INFANT, TODDLER, CAREGIVER-FRIENDLY NEIGHBOURHOOD

BEST PRACTICES COMPENDIUM

Smart City
MISSION TRANSFORM-NATION

Ministry of Housing and Urban Affairs
Government of India

URBAN
95
Bernard van Leer
FOUNDATION
BDP.

Ministry of Housing and Urban Affairs
Government of India

The Ministry of Housing and Urban Affairs is the apex authority of Government of India to formulate policies, coordinate the activities of various Central Ministries, State Governments and other nodal authorities and monitor programmes related to issues of housing and urban affairs in the country. The Smart Cities Mission was launched by the Ministry in 2015 to promote sustainable and inclusive cities that provide core infrastructure and give decent quality of life to its citizens, a clean and sustainable environment and application of 'Smart' Solutions.

http://mohua.gov.in/

Founded in 1949, the Bernard van Leer Foundation (BvLF) is a private foundation focused on developing and sharing knowledge about what works in early childhood development. It provides financial support and expertise to partners in government, civil society and business to help test and scale effective services for young children and families. Urban95 is the Bernard van Leer Foundation's 30 million euro initiative to make lasting change in the landscapes and opportunities that shape the crucial first five years of children's lives. BvLF has supported programs in India since 1992.

https://bernardvanleer.org/

BDP.

Founded in 1961, BDP is one of the largest interdisciplinary design led firm in Europe and has won over 750 awards for design quality from international and national bodies. BDP established a studio in India in 2010, and has worked on projects at every scale, from city masterplans to detailed public realm design; from concept through to delivery. BDP brings skills involved in the design of great spaces and environments into a single, managed service. The team in Delhi provides masterplanning, urbanism, architecture and landscape design services with access to the combined expertise of all of BDP professionals worldwide.

http://www.bdp.com/

Contents

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ITCN Objectives and Best Practices

This compendium draws on global and Indian examples of neighbourhood level interventions that meet the five different objectives.

The compendium highlights key design interventions in each example and how they meet the objectives of creating a neighbourhood for ITCs.

Inclusive
• Even and thorough implementation of interventions
• Transparent processes
• Listening and responding to needs of residents through engagement
• Objective, informed by data
• Fair to all, not just "owners"

Playful
• Attention focusing (not grabbing)
• Enveloping and protecting from distraction
• Challenging
• Committed to culture
• Authored by and memorializing of the childhoods belonging to it

Accessible
• Clusters of services/convenient
• Legible
• Free of physical and virtual obstacles
• Predictable and dependable, well-communicated services
• Flexible

Green
• Comfortable and protected from the elements
• Quiet
• Wild
• Bio Diverse
• Renewable and non-carbon energy sources
• Future-oriented, green technologies

Safe
• Safe to walk/ bike while daydreaming/ mentally distracted
• Slow
• Structured, demarcated, space is assigned
• Respectful of privacy
• Eyes on the street, trust of neighbours

Introduction

The Best Practices Compendium shows examples of ITC measures implemented.
It illustrates how a combination of components can create a holistic solution and be overall beneficial to the final result.
The examples presented within this document were selected according to the following criteria:

1. The examples in the compendium are either from India or regions with similar climatic conditions as India;
2. The projects in the compendium are all applicable to the neighbourhood scale - larger neighbourhood parks, smaller pocket greens, streetscape interventions and intimate squares are all types of open spaces that occur at the neighbourhood level. This illustrates that interventions of different sizes can all contribute to making a child friendly city;
3. Projects implemented on a low budget have been chosen. This shows that limited resources, spent judiciously, can also have a huge impact on the quality of the environment. The budget is not the only contributing factor to the success of a project. Other factors, such as addressing different age groups, considering safety, thinking contextually, involving stakeholders and residents, are also important in creating a successful, child friendly project;
4. Projects have been chosen that address all five objectives of this study in one way or another. It is only through considering various aspects and addressing various challenges at the same time, that a holistic approach to improving the child friendliness of cities can be achieved.

Information Included in the Compendium

All selected projects are accompanied by specific elements to make it easy for readers to quickly grasp the key aspects of each project:

- A short text describing the project and its value concerning child friendliness;

- A colour-diagram showing which objectives were primarily addressed and which objectives were secondary to the project;

- A table containing the key project information: year, location, size, etc.

- Annotated illustrations which highlight the guidelines implemented in the design of the project.

Project Case Studies

No.	Project Name, Location	Area	Type of project
1	Circling the Avenue Hadera, Israel	2,400 m^2	Street Park
2	J. M. Road Pune, India	1.9 linear km	Street Redesign
3	St. Mark Road Bengaluru, India	1 linear km	Street Redesign
4	Raahagiri Day Delhi, India	N/A	Temporary Street Closure
5	Child-friendly Smart Park Bhubaneswar, India	2,300 m^2	Neighbourhood park
6	Tapis Rouge Carrefour-Feuilles, Haiti	N/A	Housing area
7	6 De Junio Park Quito, Ecuador	14,000 m^2	Neighbourhood park
8	Urban Amenities Caracas, Venezuela	N/A	Housing area

Why is it relevant for India?	Why is it relevant for ITCs?	Key Elements
Offers an idea for how to capitalize on under-used road space to add ITC supportive space into a neighbourhood.	Safely fenced and secured from vehicular traffic; use of natural elements as children's play equipments	Creative use of median space, ample plantation and shade of trees
Introduction of cycle tracks, more public street space	Play areas strategically located between the walking and cycling paths, to ensure safe distance from vehicular traffic	More pedestrian and cycle friendly paths, taking in needs of all kinds of users
Wider footpaths, introduction of cycle tracks	N/A	More pedestrian and cycle friendly paths, taking in needs of all kinds of users
More pedestrian friendly, encourages car-free zones, multi-use of public space	Alternate use of public roads for children's activities; a safe car-free zone	Car-free zones; alternate use of public roads
Citizen participatory approach and process	Safely fenced and secured; a number of children-specific activities	Safely fenced and secured; a number of children-specific activities
Water collection management in an area with scarcity of water, community space in an informal settlement	Safely fenced or secured; open space available for children in informal settlement	Water collection management in an area with scarcity of water, community space in an informal settlement
Citizen participatory approach and process	Dedicated children's play areas and various sports areas; safely fenced and secured	Neighbourhood park addressing concerns and needs of local citizens
Use of set-back area, and an active facade	Secured from motorized road; introduction of various sporting activities; a number of gathering and playing areas	An active facade system; use of different materials for children's play equipments.

