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Ms Jo Hutchinson
A/g Assistant Secretary
Cities and Suburbs Unit
Department of Infrastructure, Transport, Regional Development, Communication and the Arts
GPO Box 594 Canberra ACT 2601

Dear Ms Hutchinson

National Urban Policy – draft for Consultation

Thank you for the opportunity to provide comment on the Australian Government's draft National Urban Policy.

The Heart Foundation wishes to congratulate the Australian Government and Urban Policy Forum members on the development and release of the draft National Urban Policy; the first of its kind since 2011. The document provides clear recognition of the role of urban environments and communities to promote health and wellbeing, among other key considerations, and this is welcomed by the Heart Foundation.

We further note the interconnectedness of the Policy's goals, objectives and principles, and the recognition of the need for a holistic approach to achieve the ambitions and framework set out in the National Urban Policy.

Designing for heart health

The Heart Foundation is Australia's trusted for-purpose organisation working to improve heart disease prevention, detection, and support for all people living in Australia. Cardiovascular disease is the cause of 1 in 4 of all deaths in Australia¹, with more than half of the population

¹ Australian Institute of Health and Welfare (2024), Heart, Stroke and Vascular Disease – Australian Stats, <https://www.aihw.gov.au/reports/heart-stroke-vascular-diseases/hsvd-facts/contents/about>; date accessed 20 June 2024.

having 3 or more key risk factors for cardiovascular disease². Physical inactivity is one such risk factor and remains a major health issue. It is calculated to cost Australia \$2.4 billion each year in additional health costs alone³.

The built and natural environments, together with transport mode choice, play a significant role in helping people engage in regular physical activity, thereby reducing their risk of developing cardiovascular disease. Research shows that people who live in walkable communities are 1.5 times more likely to get sufficient physical activity for health⁴. The walkability of a neighborhood has been found to be closely linked to cardiovascular health, with research showing that the proportion of people with healthy cardiovascular disease risk profiles is 22% higher in neighbourhoods with high walkability when compared to neighborhoods with low walkability⁵ - these are areas where walking is unsafe, inconvenient or difficult.

Further, people experiencing socioeconomic disadvantage, including living in socioeconomically disadvantaged neighbourhoods, are also significantly less likely to meet physical activity guidelines and more likely to be sedentary than more advantaged individuals⁶. Research shows that people living in socioeconomically disadvantaged areas have up to 12% lower levels of fitness than those living in more advantaged areas⁷. Research has also identified that people living in areas of socioeconomic disadvantage have lower perceptions of their built environment and this can contribute to lower levels of physical activity⁸.

We therefore offer our support for the draft National Urban Policy and its focus on equity; safety; housing affordability, density and diversity; community and social infrastructure; active and public transport; liveability; access to destinations and services/amenities; and green and blue spaces (water bodies including ponds, lakes and rivers), among other elements.

² Australian Institute of Health and Welfare, 2024, Heart, Stroke and Vascular Disease – Australian Stats, <https://www.aihw.gov.au/reports/heart-stroke-vascular-diseases/hsvd-facts/contents/about>; date accessed 20 June 2024.

³ Australian Institute of Health and Welfare, 2023, 'Economics of Sport and Physical Activity Participation and Injury. Date accessed 22/9/2023. <https://www.aihw.gov.au/reports/sports-injury/economics-of-sport-and-physical-activity/contents/about>

⁴ [Monica L. Wang](#), [Marie-Rachelle Narcisse](#), [Pearl A. McElfish](#), 2022, 'Higher walkability associated with increased physical activity and reduced obesity among United States adults', published in *Obesity – A Research Journal*, 12 Dec 2022, Vol 31 Issue 2, pp553-564.

⁵ Makram et. Al., 2023, 'Favourable Neighbourhood Walkability is Associated with Lower Burden of Cardiovascular Risk Factors Among Patients Within an Integrated Health System', <https://www.sciencedirect.com/science/article/abs/pii/S0146280623000592>

⁶ Cleland V, Ball K, Dollman J, & Turrell G., 2019, Action area 7: Disadvantaged populations. In *Blueprint for an active australia. 3rd ed.* Melbourne, Australia: National Heart Foundation of Australia.

