KiSS Kid Street Scan 2.0

HOW CHILD-FRIENDLY IS THIS STREET ?

aim
This questionnaire is meant as a tool to review the child-friendliness of a certain street, aiming
- To give more weight to child-friendliness in comparison to other demands in urban policy and planning;
- To help dwellers, parents, policy-makers, planners and designers in finding deficiencies in specific streets;
- To stimulate discussion on how to create favourable conditions for children outdoors.

6 aspects
In this questionnaire 6 aspects of child-friendliness are distinguished:

❖ Protection	*Social Safety and Traffic Safety*
❖ Walkability	*Crossing to the other side of the street and Space for walking*
❖ Cyclability	*Crossing to the other side of the street and Facilities for cycling*
❖ Criss-Crossability	*Suitability to use the full width of the street*
❖ Enjoyability	*Attractiveness and variation*
❖ Playability	*Suitability for various activities*

score
Each aspect gets 100 points max. In recapitulation this score will be divided by 10 to give a mark between 0.0 and 10.

Word to use on the road, Excel behind the desk
The questionnaire with explanation is available in Microsoft Word. This version is best suited to use on the road.
Filling in the forms behind the desk is easier in Microsoft Excel. Then the score will add up automatically and the data of the street (municipality, street name) will appear on top of each page. Moreover a recapitulation, in the form of the total score for each aspect will appear on the front page.

tools to asses speed and width
If you are not used to assess speed, it might be helpful to take a measuring tape and a watch with a seconds-hand or, even better, a stopwatch. The measuring tape can also be useful to assess widths.

street section and moment of review
Review a street section of 100 m. length max.
When looking at a double carriageway, where the child-friendliness on one side of the street may differ considerably from the situation on the other side, it might be better to review each side separately.
Crossing to the other side of the street (questions c.) should be reviewed at a road junction.
The possible scores at the various questions are devised for a review in daytime between peak-hours for travel between house and work or house and school.
Mention municipality and street name on each form. Indicate the limits of the street section (e.g. between cross-road X and cross-road Y). Mention on the first form the reviewer, day of the week, date and time (e.g. 14.30 to 15.30) of the review, together with the weather-conditions.

error margin
Exact measurements, if possible, are not expected. Rough assessment will do. So you should be prepared for large margins in the results.
N.B. Questions about the number of children that play outside are not included, because this number varies very much during the week (school hours, other activities) and during the year (weather conditions, holidays). Nor is there a question concerning people claiming dominance of the street, thereby making it unattractive for children to play. This questionnaire is meant (only) to assess to what extent the street with its layout and as part of the road-system is suited for walking, cycling and play.

Age-groups
When developing Kiss we had, at first, children between 4 and 14 in view. But we realize that child-friendly streets should be friendly to all kinds of non-motorized street-users, if only because it is of the utmost importance for social safety that the street is attractive for adults. Moreover the street should be suitable to make toddlers familiar with walking outside. Therefore age-limits are not relevant.

development of KiSS
KiSS has been developed for the occasion of the international Childstreet2005 conference (see www.urban.nl), with help of Haaglanden, 3VO and Fietsersbond, by Steven Schepel, Marian Schouten, Janneke Zomervrucht and Eddie Kips.

support further development
In view of further development of this tool we would appreciate if you, after using KiSS, put the results at our disposal (preferably in Excel) to compile an archive with data on streets. Also we would like to receive some digital pictures of the street (longitudinal, taken in the middle and near the sides). Please send forms and pictures to Kiss@urban.nl.

You are welcome to use KiSS provided you mention:
Review using KiSS (Kid Street Scan), version 2.0

GENERAL EXPLANATION

gradation by way of interpolation
The findings on some questions may lie in between two given answers. In that case you may interpolate.
Example: If a sidewalk with a width of 2.00 m. gets a score of 5 and a sidewalk with a width of 3.00 m. a score of 10, then a sidewalk with a width of 2.60 should get a score of 8.

differences in layout
If you find variations in layout you are advised to score each element separately, proportional to the number of elements (or the length of the street).
Example: If 60% of the elements get a score of 5 and 40% get a score of 10 the result will be 60% of 5 plus 40% of 10 = 3 + 4 = 7.

