

# K.i.d.S: Kids in the Streets

**sustainable mobility  
and space for kids!**

Ineke Spapé

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For more livability and quality in our cities

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**The Netherlands**

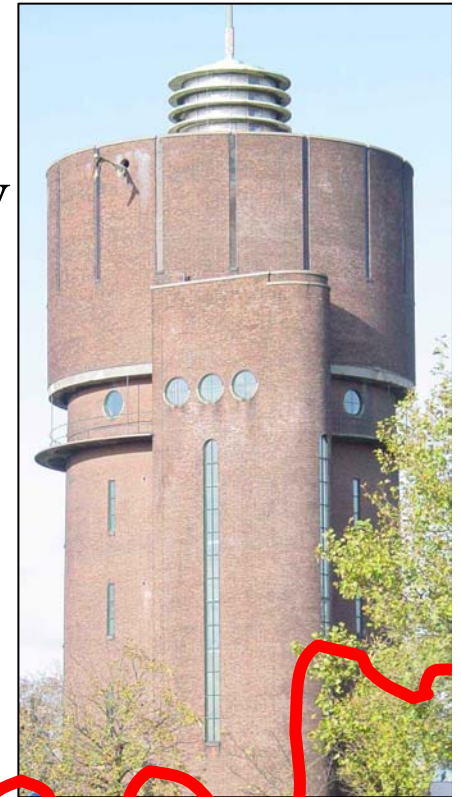
[\*\*www.soab.nl\*\*](http://www.soab.nl)



# Introduction....

## Ineke's different mobility 'roles':

- Consultant Mobility & Space with SOAB
- Lecturer Mobility and Urban Planning NHTV
- Member 'National Board for Traffic Safety'
- Ex member National Cycling Board
- Member I-ce pool of experts
- 'Traffic Parent' primary school
- Member Breda Board for Environment
- Background: urban planning (TU Aachen) and traffic planning (NHTV)

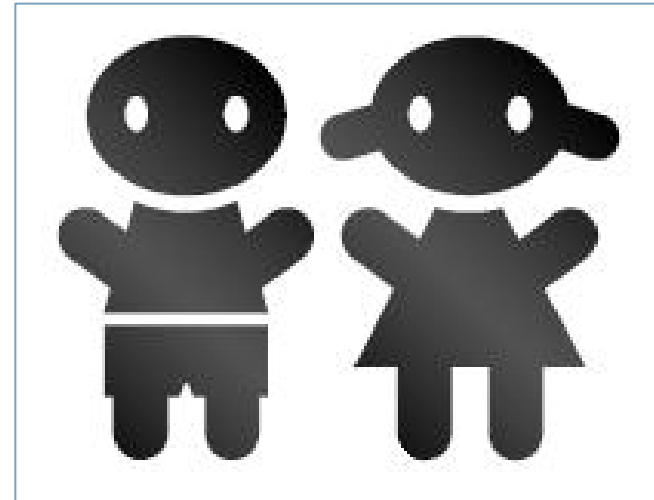


Personal 'Leit-Motiv': sustainable urban planning –  
sustain.mobility - living environment - users - participation

# Contents:

## this is NOT about cycling

1. Problems for kids?
2. Vision: K.i.d.S
3. Examples and best practices  
for Kids on Macro level
4. Meso level
5. Micro level
6. Conclusions



This is about Space for Kids

# 1. Problems for kids

- Traffic dangers
  - Objective: fatalities and injured
  - Subjective: feelings, vulnerable
- Social dangers
- Scale enlargements
  - > distances, less facilities
- Spatial problems
  - No space for kids
  - Higher densities, less space
- Health: obesity
- Physics: length, skills
- Community and gender
  - Working parents (busy, busy...)
- Domestic violence

## More 'Fat Kids'.....



# Dutch kids facts

We take away freedom of movement of our kids

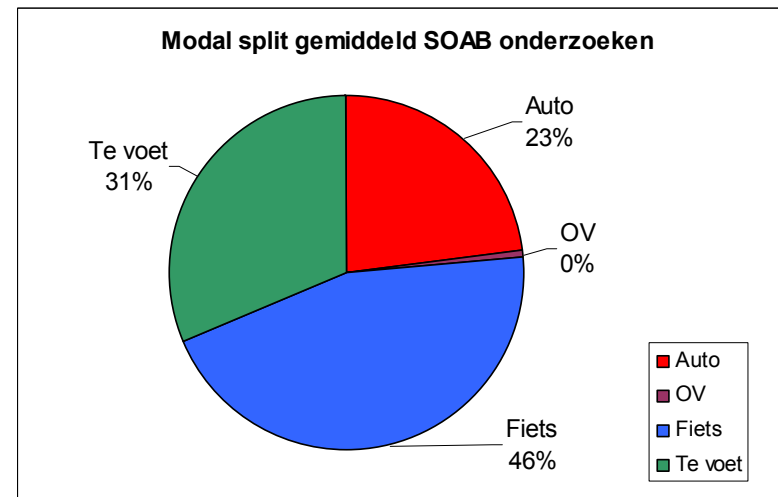
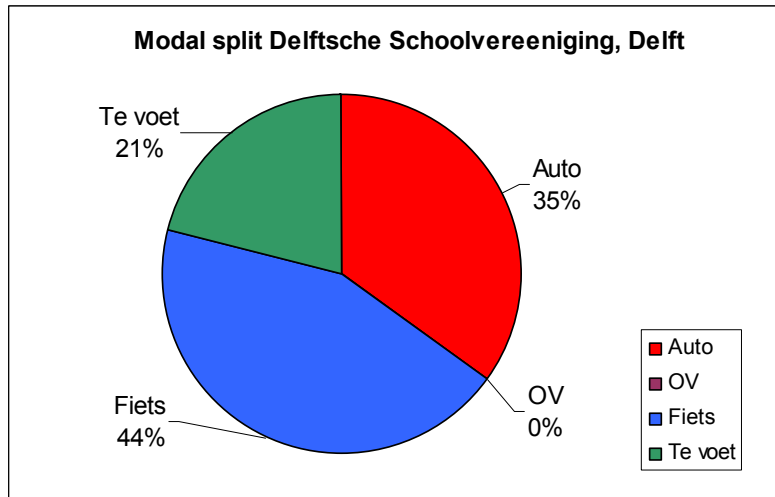
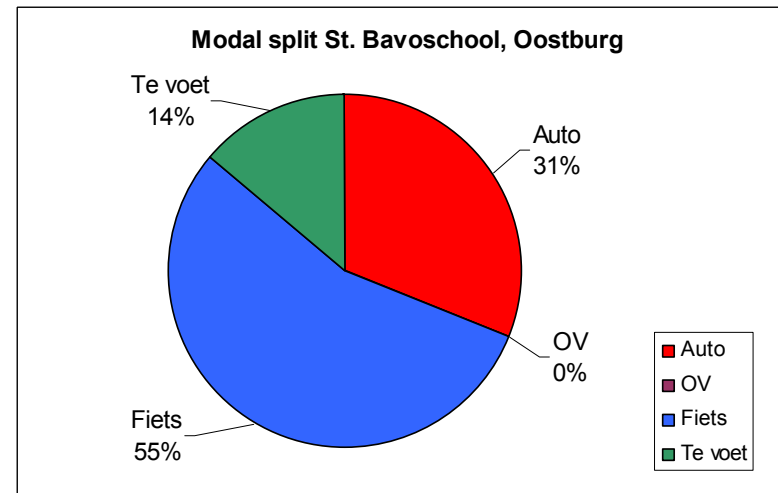
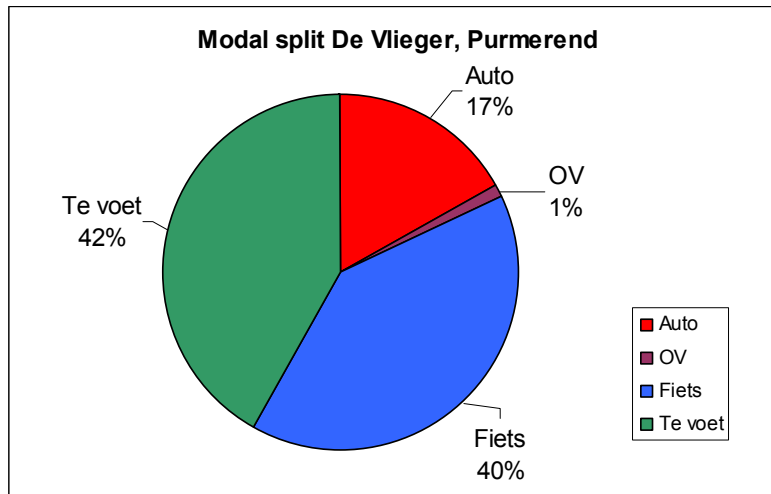
SOAB and national surveys:

