

This bulletin is a quick inventory of recent social research information. Its purpose is to promptly disseminate the most current external and internal research relevant to social policy.

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**Child Welfare and Youth Homelessness in Canada: A Proposal for Action** by Naomi Nichols, Kaitlin Schwan, Stephen Gaetz, Melanie Redman, David French, Sean Kidd and Bill O'grady, A Way Home Canada, The Canadian Observatory on Homelessness, 2017.

This policy brief looks at the relationship between child welfare and homelessness and the shifts that are needed to break that link. Despite variations in policy and service-provision across the country, youth in—and leaving—state care experience disproportionately negative outcomes in several domains, including: housing, education, employment, criminal-legal system involvement, and overall health and wellness.

- Almost sixty percent (57.8%) of homeless youth in Canada report involvement with the child welfare system at some point in their lives
- Youth experiencing homelessness are 193 times more likely than youth in the general population to report involvement with the child welfare system
- On average, young people reported initial encounters with the child welfare system at 8.5 years of age and the termination of the relationship at 12.5 years of age

For link to the Policy Brief:

[http://homelesshub.ca/sites/default/files/ChildWelfare-PolicyBrief-final\\_0.pdf](http://homelesshub.ca/sites/default/files/ChildWelfare-PolicyBrief-final_0.pdf)

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**The Fiscal Implications of Canadians' Working Longer** by William B.P. Robson, Colin Busby and Aaron Jacobs, C.D. Howe Institute, November 2017.

According to this report the authors estimate the future costs of demographically sensitive programs — including healthcare, seniors benefits, education, and child benefits — as well as the future growth of the tax base. With slow workforce growth holding the economy back, the total tab for these programs will rise from 15.5 percent of GDP today to 24.2 percent by 2066. In dollar terms, the present value of the unfunded liability for age-related social spending—amounts to \$4.5 trillion.

- Demographic change is squeezing the budgets of Canadian governments – increasing the costs of public programs as the population ages, and eroding the tax base as the number of traditional working-age people flat lines
- If Canadians stayed in the workforce longer – and improvements in health and longevity suggest many will be willing and able to do so – their contributions to output and taxes would mitigate the fiscal squeeze

- Provincial governments, which face the tougher demographic cost squeeze because they are the main deliverers of healthcare, would particularly benefit from policies, such as higher ages for receipt of old age security, that encourage later retirement

For link to the report:

[https://www.cdhowe.org/sites/default/files/attachments/research\\_papers/mixed/Final%20e-brief\\_268\\_web.pdf](https://www.cdhowe.org/sites/default/files/attachments/research_papers/mixed/Final%20e-brief_268_web.pdf)

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### **Labour in Canada: Key results from the 2016 Census** by Statistics Canada, November 2017.

Since 2006, the working patterns of Canadians have evolved alongside social and economic changes, which have affected the labour market. Changes such as population aging, immigration, the 2008-2009 financial crisis, automation technologies, and the continued trend of increased participation among women create new challenges and opportunities for Canadians in the labour force.

- Nearly one in five Canadians aged 65 and older reported working at some point during 2015
- In 2015, 56.2% of men aged 25 to 54 worked full-time all year, down from 63.3% a decade earlier
- From 2006 to 2016, the employment rate fell from 62.6% to 60.2%
- Core-aged recent immigrants (those who landed within the previous five years) had an employment rate of 68.5%, up from 67.0% in 2006

For link to the report:

<http://www.statcan.gc.ca/daily-quotidien/171129/dq171129b-eng.pdf>

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### **Commuters Using Sustainable Transportation in Census Metropolitan Areas** by Statistics Canada, November 2017.

People use sustainable modes of transportation for various reasons, including cost, availability, the environment and convenience. Regardless of the reasons, using sustainable transportation has a number of documented benefits, such as less pollution, reduced traffic congestion, fewer accidents, better health (particularly as a result of walking or cycling) and reduced stress.

- Commuters from Toronto were most likely to use sustainable transportation (42.5%), mainly as a result of slightly higher public transit use compared with Montréal and Vancouver
- Among other large CMAs, Ottawa–Gatineau had the highest proportion of commuters using sustainable transportation (40.0%), while Edmonton had the lowest (27.1%)
- Within southern Ontario's Greater Golden Horseshoe, Hamilton had the highest proportion of commuters using sustainable transportation (27.8%), while St. Catharines–Niagara had the lowest (20.8%)
- Kingston had the highest proportion of commuters using active transportation and public transit in its group of CMAs

For link to the report:

<http://www12.statcan.gc.ca/census-recensement/2016/as-sa/98-200-x/2016029/98-200-x2016029-eng.pdf>

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**Disparities in Student Discipline by Race and Family Income** by Nathan Barrett, Andrew McEachin, Jonathan N. Mills, Jon Valant, Education Research Alliance for New Orleans, November 2017.

In the United States, black and poor students are suspended at much higher rates than their white and non-poor peers. This point is essentially undisputed, due in large part to data that the U.S. Department of Education's Office for Civil Rights has compiled and made public through the Civil Rights Data Collection (CRDC).

- Black students are about twice as likely as white students to be suspended, and low-income students are about 1.75 times as likely as non-low-income students to be suspended
- Disparities in suspension rates are evident within schools (black and low-income students are suspended at higher rates than their same-school peers) and across schools (black and low-income students disproportionately attend schools with high suspension rates)
- Black and low-income students receive longer suspensions than their peers for the same types of infractions

For link to the study:

<https://educationresearchalliancenola.org/files/publications/112017-Barrett-McEachin-Mills-Valant-Disparities-in-Student-Discipline-by-Race-and-Family-Income.pdf>

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Previous issues of the SPAR Monitor can be viewed online at: <http://bit.ly/2iltgRQ>

Social Policy, Analysis and Research Information Resources:

Wellbeing Toronto: [www.toronto.ca/wellbeing](http://www.toronto.ca/wellbeing)

City of Toronto Data, Research & Maps: [www.toronto.ca/city-government/data-research-maps](http://www.toronto.ca/city-government/data-research-maps)