

## Why it's important

Being able to leave your home, travel to work or meet up with other people, go to the doctor or dentist, or do the shopping, are all dependent on access to transport.

*Accessible transport* means being able to get to where you need to go within an acceptable amount of time, cost and ease.

Transport can include walking, cycling, travelling by motor vehicle, or using public transport.

People who have accessible transport are more likely to:

- have a stronger sense of wellbeing
- be at lower risk of depression
- be able to access services that help keep them healthy such as dental check ups, cancer screening services, and mental health support groups
- participate in social activities that keep them active and engaged in their communities.

Walking, cycling and use of public transport offer tremendous benefits for individuals, communities and the environment, including:

- physical activity, which can protect against heart disease, mental illness and diabetes
- increased social contact, which can enhance mental health and wellbeing
- reduced air pollution
- enhanced neighbourhood safety
- reduced fatal motor vehicle-related accidents.



## Why is transport an issue for the health of Tasmanians?

### We depend on cars

Tasmanians are highly dependent on private cars, having 875 vehicles per 1,000 population in 2015, which was the highest number of any state or territory.<sup>1</sup> Tasmania has the largest proportion of people using a passenger vehicle as part of their transport to get to work (87%).<sup>1</sup>

### There are too many road accidents

An unacceptable number of road accidents and fatalities occur each year in Tasmania. For the latest statistics visit: [transport.tas.gov.au/roadsafety/crash\\_statistics](http://transport.tas.gov.au/roadsafety/crash_statistics).<sup>2</sup>

### Motorised transport is bad for the environment

The transport sector contributed nearly a quarter of greenhouse gas emissions in Tasmania in 2011. The largest increase in emissions since 1990 was in transport (16%).<sup>3</sup>

### Not everyone can afford a car

Despite the high car ownership rate, there are still many Tasmanians who do not own or have access to a car, who cannot afford to run a car to the extent that they need, or who are unable to drive because of age or disability. The occupants of almost one in 10 private dwellings in Tasmania do not have a motor vehicle.<sup>4</sup> Households in the most disadvantaged areas were more likely not to own a passenger vehicle compared with other households. In contrast, households in the most advantaged areas were more likely to have three or more cars per household.<sup>5</sup>

### Public transport is not widely available

In Tasmania, public transport use declined from 6% in 2006 to 3% in 2009. In March 2009, 38% of people reported that there was no service available at the right time or at a convenient time and more than one-quarter (26%) reported there was no service available in their area.<sup>6</sup>

### Not many of us walk or cycle as a mode of transport

Cycling, an environmentally friendly alternative to a passenger vehicle or public transport, is not common among Australians. In 2012, only 2% of adults cycled to work or study and 4% walked as their main form of transport.<sup>5</sup> From 2006-2009, the percentage of people who walked to work or full-time study in Tasmania dropped from 8% to 4%.<sup>6</sup>

## References & Resources

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  2. Department of State Growth, Accessed May 2016, Tasmanian Government: [transport.tas.gov.au/roadsafety/crash\\_statistics](http://transport.tas.gov.au/roadsafety/crash_statistics).
  3. Department of State Growth 2010, *Tasmanian Urban Passenger Transport Network*: [stategrowth.tas.gov.au/\\_\\_data/assets/pdf\\_file/0011/88679/Tasmanian\\_Urban\\_Passenger\\_Transport\\_Framework\\_2010.pdf](http://stategrowth.tas.gov.au/__data/assets/pdf_file/0011/88679/Tasmanian_Urban_Passenger_Transport_Framework_2010.pdf); and Department of Premier and Cabinet, 2011, *Tasmania's Emissions Profile*: [dpac.tas.gov.au/\\_\\_data/assets/pdf\\_file/0010/144649/Fact\\_Sheet\\_1\\_Tasmanias\\_Emissions.pdf](http://dpac.tas.gov.au/__data/assets/pdf_file/0010/144649/Fact_Sheet_1_Tasmanias_Emissions.pdf).
  4. ABS 2010, *Tasmanian State and Regional Indicators, 1307.6*: [abs.gov.au/ausstats/abs@.nsf/mf/1307.6](http://abs.gov.au/ausstats/abs@.nsf/mf/1307.6).
  5. ABS 2014, 4102.0 - *Australian Social Trends, July 2013*: [abs.gov.au/AUSSTATS/abs@.nsf/Lookup/4102.0Main+Features40July+2013](http://abs.gov.au/AUSSTATS/abs@.nsf/Lookup/4102.0Main+Features40July+2013).
  6. ABS 2010, 1301.0 - *Year Book Australia, 2009-10*: [abs.gov.au/ausstats/abs@.nsf/0/7448BFFA8C92ED29CA25773700169C2A?opendocument](http://abs.gov.au/ausstats/abs@.nsf/0/7448BFFA8C92ED29CA25773700169C2A?opendocument).
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  - Christl B et al 2009, *A review of the evidence of the impact of public transport on population health in Australia*: [hiaconnect.edu.au/old/files/Impact\\_of\\_Public\\_Transport\\_on%20Health\\_in\\_Australia.pdf](http://hiaconnect.edu.au/old/files/Impact_of_Public_Transport_on%20Health_in_Australia.pdf).
  - Rissel C et al 2012, *Key health benefits associated with public transport: a rapid review*: [saxinstitute.org.au/wp-content/uploads/05\\_Key-health-benefits-associated-with-public-transport.pdf](http://saxinstitute.org.au/wp-content/uploads/05_Key-health-benefits-associated-with-public-transport.pdf).
  - Department of Infrastructure & Regional Development: *Active Transport—Walking and Cycling*: [infrastructure.gov.au/infrastructure/pab/active\\_transport/index.aspx](http://infrastructure.gov.au/infrastructure/pab/active_transport/index.aspx).

