

# Travel Explorer Award 2016 – Exploring Child Friendly City Planning in Sweden and Denmark

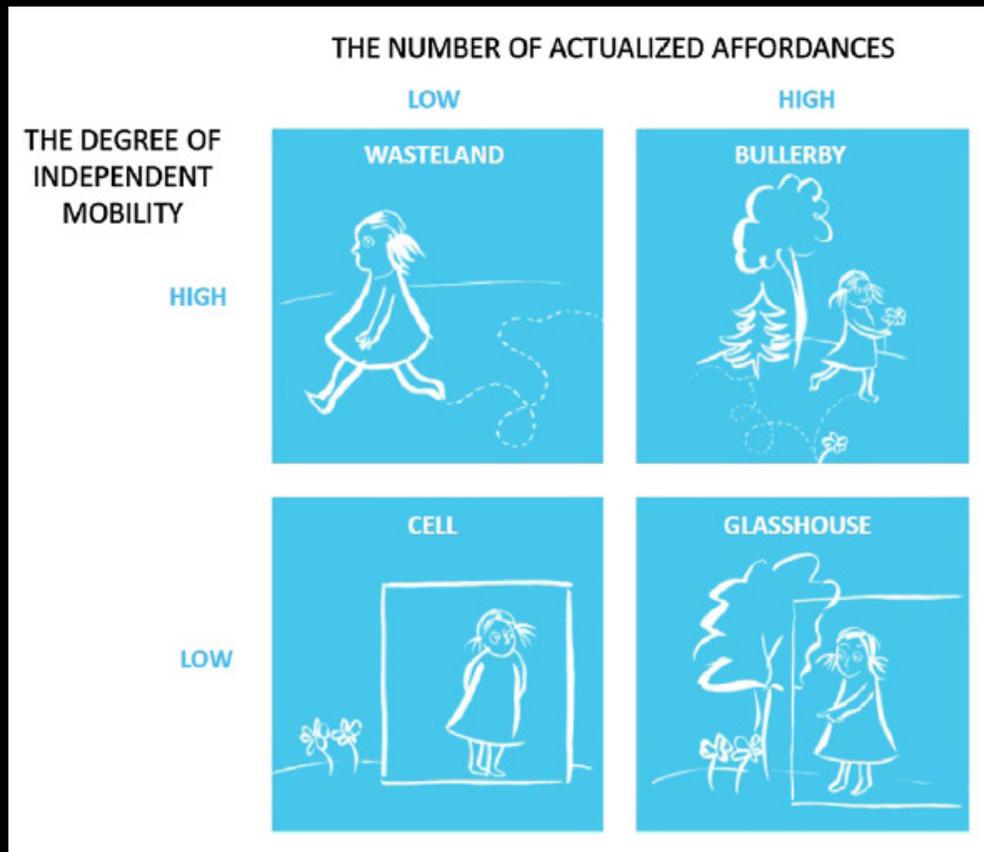




*“Children are a kind of indicator species. If we can build a successful city for children, we will have a successful city for all people.”*

Enrique Peñalosa (former mayor of Bogotá)

