

UNIVERSITY of TASMANIA

MENZIES 

Institute for Medical Research

Communities for Walkability

A citizen science project to
connect local spaces and places

Nubeena and White Beach Report

walkrural.com.au



Acknowledgment of Country

The University of Tasmania pays its respects to elders past and present and to the many Aboriginal people that did not make elder status and to the Tasmanian Aboriginal community that continues to care for Country.

We acknowledge the profound effect of climate change on this Country and seek to work alongside Tasmanian Aboriginal communities, with their deep wisdom and knowledge, to address climate change and its impacts.

The Palawa people belong to one of the world's oldest living cultures, continually resident on this Country for over 65,000 years. They have survived and adapted to significant climate changes over this time, such as sea-level rise and extreme rainfall variability, and as such embody thousands of generations of intimate place-based knowledge.

We acknowledge with deep respect that this knowledge represents a range of cultural

practices, wisdom, traditions, and ways of knowing the world that provide accurate and useful climate change information, observations, and solutions.

The University of Tasmania likewise recognises a history of truth that acknowledges the impacts of invasion and colonisation upon Aboriginal people, resulting in forcible removal from their lands.

Our island is deeply unique, with cities and towns surrounded by spectacular landscapes of bushland, waterways, mountain ranges, and beaches.

The University of Tasmania stands for a future that profoundly respects and acknowledges Aboriginal perspectives, culture, language, and history, and a continued effort to fight for Aboriginal justice and rights paving the way for a strong future.

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- Public Health Services, Tasmanian Government Department of Health
- Local Government Association Tasmania
- Institute for Physical Activity and Nutrition, Deakin University
- Centre for Urban Research, RMIT
- Menzies Centre for Health Policy, University of Sydney



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We would like to thank the Nubeena and White Beach community members involved in collecting data and information for the audits and those who attended the workshops to discuss the findings and provided feedback on the report. Your input has been invaluable and critical to the development of this report.

~~HEROVS~~

Roads

beach

us

NATURE 

Speed

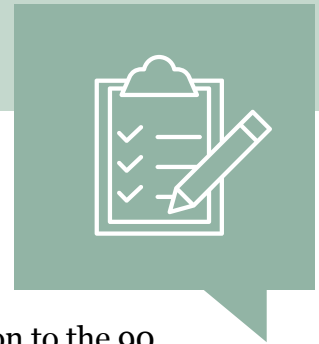
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Executive Summary

The Communities for Walkability project aimed to identify features of Nubeena and White Beach that make it easier or harder for community members to be active and walk around their town ('walkability'). Located on Turrakana/Tasman Peninsula, the project examined the township of Nubeena as well as the adjoining residential locality of White Beach (approximately 5km to the south of Nubeena). The Nubeena township is of sufficient size to have community facilities including a primary school, businesses, sportsground, and services (including medical clinic, council office, supermarkets and restaurants), whereas White Beach is residential with limited community facilities. The area is well-known for the beaches and nearby reserves surrounding the localities.

This report summarises the information collected through spatial walkability assessments, audits (town wide, program/policy and street segments) and discussions at the community workshop. This report brings together the findings from the three project phases to provide a summary of the key issues impacting walkability in the area.



Key Findings

In the spatial walkability assessment, Nubeena's walkability was rated medium, and White Beach was rated low, in comparison to the 90 other towns in the study. The Nubeena township was found to be much more walkable in comparison to White Beach.

The audits of Nubeena and White Beach highlight a range of assets that support walking and active recreation in the area. The program and policy audit suggests that there are some programs and policies addressing walking and active recreation, however there are no walk to school programs and the Community Champions were unsure of the local council bikeway/walkway policies.

In the town wide audit, natural assets including beaches were reported as important spaces for recreation. Other key facilities, such as the primary school, medical clinic and supermarket are in walking distance for most residents in Nubeena. However, walking access is restricted for the approximately 270 people living in White Beach. Residents walking between Nubeena and White Beach are required to walk on a narrow road which circumvents the Parsons Bay Creek. The township of Nubeena is located along Nubeena Road with the White Beach Road intersection approximately 2km south. Most of the main facilities in Nubeena are located near the T-junction of Nubeena Road and Nubeena Back Road.

Priorities

Community members felt there was a good range of infrastructure throughout Nubeena and White Beach that supports walkability. Two priorities were identified as having potential to improve the walkability throughout Nubeena and White Beach. These priorities include:



Connectivity

A lack of connectivity throughout the area was considered a priority to overcome physical and social disconnections, particularly between Nubeena and White Beach. This includes ensuring existing paths and trails are linked, and to upgrade the currently unpaved sections to enable pedestrians to walk on formed paths rather than on roads or road verges. There are some existing walking paths in Nubeena, but these could be better connected. Pedestrians found it difficult to move throughout Nubeena and White Beach, and many key locations were not well connected (e.g. the White Beach IGA).



Pedestrian safety

Improving infrastructure to support pedestrians to safely move around the community was considered a priority. This was important in White Beach where there are no footpaths and periods of high traffic (including boats, four-wheel drives and caravans during peak tourist season). In general, the centre of Nubeena has well maintained footpaths, however there are limited footpaths in other locations. As a result, pedestrians rely on roads, road verges and buffers to walk around the town. Safety is also compromised due to unclear delineation between footpaths and carparks in Nubeena.

Potential Solutions

During the community workshop, a range of solutions to address these priorities were identified to support walkability in Nubeena and White Beach. This included increased signage and extending footpaths. In addition, there was strong support for investment in the physical infrastructure to improve pedestrian access between Nubeena and White Beach as this was considered important for building cohesion, increasing connectivity and reducing reliance on cars. More specifically, solutions included:



Extension of the shared walking/biking path from the Nubeena township to White Beach.



The need for safe pedestrian access along White Beach (particularly along the Lagoon) to facilitate access throughout White Beach.



In locations where pedestrians walk on the roads, ensuring the verges and buffers are suitable and safe.



Improving connectivity between key locations and ensuring safety for pedestrians throughout the area.

Beautiful

~~DANGEROUS~~

Roads

CARS

be

lines

NATUR

What is the Communities for Walkability Project ?