- 70% accompanied to school
- school-modal split
  - car: average: 23% (6-55%)
  - cycle: average 45%
  - walking: average 32%
- 75% kids < 2 km school
- Accidents:
  - 38% on schoolroutes
  - 62% playing
- Kids: 17 km pppd (ad: 32)
  - Car 14, walk 1, cycle 1,7 km.
  - Km 'eaters': visits, education
  - Half of the trips: by car

- 90% kids: own a bike
- Parent-mobility p. week:
  - 80 km school, clubs, friends
- Each year to Mars



# Modal splits Primary schools in the Netherlands



Source: SOAB

# Little kids, BIG problems, no pressure group

- Car traffic is dangerous
- Kids:
  - More and longer to be accompanied
  - Lose their freedom of movement and independancy
  - Lose skills in traffic
  - Inactivity (health)
  - Radius decreases
  - Playing and sporting only under supervision and in pre destined areas
- Policies of local government = ‘wipkip’



Kids should have the right to move themselves, walking and cycling. They have the right on more space in town



# Conclusion: time for K.i.d.S!

## Kids In De Streets

- Cities not fit for kids: survey
- Young families flee to suburbs  
→ vitality of towns declined
- Negative developments
  - mobility, traffic and social safety, space use, social structure and cohesion and economy
- Kids ‘forgotten group’ in city and transport planning
  - for animals: wildlife tunnels, ecological corridors
  - for Kids: left spaces, ‘wipkip’
- Kids are not on political agenda



S O A B

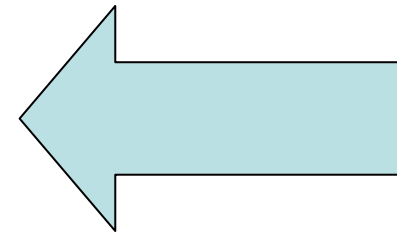
*We have norms for green and car parking, but not for play grounds!*



## 2. Vision: K.i.d.S

### Four reasons for K.i.d.S:

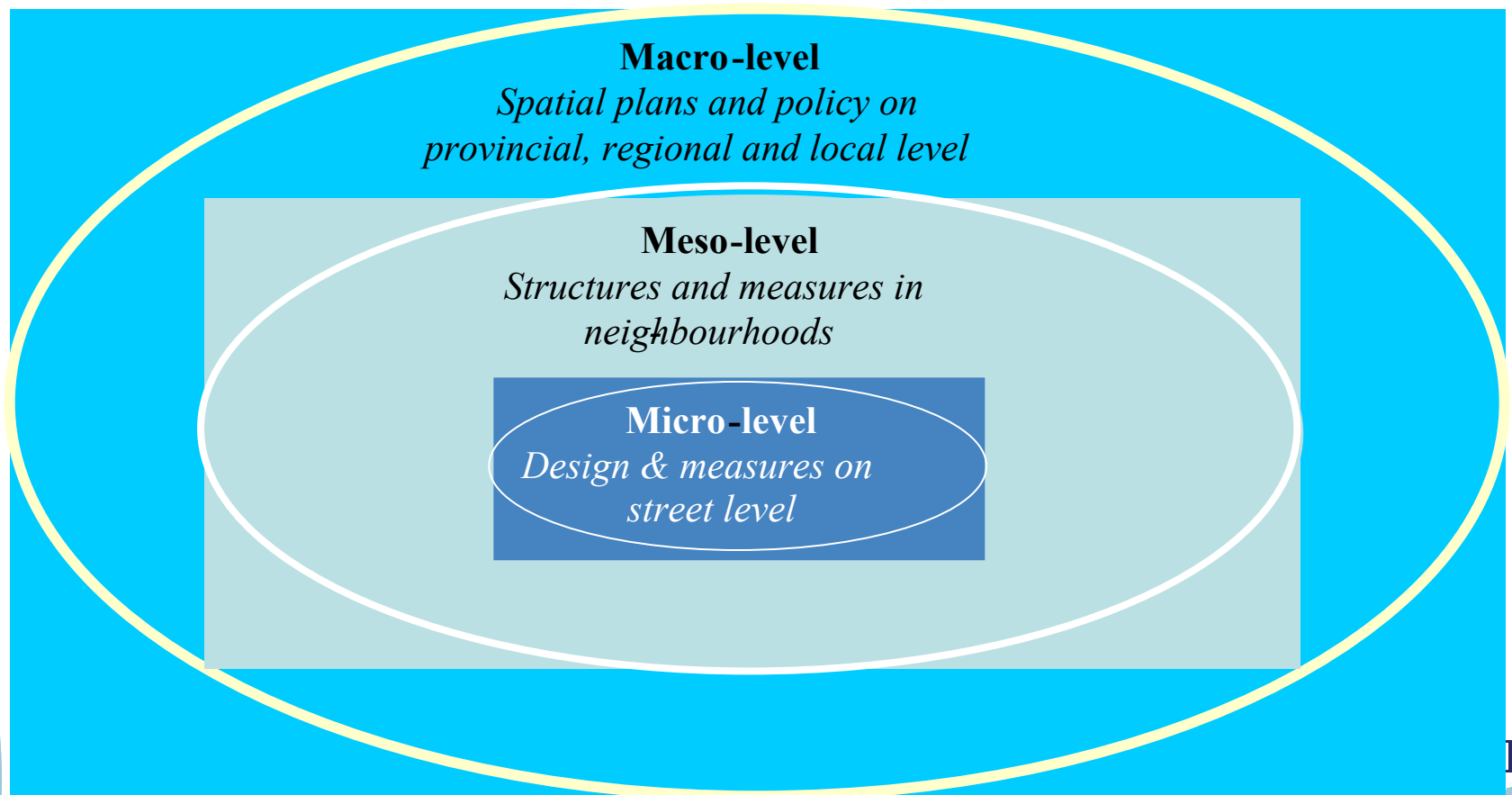
- **Space and K.i.d.S**
- **Mobility and K.i.d.S**
- **Community and K.i.d.S**
- **Economy and K.i.d.S**