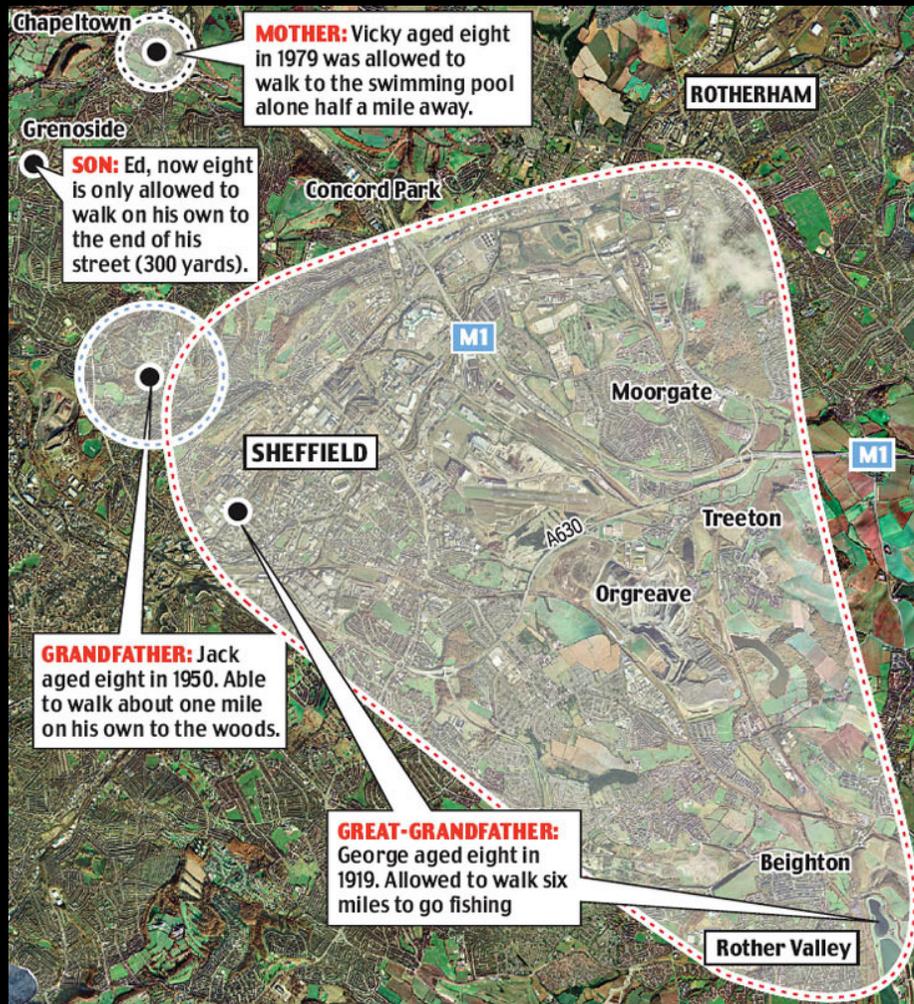
# Applying Kyttä's (2008) Bullerby model to Children in Cities



Child-friendliness of environments related to availability of diverse affordances and ability to actualise these opportunities.

All too often cities are Cell and Glasshouse type environments.

The Bullerby model for describing four hypothetical types and levels of child friendly environments (Kyttä, 2008).



If we accept childhood as a crucial human development phase that demands inclusive and welcoming places for play, exploration and growth, many cities today are becoming increasingly barren habitats, arguably full of nothing but empty childhoods (Raven-Ellison 2015).

With children today less able to roam and explore our streets than those of yesteryear, (Bird 2007) the situation is now developing where our young are becoming increasingly socially and spatially excluded from our supposedly shared Built Environment.

