

# Urban Planning for Health



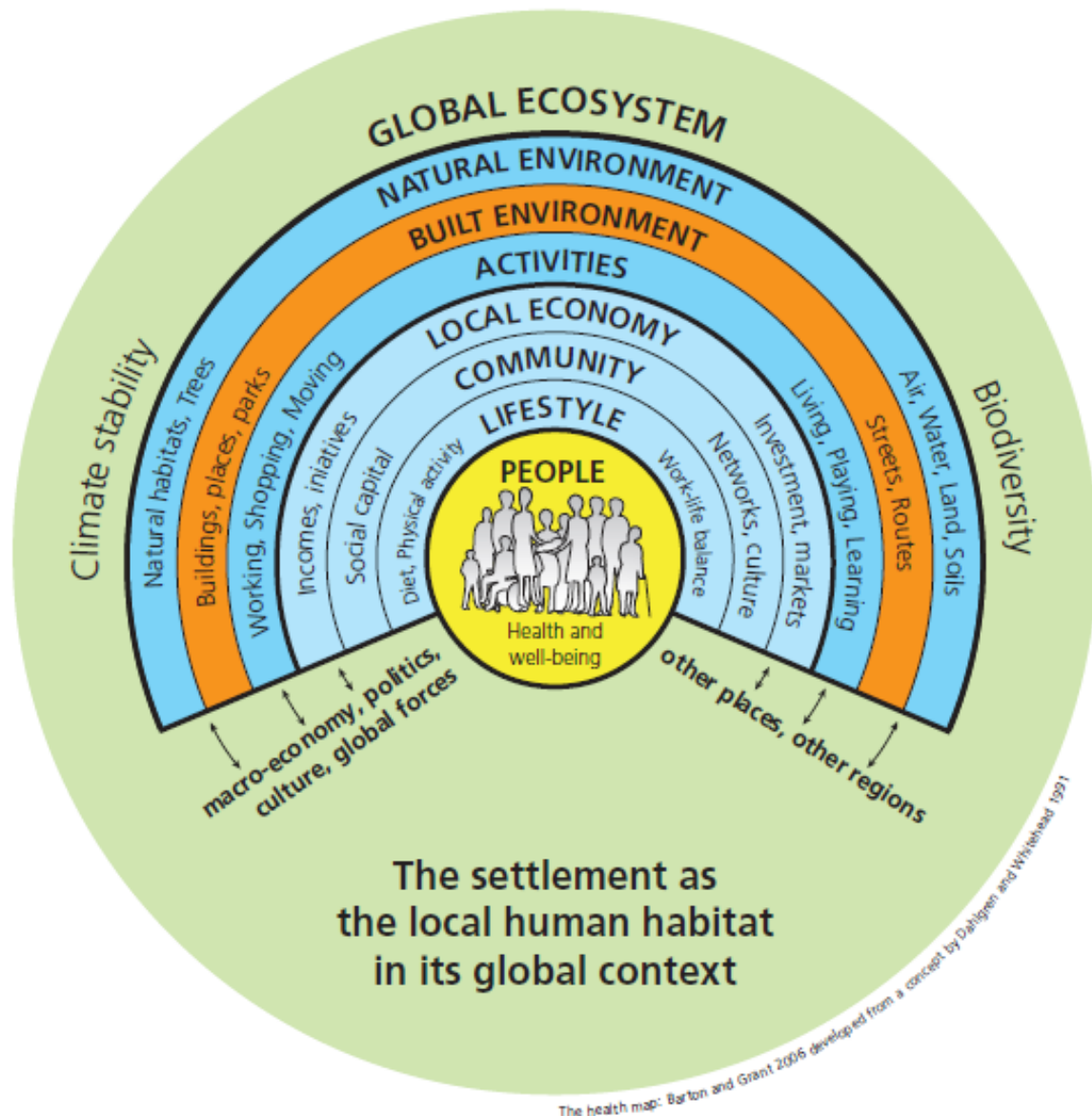
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Director, CVH  
Heart Foundation, NSW

NCOSS Forum

June 2017



# How does the built environment influence health?



Source: Barton and Grant, 2006, adapted from Dahlgren and Whitehead, 1991

# Q: So what does a 'healthy' neighbourhood look like?



A: Where children, young people and older adults are all out and about!