**Goal: integral kid-friendly policy,  
concepts and projects!**

# Vision: possibilities for K.i.d.S in space and mobility

3 levels:



# 3. Initiatives for K.i.d.S in The Netherlands: macro-level

## Policy, concepts and projects

NL:

- Initiative law proposal Playgrounds: 3%
- National Brochure for school approach
- 30 zones and litter container actions
- Safety Label for schools (province Brabant)
- ANWB-website 'safer neighbourhoods'
- City of Delft: big project 'Kids Safer through Delft': 7 school-projects, 3 Kid Grids
- Platform for Youth, Jantje Beton
- Congress Childstreet: rights for kids

Cape Town/BEN:

- School projects, Youth Environment Schools
- KiSS flyer with I-ce

Belgium: 30-km zone around schools, Octopus National Campaign

NL: Kid Grid® or KindLint in Amsterdam, Delft, Eindhoven



# In Belgium and (new) in the Netherlands: Octopus Campaign



Help mee aan een veilige schoolomgeving!

Wat doe je als chauffeur?

- Tracht schoolomgevingen te mijden met de wagen, zeker in de spitsuren.
- Rij traag en voorzichtig, met een maximum van 30 km per uur.
- Wees steeds voorbereid op plots overstekende kinderen.
- Geparkeerde auto's kunnen kinderen verbergen. Wees steeds op je hoede.
- Bewaar een veilige afstand (minimum 1 meter) van fietsers of blijft er zonnodig achten.
- Haal geen (school)bussen in, maar wacht tot alle passagiers zijn in- en uitgestapt. Laat de bus dan voortrijden.
- Sta nooit stil op het voetpad, het fietspad en op of nabij een oversteekplaats.
- Leer kinderen zoveel mogelijk zelfstandig naar school toe te gaan. Hoe meer autoverkeer nabij de school, hoe meer kans op ongevallen!

Vanaf 1 september 2005 worden alle schoolomgevingen zone 30 | KB26042004

www.ikbenvoorbe

www.konopstraatbe

# City level: Delft and Amsterdam

## Delft: 7 kids project

- Schoolprojects
  - Traffic teacher
  - Traffic parents
  - Cycle parking
  - School quiz
  - Website
  - Cycle routes
- Kid Grid

## Amsterdam

- Kid Grid  
(neighbourhood-level)



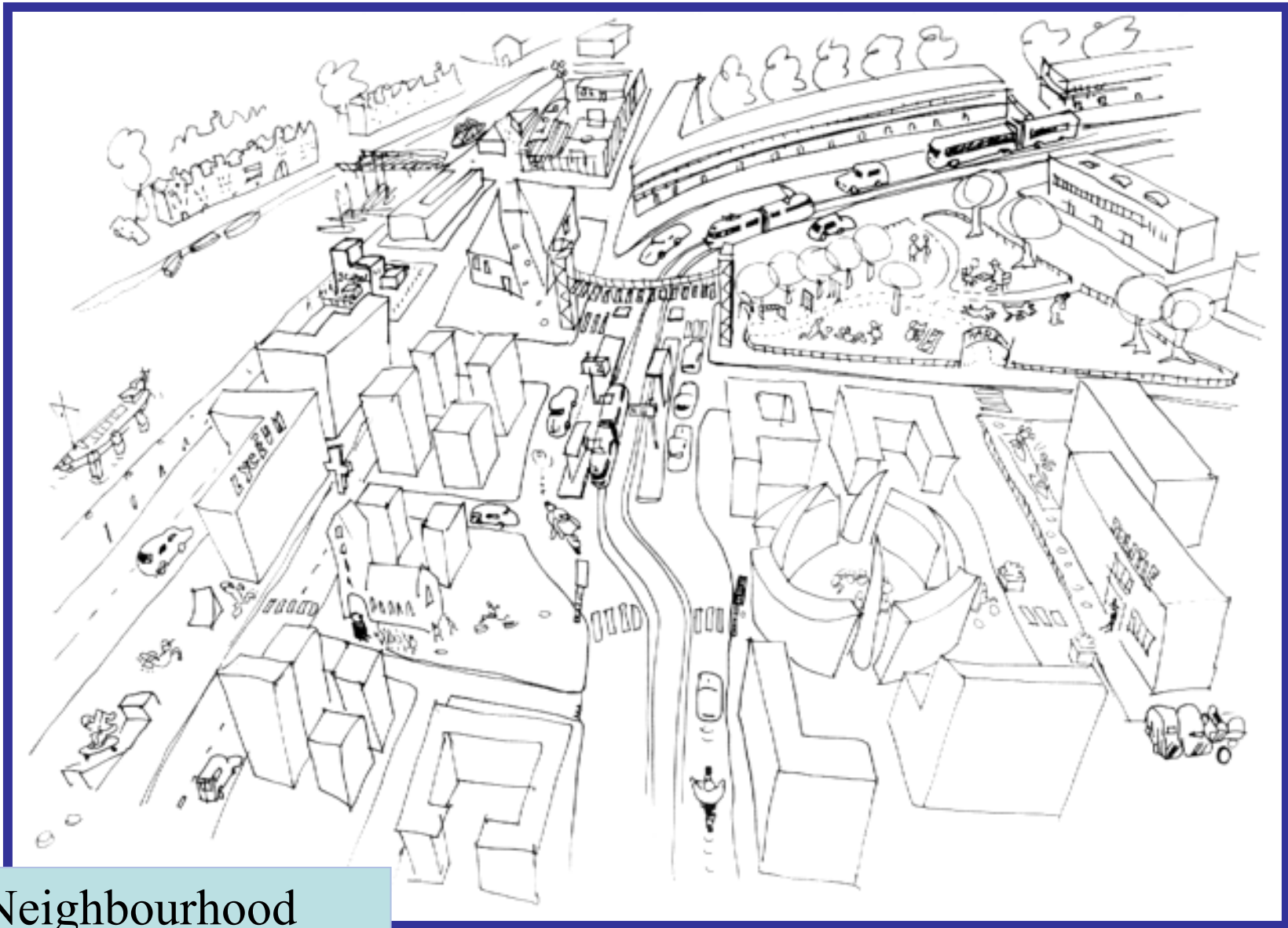
Delft School Charter, signed.....

