

Lessons to date from Australia...research into policy and practice – the (art) science (and luck) of policy implementation

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NHMRC Centre of Research Excellence in Healthy Liveable Communities

Bringing Together Research and Practice: What Can We Learn from the United Kingdom and Australia? 'The Science of Policy Implementation' Active Living Research Conference San Diego 2015



Policy context

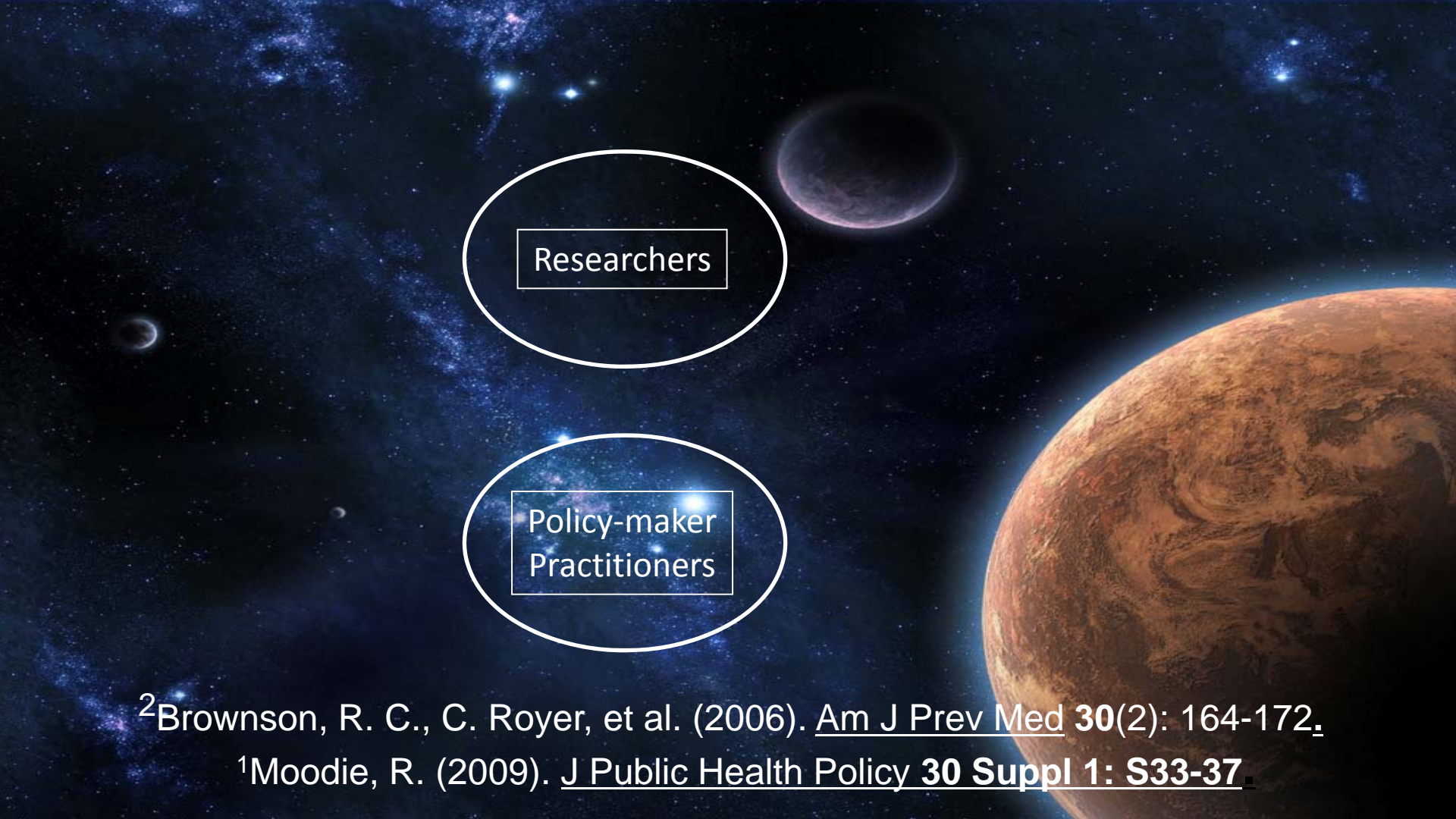
- >50% Australian adults insufficiently active
- 5.2 million (29%) adults obese¹