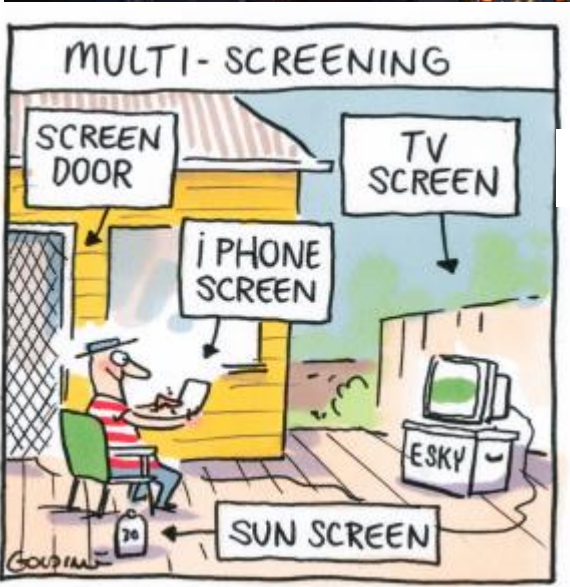
Congestion and long commutes



Car dependency



'Mean streets'  
No curbs or footpaths

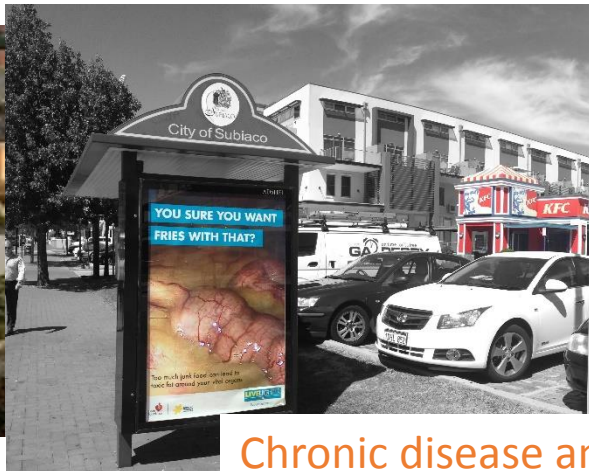


Sedentary lives

# confounders



Social disconnection



Chronic disease and rising health costs





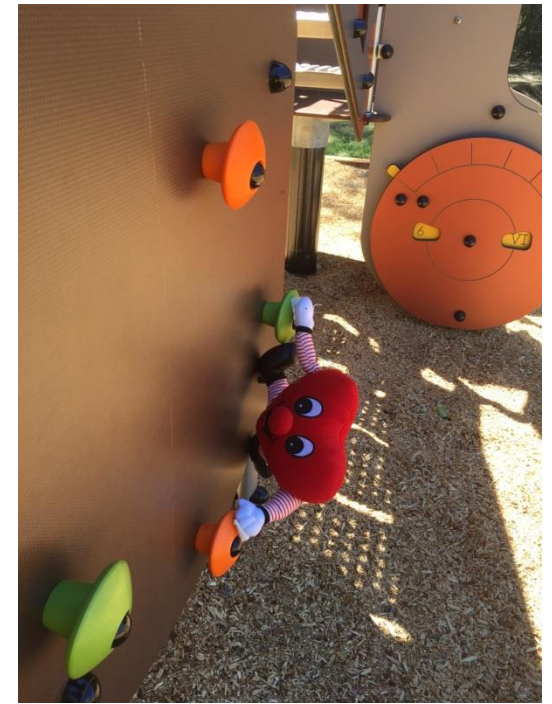
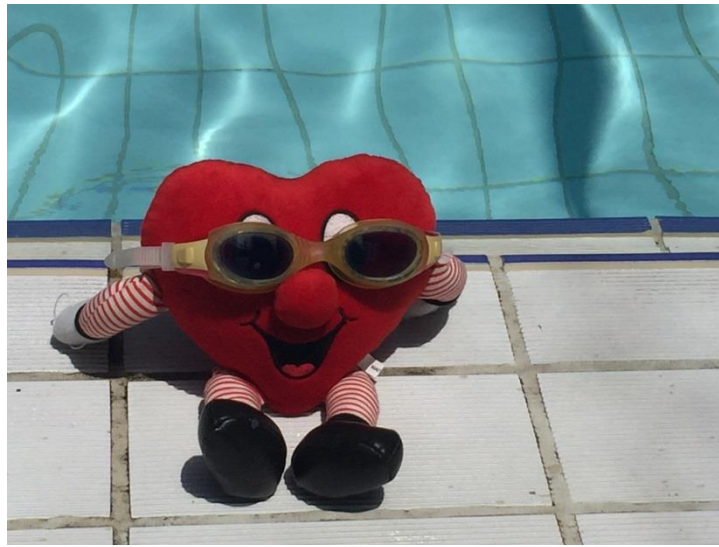
# SOCIO-DEMOGRAPHIC DIFFERENCES IN 2015: PRIMARY SCHOOL CHILDREN

