

Understanding
liveability
inequities across
the suburbs of
Canada Bay

Liveability Scorecard For the LGA of Canada Bay: 2021



Australian
Urban
Observatory

Acknowledgements

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Indicator data and maps can be accessed through the Australian Urban Observatory:

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About this report

This Local Government Area (LGA) Liveability Scorecard has been prepared by the Australian Urban Observatory (AUO) in partnership with the Health Promotion Unit, Sydney Local Health District. It has been designed to understand the liveability of individual suburbs within an LGA and prioritise future actions and investments of interest to councils, community, urban planners, developers, and other decision makers to achieve healthier and more liveable places across an entire LGA.

The LGA Liveability Scorecard includes AUO indicators measuring overall liveability, walkability, social infrastructure, public transport, healthy food, alcohol, public open space, local employment and housing affordability^[1]. For each indicator, suburb level results are compared to the LGA average to understand place-based liveability strengths and areas needing future prioritisation and action. All AUO indicators align with the UN Sustainable Development Goals^[2].

The LGA Liveability Scorecards are aligned with a range of AUO scorecards including [City Scorecards](#) and [Growth Area Scorecards](#) developed by the AUO @ RMIT University based on 2021 indicator results.

More detailed neighbourhood, suburb, and Local Government Area results across Australian cities are available online at auo.org.au.



Liveability Index



Walkability



Social Infrastructure



Transport



Food



Alcohol



Public Open Space



Employment



Housing

Summary for Canada Bay

Indicator		Brief Description	Value	Difference between LGA and Greater Sydney	
Liveability Index		Liveability Index	101.2	●	Similar*
Walkability Index		Walkability Index	1.3	▲	Better
Social Infrastructure Index		Social Infrastructure Index	6.9	●	Similar*
Public Transport		Percentage living within 400m to regular public transport	82.8%	▲	Better
Food Environment		Average distance to closest healthy food outlet (super-market or greengrocer)	728.5m	▲	Better
Alcohol Environment		Average distance to closest off-license alcohol outlet	500.8m	▼	Worse
Public Open Space		Percentage living within 400m of public open space of 1.5 hectares	65.5%	▲	Better
Local Employment		Percentage of employed people living and working in the same SA3	21.6%	▼	Worse
Housing Affordability		Percentage of households spending more than 30% of income on housing costs	37.7%	●	Similar*

* Similar = less than 10% difference between LGA and city average.



Liveability Index

Rationale

The economic, social, environmental and health co-benefits of urban liveability are recognised by all levels of government in Australia and globally^[3]. Liveable communities are safe, socially cohesive, inclusive and environmentally sustainable^[4]. They have affordable housing linked via public transport, walking and cycling infrastructure to employment, education, shops, services, public open space and social, cultural and recreational opportunities^[3].

What we measured

The Liveability Index is underpinned by over a decade of research. It combines six domains of liveability found to be associated with health and wellbeing outcomes: walkability; access to social infrastructure; public transport; larger public open space; affordable housing; and local employment.

Results

ID	Suburb	Value
163	Five Dock	103.9
170	Wareemba	103.5
169	Russell Lea	102.9
168	Rodd Point	102.4
160	Concord	102.0
162	Drummoyne	102.0
161	Concord West	101.7
166	North Strathfield	101.3
155	Abbotsford	101.0
158	Canada Bay	100.5
105	Strathfield	100.4
156	Breakfast Point	99.6
157	Cabarita	99.3
164	Liberty Grove	99.1
165	Mortlake	99.0
167	Rhodes	98.9
159	Chiswick	97.6