CIRCLING THE AVENUE

This project revitalizes Hadera's city boulevards which have lost their glory through the years. This is an example of how a street, dominated by vehicular traffic, as many Indian streets are, can be transformed to accommodate a playground by using the median.

The median was redesigned as a long playground and resting area. Smart playing solutions combined with playful resting equipment and natural ground surface materials create a natural-looking park. Fences around the edges of the median give protection from the surrounding traffic. Natural elements like tree trunks are also placed along the park to be used as playing objects and stimulate children's imagination.

#1

PROJECT INFO

Location	Hadera, Israel
Year	2017
Design team	BO. Landscape Architects
Client	Hadera Municipality
Project Area	2,400 m²

Web link
https://en.bo-landscape.co.il/gardens-and-parks/

KEY LEARNINGS

A median or wide pavement area within an existing street profile can be transformed into a playspace or a park for ITCs. Safety from traffic is a key issue in such a case, which has been solved here by placing fencing all along the edges of the play area. Retaining existing trees create much-needed shade for ITCs in the hot climate and bring children into contact with nature.
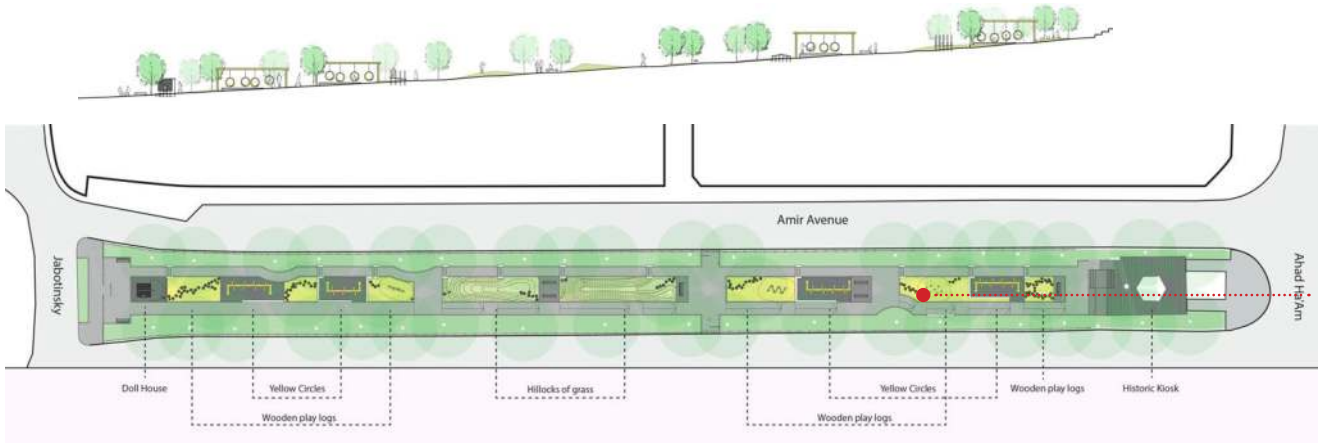
Trees are planted on either sides of the park, also shading the paths along the linear park.

Benches at frequent intervals help carers to be nearer to the children while they are playing, and encourages gathering.

Several yellow seating elements double up as playful furniture for children to stretch in, walk over or play through.

© Yoav Peled

The wooden benches at one end of the park act as an interface between the park on one end and a community cafe terrace on the other.

While one of the paths is stepped, the other one is gradually inclined, thus enabling accessibility to all kinds of users.

Walking paths and play areas are designated with the help of different materials and ground cover.

© Yoav Peled

Trees are also planted in the middle strip of the park, further shading and adding more natural elements in the children´s play area.

Tree logs and stumps are introduced and placed through the park, encouraging the child user to use it as per his-her imagination.

© Yoav Peled

ST. MARKS ROAD

The reconstruction of this one-way street addressed several major challenges, including inadequate design and planning, poor maintenance standards and inefficient utility management. The project sees through implementation of the interventions, benefitting public agencies and the citizens alike. The project took a comprehensive, multidimensional approach which promotes upfront investment in quality materials and construction to increase durability. The street now has extended and enhanced sidewalks, one-way protected cycletrack, consistent travel lanes and dedicated parking bays. The extended sidewalks are beneficial to ITCs, who need more space. Landscaped strips between motorized and non-motorised paths as well as addition of pits and guards to trees further help enhancement and protection.
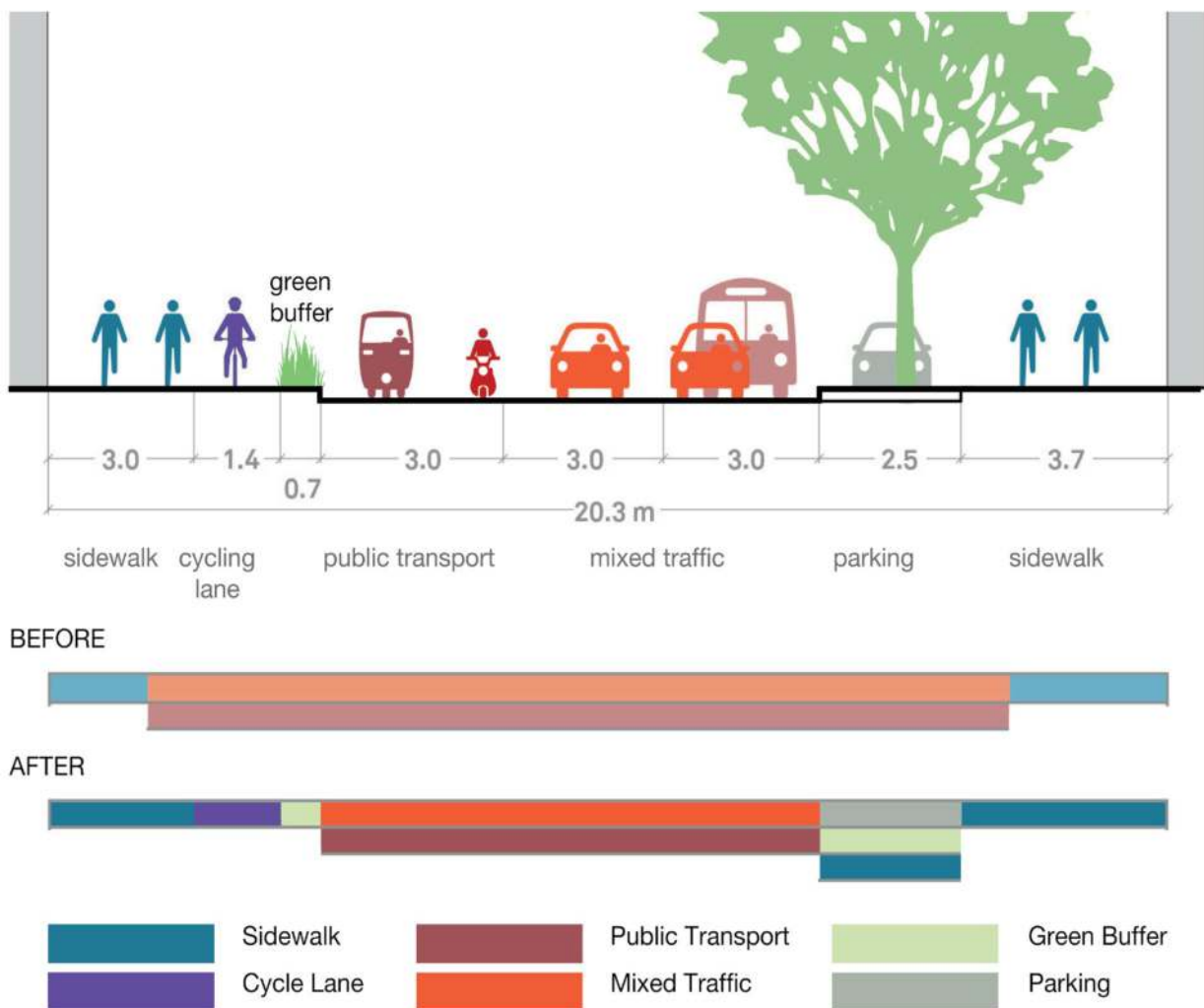
PROJECT INFO

