

FINAL REPORT

**ENVIRONMENTAL SCAN OF ACTIVE TRANSPORTATION
SAFETY EDUCATION INITIATIVES
ACROSS NOVA SCOTIA**

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INTRODUCTION

In terms of Active Transportation (AT) within Canada, Nova Scotia is ahead of the wave of change. In the past few years, AT in our province has literally grown in leaps and bounds. This is due in part to committed individuals and organizations who care about our environment and our collective health. It is also due to increased political awareness and funding at a federal and provincial level, and some elbow grease at the municipal level to make some infrastructure changes that support AT.

It makes sense that if more people are using their own steam to get around, they need to be educated on how to do this safely. This report discusses what AT safety education is currently available in Nova Scotia, especially as it relates to children and youth. It also proposes some recommendations for moving forward.

THE ENVIRONMENTAL SCAN

A Brief Overview

Safety Education initiatives in the arena of AT in our province can be divided into three main categories: advocacy and awareness, informational materials, and programs. While there are myriad committees and groups that are focused on the concept of injury prevention, and a significant amount of written material on the topic of safety education, there is a distinct lack of programming related to safety education available, particularly in some rural areas. The research uncovered the fact that there are no broad programs being delivered by large organizations which have the ability to reach many people. In addition, there are areas of the province that have no safety education initiatives whatsoever. In a nutshell, there appear to be more meetings and physical resources than actual hands-on, in person programming. In addition, with the exception of one organization's program (Active and Safe Routes to School at the Ecology Action Centre), there are no groups or initiatives that have active transportation as their focus when it comes to providing safety education.

Organizations and individuals were contacted by both email and phone. Some information was garnered from websites. While every effort was made to ensure the information contained in the Findings section is accurate and complete, there were instances in which information was not able to be attained due to contacts not responding to requests for information.

The subsequent findings section will be broken into four categories.

SECTION A will look at the province as a whole and list the various government agencies, organizations, and groups (both provincial and national) who are involved with

the issue of safety education. This section is divided into three categories in terms of level of involvement:

- Groups who concern themselves with safety education **awareness** and **advocacy**
- Groups who produce **information** pertaining to safety education
- Groups who participate in safety education **programming**

SECTION B will look at the province, region by region, and list what kinds of safety education is offered and by which organizations and groups (differs based on region).

SECTION C is a reporting of the policies (or lack of policy) affecting safety education in Nova Scotia.

SECTION D is a reporting of the benefits and barriers to offering this kind of safety education.

Findings

SECTION A

There are numerous and diverse groups across Nova Scotia who care about safety, particularly as it relates to injury prevention. Many of these groups are focused on the safety and well-being of children and youth. There are wide-ranging issues that groups concerned with advocacy are invested in. The new provincial helmet legislation seems to have been a top priority for these groups in 2006.

1. Organizations who concern themselves with safety education AWARENESS and ADVOCACY only.

➤ **Child Safety Link**

This organization, which is part of the IWK Health Centre in Halifax, aims to reduce the incidence and severity of injuries to children and youth. Their injury prevention priorities include home and playground safety, poisoning, car seats, and helmet safety. According to Lauren Cardiff-MacDougall, their Communications Specialist, the group's efforts are limited by a lack of funding and staff shortages. What they can offer is informational resources and a lobbying voice. Recently, they were one of a few groups who worked together to make Bill 86 a reality in Nova Scotia. Bill 86, when proclaimed (most likely in early 2007), will tighten and extend the law for helmet use to off-road and private property.

In the past, Child Safety Link has published education booklets (Helmet Safety Guide), but can't afford to go out to schools. They recently lost their funding through Aliant for the Helmet Safety Program and can no longer give out free helmets. They still sit on the Helmet Safety Action Committee.

➤ **Helmet Safety Action Committee (HSAC)**

This is a provincial committee whose focus is on helmets and injury prevention, education, and enforcement. Members represent a wide variety of sectors including health care, government, advocacy, etc. This group's efforts are concentrated on changing legislation as it relates to helmets and raising public awareness about the injuries that can be sustained without a helmet. They were the driving force behind pushing Bill 86 (mentioned above) forward.

➤ **Injury Free Nova Scotia**

This is a newly formed provincial group that is designed to be a support system to other groups who may do programming. Their mandate is to advocate for legislative change as it relates to injuries sustained by Nova Scotians. The Executive Director is Susan Brushett.

2. Organizations who produce INFORMATION MATERIALS (print or online) pertaining to safety education.

There is a wealth of safety education information available, especially as it relates to children and youth, for any concerned parent or classroom teacher. The organizations producing this information are both national and provincial groups who have a broad interest in injury prevention. Bicycling, pedestrian, and skateboarding/ scootering/ rollerblading safety tips are often included under headings such as "motor vehicle" or "traffic" safety. In most cases, the information is available online or in hard copy form.

There are three national groups, discussed first, following by a handful of provincial organizations, in alphabetical order. Many of these groups also concern themselves with advocacy efforts.

National:

➤ **Canada Safety Council (www.safety-council.org)**

The Canada Safety Council is a national, non-government, charitable organization dedicated to safety. Their mission is to help reduce preventable deaths and injuries and provide safety information, education, and awareness. The Council supports and promotes safety legislation and works with partner organizations who deliver and/or fund programming. This group leads public awareness campaigns in the areas of road safety, school safety, and safe driving, etc. They also offer driver improvement training and publish an online family safety magazine called "Safety Canada." In addition, their website offers resources related to Active Transportation including bike safety for children, proper helmet usage, and general traffic safety. Elmer the Safety Elephant is a component of this organization with its own website

(www.elmer.ca) and kid-friendly information. Topics include traffic safety rules and school bus safety.

➤ **Go For Green (www.goforgreen.ca/at/)**

This national organization is committed to spreading the word about the benefits of active transportation. To that end, they have numerous resources available on their website, including booklets on how to set up safe walking school buses in your community.

➤ **Safe Communities (www.safecommunities.ca)**

Safe Communities Foundation (SCF) is a national, not-for-profit, charitable organization dedicated to making Canada the safest country in the world to live, learn, work, and play. This organization believes that all injuries are predictable and preventable and they work in partnership with the private and public sectors to improve the health and safety of workers and people throughout the country. The Safe Communities network currently includes 48 Safe Community coalitions covering approximately 23% of the total Canadian population.

In Nova Scotia, there are three designated "safe communities." Please see Section B for specifics on what the safe communities of the Valley Region, the South Shore, and HRM are doing.

The national group provides access to "safe community" resources, information on becoming a safe community, a calendar of events, and an online newsletter on their website.

➤ **Safe Kids Canada (www.sickkids.ca/safekidscanada)**

This national organization produces materials with regard to all aspects of safety for parents and kids. They have online and print versions of two brochures: "Walk Safe" and "Pedestrian Safety."

