

Planning and health

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WHO Collaborating
Centre on Health in
Impact Assessment



Three examples ... of change, process and measurement

Change

- Leadership and vision – an example from the Netherlands

Process

- Urban Greenways – Detroit, Michigan

Measurement (building the case)

- World Health Organization tool – HEAT (Health Economic Assessment Tool for Walking and Cycling)

Groningen, Netherlands 1960s



Groningen, Netherlands 2020s





Detroit,
Michigan



The Joe Louis Greenway is a 27.5-mile recreational pathway that will connect parks and neighborhoods across the city, allowing residents to travel safely without a car

“LET US SIT AT THE TABLE WHEN YOU DECIDE TO MAKE DETERMINATIONS FOR OUR NEIGHBORHOOD. LET US TELL YOU SOME OF THE THINGS WE WOULD LIKE TO SEE INSTEAD OF PEOPLE FROM THE OUTSIDE DECIDING WHAT TO PUT IN OR NOT PUT INTO OUR COMMUNITIES.”

—RUSHANN LONG, DISTRICT 6
COMMUNITY ADVISORY COUNCIL
REPRESENTATIVE

Source: www.wxyz.com/news/detroit-residents-fight-to-remove-blight-bring-back-services-by-giving-tours



— A COMMUNITY-DEFINED VISION

HOW THE COMMUNITY DEFINED A VISION FOR THE JOE LOUIS GREENWAY

Because the active participation of community members was critical to the success of the Framework Plan, the design team—a Detroit-based firm whose personal investment in Detroit has been reflected in their work for generations—ensured that residents from all neighborhoods had as much access to the planning as possible. Participating in a variety of activities—over the course of a year—community members identified five themes that would guide the vision of the Joe Louis Greenway:

1 ENVIRONMENTAL SUSTAINABILITY

2 EQUITABLE GROWTH

3 HISTORIC AND CULTURAL SIGNIFICANCE

4 BIKE AND PEDESTRIAN INFRASTRUCTURE AND SAFETY

5 HEALTH AND FITNESS

6 CONNECTIVITY AND ACCESSIBILITY



— GOALS & VALUES

TAPPING INTO DETROITERS' PASSION FOR REINVENTION

Pulling inspiration from Louis' life
and their vision for the City, Detroit
residents worked together to guide
goals for the Joe Louis Greenway.

Source: James Brown



Cost of car insurance

168,000 Detroit households (25%)
lack access to a vehicle

2nd highest bike fatality rate in
the US in 2017—153 deaths per
million population¹

5th highest pedestrian fatality rates
in the US in 2017²

¹ In cities over 100,000 population. Data according to the 2017 NHTSA Pedestrian Report.

² In cities over 100,000 according to the 2017 NHTSA Pedestrian Report.

THE LAY OF THE LAND

RELEVANCE TO DETROIT

After benchmarking successful greenway and trail projects in other cities, it was important to understand what lessons those project could teach Detroit. Some highlights included:

- Stronger focus on land use and policy to stabilize long-term affordability
- Wayfinding and safety as important elements to multi-modal transitions
- Strategies in which greenway-inspired development can offset long-term maintenance and operation costs



Tools – inputs to the assessment

HEAT is designed to calculate the economics of the health effect of walking or cycling.

The tool is based on the best available evidence and transparent assumptions.