NHMRC Centre of R

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¹Global Burden of Disease study Lancet 2013

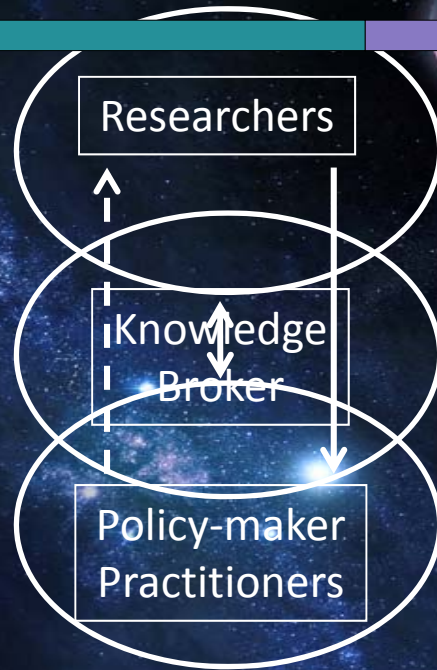


Researchers

Policy-maker
Practitioners

²Brownson, R. C., C. Royer, et al. (2006). Am J Prev Med **30**(2): 164-172.

¹Moodie, R. (2009). J Public Health Policy **30 Suppl 1: S33-37**.



Modified from: Rogers DM. Diffusion of Innovations, 2003



CASE STUDY FROM AUSTRALIA – WORKING WITH THE HEART FOUNDATION – A KNOWLEDGE BROKER & ADVOCATE

RESEARCHERS



Policy-maker
Practitioners

Knowledge Broker
and Advocate



Simplified evidence to create policy brief



Position statement

The built environment and walking

The Heart Foundation's National Physical Activity Advisory Committee
Writing Group: Klaus Gebel, Adrian Bauman, Neville Owen, Sarah Foster, Billie Giles-Corti

Facts

- Physical inactivity is a modifiable risk factor for cardiovascular disease and a range of other chronic diseases, including diabetes mellitus, cancer (colon and breast), obesity, hypertension, bone and joint diseases and depression.¹⁻³
- Physical activity is important in reducing risk factors for cardiovascular and other chronic diseases.^{4,5}
- Promoting walking is recognised as a promising means of increasing population levels of physical activity.
- The built environment is directly associated with physical activity, particularly walking.
- The built environment can either facilitate or discourage walking.
- Walking for transport is associated with living in neighbourhoods that have good access to destinations (including public transport), connected street networks, and higher residential densities.^{6,7}
- Neighbourhood aesthetics (including access to public open space) tend to be associated with increased walking for recreation.
- There is widespread agreement that there is sufficient evidence to warrant public health action on the role of the built environment in increasing physical activity.⁶⁻⁹
- A whole-of-government approach is crucial to the creation of 'walkable' communities in new and existing developments.