⁷ Lindgren M, Borjesson M, Ekblom O, Bergstrom G, Lappas G and Rosengren A, 2016, 'Physical activity patters, cardiorespiratory fitness, and socioeconomic status in the SCAPIS pilot trial – A cross-sectional study', published in *Preventative Medicine Reports* Vol 4 Dec 2016 pp44-49, <https://doi.org/10.1016/j.pmedr.2016.04.010>

⁸ Lindgren M, Borjesson M, Ekblom O, Bergstrom G, Lappas G and Rosengren A, 2016, 'Physical activity patters, cardiorespiratory fitness, and socioeconomic status in the SCAPIS pilot trial – A cross-sectional study', published in *Preventative Medicine Reports* Vol 4 Dec 2016 pp44-49, <https://doi.org/10.1016/j.pmedr.2016.04.010>



Please find our detailed submission at **Attachment A.**

If you have any questions relating to our Submission, please contact Anna Gurnhill, Senior Active Living Officer, by email to Anna.Gurnhill@heartfoundation.org.au

I wish you all the best in finalising the National Urban Policy following the close of public exhibition and look forward to its final version, as well as the release of the State of the Cities Report later this year.

David Lloyd

Chief Executive Officer

National Heart Foundation of Australia

ATTACHMENT A

National Heart Foundation of Australia – Submission on the draft National Urban Policy

A holistic approach

To improve urban areas and built environments across Australia, a holistic approach is needed – one which is cross-disciplinary, and which creates cohesion and collaboration across various government departments and agencies. This includes but is not limited to the Cities and Suburbs Unit, Infrastructure and Transport, Net Zero, Climate Change, Health and Road Safety. We would welcome reference for this cohort of agencies and departments in the Policy’s ‘Principles’ at pages 40-41. We further recommend that the document set out the ways in which this strategy will be integrated across the development of all relevant Australian Government strategies including those relating to climate change, health, transport, housing and road safety.

Healthy Active by Design

The Heart Foundation has a vested interest to support people living in Australia to increase their levels of physical activity by providing walkable urban areas and local neighbourhoods across the country, for both transport and recreation purposes. To support industry professionals and decision makers to create more walkable, liveable neighbourhoods for heart health, the Heart Foundation’s evidence-based Healthy Active by Design toolkit for active living incorporates eight design features⁹ of the built environment that can increase walkability and physical activity for all Australians. The toolkit also includes a module for Healthy Active Ageing, with an additional module for Walkability in Areas of Disadvantage currently in design. The eight design features are:

1. Public open space
2. Community facilities
3. Buildings
4. Destinations (density)
5. Movement networks
6. Housing diversity
7. Sense of place
8. Healthy food.

The Heart Foundation is pleased to see that the draft National Urban Policy incorporates elements of all eight design features and the additional two modules on Healthy Active Ageing and Walkability in Areas of Disadvantage. We welcome the particular focus on density and infill

⁹ <https://www.healthyactivebydesign.com.au/>, date accessed 27 June 2024

development, diversity and movement networks. We recommend a further focus on public open space, healthy food and buildings.

Page 17 of the draft Policy outlines the factors that determine a city's liveability and quality of life. We recommend that the following inclusions and amendments are added to this list:

- Access to 'not just green and open space, but 'quality' green and open space
- Building design that enables and encourages physical movement
- Tree canopy and shade cover
- Amenities and sense of place
- Availability of, and access to fresh, healthy food

Pages 17 and 18 of the draft Policy outline factors that can determine a city's equity. The Heart Foundation would like to see this list expanded to include:

- Facilities and amenities that enable healthy active ageing
- Places for children and teenagers to play and socialise.

Page 18 focuses on factors that can determine a city's productivity. This section would benefit from the inclusion of considerations related to flexible working arrangements. We note this is included in detailed discussion later in the Policy.

Pages 18 and 19 also includes focus on sustainability factors. It is our recommendation that food and water security be added to this list¹⁰.

Equity

An action item for 'No one and no place left behind' is stated in the policy to 'support the development of a nationally consistent framework for national growth areas that establishes standards for infrastructure services'. This could be strengthened through reference for the need that infrastructure and services, including local schools, shops and reliable public transport, are established as new residents move into growth areas, and that these are located within a 15-minute catchment of walking, cycling, using other wheeled forms of mobility such as wheelchairs and/or public transport¹¹.

