bicycle Network of Tasmania.
BUDGET (TOTAL)	Not costed.
DETAILS OF EVALUATION	Proposal can/will be evaluated
COMMUNITY ENGAGEMENT	Yes
ALIGNMENT WITH PREMIER'S SOCIAL AND ECONOMIC ADVISORY COUNCIL PRINCIPLES	<p>Yes. Addresses the following:</p> <ul style="list-style-type: none"> <li>• Drive investment to create employment related to COVID-19 recovery;</li> <li>• Build strategies to minimise the medium- and longer-term impact on economic factors;</li> <li>• Recognise our need to live and work with the coronavirus pandemic until such time as a vaccine is available;</li> <li>• Enable Ongoing containment measures that will impact how our businesses operate; and</li> <li>• Focus on Tasmania's unique brand.</li> </ul>
POLICY/EVIDENCE ALIGNMENT	Yes
PROJECT SHOVEL/CLICK READY?	No



## Proposal Summary

PROJECT NAME	<b>INVIGORATING COMMUNITIES THROUGH PROVIDING SAFE AND ATTRACTIVE WALKING AND RIDING PATHWAYS TO SCHOOLS.</b>
ORGANISATION	Planning Institute of Australia (Tasmanian Division)
PROJECT DESCRIPTION	<p>The journey to local schools for children and youth by walking or riding in many places is neither safe nor attractive. A program to improve pathways to schools will contribute to address the incidence of child obesity, support community interactions and contribute to reduce traffic congestion around schools. The evidence is that the provision of safe and attractive pathways encourages students to walk or ride. COVID-19 required communities to exercise locally exposing both the pleasure of local walking and riding but also the limitations for this in many neighbourhoods.</p> <p>This proposal is for a program of projects centered on the journey to schools.</p>
PARTNERS	The Planning Institute of Australia advocates multi-disciplinary and collaborative practices in the design of the built environment. The Institute is not resourced to contribute financially or otherwise to this proposal. Institute members however are equipped to take lead or supportive roles in the design and execution of projects involved with this proposal.
BUDGET (TOTAL)	This proposal is an advocacy for many individual projects all of which would have different costs.
DETAILS OF EVALUATION	N/A
COMMUNITY ENGAGEMENT	N/A
ALIGNMENT WITH PREMIER'S SOCIAL AND ECONOMIC ADVISORY COUNCIL PRINCIPLES	<p>Yes. Addresses the following:</p> <ul style="list-style-type: none"> <li>• Build strategies to minimise the short, medium- and longer-term impact on our social fabric and social renewal;</li> <li>• Build strategies to minimise the medium- and longer-term impact on economic factors;</li> <li>• Recognise our need to live and work with the coronavirus pandemic until such time as a vaccine is available; and</li> <li>• Enable ongoing containment measures that will impact how our community interacts.</li> </ul>
POLICY/EVIDENCE ALIGNMENT	Yes
PROJECT SHOVEL/CLICK READY?	N/A



## Proposal Summary

PROJECT NAME	<b>MELVILLE STREET BI-DIRECTIONAL CYCLEWAY</b>
ORGANISATION	Tasmanian Bicycle Council
PROJECT DESCRIPTION	<p>To get as many people riding as possible, the cycling infrastructure needs to be of a standard suited to “All Ages and Abilities” – known as the Triple A / ‘AAA’ standard. To retrofit a separated cycleway, space would need to be reallocated away from vehicle parking or traffic lanes. As there will be so many people eventually using the street and because of Hobart’s one-way streets system, it makes sense to put in a bi-directional, separated cycleway along Melville St. Bi-directional cycleways are also more space efficient than two single-direction cycleways on the same street. There are public parking spaces available in the car park of the University’s Melville Street accommodation block under utilised so can absorb any removal of current on-street parking.</p>
PARTNERS	Tasmanian Government, University of Tasmania and City of Hobart
BUDGET (TOTAL)	<p>The City of Melbourne has estimated a cost of \$16 million for 20m in 2021, which averages out to be \$800,000 per km.</p> <p>The Melville Street section from Campbell Street through to Harrington is about 700m long. We are proposing that a quick roll-out cycleway be installed to claim the space and be useful for students currently living in the area until the university develops its final campus plan for the street. This could be achieved using temporary separators and bollards, similar to those used for road works projects, along with line marking.</p>
DETAILS OF EVALUATION	Proposal can/will be evaluated
COMMUNITY ENGAGEMENT	Required
ALIGNMENT WITH PREMIER’S SOCIAL AND ECONOMIC ADVISORY COUNCIL PRINCIPLES	<p>Yes. Addresses the following:</p> <ul style="list-style-type: none"> <li>• Drive investment to create employment related to COVID-19 recovery;</li> <li>• Drive investment to create employment related to COVID-19 recovery; and</li> <li>• Recognise our need to live and work with the coronavirus pandemic until such time as a vaccine is available.</li> </ul>
POLICY/EVIDENCE ALIGNMENT	Yes
PROJECT SHOVEL/CLICK READY?	No





## Proposal Summary

PROJECT NAME	<b>NORTH WEST COASTAL PATHWAY – WEST PARK, BURNIE CONNECTION</b>
ORGANISATION	University of Tasmania
PROJECT DESCRIPTION	The North West Coastal Pathway Plan (NWCP) provides guidance for local councils and the community regarding strategic development and operation of a shared pathway between Wynyard and Latrobe. While there is a pedestrian/running path through the West Park site, it is not optimal as a shared facility for recreational and commuter cyclists. The current path also provides poor connection into the new bike hub and Makers Workshop. Track connections also need improvement from the existing boardwalk and foreshore pathway to the campus area. There is also an opportunity in this project proposal to include provision of formal outdoor exercise equipment, such as that provided along the Intercity Cycleway in Hobart and various other locations across the state.
PARTNERS	Tasmanian Government, University of Tasmania, Cradle Coast Authority and the City of Burnie. There is a Deed of Agreement between Burnie City Council and the University of Tasmania that ensures consultative and mutually beneficial development of the West Park site.
BUDGET (TOTAL)	\$178,904.00 Est
EVALUATION	Proposal can/will be evaluated
COMMUNITY ENGAGEMENT	The NWCP is supported by the Coastal Pathway Coalition, which is a community and local business led initiative that is getting support from all political parties, local Councils and the Cradle Coast Authority to progress NWCP development.
ALIGNMENT WITH PREMIER'S SOCIAL AND ECONOMIC ADVISORY COUNCIL PRINCIPLES	Yes. Addresses the following: <ul style="list-style-type: none"> <li>• Drive investment to create employment related to COVID-19 recovery;</li> <li>• Recognise our need to live and work with the coronavirus pandemic until such time as a vaccine is available ;</li> <li>• Enable ongoing containment measures that will impact how our community interacts; and</li> <li>• Focus on Tasmania's unique brand.</li> </ul>
POLICY/EVIDENCE ALIGNMENT	Yes
PROJECT SHOVEL/CLICK READY?	Yes