#2

Location	Bengaluru, India
Designer	Jana USP
Size	1 linear km
Cost	(INR) – 1.15 billion

Web link

https://globaldesigningcities.org/publication/global-street-design-guide/streets/neighborhood-streets/neighborhood-main-streets/case-study-st-marks-rd-bangalore-india/

KEY LEARNINGS

Extending side walks and addressing the number and the design of crossing points has resulted in more people using the street. Pedestrians have increased by 250%, the waiting time at crossings has been reduced from 5 minutes to 2 minutes and the pedestrian crossing time is reduced to 12 seconds.

green buffer

3.0	1.4	3.0	3.0	3.0	2.5	3.7

0.7

20.3 m

sidewalk cycling lane public transport mixed traffic parking sidewalk

BEFORE

AFTER

- Sidewalk
- Cycle Lane
- Public Transport
- Mixed Traffic
- Green Buffer
- Parking

© Global Street Design Guide, NACTO

BEFORE

AFTER

© Global Street Design

© Global Street Design Guide

A platform around an old tree makes for a comfortable and shaded informal seating area, providing continuos borders that can be used as resting points for ITCs.

© ITDP

Bollards, protective elements from traffic, at street ends prevent motorised vehicles from misusing the footpath and indicate to small children that this is a crossing point.

© ITDP

Street planting acts as a buffer between the motorized and the non-motorised path. This prevents small children from accidentally running out onto the street.
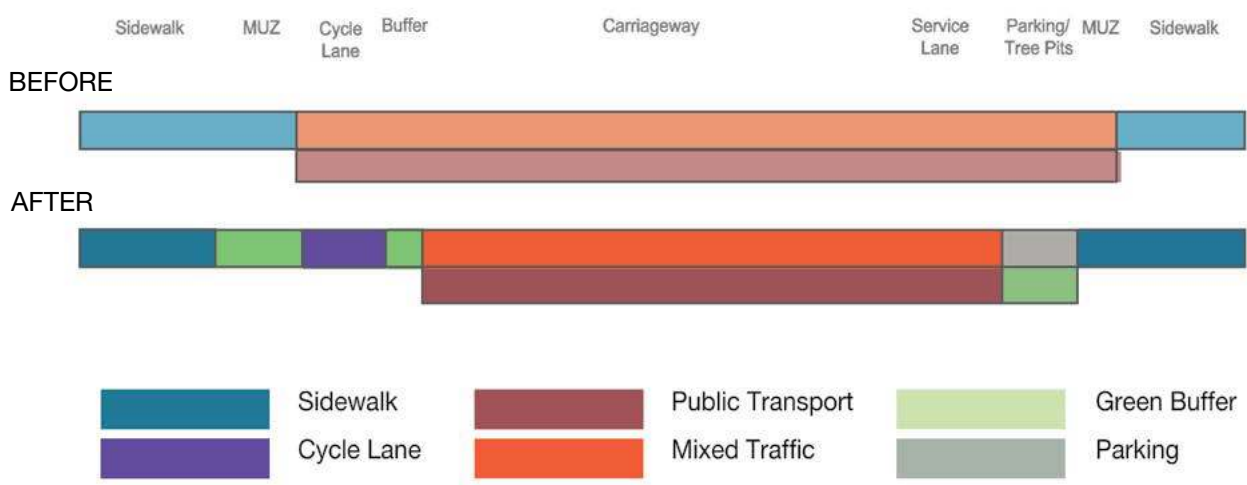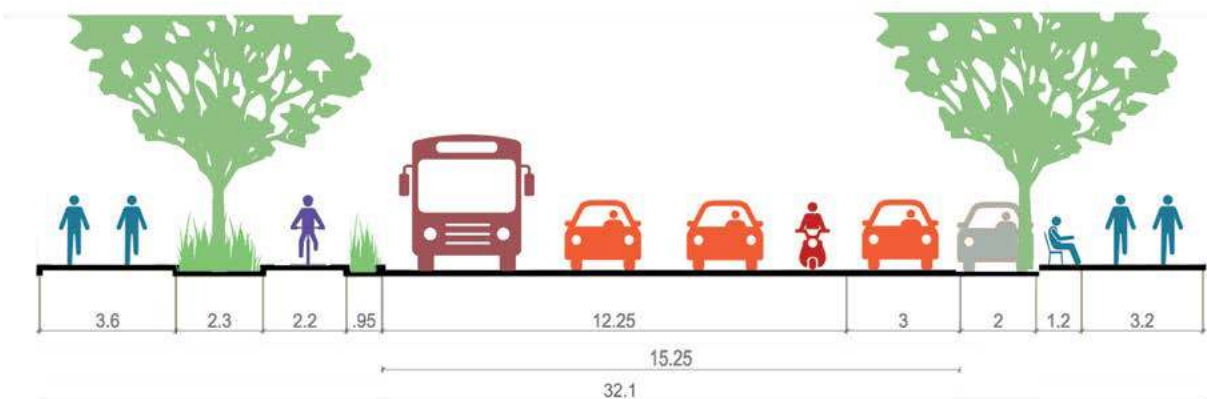
© ITDP

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JM ROAD

In the wake of increasing levels of traffic and pollution in Pune, and also due to appalling driving habits and flawed road designs, the Pune Municipal Corporation undertook this project prioritisng pedestrians and cyclists. The agency proposed to build a high quality footpath on JM Road, taking into account needs of all street users. It involves streamlining the haphazard parking, and reclaim space for the people, enabling a wider footpath and cycle track. The new design thus includes a continuous footpath, a separate cycle track and organised street parking. The design also integrates bus stops, street vendors and other street furniture on the street, locating them carefully such that they do not hinder the walking paths of pedestrians.

