Introduction

Sustainable cities provide a cleaner environment and a better quality of life for their residents. Sustainable transportation and green spaces are two aspects that contribute to making a city more sustainable and liveable. This research travels. Relatedly, parks, community gardens, etc.) help to increase physical

Methods

The research project used a mixed methods approach including:

1. a door-to-door survey; and
2. walking audits.

Table 1: Overview of the Ottawa Neighbourhood Study’s (ONS) profiles for the Cummings and Vanier North

<table>
<thead>
<tr>
<th>Neighbourhood</th>
<th>Cummings</th>
<th>Vanier North</th>
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</thead>
<tbody>
<tr>
<td>Neighbourhood area (m²)</td>
<td>313</td>
<td>175</td>
</tr>
<tr>
<td>Parks &amp; recreation area (m²)</td>
<td>0</td>
<td>56</td>
</tr>
<tr>
<td>2014 Walkable Neighbourhood Score (out of 100)</td>
<td>56</td>
<td>48</td>
</tr>
</tbody>
</table>

Table 2: Percentage of responses to survey questions within the Cummings and Vanier North neighbourhoods.

**Cummings**

- **1.** I would like to thank my supervisor Professor Luisa Veronis, my second reader Professor Eric Crighton, the Undergraduate Studies Coordinator Professor Denis Lacelle, and Professor Michael Sawada in the Geography Department. I would also like to thank Trevor Haché and Maria Basulto as project partners from the Healthy Transportation Coalition (HTC).

**Vanier North**

- **1.** In Toronto, the low-income bus pass for the City of Ottawa was approved in the municipal budget. The new “EquiPass” will cost $57 per month, compared to the standard $113 (effective April 2017).


- **3.** Justice occurs when people possess equal rights to liberty (Rawls, 1972). Accessibility to sustainable transportation and green spaces can be seen as a question of prejudiced from arbitrary factors of identity. In particular, those with lower income typically have a lower quality of life because they are unable to access good quality services that people with higher incomes in other parts of the city would receive, such as sustainable transportation and connection to green spaces. The inequity in the access to sustainable transportation methods and receiving the benefits of green spaces means that those with lower incomes acquire a lower quality of life than those living in higher income neighbourhoods.

Conclusions

In Cummings and Vanier North, two low-income neighbourhoods in the City of Ottawa, there is a lack in the infrastructure necessary to ensure sustainable transportation is easy to use and enable the accessibility of local green spaces. The implementation of the two recommendations listed above would lead to a more socially and environmentally friendly city by allowing all of residents to access these services. The benefits from sustainable transportation and green spaces will contribute to creating a more sustainable city, augmenting the quality of life for all residents.

Acknowledgements

I would like to thank my supervisor Professor Luisa Veronis, my second reader Professor Eric Crighton, the Undergraduate Studies Coordinator Professor Denis Lacelle, and Professor Michael Sawada in the Geography Department. I would also like to thank Trevor Haché and Maria Basulto as project partners from the Healthy Transportation Coalition (HTC).