¹⁰ Roundtable on Environmental Health Sciences, Research, and Medicine; 2013, Board on Population Health and Public Health Practice; Institute of Medicine. Public Health Linkages with Sustainability: Workshop Summary. Washington (DC): National Academies Press (US); 19 Jul 2013. 4, SUSTAINABILITY LINKS TO FOOD AND WATER RESOURCES. Available from: <https://www.ncbi.nlm.nih.gov/books/NBK202293/>

¹¹ Grodach C, Kamruzzaman L and Harper L, n.d.'20 Minute Neighbourhood – Local Living Research project', Monash University, Mambourin Report – Staging Community Infrastructure, Prepared for Resilient Melbourne, https://www.planning.vic.gov.au/data/assets/pdf_file/0026/653255/Mambourin-Report-Staging-Community-Infrastructure.pdf

Vehicle dependency is amplified in low density outer-suburban and growth areas where geography and location already pose disadvantage¹². This is evidenced in places like Western Sydney, NSW, with continued greenfield development and reduced access to services and transportation leading to higher car dependency¹³, and therefore reduced physical activity and increased health risks.

Evidence has shown that the availability and quality of transport has a direct impact on issues of social equity as people's lives are directly affected by the accessibility to amenities, destinations and services, as well as transport affordability and options to access services¹⁴.

Safety

The Heart Foundation welcomes the identification of key urban challenges and subsequent discussion to ensure our urban areas are safe. This is a critical component to improve the walkability of the built environment and local neighbourhoods. There would be benefit to add to the discussion on road safety, the need to prioritise speed limits of 30kph in built-up urban areas and local neighbourhoods, particularly 1500m around schools¹⁵. Research shows that there is a 10% chance of fatality when a person walking or cycling is hit by a vehicle travelling at 30 kph, compared with 20% at 35kph, 40% at 40kph and 90% at 50kph¹⁶.

Discussion and action items on safety would also benefit from the inclusion of ways to activate the ground plane of buildings, ensuring passive surveillance (the presence of people in a public space providing a real and/or perceived sense of safety). This could be achieved through policies and regulations which more easily accommodate local business opportunities and mixed-use development. For example, urban planning in Japan allows for small businesses to operate on the ground floor of any two-storey townhouse¹⁷.

¹² Giles-Corti et.al., 2022. 'Spatial and socioeconomic inequities in liveability in Australia's 21 Largest cities: Does city size matter?'. Published in *Health and Place Journal* Vol 78, Nov 2022.

<https://www.sciencedirect.com/science/article/pii/S1353829222001605>

¹³ WSP Australia Pty Ltd. N.d. 'Western Sydney Centres: Beyond Recovery – Great Places Leading Our Liveability and Economic Success'. Date accessed 21/9/2023.

https://www.westernsydney.edu.au/_data/assets/pdf_file/0006/1782933/western-sydney-centres-beyond-recovery-report.pdf

¹⁴ Cantilina et. al. 2021. 'Approaches and barriers to Addressing Equity in Transportation: Experiences of Transportation practitioners'. Published in *Sage Journals* 8 June 2021, Vol. 2675, issue 10.

<https://journals.sagepub.com/doi/full/10.1177/03611981211014533>

¹⁵ Asia Pacific Society for Physical Activity, 2022, Three Transport Priorities, <https://asactivity.org/three-transport-priorities/> date accessed 28 June 2024.

¹⁶ Jurewicz C, Sobhani A, Woolley J, Dutschke J and Corben B, 2016, 'Exploration of Vehicle Impact Speed – Injury Severity Relationships for Application in Safer Road Design', published in *Transportation Research Procedia* V14 2016 pp4247-4256, [Exploration of Vehicle Impact Speed – Injury Severity Relationships for Application in Safer Road Design - ScienceDirect](https://www.sciencedirect.com/science/article/pii/S2214140916300000)

¹⁷ Almazan, J, 2022, 'Emergent Tokyo: Designing the Spontaneous City', published by Oro Editions, California



Lighting also features strongly in considerations of community safety in public spaces, with research showing that good street lighting can encourage walking¹⁸. The Heart Foundation encourages the Australian Government to consider a funding and investment program specific to lighting upgrades and improvements for local councils across the country.