Provincial:

➤ **Bicycle Nova Scotia (BNS)**

This organization is the coordinating body for sport, recreational, and transportation cycling in Nova Scotia. In the area of safety education, they offer recent education and advocacy updates on their website.

With the cooperation of the provincial government, Bicycle Nova Scotia also distributes copies of the "Nova Scotia Bicycle Safety" pamphlet and the kid-friendly "Bicycle Book" through members, cycling clubs, bicycle shops, and other related cycling organizations.

BNS was also involved in the production of the map "HRM Bike Routes," which is available at bike shops, showing preferred routes for cyclists and high traffic areas cyclists may want to avoid.

➤ **Brain Injury Association of Nova Scotia**

The Brain Injury Association of Nova Scotia is a non-profit organization that provides helmet fitting information on their website and free "concussion cards" (important information about concussions) to schools, coaches, and individuals. In the past, they have had support staff to do programs for children, but not currently.

➤ **Nova Scotia Department of Transportation & Public Works**

This provincial government department produces materials related to road safety, with the help of their **Road Safety Advisory Committee** (RSAC). These materials are available online on their website and are also printed a few times a year. The "Pedestrian Safety" pamphlet, the "Nova Scotia Bicycle Safety" pamphlet (for adults), and the "Bicycle Book" (for kids) are available through community police officers, schools, bicycle shops, and HRM.

The RSAC, formed in 1997 by this government department, is a multi-disciplinary forum of province-wide stakeholder organizations representing the road safety community. RSAC provides broad-based advice and guidance on whether particular strategies should receive support and adoption. Since consideration of many possible interventions must proceed without explicit quantifiable statistics and analysis on the safety benefits, there is strong dependence upon professionals with requisite education, knowledge and experience to form objective decisions on specific topics. In addition, there is the opportunity to review current road safety related programs and present recommendations. RSAC members represent many different sectors (i.e., government, health, non-profit, insurance, police, etc.)

The Vulnerable Road Users is a sub committee of the Road Safety Advisory Committee. They discuss safety issues for pedestrians and cyclists and promote safety education options.

➤ **Recreation Nova Scotia**

This non-profit provincial body promotes the value and benefits of recreation and leisure. They are taking over the *Take the Roof off Winter* Program in 2007 and will be expanding the safety information available on the website. Right now, the safety information consists of a small blurb about helmet use, and information about dehydration, sun exposure, and extremely cold temperatures. Recreation NS runs broad courses in risk management in partnership with Recreation Facilities Association of NS (RFANS) and the Canadian Parks and Recreation Association (CPRA). In 2007, they plan to run a Winter Risk Management program.

➤ **Service Nova Scotia and Municipal Relations**

This provincial government department provides information for motorists in the Nova Scotia Driver Handbook that pertains to sharing the road with cyclists. Service Nova Scotia also distributes some of the road, bicycle, and pedestrian safety pamphlets put out by NS Department of Transportation and Public Works.

3. Organizations who conduct PROGRAMS pertaining to safety education.

There are a number of **national** organizations who offer programming and/or resource material that pertains to AT safety education. Some of these national resources have been accessed by Nova Scotian schools and community groups. They are listed below in alphabetical order.

➤ **CAN-BIKE Program**

The Canadian Cycling Association's CAN-BIKE program is a series of courses on all aspects of safe and enjoyable cycling. The orientation is toward recreational and utilitarian use of the bicycle rather than toward competition. There are CAN-BIKE courses for all ages over six years old and courses are organized into three levels: basic, advanced, and instructor.

CAN-BIKE is being administered in Nova Scotia by Bicycle Nova Scotia (BNS). In the spring of 2006, BNS facilitated instructor training and there are now 12 CAN-BIKE instructors in the province. The program provides a nationally standardized set of courses that can be taught through any organization with an interest in education, safety or health. CAN-BIKE instructors may also offer courses independently.

In 2006, six courses for advanced riders were offered in Nova Scotia (two each by BNS, Halifax Regional Police, and HRM Recreation). HRM Recreation also offered four classes for beginning riders. In 2007, HRM Recreation will be offering courses for all levels including the instructor level. There have been some inquiries from other municipal recreation departments in Nova Scotia about CAN-BIKE courses. The hope is that other municipalities will be able to offer these courses in their regions.

➤ **Risk Watch (www.riskwatch.org)**

Risk Watch is the first comprehensive injury prevention program available for use in schools. It is a school-based curriculum that links teachers with community safety experts and parents. The curriculum is divided into five age-appropriate teaching modules (Pre-K/Kindergarten, Grades 1-2, Grades 3-4, Grades 5-6, and Grades 7-8), each of which addresses many topics including motor vehicle safety and bicycle and pedestrian safety. *Risk Watch* was formed to combat the leading cause of death for children over one year of age – unintentional injuries. This organization believes that the vast majority of these injuries are not random "accidents," but are predictable and

preventable. With education, motivation, and the support of caring adults, the belief is that children can learn to be much safer.

Risk Watch curriculum is available as a supportive resource, and according to HRM's Safe Communities, is currently being used by over 40 schools in Nova Scotia. In addition, there is comprehensive safety information for parents and children on their website.

➤ **SMARTRISK (www.smartrisk.ca)**

SMARTRISK is a national non-profit organization dedicated to preventing injuries and saving lives. Founded in 1992, this organization's approach differs from the bulk of injury prevention messaging. Rather than focusing on the negative (i.e., do not ride a bike without your helmet), the message is to take risks but make them smart, calculated risks.

The group has a number of national programs including "SMARTRISK Heroes." This is a travelling road show combining fast-paced video clips of young people taking risks, with an injury survivor who shares their story with the audience. Over one million young people across Canada have taken part in this program, including youth at schools in Nova Scotia.

Another program is "SMARTRISK No Regrets." This is a high school based, peer leadership program that uses intensive, fun, experiential training approaches to train respected high school student leaders and their staff advisers in injury prevention facts, teamwork, leadership skills, program and event planning, media relations, and the SMARTRISK messaging and approach. Participants devise their own strategies to educate their peers about the positive choices they can make to reduce the risk of injury. Currently *No Regrets* is operating in over 50 schools across Canada, but none in Nova Scotia. The program is growing quickly, but they can only implement the program into areas where there is funding.

A third youth program is the SNOWSMART Curriculum program. SMARTRISK has partnered with the Canadian Avalanche Association, the Canadian Ski Patrol System and Parks Canada to produce SNOWSMART, a comprehensive curriculum-based initiative for teachers to use to empower young people aged 12-18 to identify and manage risks associated with snow-related activities in order to prevent injuries and death. The curriculum is sold for \$35/kit and there are three kits to choose from (grade 7, grade 10, in both French and English). Each kit includes a CD Rom, a video, posters, and stickers. Some schools and injury prevention practitioners from Nova Scotia have bought and used the kit.

