

Imagining **strategic** resolutions: 2 key dimensions

Assessment of strategies'
objectives and potential to respond to
health inequalities

Assessment of political feasibility:
“Politics is the art of the possible”

Imagining strategic resolutions

Process:

To end the day, each group will present a strategy addressing both dimensions and its own critique

My diagnosis:
transportation system
and city layout

Highly automobile-focused
transportation system in a
functionally dispersed city

My diagnosis: important inequalities

Some prominent health
inequalities among SES
groups that can be associated
with transportation policies
– i.e. result of traffic collisions

My diagnosis: important inequalities

Some inequalities in environmental health determinants that can be linked to transportation and transportation-related policies are documented between SES groups and for elderly

- e.g. access to food

My diagnosis:
general objectives of
transportation policy regime

A relative reduction in automobile
travel, not absolute

My diagnosis: governmental technologies

Infrastructure projects:
no momentum to take
out major automobile
infrastructure or to
replace automobile
infrastructure to the
benefit of other
modes



My diagnosis: governmental technologies

Infrastructure projects:
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http://www.mairie13.paris.fr/mairie13/js/p/site/Portal.jsp?page_id=383

My diagnosis:
general objectives of urban
planning policy regime

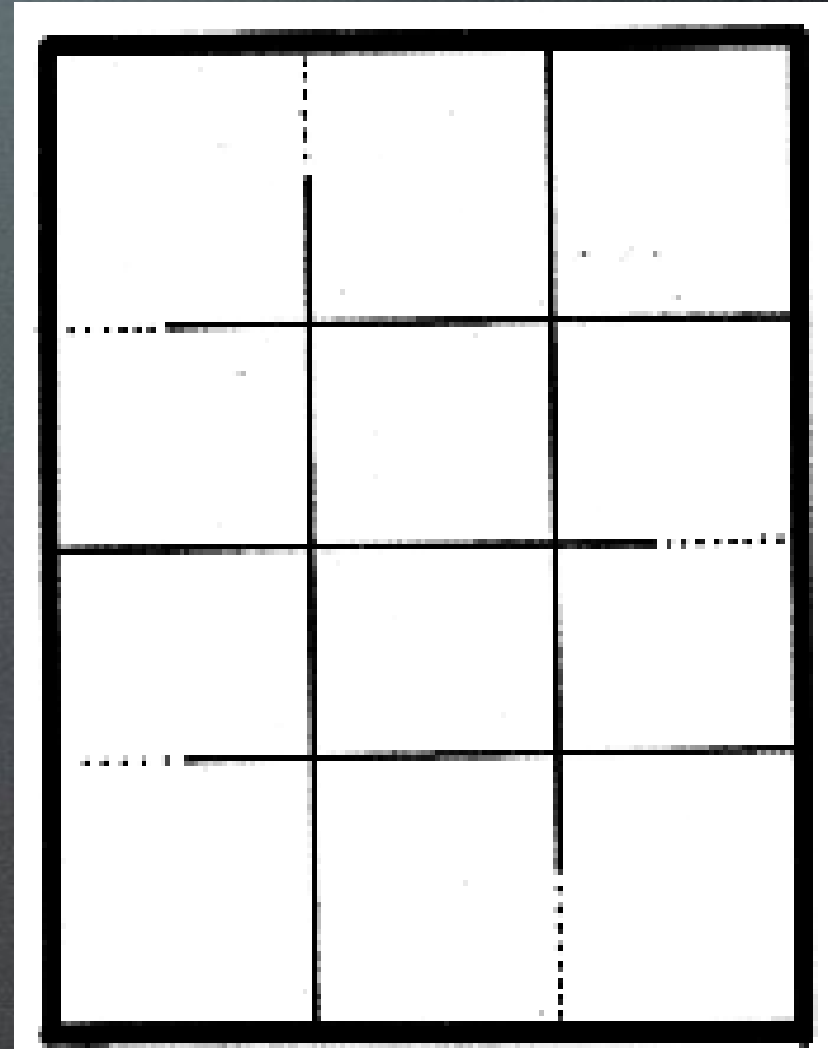
A relative densification
and functional proximity strategy

e.g. Revitalization of central zones but
no will to stop expansion of land
occupation

