

## THE HEALTHY LIVEABLE COMMUNITIES

# URBAN LIVEABILITY CHECKLIST

The Urban Liveability Checklist is a tool for use in established or proposed urban areas to assess liveability and opportunities to improve health and wellbeing. The 'desirable' targets are evidence-based, and were developed and tested as part of the NHMRC Centre of Research Excellence in Healthy Liveable Communities.<sup>1</sup>



DOMAIN	INDICATOR	DESIRABLE	ACTUAL
Walkability	<b>Street connectivity</b> <i>Number of <math>\geq 3</math> way intersections summed in 800 m street network</i>	$\geq 150$ intersections	
	<b>Dwelling density</b> <i>Gross dwellings per hectare</i>	$\geq 25$ dph	
	<b>Neighbourhood activity centre<sup>2</sup></b> <i>Layout and street network distance</i>	Main street <sup>3</sup> layout with 80% of dwellings $\leq 800$ m	
	<b>Neighbourhood activity centre access</b> <i>Measured as a pedshed; calculated as the ratio of area within 800 m street network buffer to the area within an 800 m Euclidian (as the crow flies) buffer around a neighbourhood activity centre. The higher the ratio, the higher the pedestrian access.</i>	$\geq 0.60$	



DOMAIN	INDICATOR	DESIRABLE	ACTUAL
	<p><b>Local living destinations</b> Residents live <math>\leq 800</math> m street network distance of the following destination types:</p> <ul style="list-style-type: none"> <li>• convenience shop (i.e. convenience store, newsagent, or petrol station)</li> <li>• speciality food (i.e. fruit and vegetable, meat, fish, or poultry store)</li> <li>• post office</li> <li>• bank</li> <li>• pharmacy</li> <li>• general practice / medical centre</li> <li>• dentist</li> <li>• community centre or hall</li> <li>• early childhood education centre</li> <li>• library</li> </ul> <p>Each destination type scored as 1 (if present) and summed. Scores range between 0 (no destinations) and 10 (all destination types present).</p>	10 destination types	
<b>Public transport</b>	<p>At least one of:</p> <p><b>Bus access</b> Maximum street network distance from a bus stop with a scheduled service every 30 minutes 7am – 7pm available on a normal weekday. And / or:</p> <p><b>Tram access</b> (where relevant) Maximum street network distance from a tram stop with a scheduled service every 30 minutes 7am – 7pm available on a normal weekday. And / or:</p> <p><b>Train access</b> (where relevant) Maximum street network distance from a train stop with a scheduled service every 30 minutes 7am – 7pm available on a normal weekday.</p>	<p>80% of dwellings <math>\leq 400</math> m</p> <p>80% of dwellings <math>\leq 600</math> m</p> <p>80% of dwellings <math>\leq 800</math> m</p>	
<b>Education facilities</b>	<p><b>Primary school proximity</b> Street network distance from a government primary school</p>	80% of dwellings $\leq 800$ m	
	<p><b>Primary school availability</b> Number of dwellings per government primary school</p>	1,500 dwellings* <sup>4</sup>	
	<p><b>Primary school access</b> Measured as a pedshed; calculated as the ratio of area within 1.6 km street network buffer to the area within a 1.6 km Euclidian (as the crow flies) buffer around a neighbourhood activity centre. The higher the ratio, the higher the pedestrian access.</p>	$\geq 0.60$	
	<p><b>Primary school traffic volume exposure</b> Measured as a ratio: Total length of roads carrying <math>&gt; 3,000</math> vehicles/day to the total length of roads carrying <math>\leq 3,000</math> vehicles/day within a 1.6 km street network buffer around a primary school. The higher the ratio, the higher the traffic volume exposure.</p>	$\leq 0.50$	
	<p><b>Secondary school availability</b> Number of dwellings per government secondary school</p>	6,500 dwellings* <sup>5</sup>	



DOMAIN	INDICATOR	DESIRABLE	ACTUAL
Employment	<b>Local employment distribution</b> <i>Percent of employed people living in small local areas (SA2) and working in the broader local area (SA3)</i>	≥ 25%	
Food	<b>Supermarket access</b> <i>Street network distance from a supermarket</i>	80% of dwellings ≤ 800 m	
Housing	<b>Housing affordability stress</b> <i>Percent of lowest 40% of income earners spend at least 30% of household income on rent or mortgage</i>	0 %	
	<b>Housing diversity</b> <i>Residents live within a 1.6 km street network distance of the following housing types:</i> <ul style="list-style-type: none"> <li>• standalone house</li> <li>• 1 storey terrace</li> <li>• 2 or more storey terrace</li> <li>• 0–2 storey flat/unit/apartment</li> <li>• 3 storey flat/unit/apartment</li> <li>• 4 or more storey flat/unit/apartment</li> <li>• flat attached to a house</li> <li>• other housing type</li> </ul> Each housing type is scored as 1 (if present) and summed. Scores range between 0 (no housing types present) and 8 (all housing types present).	≥ 7 housing types	
Open space <sup>6</sup>	<b>Large open space distribution</b> <i>Street network distance from an open space ≥ 1.5 hectares</i>	80% of dwellings ≤ 400 m of ≥ 1.5 ha of open space	

## NOTES

**Key:** dph = dwellings per hectare; ha = hectare; km = kilometre; m = metres;  
\* = practice-guided measure that has not been empirically tested

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1. A list of publications that informed the indicators and metrics can be found here: <http://cur.org.au/cms/wp-content/uploads/2018/12/nhmrc-cre-hlc-resources-and-publications-10122018.pdf>

2. Neighbourhood activity centres are described by the Victorian Planning Authority as 'Local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community'

3. Main street is defined by the Victorian Planning Authority as 'A function of an activity centre, where vitality and activity are created by orienting uses towards the street, and ensuring that the primary address of all retail stores is the street. This would normally be a connector street rather than an arterial road'

4. NSW Government's Growth Centres Commission

5. NSW Government's Growth Centres Commission

6. Open space is described by the Victorian Planning Authority as 'land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity.'

**Liveable communities have been defined as:** Safe, attractive, socially cohesive and inclusive, and environmentally sustainable; with affordable diverse housing linked via convenient public transport, walking, and cycling infrastructure to employment, education, public open space, local shops, health and community services, and leisure and cultural opportunities.

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## RESEARCH COLLABORATORS



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