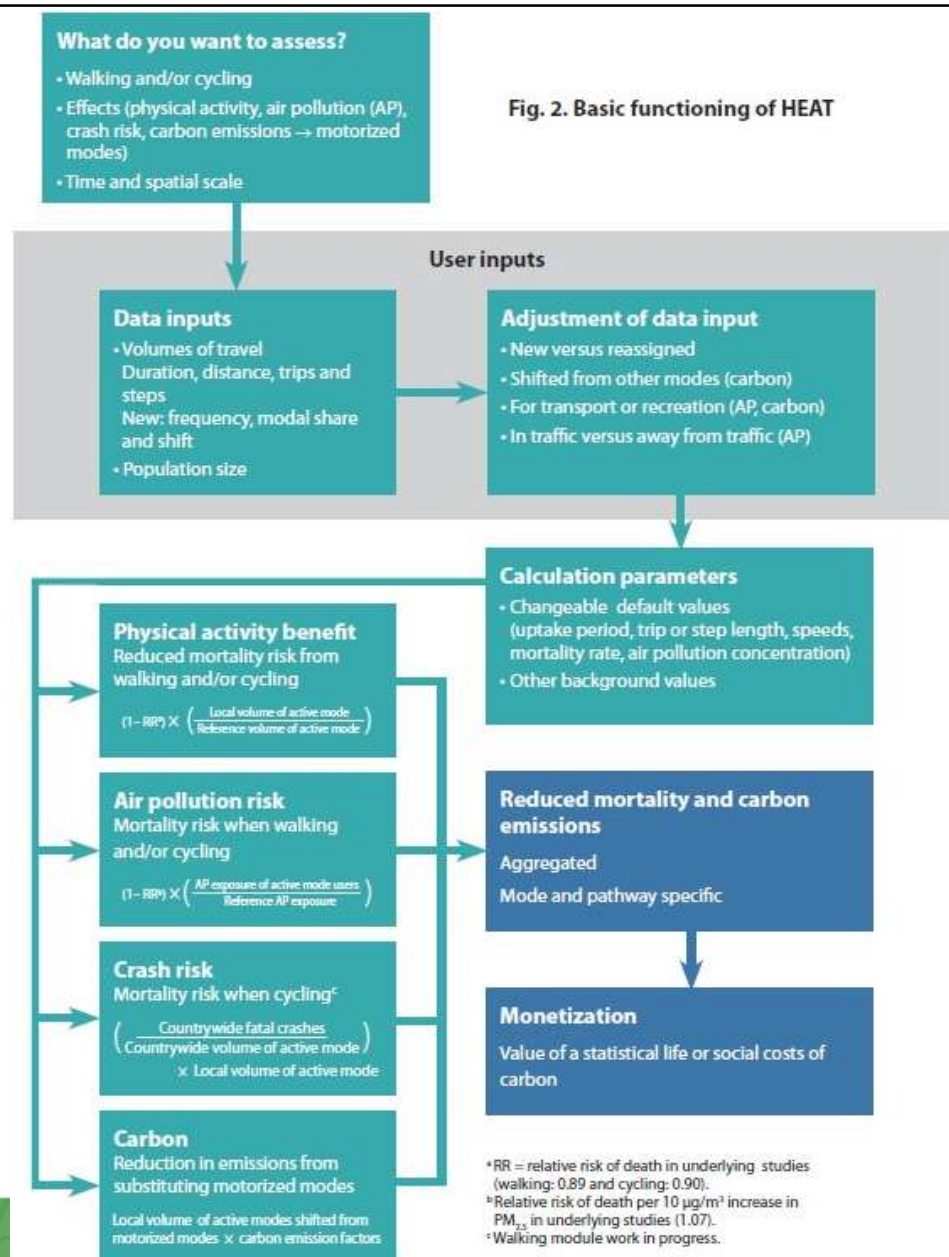
It is intended for a wide variety of professionals at both the national and local levels.

These include primarily transport and urban planners, traffic engineers and special interest groups working on transport, walking, cycling or the environment.

See <https://heatwalkingcycling.org/#homepage> / <https://apps.who.int/iris/handle/10665/344136>



Fig. 2. Basic functioning of HEAT



HEAT estimates the value of reduced mortality that results from specified amounts of walking or cycling.

In addition, HEAT also considers the health effects of road crashes and air pollution and the effects on carbon emissions.

See <https://heatwalkingcycling.org/#homepage>



Photo by Minator Yang on Unsplash