There are also articles that can be accessed on the SMARTRISK website. Information on cycling, skateboarding, skiing, etc. is available and all contain five consistent messages around risk taking behavior: buckle up, drive sober, wear the gear, look first, and get trained.

➤ **Sprockids (www.sprockids.ca)**

Sprockids is an international program that provides mountain biking curriculum to interested schools and community groups worldwide. A 358-page Sprockids Instructional Manual is available for sale on their website. This curriculum is designed to integrate mountain biking into every aspect of the school curriculum and contains resource material that can enable teachers, coaches, or parents to set up their own Sprockids program. The program contains a small amount of safety information, but is mostly aimed at having participants use the vehicle of mountain biking to achieve success and increase self esteem. According to Bicycle Nova Scotia, there are ten graduates of Sprockids in Nova Scotia who are qualified to hold their own bike safety courses.

➤ **ThinkFirst Foundation of Canada (www.thinkfirst.ca)**

This national organization's mission is to prevent brain and spinal cord injury through education aimed at healthy behaviours in children and youth. This group produces educational materials, encourages healthy public policy regarding injury prevention, conducts research into the effectiveness of their injury prevention programs, and develops new initiatives and programs that reach into communities.

TD ThinkFirst for Kids is curriculum designed for Grades K-6 and covers pedestrian and vehicular safety, cycling safety (including bikes, scooters, roller blades, and skateboards), and information on the human brain and spinal cord. Teachers from any Canadian school can order and use this curriculum free of charge. Their website also contains a "Kids Zone" with games about safety for children.

In Nova Scotia, the Division of Neurosurgery Injury Prevention Program at Dalhousie University (see below) responds to the community's requests for education based on the ThinkFirst principles and visits community groups, sports teams, and schools.

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At a **provincial** level, the following groups or organizations have offered, currently offer, or will offer AT safety education programs to Nova Scotians. They are listed in alphabetical order below:

➤ **Bicycle Nova Scotia (BNS)**

Some members of BNS have been asked to do workshops for kids/adults in schools, the community college, and with community groups. The focus of these workshops is on bicycle equipment and bike handling in traffic. In another hands-on activity, BNS is also working with the provincial and municipal governments to install more "Share the Road" signs along the sides of appropriate roads and streets.

➤ **Cycling Shops**

Bike shops around the province put on workshops teaching basic bike maintenance and repair, how to ride in traffic, rules of the road, etc. Each individual shop would need to be contacted to ascertain the details of the safety education being offered.

➤ **Children's Safety Village**

There are Children's Safety Villages all across North America and a number of them in Canada (Waterloo, Brantford, London, Chatham Kent, etc.). One of the HRM Safe Communities initiatives has been to build one in our region. The location has been chosen and work is set to begin in Bedford this year. The concept of the Village is to bus kids in and teach them about general home, school, and street safety, including pedestrian and bicycle safety. The belief is that children learn by doing and the Safety Village provides them with an interactive place where they can learn, experience, and remember valuable life saving lessons that will carry them into adulthood.

➤ **Dalhousie University Division of Neurosurgery Injury Prevention Program**

This program aims to increase awareness for brain and spinal cord injury prevention, provide education to the community, and implement the ThinkFirst programs in schools. Their injury prevention programs are based on the identification of current risk factors, geographic areas, and populations in need of an injury prevention program. Areas indicated as having high rates of injury have been a priority for program planning. They also work closely with Child Safety Link and the Brain Injury Response Team (BIRT) at the IWK in program planning for high risk areas and for injured children re-entering the school system.

The program has been active in many areas of Nova Scotia and has recently expanded into Prince Edward Island. They provide concussion workshops for sports teams and winter programs on sledding, skiing, and snowboarding safety. They also speak to parent-teacher groups and do school presentations on general safety and injury prevention. These presentations include a professional speaker (nurse, doctor, paramedic) who talks about brain and spinal cord injury, a brief age-appropriate video, and an injury survivor telling their story. The ThinkFirst curriculum is left as a resource for the teachers.

The Injury Prevention "helmet program," is an annual event that is contingent on funding. The helmets are dispersed by a variety of community professionals who work directly with families in need. Last year, the program was able to provide over 350 helmets to children in need of them, with funding received from the Office of Health Promotion, ThinkFirst, Manulife Canada, and the Division of Neurosurgery.

➤ **Ecology Action Centre (EAC)**

The EAC has a transportation issues committee with four ongoing projects. Each are concerned with reducing the use of fossil fuelled-vehicles and increasing the use of more active transportation. The Ecology Action Centre is also heavily involved in Bike Week, an annual event in HRM, and one that provides some workshops/ information on bicycle safety. The projects of EAC that have a component of safety education are described below.

1) Active and Safe Routes to School (ASRTS)

ASRTS is a national Go for Green program coordinated in Nova Scotia by the Ecology Action Centre in partnership with the Nova Scotia Department of Health Promotion and Protection as part of the Active Kids Healthy Kids initiative. This program encourages the use of active modes of transportation to and from school in a safe and healthy environment. The components of the program that deal specifically with safety are: the walking/cycling school bus, traffic taming, and the Pace Car initiative.

2) Bike Again!

This group has held workshops in the past on basic bike maintenance and safety.

➤ **Nova Scotia Safety Council**

Primarily a training organization that offers fee-for-service programs, this group focuses mainly on motor vehicle safety. Below is a listing of their programs:

- motorcycle training program
- defensive driving classroom course
- driving instructors course
- driving school
- safe winter driving course
- in-vehicle assessments of an individual's driving
- customized talks to groups with an interest in some aspect of traffic safety
- annual school bus safety campaign that teaches children how to board and exit a school bus safely and cross the street to and from the bus.

In addition to their annual school bus safety campaign, this organization also offers an interactive website on school bus safety that is used by some elementary schools in the province. It is intended to be used in conjunction with a lesson plan on school bus safety (http://www.schoolbussafety.ca/kids_index.html). The Nova Scotia Safety Council is also a member of numerous committees related to traffic or public safety. Approximately a decade ago they developed safety brochures on many traffic-related issues, but a lack of funding won't currently allow this.

➤ **Nova Scotia Department of Education**

The topic of safety education is covered in the Curriculum Outcome documents for grades P-9 (see Appendix A). Specific to Active Transportation, the curriculum outcomes in the earlier grades are about identifying and practicing pedestrian, school bus, car safety, and bicycle precautions. In later years, the outcome shifts to the more broad topics of outdoor recreation and risk taking.

There are no Department of Education-approved lesson plans for teachers to use with regard to these safety education curriculum outcomes. Teachers are responsible for deciding how the students will go about learning the required skills. The Department of Education does hold a School Bus Safety Week in mid-October. They issue a press release that states that during this week students and teachers will be exploring ways to become more safe around school buses.