## Proposal Summary

PROJECT NAME	<b>OPEN STREETS- GOOD FOR BUSINESS, FOR PEOPLE, AND FOR THE FUTURE OF TASMANIA</b>
ORGANISATION	Casey Mainsbridge, University of Tasmania
PROJECT DESCRIPTION	This project proposal postulates selected streets in Tasmanian cities be closed to motorised vehicles for short periods of times on a regular basis between December 2020 and December 2021. The primary focus of this project is to encourage Tasmanians and visitors to Tasmania to come into our cities to be part of a unique social and economic experience. People will be provided with the chance to use the closed streets freely to travel actively, interact, play, and engage with local businesses within their residences and on the closed streets as permitted.
PARTNERS	City of Hobart, City of Launceston, Devonport City Council and Burnie City Council, Bicycle Network of Tasmania and Metro Tasmania
BUDGET (TOTAL)	To be fully costed in discussion with partners.
EVALUATION	Proposal can/will be evaluated
COMMUNITY ENGAGEMENT	Yes (Launceston for one Pilot event in 2019), other locations No
ALIGNMENT WITH PREMIER'S SOCIAL AND ECONOMIC ADVISORY COUNCIL PRINCIPLES	Yes. Addresses the following: <ul style="list-style-type: none"> <li>• Build strategies to minimise the short, medium- and longer-term impact on our social fabric and social renewal;</li> <li>• Enable ongoing containment measures that will impact how our businesses operate;</li> <li>• Focus on Tasmania's unique brand; and</li> <li>• Recognise our need to live and work with the coronavirus.</li> </ul>
POLICY/EVIDENCE ALIGNMENT	Yes
PROJECT SHOVEL/CLICK READY?	Yes



## Proposal Summary

PROJECT NAME	<b>PRIORITISING AND VALUING HEALTH</b> <b>SHIFTING THE TRANSPORT CULTURE IN TASMANIA:</b> <b>ACTIVE TRAVEL AND SCHOOL COMMUNITIES</b>
ORGANISATION	Casey Mainsbridge, University of Tasmania
PROJECT DESCRIPTION	<p>To embed temporary bike lanes in close proximity to selected Tasmanian schools to promote, encourage, and support school students and their families to travel actively to and from school.</p> <p>The timeframe of the pilot project is during 2021. It is anticipated that eight Tasmanian schools will be directly targeted for the project; two schools from the southern region, two schools from the northern region, two schools from the north-west region, one school from the east coast region, and one school from the west coast region.</p>
PARTNERS	Tasmanian Department of Education, Tasmanian Department of Health - Move Well Eat Well Program and Tasmanian Bicycle Network.
BUDGET (TOTAL)	\$79, 844.46 plus in-kind support from partner organisations.
EVALUATION	Proposal can/will be evaluated
COMMUNITY ENGAGEMENT	Yes
ALIGNMENT WITH PREMIER'S SOCIAL AND ECONOMIC ADVISORY COUNCIL PRINCIPLES	<p>Yes. Addresses the following:</p> <ul style="list-style-type: none"> <li>• Build strategies to minimise the short, medium- and longer-term impact on our social fabric and social renewal; and</li> <li>• Enable ongoing containment measures that will impact how our community interacts.</li> </ul>
POLICY/EVIDENCE ALIGNMENT	Yes
PROJECT SHOVEL/CLICK READY?	Yes



## Proposal Summary

PROJECT NAME	<b>SECURE BICYCLE PARKING FOR STAFF AT THE ROYAL HOBART HOSPITAL</b>
ORGANISATION	Royal Hobart Hospital
PROJECT DESCRIPTION	There is very poor infrastructure at our major public hospital (Royal Hobart Hospital) to support active transport by healthcare workers. A recent survey of employees at the hospital elicited 650 responses and found one third of employees already use active transport to work and another third of employees are interested in making the switch to active transport, but some significant barriers exist. After consultation with the hospital management a space in the forecourt has been identified that can be converted to secure bicycle storage if remedial works are undertaken. These works include the erection of fencing with secure combination locks and racks.
PARTNERS	Royal Hobart Hospital Green Health Committee Royal Hobart Hospital Executive Bicycle Network Tasmania
BUDGET (TOTAL)	\$43,000
EVALUATION	Proposal can/will be evaluated
COMMUNITY ENGAGEMENT	Yes completed
ALIGNMENT WITH PREMIER'S SOCIAL AND ECONOMIC ADVISORY COUNCIL PRINCIPLES	Yes. Addresses the following: <ul style="list-style-type: none"> <li>• Drive investment to create employment related to COVID-19 recovery;</li> <li>• Build strategies to minimise the short, medium- and longer-term impact on our social fabric and social renewal;</li> <li>• Recognise our need to live and work with the coronavirus pandemic until such time as a vaccine is available; and</li> <li>• Focus on Tasmania's unique brand</li> </ul>
POLICY/EVIDENCE ALIGNMENT	Yes
PROJECT SHOVEL/CLICK READY?	Yes

## - Appendix 2: Tasmania Statement





## 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



- **Appendix 3:**  
**Tasmanian Active Living Coalition**  
**Mission Statement**



# Tasmanian Active Living Coalition



Working in partnership to create inclusive environments to support all Tasmanians to lead healthy, active lifestyles at every stage of life.



## Mission

To promote active living through partnerships and bridging research, practice and decision-making to create environments that support and promote active living.

## Why was the Coalition Formed?

A series of active living events held in Tasmania in 2018 highlighted significant interest from a range of organisations to establish this Coalition.

Active living is a way of life where physical activity is part of our daily routine. This can be achieved when communities are planned so that people can easily walk or cycle to schools, workplaces, shops and services, parks, and public transport. This means healthier lifestyles for residents, a more social and safer neighbourhood. It also means economic and environmental benefits, through increased local shopping and decreased private motor vehicle use.

A cross-sector and collaborative approach is needed to develop public policies and plan environments supporting active living. Tasmania has a solid history of working collaboratively to further this agenda.

## What does the Coalition do?

The Coalition partners work together to influence and inform policies, decisions and strategies that encourage the creation of active living environments.

## How does the Coalition do it?

- Translating evidence into policy and practice;
- Building on existing partnerships and develop new partnerships as required;
- Raising the profile of active living; and
- Supporting, advising and advocating for improvements in the built and natural urban environments including improved access to our parks and open spaces.

## Partners

The following organisations are members of the Coalition:

- Bicycle Network Tasmania
- Council on the Ageing (Tasmania)
- Cycling South
- Department of Communities Tasmania
- Department of Health (Tasmania)
- Department of Justice (Tasmania)
- Department of State Growth (Tasmania)
- Department of Premier and Cabinet (Tasmania)
- Heart Foundation
- Local Government Association of Tasmania/ local councils
- Metro Tasmania
- Planning Institute of Australia (PIA) (Tasmanian Division)
- Private consultants
- Royal Automobile Club of Tasmania (RACT)
- University of Tasmania (UTAS)

## Further Information

Please contact the Tasmanian Active Living Coalition at [activeliving.coalition@health.tas.gov.au](mailto:activeliving.coalition@health.tas.gov.au).