## 'normal' neighbourhood

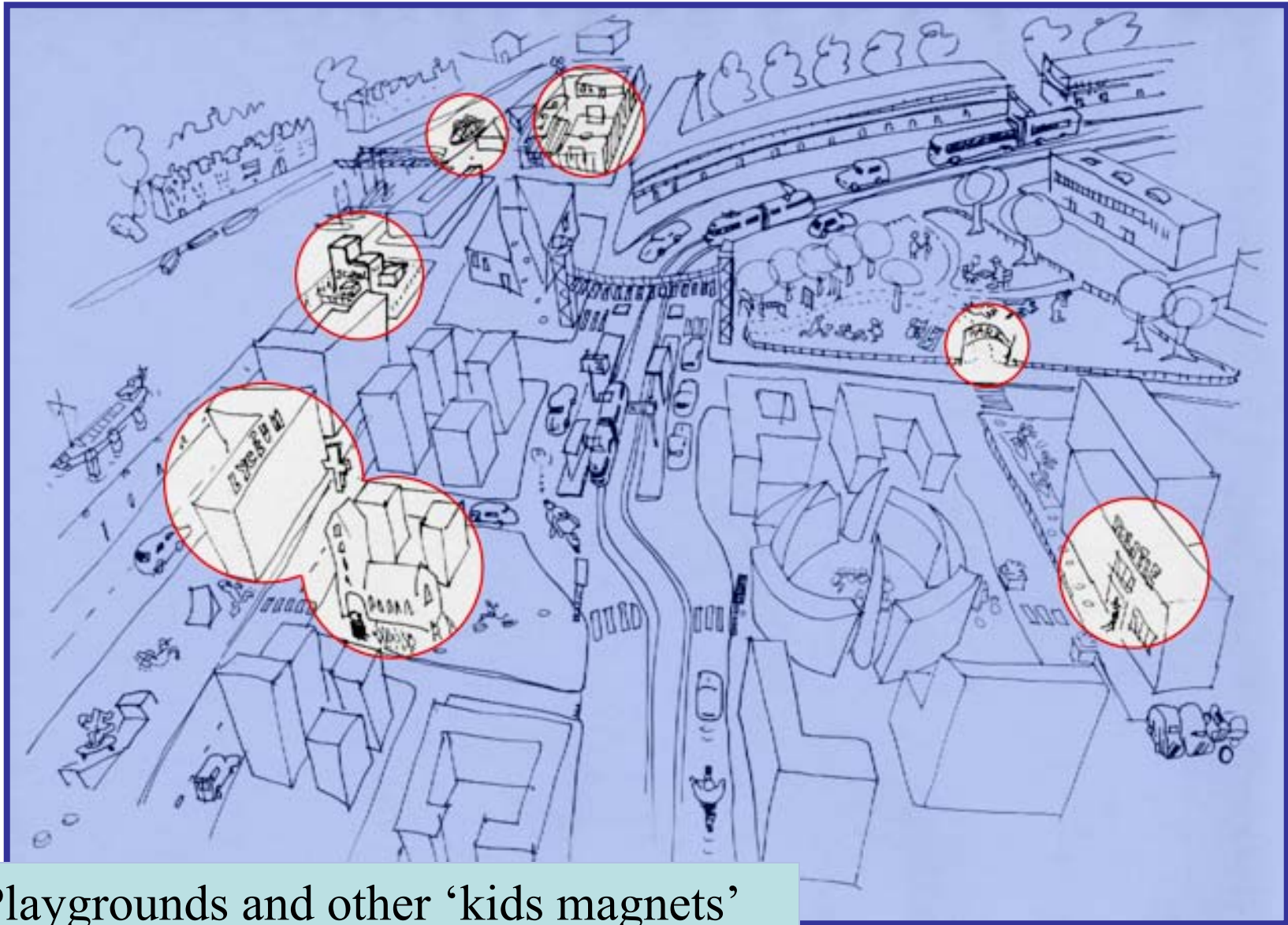


## neighbourhood with Kid Grid<sup>®</sup>



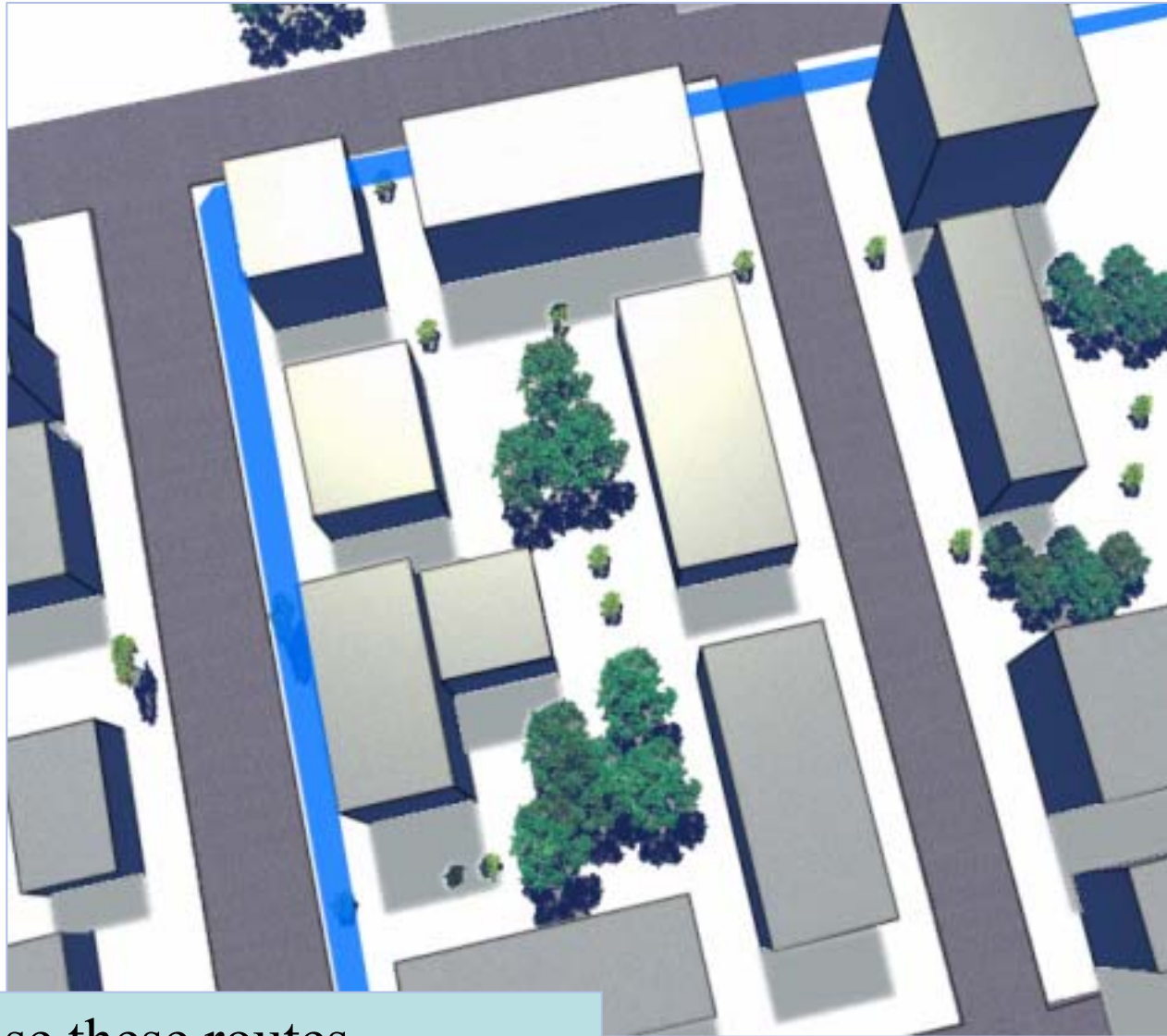


Neighbourhood



Playgrounds and other ‘kids magnets’