Communities for Walkability is a citizen science project to identify environmental characteristics that influence walkability and physical activity in rural Tasmania. This is important because the environments where people live, learn, work, play and age influence health and physical activity. The project involved three key phases:

1. A spatial assessment of walkability
2. Audits of the town's walkability using a town wide assessment tool, policy and program assessment tool and street segment walkability audits
3. A community workshop



Phase 1 — Spatial Walkability Assessments

To inform the selection of the 10 towns involved in the Communities for Walkability project, phase 1 involved conducting a spatial analysis of walkability for transport in 92 small rural towns across Tasmania with populations less than 6,000 people. This work was completed by project team members at RMIT University in Melbourne who are world-leaders in spatial assessments of walkability. They have developed the Australian Urban Observatory (auo.org.au), which includes liveability and walkability assessments across the 21 largest cities in Australia, including Hobart and Launceston in Tasmania. Spatial walkability assessments use Geographic Information Systems to understand the walkability of an area based on three key components: daily destinations (something to walk to), street connectivity (a way to get there) and dwelling density (people to service the destinations and shops). These three factors were summed to produce a final walkability score for towns resulting in an overall walkability rating of high (top third of walkability scores), medium (middle third of walkability scores) or low walkability (bottom third of walkability scores).

It is also important to note that factors like footpaths, roundabouts or signalled pedestrian lights are not included in these spatial walkability assessments. Previous research suggests that these urban design factors have a big influence on the willingness of residents to walk for transport which has a direct effect on physical activity levels and overall health. However, most of this previous research has been conducted in big cities and less is known about how valuable spatial walkability assessments are for understanding walkability in smaller rural towns. Thus, while spatial map scores are suggestive of walkability, this study aims to better understand how applicable they are within a rural context.

Phase 2 — Town Audits

Building on the spatial walkability assessments, the second phase involved a Citizen Science approach in 10 towns across Tasmania. Citizen science is valuable within health-related research projects for many reasons, including:

1. Gaining new perspectives on problems and solutions
2. Monitoring policy and program implementation
3. Obtaining difficult to access data
4. Mobilising support for action to improve health
5. Gathering locally relevant data to inform policy and practice

In each town, local leaders ('Community Champions') contributed to the project by identifying which parts ('segments') of the town to audit, recruiting 'Citizen Scientists' and completing town audits (including the town wide assessment and policy and programs assessment). Next, the Citizen Scientists completed street segment audits of the physical environment using the online walkability audit tool with the purpose of providing greater understanding of specific features within the town.

As part of the segment audits, community members took photos of town features that supported or hindered walkability. These images have been used throughout this report. It is important to note that the findings are general in nature as not all sections of the town have been audited. Instead, the findings highlight the broader features supporting and hindering walkability throughout the town.

Phase 3 — Community Workshops

Once each town had completed the audits and taken photos, a summary of the audit data was shared with community members at a community workshop. The workshop discussion enabled a greater understanding about the features impacting on walkability in the towns, identified priority areas for action and potential solutions. In each town, researchers facilitated a community workshop which was attended by Community Champion/s, Citizen Scientists and other interested community members.



Images.

- ▲ Documents to aid discussion at the workshop
- ◀ (opposite page) Citizen Scientist completing an audit segment using the online audit tool

Introduction

Being active is good for our health – it can prevent us from getting diseases like heart disease, diabetes, breast and colon cancers, and osteoporosis. It is also great for managing our weight, blood pressure and cholesterol, and for keeping us mentally healthy and well. Research has shown that people living in rural parts of Australia are less active than those who live in urban areas. It is also known that rates of preventable health conditions such as heart disease, type 2 diabetes and high blood pressure tend to be higher in rural Australia than in urban Australia.

It is well known that walkable neighbourhoods provide health, environmental, social and economic benefits. A neighbourhood's walkability is the degree to which it has safe, designated areas for people to walk or bike to work, school, dining, shopping, medical services, recreation and entertainment. Walkable communities are easier to get around, they support everyday connections and foster a greater sense of community through increased informal and spontaneous social interactions. In cities, research shows that the physical environment where people live, work, study and play can affect physical activity levels.

However, there is minimal research showing what 'walkability' looks like in rural areas. Small towns and some rural council areas may have access to fewer resources to develop the infrastructure to support walkability and active lifestyles. This project was designed to help find out more about walkability in rural areas and what might be needed to support this.

Most of the research studies looking at walkability focus on cities and large towns and not much is known about how our environment helps or stops communities from being active in rural and regional areas.

The report includes quotes from people who attended the workshop or from comments they made using the online audit tool. Photos have been included to provide local examples of features that hindered or supported walkability. It is hoped the findings included here will support further discussions in the town as well as support local action to encourage walking in the area.

Image.

► *(opposite page)* The southern end of White Beach with the road and houses in the background



Overview of Nubeena and White Beach

This project explored walkability in Nubeena and White Beach, towns located in the Tasman Council region approximately 90 minutes southeast of Hobart on Turrakana/Tasman Peninsula. The Nubeena township is positioned along Billet Bay, whereas White Beach is situated on Crooked Billet Bay, approximately 5km to the south of Nubeena. The population of Nubeena is 576 and White Beach is 311¹. All main community facilities are in the township of Nubeena, whereas White Beach is primarily residential with residents using the facilities in Nubeena. There is a high number of shacks/holiday homes with the ABS reporting a high number of unoccupied dwellings in the area (recording 25% in Nubeena and 74.1% in White Beach) reflecting the large number of holiday residences in the area (in comparison to the national average of 10.1%)². Turrakana has a population density of 0.4 residents per square kilometre (compared to Inner Hobart which covers an area of 62.2 square kilometres and has a density of 1,356 residents per square kilometre).

Most community facilities are situated in Nubeena along Main Road and Nubeena Road. This includes the Tasman District School (kindergarten to Year 12), supermarket, medical clinic, community centre, Country Women's Association (CWA) hall, cafe, recreation ground, park, restaurants, police station, church, hardware store and pharmacy. The supermarket and key community facilities are found towards the northern end of Main Street, close to the intersection with Nubeena

Road and Nubeena Back Road. The White Beach Road intersection is 2km south of Nubeena and this junction is also where the second supermarket is located. The locality of White Beach is primarily residential but also has a caravan park, accommodation, and a café/gallery. In addition, fish farming is a key industry in the region and there is a large fish farm located in Roaring Beach, approximately 3km northeast of Nubeena.

The strong sense of community and the surrounding natural environment are two of the key reasons community members choose to live in Nubeena and White Beach.



Image.