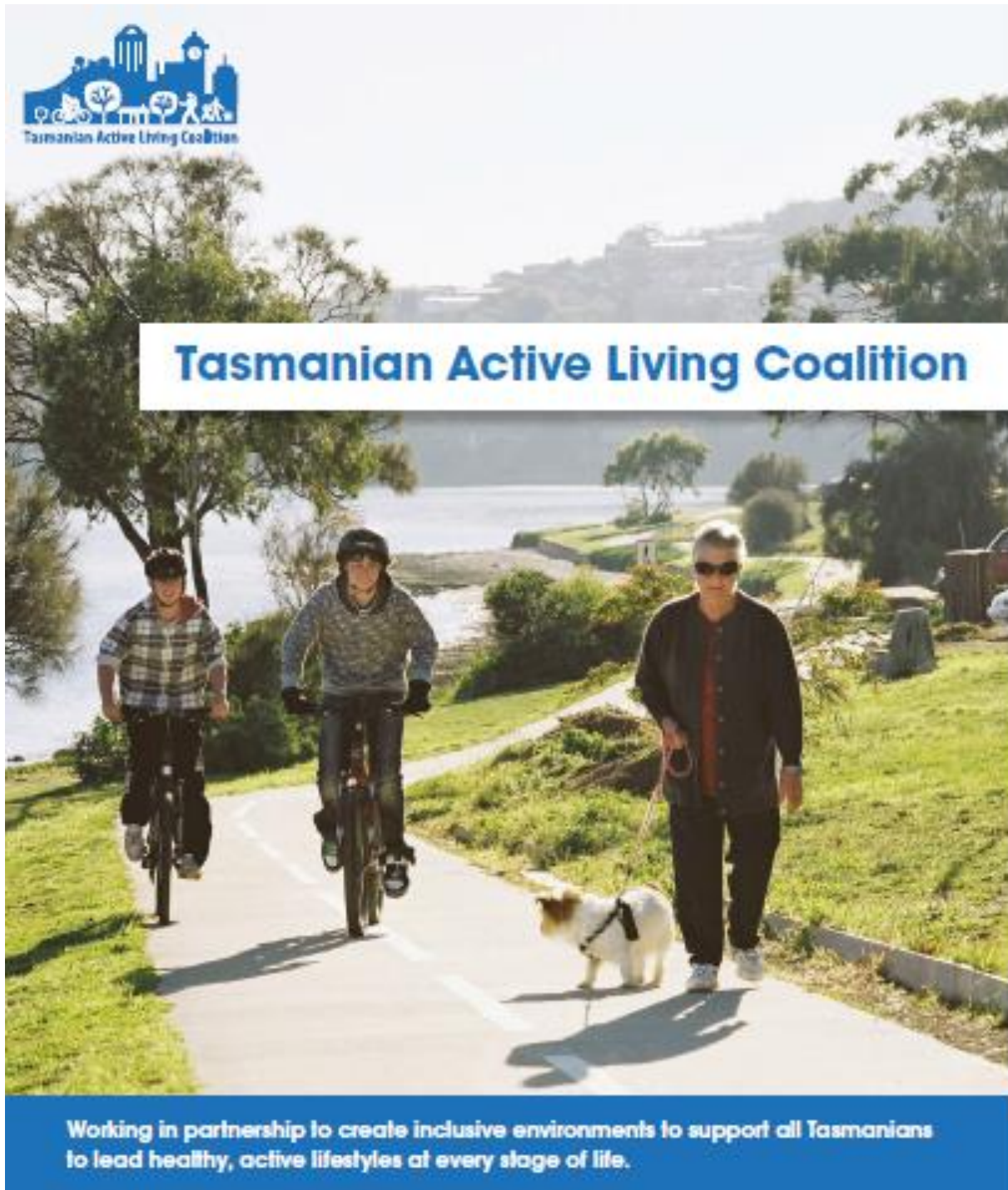


- **Appendix 4:  
Summary Report on Priority Areas for  
Active Living in Tasmania**





# Summary Report on Priority Areas for Active Living in Tasmania



**June 2020**

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## Introduction

The Tasmanian Active Living Coalition was established during 2019 in response to the strong interest in active living from a range of stakeholders both within, and external, to government. The Coalition builds upon the active living activities held in late 2018.

The Coalition is a way to have a cross-sectorial collaborative approach to develop public policies and plan environments to support active living. Tasmania has a solid history of working collaboratively to further this agenda.

*Tasmanian Active Living Coalition - Working in partnership to create inclusive environments to support and enable all Tasmanians to lead healthy, active lifestyles at every stage of life.*

## History

The Premier's Physical Activity Council (PPAC) was a multi-sectoral group formed in 2001 to address the issue of physical inactivity in Tasmania. A sub-group of the Council focused its work on the built environment and active living due to the increased recognition of relationship between the built environment and public health. Unfortunately, with the cessation of PPAC in 2016, the work of the built environment group also ceased.

A key piece of work was *Tasmania's plan for physical activity 2011-2021* developed by the Council in conjunction with the Tasmanian community. It set a unifying direction and framework for action to address physical inactivity in the state. The vision of the Plan was that *all Tasmanians experience and enjoy the many benefits of regular physical activity*. This vision was supported by goal two of the strategy which was to *create built and natural environments that enable and encourage physical activity*<sup>1</sup>

Towards the end of 2018 a series of active living events held in association with a visit to Tasmania by Professor Jim Sallis – the pioneer of active living research. It was recognised active living is a broad, multi-sectoral issue that needs to include key stakeholders from all areas including health, transport, planning, research and local government to name a few. Hence, the multi-sectoral Tasmanian Active Living Coalition was formed.

## Issue – Physical Inactivity

Globally, physical inactivity is estimated to account for between 6-10% of ischaemic heart disease, stroke, diabetes, and breast and colon cancer<sup>2</sup>. In Australia in 2011, physical inactivity accounted for 5.0% of the total burden of disease and injury, ranking overall as the fourth most burdensome risk factor and the third most burdensome behavioural risk factor (behind tobacco use and alcohol use).<sup>3</sup>

The impact of insufficient physical activity on the Australian economy in terms of direct health care costs, reduced productivity and mortality is estimated to be \$13.8 billion each year. In 2007, physically inactive adults cost the Australian healthcare system \$1.5 billion annually in direct health expenditure, of which the

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<sup>1</sup> Tasmania's plan for physical activity 2011-2021, Tasmanian Government.