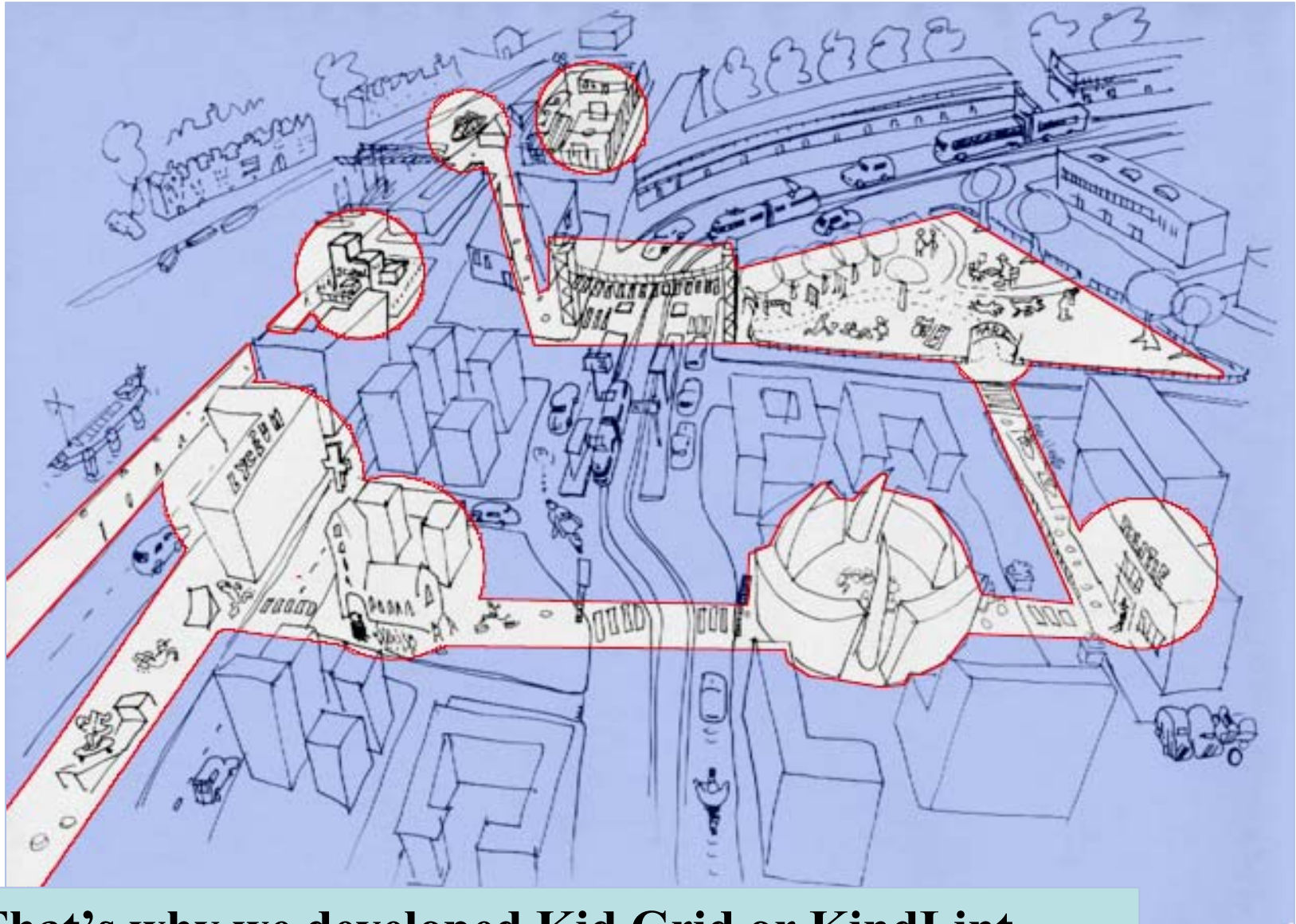




Adults use these routes....



But kids prefer.....



**That's why we developed Kid Grid or KindLint**

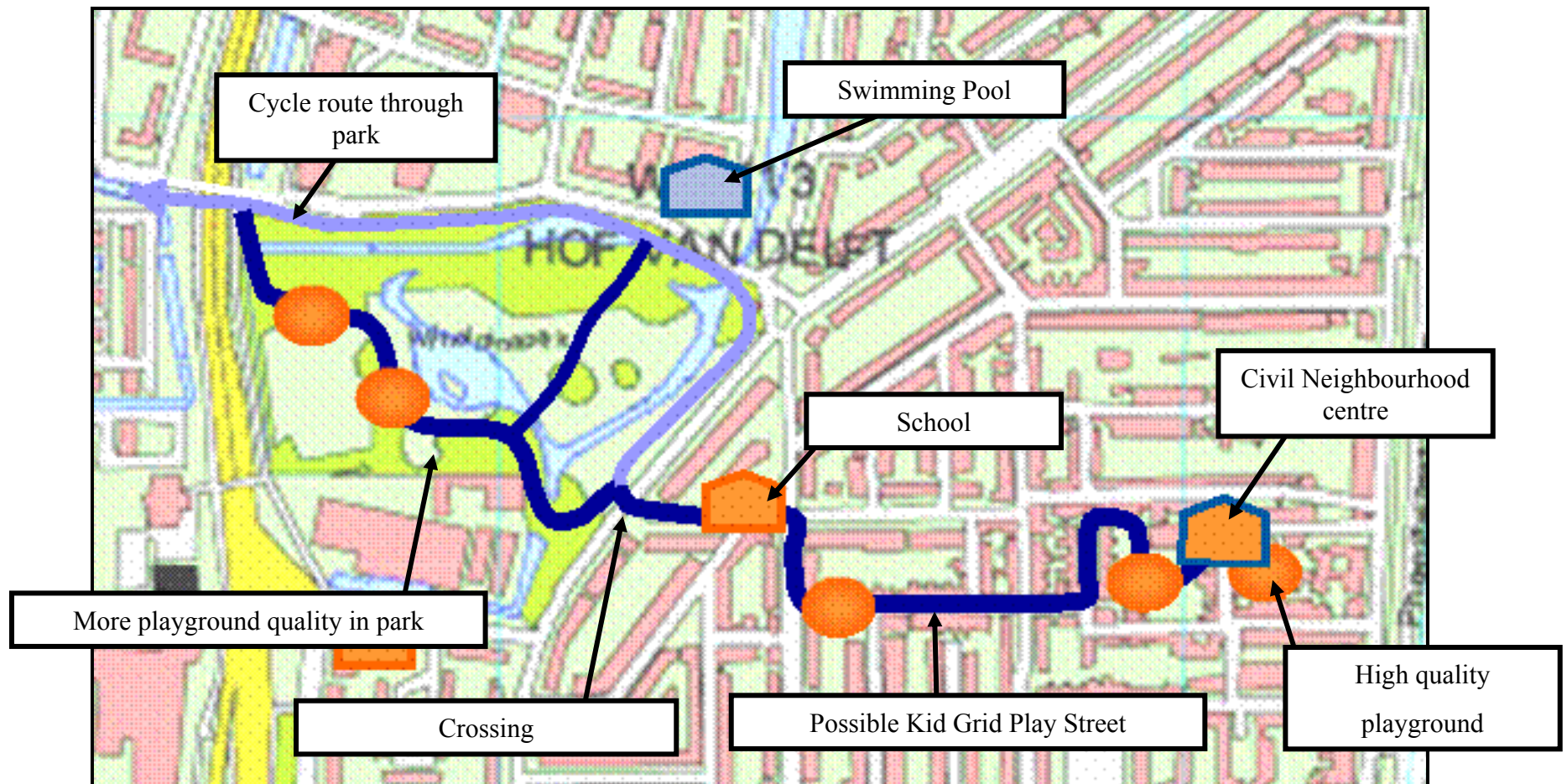
# Advantages Kid Grid:

- Conflict-free routes to play and move
- Freedom to choose own ways
- Younger, independent
- Larger area to play and move
- Safe crossings
- Recognition for car users
- Attractive for kids
- Links for kid's important destinations
- Route is marked for kids



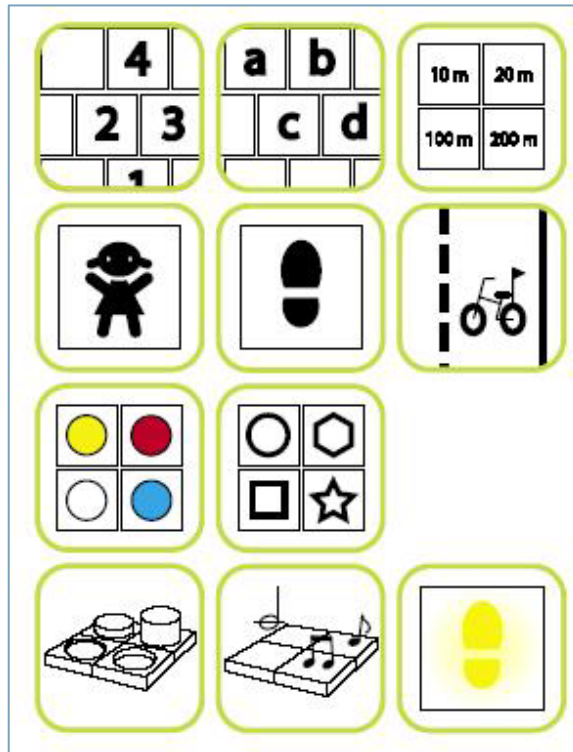
Not only good for kids.....

# Example Kid Grid Delft



## Kindlint Hof van Delft: cycling and walking

# Example Kid Grid Amsterdam: designed with kids



## 4. Meso-level: initiatives and concepts for K.i.d.S

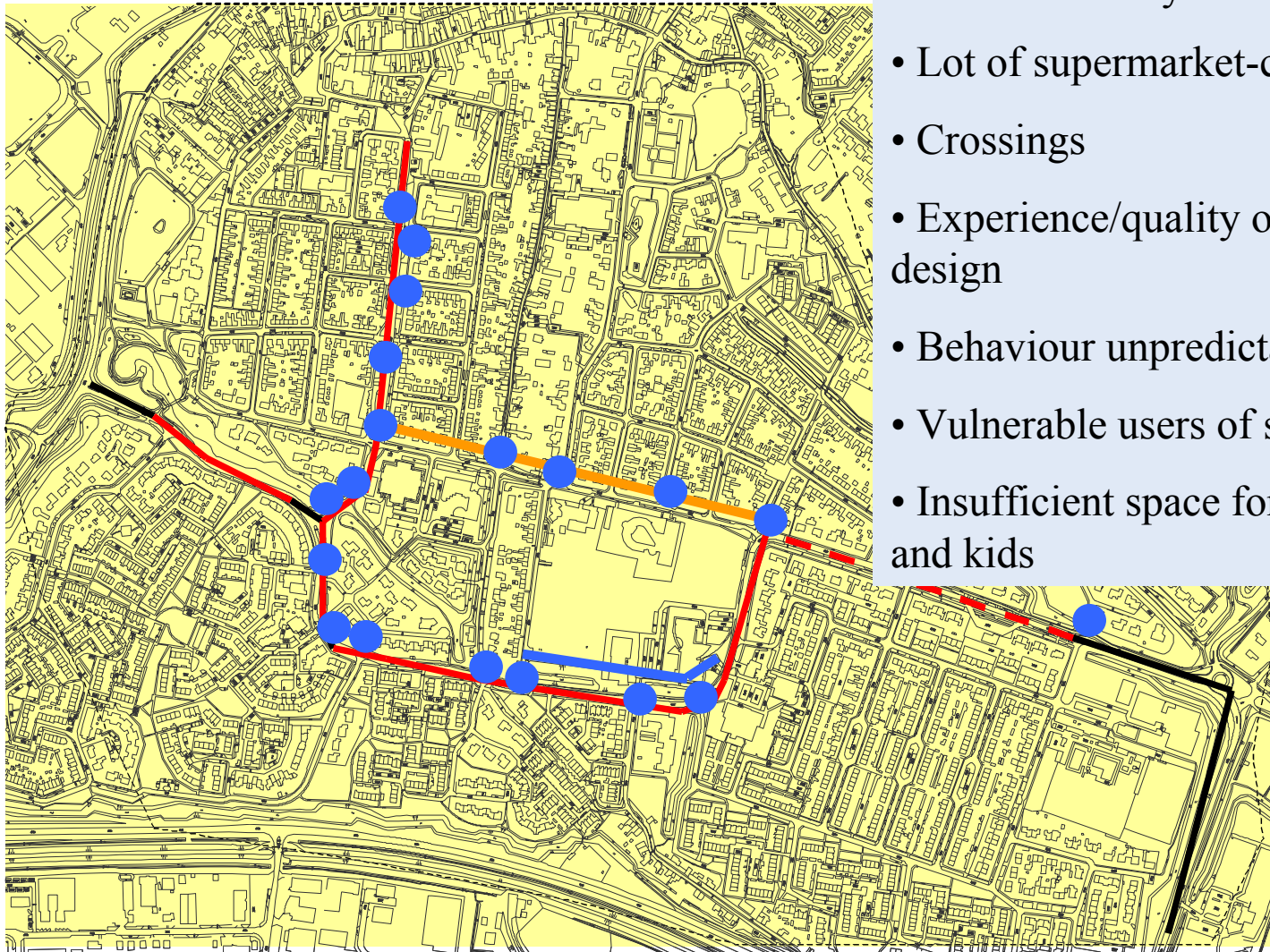
- More attention for problems and chances for kids **IN living areas**
- More attention for problems and chances for kids **at crossings**
- More integral reconstruction plans for older neighbourhoods
- Design for all: what's good for kids

2 Examples:

- Main Road Section small city (Werkendam)
- Revitalisation area in small city (Zevenbergen)

## Example Main Road

### Problems Werkendam



- Unclear design
- Speed of car traffic
- Situation for cyclists unclear
- Lot of supermarket-cyclists
- Crossings
- Experience/quality of spatial design
- Behaviour unpredictable
- Vulnerable users of space
- Insufficient space for seniors and kids



## ‘Wire’- method Werkendam

- Integral: Spatial Planning and Mobility
- Province Brabant and city Werkendam
- Traject with 3 primary schools, 2 supermarkets and senior home
- Survey:
  - crossings, modal choices
  - routes, problems, behaviour
  - space, experience



werkendam.nl

ruimte water historie

Actueel

Balie

Werkendam

Gemeente

Start planvorming 50 km/h-traverse

Wethouder Vincent van den Berg gaf op 26 september het startschot voor de 'Traversenstudie', in Zorgcentrum Goezate. De komende maanden worden plannen gemaakt om de 50km/h-wegen in Werkendam veiliger te maken. Bewoners en instellingen worden intensief hierbij betrokken...