■ Positive difference  
■ Negative difference

		Locality		SES			Cultural background				
		Urban	Rural	Low	Middle	High	English speaking	European	Middle Eastern	Asian	
	Met recommended daily fruit intake	77%	82%*	76%	79%	79%	79%	82%	79%	67%*	
	Met recommended daily vegetable intake	6%	6%	5%	6%	4%	5%	2%	4%	5%	
	Eat breakfast daily	83%	87%*	74%*	85%	88%	86%	74%*	56%*	78%*	
	Drank +1 cups of soft drink every day	5%	5%	9%*	6%	4%	5%	4%	11%*	3%	
	Ate takeaway meals/snacks from fast food outlets ≥1/week	21%	16%	28%*	21%*	15%	19%	16%	30%*	29%*	
	Met recommended daily physical activity level	22%	28%*	19%	26%	23%	24%	24%	14%*	11%*	
	In the healthy fitness zone	64%	58%	46%*	66%	68%	65%	64%	42%*	53%*	
	Met recommended daily limits on screen time	Week day	62%	62%	49%*	63%	66%	62%	68%	47%*	67%
		Weekend	22%	21%	17%*	21%	24%	21%	26%	14%*	31%*
	Driven to school	57%	42%*	62%	48%	55%	52%	42%	77%*	61%	

WHY?

Source: SPANS 2015



Options for  
Encouraging Physical  
Activity/ active living in  
the local community



# WHAT MAKES A NEIGHBORHOOD

# Walkable?



**Density** – Generally, the higher the concentration of residents, jobs, and shops within a given area, the more walkable that area is.

**Mixed Uses** – People walk more if they have a proper balance of uses (housing, shopping, work, recreation, etc.) within walking distance of each other.

**Active Street Levels** – Buildings that form an attractive, transparent (windowed), and engaging “street wall” with lots of shops, restaurants, and other “active” ground-floor uses encourage walking.

**Traffic calming** – Measures like raised crosswalks, traffic circles, and narrower lanes make drivers slow down and be more alert, thereby enhancing pedestrian and driver safety.

**Transit** – Walkability and transit go hand in hand. Transit vastly extends the range of people’s walks, and it performs best in dense, walkable neighborhoods.

**Trees** – In addition to their environmental and economic benefits, trees help create pleasant, attractive streetscapes and serve as a barrier between pedestrians and traffic.

**Parking** – Allowing parking supply and prices to be determined by market demand (rather than excessive parking requirements) promotes walking, discourages driving, and creates more inviting pedestrian environments.

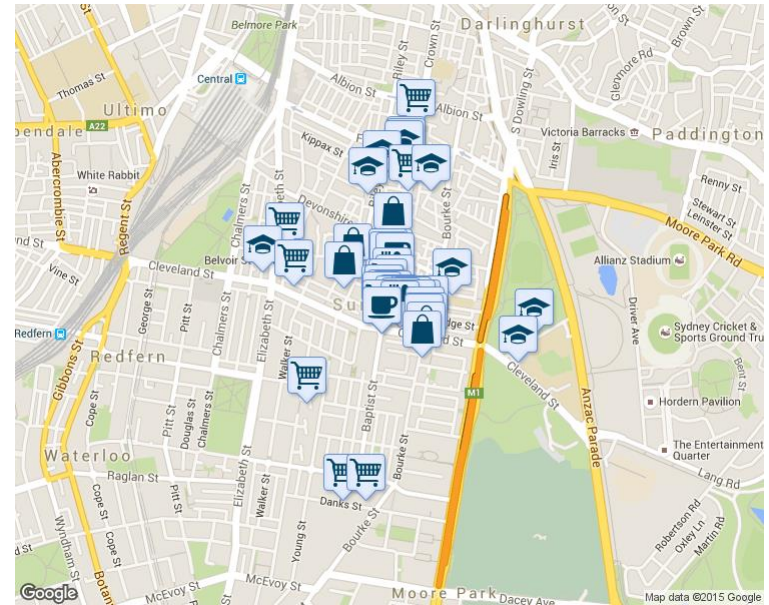
**Sidewalks** – The most walkable neighborhoods have wide, well-maintained sidewalks, preferably detached from the street curb and enhanced by amenities like benches, landscaping and pedestrian-scale lighting.