Areas of socioeconomic disadvantage

In recent work the Heart Foundation has undertaken in collaboration with researchers from the University of Canberra's Health Research Institute, we have heard from local councils and communities about the challenge of attracting private investment and development in areas of socio-economic disadvantage, particularly in suburbs which have a poor external reputation. The Heart Foundation would welcome inclusion in the National Urban Policy of actions to address and overcome the challenge to attract investment (for example through public-private partnership) to lift areas out of a continual cycle of disadvantage.

Use of public space

Page 29 of the draft Policy notes the need for a shift from traditional road design to a focus on designing streets to maximise safe access for shared use. The Heart Foundation would welcome an action item which further addresses this matter through training, upskilling and university-level educational opportunities for the fields of traffic engineering, transport planning, public works and asset management.

We believe that a fundamental and seismic shift is needed in this space to support road space reallocation and prioritisation towards more active and public modes of transport. To achieve this, a people-first approach needs to be applied in all design and planning stages, as well as community education and awareness about optimising these areas of public space. We support principle 4 on page 42 of the draft Policy which notes the importance of developing and acting upon an evidence-based approach to the implementation of the Policy's various action items.

Active and public transport

The draft National Urban Policy discusses challenges in ensuring urban areas are sustainable. We encourage the authors and contributors of the National Urban Policy within the Cities and

¹⁸ Foster S, Wood L, Christian H, Knuiman M, Giles-Corti B, 2013, Planning safer suburbs: do changes in the built environment influence residents' perceptions of crime risk? *Soc Sci Med.* 2013 Nov;97:87-94. doi: 10.1016/j.socscimed.2013.08.010. Epub 2013 Aug 24. PMID: 24161093.

Suburbs Unit and the Urban Policy Forum to ensure collaboration with colleagues developing the Infrastructure and Transport Net Zero Roadmap.

Active and public modes of transport improve levels of physical activity as well as reduce transport emissions and improve air quality – both of which have a positive impact on reducing cardiovascular disease and improving heart health¹⁹. Density and infill development is critical to achieving modal shift to active and public transport. For people to be able to walk, wheel and cycle in urban areas, there need to be destinations which can be accessed by these modes within a 15-minute catchment, including public transport stops²⁰.

The draft Policy's existing cross-reference to liveability would benefit from strengthened cross-reference to the holistic nature of these measures incorporating density, destinations and infill development, as well as safety. We welcome the proposed action to 'reform urban planning and zoning rules to support emissions reduction outcomes, including prioritising mixed-use neighbourhoods that are close to amenities and employment and encouraging lower emissions active travel, such as walking and cycling'.

The draft Policy provides discussion and action items on sustainability, related both to buildings and to active and public transport. This would be strengthened by provisions that enable and encourage transit-oriented developments and lowering and/or removing minimum car-parking requirements (including opportunity to increase parking space for bicycle and other personal mobility devices)²¹.

The National Urban Policy could be strengthened through further discussion and related action items for e-bikes and other forms of micro-mobility and personal mobility devices – all of which will become increasingly prominent and prevalent in our urban spaces in coming years and decades, as technology improves, and our population continues to age²².

Discussion and action items on urban freight would benefit from inclusion of micromobility delivery services and the gig economy in urban areas; ensuring safe infrastructure and connected movement networks to enable these modes of delivery transport²³.

¹⁹ Mizdrak A, Blakely T, Cleghorn CL, Cobiack LJ, 2019, Potential of active transport to improve health, reduce healthcare costs, and reduce greenhouse gas emissions: A modelling study. PLoS One. 2019 Jul 17;14(7):e0219316. doi: 10.1371/journal.pone.0219316. PMID: 31314767; PMCID: PMC6636726.

²⁰ Wolański M, 2023, The Potential Role of Railway Stations and Public Transport Nodes in the Development of "15-Minute Cities". *Infrastructures*. 2023; 8(10):141. <https://doi.org/10.3390/infrastructures8100141>

²¹ Ali L, Nawaz A, Iqbal S, Aamir Basheer M, Hameed J, Albasher G, Shah SAR, Bai Y, 2021, Dynamics of Transit Oriented Development, Role of Greenhouse Gases and Urban Environment: A Study for Management and Policy. *Sustainability*. 13(5):2536. <https://doi.org/10.3390/su13052536>

²² Johnson M and Rose G., 2015, 'Extending life on the bike: Electric bike use by older Australians' in *Journal of Transport and Health* Vol 2, Issue 2, June 2015 pages 276-283, <https://www.sciencedirect.com/science/article/abs/pii/S2214140515000109>

