



# Injury and Safety

## Goal Statement:

**Create a physical environment that is safe for all residents.**

The built environment contains risks that can compromise the safety of people living and moving within it. Risks include such things as crime, unsafe playgrounds and motor vehicle collisions. To combat such risk, design elements of the built environment should enhance safety for people of all ages throughout the community. An emphasis on safety within built environment design reduces risk and injury, resulting in safer and healthier communities.

### Objectives

- IS 1** [Build compact neighbourhoods that increase density and reduce automobile dependency.](#)
- IS 2** [Provide infrastructure that supports safe walking and cycling.](#)
- IS 3** [Design roads that ensure the safety of all users.](#)

# Injury and Safety

## Objective 1:

### IS 1 - Build compact neighbourhoods that increase density and reduce automobile dependency.

**Rationale:** The more people travel by car the greater the potential for motor vehicle-related injury for vehicle users and pedestrians. Concentrating uses, increasing density and reducing the distance between places of employment, recreation and residency reduces the need for vehicle travel and makes mass transit and active transportation options more viable. This lowers the risk for injury and fatalities related to motor vehicle collisions.<sup>12</sup>

*Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.*

*(Provincial Policy Statement 2005, 1.1.3.4)*

*New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

*(Provincial Policy Statement 2005, 1.1.3.7)*

*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)*

### /// Planning Policies

- IS 1.1** Long-range transportation planning shall ensure that community-wide access for all modes of transportation is considered with specific attention to active transportation and pedestrian needs.
- IS 1.2** Transit-oriented development patterns shall be facilitated with land use designations and densities that support a compact form and potential for efficient mass transit to meet the needs of citizens to access places of residence, work, services, education and recreation.
- IS 1.3** Through design standards the municipality shall ensure that new developments reduce auto dependency in the community by providing for the needs of pedestrians and cyclists with the necessary infrastructure to make them safe and convenient.

### /// Implementation Activities

#### Short term

- i)** Work with a group of citizens to conduct an accessibility audit of the community to identify strengths, weaknesses and challenges for future initiatives related to active transportation or walkability.

#### Medium Term

- i)** Review and amend Zoning Bylaw requirements for off-street parking to set both maximum and minimum limits to the size of parking areas to reduce the amount of parking and create a more compact physical form for the community.

#### Long Term

- i)** Work with local groups and stakeholders to develop an Active Transportation Plan for the community.



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## Objective 2:

### IS 2 - Provide infrastructure that supports safe walking and cycling.

**Rationale:** Where active transportation infrastructure intersects or adjoins the automobile network, pedestrians and cyclists are at greater risk for injury.<sup>13</sup> Many other elements of the built environment can create safety hazards for residents, such as the way public spaces are designed for play, sharing and visibility.<sup>14</sup> To increase safety and minimize injury it is necessary for design that supports the safety of all residents wherever they are in the community.

*Healthy, active communities should be promoted by:*

*a. planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to, walking and cycling.*

*(Provincial Policy Statement 2005, 1.5.1)*

*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)*

### /// Planning Policies

- IS 2.1** A network of active transportation infrastructure shall be developed that is safe, accessible, connected to the street system and links the various uses in the community in such a way that it supports people's daily mobility needs between residences, work places, commercial areas, educational institutions, places of worship and places of recreation.
- IS 2.2** A transportation plan shall be developed for a community-wide integrated set of networks and routes that elevate the needs of pedestrians, cyclists and mass transit to a state of balance with automobile use. This plan shall include a network of uninterrupted sidewalks and/or pedestrian trails and walkways developed through retrofitting, infill and new development to ensure that citizens without access to vehicles are able to move throughout the community.
- IS 2.3** Long-term transportation planning shall identify community-wide safe routes to school and implementation strategies to develop infrastructure that supports these routes.
- IS 2.4** Creating safe routes and reducing the distances necessary for students to walk and cycle to school from adjacent neighbourhoods shall be considered in designating locations for new schools.
- IS 2.5** Development standards shall address the need for safe infrastructure and amenities that support pedestrian mobility and safety and the creation of a network of connected walkways, sidewalks and trails throughout the community.

### /// Implementation Activities

#### **Short term**

- i)** Conduct a walkability audit in your community to identify needs and possible actions.

#### **Medium Term**

- i)** Work cooperatively with the school boards, transportation department and police to identify and map safe routes to school. These routes can then be properly signed and improved as necessary.
- ii)** Work with the school boards and local groups to improve the on-site infrastructure needed to support active transportation for school children (e.g. more/better bike racks, covered bike racks, etc.).
- iii)** Provide infrastructure and safety features that augment safety along designated routes to school from residential areas of the community (e.g. crosswalks, lighting, signage, etc.).
- iv)** 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.

#### **Long Term**

- i)** Create development/subdivision standards that require pedestrian-oriented infrastructure to fulfill the suggested Official Plan policies.

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## Objective 3:

### IS 3 - Design roads that ensure the safety of all users.

**Rationale:** Road design affects the physical form and walkability of neighbourhoods as well as the placement, viability and safety of active transportation infrastructure. Road design influences the behaviour of all transportation users, affecting the safety of everyone within the transportation network. Pedestrians and cyclists are more likely to be killed than motorists. Safe road design results in lower rates of vehicle-pedestrian collisions.<sup>12</sup>

*The transportation system with the Greater Golden Horseshoe 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 3.1** Design for roads, crossings and new developments shall use active transportation and engineering best practice approaches that increase safety for non-vehicle road users and reduce traffic speeds without the need for enforcement.
- IS 3.2** To ensure safe pedestrian movement all streets shall include well maintained sidewalks, extra wide road shoulders for walking and cycling, and/or pedestrian trails and walkways as applicable.

### /// Implementation Activities

#### Short Term

- i)** Create a walkability or active transportation committee/task force to raise awareness and assess the community's transportation needs.

#### Medium Term

- i)** Develop a community-wide program to identify high pedestrian use intersections to be considered priorities for safety upgrades and retro-fitting as necessary.
- ii)** Develop or revise existing engineering and development standards to improve safety for all users. This may include drafting specific standards for acceptable traffic calming and safety features.

#### Long Term

- i)** Update Zoning Bylaw (land use designations, land use arrangements, densities, etc.) to address changes necessary to improve active transportation networks and support transit-oriented development patterns.