KEY LEARNINGS

Rearranging the street profile frees up more space for pedestrians. The streets have become more suitable for ITCs because of wider pavements, play areas in the pavement area, protective planting between vehicles and pedestrians and more informal seating opportunities.

| 3.6 | 2.3 | 2.2 | .95 | 12.25 | 3 | 2 | 1.2 | 3.2 |

15.25

32.1

| Sidewalk | MUZ | Cycle Lane | Buffer | Carriageway | Service Lane | Parking/ Tree Pits | MUZ | Sidewalk |

BEFORE

AFTER

| | Sidewalk | | Public Transport | | Green Buffer |
| | Cycle Lane | | Mixed Traffic | | Parking |

BEFORE

AFTER

Pergola acts as a shading element on the walking path, making the journey for ITCs more pleasant. This can also used as a resting point in the shade.

Seating spaces along the walking path create resting points for ITCs, The seats also act as a buffer between the cycling lane and the footpath, thus making the footpaths safer to use for toddlers.

A dedicated cycling lane helps encourage more people to cycle. Small children, just learning to cycle can also use this lane without getting in the way of traffic.

Play areas for children between the walking and cycling path make the footpath more iclusive and child-friendly.

RAAHGIRI DAY,
TEMPORARY STREET CLOSING

Raahgiri Day is India's first sustained car-free citizen initiative that was developed to address the mobility and safety concerns for pedestrians and cyclists, by seeking the provision of continuous and well-maintained footpaths and other non-motorized transport specific infrastructure. Through this movement, EMBARQ India along with other NGOs seeks to make Indian roads more inclusive, and to correct the fundamental imbalance in India's urban planning priorities. Dedicated stretches of roads are blocked to motorized traffic and only allow pedestrians and cyclists for 4-5 hours every Sunday. Street closures are repeated at regular times and locations to establish use patterns.

#4

PROJECT INFO

Location	Gurugram, **Delhi, India**
Size	**1 km**
Cost	**1,000 USD (operation and branding)**

Web link
http://www.raahgiridays.com/

KEY LEARNINGS
Citizen groups can approach EMBARQ for advice and to seek help to organise temporary street closures. Temporary street closures free up space for play and other activities on a temporary basis. They encourage social interaction between caregivers, as they meet each other at the event. A temporary street closure may also lead to a permanent street closure.

Image showing motorized traffic and activity on the road on a typical working day.

© earthnews.in/2018/08/29/mvd-kathua-launches-pollution-checking-traffic-discipline-drive/

People actively participating in various activities along the car-free road on Raahgiri Day.

© Global Street Design Guide, NACTO

At temporary street closure events, small children can safely practice sports activities that need more space.

© www.pps.org/places/raahgiri-day

The road surface becomes a big canvas for small children to draw on.

© WRI India

It is common practice to organise different events on temporary street closure days, such as this yoga event for all age groups.

© WRI India

CHILD-FRIENDLY SMART PARK

Under the Area-based Development module of the Bhubane-swar Smart City Strategy, the redesign of three underutilised parks was taken up to introduce child friendly spaces in the city. The parks are incorporated with specific infrastructure and recreational facilities in accordance to the ITCs. A participatory planning approach was adopted while redesigning and multiple concept design options were prepared. These parks include spaces like an amphitheatre, spaces for community gardening, mural and graffiti walls which further act as exhibition walls. The parks are universally inclusive and accessible for all. There are dedicated multi activity zones for all age groups as well as technological features for safety, security and connectivity. With the redesign of these parks, the city has seen an increase in footfall to these areas.

#5

PROJECT INFO

Location	Bhubaneswar, India
Size	Saheed Nagar Park, 6,880sqm; Omc Park, 2,300sqm;Triangular Park, 575sqm
Cost	(INR) – 1.80 Cr

Web link
https://www.smartcitybhubaneswar.gov.in/smart-park-redevelopment

KEY LEARNINGS

Community participation was fostered by a day-long art event where citizens were invited to execute the art-works in the Saheed Nagar park.

Lighting along the pathway aides park users to also use the park in the night time. The low lights illuminate the pavement area to prevent small children from stumbling.

Various workout equipments in the open gymnasium can be used by the caregivers while the children are at the play area.

Bright and colourful art murals of familiar objects and colours relate to small children.

Shrubs are planted along the pathway allowing small children to interact with nature.

©Planet Odisha

Pathways are distinguished in the park with the help of specific ground materials and covers.

The park is fenced from all sides to protect the users and particularly children from vehicular traffic outside.

Trees through the park provide shade and resting places for users in the day.

© Orissadiary

The watch tower, especially used by children, offers great views of the surrounding areas of the park.

© OrissaPost

Local citizens were a major part of the planning and executive process of the redesigning of the park.
Mural painting of 12 walls was taken up by local children and adults alike.

© BSCL_BBSR

6 DE JUNIO PARK

This park is located in a neighbourhood of 16.000 residents. As in many Indian neighbourhoods, safety is a concern in Ecuador. The design was developed in an intensive participatory process by the community. Workshops were organised with residents to establish the safety problems to be addressed and the needs of the community. This resulted in a wide range of facilities for users of varying ages and interests. The identified objective was to offer a public space for all residents which is safe, free of violence and healthy. The importance of safety in the project led to simple but effective solutions: fences only where needed, good lighting throughout which extends the use of the park into the night and protective measures against traffic. In addition to that, good sanitation facilities offered in the park ensure that residents have access to clean drinking water and toilet facilities.

PROJECT INFO

Location	Quito, Ecuador
Year	2018
Designers	EPMMOP
Client	Global communities
Size	14,000 sqm
Cost	960,000 USD

Web link
https://www.archdaily.com/906837/parque-6-de-junio-safe-public-space-epmmop

KEY LEARNINGS

Allowing residents to participate in the design process empowers them. Through a collaborative process, residents can indicate exactly what their needs are and which problems are to be addressed. In Quito this has resulted in a safe park for all age groups, including small children and their caregivers.