One government contact reports that they are exploring the possibility of using resources from the national ThinkFirst program for parts of the elementary school curriculum.

➤ **Nova Scotia Department of Health Promotion and Protection**

This provincial government department has an Injury Prevention arm that offers safety education on its website based on the SMARTRISK model. This department is also exploring the feasibility of a peer-education model with regard to helmet use among skateboarders. A small number of skaters who have credibility in the skater community and who wear helmets would be recruited/trained to deliver some of the ThinkFirst material to their peers.

➤ **Police - Provincial RCMP and Municipal Police Departments**

The Provincial RCMP and municipal Police Departments provide some safety education concerning the topic of active transportation. Mostly, the information being relayed has to do with bicycle and pedestrian safety and is available upon request only. Classroom or community group presentations about bicycle and pedestrian safety, on site demonstrations, and some practical competitions (bike rodeos) are what are most commonly offered across Nova Scotia. Bike rodeos are a way for children and youth to learn about basic bike parts, how to ride a bike safely, rules of the road, and the importance of wearing a helmet. Bike rodeos can occur at schools, in large department store or arena parking lots, or at summer fairs. Each RCMP detachment (there are 48) and each municipal police department (there are 11) across the province serves its own community.

Both the RCMP and the Halifax Regional Police (in partnership with the Helmet Safety Action Committee and Child Safety Link) are responsible for organizing "Operation Headway," an annual program in HRM aimed at increasing compliance with helmet laws and decreasing head injuries. In 2006, people ticketed for not wearing a helmet while cycling, skateboarding, in-line skating, or using a scooter

were given a one-time only option of attending "Noggin Knowledge," rather than paying their \$128 ticket. This two-hour session included presentations from a paramedic, a registered nurse, a neurosurgeon, and a head injury survivor. As a result of the last year's campaign 74 of the 140 individuals ticketed opted to attend.

➤ **Nova Scotia Boys and Girls Club**

Although this provincial group with eight locations across the province doesn't do safety education yet, it seemed worth mentioning that they are involved with AT type programming at a grassroots level (despite the fact that most of the children's families cannot afford bicycles which limits their AT options). Many of the clubs have set up walking programs to get the children from their schools to the Boys and Girls Club in their region. The Yarmouth Boys and Girls Club is involved in an innovative AT project (see Section B under South Shore Region)

SECTION B

This section details the safety education initiatives that are happening in each area of the province. The province is divided into six regions: Cape Breton, Central, Fundy, Highland, South Shore, and Valley. These are the same regions that the Nova Scotia Department of Health Promotion and Protection (NSHPP) uses. All Boards of Education, NSHPP Representatives, Municipality or County Recreation Department, and RCMP/police detachment in each region were contacted. Due to time restrictions, not every RCMP and police detachment was able to be contacted, but each region is represented by at least one detachment. As you'll note, the Fundy and Highland regions seem particularly underserved in terms of availability of AT safety education.

1. Cape Breton Region (Cape Breton Island)

The Cape Breton-Victoria Regional School Board did not respond to requests for information about any safety education with regard to Active Transportation.

The NSHPP Regional Representative for this area did not respond to requests for information.

The **Active Communities Coordinator for Cape Breton**, Meghan Detheridge, states that there are no specific initiatives regarding safety education in their region, but did provide the following anecdotal information on two active transportation initiatives that took place in the last year.

"Thought I would share two projects I have recently worked on as a volunteer. The skatepark society was able to hire a summer student under Service Canada. Attached is a pic of the recreation fun van, where the skatepark society and local

Y's Men Club in partnership with CBRM started a FUN VAN program. Something that was common back in the day when I was a kid. The FUN VAN goes to rural communities (working on a schedule sent out before school ended and published in local paper) and holds 2 hour fun physical activity sessions with basic supplies and games. It has been a huge success so far. Like 40 - 50 kids at some sessions. These sessions take place twice a day at 2 different community spaces. FREE of course. Taking place until the end of August.

The other pictures are from a local skateboard competition which took place July 3rd at one of our smaller skateparks. Another great success, where approx. 45 kids registered and another 20 - 25 watched and cheered. It was so amazing. Not one participant was laughed at for crashing. Not one skater would have felt unwelcome. People car pooled and walked from communities across CBRM. It was such a great environment - so positive! The youth cheered each other on, even if the trick wasn't completely pulled off, people clapped for the efforts. They shared boards if someone's board broke. Shared helmets if it came down to it. I was one of the judges which is interesting as well. A clinic also took place last weekend, where older skateboarders taught younger skateboarders tricks of the trade. One thing I have noticed is more females have approached me asking questions about skateboarding and the new park. I strongly feel a great program can be developed for girls only."

The Recreation Department of Cape Breton Regional Municipality (CBRM) doesn't do any formal safety education with regard to active transportation. They do have an Active Transportation committee, which includes CBRM staff, and partners from Nova Scotia Health Promotion and Protection, Nova Scotia Public Works and Transportation, Nova Scotia Health, Cape Breton University, Atlantic Coastal Action Program, and Velo Cape Breton. Meetings started in the fall of 2006 and they have not reached the point of having educational programs available.

Velo Cape Breton is a cycling club that serves the Cape Breton region and is mainly adult-oriented. They offer a "cycling 101" course each spring to teach safe cycling to adults. This course covers the theory and application of rules of the road, bike mechanics, road hazards, and riding hills. There are a few members of the group who have become certified CanBike instructors.

Velo Cape Breton has looked into bringing cycling education programs into the schools as part of their phys-ed programs. An initial positive response has not translated into anyone who could "take the ball and run with it." The organization has also made several presentations to Jim MacEachern, Animator for the Cape Breton Victoria Regional School Board regarding the installations of bike racks at schools. There has been no action on this idea either.

Although Velo Cape Breton does not offer specific programs for kids, they do go into schools periodically and do safety presentations that include safety tips and bicycle tricks. As well, Velo Cape Breton also tried to organize a Victoria Day Bike Fest whereby

children would have bicycled on King's Road to the Sydney River Super Store parking lot for games, bike checks, and rodeos before returning back to City Hall two hours later. Authorities (Police Department and Sport & Rec Division of CBRM) cancelled this initiative.

A similar situation occurred in October 2006 at the scheduled "Fiddler's Run." Police cancelled the event claiming the "safety concerns" again. It made the headlines in the papers and on radio. In an email correspondence with Velo Cape Breton's Dr. Chris Milburn and Jacques Cote, they stated that police in the region need to be educated on safety issues. In their opinion, the police's idea of "dangerous" activities is very debatable and clouded by ignorance.

Velo Cape Breton is also involved with lobbying government for improved bicycling infrastructure so that children can learn to bike safely and that the "bicycle culture" of Cape Breton grows beyond its infancy. The organization is in favour of starting a Pace Car Program in Sydney and have also offered to help if the EAC is successful at setting up a bicycling safety course in their region.