▲ Nubeena township sign along Nubeena Road

¹ Australian Bureau of Statistics, 2021

² Australian Bureau of Statistics (ABS), 2021, St Helens 2021 Census Data, www.abs.gov.au/census/find-census-data/quickstats/2021/UCL615026



Image.

- ▲ Looking towards the White Beach Road junction from the IGA X-Press. There is no pedestrian access

It's a very close community, and it's a stunning place to live. It's the Greek Islands of the south.

“

I came back because I remembered how great it was as a kid down here, and I never forgot that. That's what brought me back here, I remembered it. So, it really etched itself into my mind, just the surrounding and the beach.

Traditionally, the area has been a popular summer location with a high number of shacks and holiday dwellings with the population growing significantly at key holiday periods.

One of the interesting things around that is that when those people arrive here the place totally changes. It's just full to the brim. The road that you might've walked along with the occasional car is not like that anymore, it's a procession of boats and four-wheel drives continuously.

In addition, the number of permanent residents has grown across the area and the demographics are changing somewhat. Tourism has expanded the number of local and international visitors (particularly to nearby tourism destinations like Port Arthur), and the population is aging as younger people leave for work and study opportunities.

Findings From the Project

Spatial walkability assessment findings

The spatial analysis completed in the first phase of the project examined the local neighbourhood attributes of street connectivity, dwelling density and an index of access to services of daily living. These three attributes were used to indicate overall walkability and then given a rank to represent its position in relation to the other 90 small towns in Tasmania. Each attribute, as well as the overall walkability score, is classified as low, medium or high walkability.

The spatial analysis resulted in the creation of spatial maps (Figure 1 and Figure 2) that helps to show the walkability for Nubeena and White Beach. Overall, the spatial walkability assessment ranked Nubeena as having medium walkability, whereas White Beach had low walkability in comparison to other towns analysed in phase 1.

In Nubeena (Figure 1), the maps indicate very low walkability (dark pink) at the northern end of Nubeena Road, with other locations throughout the town less walkable (light pink).

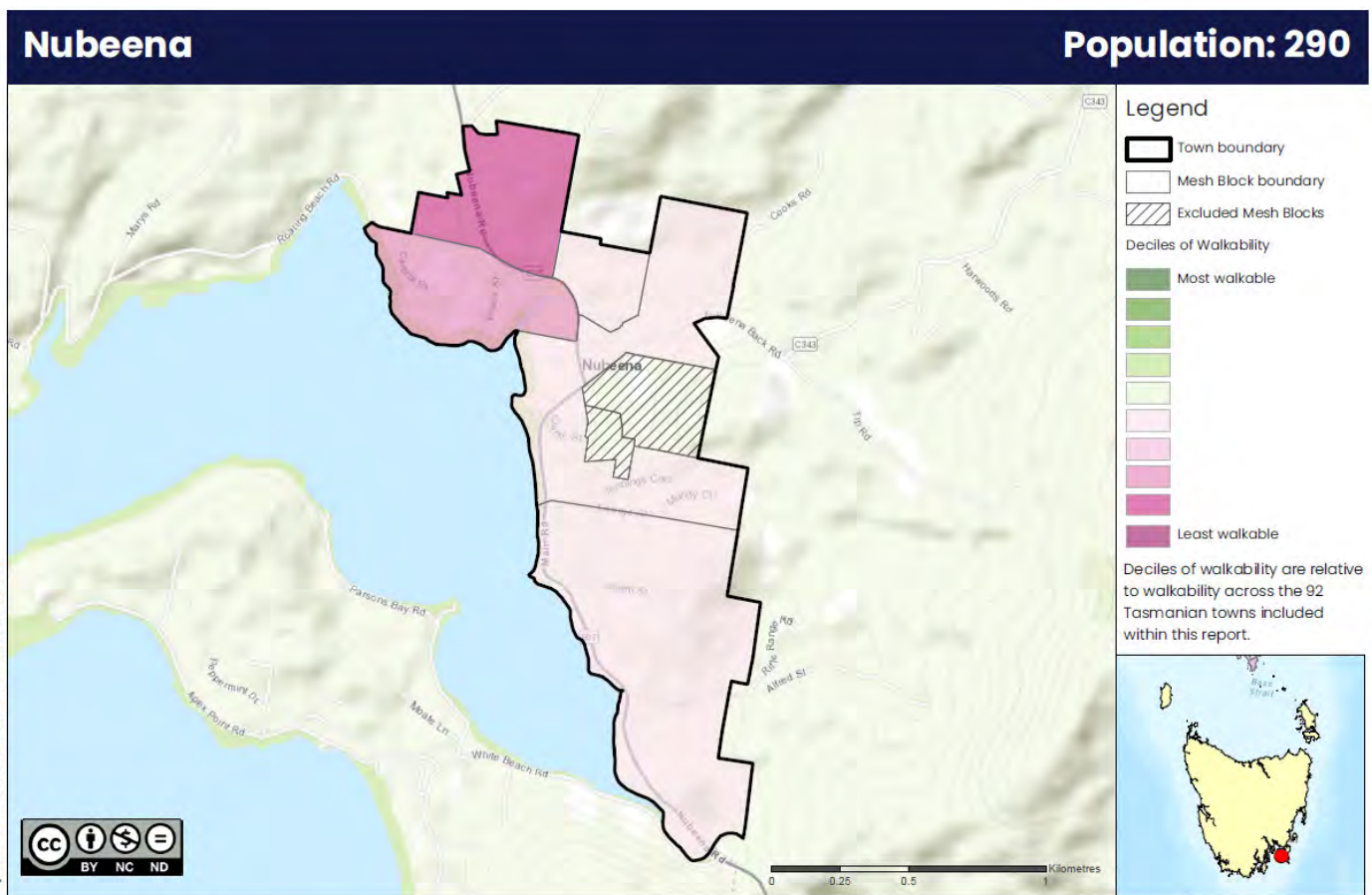


Figure 1. Nubeena spatial map³

³ Spatial map data sources: ABS 2016, OpenStreetMap 2018-2021 and General Transit Feed Specification 2021.

White Beach (Figure 2) has very low walkability (dark pink) throughout.

Audit and workshop findings

In Nubeena and White Beach, two Community Champions completed the town wide facilities and programs/policies audits that examined the features in the area that supported walking and physical activity. The Community Champions then selected the segments in Nubeena and White Beach to be audited by the Citizen Scientists between September and October 2022. Nine Citizen Scientists conducted detailed walkability audits to examine specific segments. While they walked a segment, Citizen Scientists used the audit tool to respond to questions about the segment including the

presence of features such as paved footpaths, unpaved footpaths, crossings, signage, roads, and other safety features. Citizen Scientists also took photos of key features that impacted walkability in the segment.