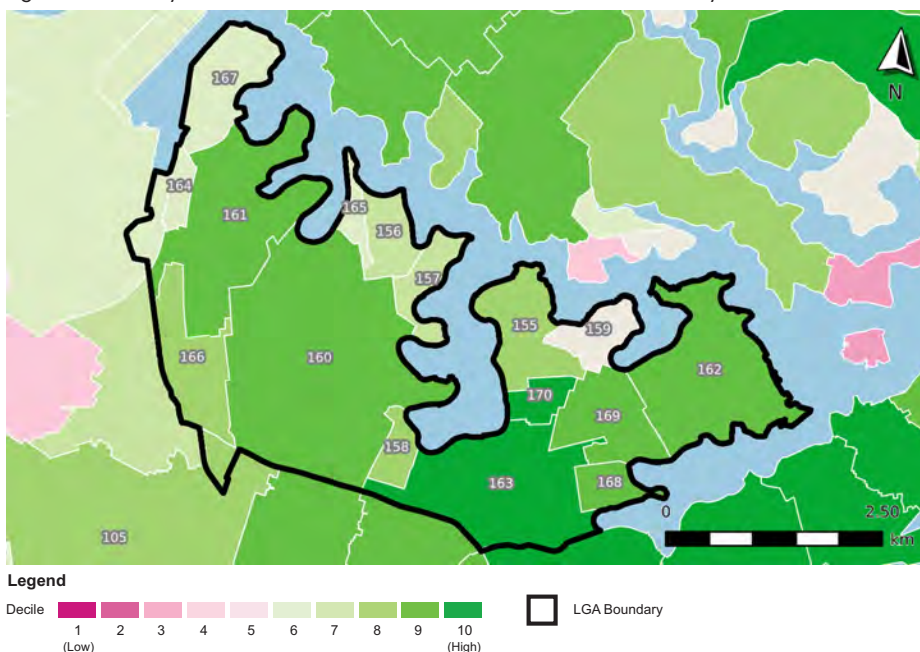


The Liveability Index score for residences across the LGA of Canada Bay is

101.2

This Liveability Index score is similar to the Greater Sydney average of 99.7.

Figure 1. Liveability Index scores for suburbs across the LGA of Canada Bay





Walkability

Rationale

Walkability measures the ease and safety of walking in an area. Neighbourhoods that have shops and services to walk to, small blocks, good street connectivity, and higher population density are more walkable^[5]. Walkable neighbourhoods discourage driving and encourage active travel resulting in higher levels of walking and cycling. The benefits of a physically active life are well established in reducing chronic disease and maintaining health and wellbeing^[6].

What we measured

Walkability for Transport is calculated as a composite index, with 0 being the national average, that includes access to daily living destinations (something to walk to), dwelling density (population needed to supply services and destinations), and street connectivity (a way to get there) within a reasonable walking distance of home. The higher the score above zero, the more walkable the area.

Results

ID	Suburb	Value
163	Five Dock	2.4
105	Strathfield	2.1
170	Wareemba	2.1
167	Rhodes	2.0
166	North Strathfield	1.9
169	Russell Lea	1.8
162	Drummoyne	1.5
160	Concord	1.2
164	Liberty Grove	0.9
161	Concord West	0.7
156	Breakfast Point	0.4
168	Rodd Point	0.4
158	Canada Bay	0.1
165	Mortlake	0.1
159	Chiswick	-0.3
157	Cabarita	-0.3
155	Abbotsford	-0.3

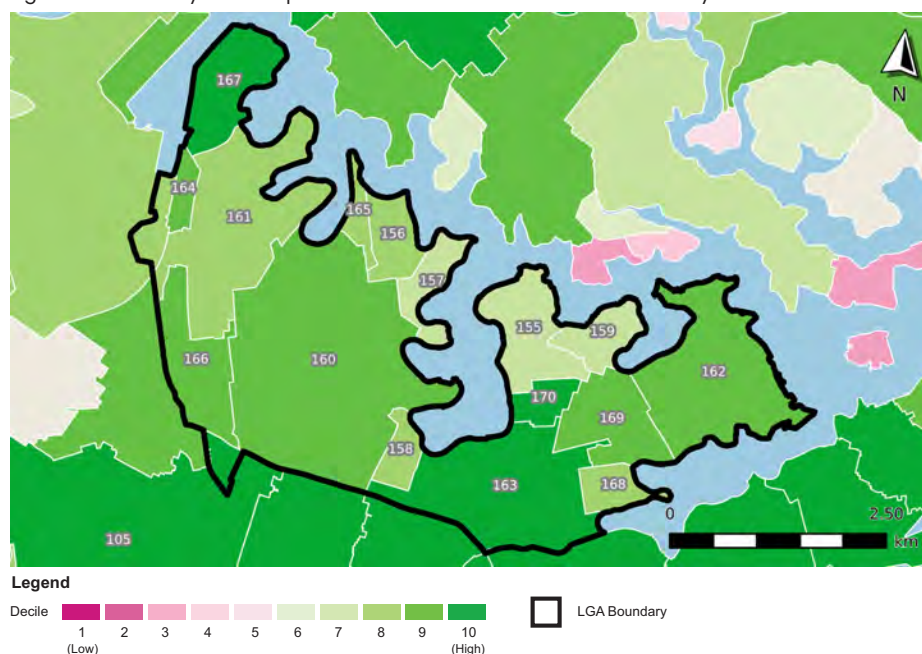


The LGA of Canada Bay ranks

12th

within all LGAs in Greater Sydney for Walkability.