Low planting ensure over views across the whole park.

A wide range of outdoor facilities extends the use.

Utilities such as clean water and sanitation are present in the park and receive daily maintenance.

Lower fences are around play areas.

© Juan Andrés Salas

Bollards provide protection from traffic.

Seating elements double up as informal barrier.

© Juan Andrés Salas

Quality and even lighting extends use into the night.

© Juan Andrés Salas

The play area includes natural play elements with different natural groundcover materials such as sand, gravel and mulch.

© Juan Andrés Salas

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TAPIS ROUGE

The Tapis Rouge site is located in the Carrefour-Feuilles site, which is characterized by extreme poverty, poor vehicle and pedestrian circulation and limited access to electricity. This neighbourhood faces similar problems as many other informal settlements in India. The public space, designed on a former tented site, serves to heal the wounds of a society which is facing consecutive and severe problems. The design was developed collaboratively with the community, and resulted in specific requirements, such as the outdoor gym. The climate adaptation measures considered in the design are noteworthy and applicable to the Indian context. The central circular space and the canopies used, function as water collectors. A pump extracts the collected water, which is stored underground. The money from selling the water is used for the maintenance of the square.

PROJECT INFO

Location	**Port-au-Prince, Haiti**
Year	**2016**
Designers	**EVA Studio**
Client	**Global communities**
Cost	**250,000 USD**

Web link
http://www.evastudio.co.uk/tapis-rouge/

KEY LEARNINGS
An example of a playground, developed with community participation, in an informal settlement. The design shows how water collection measures are combined with it. This project shows how funds can be raised for maintenance such as funds raised by selling water to residents (who have no access to potable water) are used for maintenance of the square.
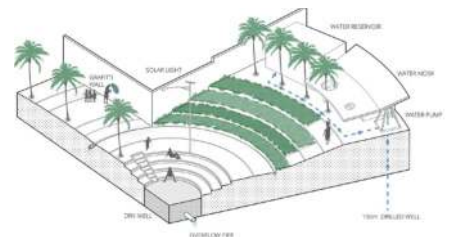
The playground is fenced off, so that it can be closed at night. Fences also protect children from accidentally stepping off a height difference to the east of the playground.

Water is collected in the playground. Rainwater is directed to the central sunken area. Collected rainwater is stored in a watertank under the central area and sold to residents, who do not have access to running water in their homes.

Terraces planted with green double up as continuous low benches.

© Etienne Perrot du Breuil

Three big lights spread around the playground ensure that it is safe and can also be used after dark.
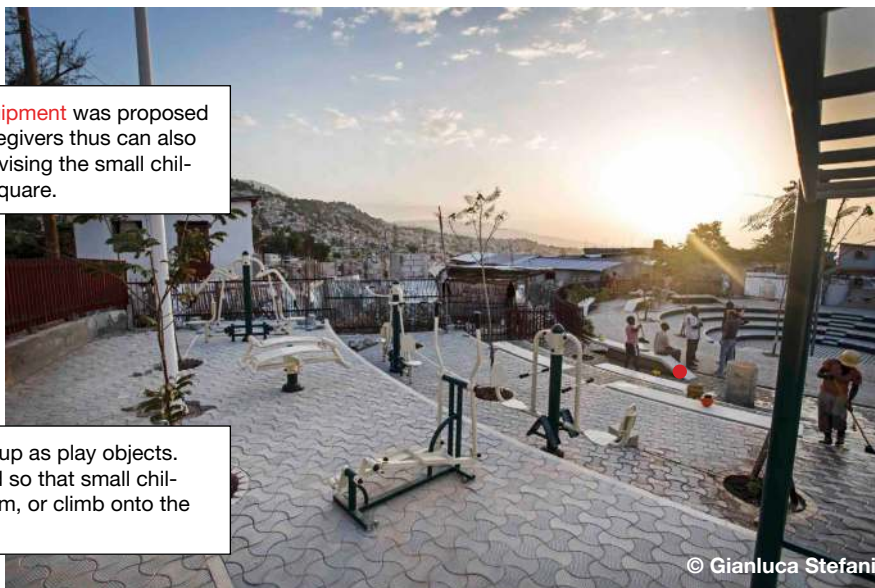
© Etienne Pernot du Breuil

Public art, depicting local scenes, enlivens the space and adds colour.

Besides planted terraces, trees dotted around the play area will provide shade in the future.

© Gianluca Stefani

Outdoor workout equipment was proposed by the residents. Caregivers thus can also be active while supervising the small children playing on the square.

Benches can double up as play objects. The edges are sloped so that small children can slide off them, or climb onto the benches.

© Gianluca Stefani

URBAN AMENITIES

This project from Venezuela showcases a linear playground, created in an area where social housing was developed. The playground sits in the set-back area between the buildings and the road. For the Indian context, this is an example of how the set-back area, commonly found in Indian cities, can be enlivened and used for the neighbourhood. The design was selected by the community after a design competition and thus has some participation. The materials used are locally produced and simple: concrete and steel, but implemented with a strong design aesthetic. The use of these materials makes a robust play area. The design focuses not only on sports, but also spaces for everyday use by all age user groups and brings children into contact with different sports from an early age. It is an inspiring example of a playground built by the local community, using local materials and smart ideas.

#8

PROJECT INFO

Location	Caracas, Venezuela
Year	2015
Designers	Ricardo Sanz Sosa + Rodrigo Marín Briceño
Client	Caracas Municipality

Web link
https://www.archdaily.com/906506/urban-amenities-sports-lot-ricardo-sanz-sosa-and-rodrigo-marin-briceno

