

Injury and Safety

Goal Statement:

Create a physical environment that is safe for all residents.

Rationale: The built environment contains risks that can compromise the safety of people living and moving within it. Risks include such things as crime, unsafe play areas and motor vehicle collisions. To combat such risk, design elements of the built environment should enhance safety for persons of all ages, resulting in safer and healthier communities.

Objectives

- IS 1** Design roads and transportation networks that support all users.
- IS 2** Improve road safety by reducing automobile dependency, while creating a safe environment for both pedestrians and cyclists.
- IS 3** Manage alcohol outlet locations and density to create a healthier and safer environment.



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Objective 1

IS 1 - Design roads and transportation networks that support all users.

Rationale: Road and street design influences the behaviour of transportation users, such as vehicle speed and traffic volume, thereby affecting the safety of those within the transportation network.²¹

Road design affects the walkability of neighbourhoods. It also affects the placement and viability of active transportation infrastructure, and the development potential of adjoining property.

Pedestrians and cyclists are more likely to be killed than motorists. Safe road design produces lower incidence and severity of vehicle-pedestrian collisions.²²

A key objective of road design is to control mean vehicle speed. Reduced speed lowers the injury risk for both motorists and active transportation users.²³

The transportation system ...will be planned and managed to:...

- b) offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit, cycling and walking;*
- c) be sustainable, by encouraging the most financially and environmentally appropriate mode for trip-making;*
- d) offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services;*
- e) provide for the safety of system users.*

(Places To Grow – Growth Plan 2006, 3.2.2.1)

/// Planning Policies

- IS 1.1** Roads, crossings and new developments shall use active transportation and engineering best practices for traffic calming and target speed designs that reduce traffic speeds without the need for enforcement.
- IS 1.2** All streets shall include well maintained infrastructure (i.e. sidewalks, extra wide road shoulders for walking and cycling, and/or pedestrian trails and walkways) for all users, particularly the most vulnerable users: children, youth, the elderly and those with special needs.
- IS 1.3** Cycling and walking networks shall be developed that integrate safe on and off street routes to provide connectivity and access throughout the community and easy transitions between other modes of travel.

/// Implementation Activities

Short Term

- i)** Create an active transportation committee to raise awareness and assess the community's transportation needs, including safety provisions, and have them report back to council.

Medium Term

- i)** Develop or revise existing engineering and development standards to improve transportation safety for all users.

Long Term

- i)** Update the zoning bylaws to address changes necessary for the improvement of safe active transportation networks and support transit-oriented development patterns.

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Objective 2

IS 2 - Improve road safety by reducing automobile dependency, while creating a safe environment for pedestrians and cyclists.

Rationale: The more that people travel by car the greater the potential for motor vehicle-related injury for road users and pedestrians.¹⁶ Increasing density and reducing the distance between places of employment, recreation and residential area reduces vehicle travel, thus lowering the risk for injury and fatalities related to motor vehicle collisions.¹⁶ Automobile-use reduction also makes transit and active transportation more viable.¹⁷ Active transportation networks become safer as they become more prevalent.¹⁸

Where active transportation networks intersect with the automobile network, pedestrians and cyclists are at greater risk for injury.¹⁹ Through planning and engineering, safety features can be incorporated into active transportation networks to minimize these risks. Active transportation networks should be designed and built to accommodate vulnerable populations such as children or the elderly, thereby helping to maximize accessibility and minimize injury for all users.

Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

(Provincial Policy Statement 2014, 1.1.3.4)

Healthy, active communities should be promoted by: Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

(Provincial Policy Statement 2014, 1.5.1)

/// Planning Policies

- IS 2.1** Development patterns shall maximize opportunities for active transportation and the potential for efficient transit.
- IS 2.2** Design standards shall include necessary infrastructure to provide for the safety and convenience of pedestrians and cyclists.
- IS 2.3** Road design and transportation planning shall be done within a complete streets design framework. Active transportation infrastructure shall be developed that is accessible, connected to the street system and linked to various uses in the community.
- IS 2.4** Traffic calming and control measures shall be integrated into the road network to protect pedestrians and cyclists, with an emphasis on school zones and areas frequented by other vulnerable populations (e.g. seniors' residences, parks, etc.).

/// Implementation Activities

Short Term

- i)** Conduct an audit of community accessibility and safety related to active transportation, walkability and transit to identify strengths, weaknesses and challenges. Use this information to plan for future initiatives.
- ii)** Set maximum and minimum limits to the size of designated parking areas to reduce the amount of parking and create a more compact physical form for the community.
- iii)** Conduct a walkability audit and a cycling audit to identify needs related to pedestrian and cycling safety. Designate high-priority areas for safety upgrades and/or the removal of hazards.

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Population and employment growth will be accommodated by:

d) reducing dependence on the automobile through the development of mixed-use transit-supportive, pedestrian-friendly urban environments.

(Places To Grow – Growth Plan 2006, 2.2.2.1)

A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

(Provincial Policy Statement 2014, 1.6.7.4)

Municipalities will ensure that pedestrian and bicycle networks are integrated into transportation planning to:

a) provide safe, comfortable travel for pedestrians and bicyclist within existing communities and new development.

(Places To Grow – Growth Plan 2006, 3.2.3.3)

Medium Term

- i) Create transit-supportive residential and employment density targets relative to new developments and in-fill, especially in downtown areas. Amend the zoning bylaw to provide for the achievement of these targets.
- ii) Amend subdivision and site plan regulations to require active transportation-oriented connectivity between neighbourhoods and districts throughout the community as part of overall transportation system planning. Provide systematic upgrades to roads and intersections that augment safety for non-vehicle users. Prioritize these upgrades along pedestrian or cyclist routes, especially those that are used by vulnerable populations such as seniors, those with special needs and/or school children.
- iii) Work with local police to review and implement appropriate design strategies (e.g. Crime Prevention Through Environmental Design) to increase safety and prevent crime in the community. Within areas intended for nighttime use, upgrade security with lighting and improved visibility.

Long Term

- i) Work with local groups and stakeholders to create a comprehensive long-term transportation plan that addresses roads, active transportation and the development of public transit.
- ii) Collaborate with stakeholders and community groups to improve the quality and features of public space to have the broadest appeal.



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Objective 3

IS 3 - Manage alcohol outlet locations and density to create a safer social environment.

Rationale: Municipal governments bear significant costs for alcohol misuse. Beyond financial costs are the substantial negative health and social affects resulting from alcohol-consumption.^{24,25} Increased alcohol outlet density is associated with increased rates of violence within neighbourhoods.²⁶

Healthy, liveable and safe communities are sustained by:

c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns.

(Provincial Policy Statement 2014 1.1.1)

/// Planning Policies

- IS 3.1** The municipality shall develop minimum distance requirements between all locations that sell or serve alcohol, and minimum distance requirements between alcohol outlets and other land uses that would be incompatible, such as schools, youth facilities or housing developments.

/// Implementation Activities

Short Term

- i) Utilize available spatial analysis and mapping of alcohol-related land use to assist in the improvement of community security and the reduction of alcohol-related harm.

Medium Term

- i) Amend or create municipal bylaws to establish minimum distance requirements between all new and existing alcohol outlets and between all new alcohol outlets and schools, playgrounds, youth facilities and residential areas.

Long Term

- i) Collaborate with the Liquor Control Board to ensure alcohol availability is managed in a socially responsible manner throughout the community, especially within higher risk residential areas.