Strategy suggestions

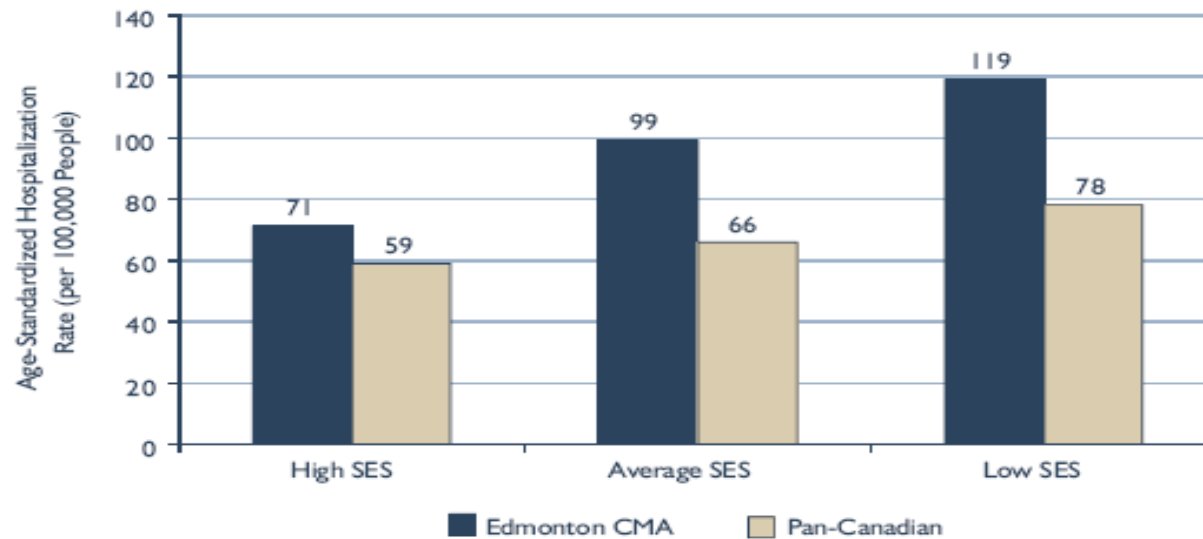
1. Assessment of strategy's objectives and potential to respond to health inequalities
2. Political feasibility

1. Traffic calming strategy in low-SES sectors and then in average ones



1. Traffic calming strategy

Pan-Canadian and Edmonton CMA Age-Standardized Hospitalization Rates for Land Transport Accidents by Socio-Economic Status Group*



Note

* See detailed data tables (Appendix D) for significance testing.

Source

CPHI analysis of 2003–2004 to 2005–2006 National Trauma Registry data, Canadian Institute for Health Information.

2. Integration of TOD w/ social-affordable housing strategy

Transit Oriented Development (TOD):
No integration of social-affordable housing



2. Integration of TOD w/ social-affordable housing strategy

Social-affordable housing strategy: no consideration of the way people might move



Improving Opportunities for Affordable Housing in Edmonton

Background Report of the
Edmonton Task Force on Affordable Housing

Prepared with the Assistance of:

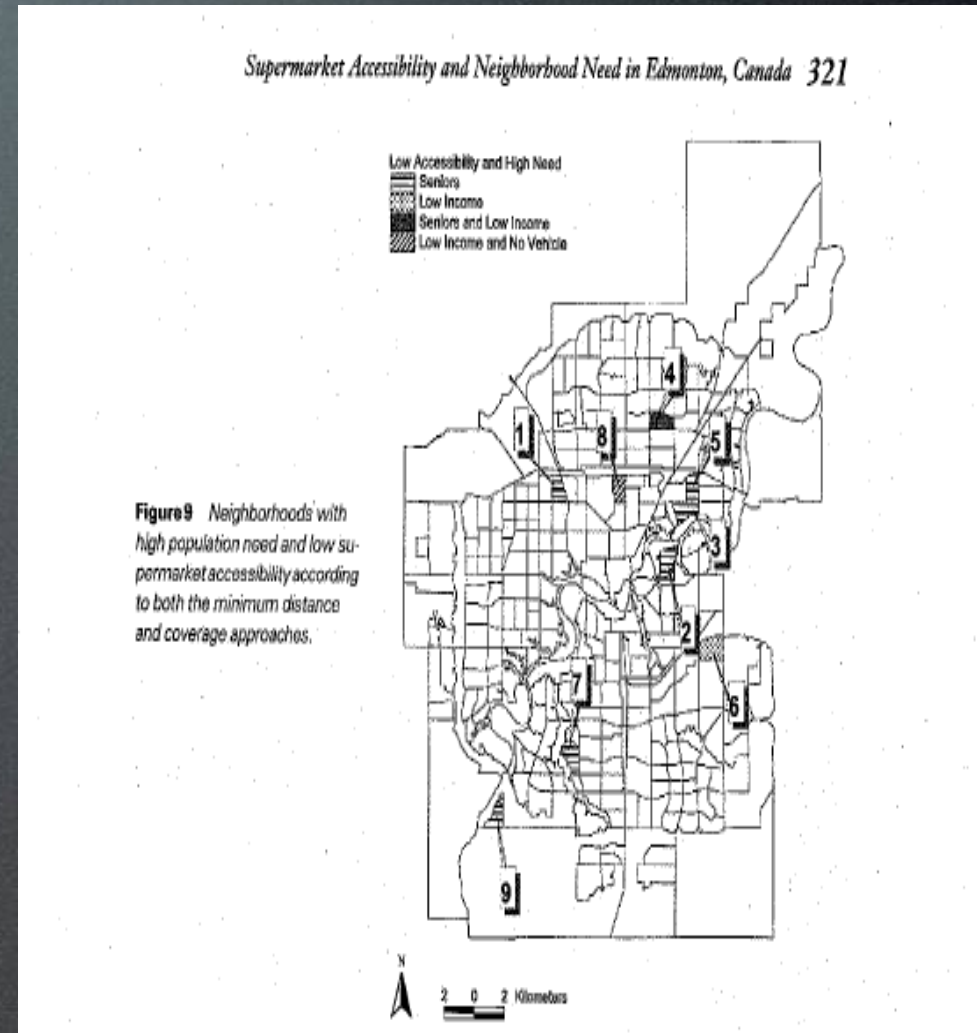
Steve Pomeroy, Focus Consulting Inc and
Greg Lampert, Lampert Economic Consulting