## Communities

- Ensure that the community is well informed about available transport options.
- If a new community transport initiative is being explored, connect with Community Transport Services Tasmania Inc. to help ensure that transport services in the community are coordinated.
- Explore the potential to use idle school buses (often between 9am-2:30pm) and taxis for community transport..
- Explore the potential for local programs such as dial-a-ride, car pooling and car sharing.
- Hold a community forum on transport, taking a strength-based approach to problem solving - i.e. what are the community's strengths and opportunities and how can these be used to enhance transport.
- Advocate for improved and accessible transport services (write letters to politicians, become part of lobby groups or write to the media). Offer practical and sustainable solutions.
- Create a community culture that encourages walking and cycling.

## Individuals

- Challenge your own travel behaviour: Do you need to drive? Could you car pool, walk or cycle?
- Lead or become part of movements to change the way we think about transport.
- Offer a lift to a neighbour, colleague or friend who may have limited access to transport.
- Volunteer as a driver for community transport services.
- Be vocal if there is a problem - i.e. advocate to improve public transport services (write letters to politicians, become part of lobby groups and write to the media).
- As a driver, cyclist or pedestrian, share the road respectfully and safely.
- Have your say about land use planning and transport system design.
- Be respectful and helpful of other passengers using public transport.



## Workplaces (Managers, Workers, Volunteers) & Service Providers

- Support and participate in *active commuting* (walk, cycle) to and from work, schools and child care services.
- Organise meetings in accessible venues or use telephone and internet connectivity.
- Provide adequate parking for people with disabilities, older Tasmanians and parents with babies, as well as for bicycles, in close proximity to services.
- Ask clients if transport is an issue and provide information about transport options to services.
- Provide outreach services, so instead of expecting those who are transport disadvantaged to come to you, travel to them.
- If you are a transport service, provide information suitable for people with low literacy and those who are from non-English speaking backgrounds, and ensure that vehicles are accessible for people with mobility difficulties.
- Think laterally about transport solutions - e.g. organise collaborative initiatives between community and commercial sectors such as the use of taxis for outings and events.
- Use tools and resources that help you consider the health effects of urban development policies, plans and proposal such as:
  - **Healthy By Design Guidelines** (Heart Foundation): [healthyplaces.org.au/userfiles/file/Healthy\\_by\\_Design.pdf](http://healthyplaces.org.au/userfiles/file/Healthy_by_Design.pdf).
  - **Healthy Urban Development Checklist** (NSW Health): [health.nsw.gov.au/urbanhealth/Pages/healthy-urban-dev-check.aspx](http://health.nsw.gov.au/urbanhealth/Pages/healthy-urban-dev-check.aspx).

## Politicians & Governments

- Become a world leader on understanding and responding to climate change and its causes.
- Reduce car dependency and encourage active transport using incentives and creating supportive environments for change.
- Provide an affordable, safe, convenient and appropriate public transport system. Prioritise action in localities where transport disadvantage is most apparent.
- Support older people to retain their drivers' licences for as long as possible.
- Provide adequate resourcing for coordinated community transport services.
- Evaluate the effectiveness of road safety awareness campaigns and invest appropriately.
- Ensure land use planning and development encourages walking, cycling and use of public transport.
- Ensure that land use and transport planning takes into account the needs of both young people and older members of the community, as well as those with mobility difficulties.
- Lead by example: walk, cycle, car pool or catch public transport to parliament, council or other meetings.
- Take a whole-of-government perspective on how to get the most efficient outcomes from the totality of government transport expenditure.