<sup>2</sup> I-Min Lee, Eric J Shiroma, Felipe Lobelo, Pekka Puska, Steven N Blair, Peter T Katzmarzyk. Effect of physical inactivity on major non-communicable diseases worldwide: an analysis of burden of disease and life expectancy. *Lancet* 2012; 380: 219–29

<sup>3</sup> Australian Institute of Health and Welfare 2016. Australian Burden of Disease Study: Impact and causes of illness and death in Australia 2011. Australian Burden of Disease Study series no. 3. BOD 4. Canberra: AIHW.

greatest proportion was spent on costs relating to falls (\$468.7m), coronary heart disease (\$371.5m), and type 2 diabetes (\$210.7m) (Medibank Private 2008) <sup>4</sup>.

## Policy Context – Active Living Environments

The health impact of insufficient physical activity is being recognised worldwide and steps are being implemented to address this serious, yet modifiable, issue. In 2011, the World Health Organisation (WHO) developed the *Global Action Plan for the Prevention and Control of Non-communicable Diseases 2013-2020*. <sup>5</sup> In 2013, the World Health Assembly agreed on a set of global voluntary targets which includes 10% reduction in the prevalence of insufficient physical activity by 2025.

While there are broad policy recommendations in place there has been limited progress in most countries to improve activity levels. Subsequently, in 2018 the World Health Organisation released the *Global Action Plan on Physical Activity 2018-2030* (GAPPA). The plan contains four strategic objectives which are to create active societies, active environments, active people and active systems. Each objective contains a comprehensive set of proposed actions (see appendices for detailed GAPPA map).

The *Toronto Charter for Physical Activity* (2010) and the complementary document - *Investments that work for Physical Activity* both highlight the importance of the built environment for active living. The latter document outlines the seven best investments to increase population levels of physical activity which are supported by evidence of effectiveness. Two of the best investments relevant to the work of TALC are: transport policies and systems that prioritise walking, cycling and public transport; and urban design regulations and infrastructure that provide for equitable and safe access for recreational physical activity, and recreational and transport-related walking and cycling across the life-course<sup>6</sup>.

In Australia, a national physical activity plan is currently under development (expected date of completion end of 2020) to provide an overarching framework for addressing physical inactivity to guide future action.

The Heart Foundation document *Blueprint for an Active Australia* outlines 13 action areas - of relevance to the active living work are the physical environments areas which include built environments, active travel and disadvantaged populations. (see appendices).

The recently released *Getting Australia Active III* is the first such framework in Australia for nearly 15 years. The release of this is opportune timing and aligns with the work of TALC as it outlines a systems approach to physical activity for policy makers in Australia. It notes that there is no single solution for addressing physical inactivity and that a whole-of-systems approach is required. The document is comprehensive and contains guidance for a range of sectors including transport, urban planning, sport and recreation, local government and education to name a few. Again, the importance of the transport domain and the built environment domain are integral components of a whole-of-system approach to address physical inactivity and achieve co-benefits across sectors including health, environmental and economic benefits.<sup>7</sup>

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<sup>4</sup> Medibank Private (2008). The cost of physical inactivity October 2008. Medibank Private Limited.

<sup>5</sup> World Health Organisation (WHO), 2013, *Global Action Plan for the Prevention and Control of Non-communicable Diseases 2013-2020*, ISBN 978 92 4 150623 6

<sup>6</sup> Global Advocacy Council for Physical Activity (GAPPA) the Advocacy Council of the International Society for Physical Activity and Health (ISPAH). *NCD Prevention: Investments that Work for Physical Activity*. 2011.

<sup>7</sup> Bellew B, Nau T, Smith B, Bauman A (Eds.) *Getting Australia Active III: A systems approach to physical activity for policy makers*. Sydney, Australia. The Australian Prevention Partnership centre and The University of Sydney. April 2020.

The National Sports Plan *Sport 2030* was released in 2018 – priority area one is ‘Building a More Active Australia’ and it is positive to note the related 2019-2023 Corporate Plan, contains a focus on active environments and specifically supporting the development of active places and spaces infrastructure.

In summary, a key theme throughout these global, national and state level policy documents is the role the built environment and transport networks play in relation to addressing physical inactivity. The impact of the built environment and transport networks on our physical activity levels is significant. Creating built environments that help active living can significantly increase daily physical activity levels. Neighbourhoods designed with ‘walkability’ in mind, connected street networks and access to public transport result in high levels of active travel <sup>8</sup>

## Mapping of current work in Tasmania

At the November 2019 meeting of the Tasmanian Active Living Coalition, a presentation was given outlining the policy context and framework which shapes the work in the active living environments space, as outlined in the previous section.

Following the presentation, a short mapping activity was undertaken by members present at the meeting. For those unable to make the meeting, a template was provided, and information was then added to the mapping document.

Participants were asked to map key areas of work from their organisation around the four key areas of creating active societies, active systems, active people and active environments.

Once this was completed and templates returned, the work was categorised into areas:

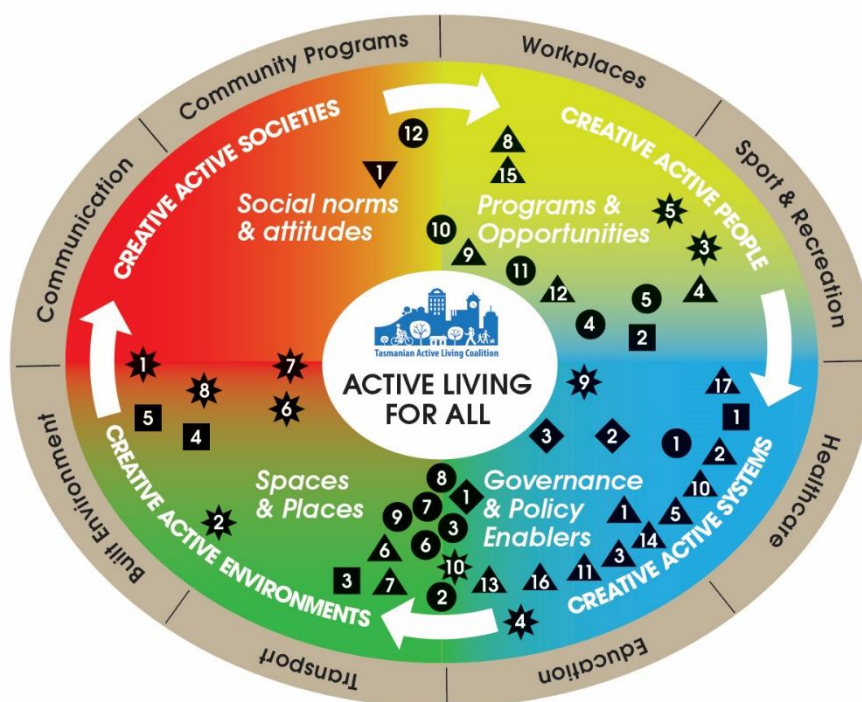
- Programs and Opportunities
- Social Norms and Attitudes
- Spaces and Places
- Governance and Policy Enablers

This diagram and associated table below provide a visual illustration and list of work happening in Tasmania related to active living by member organisations. This demonstrates work done by each sector in the four areas of programs and opportunities, social norms and attitudes, spaces and places and governance and policy enablers.