Evidence synthesis
to create policy

Heart Foundation Policy

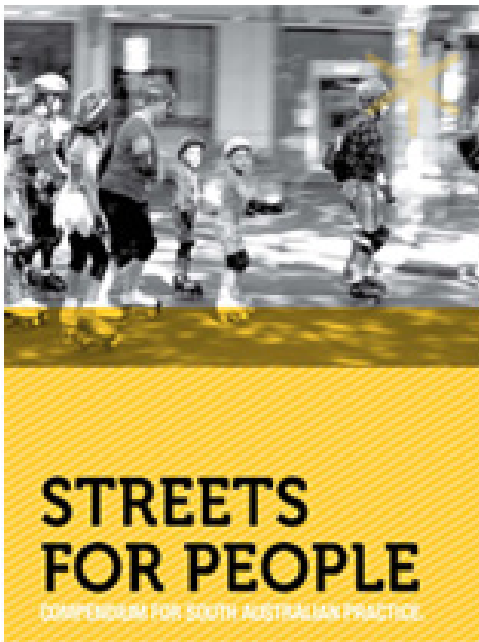


Blueprint for an
active Australia

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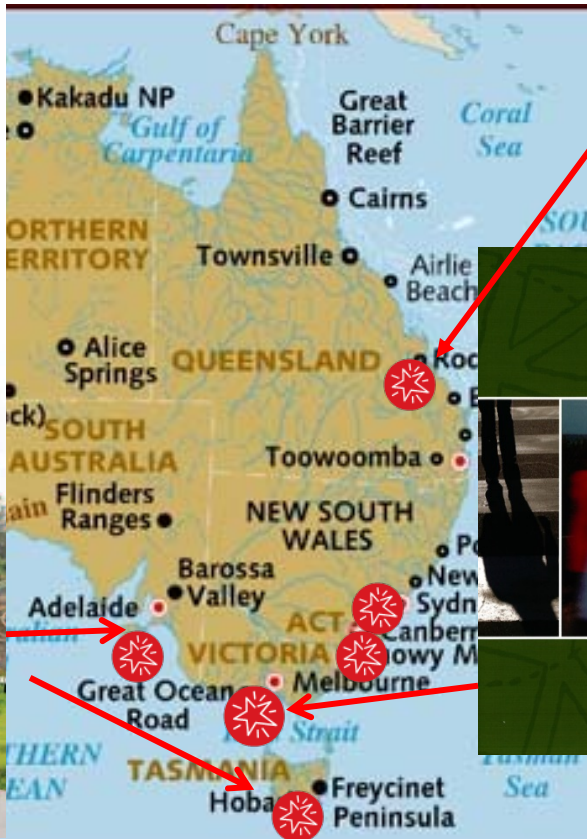
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The impact of Heart Foundation policy?



<http://heartfoundation.org.au>

Tasmania



active
healthy
communities



Healthy by Design: a planner's
guide to environments for active living

Healthy Active By Design

A web based portal to share research knowledge, tools and case studies



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HASSELL

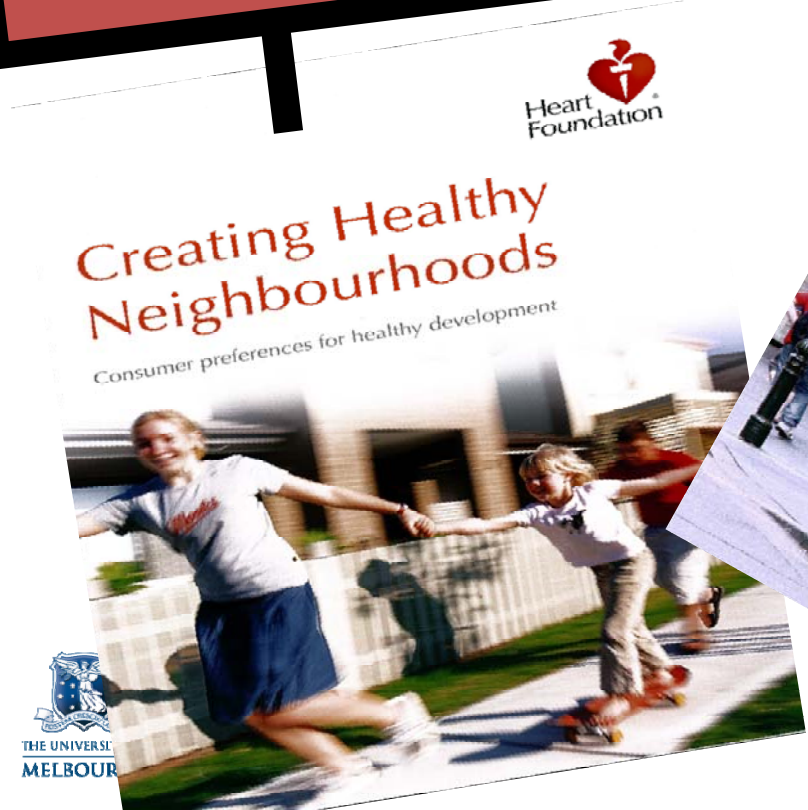
Forming coalitions with other groups



Targeted advocacy

Targeting property developers

Targeting property business owners



Evidence review

Low density development: Impacts on physical activity and associated health outcomes