Initial findings from the audits were presented to the community at the community workshop. The community workshop was held in Nubeena on 29 November 2022, with eight community members present to discuss the findings. Following the workshop, this report was produced for the Nubeena and White Beach community. Community Champions and Citizen Scientists provided feedback on this report and can use the report to bring about change in their community.

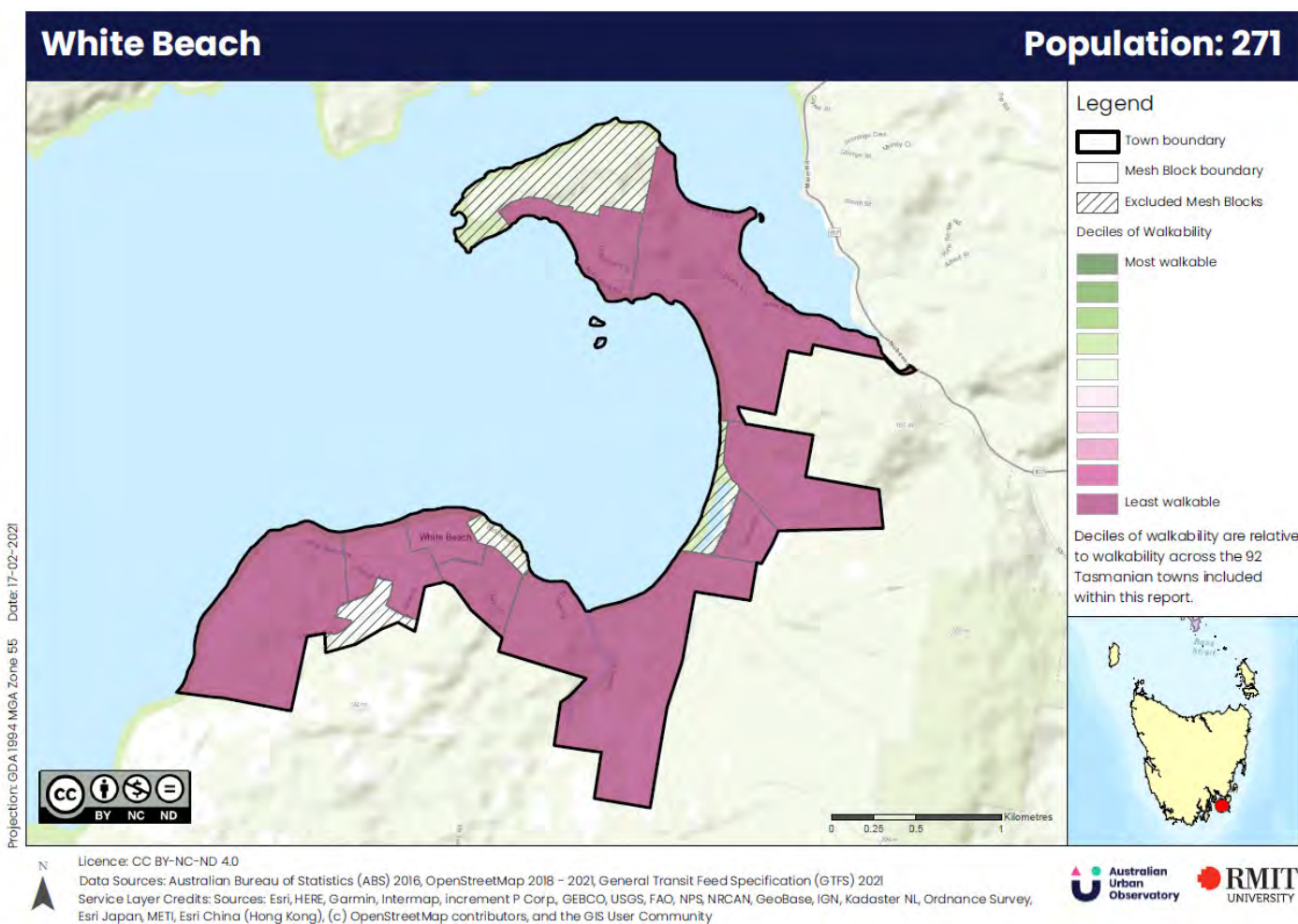


Figure 2. White Beach spatial map³

³ Spatial map data sources: ABS 2016, OpenStreetMap 2018-2021 and General Transit Feed Specification 2021.

Town wide and policy/ Program audit findings

The range of community facilities in Nubeena and White Beach was reflected in the town wide audit. The assessment captured the availability of amenities and physical features including the school (catering to students from kindergarten to Year 12), foreshore walking trail, as well as swimming beaches. In the audit, most facilities and features were rated as good/excellent. Some amenities, such as those at Judd Park, were rated as fair/poor due to the equipment and facilities needing an upgrade. It is acknowledged that the Tasman Council have received funding from the Australian Government to make some upgrades at Judd Park including the public toilet, footpaths and improved drainage.

The town programs/policies audit examined the availability of health and physical activity related programs and/or policies in Nubeena and White Beach, including those run at the local school. The program and policy assessment suggested the council regularly clears obstacles from footpaths, however there are no walk to school programs, and the Community Champions were unsure of the local council bikeway/walkway policies.

Street segment audits: Overview of facilities

Eight segments of Nubeena and White Beach were audited by the four Citizen Scientists (Figure 3). The street segment audits revealed the following findings:

- There were footpaths present in four segments. Only two of these were paved footpaths and both were in Nubeena. The quality of the paved footpaths was rated as



Image.

- ▲ Signage celebrating the convict history of Nubeena directs pedestrians along the shared walking/biking path

Facilities rated Good/Excellent

Hiking/walking trails (Foreshore track, Peace Street track, White Beach and National Parks 10-15km away)

Biking path (Foreshore track)

Swimming beach (White Beach)

Swimming pool
(located at Tasman District School)

Town recreational facility
(Civic Centre sports hall)

Skate park (Judd Park)

Facilities rated Fair/Poor

Public park (Judd Park)

Public toilets (Judd Park)

Playground (Judd Park)

Playing field (oval next to the Civic Centre)

Indoor or outdoor courts
(tennis courts at the Tasman District School and basketball hoops at the Neighbourhood Centre)

Facilities not present

Lake

River

Private gym

Table 1. Facilities in Nubeena and White Beach as captured in the town wide audit.

good/excellent, and the quality of unpaved footpaths was rated as fair/poor.