KEY LEARNINGS

An example of how the set-back area between buildings and the street can be used for urban play. Using simple, yet robust materials a vandal-proof playground can be created. The focus on various sports introduce children to different sporting activities in a playful manner.
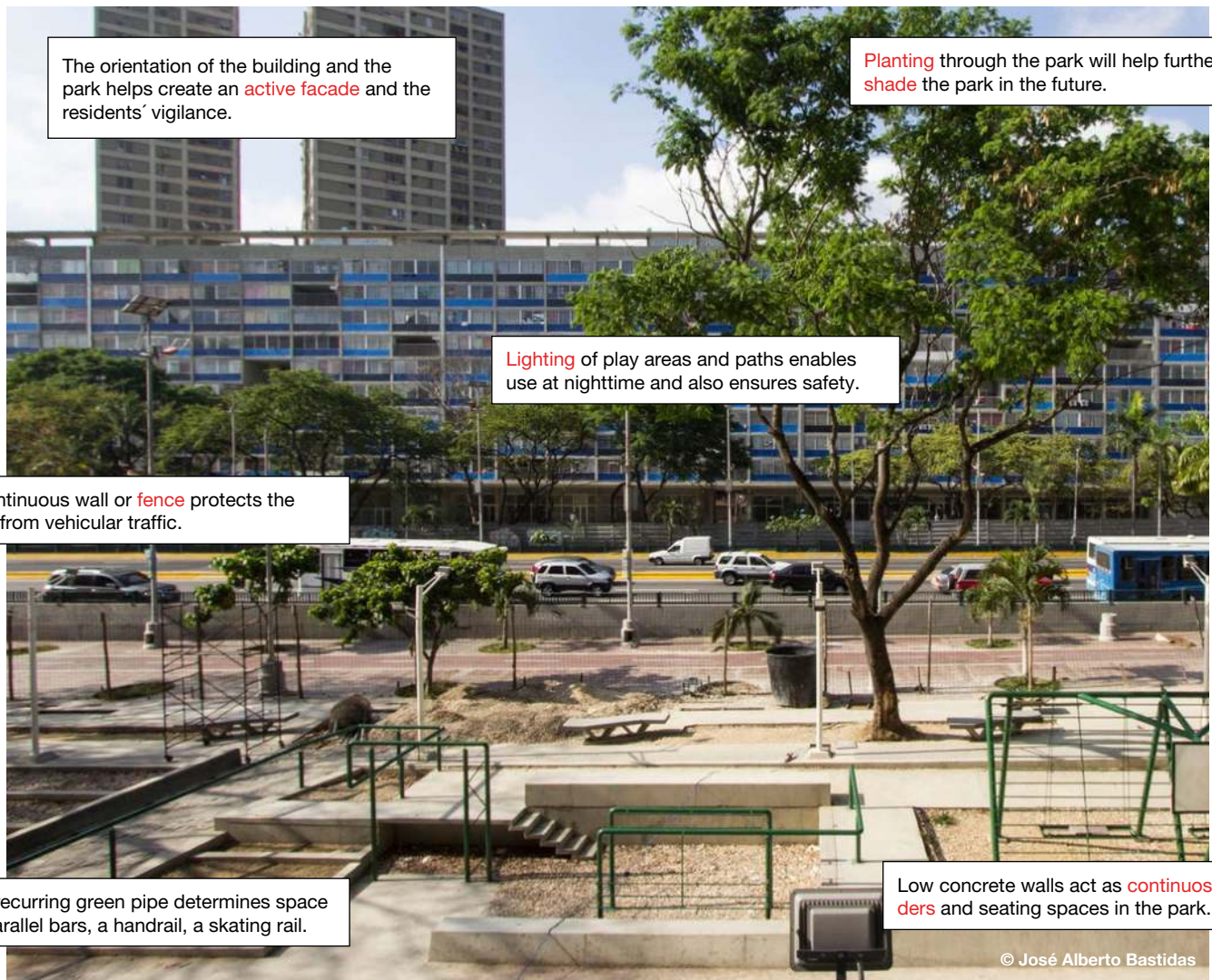
The orientation of the building and the park helps create an active facade and the residents´ vigilance.

Planting through the park will help further shade the park in the future.

Lighting of play areas and paths enables use at nighttime and also ensures safety.

A continuous wall or fence protects the park from vehicular traffic.

The recurring green pipe determines space as parallel bars, a handrail, a skating rail.

Low concrete walls act as continuos borders and seating spaces in the park.

© José Alberto Bastidas

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Delicate steps, slopes and planters solve the connection between the street and the park.

Ramps leading to various levels enables acessibility to all kinds of users.

© José Alberto Bastidas

A continuous border ensuring safety from vehicular traffic on the street.

Concrete ping-pong tables are aimed at surviving the high impact of public use and also as sculpture pieces.

© José Alberto Bastidas

A platform doubles up as a covered shed and also acts as a seating area for the park users.

A ramp to the platform ensures accessibility to all users for all spaces.

© Mariluz Volcán

Project Briefs, by Objective

#9 SAFE ROAD TO PARK AND SCHOOLS, VISAKHAPATNAM, INDIA

The Vizag Non-Motorised Transport Plan created under Sustainable Urban Transport Project (SUTP) recommends that Greater Vishakhapatnam Municipal corporation institutes a "Safe Route to Parks and Schools" programme in order to ensure that all school zones are safely accessible by walk. Traffic calming measures along the frequently travelled streets, within a 500m walking radius from activity areas used by children, should be installed at recommended intervals with appropriate enforcement. It identifies the social, institutional and recreational zones in the cities, earmarking them for priority intervention of the proposed "Safe Route to Schools" programme.

https://smartnet.niua.org/sites/default/files/resources/nmt-visakhapatnamcspfinal.pdf

#10 RECLAIMING STREET SPACE FROM PRIVATE PARKING AT VIKAS MARG, DELHI, INDIA

Delhi Development Authority undertook a pilot project of reclaiming street space from private parking by applying urban street design guidelines formulated by UTTIPEC, (Planning & Engineering) cell under Delhi Development Authority formulated comprehensive urban street design guidelines with selected best practices around the world and customized to ground conditions and challenges in India, particularly in Delhi. It propagates that streets are valuable public spaces as well as movement corridors. A set of 10 non-negotiable Street Design Components as well as additional guidelines for world class streets have been outlined in this guide.

www.urbanmobilityindia.in/upload/conference/805a9524-aa06-4201-879a-6e0714bc7ab4.pdf

#11 PEDESTRIAN FRIENDLY FOOTPATHS, EGMORE, CHENNAI, INDIA

With technical assistance from ITDP India, the Corporation of Chennai has implemented the first kilometer of a planned 30 km of new, pedestrian-friendly footpaths. The footpaths are part of the larger vision established through Our Cities Ourselves (OCO) Chennai, a collaborative visioning program to imagine and achieve a more livable, equitable, and sustainable future. The new footpaths, primarily in the Egmore area of Chennai, formalize and expand sidewalks and areas for pedestrian traffic, making them safer and more accessible. The projects were implemented along heavily trafficked streets, including Police Commissioner Office Road, Pantheon Road, and Halls Road. By reclaiming space for pedestrians, the footpaths are an important step in making Chennai a place that prioritizes people over cars.

www.itdp.in/the-new-chennai-streetscape-2/
www.itdp.in/resource/better-streets-better-cities-a-guide-to-street-design-in-urban-india/