²³ WSP, 2021, 'Future of Delivery: Unleashing the potential of Micromobility for the Last Mile', Sydney Australia, <https://www.wsp.com/en-au/insights/future-of-delivery>

Sustainability – air pollution and climate change

The Heart Foundation supports sustainability concepts in the draft Policy that will result in reduced car dependency by prioritising urban planning that supports active and public modes of transport. Reduced dependency on use of private vehicles can help to reduce air pollution resulting from transport emissions. This has the twofold benefit to improve cardiovascular health outcomes directly attributed to climate change and air pollution, and also to increase levels of incidental physical activity²⁴.

Ambient air pollution is a preventable risk factor for cardiovascular diseases²⁵. Research indicates significant links between air pollution exposure and various cardiovascular outcomes, including mortality and morbidity from ischemic heart disease, myocardial infarction, and other conditions²⁶. The World Heart Federation indicates that air pollution is the sixth biggest risk factor of global mortality, and the number one environmental risk factor for ill health and death²⁷. The World Heart Federation further encourages greater emphasis on active travel to encourage health gains from participation in physical activity and reduction of harmful emissions from vehicles²⁸.

Sustainability – green spaces

References to public open space (green and blue spaces) in the Policy objectives are welcomed by the Heart Foundation. We recommend that these references are strengthened through reference to ‘quality’ public open space. Quality public open spaces are particularly critical in neighbourhoods with increased density and urban infill, to ensure places for recreation, play and

²⁴ Nieuwenhuijsen M, 2020, ‘Urban and transport planning pathways to carbon neutral, liveable and healthy cities; A review of the current evidence’, published in *Environment International* Vol 140 July 2020, <https://doi.org/10.1016/j.envint.2020.105661>

²⁵ Zhang S, Chen L, Qian Z, et al., 2024, Associations between air pollution and the risk of first admission and multiple readmissions for cardiovascular diseases. *Heart*. 2024;110(5):337-345. doi:10.1136/heartjnl-2023-322682

²⁶ de Bont J, Jaganathan S, Dahlquist M, Persson Å, Stafoggia M, Ljungman P., 2022, Ambient air pollution and cardiovascular diseases: An umbrella review of systematic reviews and meta-analyses. *J Intern Med*. Jun 2022;291(6):779-800. doi:10.1111/joim.13467

²⁷ World Heart Federation, 2024, ‘World heart Report 2024: Clearing the Air to Address Pollution’s Cardiovascular Health Crisis’. Geneva, Switzerland, https://world-heart-federation.org/wp-content/uploads/World_Heart_Report_Online.pdf, date accessed 1 July 2024

²⁸ World Heart Federation, 2024, ‘World heart Report 2024: Clearing the Air to Address Pollution’s Cardiovascular Health Crisis’. Geneva, Switzerland, https://world-heart-federation.org/wp-content/uploads/World_Heart_Report_Online.pdf, date accessed 1 July 2024

socialising²⁹. Evidence has shown that the quality and maintenance of green spaces is important for physical and mental health³⁰.

The discussion and action item on the ability of green and blue spaces to reduce urban heat islands through provision of shade canopy and street trees should make specific reference to the need for minimum 30% shade cover in urban areas. Recent research has shown that Australia's annual public health costs related to cardiovascular disease could be \$19.3 million lower per 100,000 individuals 'for whom local tree canopy cover is increased from less than 10 % to 30 % or higher³¹.

Proximity to green spaces has significant positive effects on heart health and cardiovascular risk factors:

1. Living in areas with higher density of green spaces is associated with lower odds of hypertension, high cholesterol, and diabetes, particularly for women³². Greater availability of green spaces around homes can reduce blood pressure in adults, likely through mechanisms such as stress reduction, increased physical activity, and reduced exposure to noise and air pollution³³.
2. The health benefits of green spaces are maximised when they are easily accessible and walkable. A study of over 1 million adults found that those living in areas with both high "nature scores" and high walkability had 9% lower odds of cardiovascular risk factors like hypertension, high cholesterol, obesity and diabetes compared to those in areas with low nature scores³⁴.
3. Proximity to green spaces with sports facilities shows a particularly strong relationship to cardiovascular health. One study found that populations living farthest from green