Figure 2. Walkability for transport across suburbs across the Canada Bay LGA





Social Infrastructure

Rationale

Social infrastructure refers to essential community services and resources^[7]. Ready access to a wide range of different types of social infrastructure is important for the creation and ongoing development of healthy communities. The availability of well-planned social infrastructure supports liveable communities by promoting increased physical activity^[8], wellbeing^[7], increased satisfaction with the local community^[9], improving social interactions and mental health outcomes^[10]. Social infrastructure is a key component of liveability.

What we measured

The Social Infrastructure Index includes access to 16 types of social infrastructure at various recommended distances from dwellings. It includes access to childcare facilities, community centres, libraries, aged care facilities, pharmacies, family and community healthcare, dentists and general practitioners, sporting facilities, swimming pools, outside school hours childcare, primary and secondary schools, museums or galleries, and cinemas and theatres.

Results

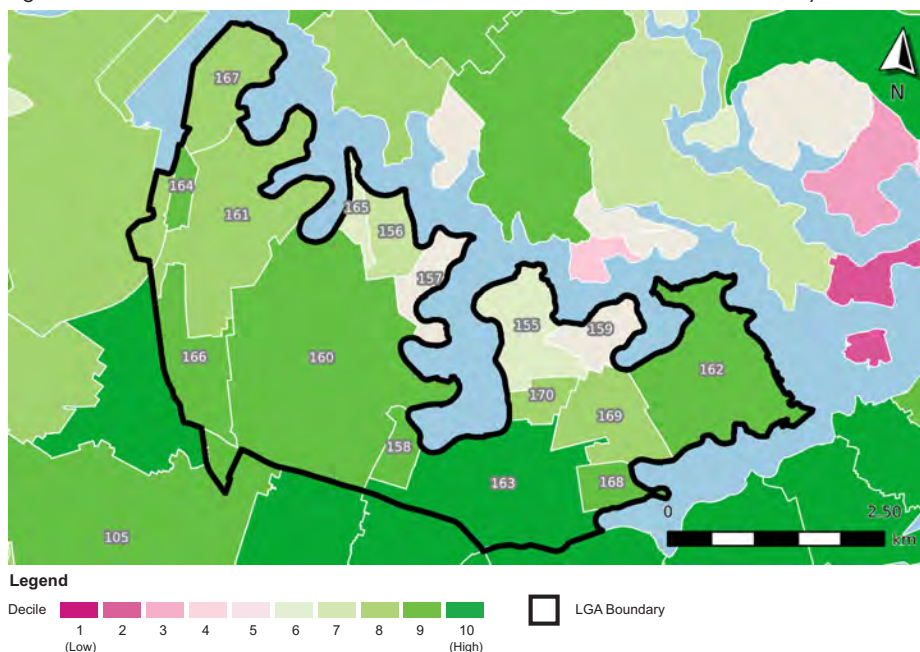
ID	Suburb	Value
163	Five Dock	9.0
105	Strathfield	8.2
166	North Strathfield	7.9
158	Canada Bay	7.9
164	Liberty Grove	7.6
162	Drummoyne	7.5
160	Concord	7.4
168	Rodd Point	7.1
161	Concord West	6.8
167	Rhodes	6.7
169	Russell Lea	6.6
170	Wareemba	6.1
156	Breakfast Point	5.2
165	Mortlake	4.8
155	Abbotsford	4.7
157	Cabarita	4.0
159	Chiswick	3.9

▼

The Social Infrastructure Index score for residences across the LGA of Canada Bay is 7.0 out of a total of 16.

In comparison, the score for Greater Sydney, on average, is 6.288.

Figure 3. Social Infrastructure Index results across suburbs of the LGA of Canada Bay.





Public Transport

Rationale

People living close to public transport are more likely to use it, less dependent on cars and more likely to achieve physical activity requirements^[6]. Living within 400m of a public transport stop with a service every 30 minutes encourages more walking^[11]. It supports sustainability and people with restricted mobility, including young people, older adults, people with disabilities and people who don't own cars to access services, education and jobs.

What we measured

We measured access to bus, train, and tram stops with an average service interval of no more than 30 minutes between the weekday hours of 7 am and 7 pm. Access was measured as the percentage of dwellings with a regular service within 400m of any of these stops based on a walkable road network distance.

