

# Child- and Youth-Friendly Land Use and Transport Planning Guidelines

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# Presentation Overview

- Rationale behind the Guidelines
- Overview of Guidelines
- Overview of CST project



Photos: Dan Burden

## Rationale for the Guidelines

- **Consultation Process - Kids on the Move in Halton and Peel**
- **Recommended we create guidelines and booklets for the following sectors: parents, educators, health professionals, municipal staff & politicians, and youth**

## Why focus on children and youth?

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

Enrique Peñalosa, former mayor of Bogotá

Shifting assumptions regarding children,  
youth and planning

## Public Health and Planning

**“An epidemic of overweight and obesity is threatening Ontario’s health. ...We are now living in ‘obesogenic’ environments: communities, workplaces, schools and homes that actually promote or encourage obesity.”**

**Dr. Sheela Basrur, Ontario Chief Medical Officer of Health**

# Children and Youth are particularly susceptible

- Air quality; airways smaller, lung function growth, risk of childhood leukemia, exposure in-vehicle
- Traffic injuries and fatalities
- Physical activity through everyday transport
- Noise impacts
- Independent mobility and play patterns

Photo: Dan Burden



# Children and Youth Benefit from Active Living Environments

- Children who walk to school burn more calories than those who are drive
- Walk to and from school is equivalent to 2 physical education classes



# Children and Youth Benefit from Active Living Environments

Children playing in the park may burn more calories than if they were engaged in a similar organized sport



## Travel Patterns

- **Lack sufficient data on child and youth travel patterns, however ....**
- **Travel data from Toronto Tomorrow Survey suggests that 20% of all local trips may be made by young people**
- **Increasing use of cars to transport children and youth (11-15 yr. olds increased 83% 1986-2001)**
- **Walkability Study indicated that children would prefer to walk or cycle to school**

# Guidelines

- Raising profile of children and youth (1-3)
- Providing for children and youth as pedestrians (4-9)
- Providing for children and youth as cyclists (10-15)
- Providing for children and youth as transit users (16-19)
- Concerning school buses (20)
- Children and youth in automobiles (21-23)
- Reducing transport's adverse impacts (24-27)

# Guidelines 1 & 2

## 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 (and perhaps also a council member) as responsible for bringing a children's perspective to transport and land-use planning issues.

## Guideline 3

As may be appropriate, establish or adapt one or more forums for children and youth to provide input as to the application of these guidelines.

# Guidelines 4 & 5

## Guideline 4

Identify where children and youth want to go or need to go and, to the extent possible, provide ways of getting there by foot.

## Guideline 5

Explore pedestrian routes used or to be used by children to ensure that they are as usable as possible.

- Is the route clear?
- Are signs visible to a child?
- Are routes connected?
- Are traffic lights timed to allow for children to cross?

# Implementation of the Guidelines

Adopting a resolution by council that embodies the spirit of Guideline 1 accompanied by a by-law appointing an official to support this

**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.

# Implementing the Guidelines



- Reviewing existing policies to determine where they already meet the Guidelines
- Determine whether all Guidelines are acceptable - revise or create new ones
- Develop strategies for moving forward

Photo: Dan Burden

CAPE BRETON  
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## Child- and Youth-friendly Planning

Can be incorporated into current approaches - walkable, livable communities, Smart Growth, New Urbanism. Fits within the notion of creating child-friendly cities (UNICEF).

# Child-Friendly Cities

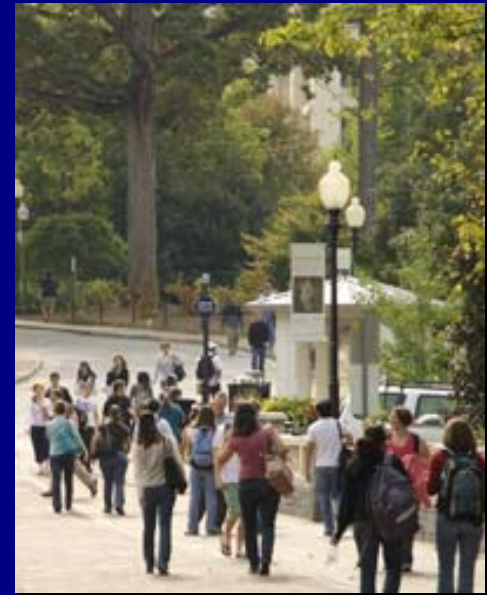
[www.childfriendlycities.org](http://www.childfriendlycities.org)

**The concept of a child friendly city is not based on an ideal end state or a standard model. It is a framework to assist any city to become more child friendly in all aspects of its environment, governance and services.**

Riggio, E (2002). Child friendly cities: good governance in the best interests of the child. *Environment & urbanization* Vol 14 No 2 October, p. 45.

# Children's Participation in Planning

The UN's Child Friendly Cities initiative promotes the goal of including children's needs in urban planning **but also to involve children (including youth) in the planning process.**



## **Why include children in the planning process?**

**They have fresh perspectives on the local environment as it pertains to their needs. Their input can be invaluable for contributing to a more socially inclusive community, one that recognizes the limited mobility of children, the locations where they generally travel and the specific hindrances they may encounter.**

# Four Canadian Cities on the Child-Friendly City Site

- Sudbury
- Calgary
- Edmonton
- West Vancouver



# Child-Friendly City of Greater Sudbury



- The Children First Charter was endorsed by City Council and more than 40 community agencies
- The City's Children First Roundtable committee ensured that children and youth were considered and engaged in its Official Plan
- The Municipal Pedestrian Charter addresses a key transportation mode for children and youth

# Child-Friendly City of Greater Sudbury



- Children under the age of 5 travel free on transit
- Parents who want to drop children off at day care by bus and continue their trip can do so with a transfer
- Healthy Community Strategy
- The Rainbow ROUTES Association is dedicated to the development and promotion of non-motorized trails

# Current Project

- **Working with 6 Ontario municipalities (Ottawa, Sudbury, Kingston, Guelph, Hamilton, Thunder Bay,) and York Region**
  - encourage implementation of the Guidelines and dissemination of the booklets
- **Contact stakeholders throughout province to inform them of Guidelines and booklets**

## Current Project

- **Expanding scope of Active and Safe Routes to School**
- **Aiming to have at least one provincial ministry endorse the Guidelines**

# Current Project

- **Every municipality has been very receptive and gracious with hosting workshops**
- **Each municipality is at a different stage in their planning process and this influences their application of the guidelines**

## Current Project

- **Some are at the initial stage of determining whether children are even mentioned in their Official Plan**
- **Another is working with a consultant to draft a new Official Plan and the Guidelines are referenced**
- **Pedestrian Plan Committee**

## **Current Project**

- **Process for engaging youth**
- **Our workshop prompted the planning and public health staff to hold another workshop to share information**
- **Several municipalities have discussed establishing a committee to ensure that attention to child-friendly planning continues**

## Going Forward

- **Recommend that every Ontario municipality review the Guidelines and consider how they may be applied**
- **We would welcome collaboration with MTO to consider how the Guidelines would complement existing policies and practices**

**Thank You!**



The Centre for  
Sustainable  
Transportation

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