Contactgegevens

Home

Zoeken

Reageren

Snelmenu

Voorbehoud

Colofon

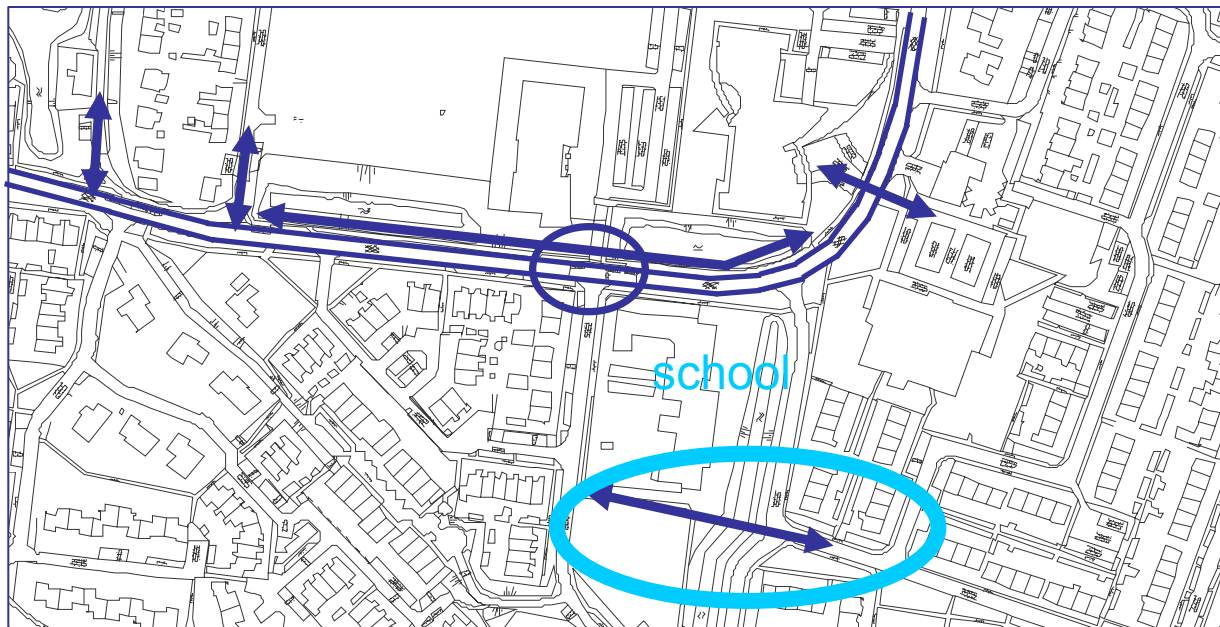
Links

De gemeente Werkendam gaat een aantal 50 km/h-wegen in de kern Werkendam herinrichten. Het gaat om de Sportlaan, de Van Randwijklaan en een gedeelte van de Sigmondstraat. Deze 50 km/h wegen worden tezamen ook wel een traverse genoemd. Bewoners en instellingen in het gebied worden intensief bij de planvorming betrokken. Op maandag 20 september 2006 om 15:00 uur wordt de

Ik zoek...

## Proposed measures

- Short cuts with footbridge for school (avoid traject)
- Lane principle with trees
- Cycle paths and cycle crossings along main road
- Zebra's for senior home and school zone for school
- Education Program for schools



# Meso-level: initiatives and concepts for K.i.d.S

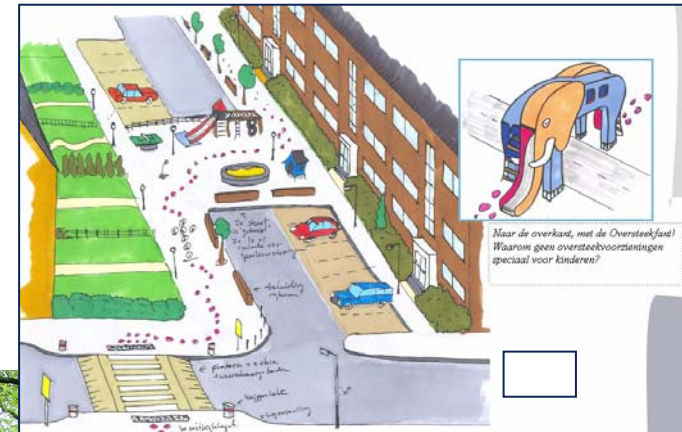
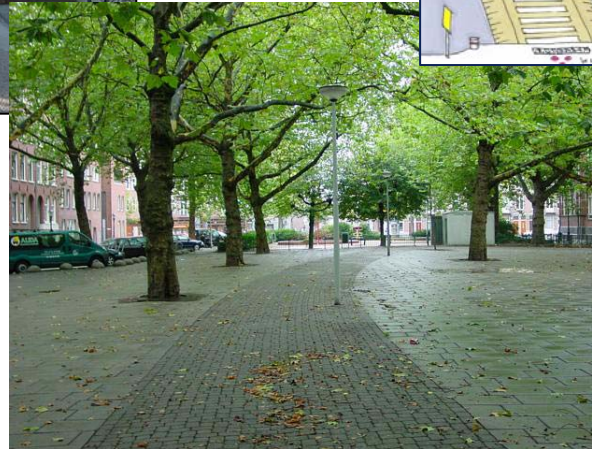
- More attention for allocation schools in case of merging or newly built or planned schools
- Integral reconstruction- or revitalisation plans

- School is the heart of a neighbourhood
- Pedestrian zones around the school
- Cycle routes without car traffic towards school
- Combination of schoolyard and play ground in new area

Example Zevenbergen



# Close roads: take back space from cars



Ook de kinderen worden in het ontwerproces betrokken

Amsterdam: closed streets for cars and gave them back to the kids!