#12 WALKING PLAZA, MG ROAD, PUNE, INDIA

Pune is the first city in the India to introduce walking plazas. The Pune Walking Plaza functioned for more than one year, 20 months from March 2007 until Nov'08. On Saturday & Sunday 4-10 pm, MG Road was fully converted to a walking plaza. Later this was permanently declared as a walking zone by Pune Cantonment Board (PCB). When it was first launched, strong protests were staged by shop owners, but had full support of citizens, resulting in the shop-owners joining the initiative. Around 10,000 - 20,000 Punekars patronized the walking plaza during weekends. Blaring horns and vehicle fumes were replaced with laughter and joy. A roadside art gallery, organized story telling competitions for children, and the staging of plays added to the entire experience. Recently PCB is again planning to bring back the walking plaza on MG Road, one of the city's favourite destinations.

www.itdp.org/category/location/india/pune/
www.timesofindia.indiatimes.com/city/pune/pcb-mulls-walking-plaza-on-mg-road/articleshow/56981989.cms

#13 ALL ABILITIES PARK, GREATER VISHAKHAPATNAM, INDIA

Visakhapatnam undertook a project, to develop a new park, 'All Abilities Park'. This project aimed at showcasing the city's strong emphasis on enhancing the social infrastructure which includes differently-abled. The park seeks to balance the needs of the differently-abled without segregating them from the balance of the community. The salient features of the park include:

- Structured and unstructured play in a scenic location facing the Bay of Bengal.
- Dedicated space with multiple levels of play.
- Active encouragement to children to engage in activities like climbing, crawling, water play.
- Provide good quality open space, encouraging children to spend more time outdoors, thereby aiding physical activity and healthy living.

www.smartcities.gov.in/upload/presentation/58b41075da-f40All_Abilities_Children_Park_Concept_FEB_22.pdf
www.thehindu.com/news/cities/Visakhapatnam/cm-to-open-first-of-its-kind-all-abilities-park-today/article24754997.ece

#14 INCREMENTAL OPEN SPACES: THE CASE OF DHARAVI, MUMBAI, INDIA

Dharavi is one of Mumbai's largest, liveliest and most populated slums. Houses are crowded and poorly ventilated, so children tend to spend their time outdoors, typically in the square – but their mothers cannot go with them, as women do not spend time outdoors in this community. This project aims to create a new, safely-enclosed yet semi-open space where women can gather and children can play. It will be constructed on top of the toilet block, which itself will be improved to make it more child-friendly through better lighting and ventilation. Community women will be able to use this space to socialise and earn income for their families, for example through providing childcare.

http://sds.parsons.edu/designdialogues/?post_type=article&p=190

#15 BALA (BUILDING AS LEARNING AID), GUJARAT, INDIA

'BaLA' (Building as Learning Aid) is an innovative concept to provide quality improvement in education, through developing child-friendly, learning and fun based physical environment in schools. By innovatively treating the school space (eg., classroom, circulation spaces, outdoors, natural environment) and their constituent built elements (like floor, wall, ceiling, door, windows, furniture, open ground) a range of learning situations and materials are integrated such that they can actively be used as a learning resource. It will help to make the school a child-friendly place, resource for teaching and learning, an exciting place, allowing learning with fun to create self-learning situations for children.

www.childinspired.wordpress.com/bala-building-as-a-learning-aid/
www.slideshare.net/dvarad09/kabir-vajpeyi-building-as-learning-aid-bala

#16 SAFE AND STIMULATING ANGANWADIS, DELHI, INDIA

Anganwadis are government-sponsored health and education centres for young children in India. In urban slum areas, they often operate from unsuitable rented premises – small, poorly ventilated, lacking safe play spaces and sanitation facilities, and not easily accessible for the disabled. This project will engage workers and community members in two Anganwadis – Samaypur Badli and Bhagwanpura – to develop and implement a comprehensive set of guidelines for creating child-friendly, safe and stimulating spaces for pre-schoolers, and in the process, create guidelines that can be applied in other low-income settings.

http://www.csrmandate.org/blueair-and-cry-team-up-to-improve-respiratory-health-of-delhis-anganwadi-children/

#17 SOUTH DELHI MUNICIPAL CORPORATION PARK, NEW DELHI, INDIA

As part of the Nizamuddin slum area redevelopment in Delhi, the Aga Khan Trust along with the Municipal Corporation of Delhi transformed an existing open dumping ground into a park specifically for women and children. The park has been divided in two halves, with the area farthest from the road been turned into a children's play zone, and the remaining half as an exercise area for women.

https://india.blogs.nytimes.com/2012/06/13/for-muslim-women-in-delhi-a-breath-of-fresh-air/

#18 NISHA PLAY SCHOOL, GOA, INDIA

Nisha's play school built on an 800sqm plot; in 1997 is one of the few schools in India, built keeping the anthropometrics of children in mind. Gerard da Cunha, the architect, ensured that the design and construction of the school was done using recycled materials. The school is designed keeping two key parameters in mind; child friendliness and eco friendliness. The school was designed understanding the basic needs of children to play and the flat area on the site was retained as a playground. Each classroom corresponds to a different age group. Various elements of the building have been used as a teaching aid to communicate the idea of form and colour. Natural sunlight is one of the key components in the design of the school, through use of open windows with grills and ventilation through various shaped openings.

www.slideshare.net/deeksha2794/nishas-play-school-goa

#19 KATHA LAB SCHOOL, GOVINDPURI, DELHI, INDIA

The Katha Lab School began in 1990 as a learning centre in the slums of Govindpuri, Delhi. It has had a huge impact on the lives of children living in the Govindpuri's slum cluster, where most children worked to support their families. Key features of Katha's education model have been the active story based learning, in which teachers use a variety of techniques developed by 'Katha' - rooted in the art of storytelling and the performance arts – to bring classrooms to life and creatively engage children in learning. Theatre, dance, music, sports, storytelling, and film are among the many tools the teachers use. Katha's model also brings community issues into the classroom so that learning is relevant for children and empowers them to become agents of change in their communities. The idea is to empower children to solve pressing community challenges related to health, water, sanitation and environment.

www.katha.org/katha-lab-school/

#20 MADHAV SADHNA, AHMEDABAD, INDIA

Manav Sadhna is an Ahmedabad based NGO, dedicated to the upliftment of the underprivileged children. An activity centre built amidst the largest squatter settlement in Ahmedabad serves to be a demonstration for the application of recycled waste as affordable, aesthetically pleasing and efficient building components. The multi-purpose activity center serves as an informal school, vocational training institute, gymnasium, and health center as well a community space. A crèche has been added to take care of toddlers. It is intensively used, providing a community hub, and its premises and activities are constantly expanding. It has also created a model for construction using recycled waste. Local people, who earned wages and learned new skills in the process, have manufactured the specific components with hand-operated tools. The result addresses environmental concerns, economic issues and provides affordable housing.