Prepared by

Professor Billie Giles-Corti, B App Sc, M App Sc, PhD ^a
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Commissioned by the National Heart Foundation of Australia

Evidence review

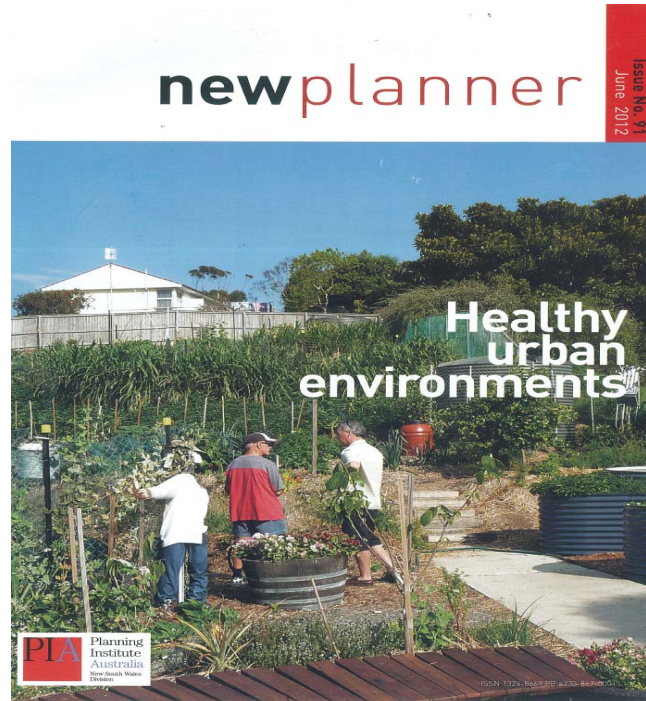
Increasing dens maximising the heal

Prepared by
Professor Billie Giles-Corti,
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Commissioned by th



Advocacy – Professional Associations publications





ELSEVIER

Contents lists available at SciVerse ScienceDirect

Transport Policy

journal homepage: www.elsevier.com/locate/tranpol



One stated objective of transportation system within the *Victorian Transport Integration Act 2010* is ‘safety and health and wellbeing’...

ARTICLE INFO

Available online 2 July 2012

Keywords:

Transport policy
Transport and society
Well-being
Quality of life
Sustainability

ABSTRACT

Well-being, quality of life and happiness are gradually making their way into such diverse areas as economics, national benchmarking and public health. Yet despite this growing emphasis on the importance of psychological well-being, there is little attention devoted to how the transport system can influence life satisfaction. This paper explores the role that well-being currently plays in transport policy and scopes out its potential to inform transport policy in future. Based on a review of the psychological literature, a model is proposed that hypothesises that transport influences life satisfaction indirectly through facilitating access to important life domains and directly through physical mobility and externalities. Preliminary studies in transport provide support for this model. Policy implications are discussed and areas of future research using this framework are suggested.

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Parliamentary Inquiries

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Heart
Foundation

Urban Density Inquiry – Presentation Summary

National Heart Foundation of Australia (SA)

October 2012

How can we minimise the harm to health from increasing residential density?

Embedding ‘active living’ into good density design

The land use planning decisions of the past have resulted in urban expansion over productive agricultural land, high motor vehicle dependency, segregated land use, disconnected streets, low residential density and limited public transport services. These attributes are associated with low levels of walking and disparities in access to healthy foods, particularly for people in low and middle socioeconomic areas.

The Heart Foundation supports the planning and development of urban environments that enable people to make healthy lifestyle choices and in particular to incorporate incidental physical activity—such as walking and cycling for transport—into their daily routine. Higher density residential

PLANMELBOURNE

METROPOLITAN PLANNING STRATEGY



LIVEABLE COMMUNITIES AND NEIGHBOURHOODS



CREATE HEALTHY
AND ACTIVE
NEIGHBOURHOODS AND
MAINTAIN MELBOURNE'S
IDENTITY AS ONE OF THE
WORLD'S MOST
LIVEABLE CITIES.