The **Ingonish Beach RCMP Detachment** has an ongoing relationship with the high school in their region and does a variety of safety presentations and demonstrations, including a "drive safely" campaign. During School Bus Safety Week and Police Week, they go into the local elementary schools for traffic safety presentations. In addition, they work with their regional community recreation departments to organize bike rodeos.

2. Central Region (Halifax County)

The **Halifax Regional School Board** reports that they don't have any Board-wide safety education initiatives. However, they do have certain schools involved in ASRTS, International Walk to School Day, and Bike to School Week. The Board's Safe School Consultant also reports that *Risk Watch* (detailed as a provincial resource in Section A, under programs) is available as a resource for their grade P-8 teachers. It is available on the Department of Education Book Bureau and discusses issues related to transportation safety in area of bike, pedestrian, and motor vehicles.

The **Regional Transportation Planning Department within Community Development** (formerly HRM Planning and Traffic- contact, Roxane MacInnes) has developed a number of initiatives with regard to safety education:

- Public Service Announcements, in conjunction with Global TV, cover the topics of pedestrian and bicycle safety and are aimed at children.
- Print campaigns on buses are launched in September and again in the spring.
- Forthcoming educational and promotional campaign regarding HRM's AT Plan will include safety elements and be available in mid 2007.
- Cycling tips are available on the HRM website, as well as information on bicycle signage, the HRM Bike Plan, and HRM Bike Maps.
- "Safe Cycling in HRM" brochures are available at HRM Service Centres.

Halifax Regional Fire & Emergency has formed "**Safe Communities**" in Halifax (Jeannette MacKay, Public Relations and Community Liaison Coordinator). In 2003, Halifax was designated a safe community and this group started off as a coalition, designed to reduce injuries at home, work, and play. They are currently more of a networking group, without working committees. This Halifax-based group, part of a nation-wide movement, has three main areas of focus now:

1. Getting the international group *Risk Watch* programs into more schools in Nova Scotia (See Section A under programs for national Risk Watch information).
2. Establishing the Children's Safety Village, planned for Bedford, work to begin in 2007 (See Section A under programs for national Children's Safety Village information).
3. Planning the annual International Safety Village Conference.

The **Halifax Regional Police Department** have community police officers who go into schools (P-12) and present information on various topics. Each police officer has a family of schools that he/she goes to on a regular basis. There are designated programs/presentations for each grade or cluster of grades. They teach "pedestrian and traffic safety" in grades P-3 which includes crosswalk safety rules. They use Elmer the Safety Elephant videos and talk to the kids about pedestrian and bike safety. When talking about bike safety, they go over parts of the bike including the importance of a bell and lights, wearing a helmet, wearing reflective clothing, riding on the sidewalk safely, and obeying the rules of the road. After Grade 3, teachers can request that the Police come back in and do these presentations again. Some teachers take advantage of this offering.

The HRM Police also respond to requests from community groups involving kids (scouts, girl guides, etc.). Often, the community police officer tries to make these meetings hands-on and will ask the children to bring along their bikes. In addition, HRM Police report that another method of safety education is actually stopping kids who are biking or skateboarding without helmets and educating them on the spot about the helmet law and potential injuries.

Bicycle Rodeos are also held once a year in conjunction with Canadian Tire. They are held in Canadian Tire parking lots in HRM (Spryfield, Halifax, and Dartmouth), usually at the end of the school year. The word goes out to all schools and attendance is voluntary. The children learn basic rules of the road, practice hand signals, and navigate a course with pylons. They also learn about helmet safety and parts of the bike and there are often donated prizes.

The **Halifax Regional Recreation Department** offered six CAN-BIKE courses in 2006: two courses for advanced riders and four classes for beginning riders. In 2007, HRM Recreation will be offering courses for all levels including the instructor level.

The Captain William Spry Centre has a helmet program that provides helmets to families who can't afford them (contact: Peggy Allan).

3. Fundy Region (Cumberland, Colchester, and East Hants Counties)

The Chignecto-Central Regional School Board did not respond to requests for information about any safety education with regard to Active Transportation.

The NSHPP Regional Representative for this area referred me to the School Board for information.

The Active Communities Coordinator for the **Municipality of the County of Colchester** is Terri Robblee. She stated that although they are not providing any safety education, she would appreciate suggestions once the report is done.

All **County Recreation Departments** were contacted. Information was received from only **The Town of Truro Recreation Department**. They do not do any safety education and referred me to the Truro Police Service for information on their community bike rodeo.

The **Truro Police Department** didn't return requests for information.

The **Cumberland County RCMP Detachment** organizes bike rodeos and presentations to classrooms and community groups, by request only.

4. Highland Region (Guysborough, Antigonish, and Pictou Counties)

Neither the Strait Regional School Board (Guysborough and Antigonish) or the **Chignecto Central Regional School Board** (Pictou) responded to requests for information about any safety education with regard to Active Transportation.

The NSHPP Regional Representative for this area gave the following overview. There are currently no formal safety programs operating in the region. In this individual's estimation, the best program happening in the region is the Active and Safe Routes to School program.

In addition, Pictou County has been labelled a "cycling destination," and as such is exploring options about how to educate the public about motoring and cycling safety. Also they are exploring what infrastructure improvements need to be in place.

More communities in his region are looking at ideas like lighting walkways (towns of Pictou and Antigonish and the Jitney Trail in Pictou are all doing this).

In addition, the Pictou Country District Planning Commission is looking at ways to make municipal bylaws more supportive of Active Transportation.

The **Nova Scotia Emergency Management Office** (Darrell Marsh - 911 Civic Addressing Coordinator is the contact) is involved in a pilot project to erect signage along the TransCanada Trail running through the County of Pictou. The purpose is to make the trail safer for walkers, cyclists, and ATVers, as the area will become more 911-accessible. There will be trail markers every ½ km and a civic address at the start and end of the trail and also where it crosses a main road. They are hoping to start this project by the end of the fiscal year and if the model is successful, it will be used on other trails around the province. The government has agreed to purchase the signs and a trail group will install them.

All **County Recreation Departments** were contacted, but none of them returned messages.

The Antigonish Police Department does not currently have a "community" police officer, but in the past they have done both school presentations and bike rodeos.

5. South Shore Region (Yarmouth, Shelburne, Queens, and Lunenburg Counties)

The South Shore Regional School Board does not have any Board-wide initiatives regarding safety education with regard to Active Transportation. Charles Williamson, the Active Healthy Living Consultant, did provide the names of two schools who have ongoing projects. Hebbville Academy (near Bridgewater) has a cycling education program. Attempts to reach the Principal, Darren Haley, failed. Lunenburg Academy (Paula Baker, Principal) is active in developing walking trails but are not doing any safety education.