www.manavsadhna.org/

#21 MOBILE CRECHES, DELHI, INDIA

Mobile Crèches have been running daycare facilities for children of migrant construction workers in Delhi since 1969. The organization cares for approximately 14,000 children from 0-12 years old at a number of construction sites and urban slums. There are currently 53 daycare centers in the Delhi area either run or supervised by Mobile Creches that provide education, nutrition, and healthcare for children. They also run training programs for childcare workers at their facilities and at other organizations as well. In addition, the organization also runs community education and advocacy programs on early childhood development (ECD) and lobbies for policy change and legislation at the national and state levels. Mobile crèches combine advocacy, community engagement, and childcare in India to offer holistic health, education, and nutrition services for children in India's construction sites and urban slums.

NIUA 2019 'Place matters- Handbook of Global Best Practices on place making for children' Delhi, India.

#22 SOLANDA HOUSING PROJECT, QUITO, EQUADOR

Planned social infrastructure for Solanda consisted of a day-care center, kindergarten, primary school, recreational facilities, commercial center, and a community space for every 1,100 families. Larger community facilities included a health clinic, boys 'high school, cultural centre, sports areas, administrative centre. As of 2005 there were more than 18 day-care centers, kindergartens and primary schools, eight high schools, one adult education center, two churches, four community centers, four health centers, a police office, a fire station, and a post office. A major commercial street, 'La Jota', organically developed on one of the major arteries dividing the super-blocks, with stores ranging from clothing supply to banking offices and popular fast food chains.

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#23 CANTINHO DO CEU COMPLEX URBANISATION, SAU PAULO, BRAZIL

The development of the Cantinho do Céu Complex informal settlement was part of São Paulo's Slum Upgrading Programme, which won the UN-Habitat Scroll of Honour prize in 2012. The project turned a 7km stretch along the banks of the Billings Reservoir into accessible public parks and green networks for residents of all ages to enjoy actively and socially. The widest streets of the neighbourhood had their geometric characteristics adjusted, while other new routes were created to provide access to areas previously disconnected to the road system and local roads with narrower dimensions had their use preserved – as places which combine auto and pedestrian circulation. In the park, facilities were designed for play and entertainment as wooden decks, panoramic terraces, large rest areas, that face the water.

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#24 BICENTENNIAL CHILDREN'S PARK, SANTIAGO, CHILE

Santiago is the capital and largest city in Chile and has no single place to go for long walks. A 10km horizontal, continuous path was transformed into a pedestrian promenade. The project consists of over 1,800 sqmt of children's playground, including tree houses, swings with harness, a forest of water spheres and a toboggan cascade with more than 60 toboggans arranged on the hillside. These slides take full advantage of the slope in a playful way. The park has been designed to work with the land as it was, creating a unique and whimsical play space in the process. Sitting at the bottom of the park, the playground marks the entrance towards green areas, and is connected to the nearby zoo. The park is geared at small children and toddlers, with a focus on the scale and design of all equipment. Using the difficulties of the terrain, the park is designed in such a way that it ensures the safety of young children and keeps them engaged.

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#25 DESIGNING SAFER STREETS FOR CHILDREN, SOUTH KOREA

With 32% fewer traffic accidents involving children, Seoul, South Korea is one example of how changing street design can improve road safety. Traffic-related fatalities among children fell by 95 percent in the country, from 1,766 in 1988 to 83 in 2012. This success was the direct result of a series of projects that targeted regulations, education and the built environment. One such project was the School Zone Improvement Project, implemented throughout several Korean cities. The Project aimed to create safe routes from children's homes to kindergartens, elementary schools and childcare facilities. Officials started by reducing speed limits through infrastructure design tools, such as speed bumps. They established dedicated right-of-ways for pedestrians, and created clear distinctions between sidewalks and roads.

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#27 THE WALKING NEIGHBOURHOOD, CHIANG MAI, THAILAND

The Walking Neighbourhood Group works collaboratively with a team of artists from Australia and Chiang Mai, Thailand to prepare walks imagined, planned, practiced and hosted by children aged 7-12 years. Children have developed their walks around the old city of Chiang Mai, an urban neighbourhood where family homes, industry and tourism meet and is a primarily a place for adults and adult activity. The presence of children was rare.
The Walking Neighbourhood initiative pointed out that there are many ways for children to feel safe while being out in public, walking, meeting shop owners, pedestrians and developing a sense of themselves. The project also provided ways for families and whole communities to support city's children to become citizens, to use their full agency to access the most basic human right – to be involved in decisions that affect their lives.

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#27 FUJI MONTESSORI KINDERGARTEN, FUJI, JAPAN

Fuji Montessori Kindergarten (Fuji Yochien) in the Tokyo suburb of Tachikawa is a new Montessori nursery and kindergarten school catering for children from two to six years of age. The nursery-cum-kindergarten is different from usual nurseries because it receives no public funds and it serves children of both working and non-working parents. Being the largest Kindergarten in Japan, Fuji Montessori Kindergarten (Fuji Yochien) is the most talked about and envied kindergarten. Primarily because it has been designed as a child-friendly space, in comparison to schools that are often drab, standardized and grey concrete blocks. Winning multiple architectural design awards, Fuji's school building is well known for its celebrated 'doughnut ring' rooftop which ecloses an internal courtuyard space.

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#28 SAN JOSE PRESCHOOL, BOGOTA, COLOMBIA

The preschool building of the San José School in Cajicá presents a series of pure volumes implanted in the ground in response to the natural context in which they are located. Each volume houses two rooms, one on the first floor and another on the second floor. Covered circulation surrounds the courtyard as a cloister, generating a spatial and visual relationship between the volumes and their surroundings. In turn, each room has a rear terrace which becomes the link with the outside and nature, an essential relationship for each of the inhabitants of the building.
A series of communal spaces surrounding the central courtyard and gardens are planned on the covered circulation areas, making it a stage for special and everyday events.

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#29 URBAN95 STREET REDESIGN, BOGOTÁ, COLOMBIA

To watch the film, visit:
https://www.youtube.com/watch?v=F_tnMqmK4Ug

#30 PUBLIC SPACE FOR YOUNG CHILDREN IN BUCARAMANGA, CO-LOMBIA

To watch the film, visit:
www.youtube.com/watch?time_continue=1&v=jI-z1WVZ0lEA

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