Results

ID	Suburb	Value
168	Rodd Point	99.8%
159	Chiswick	99.6%
167	Rhodes	98.1%
163	Five Dock	97.7%
170	Wareemba	97.5%
165	Mortlake	96.5%
155	Abbotsford	91.8%
169	Russell Lea	91.2%
105	Strathfield	86.3%
158	Canada Bay	84.5%
161	Concord West	79.9%
157	Cabarita	78.4%
160	Concord	74.8%
162	Drummoyne	72.6%
166	North Strathfield	70.8%
156	Breakfast Point	58.4%
164	Liberty Grove	31.9%

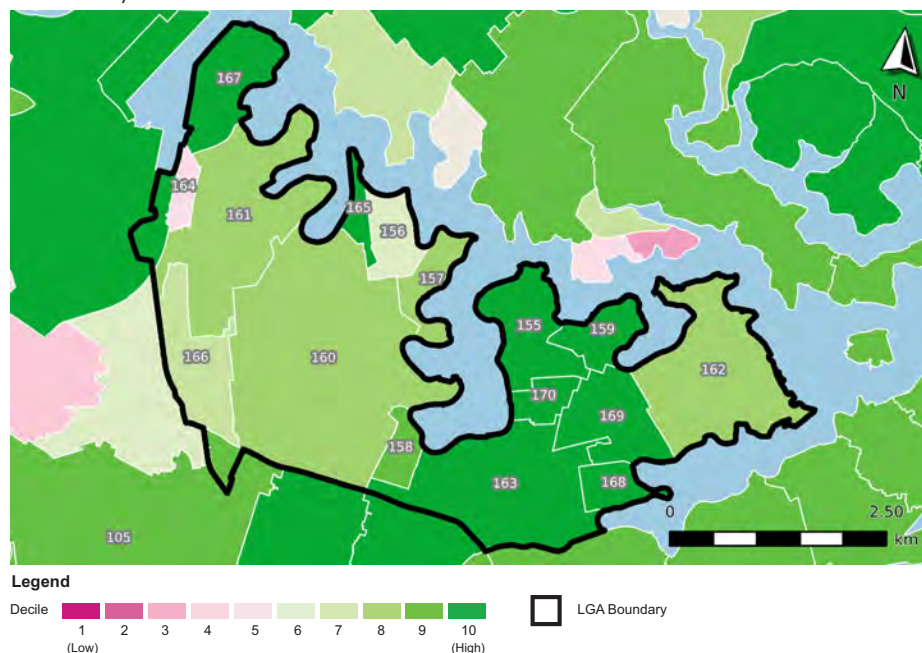


The percentage of households across the LGA of Canada Bay with access to frequent public transport is

82.8%

This is better than the Greater Sydney average of 73.3%.

Figure 4. Access to Frequent Public Transport within 400m across the suburbs of the LGA of Canada Bay





Food

Rationale

Supermarkets support healthy eating and provide access to affordable fresh fruit and vegetables. People living within a short walk of a supermarket are more likely to walk or cycle instead of driving^[6,12]. Increases in physical activity through active transport modes like walking and cycling, also reduce chronic disease risk and traffic congestion. In disadvantaged areas, living within 800m of a supermarket reduces the risk of overweight and obesity^[13].

What we measured

We measured the average distance to a healthy food outlet (supermarket or greengrocer). Distances were calculated according to a pedestrian accessible road network.

Results

ID	Suburb	Value
166	North Strathfield	309.8m
165	Mortlake	319.7m
170	Wareemba	387.9m
156	Breakfast Point	455.6m
167	Rhodes	476.1m
162	Drummoyne	615.7m
164	Liberty Grove	651.8m
163	Five Dock	674.8m
161	Concord West	707.5m
155	Abbotsford	850.9m
160	Concord	860.0m
105	Strathfield	993.5m
169	Russell Lea	1179.3m
159	Chiswick	1299.5m
157	Cabarita	1369.9m
168	Rodd Point	1420.3m
158	Canada Bay	1570.7m