²⁹ McCormack GR, Rock M, Toohy AM, Hignell D. 2010, Characteristics of urban parks associated with park use and physical activity: A review of qualitative research. *Health Place*. Jul 1;16(4):712–26

³⁰ Davern M, Farrar A, Kendal D, Giles-Corti B, 2027, 'Quality Green Space Supporting Health, Wellbeing and Biodiversity: A Literature Review', report prepared for the Heart Foundation, Government of South Australia and Local Government Association of South Australia, https://irp.cdn-website.com/541aa469/files/uploaded/Green_Spaces_Evidence_Review_-_FINAL_website.pdf

³¹ Feng, X., Navakatikyan, M., Eckermann S., and Astell-Burt, T., 2024, 'Show me the money! Associations between tree canopy and hospital costs in cities for cardiovascular disease events in a longitudinal cohort study of 110,134 participants'. *Environment International*, 185, 108558.

³² Moxley E, 2022, 'Green Space and Heart Health – What's the Connection', Preventative Cardiovascular Nurses Association, <https://pcna.net/green-space-and-heart-health-whats-the-connection/> date accessed 27 June 2024

³³ Plans E, Gullón P, Cebrecos A, Fontán M, Díez J, Nieuwenhuijsen M, Franco M, 2019, Density of Green Spaces and Cardiovascular Risk Factors in the City of Madrid: The Heart Healthy Hoods Study. *Int J Environ Res Public Health*. Dec 5;16(24):4918. doi: 10.3390/ijerph16244918. PMID: 31817351; PMCID: PMC6950753.

³⁴ Christensen T, 2023, 'For green spaces to be most beneficial, they need to be walkable', published in *American Heart Association News* 30 Nov 2023, <https://www.heart.org/en/news/2023/11/30/for-green-spaces-to-be-most-beneficial-to-health-they-need-to-be-walkable> date accessed 27 June 2024

spaces with sports facilities had an 11% higher prevalence of cerebrovascular diseases and 9% higher prevalence of diabetes compared to those living closest³⁵.

4. Green spaces within 100 meters of residences have been shown to have significant positive effects on physical activity levels, which in turn benefits cardiovascular health. Even small increases in surrounding greenness are associated with increased physical activity.
5. The cardiovascular benefits of green space exposure may be related to increased time spent outdoors, proximity to areas conducive to physical activity, and reduced stress levels³⁶. Green space interventions have been shown to reduce physiological stress markers like cortisol production across the lifespan.

Living near accessible, walkable green spaces - particularly those with facilities for physical activity - appears to have meaningful benefits for heart health and reducing cardiovascular risk factors. Urban planning and public health initiatives to increase green space access could help reduce the burden of cardiovascular disease.

Health and wellbeing

We welcome the discussion in the draft National Urban Policy on action items to ensure that our urban environments and communities promote health and wellbeing. We further note the connectivity of this objective with all other objectives within the Policy. We would like to see access and availability of fresh healthy food included under this objective on page 6 of the draft Policy.

Mobilising communities

The Heart Foundation welcomes the Policy's recognition of the important role local communities play in planning and development of our cities and suburbs. It is crucial to ensure that communities are well versed in matters affecting their local neighbourhoods and built environments to be able to effectively participate in planning and design matters that affect their ways of life, livelihoods and lifestyles.

³⁵ Ngom R, Gosselin P, Blais C, Rochette L, 2016, Type and Proximity of Green Spaces Are Important for Preventing Cardiovascular Morbidity and Diabetes--A Cross-Sectional Study for Quebec, Canada. *Int J Environ Res Public Health*. Apr 14;13(4):423. doi: 10.3390/ijerph13040423. PMID: 27089356; PMCID: PMC4847085.

³⁶ Cardinali M, Beenackers M, van Timmeren A, Pottgiesser U, 2024, 'The relation between proximity to and characteristics of green spaces to physical activity and health: A multi-dimensional sensitivity analysis in four European cities', published in *Environmental Research* Vol 241, 15 January 2024, <https://doi.org/10.1016/j.envres.2023.117605>



In order for the Australian Government to achieve the vision set out in the National Urban Policy, strong community support is needed for ambitious projects at the state/territory and local government levels.

Community education and awareness campaigns are needed to allow communities to engage with and provide support for government and private initiatives and interventions in a meaningful way that will achieve the vision set out in the National Urban Policy.