- Only one segment in White Beach had unpaved footpaths and this was rated as poor/fair.
- Six segments had roads with a defined shoulder. All were rated as poor/fair.
- Traffic volume was rated as low in four segments and medium in four segments.
- Five segments were reported to have footpaths or trails linking the segment to other locations in the area.
- Only three segments were considered easily

walkable, and these were all in Nubeena. All segments in White Beach were not considered walkable.

- In six of the eight segments, community members strongly disagreed that the segment was accessible. The two segments where community members agreed the segment was walkable were both in the centre of Nubeena (segments 2 and 3).

In general, the Citizen Scientists felt there was a good range of different sporting and recreational facilities that were well-maintained by the council and used by the local community.

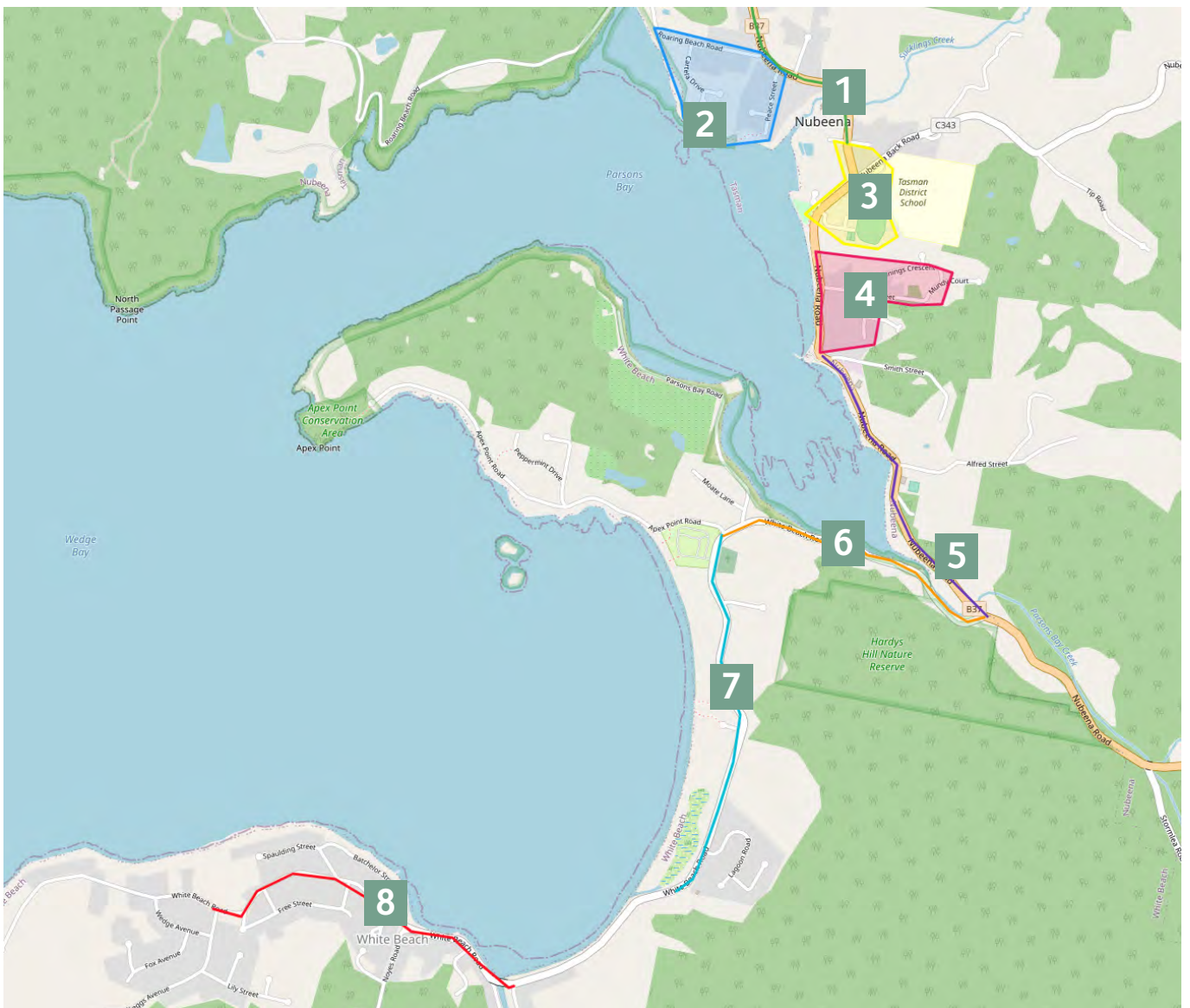


Figure 3. Audited segments completed in Nubeena and White Beach.

Features that support walking and being active (facilitators)

When describing the features of Nubeena and White Beach that support walking and physical activity, community members felt that the ‘good bits were really good’. In particular, the natural environment, some of the structured amenities, as well as the sense of community, contributed to creating a positive environment for being active.



P1: I haven't been anywhere like it, the way that people want to put energy and time into voluntary roles supporting the wider community and various groups.

P2: I think there's a pretty strong sense of belonging to the area.

The natural environment (including beaches and parkland) around Nubeena and White Beach provides key spaces for walking and other recreational activities.

There are some really lovely tracks. The space at the end of Peace Street going round through to Stinky Bay is... really lovely.

In general, community members felt the ‘facilities [are] reasonably good [given the] size of the township’. The ‘amazing’ Foreshore Trail (see Figure 4) is a key connection in Nubeena, starting from Judd Park in the Nubeena town centre and finishing opposite the RSL to the south.



[The trail is] all weather; it's often calm when it's blowing a gale somewhere else so that's great. It's not muddy, it's not slippery...it's safe.



Figure 4. Foreshore Trail Map. The trail starts at Judd Park to the north and finishes opposite the RSL to the south.

I do think things have improved since I've even been here. The extending of the foreshore walk was a really big deal. I remember once deciding to take a walk down to Council to get some paperwork or something with my two kids in a double buggy, and realised it was like super hazardous, I was on the edge of the road, and it was so fast. But now we've got the foreshore walk which goes to Council now, which is great.