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<sup>8</sup> Giles-Cort- B, Badland H, Hooper P, Timperio A, Sugiyama T, Foster S, Bull F, Cain L. 2014, ‘Action area 1: Built environments’, Blueprint for an active Australia, 2<sup>nd</sup> edn, National Heart Foundation of Australia, Melbourne.

## SNAPSHOT OF ACTIVE LIVING IN TASMANIA



### LEGEND



8 DOMAINS OF ACTION FROM 'Getting Australia Active III'  
(The Australian Prevention Partnership Centre and the University of Sydney, 2020)



4 OBJECTIVES FROM 'Global Action Plan on Physical Activity' (GAPPA), 2018-2030 -  
More Active People for a Healthier World (World Health Organization, 2018)



ACTIVE LIVING FOR ALL



### EXAMPLES OF ACTIVE LIVING PROJECTS IN TASMANIA:

ICONS REPRESENT SECTORS

1 - 20

NUMBERS CORRESPOND WITH EXAMPLES OF ACTIVE LIVING PROJECTS  
(SEE ASSOCIATED TABLE FOR LIST OF NUMBERED ACTIVE PROJECTS)

▲ STATE GOVERNMENT    ★ LOCAL GOVERNMENT    ■ RESEARCH  
● NGO    ◆ PROFESSIONAL BODY    ▼ FEDERAL GOVERNMENT

## EXAMPLES OF ACTIVE LIVING ACTIVITIES IN TASMANIA

Title	Organisation	Type	Sector	Icon
Active Ageing Consultation Strategic Directions	Council on the Ageing (COTA)	Policy Enabler and Strategy	Non-government organisation	1
Active Ageing Strategy	Department of Communities	Governance and Policy Enablers	State Government	1
Active Travel to School 2019	Heart Foundation	Governance and Policy Enablers/Spaces and Places	Non-government organisation	2
Age friendly seats on walks	Clarence City Council	Spaces and Places	Local Government	3
Blueprint for an Active Australia	Heart Foundation	Governance and Policy Enablers/Spaces and Places	Non-government organisation	3
Bridge of Remembrance and Rose Garden Bridge	City of Hobart	Spaces and Places	Local Government	3
Child and Student Wellbeing Strategy 2018-2021	Department of Education	Governance and Policy Enablers	State Government	2
Community Activities page. Statewide activities online (by region)	Council on the Ageing (COTA)	Social norms and attitudes	Non government organisation	12
Community Walkability Project	Local Government Association of Tasmania	Programs and Opportunities/Spaces and Places	Local Government	3
Disability Sport and Active Recreation Framework	Department of Communities	Governance and Policy Enablers	State Government	3
Draft Transport Strategy	City of Hobart	Governance and Policy Enablers/Spaces and Places	Local Government	3
Family Food Patch	Child Health Association	Programs and opportunities	Non government organisation	4
Fitness in the Park	Clarence City Council	Programs and opportunities	Local Government	3
Get Active Booklets	Department of Communities	Programs and opportunities	State Government	4
Get Active Program	Womensport and Recreation Tasmania	Programs and opportunities	Non government organisation	5
Good for Business	Heart Foundation	Governance and Policy Enablers	Non government organisation	6
Greater Hobart Mobility Vision	RAC	Governance and Policy Enablers/Spaces and Places	Non government organisation	7
Health by Stealth. Active Travel and Public Transport study	University of Tasmania	Governance and Policy Enablers	Research	1
HealthLit4Kids	University of Tasmania	Programs and opportunities	Research	2
Healthy Active by Design	Heart Foundation	Governance and Policy Enablers/Spaces and Places	Non-government organisation	8
Healthy Landscapes Research Group	University of Tasmania	Spaces and Places	Research	3
Healthy Tasmania Five Year Strategic Plan	Department of Health	Governance and Policy Enablers	State Government	5
Healthy Urban Microbiomes Initiative	University of Tasmania	Spaces and Places	Research	4
Legacy Park Community Hub	City of Hobart	Spaces and Places	Local Government	3
Levelling the Playing Field	Department of Communities	Spaces and Places	State Government	6
Liveable Communities Toolkit	Council on the Ageing (COTA)	Spaces and Places	Non-government organisation	9
Local Government, Building and Miscellaneous Provisions Act	Tasmanian Government	Governance and Policy Enablers	State Government	7
Melville Street Community Garden Project	University of Tasmania	Spaces and Places	Research	5
Move Well Eat Well program	Department of Health	Programs and opportunities	State Government	8
Multicultural Grants Program	Department of Premier and Cabinet	Programs and opportunities	State Government	9
Multi-use tracks and trails throughout city	Clarence City Council	Spaces and Places	Local Government	3
National Behaviour Change Campaign (proposed for 2020)	Commonwealth Department of Health	Social norms and attitudes	Federal Government	1
Partnership with schools and sporting organisations to use school grounds at weekends	Clarence City Council	Spaces and Places	Local Government	3
Planning for Healthy Communities Position Statement	Planning Institute of Australia	Governance and Policy Enablers/Spaces and Places	Professional body	1
Positive Ageing Committee	Clarence City Council	Governance and Policy Enablers	Local Government	3
Premier's Health and Wellbeing Advisory Council	Department of Premier and Cabinet	Governance and Policy Enablers	State Government	10
Public Open Spaces in all subdivisions	Clarence City Council	Governance and Policy Enablers/Spaces and Places	Local Government	3
Recognition of Planning Schools and Professional Development	Planning Institute of Australia	Governance and Policy Enablers	Professional body	2
Seniors week	Council on the Ageing (COTA)	Social Norms & Attitudes/Programs and Opportunities	Non-government organisation	10
Shaping Australia's Future. Through the Lens - The Tipping Point	Planning Institute of Australia	Governance and Policy Enablers	Professional body	3
SPRINTS Group	Department of Communities	Governance and Policy Enablers	State Government	11
Strength for Life program	Council on the Ageing (COTA)	Programs and opportunities	Non government organisation	11
Student Health Initiative	Department of Education	Programs and opportunities	State Government	12
Tasmanian Planning Policies	Department of Justice	Governance and Policy Enablers	State Government	13
The Tasmania Statement	Department of Premier and Cabinet	Governance and Policy Enablers	State Government	14
Ticket to Play	Department of Communities	Programs and opportunities	State Government	15
Walking and Cycling for Active Transport Strategy	Department of State Growth	Governance and Policy Enablers	State Government	16
Working in Health Promoting Ways	Department of Health	Governance and Policy Enablers	State Government	17

### Legend

 State Government
  Local Government
  Research
  Professional body
  NGO
  Federal Government

## Potential Opportunities for Action – Active Environments

In Tasmania (and Australia more broadly), there are already systems and mechanisms in place to address some of so called 'best-buys' for increasing physical activity. For example:

- Sport and recreation - is addressed through the work of Sport Australia, National Sporting Organisations (NSOs) and State Sporting Organisations (SSOs).
- Whole-of School Programs – physical activity is a key component of the Move Well Eat Well program in Tasmania. The Student Health Initiative was a key component of the Healthy Tasmania Five Year Strategic Plan.
- Mass-media campaigns – these require substantial resourcing from a financial and staffing perspective. It is well known that effective behaviour change campaigns need to be long-term, consistent messaging and sustained over time. This is best to be conducted at national level.