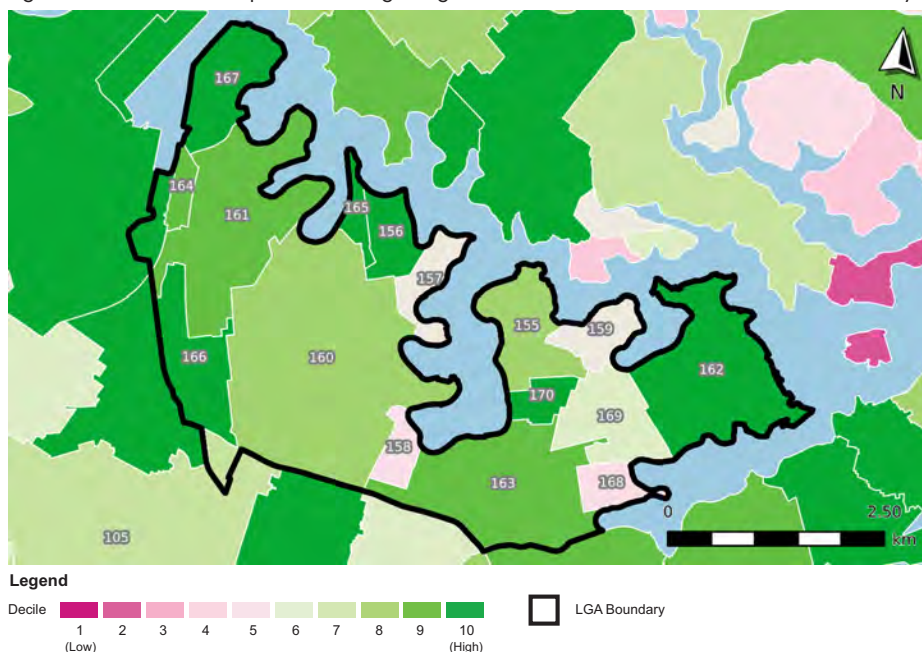


The average distance to a supermarket or greengrocer for residences in the Canada Bay LGA is

728.5 metres.

This is better than the Greater Sydney average of 1117.9 metres.

Figure 5. Distance to a supermarket or greengrocer for suburbs across the LGA of Canada Bay





Alcohol

Rationale

Increased access to alcohol has been linked to harmful alcohol consumption and alcohol-related violence^[14,15]. Furthermore, alcohol outlets are more likely to be located in more disadvantaged areas^[16]. For those living in disadvantaged areas where there are fewer alcohol outlets, there appears to be a protective affect with enhanced self-reported health^[16].

What we measured

The average distance to off-license alcohol outlets which includes bottle shops and supermarkets where alcohol can be purchased and taken to another premise for consumption. Distances were calculated from individual dwellings using a pedestrian accessible road network.

Results

ID	Suburb	Value
168	Rodd Point	1143.2m
158	Canada Bay	1122.2m
157	Cabarita	970.1m
160	Concord	741.5m
105	Strathfield	609.2m
164	Liberty Grove	553.3m
163	Five Dock	527.4m
161	Concord West	508.2m
159	Chiswick	495.0m
155	Abbotsford	426.7m
169	Russell Lea	415.0m
166	North Strathfield	402.2m
162	Drummoyne	388.5m
156	Breakfast Point	332.8m
165	Mortlake	325.3m
170	Wareemba	291.1m
167	Rhodes	268.1m

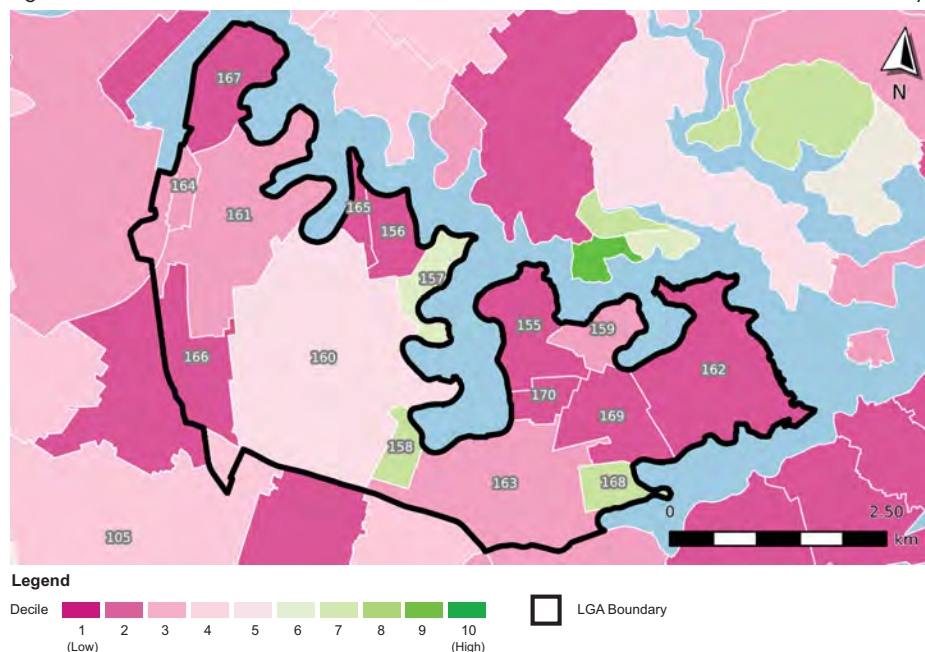


The average distance to an off-license alcohol outlet across the suburbs of the LGA of Canada Bay is

500.8 metres.