Importantly, the path is separated from Main Road which increased enjoyment and use of the path as users felt safe.

You're not walking on the edge of the road [so you do not have] to keep watching out for how close cars are to you. That's a really important thing when you're walking or riding your bike; you don't want to be having to keep looking over your shoulder to see if you're about to be hit or something. That's not a relaxing thing at all.



So that's great that you're away from [the cars], along there you have that separation.

Images.

- ▲ Seating along the Stinking Bay walking trail
- ▼ Signage overlooking Billet Bay along the shared walking/biking path in Nubeena

Alongside the Foreshore Trail are some well-used community locations, including Judd Park. Judd Park is located on the beach-side





opposite the Nubeena IGA and has a range of facilities including public toilets (with accessible facilities), playground, picnic area, barbeques and a skate park. The Foreshore Trail starts/ends at Judd Park. In addition, community members said there are some other good spaces along the Foreshore Trail that are regularly used.

There's a couple of little nooks where people can stop and sit, and they're off to one side, and those are used a lot by groups of people who will go out for a walk and then stop and have a chat.

Community members also recognised there have been some positive changes to infrastructure and acknowledged the importance of current developments (such as Judd Park upgrades).

Features that make it difficult to walk and be active (barriers)

Community members were generally satisfied with the amenities in Nubeena and White Beach, however, there are some features that make it more difficult to be active.

Footpaths and trails

The segment audit data suggests there are limited footpaths to allow pedestrians safe access throughout Nubeena and White Beach. Paved footpaths are present along Main Road

Images.

- ▲ (opposite page) Judd Park overlooks Billet Bay and has a picnic area available including barbeques and seating
- ▼ (opposite page) The skate park at Judd Park

(the Foreshore Trail and near the Nubeena town centre) and there are some locations with unpaved footpaths (the Stinking Bay track and along parts of White Beach). In other locations, pedestrians are often required to walk on or next to the road, or on 'desire paths' (informal pathways created by sustained use).

“

There are a few zones where the unpaved paths are OK. But there are big sections where there is no footpath at all, meaning you have to walk out on the road.

The terrain varies from sealed roads with no footpaths...to "Tassie gold" gravel road base for the foreshore track.

Image.

- ▼ Between the White Beach and the Nubeena RSL, pedestrians walk on the road or along the side of the road which is considered dangerous





As mentioned, the Foreshore Trail ends at the bus stop opposite the RSL (see Figure 4) and while community members highly valued this trail, it was also described as ‘a tale of two paths’.

“ Half the path is not officially path and is not properly paved, close to a busy road and a dangerous drop off on the other side. The path is hilly, uneven, and dangerous. The other half of the path has fantastic paving, bridges, and barriers. The path is even and an excellent pathway.

From the southern end of the trail to the White Beach Road intersection, there is ‘no footpaths or safe pedestrian access’.

Alfred Street to the information booth is dangerous and definitely not a nice part of the walk. You can only walk in single file and conversation is hard due to the closeness of the traffic passing by at 80km/hr.



Pedestrians walk around this area by utilising the road buffer. However, there are some areas where the quality of the road verge and/or buffer is difficult for pedestrians. Community members felt that the roads in White Beach were particularly challenging and required pedestrians to constantly keep crossing the road to avoid obstacles such as drains, cars or ditches.

Frequently need to stop and get off road verge when traffic approaching. Unsafe in most areas of segment for walkers on either side of road. Need to avoid deep drains and culverts, which requires walking onto road. Roadside is quite steep and unstable in places.

Images.

- ▲ The bus stop along White Beach Road next to the caravan park
- ▼ A pedestrian walks to White Beach along the White Beach Road. This road is considered highly dangerous for all pedestrians as the road is narrow and has limited road buffers



The road section near the lagoon (halfway along White Beach) is particularly challenging as:



There's just nowhere to walk. You're in the drain or you're in the edge of the lagoon almost.

Safety

Safety was a key factor discussed in the audits and community workshop, particularly regarding walking on roads. As mentioned, there are limited paved and unpaved footpaths throughout the area (and particularly limited within White Beach) which results in pedestrians needing to use the road to get around. Community members said this resulted in feeling quite exposed and unprotected.

Very uncomfortable...feeling of vulnerability from traffic close to road edge. [There is] nowhere to get off [the] road in many places without danger of slipping or falling.

Images.

- ▲ Carparking along White Beach Road. This can be very busy during holiday periods
- ▶ Steep, open drainage in White Beach restricts where pedestrians can walk





Images.

- ▲ Pedestrians walk along the narrow roads of White Beach
- ▶ (opposite page) Carpark to the IGA X-Press to the south of the White Beach junction is not accessible for pedestrians

White Beach Road (from the Nubeena Road intersection to the White Beach Caravan Park) is known as the ‘death section’ for people walking and cycling. The road is narrow and has minimal buffers as there is a rocky ledge on one side and a drop off to Parsons Creek on the other.

“ P1: If I ever cycle from White Beach round here, when I come round there I put myself right in the middle of the road so that cars coming have to stop, because if...[a car tries to] overtake you and then someone comes around that corner –
 P2: You’re gone.
 P3: You’re mincemeat.

Because the road is so narrow, if two cars happen to coincide and you...[are] walking on the side of the road, you’re in real trouble. Even one vehicle on that road [and] there won’t be much space to walk.

The section between the Nubeena Road/White Beach Road intersection and the RSL is also considered dangerous for similar reasons. People who walk this section often jump over the guardrail barrier where there is a small space to walk.

The first part of the walk [towards Nubeena] ...is terrible and [a] very dangerous part of the path. The path only exists due to usage and is not looked after as part of the [Foreshore Trail] path.





NUBEENA
Town Centre
1.8 km →



80

“

To cross the bridge at the White Beach turn off, requires the walker to walk on the road. On our return a bus went past on the bridge, and it took some strength to remain on the verge and not be sucked onto the road.

These safety concerns are exacerbated along roads with high industrial traffic. In the early morning and afternoons, community members said that Roaring Beach Road can have heavier traffic in line with changing shifts at the fish farm.

It's dangerous to drive on Roaring Beach Road at those times let alone walk it. You've really got to be [alert] to watch [the workers] come around the corners in the gravel.

In addition, during holiday periods the number of vehicles on the road increases, as well as the number of pedestrians who walk and ride (particularly routes towards the beaches). Community members say that the road and carparks/road verges get very busy with cars, caravans and boats. In White Beach, cars park alongside the road so pedestrians have to walk on the road to avoid parked vehicles.