The **Tri-County Regional School Board** does not have any Board-wide initiatives regarding safety education either. Stephen Cullen, the Healthy Active Living Consultant, did provide the names of two schools who have bike clubs. One is South Centennial in Yarmouth. The bike club at this school is affiliated with the Boys and Girls Club of that region and further information is included in the upcoming paragraph about that organization. Digby Elementary is another school in the region that has a bike club that meets weekly.

The NSHPP Regional Representative did not return messages for requested information.

All **County Recreation Departments** were contacted. Information was received from only one. The **Municipality of the District of Shelburne Recreation and Parks Department** have offered a bicycle day trip in recent years and have invited the local RCMP to do a short talk on bicycle safety before the group starts out. At one point, the activity was quite popular but numbers have declined in recent years and it may be dropped from the summer recreation program list.

"Safe Communities" on the South Shore does not appear to be involved in any safety education initiatives. The only piece of information that Clare Fancy, the contact person, gave me was that there was an Active and Safe Routes to School program being run out of Bridgewater.

The **Boys and Girls Club** in Yarmouth is embarking on an innovative program called "Peers 'n Gears." It is intended to be a mentorship program for high risk, low income youth. RCMP donate stolen bikes that are in need of repair and 27 grade six students learn the mechanical skills to fix them and get the bikes back out into the community. Six older youth (aged 16-21) provide guidance and mentoring. It will run from January-June 2007 and then again in 2008, with the hope that the program will become self-sustaining. There may be a safety education element added to this program over time.

In addition, the only full-time staff person (Joe Quercia) at the Yarmouth Boys and Girls Club leads a bike club, presents bicycle safety talks, and helps organize bicycle rodeos at a local school (South Centennial) in Yarmouth.

The **Digby Police Department** does not always have the resources to maintain a "community policing officer," and as a result, are not able to provide consistent safety education. When requested, they will make safety presentations at the local elementary and high school, although bullying and internet safety are the topics that have been more requested in the last two years. When there are sufficient resources, the Police have held bike rodeos where kids learn about helmet and light safety and where a child's identification may be engraved on their bike in case of theft. On occasion, the Police may use radar to monitor vehicle speed in front of the elementary school crosswalks. As well, they will ticket for excessive speed and failing to yield to a crosswalk.

6. Valley Region (includes Annapolis, Kings, and Digby Counties and the municipalities of West Hants and Clare)

The **Annapolis Valley Regional School Board** did not respond to requests for information about any safety education with regard to Active Transportation.

An overview of the region was given by Mike Trinacty, the **Regional Representative for NSHPP**. He reports that there is nothing structured or organized around Active Transportation or Safety Education in this region. There has been a fair bit of trail development, but no specific safety components - no documents produced or programs created.

There are plans to connect the AT Trail throughout all the major centres of that region which will help get bikes off the main roads in New Minas and Wolfville. There are also efforts to get the Department of Transportation to adopt wider shoulders on the roads throughout the region and create bike lanes. In addition to the Annapolis Valley cycling map, Kings Transit (bus company) offers a bike mounting option and Berwick and Wolfville have built bike lanes.

The Recreation Services Department for Annapolis County does not currently offer any "stand-alone" safety education initiatives. In the past they have tried running workshops on bicycle maintenance and safety but did not have very good turn outs. They do however try to incorporate safety into all aspects of their programming. They produce an Active Living guide, accessed in print or online, that includes helmet safety, bicycle safety, and winter safety information.

The following section details what the Recreation Services Department is doing with regard to bicycling in their region. Based on a recreation interest study conducted in 2003 where cycling was ranked high in a listing of favourite recreation activities, the Municipality of Annapolis County decided to make their county more bicycle friendly. This is an ongoing process and includes increased emphasis on bike safety, bike lanes/routes, public education, and training.

In 2005, Recreation Services launched **Bicycle Annapolis County** which is a listing of selected bicycle routes in their region. This took a year to compile, with the assistance of local cyclists including the Annapolis Cyclepaths. The guide contains a map of 21 bicycle routes complete with difficulty level, distances, road conditions, services, and links to other routes.

The publication also includes the following information on bicycle safety: Nova Scotia Bicycle Safety Laws, mandatory requirements for riding a bike, rules of the road, and a section on bicycling tips. Their route descriptions may also include cautionary notes regarding cyclist/vehicle interaction, unpaved shoulders, etc. The Recreation Services website also contains safety information for cyclists. In addition there is a local group called the Annapolis CyclePaths who cycle together three times a week. They share safety information among participants and distribute the bike guide to new members.

Recreation Services also provides window decals that enable local businesses and agencies to support cyclists. The decals are an indication to cyclists that the participating businesses have services they can use (i.e., washroom and water access, tire pump, phone, etc.)

Recreation Services also plans to engage the local planning department and municipal engineers in more discussions regarding bicycle and pedestrian safety. Annapolis County's vision for the future includes improvement to existing roads, adding roadside passing lanes on hills, paving shoulders on rural roads to allow cars to pass bikes carefully, improving signage, and a campaign to alert motorists to the need to "share the road!"

The Safety Education Priorities as defined by the Annapolis Valley Recreation Department are:

- Increase education between cyclists and motorists that encourages respect (Maine and British Columbia both have excellent "share the road" resources)

- Increase contact with parents about bicycle safety (helmet safety and rules of the road)
- Support training opportunities in rural areas such as CANBIKE
- Funding support for paved shoulders, hiking/cycling trails, and proper signage
- Lobby government at the provincial and municipal level regarding bicycle safety
- Continue support for new and creative active living projects such as the Annapolis County Active Living Strategy

The **Kentville Police** are involved in a number of safety related initiatives. They go into classrooms and talk about bike safety, traffic signs, and helmet use. They hold a main public bike rodeo each spring and separate, smaller ones with schools in their area. In addition, there is an annual Safety Expo and regular Public Service Announcements about bike, pedestrian, and helmet safety. An upcoming project for the summer of 2007 is to reward kids who are found wearing helmets and wearing them properly.

"**Safe Communities**" in the Valley Region did not respond to messages inquiring about any safety education initiatives they are involved in.

SECTION C

The policies that support safety education in our province are as follows:

➤ **Helmet Legislation**

According to the Nova Scotia Motor Vehicle Act, anyone using a bicycle, a skateboard, a scooter, or in-line skates, must wear a helmet. This law has been difficult to enforce in areas other than on roadways. In the fall of 2006, Bill 86 was brought forward to amend that difficulty. When it is proclaimed in early 2007, the Bill will make it mandatory to wear a helmet in all locations, including private property and in parks (e.g., skateboard parks). Having this legislation means that "helmet use" gets a lot of exposure in the mainstream and increases the likelihood that there will be subsequent safety education about helmet usage that results from that.