February 2003

3. Improved access to food and services strategy

In 1999: six 'food deserts' in Edmonton

– two of which have very high low-income rates and either high elderly or no-vehicle rates



Smoyer-Tomic, K.E. et al., 2006.

3. Improved access strategy

Combination of interventions to improve access to goods, services and work

1. Multi-function community services centres in “desert” areas



<http://www.station20west.org/index.html>

3. Improved access strategy

Combination of interventions to improve access to goods, services and work

2. Reduced-capacity buses (or collective taxis) between low-density areas and daily places



Source

<http://www.paris.fr/portail/viewmultimediacument?multimediacument-id=27283>, p.3

3. Improved access strategy

Combination of interventions to improve access to goods, services and work

3. Car-sharing company support: include it in TOD developments; reserved on-street parking spaces at key sites; partnership with public system; etc.



http://www.radio-canada.ca/images/2007/11/09/180x135/071109autobus_communauto_n.jpg

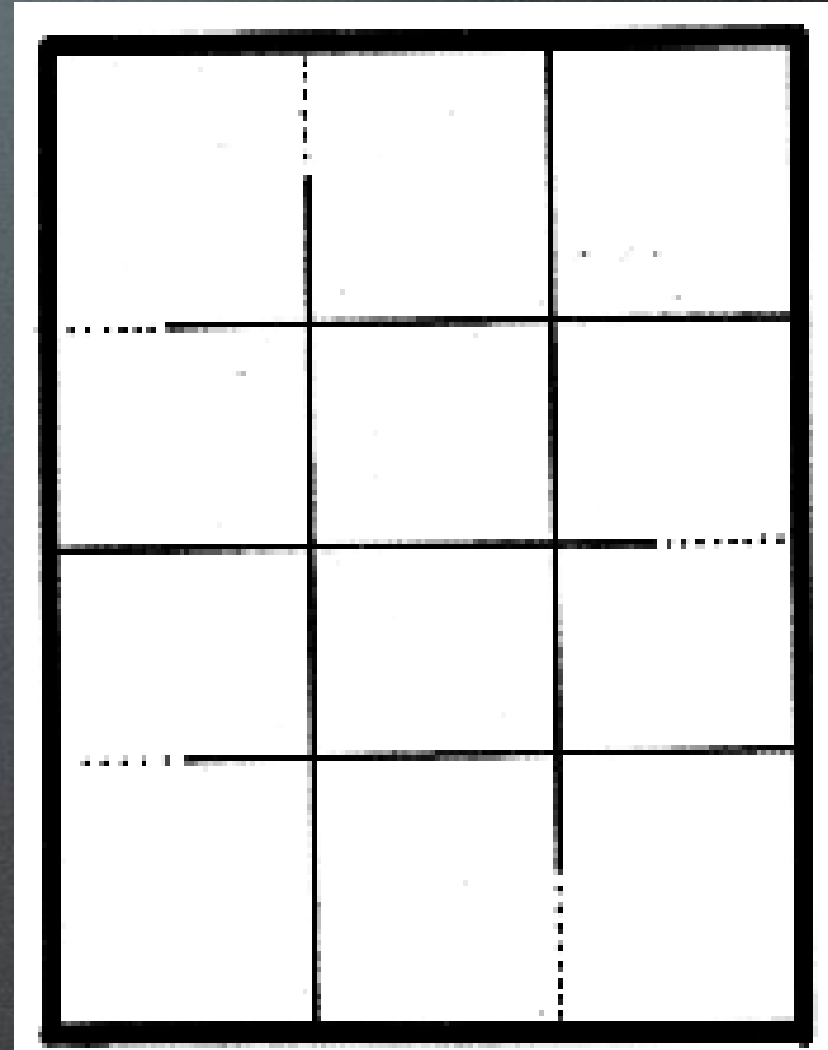
Your turn

Strategy development
and basic assessment

Strategy suggestions

1. Assessment of strategy's objectives and potential to respond to health inequalities arising from transportation policies
2. Assessment of political feasibility (governmental rationality, other actors' interest)

1. Traffic calming strategy



2. Integration of TOD with social and affordable housing strategy



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Your turn

- Present strategy
- Argument for and critique of

Next steps

- Evaluation of the workshop
- Built environment project
- Specific questions or documents:
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“Never doubt that a small group of committed people can change the world. Indeed it is the only thing that ever has.”

Margaret Mead