**Crosswalks** – Frequent and well-marked crosswalks increase pedestrian safety and convenience.





- Rates Sydney's most 'walkable' suburbs as Haymarket, Ultimo, The Rocks, Surry Hills, Chippendale
- Rates most 'walkable' western suburbs as Harris Park and Parramatta



Surry Hills

Walkscore 98

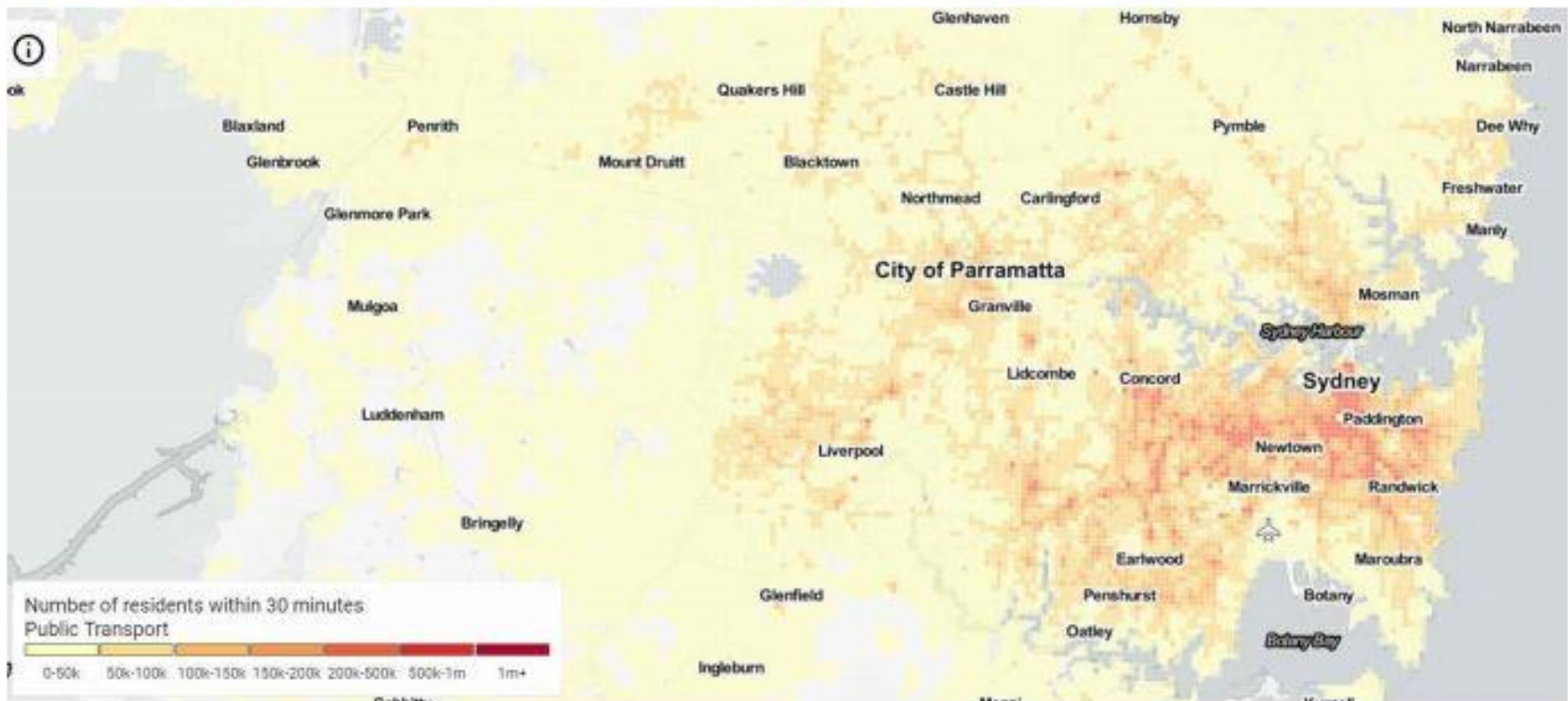
Transit score 100

[www.walkscore.com](http://www.walkscore.com)