➤ **School Bus Legislation**

According to the Nova Scotia Motor Vehicle Act, motorists are required to stop in both directions if they come upon a school bus with flashing red lights. Drivers should stop vehicles 20 metres away from a stopped school bus with flashing lights. Failure to do so can result in a \$387.50 fine.

➤ **Road Safety Vision 2010**

This is a Nova Scotia Transportation and Public Works document that aims to drastically reduce the number of fatalities and severe injuries that occur on the roads of our province. It specifically addresses the safety of "vulnerable road users" (cyclists, motorcyclists, and pedestrians) and hopes to achieve a 30% drop in the number who are killed or seriously injured. Through the Road Safety

Advisory Committee, measures are being developed and implemented to achieve this goal.

➤ **Nova Scotia Driver's Handbook Insert**

Included in every Driver's Handbook is a bicycle safety brochure published by Service Nova Scotia and Municipal Relations which educates motorists about cyclists and about the need to share the road with them. This is a document that reaches all new drivers and is a valuable tool for raising awareness.

The areas where policy may actually interfere with safety and safety education are:

➤ **Bikes on Sidewalk Legislation**

According to the Motor Vehicle Act, bikes are not allowed on sidewalks unless the sidewalk has been deemed a trail. Many cyclists believe that this law puts them at risk. Many feel roads in Nova Scotia are not safe to ride a bike on due to the lack of bike lanes and the lack of education regarding "sharing the road" on the part of motorists. The environmental scan uncovered that there are police officers who tell children and youth to break the law and ride on the sidewalk because it's safer.

➤ **Skateboards and In-line Skates on Roads and Sidewalks Laws**

According to the Motor Vehicle Act, skateboarders and in-line skaters are prohibited from using roads. In HRM and other municipalities across the province, they are also prohibited from using sidewalks. This leads to a situation where because these activities are not encouraged as modes of active transportation and are actually illegal forms of getting around, there is very little safety education available and these AT users are more at risk for injury.

➤ **Nova Scotia Department of Education Curriculum**

There is currently no standard curriculum for Nova Scotian students that promotes the use of active transportation or safety education related to AT. In a province where AT is actively growing, it would seem prudent to educate students about how to transport themselves safely.

SECTION D

The **benefits** to offering safety education for active transportation users is self evident. Encouraging more people to use active transportation and teaching them how to do so safely can only be viewed as positive. Using more active forms of transportation helps the environment, human health, and makes for more friendly and accessible communities in which to live. Safety education has been proven to make active transportation safer, cutting down on death and severe injuries.

Some of the identified **barriers** to offering safety education to active transportation users are as follows:

- The absence of a large organizational infrastructure to disseminate safety education information across the province.
- A lack of funding and resources. This was cited by a number of police departments, especially in rural areas, who are not able to afford a full time community policing officer. These community officers are usually the ones responsible for organizing school safety presentations and bike rodeos.
- A lack of enforcement of other regulations that apply to bikes (lights at night, following rules of road, etc.).
- A lack of motorist awareness of AT users rights.
- A lack of public awareness of the benefits of active transportation.
- A lack of policy or inappropriate policy (e.g., if it's illegal to use skateboards and in-line skates on streets or sidewalks, then it's very difficult to offer any safety education related to these forms of transport).
- A lack of an effective community outcry. The squeaky wheel gets the grease and in this case, AT safety education is not seen as being on the top of many people's priority lists.

CONCLUSION AND RECOMMENDATIONS

As Active Transportation grows across Nova Scotia, so does the need for more wide-spread safety education. The environmental scan makes it clear that while there is no lack of safety education information, there is a lack of wide spread, uniform programming. This leads to certain rural regions of our province (Fundy and Highland) being virtually ignored. It seems apparent that the onus is on the larger provincial organizations (Department and Boards of Education, Police, recreation departments, and community groups) who serve and contact the greatest number of children and youth, to start to coordinate their efforts around safety education as it relates to active transportation.

The ground is ripe and receptive for a pilot project that both encourages the use of active transportation among our young people and comprehensively covers the necessary safety education for walkers, cyclists, other wheeled enthusiasts, and motorists. Hopefully, the following recommendations, some of which were provided by individuals contacted during the environmental scan, will spark conversation and generate further ideas among the members of the Active Transportation/Motoring Safety Program working group.

1) ADD ACTIVE TRANSPORTATION SAFETY EDUCATION TO NOVA SCOTIA ELEMENTARY SCHOOL CURRICULUM

Incorporate pedestrian, school bus, bicycle, and other wheeled activities (skateboarding, rollerblading, scootering, etc.) safety education into elementary school curriculum, providing teachers with consistent messaging and lesson plans. The result will be an encouragement for all students across Nova Scotia to use more active forms of transportation and to feel more safe and confident doing so.

2) MAKE ACTIVE TRANSPORTATION A VIABLE AND SAFE OPTION FOR NOVA SCOTIAN STUDENTS

School administration needs to work with their municipalities to identify safe routes for children to walk or cycle to school. If there are infrastructure issues in their areas, they need to take leadership in taking action to dissolve these infrastructure barriers. Schools could also offer practical courses in bike, skateboarding, and in-line skating safety.

3) EDUCATE PARENTS AND COMMUNITY ABOUT SAFE AT OPTIONS

School administration, community groups, and municipalities could all take a lead role in educating parents about safe alternatives to being the "parent taxi." Parents could be encouraged to form "group walks" to school (e.g., the Walking School Bus), the library, community events, etc. Through community newsletters, websites, parent and neighbourhood handouts, the community at large could become more aware of what they can do to ensure children get to school safely (motorists slowing down, not using vehicles as frequently, taking a bike course, etc.).

4) MAKE SAFETY EDUCATION AVAILABLE THROUGH MUNICIPAL RECREATION PROGRAMS AND COMMUNITY GROUPS

Build on any of the hands-on national programs (CAN-BIKE, ThinkFirst, *Risk Watch*, SMARTRISK) and get provincial representatives to deliver courses to municipalities around the province. Some of this "in the box" programming could easily be adapted and used by recreation and community groups across the province (e.g., girl guides, boy scouts, boys and girls clubs, etc.). There is no need to re-invent their wheel as there are a number of existing resources to draw on.

5) CREATE AN ONLINE RESOURCE THAT PROVIDES INTERACTIVE SAFETY EDUCATION GAMES

Some AT advocates feel that we need to capitalize on the availability and accessibility of the internet to teach about safe modes of active transportation. Today's average young person is quite media-savvy and there are many examples of fun, informative, and interactive online games that deal with many aspects of safety for kids (internet safety, traffic safety, home safety, etc.). Check out <http://www.netsmartz.org/> for a picture of what one American group is doing for kids and their parents. In our province, the Nova Scotia Safety Council offers an interactive website on school bus safety. It is intended to be used in classrooms throughout our province in conjunction with a lesson plan on school bus safety (<http://www.schoolbussafety.ca/>).