What was learned from the mapping activity and an analysis of current work in Tasmania, was that while there are established mechanisms to address some areas (as noted above), where there is a gap of *coordinated action* is in relation to the physical environments encouraging and enabling active living. This gap is an area TALC aims to fill through addressing improvements to the built environment and transport networks in Tasmania.

### Recommendations for action

As noted throughout this report, the transport and built environment domains are two critical components on which the Tasmanian Active Living Coalition can focus.

In the transport domain, investment should be directed towards:

- Addressing street connectivity - including appropriately designed footpaths and cycling infrastructure in road development/redevelopment.
- Improving accessibility to destinations through inclusion of active travel and public transport infrastructure in urban planning.
- Active travel programs – through school-based interventions, workplace travel programs alongside effective marketing and promotion.

In the built environment domain, investment should be directed towards:

- Neighbourhood design that includes parks and biodiverse green space, appropriate lighting and shelter to make places feel safe and attractive.
- Mixed land-use areas so that employment, homes and shops are easily accessible
- Connected street networks – designed to facilitate easy access to public transport, active travel infrastructure and key destinations.



## Next Steps

TALC was asked to provide input for the Premier's Health and Wellbeing Advisory Council (PHWAC) for built environment priorities to present to the Premier and Cabinet. This advice will also link into the advice being prepared by the [Premier's Economic and Social Recovery Advisory Council](#) (PESRAC).

PESRAC was formed in response to the COVID-19 pandemic to provide advice to the Government on strategies and initiatives to support the short, medium and the longer-term recovery of Tasmania. This provides a unique opportunity for the TALC to progress the work of the Coalition to "work together and influence and inform policies, decisions and strategies that encourage the creation of active living environments". If successful, progress in areas members have spoken about for some time could be made.

This report provides a background for members submissions.

# Appendices

## I. WHO Global Action Plan on Physical Activity Systems Map

### WHOLE OF GOVERNMENT SOLUTIONS FOR PHYSICAL INACTIVITY

This global action plan provides a “systems-based” roadmap for all countries to enable national and subnational action to increase physical activity and reduce sedentary behaviour.

*Increasing physical activity requires a systems-based approach – there is no single policy solution*

### WHAT IS A ‘SYSTEMS-BASED’ APPROACH?

A systems-based approach recognizes the interconnectedness and adaptive interaction of multiple influences on physical activity. It shows the numerous opportunities for policy action by different stakeholders to reverse current trends in inactivity and how they interact on multiple levels.

Implementation requires a collective and coordinated response across the settings where people live, work and play by all relevant stakeholders, at all levels, to ensure a more active future.



## 2. Heart Foundation Blueprint for an Active Australia - Summary

### How to use the Blueprint

This document was developed for government, non-government organisations, professionals, academics and communities to support the implementation of the Blueprint, and to outline the key recommendations for adoption.

The Blueprint provides further details about why this is important and the strategies within the 5Ps:

- Programs and settings
- Public and professional education
- Policy measures
- Priority populations
- Physical environments

The Heart Foundation recommends implementing combinations of these actions and interventions across the 5Ps to effectively increase physical activity levels, particularly in walking and cycling. There is no single solution, but the Blueprint provides numerous opportunities for action.

Increasing physical activity will require a collective and coordinated response to ensure an active and healthy future for all Australians.

For more information visit our website. To discuss the recommendations please contact your local Heart Foundation office.



*The Australian National Physical Activity and Sedentary Behaviour Guidelines recommend that an adult should accumulate 150 to 300 minutes of moderate-intensity physical activity per week, or 75 to 150 minutes of vigorous-intensity physical activity per week. The guidelines recommend minimising time spent in prolonged sitting. Our children and young people require one hour of moderate-to-vigorous physical activity per day to meet the guidelines.<sup>1</sup>*

The *Blueprint for an Active Australia 2019* is the result of a collaboration with academic experts, national built environment professionals and Heart Foundation active living and advocacy staff.

For all of our active living resources visit: [heartfoundation.org.au](http://heartfoundation.org.au)

Download the Blueprint in full, or by action area at: [heartfoundation.org.au/BFAA](http://heartfoundation.org.au/BFAA)

For more about our free Heart Foundation Walking program: [walking.heartfoundation.org.au](http://walking.heartfoundation.org.au)

For advice on Healthy Active by Design: [healthyactivebydesign.com.au](http://healthyactivebydesign.com.au)

For heart health information and support call the Helpline on 13 11 12

Terms of use: This material has been developed by the National Heart Foundation of Australia (Heart Foundation) for general information and educational purposes only. It does not constitute medical advice. Please consult your healthcare provider if you have, or suspect you have, a health problem. The information provided is based on evidence available at the time of publication. Please refer to the Heart Foundation website at [www.heartfoundation.org.au](http://www.heartfoundation.org.au) for Terms of Use.

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### References

- 1 ABS, *Causes of death 2017*, ABS cat no. 3303.0 Canberra, September 2018.
- 2 AIHW, *Impact of physical inactivity as a risk factor for chronic conditions: Australian burden of disease*, 2017.
- 3 AIHW, *Physical activity across the life stages*, 2018.
- 4 ABS, *Aboriginal and Torres Strait Islander health survey: first results (internet)*, 2013.
- 5 ABS, *National Health Survey 2017-18*.
- 6 Royal Children's Hospital Melbourne, *Travelling to school: habits of Australian families*, 2019.
- 7 ABS, *Australian Census*, 2016.
- 8 Australian Government, *Australia's physical activity and sedentary behaviour guidelines and the Australian 24-hour movement guidelines*.

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### Blueprint for an Active Australia

Third edition

Australia  
We need to get  
more active!

### We urgently need policy leadership to encourage Australians to be more active, more often.

The *Blueprint for an Active Australia* (the Blueprint) summarises the compelling evidence for action to increase physical activity levels and reduce sedentary behaviour.

Australians are not as active as they think they are. Sport is a good start – but it's not enough. If we can get Australians to meet the recommendations for physical activity\* we would see substantial population health benefits, including reducing the risk of heart disease.