# Access to Public transport

Figure 7. Number of residents that can be reached within 30-minutes by public transport



Source: Arup 2016

*This map represents the number of residents that are accessible by public transport from each location on the map – a person living in the inner city can reach over 1 million other residents by public transport within half an hour, this number drops the further west a person lives. This figure shows the key transport connectivity differential between the East and West in Sydney that reflects and reinforces this divide.*

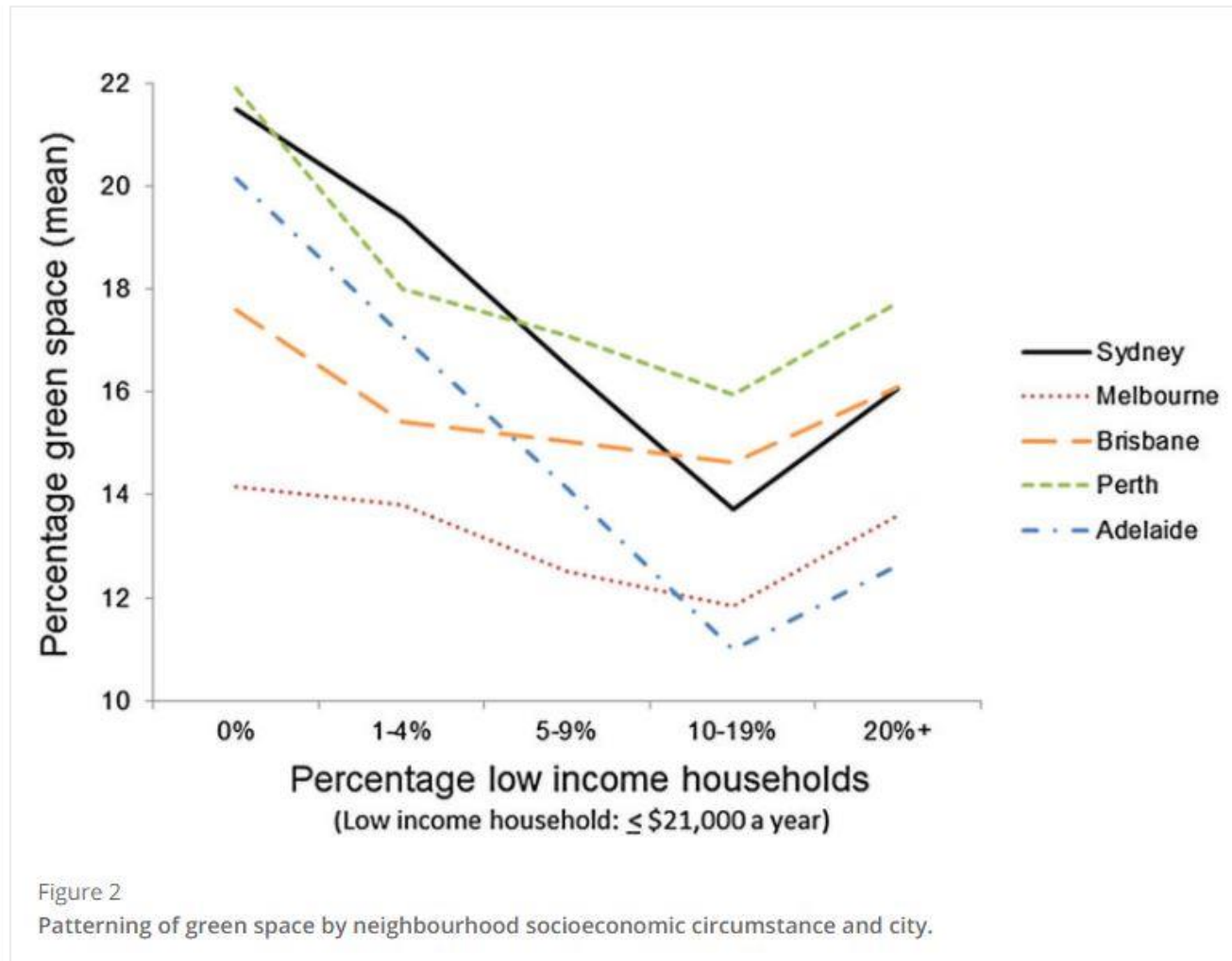
(In: Committee for Sydney, 2017, Adding to the Dividend, Ending the Divide III)