# 5. Micro-level: initiatives and concepts for K.i.d.S

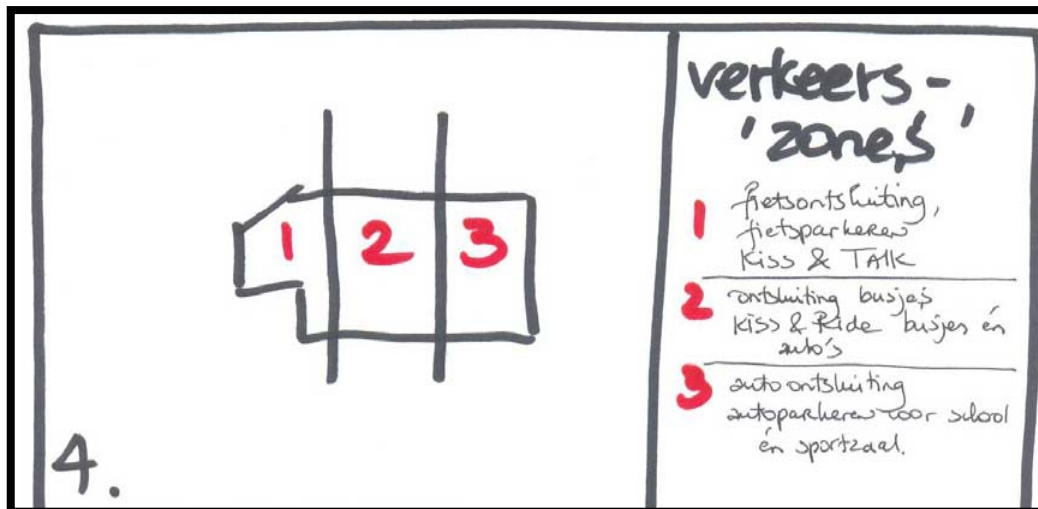
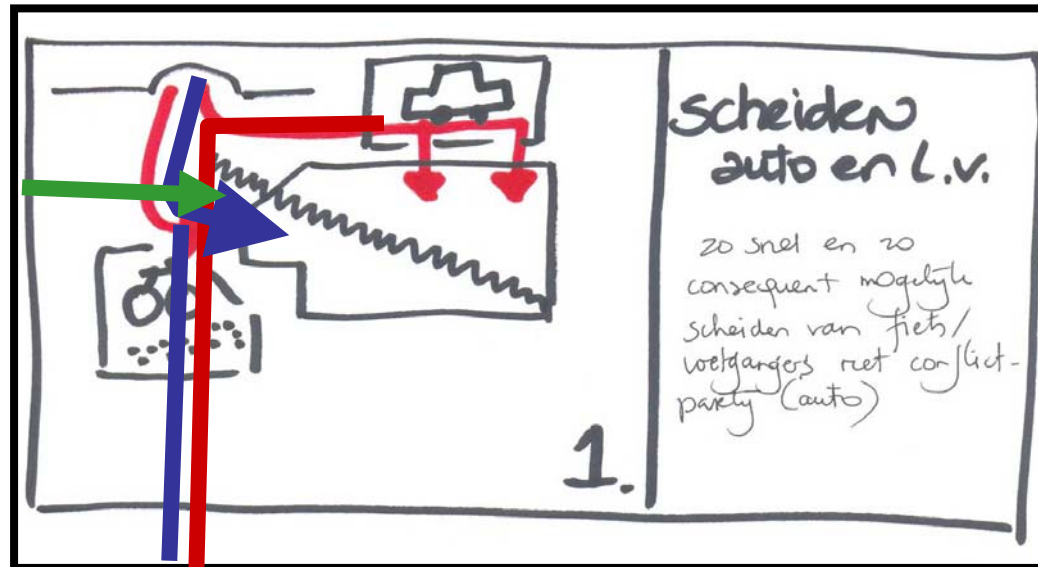
- National School brochure
- School Zone 20? 30?
- ‘School Confetti®’
- I-ce’s Kiss Puzzle
- ‘Board of Dirty Kids’



High-tech for pedestrians:  
self-detection zebra



## Example school area Noordwijkerhout: discussion with parents and school team



- Discuss with parents and school team: kids or cars in front of school door?
- Separate cars and NMT
- Secure cycle and foot networks
- Pure psychology:
  - cars should first pass school and then park
  - Car parking in distance

# For school areas: School Zone and Confetti-concept®



School Zone Purmerend



# More than infrastructure: consciousness, commitment and charters

see Kiss flyer



Traffic Week



Signing of charter



Training Cycle skills



# Tailor Made programs for parents and schools: 'Traffic Menu' based on school problems



Drawing Traffic Signs



Cycle Circuit around the school for parents and kids



Traffic circuit on schoolyard, for all ages different goals



# Discuss your ideas and plans....



• Afgelopen zomer gingen raadsleden en wijkagenten de straat op om met gewone burgers te praten over verkeerssituaties. Het was een eerste stap om te komen tot een verkeersveiligheidsplan. Met een symposium werd gisteravond een vervolgstap gezet.



## Verkeer bij school baart zorg

Van onze verslaggeefster  
Oosterhout – Inwoners van Oosterhout zijn bezorgd over de verkeerssituatie bij de school. De meeste zorgen zijn over de veiligheid van de kinderen die naar school gaan.

De lijst met tien aandachtspunten, waarvan eigenlijk alle partijen vinden dat ze verwerkt moeten worden, werd als heel belangrijk gezien. Vooral omdat juist veel jongeren slachtoffer worden van verkeersongevallen.

## Wethouder houdt zich aan zijn belofte



• G. van Gelov (links), voorzitter van de Wijkcommissie Oosterhoutse Onderhoudscommissie, en wijkagent J. Krijnen (rechts) bespreken de verkeerssituatie bij de school.

## Kleuters weten nu alles over het verkeer



• De kleuters van de Oosterhoutse kinderopvang zijn nu helemaal bekend met de verkeersregels. Ze weten nu alles over het verkeer, van de stoplichten tot de verkeersborden. Dit is het resultaat van een project van de Oosterhoutse kinderopvang in samenwerking met de gemeente Oosterhout.



# Organize a street-workshop (Cycle Street Boxtel)



- ‘Life’ examples of 3 solutions
- Visualisation of possibilities and (dis)advantages
- Discussion on the street with inhabitants, police, councilor, kids



# Enforcement and education: police and kids

- Goal: awareness for parents, kids and road users
- Traffic survey by kids (in class, on the street)
- Enforcement on unacceptable behaviour like:
  - Speed
  - Parking
  - Zebra
  - Cycling on pavement



# Micro-level: don't forget to ask kids themselves!

- Kids have wild ideas
- All planners can help them to translate them

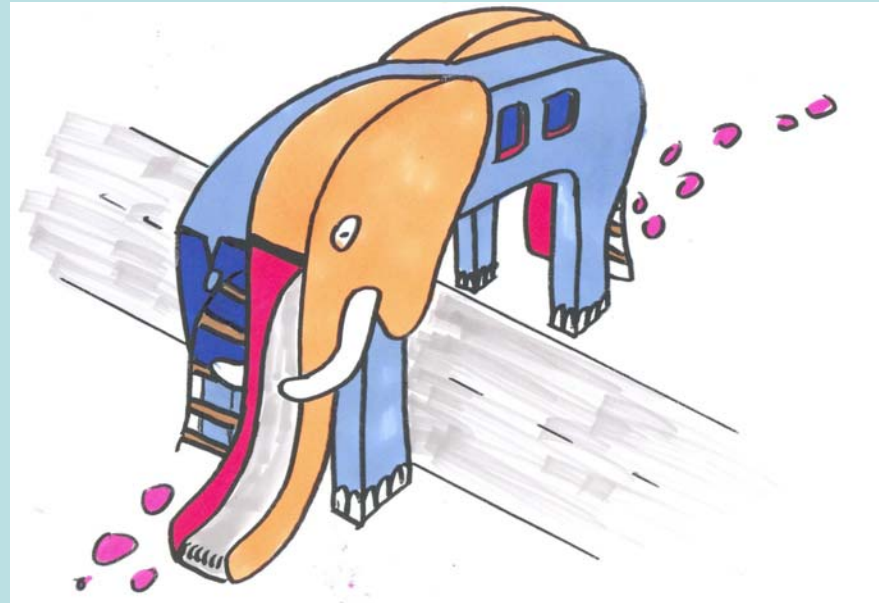
'Board of Dirty Kids':  
6 years old 'expert'



# 6. Conclusions

1. Kids have right to their own space in our cities and streets, for cycling, walking and playing!
2. Space for kids means integral policy, integral planning on more levels!
3. Kids are real experts and should be involved in planning!

Micro-level: Elephant-crossing  
'oversteek-fant'



More info: [schoolzone.nl](http://schoolzone.nl) [kindlint.nl](http://kindlint.nl) [kidgrid.nl](http://kidgrid.nl) [soab.nl](http://soab.nl)