**We call on the Australian Government to fund the development and implementation of a National Physical Activity Action Plan.**



### ■ Heart disease remains the single leading cause of death in Australia, with one death every 28 minutes<sup>1</sup>.

Physical inactivity contributes 11% of the burden of heart disease in Australia<sup>2</sup> – and the population statistics are even more shocking:

- 56% of adults are not sufficiently active for any health benefit.<sup>3</sup> In non-remote areas, 62% of Indigenous Australians aged 15 and over do very little or no exercise at all.<sup>4</sup>
- 67% of Australian adults are overweight or obese.<sup>5</sup>
- 71% of Australian children do not walk or ride to school in a typical week.<sup>6</sup>
- Only 16% of Australians travel to work by public transport, and only 5.2% either walk or cycle to work.<sup>7</sup>

More physical activity would reduce the prevalence of Australia's leading killers: heart disease, type 2 diabetes and some cancers.

Investing in physical activity will not only improve health, but help to meet goals around transport, congestion, liveable cities, ageing well, childhood overweight, community wellbeing, equity, social cohesion and economic vitality.

\* Physical activity includes walking for transport or recreation, fitness activities, sport, moderate exercise and/or vigorous exercise.

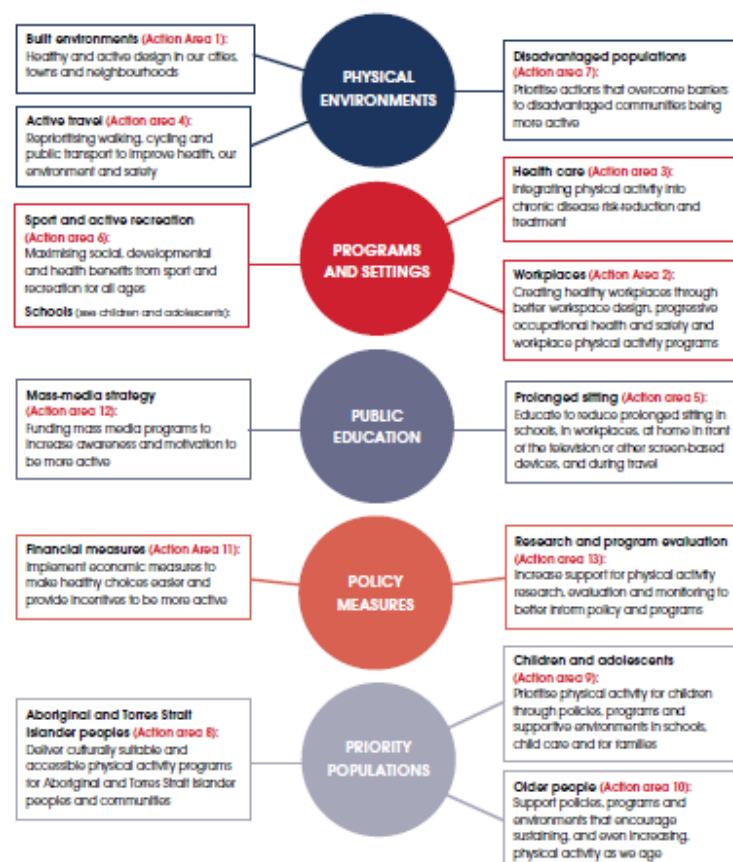


## Five pillars of change for a more active Australia

The Blueprint is the Heart Foundation's national call for action on physical activity, across transport, health, education, sport and planning, to deliver a healthy Australia for all.

We believe that it takes a whole community to build an active Australia. Governments, organisations, professionals and communities must work together to increase physical activity levels.

The Heart Foundation calls on these many sectors to address the 13 Action Areas from the Blueprint which address social, environmental and behavioural factors. The action areas can be defined within: Physical environments, Programs and settings, Public education, Policy measures and Priority populations. These 5P's capture the comprehensive approach needed and provide the framework for a National Physical Activity Action Plan.



## Getting Australia active: we all have a role to play

### GOVERNMENT SECTOR

1. Develop statewide walking strategies and invest in walking.
2. Invest in active school travel programs and safe routes to school.
3. Build and support healthy and active environments that create spaces and places for walking, cycling and recreational physical activity for people of all ages.
4. Incorporate physical activity programs in schools, workplaces, health care and aged care settings.
5. Deliver affordable and accessible physical activity programs for the prevention and management of heart disease and other chronic diseases.
6. Increase support for sporting and active recreation clubs and facilities.
7. Educate and motivate the community about the benefits of physical activity.

### URBAN SECTOR

1. Plan compact neighbourhoods that are walking and cycling friendly, with walkable transport stops, destinations, open space, public realm and activity centres.
2. Plan, develop and retrofit to promote perceptions of safety for walking and cycling.
3. Provide supportive infrastructure for walking and cycling.
4. Improve the quality of public open space to attract more people to sports and active recreation.
5. Provide facilities such as seating, paths and drinking fountains around sports hubs.
6. Develop multi-age, multi-gender, multi-functional sports and recreational facilities.
7. Apply an equity lens across developments to ensure that public transport meets the needs of disadvantaged groups.
8. Provide Aboriginal and Torres Strait Islander communities with access to built environments that encourage physical activity.

### HEALTH SECTOR

1. "Prescribe" exercise for different conditions.
2. Incorporate physical activity into chronic disease care plans and ensure appropriate incentives and funding for follow-up support.
3. Use waiting rooms to promote and educate about physical activity.
4. Improve interactions with patients by including physical activity promotion.
5. Undertake ongoing training/professional development to include increasing knowledge and skills in promoting physical activity.
6. Incorporate physical activity into e-health records and care plans.
7. Refer patients to appropriate local programs such as Heart Foundation Walking.

### SPORT AND EDUCATION SECTOR

1. Protect existing sports grounds particularly in areas of densification and greenfield growth precincts.
2. Ensure indoor and outdoor sports facilities are multifunctional and support a range of community activities.
3. Allow for subsidised access to sports and clubs, particularly in disadvantaged areas, and encourage female participation through targeted programs.
4. Deliver quality physical education lessons (PE) as a core component across the school week.
5. Strengthen training for teachers to increase skills in teaching on active play, PE, movement and physical literacy.
6. Multi-sectoral cooperation between schools, sport and recreation clubs, local government and planning and transport sector - to address resource constraints.

### UNDERPINNED BY RESEARCH AND EVIDENCE

1. Develop new technologies to improve access to sports, groups and facilities.
2. Use technology such as video and internet to support physical activity for housebound people.
3. Evaluate campaigns and programs across socio-economic, geographic and cultural variables for impact on physical activity of targeted population, and any benefit, for disadvantaged populations.
4. Implement social and community interventions to support Aboriginal and Torres Strait Islander peoples' participation in physical activity.
5. Establish interdisciplinary research teams working in collaboration with multi-sector partners to ensure impact on heart health.

Please note: this is a summary of the Blueprint's recommendations. For more information visit [heartfoundation.org.au/SFAA](http://heartfoundation.org.au/SFAA)

### 3. Getting Australia Active III – Summary Brief



NEW  
REPORT

## Getting Australia Active III

Getting Australia Active III is the first systems approach guide to physical activity in the world. It supports decision makers to implement physical activity policies and programs in Australia.