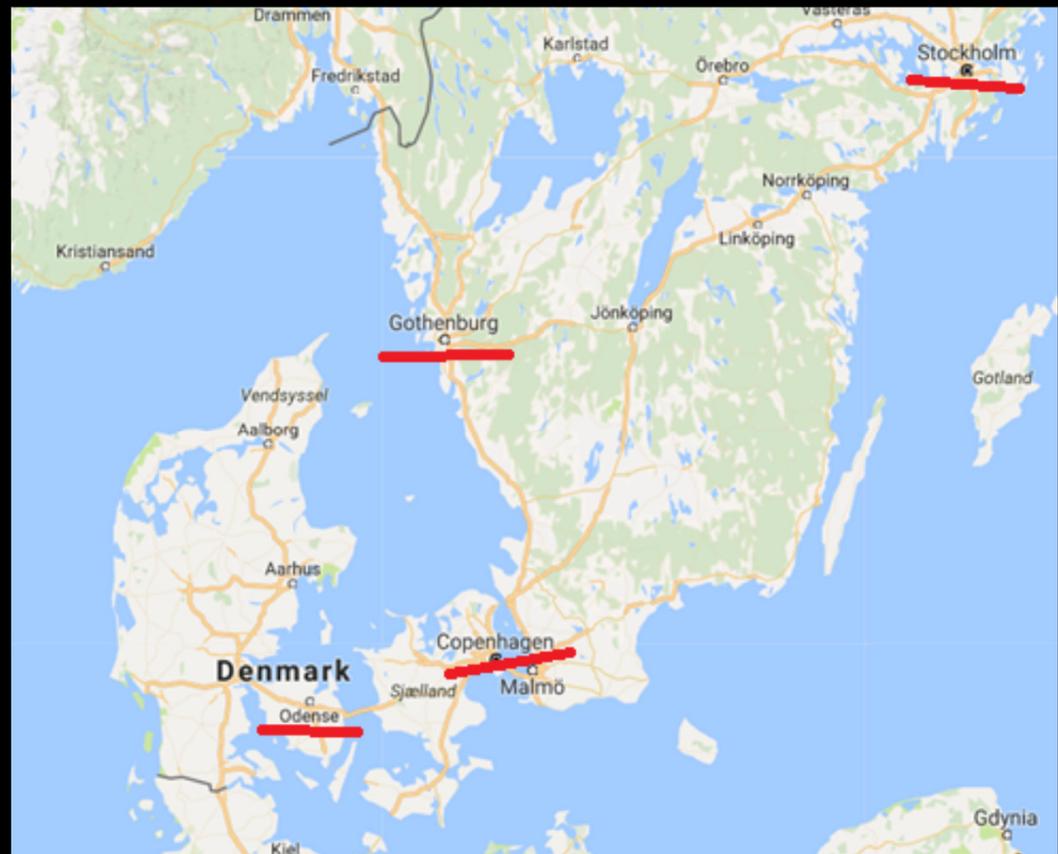
# Travel Exploring Itinerary

22<sup>nd</sup> – 23<sup>rd</sup> August: Stockholm  
24<sup>th</sup> August: Gothenburg  
25<sup>th</sup> August: Copenhagen  
26<sup>th</sup> August: Copenhagen & Odense  
27<sup>th</sup> & 28<sup>th</sup> August: Copenhagen

Main objectives:

Learn about how planning policy has been used to improve children's participation in policy and plan making

Identify best practice child friendly projects and practices



# 22<sup>nd</sup> – 23<sup>rd</sup> August: Stockholm

Visit facilitated by Lisa Klingwall, the Child Impact Assessment planner in Stockholms Stad.

Insight into Child Impact Assessment Practice in Stockholm and work on new guidance and best practice (to be published in English in the new year) with Prof. Maria Nordstrom

Visits to co-designed playground in Vanadaslunden with municipality planners.



## 22<sup>nd</sup> – 23<sup>rd</sup> August: Stockholm

Challenges of providing for high housing need.

Visits to the flagship Royal Seaport Eco-housing development, which is marketing itself as more family-friendly than its forerunner at Hammarby Sjöstad.



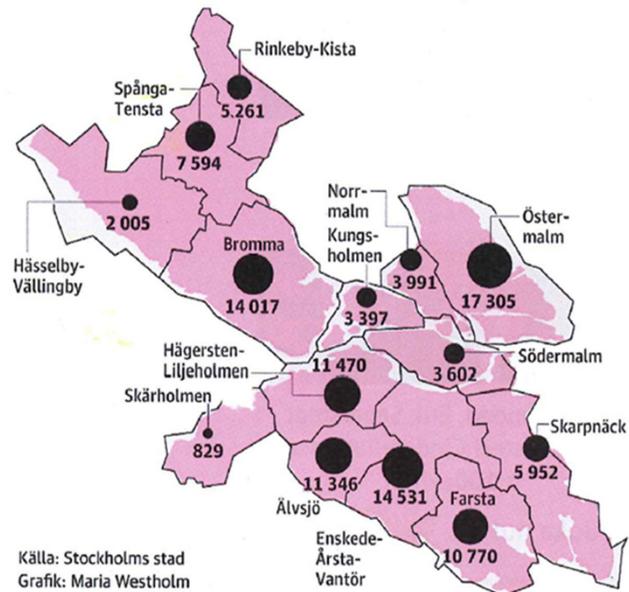
Royal Seaport development



Hammarby Sjöstad

# 22<sup>nd</sup> – 23<sup>rd</sup> August: Stockholm

## Planerade bostäder i Stockholms kommun i dagsläget





# 24<sup>th</sup> August: Gothenburg

Meeting with Annelies Van Eycken from Office for Public Play to learn about the on-going research in Gothenburg University into understanding how children understand and use the city.

Visit to Jubileumsparken, Frihamnen in the River City regeneration project area.



## 25<sup>th</sup> August: Copenhagen

Timetabled meeting with Helle Nebelong, designer of Valbyparken, was cancelled due to late involvement in Jean Nouvel's Qatar National Museum project.



# 26<sup>th</sup> August: Copenhagen and Odense



Meeting with Jeanette Frisk of Arki\_lab to learn about: their work with children; recent publication: *Designing Cities with Young People*; and arki\_nopoly

After cycle along Odense's 6km long riverside 'play route' with Jeannette Fich-Jespersen.



# Colour coding zones is emerging practice in playground design for children with ASD



# Odense's road policy going full circle in Thomas B. Thriges Gade



Demolition is required to establish a through street. The buildings that are usually removed are unwanted and often considered unfit for use and ready for demolition.