DIRECTION 4.1

CREATE A CITY OF
20-MINUTE
NEIGHBOURHOODS

DIRECTION 4.2

PROTECT MELBOURNE
AND ITS SUBURBS
FROM INAPPROPRIATE
DEVELOPMENT

DIRECTION 4.3

CREATE NEIGHBOURHOODS
THAT SUPPORT SAFE
COMMUNITIES AND
HEALTHY LIFESTYLES

HEALTHY SPACES AND PLACES GUIDELINES, AUSTRALIA

CREATING HEALTHY ENVIRONMENTS THAT SUPPORT ACTIVE LIVING



The urban environment can have a significant impact on our health. The environment influences opportunities for walking, cycling and public transport use, as well as recreational physical activity.

The built environment can promote increased physical activity by:

- creating connected, walkable and rideable neighbourhoods with easy access to key facilities and destinations such as shops, schools and public transport
- creating compact, mixed-use areas with higher levels of street connectedness and density, activity centres with a variety of land uses, high-quality public open space, and opportunities for social interaction (such as town squares)
- delivering facilities for physical activity (such as sports grounds, swimming centres and playgrounds)
- lowering traffic speeds and improving streetscape amenity (with street trees, places to rest and converse, shared community gardens and green verges).

Healthy Spaces and Places is a national guide for planning, designing and creating sustainable communities that encourage healthy living. It provides practical tools, case