GENERAL QUESTIONS
Questions about speed, width and numbers of street-users will return several times. It may be easier to collect these data at first. A rough assessment will do. An exact measurement, if possible, is not necessary and/ or would take lengthy examinations.

gen. 1.1 actual speed
Give the actual speed and the official speed limit according to the traffic-signs.
It is a matter of course that, of these two, the actual speed has the most influence on child-friendliness. IT is an estimate of the real speed of cars and mopeds between traffic-junctions.
If you don't have much experience in assessing speed you can enhance the accuracy by defining two fixed points on a distance of 25 m. You may choose a tree, a light pole, or the edge of a clearly visible car as starting point, while standing yourself at the other end. In some cases you can use standard paving elements or your own feet to measure this distance (define the standard element with your measurement tape). To measure the time you can use a watch with a seconds-hand or, even better, a stopwatch.
A car covering 25 m. in 1 sec. has a speed of 25 x 60 x 60 m/h = 90 km/h.
2 sec. means 45 km/h. 3 sec. means 30 km/h. 6 sec. means 15 km/h.

gen. 1.2 official speed limit
A low official speed limit is a useful complement to a low actual speed because it enables one to address his neighbour on his behaviour and the police to deal with excessive offences.
The 'woonerf' or 'home-zone' traffic sign implies special rules, depending on national law, on the official speed limit, parking and right of way.

gen. 2 traffic-numbers
Count the different sorts of traffic during 10 min. between two traffic-junctions in both directions (if applicable).

gen. 3. width of car-free strips
The sunny side of the street is in the weather-conditions of Northern Europe usually the most attractive side to walk and play.
Give the walkable width excluding obstacles like trees, bollards, light poles, waste bins, refuse-containers, displays, planting, seating, parked vehicles, etc. In some cases you can use standard paving elements or your own feet to measure this width (define the standard element with your measurement tape).

gen. 4 profile and use of space
These questions are meant for further research determining the relevance of use of space as an indicator of child-friendliness. Pease send your form, including answers on this question (preferably in Excel) to KiSS@urban.nl.
Width is measured transverse to the length of the street.
Length is measured parallel to the length of the street.

gen. 4.1 average width of trafficable space, including parking on public ground
This concerns parking bays and other space suited for traffic and parking, except parking on private ground.

gen. 4.2 parking on public ground on both sides of the street
This concerns the width (see above) of parking bays and other space where during daytime cars are being parked, legally or not, except parking on private ground.

gen. 4.3 average total width of paving
This concerns the total width of paving with stones, brick, asphalt etc. together with small, enclosed patches of green and soil around trees. Confine to the edge of the paving if the street borders a larger, public or private, garden.

gen. 4.4 private ground on both sides of the street (including parking on private ground)
Check: 4.3 plus 4.4 on both sides = the average total width from building to building, or building to public garden.

municipality, street name :

street section from – to :

review: day of the week, date, and time from – to :

weather conditions :

reviewer, phone nr or e-mail address :

GENERAL QUESTIONS

gen. 1 speed

gen. 1.1 actual speed of the majority of cars and mopeds

more than 30 km/h	O
30 km/h or less	O
25 km/h or less	O
20 km/h or less	O
15 km/h or less	O

gen. 1.2 official speed limit

more than 30-km/h max.	O
30-km/h max.	O
woonerf, home-zone or the like	O

gen. 2 traffic-numbers within 10 min.

gen. 2.1 cars .....
gen. 2.2 mopeds .....
gen. 2.3 cyclists .....
gen. 2.4 pedestrians .....

gen. 3 width of car-free strips

gen. 3.1 car-free strips/sidewalks on the sunny side of the street

..... % of the street length has ..... m walkable width

..... % of the street length has ..... m walkable width

..... % of the street length has ..... m walkable width

gen. 3.2 car-free strips/sidewalks on the other side of the street

..... % of the street length has ..... m walkable width

..... % of the street length has ..... m walkable width

..... % of the street length has ..... m walkable width

gen. 4 profile and use of space

gen. 4.1 average width of trafficable space, including parking on public ground .... m

gen. 4.2 parking on public ground on both sides of the street

sunny side:	length of parking compared to total street length	.... %	
	average width of parking space		.... m
other side:	length of parking compared to total street length	.... %	
	average width of parking space		.... m

gen. 4.3 average total width of paving .... m

gen. 4.4 private ground on both sides of the street (including parking on private ground)

sunny side:	average width of private ground	.... m
other side:	average width of private ground	.... m