Photo: Arkitektfirmaet C. Thommøsen



The through street created a wide, multi-lane road that cut through Odense. Some of the rows of houses that crossed the original street are now abruptly severed around Thomas B. Thriges Gade.

Photo: Arkitektfirmaet C. Thommøsen

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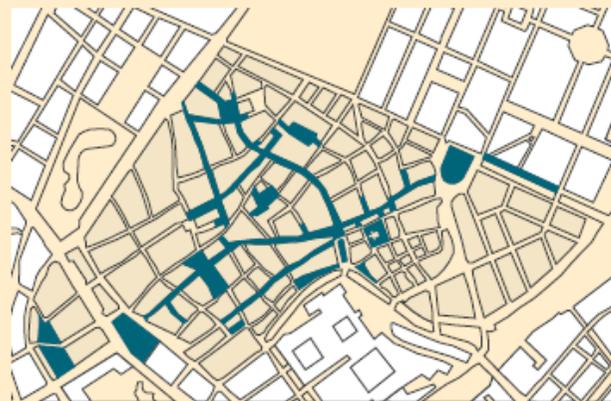
Copenhagen is recognised as a “world leader in developing living urban spaces” (Arkitektur DK 2012)

1962: the pedestrianisation of Strøget, one of the longest shopping streets in Europe, was one of the earliest attempts to re-humanise the city centre.

*Development of  
car-free streets and  
squares in  
Copenhagen city  
centre –1962-96*



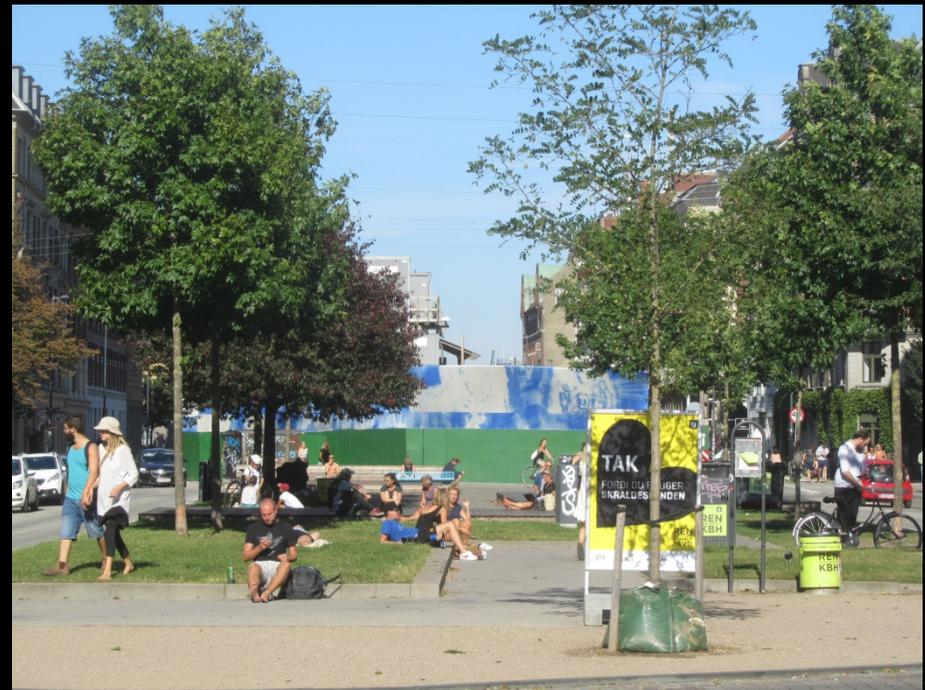
1962 : 15 800 m<sup>2</sup>



1996 : 95 750 m<sup>2</sup>



*A good city is a cohesive, living organism where it is pleasant to spend time. In the urban space, individuals become part of a community, and with 'gentle nudging', the city administration can help affect our behaviour in a positive direction.*





# General findings

- Very differential practice in CIA effectiveness and use between cities in Sweden but they offer a potentially effective mechanism for considering how places are used by children and how major developments will impact upon this use.
- Rising risk averseness in terms of play space design and opening hours of spaces.
- Difficulties in maintaining high quality environments whilst trying to meet a house supply crisis.
- A generation of family living within city centres, fuelled by financial crises preventing middle class suburban flight, has lead to higher quality public spaces and play facilities. The new neo-liberal waterfront developments now are increasingly elitist and lack the generosity of public space associated with projects in 1990s and 2000s.



Tack!