

1. Introduction

This is the Manitoba version of ten Guidelines documents, one for each province of Canada. The ten documents are elaborations of a set of 19 Child- and Youth-Friendly Land-Use and Transport Planning Guidelines developed through processes of consultation in each province. The 19 guidelines are essentially the same across Canada, although ordered a little different in the version for Quebec, which is in French only. The other nine Guidelines documents are in English only. A bilingual document briefly sets out the Canadian Child- and Youth-Friendly Land-Use and Transport Planning Guidelines. All 11 documents and other material are available at <http://www.kidsonthemove.ca> (or <http://www.jeunesenmouvement.ca>).

1.1. Concerns about young people and today's transport and land use

There are several compelling reasons to be concerned about young people and today's transport, and about the related matter of how land is used. Here are some of them:

- Young people appear to be spending growing amounts of time in cars.
- Some of this car travel has replaced walking and bicycling, removing valuable opportunities for physical exercise.
- Some car travel has replaced transit use, reducing the present and the future viability of transit systems, and further reducing young people's opportunities for exercise.
- Growth in young people's travel by car may contribute to growth in the overall amount of motorized transport activity and thus increased emissions of globally active pollutants, including those associated with climate change.
- Being in cars can be harmful to occupants, because in-car air quality can be poorer than the ambient air quality and because the view of the passing world through a windshield can be limiting.
- Young people travel to where young people gather, meaning that if they travel by car pollution from traffic in the vicinity of these places—e.g., schools—will be higher.
- Whether or not young people travel by car, they are especially susceptible to pollution from traffic and thus from the increased pollution that results from traffic growth.

Section 3 below expands on these and other concerns.

1.2. Evolution of the Guidelines for Manitoba

The development of this document has its origin in work in Ontario in 2002-2005 that sought to make municipal planners and others more aware of the above concerns and of the transport needs of children and youth, and to have the planners involve children and youth more in decisions that affected children and youth. Just about everyone who was

consulted wanted these things to happen. Discussions with the development industry and municipal planners in particular pointed to the need for a set of guidelines that could be of use to transport and land-use planners.

The Centre for Sustainable Transportation, then based in the Toronto region, undertook development of a set of Child- and Youth-Friendly Land-Use and Transport Planning Guidelines for Ontario, with the support of the Ontario Trillium Foundation. These Guidelines were published in 2005 and work since then in Ontario has been directed towards their dissemination among municipalities and other interested parties.

Soon after the Ontario Guidelines document was produced, draft versions were produced for British Columbia and Nova Scotia, to see if there was merit in adapting the Ontario document for use in other provinces.

The Public Health Agency of Canada became convinced that there could be merit in developing such Guidelines for each Canadian province. It provided support for this proposed work and thus for the development of the present set of Guidelines for Manitoba.

As a result of consultations in all provinces, the number of guidelines was reduced from 27 to 21 and then to 19.

The first draft of the Guidelines for Manitoba, produced early in 2008, was based on the original set of 27 guidelines. Subsequent drafts were based a set of 21 guidelines. The present final (for the moment) version has 19 guidelines. The two guidelines most recently removed concerned making sidewalks suitable for use by young children on bicycles and tricycles and helping to reduce the time spent in school buses to below 40 minutes a day. The concerns that led to these guidelines are still reflected in the present text.

Dropping the two guidelines has secured consistency with the guidelines developed for other provinces. It has enabled development of a set of *Canadian Child- and Youth-Friendly Land-Use and Transport Planning Guidelines*. This set of 19 guidelines is elaborated in a bilingual document with this title that can be downloaded from the project's Web site (www.kidsonthemove.ca).

Although each province has, with minor differences, the same set of guidelines, the guidelines documents for the ten provinces differ considerably, reflecting differences in circumstance, legislation, language, and practice. The reason for working to ensure one set of guidelines for the whole of Canada is that such a set will have more weight, within Canada and outside, than several different sets, and will be more likely to achieve national and international exposure.

1.3. Rural children and youth need guidelines too

Because of how they were developed, the guidelines may have the most application in the Winnipeg region and Manitoba's other urban communities. They may also be of value to planners working in rural and, to a lesser extent, northern and other remote communities. Residents of rural communities are likely to be more car-dependent, travelling longer distances for most purposes including attendance at school.⁶ Young rural residents are less likely to walk or bike to school than their urban or suburban counterparts.⁷ Transit services are generally unavailable in rural areas. Nevertheless, most of the 19 guidelines could be helpful in refashioning rural communities to be more child and youth friendly.

In many respects, children and youth in rural areas may be *more* in need of guidelines such as those presented in Part II. Although young people in rural areas may not have lower physical activity overall than young people in non-rural areas,⁸ they may travel more by car and suffer more from the already-noted effects of car travel. Data are clear on one matter: several studies have shown that young people living in rural areas have much higher than average rates of traffic-related fatalities and injuries.⁹

The case is sometimes made that rural communities are less interested than other communities in making arrangements for walking and bicycling and other forms of active transport. Several rural communities are showing the opposite. They have set the goal of raising their residents' levels of active transport. Two good examples are those of the District of Sparwood, BC (625 kilometres east of Vancouver – almost on the border with Alberta), and the Village of Minden, Ontario (155 km north-east of Toronto), both of which have produced active transport plans.¹⁰

Towards accommodation of rural concerns, we have produced a separate document for municipalities in rural areas and their planners. This document is available at the project's Web site (www.kidsonthemove.ca). We did not have the resources to prepare a separate rural document for each province. We hope, nevertheless, that the document we have prepared will be of value in rural communities across Canada and perhaps elsewhere.

1.4. Complementing 'age-friendly communities' planning

These guidelines can be seen as complementing efforts to engage in what is known as 'age-friendly communities' planning, which usually concerns the needs of older persons.¹¹