EXPLANATION PROTECTION – SOCIAL SAFETY

a. 1.1 **direct view on the street out of living rooms and kitchens**
The view can be blocked e.g. by fences, or closed house fronts

a. 3 **maintenance**
Good maintenance enhances the feeling of protection.

EXPLANATION PROTECTION – TRAFFIC SAFETY

b. 1 **actual speed of the majority of cars and mopeds (according to question gen. 1.1)**
Low actual speed diminishes the chance of an accident with serious consequences. One has more time to give way and less distance will be covered during the time required to react and to break. So the vehicle will sooner come to a halt and if things go wrong, nevertheless, the blow will be less violent.

b. 2 **official speed limit**
See the answer on question gen. 1.2.
A low official speed limit is a useful complement to a low actual speed because it enables people to address neighbours on their behaviour and the police to deal with excessive offences.
The 'woonerf' or 'home-zone' traffic sign implies special rules, depending on national law, on the official speed limit, parking and right of way.

b. 3 **sight-range of passing car-drivers**
Drivers in a child-friendly street must be prepared that anywhere, anytime someone may pop-up suddenly.

b. 4 **significant marking of points where pedestrians use to pop-up and the transition to another type of street**
These places must draw extra attention in order to elucidate the aimed behaviour.

b. 5 **visibility, to and fro, of drivers and children**
Obstacles like bins, containers, displays, parked cars and high shrubs can impede the visibility, to and fro, of drivers and children on the street.

municipality, street name :

street section from – to :

PROTECTION – SOCIAL SAFETY

a. 1	**adults watching the street informally**				
	a. 1.1	**direct view on the street out of living rooms and kitchens**			
		Little view	0		
		Much view	10	max. 10	....
	a. 1.2	**number of pedestrians and cyclists passing within 10 minutes**			
		Less than 3	0		
		3	3		
		10 or more	10	max. 10	....
	a. 1.3	**seating for adults**			
		No seating	0		
		Attractive seating	5	max. 5	….
a. 2	**streetlights making pedestrians clearly visible**				
	Street lighting is insufficient		0		
	Streetlights are high (5.00 m or more) and mostly pointed to the middle of the street		2		
	Streetlights are low (less than 5.00 m) and mostly pointed at the sides		5	max. 5	....
a. 3	**maintenance of the residential area (housing, paving and green)**				
	Poor maintenance		0		
	Good maintenance		10	max. 10	....
		total Social Safety	**max. 40**		....

PROTECTION – TRAFFIC SAFETY

b. 1	**actual speed of the majority of cars and mopeds (according to question gen. 1.1)**			
	More than 30 km/h	0		
	30 km/h or less	5		
	25 km/h or less	10		
	20 km/h or less	15		
	15 km/h or less	20	max. 20	....
b. 2	**official speed limit**			
	50-km/h max.	0		
	30-km/h max.	5		
	Woonerf, Home-Zone or the like	10	max. 10	....
b. 3	**sight-range of passing car-drivers**			
	Most of the attention to the end of the street (like looking for the end of the tunnel	0		
	Most of the attention to the full width / short distance (like looking around in a room)	10	max. 10	....
b. 4	**significant marking of points where pedestrians use to pop-up and the transition to another type of street**			
	Layout elements draw extra attention to foot/cycle paths, alleys, playgrounds, entrances, and also to the transition to another type of street.		max. 15	....
b. 5	**visibility, to and fro, of drivers and children**			
	Obstacles are impeding the visibility	0		
	No obstacles are impeding the visibility	5	max. 5	....
	total Traffic Safety	**max. 60**		....
	TOTAL PROTECTION	**max. 100**		....