This is worse than the Greater Sydney average of 799.3 metres.

Figure 6. Distance to an off-license alcohol outlet across the suburbs of the LGA of Canada Bay





Public Open Space

Rationale

Public open space includes parks, open areas and places where people can congregate for active and passive recreation and enjoyment. Parks are one form of public open space that usually include grassed areas, gardens, and some green recreational space. Public open spaces support both the physical and mental health of people living nearby. Green public open spaces also support ecosystems, ecology and biodiversity of an area^[17] and provide cooling effects mitigating urban heat island effects.

What we measured

Large Public Open Space was defined as urban parks greater than or equal to 1.5 hectares, since larger parks have been shown to support physical activity. Access was measured as the percentage of dwellings within 400m based on a walkable road network distance.

Results

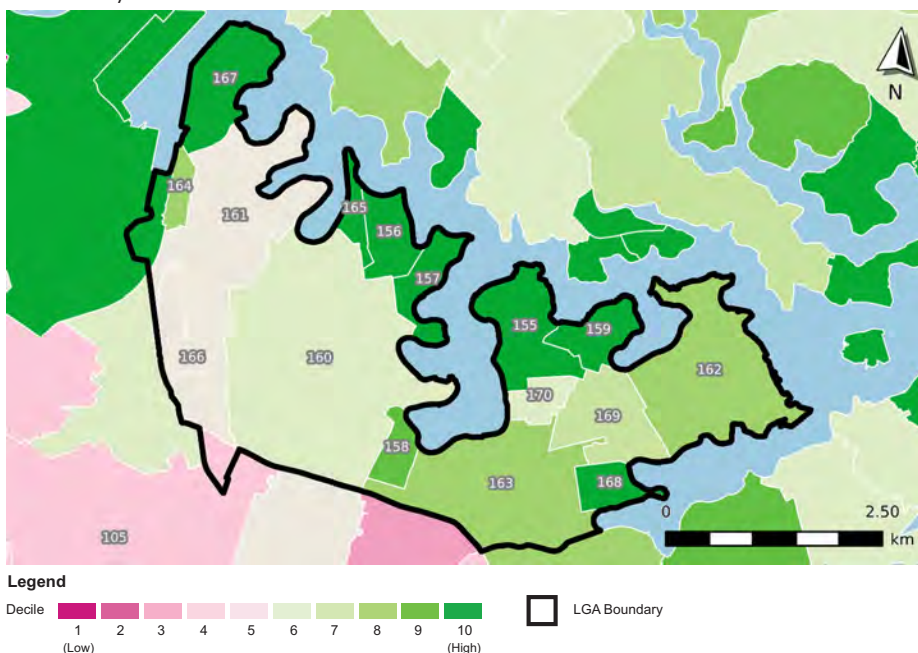
ID	Suburb	Value
159	Chiswick	98.5%
156	Breakfast Point	98.5%
168	Rodd Point	97.9%
167	Rhodes	97.2%
165	Mortlake	95.4%
157	Cabarita	95.4%
155	Abbotsford	87.0%
158	Canada Bay	83.1%
162	Drummoyne	68.6%
164	Liberty Grove	62.5%
163	Five Dock	61.7%
169	Russell Lea	49.0%
170	Wareemba	46.5%
160	Concord	42.9%
161	Concord West	37.1%
166	North Strathfield	31.9%
105	Strathfield	14.8%

▼
The percentage of residences with access to Large Public Open Space within 400m across the LGA of Canada Bay is

65.5%

This is better than the Greater Sydney average of 40.6%.

Figure 7. Access to large public open space within 400m across the suburbs of the LGA of Canada Bay





Employment

Rationale

Accessible employment is a social determinant of health, providing people with financial resources to support themselves and their families. Access to local employment reduces vehicle kilometres travelled, travel time and traffic congestion on city roads. It also increases the likelihood of people using active transport such as walking, cycling and public transport, and has been associated with improved self-reported health^[18]. Access to local employment with shorter travel times has the potential to support work-life balance and is associated with a reduced risk of obesity^[19].

What we measured

We measured access to local employment as the percentage of residents living in an Australian Bureau of Statistics' Statistical Area Level 1 (SA1), and working within the same Statistical Area Level 3 (SA3). On average, SA1 areas represent approximately 400 people while SA3 areas represent between 30,000 and 130,000 people.