Developed by the Australian Systems Approaches to Physical Activity (ASAPa) project, a national initiative led by researchers at The Australian Prevention Partnership Centre and the University of Sydney with funding from the Australian Government's Medical Research Future Fund.

GAAIII updates the evidence published in previous editions (2002 and 2004) and incorporates guidance to support policy makers in Australia with implementing actions related to the **World Health Organization's Global Action Plan on Physical Activity**.

It provides design specifications on effective policies and programs across eight policy domains, guidance on priority investments, case studies and links to online resources.

#### REPORT OUTLINE

##### Builds the case for physical activity

- Discusses the substantial health and other co-benefits associated with addressing physical activity, which have positive implications for economic growth, community building, liveability, environmental sustainability, health and wellbeing, and safety.
- Details the prevalence of Australians meeting physical activity recommendations over time, identifying important considerations for monitoring trends over time.

##### Overview and rationale for whole-of-systems approaches in Australia

- Explains how to apply whole-of-systems approaches to physical activity in Australia. It presents a conceptual systems map for physical activity developed as part of the Australian Systems Approaches to Physical Activity (ASAPa) project.

##### Policy domains for action

- Details eight domains where policy can intervene to promote physical activity, makes recommendations for investment and action, identifies other strategies or domains that intersect, and suggests implications for policy.

##### Addresses inequity to increase participation among socially disadvantaged groups

- Determines policy recommendations for reducing inequity in physical activity and provides practical guidance and examples across the 'best investment' domains and priority areas in the World Health Organization's Global Action Plan on Physical Activity.

##### Physical activity surveillance

- Presents the concept of a 'PASS', a comprehensive physical activity surveillance system that can assess individuals, organisations, settings and sectors, and their relationships in a physical activity system over time.



Access the full report here: [preventioncentre.org.au](http://preventioncentre.org.au)

#### Policy domains for action



Education



Transport



Built  
environment



Primary and  
secondary  
healthcare



Communication



Community



Workplace



Sport and  
recreation

The Australian Prevention Partnership Centre is funded by the NHMRC, Australian Government Department of Health, ACT Health, Cancer Council Australia, NSW Ministry of Health, South Australian Department for Health and Wellbeing, Tasmanian Department of Health, and VicHealth. The Prevention Centre is hosted by the Sax Institute.

- **Appendix 5:**  
**Active Streets: the new normal for public space** (Heart Foundation position snapshot, May 2020)





# Active Streets – The new normal for public space

## CALL TO ACTION

The Heart Foundation is calling on local government to ensure all Australians have safe streets for walking and cycling by:

- allocating extra street and footpath space for people walking and riding bikes to support social distancing;
- reducing vehicle speeds on local neighbourhood streets; and
- automating street crossings to eliminate the need to touch the 'push buttons'.

Streets play an important role in public life, beyond the movement of traffic. Streets make up a substantial part of the open space available to communities, and can be utilised as places to walk, cycle, exercise, play, socialise, grow food, rest, create and do business. Never has the diverse function of streets been more apparent as during the time of COVID-19.

***“A street that works for people is a street that is good for health.”<sup>1</sup>***

The COVID-19 pandemic created many challenges including finding new ways to be active, while adhering to local restrictions. Australian Government guidelines for social distancing recognise personal exercise as one of five essential activities that Australians could leave their homes for. This, together with the closure of recreation facilities and the cancellation of group fitness and sporting activities, has seen many more people exercising in our streets and public spaces, with apparent increases in the number of people walking and cycling, including children and family groups.

The Heart Foundation works to improve the heart health of all Australians, and promoting physical activity is one of our key recommendations for improving heart health and mental wellbeing at a population level.

There is a considerable body of evidence that well-planned neighbourhoods, healthy street design and access to public green spaces make it easier for people to be more active and lead heart-healthy lives.



The Healthy Active by Design website is a free online tool that showcases the latest evidence and Australian case studies of best practice, with checklists, and supporting analysis as guidance for implementation – visit [healthyactivebydesign.com.au](https://healthyactivebydesign.com.au)

Suburbs around Australia vary in their provision of walking and cycling-friendly options, public open spaces and easy access to local destinations and services without needing a car. People living in denser suburbs often enjoy better amenity and a good public realm. However, there is often inequity between suburbs, and between metropolitan and regional areas. Addressing these gaps would benefit us all, leading to healthier, more resilient communities.

**We want to ensure that all Australian neighbourhoods have access to safe public spaces for activity. This is particularly important for our regional towns, or those areas identified as being disadvantaged and/or having poorer health outcomes.**



The Heart Foundation supports recent calls for state governments to prioritise and allocate funding for urgent walking and cycling infrastructure improvements and upgrades. The Heart Foundation also recognises the vital role that councils play in achieving healthy communities.

**Now is the time to rethink how we respond to the 'new mobility' for a healthier and more equitable future.**

## **COST-EFFECTIVE SOLUTIONS FOR WALKING AND CYCLING**

### **MORE SPACE FOR ACTIVE STREETS**

With increased numbers of people reported to be exercising in their local areas, it is important to ensure sufficient space is provided to maintain social distancing (1.5m in Australia).

- Short-term: low-cost and temporary actions such as the use of bollards, traffic cones or other similar measures to provide additional space for wider footpaths and segregated cycle lanes.
- Short- to medium-term: bringing forward 'shovel ready' projects for planned new walking and cycling infrastructure. Opportunities could be considered to bring forward funding and infrastructure projects already in the pipeline.

### **SLOWER STREETS**

Street environments that promote low car speeds support pedestrians and bike riders, and they improve overall amenity and safety in neighbourhoods.

Safety, including the speed of vehicles on streets, is a consideration for people in their decision to take part in forms of exercise including walking and cycling, especially on or near busy streets with fast moving vehicles.

Speed is an even more important consideration currently, with people of all ages walking and cycling in greater numbers.

### **NO-TOUCH CROSSINGS**

Several Australian cities have recently implemented automated crossings, removing the need to press buttons to 'request' crossing of a carriageway. Reducing use of push buttons is more important than ever in light of current public health conditions.

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May 2020

<sup>1</sup> Healthy Streets. <https://healthystreets.com/>. Accessed 29/04/2020

### **Further resources**

Heart Foundation. 2019. Blueprint for an Active Australia. (3rd Ed.)  
[www.heartfoundation.org.au/Activities-finding-or-opinion/physical-activity-blueprint](http://www.heartfoundation.org.au/Activities-finding-or-opinion/physical-activity-blueprint)

### **About the Heart Foundation**

The Heart Foundation is the leading Australian non-government organisation working to improve the design of our cities, neighbourhoods, streets and buildings to make it easier for Australians to lead heart-healthy lives. The Heart Foundation advocates for policy and activities of governments that facilitate and encourage physical activity.

### **Contact**

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#supportsharedstreets; #healthyactivebydesign; #spaceforhealth

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