

CFCI Summit

Session documentation

This document summarizes the key topics, insights and next steps arising from the CFCI Summit held from 15 to 18 October 2019 in Cologne.

Track:	Track 3 - Safe, secure and healthy cities
Title of session:	Public places for and with children
Date and time:	Wednesday 16 October, 14:00u
Facilitator and resource persons:	<p>Facilitator: Mara Mintzer (Director, co-founder of Growing Up Boulder, Colorado)</p> <p>Resource persons: Cecilia Andersson (UN-HABITAT Public Space Program), Noora Chookah (Sharjah Urban Planning Council), Mr. Abel Manique (Acting Secretary General of the National Association of Municipalities of Mozambique), Avi Silverman (Deputy Director FIA Foundation), Anjanette Seguisag (UNICEF Philippines)</p>
Name of rapporteur:	Jens Aerts (Urban Planning Specialist, UNICEF)

Main topics and ideas discussed:

During the session, following questions were answered and discussed:

1. Why is focusing on public spaces for children in cities a priority to ensure children survive and thrive, and what are the frameworks and networks for action?

In this urbanizing world,, finding safe, open play places in crowded cities is getting harder for children. According to the Value of Play report, outdoor play is struggling to find a place in the lives of children today: 56% of children have less than one hour of outdoor play each day; 20% of children get less than one hour of free play per week; and 1 in 10 children get no outdoor play.

As elaborated in UNICEF's Handbook on child-responsive urban planning, public spaces have many benefits for children:

- In terms of **health**: public space foster children's physical (run, sport, play), cognitive and socio-emotional (interaction with caretaker and peers) development, especially when these spaces have less noise, less air pollution, more green and playful elements.
- In terms of **safety**: well programmed and well-lit public spaces host different programs for children and other generations and ensure social safety.
- In terms of **participation**: public spaces provide places for children to freely express their opinions and participate in programs but also in the planning and improvement of public spaces (place making).
- In terms of **climate and environment**: green and public spaces mitigate and temper extreme weather conditions, reduce pollution, regulate water flow and strengthen bio-diversity. They allow children's close contact with nature.
- In terms of **prosperity**: green and public spaces provide public health gains and helps in CO2 sequestration, reducing health care and climate adaptation costs. Investing in public spaces for poorer urban communities will reduce inequity.

2. Why is focusing on safe journeys to school, sustainable mobility and road safety a priority to ensure children survive and thrive, and what are the frameworks and networks for action?

Streets are dangerous and places with high exposure to ambient air pollution, making road traffic the leading cause of death for adolescents worldwide and leading to a decrease of children's independent mobility.

As elaborated in UNICEF's Handbook on child-responsive urban planning, sustainable and safe transportation has many benefits for children:

- In terms of **health**: Streets that are designed for active mobility encourage a child's physical activity and reduces obesity and other heart-related disease;
- In terms of **safety**: infrastructure design that priorities active transportation on safety campaigns and law enforcement, will decrease road traffic injuries. More pedestrians in street generates more human interaction and social control, less harassment and violence;
- In terms of **participation**: a network of active transportation and a network of transit stops support independent mobility of children;
- In terms of **climate and environment**: investments in active and green public transport decrease air, water and soil pollution, resulting in better environmental protection;
- In terms of **prosperity**: with less traffic casualties, urban families are less at risk of injury and the subsequent cost of illness, revalidation and lost work.

Key insights, good practices and lessons shared:

Various frameworks and networks support programmes for public spaces in cities:

- **UN-Habitat Public Space Programme**, worked in 36 countries, 85 public space upgrade projects, 12 city-wide public space assessments, 20 000 engaged citizens, 1,5 million people impacted.
 - Following cycle: city-wide assessment; strategy and policies; planning and design principles; action plan, pilot projects
 - Following frameworks and tools: city-wide public space assessment tool; international guidelines on urban and territorial planning; Global Public Space toolkit; Public space and National Urban Policy; Guide on city-wide public space strategy; handbook on urban planning for city leaders; 5 principles of sustainable neighbourhood planning; Planned city extension tool; Block by Block methodology for community participation; site-specific assessment; exploratory walks; compendium on inspiring practices on city-wide public space strategy
- Recent examples of **technical assistance by UN-Habitat in UNICEF Child friendly Cities** (Sharjah CFCI, Joint Programme Mozambique on Child Friendly Cities)
 - Participatory public space assessment, with app-based tool Kobo
 - Participatory public space design, with block by Block Minecraft
 - Development of guidelines for the planning of public space for and with children

Various frameworks and networks support programmes for road safety, safe streets and sustainable mobility in cities:

- **Child Health Initiative**, supported by FIA Foundation, various UN organisations including UNICEF and technical NGO's that have specific expertise and tools to increase road safety around schools:
 - iRAP: Star Rating for Schools
 - AMEND: low budget but sustainable infrastructure interventions
 - NACTO/Global Designing Cities Initiative, Street for Kids design guide (available 2020)
 CHI also advocates for cleaner air and a broader adolescent health agenda, in which there is at this moment little investment.
- **UNICEF Child Road Traffic Injuries Prevention (CRTIP) Programme**
 The CRTIP programme has been rolled out in 9 countries since 2017.
 As an example, the Philippines programme aims to target "By 2020, models demonstrating improved road safety and a safe journey to school for children in programme areas evidenced by at least a 3-star road safety rating".

There are 5 areas of work schools in local government and cities areas, as a majority of accidents happens on road managed or owned by local governments.

- Models of CRTIP in selected LGUs and schools
- Data strengthening in Child Road Traffic injury
- Policy gaps on Child Road Safety identified and amendments proposed
- National Stakeholder partnerships for CRTIP convened and strengthened
- Public advocacy engagement and school support materials delivered

The programme also integrates child-responsive urban planning capacity development, amongst urban planning professionals and local governments, in a way to work upstream towards sustainable transportation planning and budgeting, as well as to a child friendly cities network in the Philippines:

- Every city is expected to develop a long-term development plan called the **Comprehensive Land Use Plan** which a 20-year vision of development, including infrastructure development
- **Urban planning professionals lead this process** and most of them graduated from the University of the Philippines School of Urban & regional Planning
- UNICEF is rolling out a programme to **mainstream child-responsive urban planning into the regular curriculum and special training programmes** of the University
- In the future, we envision influencing the **Child-friendly Local Governance Audit** to include an indicator on the built environment for children

Next steps and actions points (when applicable):

Recommendations/ Actions	Person responsible	Target Date
1. Develop guidelines for public spaces for and with children, with norms and standards and methods for child participation	Thomas George	
2. Develop a programme framework for CFCI and include public space and road safety/sustainable transportation as a key pillar with targets and indicators	Thomas George	
3. Develop and strengthen child road traffic injuries prevention programs, including capacity development in sustainable transportation and urban planning	Jens Aerts	