Advocacy for national urban policy for walkable communities



Our Cities

– building a productive, sustainable and liveable future

2010 | Discussion Paper



Australian Government

Our Cities, Our Future

A national urban policy for a productive, sustainable and liveable future



C Centre of

Communities
Wellbeing Unit

National urban design protocols

CREATING PLACES FOR PEOPLE

AN **URBAN DESIGN PROTOCOL** FOR **AUSTRALIAN CITIES**



THE UNIVERSITY OF
MELBOURNE

Health Community Wellbeing Unit



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Access to Public Transport

DRAFT REPORT FOR DISCUSSION - OCTOBER 2012





AND THEN...TRIUMPH TO TRAGEDY

Tony Abbott eyes \$5bn for new road funding

THE AUSTRALIAN | MARCH 01, 2014 12:00AM



SAVE



David Crowe
Political Correspondent
Canberra

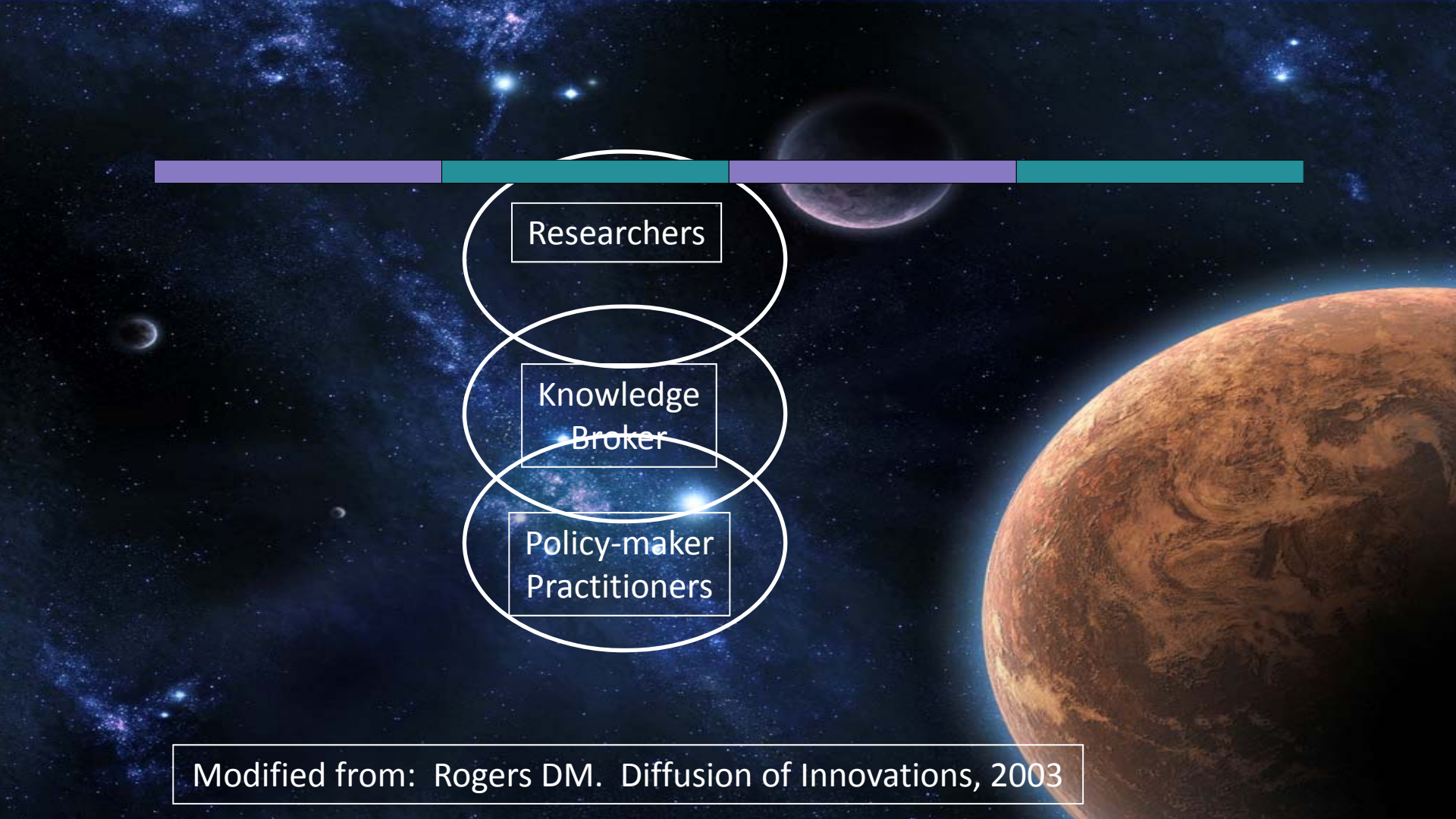


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Road construction to spark economic growth is in the Coalition thinking for the next budget.
Source: News Limited

ROAD funding will surge again in the federal budget in May as the Abbott government casts an “eager eye” on new projects to lift faltering economic growth.



Researchers

Knowledge
Broker

Policy-maker
Practitioners

Modified from: Rogers DM. Diffusion of Innovations, 2003

What helps optimises research translation?



Understand the policy environment

Build relationships with policy-makers

Undertake policy-relevant research and *know* policy implications

Undertake natural experiments and monitor policy implementation

Work in partnership with knowledge brokers, advocates, and lobbyists

Further Information

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*Supported by an NHMRC Principal Research Fellowship & VicHealth

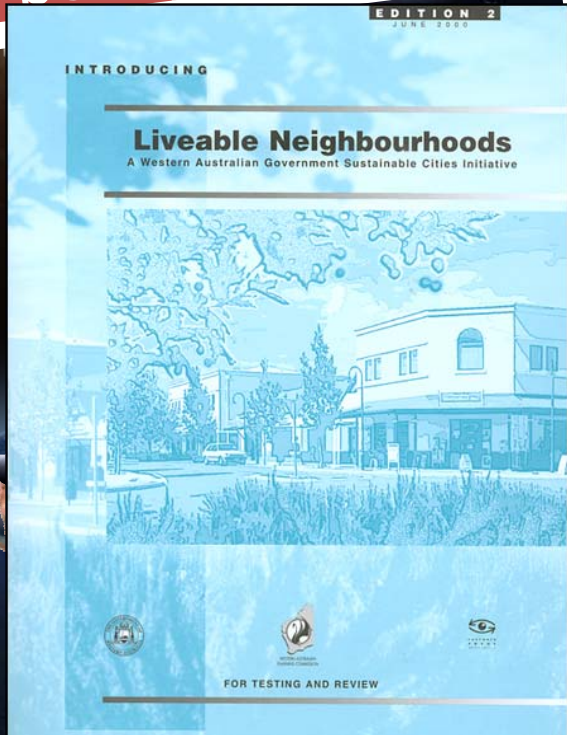


CASE STUDY FROM AUSTRALIA – MONITORING IMPLEMENTATION

RESEARCHERS

Measuring urban policy impacts

Policy-maker Practitioners



RESIDential Environments Project (RESIDE)

