

## Summary

This document is in three parts. The first part provides reasons as to why land-use and transport<sup>‡</sup> planning should be made more child- and youth-friendly. The second part elaborates and explains 19 guidelines that could be applied in the course of a municipality or other agency becoming more child- and youth-friendly in its transport and land-use planning. The third part provides some discussion of implementation issues.

As well as being presented and discussed in detail in second part of this document, the 19 guidelines are listed in the Table of Contents beginning on Page 2 and again in a section entitled ‘The 19 Guidelines on one page’ on Page 64.

The guidelines are prompted by disturbing trends in young people’s transport activity and related matters. They appear to be travelling much more by car, taking time that could be dedicated to exercise, including walking or bicycling to the destinations of the car journeys. As well as exercising less, and weighing more, other effects may result from the lost exercise associated with the increased automobile use. They include reduced independent mobility, impaired academic performance, and compromised emotional development.

Young people are especially vulnerable to the adverse effects of motorized traffic. Notable are the effects of poor air quality, including poor air quality inside the vehicles they travel in and poor air quality arising from the overall level of motorized traffic in the community.

The transport needs of young people differ from those of adults, partly because their destinations are different and partly because they travel using different modes. On schooldays, for example, the majority of walking and cycling trips are still made by young people notwithstanding notable increases in travel by car. Thus, facilities for non-motorized modes are much more important for young people’s travel than they are for adults.

Overall, about a fifth of all local trips may be made by young people, a significant share that impels attention to their transport needs.

The guidelines concern land use as well as transport because land use is a key factor in determining the transport patterns of young people as it is for adults.

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<sup>‡</sup> Except when quoting other documents, the shorter word *transport* is used here rather than *transportation*. This follows the use of the federal government in naming a department Transport Canada rather than Transportation Canada.

The 19 guidelines are grouped into six categories: putting young people first in land-use and transport planning; providing for them as pedestrians, as cyclists, and as transit users, providing for journeys to and from school, and reducing the impacts of all transport activity on young people.

Several barriers regarding young people and transport are noted, with suggestions as to how they might be overcome. Opportunities for including young people in decision-making about transport and land use are set out, and other pointers towards application of the guidelines are elaborated.

The guidelines have been prepared chiefly for use by municipalities and their agencies as a resource in making their land-use and transport planning more child- and youth-friendly. They may well find application in other contexts including the work of school boards and relevant parts of provincial governments. The guidelines could be used to complement planning for active transport (i.e., non-motorized or human-powered transport)<sup>5</sup> and efforts towards attainment of more sustainable communities.

The guideline in this document could be of more use to urban and suburban communities in Manitoba than to rural communities. During the course of the project, we attempted to address this by preparing a guidelines document for rural communities. It is available at the project's Web site: [www.kidsonthemove.ca](http://www.kidsonthemove.ca). There are main guidelines documents for each of Canada's ten provinces – all available at the Web site – but only one document for rural communities.

Use of the guidelines could result in communities that are not only more child- and youth-friendly but are more agreeable for persons of all ages, and—through their emphasis on active transport—more sustainable.