You can barely move when it's like that around White Beach.

Cars usually drive in an arc to avoid hitting you, but as the area gets busier (particularly in summer) this is becoming much more dangerous. In summertime, whole families walk this road to get to the beach.

Image.

- ◀ (opposite) The road bridge across Parson's Creek near the White Beach Road junction. Pedestrians walking between Nubeena and White Beach must walk alongside the road here

Furthermore, vehicles are permitted to drive on the beach, with some community members expressing some safety concerns.

“

But for my children, just for safety, I do feel anxious and scared every time there's vehicles near my kids on a beach.

Car culture

Although some people do walk on the roads, the dangers involved in walking or cycling around the area, as well as a lack of suitable paths, means that many people choose to drive the 5km between Nubeena and White Beach.

“

The second thing that you might do isn't going to be walkable because it's horrible or dangerous, so therefore you'll drive the first bit. Maybe you wouldn't have driven the first bit if the second bit might've been a little bit more friendly. But because the second bit is not so friendly, you're just going to do the whole lot in the car and the idea of walking it completely goes out the window.

Although traffic is low so technically walking would be possible, it does not feel safe or that pedestrians are prioritised. The road condition is poor and there are tripping hazards along the edges. There is no designated pedestrian footpath at the edge, even where new side roads have been laid.

Accessibility

Community members felt that the combination of safety concerns and lack of footpaths made accessibility a challenge for diverse groups including young people, elderly or people with disability. In six of the eight segment audits,

Citizen Scientists strongly disagreed that their segment was accessible.

“

It's pretty dangerous to walk this section due to lack of proper footpaths. I think it would be particularly frightening for the elderly who can't move as fast out of the way of cars if need be. I think it probably discourages people from doing more exercise, and they probably use their cars to get to the beach instead of walking.

Walkability compromised as not adequate for all the population due to complete lack of safety features.

Image.

- ▼ Pedestrian refuge island between the Nubeena IGA and Judd Park

Furthermore, there were some locations in Nubeena that the community felt were not easy for pedestrians to navigate. The entry to the Nubeena IGA was described as 'disjointed' and the White Beach IGA is inaccessible to pedestrians completely. There are also multiple locations where 'cars must park on/near the footpath' making it challenging for pedestrians to navigate. This includes the old service station on the northern side of IGA, outside the Bylanders Collective and near the bank.

The path isn't really marked out, you just kind of walk the edge of the carpark.

“

P1: When there's cars parked along there...you have to go along the front of the shops [and] you can't actually get past the cars with a pram... Or even with kids. Especially if it's a ute or something, you have to walk around.

P2: You have to go on the road.



And I do think in the sense of Nubeena [that] priority is given to cars in many circumstances, with parking...across the footpaths being a thing.

Connectivity

The Citizen Scientists reported most segments to be well-connected to other trails or locations in the town. The town wide survey says that in Nubeena ‘the central cluster of amenities are all very close together and quite walkable’. However, the segment map and the community workshop discussion suggested this was not an entirely accurate reflection of connectivity throughout the area. Community members felt there was a physical divide between Nubeena and White Beach:

One of the big factors that I see here is what I call the Nubeena-White Beach disconnect.

“

It’s kind of like there’s...two little towns and you can’t get between the two of them very well at all, except in a car because there’s water in between and there’s a perilous road which you wouldn’t want to walk along.

Currently, the Foreshore Trail ends opposite the Nubeena RSL. From here, it is another 700m along Nubeena Road to the White Beach Road intersection and 1.2km along White Beach Road to White Beach.

In addition, community members felt the footpath connection to the school could be improved. Currently, there is no crossing near the school, making it difficult for students to cross to walk along Nubeena Road. The footpath runs along the western edge of Nubeena Road so students coming from the

Image.

- ▼ The White Beach Road junction with Nubeena township towards the left



Roaring Beach/Sucklings Creek side of Nubeena have to cross the T-junction in front of the childcare centre on Main Road.

“

P1: So, you're crossing on a junction... you've got traffic coming from three possible [directions].

P2: And to be honest that's one of the main barriers to my kids walking independently, [it] would be that there's no real...crossing.

Other general facilities and programs

While Judd Park was discussed by community members as an important space for recreation, the segment audits suggested that some of the facilities at Judd Park need updating or repairs. Community members were happy that the council had acquired funding to upgrade the toilets, footpaths, and drainage at Judd Park.

At Judd Park, it is quite well used, but some equipment does not work and has not been repaired in some time.

Community members felt like there was a good range of sporting infrastructure in Nubeena including tennis courts, a recreation ground and swimming pool. However, it was acknowledged that there are minimal sporting clubs or programs.

“

Which is unfortunate because we're talking about getting out and exercising and we haven't had a football team in the whole region for a number of years. We've got three cricket teams and every weekend they struggle to fill their teams.

It's something that parents do talk about, the lack of sports clubs for the kids, and when something does pop up like aikido it's really great.

However, it was acknowledged this was due to many factors including the capacity of parents/volunteers to run a club, as well as changing demographics and low numbers of young people.

That is one of the sacrifices unfortunately that you make for living in a rural area.





Image.

- ▲ Playground equipment and seating at Judd Park

Priorities

During the community workshops, participants were asked which of the identified barriers they considered a priority for action in Nubeena and White Beach. In general, community members were satisfied with the range of facilities available in the area but recognised there could be some progress:



There have been some improvements already, but we can always make more improvements to be more active as a community.



Priority 1: Improving connectivity

Discussion suggested that connectivity could be improved, firstly to provide safe access for pedestrians between Nubeena and White Beach, and secondly to ensure better footpath connections in Nubeena.

The lack of connection between Nubeena and White Beach was creating a significant physical disconnection in the area.



You've got two satellite [communities] and how do you get between the two of them?

Due to the lack of a safe network of connected paths, there are many locations deemed highly dangerous for pedestrians who rely on unsuitable roads to get around. This is resulting in significant dangers to pedestrians as well as increased reliance on vehicles to travel. In Nubeena and White Beach, improving connectivity was considered highly important, as this will improve safety for pedestrians in key

locations. Improving the connection between Nubeena and White Beach will ensure people living in these areas have safe access to the town's facilities (including school, shops and medical services).

Furthermore, paved footpaths are limited beyond the centre of Nubeena and there are areas where the current footpaths could be better connected.