- **Evaluate** the impact of the “Liveable Neighbourhoods” on **walking** and **cycling** behaviour, **public transport** use and **sense of community**



2003-2005
T1 = before moving into
new home
(*n*=1813)

2004-2006
T2 = 1yr after
moving (*n*=1466)



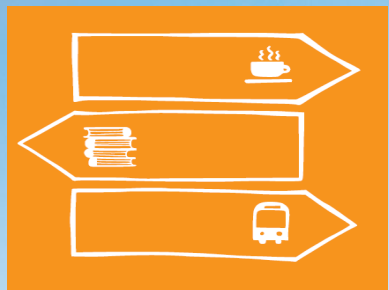
2006-2008
T3 = 2yrs after
moving (*n*=1229)



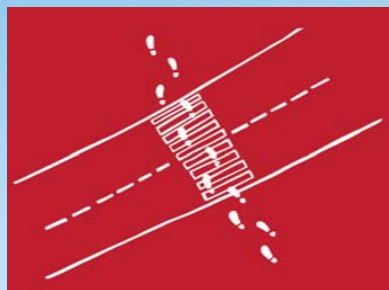
2012
T4 = 7-9yrs
after moving
(*n*=565)



Liveable Neighbourhoods?



Community
Design



Movement
Network



Lot
Layout



Public
Parkland





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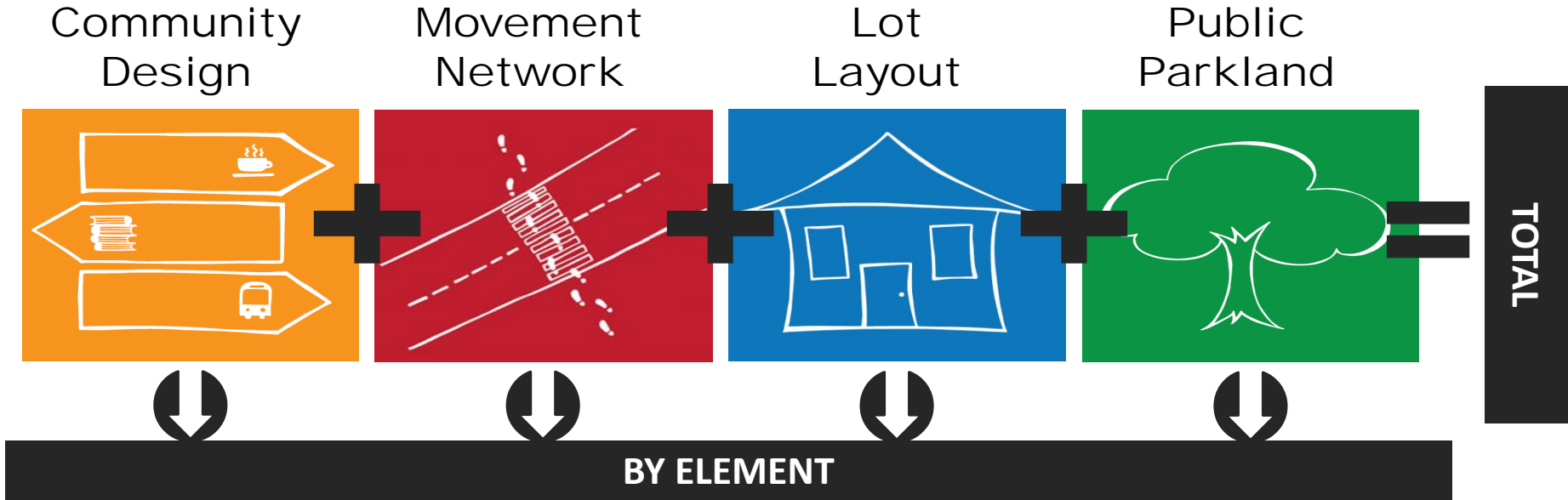
Process evaluation: Implementation of WA's Planning Policy in WA

Dr Paula Hooper
Centre for the Built Environment and Health, UWA

**NHMRC Centre of Research Excellence in
Healthy *Liveable Communities***



Measuring Compliance



Results: Policy Compliance



27%



48%



46%



58%



47%



Hierarchy of KPI's for LN