Results

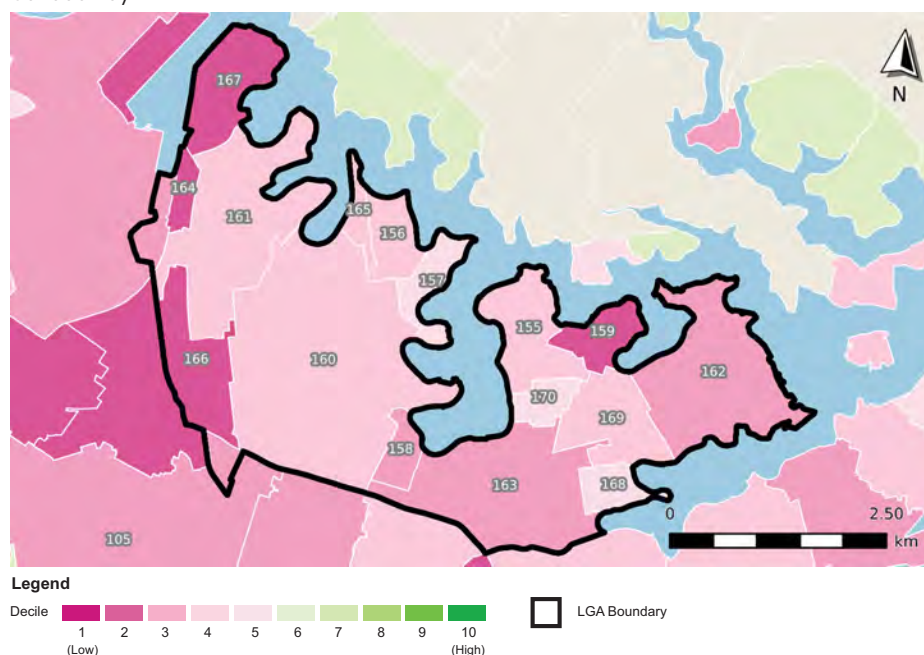
ID	Suburb	Value
157	Cabarita	28.4%
170	Wareemba	27.2%
168	Rodd Point	26.9%
160	Concord	25.5%
169	Russell Lea	25.3%
161	Concord West	24.6%
155	Abbotsford	24.6%
156	Breakfast Point	23.8%
165	Mortlake	23.3%
163	Five Dock	22.5%
158	Canada Bay	21.4%
105	Strathfield	21.0%
162	Drummoyne	19.6%
164	Liberty Grove	19.2%
159	Chiswick	18.6%
166	North Strathfield	16.3%
167	Rhodes	15.1%

▼
The proportion of the population living and working locally in the LGA of Canada Bay is

21.6%

This is worse than the Greater Sydney average of 32.5% .

Figure 8. Proportion of the population living and working locally across the suburbs of the LGA of Canada Bay





Housing

Rationale

Housing is a key social determinant of health. Decent and affordable housing supports families by providing safe, stable, and healthy shelter. Affordable housing frees up family finances for use on healthcare and food, and supports physical and mental health and wellbeing. Housing affordability stress is associated with poorer self-reported health, higher community dissatisfaction, and residents feeling unsafe. Affordable housing frees up family finances for use on health care, food, education and recreation, and supports physical and mental health and wellbeing^[20].

What we measured

Housing affordability was measured according to housing stress and represents any household spending more than 30% of their household income on housing costs.

Results

ID	Suburb	Value
168	Rodd Point	13.5%
157	Cabarita	15.3%
170	Wareemba	22.0%
160	Concord	23.4%
169	Russell Lea	24.3%
161	Concord West	24.6%
162	Drummoyne	30.7%
163	Five Dock	31.3%
155	Abbotsford	32.4%
158	Canada Bay	33.8%
156	Breakfast Point	35.5%
159	Chiswick	40.6%
105	Strathfield	42.1%
166	North Strathfield	42.7%
164	Liberty Grove	48.5%
165	Mortlake	61.2%
167	Rhodes	70.0%