Priority 2: Improving pedestrian safety

Discussion suggested that pedestrian safety could be improved throughout Nubeena and White Beach. As pedestrians rely upon roads in many locations, improvements could be made to ensure these spaces are safer. In particular, the 'death section' between Nubeena and White Beach was a priority. Between the RSL and White Beach the road is narrow, winding and has minimal buffers. The roads along White Beach could also be improved as pedestrians currently have to compete with vehicles and parked cars (which increase significantly during holiday periods). Improving pedestrian safety was important to ensure safety for community members all year round.

Image.

► (opposite) Pedestrian signage along White Beach near the caravan park



Possible Solutions

The following presents the solutions discussed by community members to address the key challenges in Nubeena and White Beach. In general, community members highlighted the need to plan development and infrastructure to align with the increasing population and housing developments.



[White Beach has] narrow roads. Probably nobody intended for there to be another 40 houses...

Foreshore Trail extension

Connectivity between Nubeena and White Beach was a key concern for community members. Overall, community members felt there is a good range of community facilities in Nubeena, but that:

The other bits need to be connected to each other [better]... perhaps we need to look at it more strategically and at a higher level to see where people need connections so that they can make them useable?

Discussion focused on infrastructure works to improve the connectivity between Nubeena and White Beach. Currently, there is no pedestrian access from the end of the Foreshore Trail at the bus stop opposite the RSL and into White Beach. The IGA X-Press located south of White Beach Road has no pedestrian access. Community members discussed extending the path along Nubeena Road but recognised the solution would need to consider potential obstacles, including the Parsons Bay Creek

inlet and an important swan nesting site. A paved footpath as well as a pedestrian bridge were considered as potential options to connect Nubeena and White Beach.

Every time I come through Murdunna, I marvel at that lovely little walkway with the bridge over that creek there, and I have a vision of something like that over the Parsons Bay Creek. I'm not sure whether it would ever happen, but that would be amazing to have a walkway like that over – I'm sure it wouldn't be easy and I'm sure it wouldn't be cheap because it's quite an expanse, and there may be issues with land ownership and all sorts of things.

There was an understanding from community members that increasing connectivity between White Beach and Nubeena would lead to increased walking and cycling between these areas.



I'd really love to be able to walk to our Civic Centre here and ride my bike and do that safely. And now I have the next generation, my little grandson who's only just wobbling on a bicycle, and there is no way that I would take him on that road.

Footpaths

Whilst the lack of footpaths across Nubeena and White Beach was not an issue overall, community members recognised there were key locations where improvements to safe pedestrian access would be beneficial. In addition to the need for a path to White Beach, community members felt having a defined path



Images.

- ▲ During periods of high traffic, cars line White Beach Road making it difficult for pedestrians to walk
- ▼ The lagoon at White Beach provides a lovely aesthetic, but creates a natural obstacle requiring pedestrians to walk on the road



throughout White Beach would help to keep pedestrians safe.



I'm pretty interested to see some improvements [along the lagoon] because...there's just nowhere to walk. You're in the drain or you're in the edge of the lagoon.

There are a few zones where the unpaved paths are OK. But there are big sections where there is no footpath at all, meaning you have to walk out on the road... It would be so much better if there were a defined path or boardwalk.

In White Beach, there is no walking space designated along White Beach Road. There are times when the beach is unwalkable, such as in a very high tide.

This would also ensure there is walking access during high tides when pedestrians are unable to walk on the beach. In addition, better routes to key locations, such as to the café in White Beach, were important.

There's the café which opened about four years ago at the orchard, and so I reckon if there were footpaths, you'd get a lot of people wanting to just walk there on a weekend.

Image.

◀ (opposite page) Access to the Stinking Bay walking trails from the end of Peace Street

Other solutions

Community members felt there were other solutions to making their area more enjoyable and pedestrian friendly. This included clearer crossings at the intersection of Main Road and Nubeena Road as it can be difficult for pedestrians to cross from the school to head north along Nubeena Road. In addition, increased signage and delineating between carparking and footpaths was also mentioned.



There's cars coming in from all different angles, going out from all different angles, stopping to go to the bank, café. Don't know what the solution is because it's just a carpark and we have to walk through it.

Signposts point to the Jetty and Toilets, rather than the Beach, and there are NO safe footpaths to access the beach from any direction!

Furthermore, many of the community members discussed a strong sense of connection to the local environment and the unique species that are living nearby. There was a general sense that solutions should consider local environments and protect local species (including shorebirds and swan nesting sites).



Talking about areas where you can sit and just walk straight through, and one of the areas around White Beach that could be a possibility of something like that, well there's a lagoon, a potential viewing of a wetland where you could have a little piece off the side of a walking track, a little kind of semicircle where you can just sit and look at birdlife, wetland, and it'd be quite a pleasant spot to do that.

Conclusion

Located on Turrakana/Tasman Peninsula, Nubeena and White Beach are coastal towns with a range of community facilities that support walking and physical activity. In particular, the natural assets such as beaches and trails are considered important spaces for recreation.

Most of the key community amenities are located in Nubeena and include a recreation ground, park, skate park and walking trails (the Foreshore Trail and Roaring Beach trails), as well as amenities such as supermarket, school, pharmacy and medical clinic. Recent work to upgrade the facilities at Judd Park in Nubeena has been welcomed by community members. In comparison, White Beach is primarily residential and there are no footpaths or other basic infrastructure.

The audits completed by the Community Champions and Citizen Scientists highlight the presence of valuable assets and walkability in Nubeena (noting these are utilised by White Beach residents), as well as areas that could be improved. The spatial map results suggest that walkability in White Beach is more limited in comparison to Nubeena.

The audit process and workshop identified features in Nubeena and White Beach considered a priority to increase walkability and physical activity participation in the area. Community members felt that the key priorities were:

- Improve connectivity focusing on the development of safe pedestrian access between Nubeena and White Beach.
- Improve pedestrian safety by ensuring roads and footpaths are suitable for pedestrians.

A range of infrastructure measures were identified as having potential to improve walkability and pedestrian safety around the town. This includes extending the Foreshore Trail to White Beach, developing safe walking spaces for pedestrians in White Beach (including footpaths and improving roads for pedestrian use) and clearer delineation between footpaths and parked cars in Nubeena town centre.

Image.

- ▶ (opposite) White Beach is a popular swimming beach



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boards

beach

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