

14. Towards implementation of the guidelines

The key guidelines are the first two, set out in Section 6 on Page 28:

Guideline 1. In transport and land-use planning, the needs of children and youth should receive as much priority as the needs of people of other ages and the requirements of business.

Guideline 2. Within each municipality, designate a staff member or council member, or both, as responsible for bringing the perspectives of young people to consideration of transport and land-use planning issues.

The first steps towards application of any of the other guidelines could be adoption by the municipal council of a resolution that embodies the spirit of Guideline 1 accompanied by a by-law that appoints the official contemplated by Guideline 2. Among the first tasks of such an official would be to consider the issues concerning involvement of young people raised here in Section 13.

These actions would be only the beginning of the process of making the municipality child- and youth-friendly, a process that could take several years.

Implementation of the guidelines would be facilitated by provincial recognition or endorsement. Recognition could involve posting of the guidelines at the Manitoba Government Web site, with advice that they be considered by municipalities in their land use and transport planning. Endorsement could involve requiring that in their transport and land use work municipalities *have regard* for the guidelines. Such endorsement would be preferable to recognition as it would help ensure that the guidelines at least be read.

Stronger endorsement could involve incorporation of the guidelines, or some of them, as provincial policy as set out in the *Provincial Land Use Policies Regulation*. This regulation is presently under review.¹²⁴ In this way, the guidelines would be a feature of provincial policy and the need for municipalities to have regard for them would be stronger. The *Planning Act* requires that a development plan or regional strategy must be generally consistent with Provincial Land Use Policies (PLUP).

The Centre for Sustainable Transportation has participated in the PLUP review by making a formal representation to the Community Planning and Development Division of Manitoba Intergovernmental Affairs. This intervention noted that the proposed policies would have no reference to children and youth (nor do existing policies) and that this deficiency could be remedied by an addition to 'Policy Area 7: Transportation.' The addition would be a new policy B.12, which could read as follows: Development plan policies shall have regard for the Child- and Youth-Friendly Land Use and Transport Planning Guidelines for

Manitoba developed by the Centre for Sustainable Transportation at the University of Winnipeg.

Such a requirement might seem to some to be excessive. Others would argue that protecting the interests of young people should be a paramount societal responsibility. Consultations with municipal officials have indicated there are many sets of guidelines they could attend to, but they are so busy that only the ones they *have* to attend to get their attention. Land developers are not likely to consider the needs of children and youth unless provincial and municipal governments do so themselves.

Provincial recognition of the guidelines would be extremely desirable, but they could be adopted as policy by municipalities without such recognition. Doing so would make Manitoba's communities not only better for children and youth but better for people of all ages and interests.

These guidelines have been developed primarily for land use and transport planners in municipalities. A key organization for taking the guidelines further could be the Manitoba Professional Planners Institute. This is the Manitoba affiliate of the Canadian Institute of Planners, which has endorsed the process of developing a set of Child- and Youth-friendly Land Use and Transport Planning Guidelines for each province. Another affiliate is the Ontario Professional Planners Institute, which has endorsed an Ontario version of the guidelines. Indeed, OPPI has issued a 'Call to Action' proposing that Ontario municipalities adopt and follow the guidelines.¹²⁵

Outside of the provincial government, municipalities, and profession organizations, there are several Manitoba organizations concerned with active transport. Their interests embrace the concerns that led to development of these guidelines, and they could be useful partners in dissemination and application of the guidelines. As well as Resource Conservation Manitoba,¹²⁶ which has led a process of dissemination of the Guidelines among Manitoba municipalities, they include AT Network, Bike to the Future, Physical Activity Coalition of Manitoba, Prairie Pathfinders, and Winnipeg Trails Association.¹²⁷