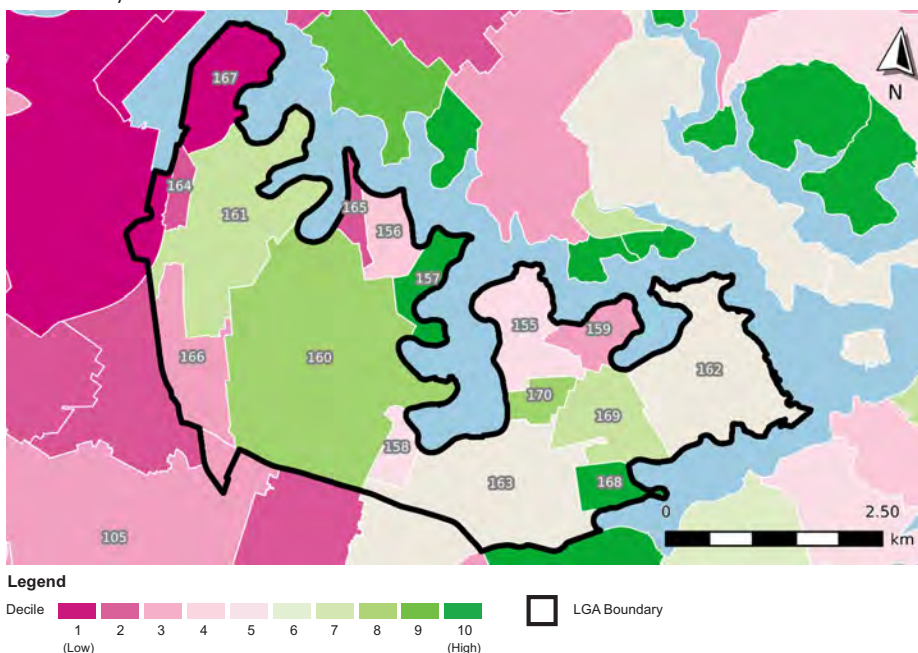


The percentage of households across the LGA of Canada Bay spending more than 30% of income on housing is

37.7%

This is similar to the Greater Sydney average of 37.7% .

Figure 9. Percentage of households under housing stress across the suburbs of the LGA of Canada Bay



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Appendix (list of AUO measures available)

Walkability

Walkability – Australian Urban Observatory (auo.org.au)

Average distance to closest activity centre
Average dwelling density per hectare
Average street connectivity per square kilometre
Average number of daily living destinations present (0–3) within 1600 m
Walkability for Transport Index

Social Infrastructure

Social Infrastructure – Australian Urban Observatory (auo.org.au)

Health Infrastructure subdomain
Education Infrastructure subdomain
Community and Sport Infrastructure subdomain
Cultural Infrastructure subdomain
Average distance to closest GP clinic
Average distance to closest GP clinic with bulk-billing
Average distance to closest playground

Transport

Transport – Australian Urban Observatory (auo.org.au)

Average distance to closest public transport stop
Percentage of dwellings within 400 m of a bus stop
Average distance to closest train station
Average distance to closest bus stop with a regular 15-minute weekday service
Average distance to closest bus stop with a regular 30-minute weekday service
Average distance to closest bus stop with a regular 45-minute weekday service
Percentage of people aged 15 years and over using active transport to travel to work
Percentage of people aged 15 years and over using public transport to travel to work
Percentage of people aged 15 years and over using private vehicle/s to travel to work

Food

Food – Australian Urban Observatory (auo.org.au)
Percentage of dwellings without any food outlet within 3.2km

Percentage of dwellings within 1km of a supermarket
Average distance to closest fast food outlet

Alcohol

Alcohol – Australian Urban Observatory (auo.org.au)
Average number of on-licence alcohol outlets within 400m

Average number of off-licence alcohol outlet within 800m
Average distance to closest on-licence alcohol outlet
Average distance to closest off-licence alcohol outlet

Public Open Space

Public Open Space – Australian Urban Observatory (auo.org.au)

Average distance to closest public open space
Percentage of dwellings within 400 m or less of public open space
Average distance to closest public open space larger than 1.5 hectares
Percentage of dwellings within 400 m of public open space larger than 1.5 hectares
Percentage of dwellings within 400 m or less distance of any local park (> 0.4 to. <= 1 ha)
Percentage of dwellings within 800 m or less distance of any neighbourhood park (>1 ha to <= 5 ha)
Percentage of dwellings within 400 m or less distance of a neighbourhood recreation park (> 0.5 ha)
Average distance to closest public open space with a nearby public toilet (within 100 m)

Employment

Employment – Australian Urban Observatory (auo.org.au)

Percentage of employed persons living and working in the same SA3

Housing*

Housing – Australian Urban Observatory (auo.org.au)

Percentage of dwellings that are government owned or community housing
Percentage of households in the bottom 40% of incomes spending more than 30% of income on housing costs
Percentage of rental households in the bottom 40% of incomes spending more than 30% of income on housing costs
Percentage of mortgaged households in the bottom 40% of incomes spending more than 30% of income on housing costs
Percentage of rental or mortgaged households in the bottom 40% of incomes spending more than 30% of income on housing costs
Percentage of households spending more than 30% of household income on housing costs

*Additional specialist housing indicators available

ABS Demographics

People – Australian Urban Observatory (auo.org.au)



Notes

[illegible]

Notes

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