6) CHALLENGE THE MISCONCEPTION THAT ACTIVE TRANSPORTATION IS UNSAFE

In Nova Scotia, cycling is one of the most popular forms of active transportation. Many cycling advocates feel that the current regulations that apply to bikes support the misconception that cycling is inherently dangerous/unsafe activity. In the words of Friedemann Brauer, VP Education & Advocacy at Bicycle Nova Scotia:

"What makes cycling safe is a safe traffic environment and that still needs to be worked on. Cyclists need to wear helmets but they also need to use lights at night and follow the rules of the road and there is too little done about those things. As well, motorists need to be more cognizant of cyclist's rights and the community as a whole needs to be educated about the benefits of active transportation on personal health and the health of our environment and communities."

7) INTRODUCE SAFETY EDUCATION FOR THE LESS USED FORMS OF ACTIVE TRANSPORTATION

Aside from the legislation and information available with regard to helmet use, there are no initiatives for reaching out to youth who skateboard or in-line skate as modes of transportation. One can assume that this is because it's actually against the law to skateboard or rollerblade on our province's streets and the sidewalks of many municipalities in Nova Scotia. The city of Portland, Oregon recently made it legal to skate (skateboard or in-line) on any street or sidewalk in the city, 24 hours a day. Now there's a way to both encourage active transportation and make it safer at the same time.

8) GROW YOUR WORKING GROUP INTO A PROVINCIAL ORGANIZING BODY

The province needs a group that is focused on active transportation as it relates to safety education. Most of the other initiatives have a broad "safety" focus and the concept of traffic or road safety falls under that umbrella. As AT grows in our province, there is a need for a louder voice that talks about the importance of educating our youth in the areas of choosing AT and keeping themselves safe while doing so.

This provincial organizing body could increase their awareness of the infrastructure and policy issues that affect the safety of AT users in the following areas:

- Assess provincial laws and other policies that affect safe AT use and develop a strategy to make it easier for people to get around using their own steam and be safe doing so (see Section C for policies that may be problematic).
- Assess municipal bylaws. Municipalities have the ability to control bylaws and some bylaws are restrictive to AT modes (particularly around sidewalk use). There are municipalities who are taking steps to amend or create bylaws that support AT choices, particularly for young people (e.g., there has been some talk about designating some HRM sidewalks as multi-use trails, meaning that AT users would be able to legally access them). In Germany, kids under 10 are not allowed to ride on the roads and *must* ride on sidewalks. Some advocate repealing sidewalk laws that prohibit wheeled activities until it is safer to cycle on our streets.
- Assess infrastructure needs in various areas of the province and encourage advocacy groups to work together to push for changes that will make their communities safer for AT users (i.e., paving shoulders, creating bike lanes,

creating more walking and cycle paths, better signage regarding "sharing the road," etc.)

- Support municipal AT plans like the HRM AT plan that intends to "connect, integrate, enhance, and expand existing on and off-road facilities for a variety of self-propelled modes of transportation." There are a number of other municipalities and regions in Nova Scotia who are also working on AT plans (Yarmouth, Bridgewater, Cape Breton, Pictou, etc.).
- Support municipal cycling plans like HRM's "Bike Plan," which necessitates that any new road construction must include bike lanes or at least paved shoulders. This plan also investigates accidents involving cyclists in great detail and proposes solutions.

9) COORDINATE EFFORTS

The above mentioned group could join with other provincial lobbying groups to battle infrastructure and policy barriers to safe AT use. In addition, the groups around the province (police, municipalities, and community groups) who are providing safety education to the citizens of their regions could begin to work together to provide a more unified approach to AT safety education.

APPENDIX A
NOVA SCOTIA DEPARTMENT OF EDUCATION
CURRICULUM OUTCOMES
GRADES P-9

Grade Primary

General Curriculum Outcomes (Strategies for Healthy Living)

- Students will demonstrate knowledge, skills, and attitudes that contribute to active, healthy living

Specific Curriculum Outcomes

- Identify and practice pedestrian, school bus, and car safety precautions
- Identify ways to prevent injury at home or in the community

Grade One

General Curriculum Outcomes #1 (Strategies for Healthy Living)

- Students will be expected to demonstrate knowledge, skills, and attitudes that contribute to active, healthy living

Specific Curriculum Outcomes

- Engage in regular physical activity
- Identify healthy benefits of regular physical activity
- Identify a range of physical activities available to them

General Curriculum Outcomes #2 (Values and Practices for Healthy Living)

- Students will be expected to demonstrate knowledge of factors that contribute to healthy living values and practices.

Specific Curriculum Outcomes

- Demonstrate an awareness of community groups and services that support healthy lifestyles for children

Grade Two

General Curriculum Outcomes (Strategies for Healthy Living)

- Students will demonstrate knowledge, skills, and attitudes that contribute to active, healthy living

Specific Curriculum Outcomes

- Identify and practice vehicle and sidewalk safety precautions
- Participate in a broad range of physical activities they enjoy
- Demonstrate the awareness that physical activity affects their breathing and heart rates and the importance of stretching muscles

Grade Three – nothing specific, except learning about how fitness affects self-esteem

Grade Four

General Curriculum Outcomes (Strategies for Healthy Living)

- Students will demonstrate knowledge, skills, and attitudes that contribute to active, healthy living

Specific Curriculum Outcomes

- Identify and practise bicycle and off-road vehicle safety precautions

Grade Five

General Curriculum Outcomes (Strategies for Healthy Living)

- Students will demonstrate knowledge, skills, and attitudes that contribute to active, healthy living

Specific Curriculum Outcomes

- Identify and practice outdoor safety precautions
- Identify and practise strategies for preventing injury in various competitive sports

Grade Six

General Curriculum Outcomes (Strategies for Healthy Living)

- Students will demonstrate knowledge, skills, and attitudes that contribute to active, healthy living

Specific Curriculum Outcomes

- Identify and practise strategies for preventing injury in various non-competitive sports

Grade Seven

General Curriculum Outcomes (Strategies for Healthy Living)

- Students will demonstrate knowledge, skills, and attitudes that contribute to active, healthy living

Specific Curriculum Outcomes

- Identify positive and negative reasons for taking risks
- Explain the relationship between risk taking and self image
- Assess their own risk-taking tendency in a variety of contexts
- Identify and practise strategies for making decisions that involve risk
- Identify and practise safety precautions related to competitive and non-competitive sports

Grade Eight – nothing specific, except relating to teaching about the importance of physical activity

Grade Nine

General Curriculum Outcomes (Strategies for Healthy Living)

- Students will demonstrate knowledge, skills, and attitudes that contribute to active, healthy living

Specific Curriculum Outcomes

- Identify and practise safety precautions related to outdoor recreation