# Access to Green and Open Space



# Does access vary by SES?



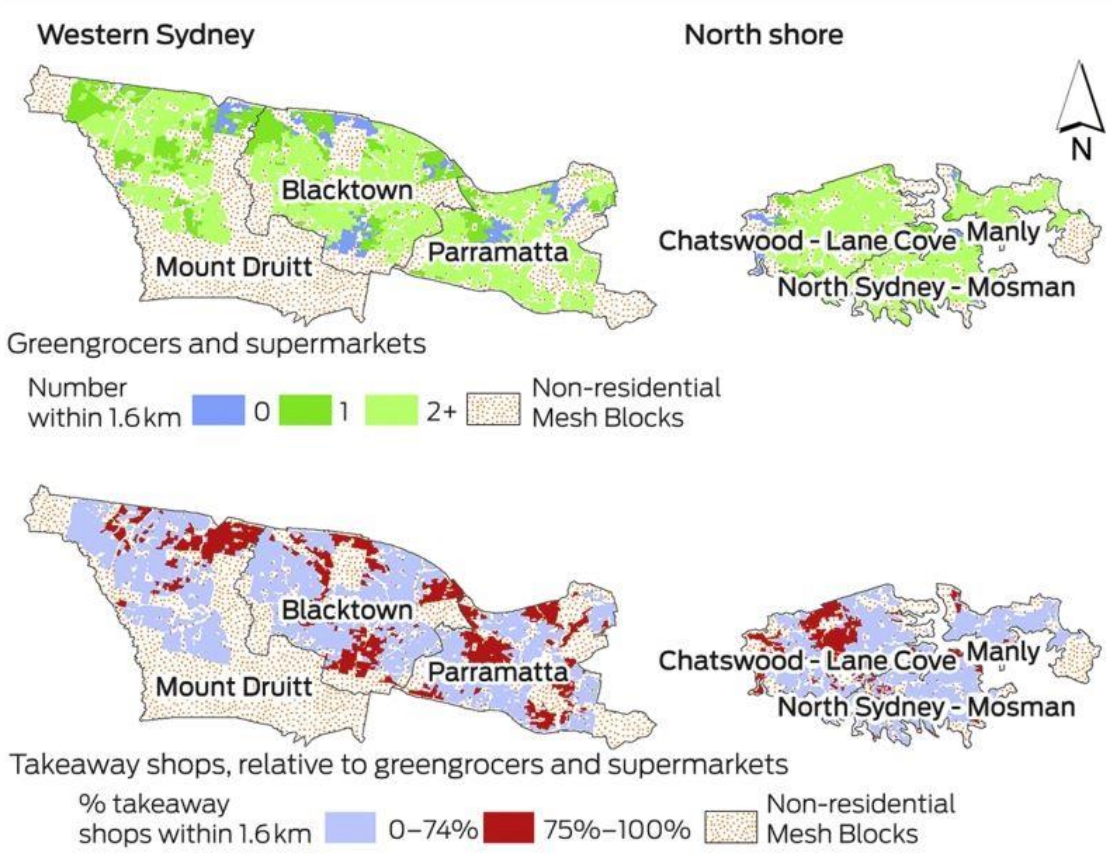
Source: Astell-Burt et al 2013: Do low income neighbourhoods have the least green space?

# Access to Healthy Food



# Does access vary by location?

< > Indicators of food environment within a 1.6 km road network distance of residential Mesh Blocks in selected areas of western Sydney and the north shore



# Influencing action in this space

future  
transport

STRATEGY

[www.future.transport.nsw.gov.au](http://www.future.transport.nsw.gov.au)

## Legislative updates

Summary

How to get  
involved

Key documents

Your questions  
answered

Have your say on new planning legislation

Health and Wellbeing Objective in the EP&A Act

Greater Sydney  
Commission

A Plan for Growing Sydney & District Plans

 LOCAL  
GOVERNMENT  
NSW

Local Council Community Strategic Plans



# More information



[www.heartfoundation.org.au](http://www.heartfoundation.org.au)

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**PS: Skipping to school is way more fun than being driven !**