

CHILD- AND YOUTH-FRIENDLY LAND-USE AND TRANSPORT PLANNING GUIDELINES FOR MANITOBA

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The project's Web site is at www.kidsonthemove.ca (English) and
www.jeunesenmouvement.ca (French).

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Versions françaises et anglaises des documents du projet

Un manque de ressources nous a empêché de traduire dans les deux langues officielles les documents sur les lignes directrices pour l'ensemble des provinces. Le document sur le Québec n'est disponible qu'en français, alors que ceux pour les neuf autres provinces le sont seulement en anglais. Tous ces documents sont disponibles sur le site Web du projet (www.jeunesenmouvement.ca ou www.kidsonthemove.ca).

Au site Web, on peut aussi trouver le document qui présente les lignes directrices canadiennes, en français et en anglais. En outre, il y a un sommaire en français de neuf pages du rapport sur les lignes directrices pour les communautés rurales. Une traduction française de ce rapport, qui compte environ 60 pages, suivra sous peu.

English and French versions of the project's documents

Lack of resources has prevented production of this project's province-specific documents in both official languages. The document for Quebec is available in French only, and the documents for the other provinces are available in English only. All the documents are at the project's Web site (www.kidsonthemove.ca or www.jeunesenmouvement.ca).

At the Web site there are also English and French versions of a document setting out the Canadian Child- and youth-friendly land-use and transport planning guidelines. As well, there is an English version of the Guidelines document for rural communities together with a nine-page summary in French. We hope that a French version of the full document will follow soon.

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[In submissions to the Task Force] active transportation - e.g. walking, jogging, biking or skating - was promoted by a number of individuals and groups. Various levels of government were asked to support active transportation by:

- encouraging children to walk or bike to school;
- investing in bike/walking paths and trails and parks as low-cost recreational opportunities for a broad range of people; and
- encouraging the design and adaptation of communities and urban neighbourhoods to incorporate the principles of active transportation.

Healthy Kids, Healthy Futures Task Force Report (Government of Manitoba)^{1†}

If we can build a successful city for children we will have a successful city for all people.

Enrique Peñalosa, former mayor of Bogotá, Colombia²

What is not so good for children is the complete loss of autonomy they suffer in suburbia. In this environment where all activities are segregated and distances are measured on the odometer, a child's personal mobility extends no farther than the edge of the subdivision. The result is a new phenomenon: the 'cul-de-sac kid' who lives as a prisoner of a totally safe and unchallenging environment. While this state of affairs may be acceptable, even desirable, through about age five, what of the next ten or twelve years? Dependent always on some adult to drive them, children are unable to practice being adults. They cannot run so simple a household errand as picking up a carton of milk. They cannot bicycle to the toy store and spend their money on their own. They cannot drop in on mother at work. Most cannot walk to school. Children are frozen in a form of infancy, utterly dependent on others, bereft of the ability to introduce variety into their own lives, robbed of the opportunity to make choices and exercise judgement.

Duany et al, *Suburban Nation*, 2000³

Unless effective population-level interventions to reduce obesity are developed, the steady rise in life expectancy observed in the modern era may soon come to an end and the youth of today may, on average, live less healthy and possibly even shorter lives than their parents.

Olshansky et al, *New England Journal of Medicine*, March 2005⁴

[†] Superscript numbers throughout this document point to 127 reference and other notes that begin on Page 67.