EXPLANATION WALKABILITY – CROSSING TO THE OTHER SIDE OF THIS STREET

Based on the capacities of the average 8 year-old.

c. 1 properties of foot/cycle crossing facilities
Crossing facilities should be reviewed at every traffic junction and every foot/cycle path.
These questions also apply to crossing near a roundabout.
If you find variations in layout you are advised to score each crossing separately, proportional to their number.
Example: 50% x 0 and 25% x 3 and 25% x 5 = 2

c. 1.2 visibility, to and fro, of drivers and children going to cross
The visibility can be enhanced, for example by interruption of parking and extension of the sidewalk.

c. 1.3 comprehendability of the traffic-situation for children going to cross
Crossing the street is much easier for children, if they have to deal with traffic from one side only (one-way traffic or two-way traffic with a traffic island in between).

c. 1.4 distance to be crossed at one go
This refers to the distance to the other side or to a traffic island.

c. 2 number of cars and mopeds passing within 10 minutes
See the answers to question gen. 2.

c. 3 actual speed of the majority of cars and mopeds
See the answers to question gen. 1.1

EXPLANATION WALKABILITY – SPACE FOR WALKING

Car free strips or sidewalks are wanted if the actual speed exceeds 15 km/h. See the answers to question gen. 1.1.
A shortage of good cycle-parking facilities increases the chance that cycles will be left disorderly, obstructing walkways.
A good cycle-parking facility enables one to attach a lock at saddle height.

d. 1 if the actual speed (according to question gen. 1.1) exceeds 15 km/h
People with a rollator, wheelchair or pram are forced to mix into the stream of motorized traffic if the walkable width is less than 1.00 m along the full length. Car free strips or sidewalks that are (partially) too narrow don't count.
If you find variations in width, as long as the width is 1.00 m or more, you are advised to score each part separately, proportional to the length.
Example: 30% x 0, 20% x 15 and 50% x 18 = 12
See the answers to question gen. 3 and the general explanation on interpolation.

d. 2 if the actual speed (according to question gen. 1.1) is less than 15 km/h
The middle of the street is suited for walking as long as the actual speed does not exceed 15 km/h.
But that does not alter the fact that some pedestrians (especially parents with small children and elderly people who are feeble on their legs) need a separate car free strip. Such a strip can be situated next to house fronts or gardens, but also between parking places and the middle of the street, separated by e.g. trees, bollards or a small difference in level.

Total Walkability
In connection to this item always mention also
Total Protection

municipality, street name :

street section from – to :

WALKABILITY – CROSSING TO THE OTHER SIDE OF THIS STREET

c. 1 properties of foot/cycle crossing facilities

c. 1.1	**good marking and lighting, crossing (preferably) on a raised plateau**		max. 5	....
c. 1.2	**visibility, to and fro, of drivers and children going to cross**			
	Poor visibility at 50 m distance	0		
	Good visibility at 50 m distance	3		
	Good visibility at 100 m distance	5	max. 5	....
c. 1.3	**comprehendability of the traffic-situation for children going to cross**			
	Two-way traffic, but no traffic island	0		
	Two-way traffic with a traffic island in between	5		
	One-way traffic	10	max. 10	....
c. 1.4	**distance to be crossed at one go**			
	> 5.00 m (2 lanes)	0		
	3.50 – 5.00 m	5		
	< 3.50 m	10	max. 10	….

c. 2	**number of cars and mopeds passing within 10 minutes**			
	40 or more	0		
	20 – 39	5		
	0 – 20	10	max. 10	....
c. 3	**actual speed of the majority of cars and mopeds (according to question gen. 1.1)**			
	More than 30 km/h	0		
	30 km/h or less	5		
	25 km/h or less	10		
	20 km/h or less	15		
	15 km/h or less	20	max. 20	....
c. 4	**traffic lights (if any)**			
	No traffic lights, nor (other) good crossing facilities	0		
	Traffic lights, but the max. waiting period exceeds 60 sec	0		
	Traffic lights, the max. waiting period is less than 40 sec	2		
	No need of traffic lights	5	max 5	....
	total Crossing	**max. 60**		….

WALKABILITY – SPACE FOR WALKING

either

in case the actual speed (according to question c.3) exceeds 15 km/h

d. 1.1	**walkable width of car-free strips/sidewalks on the most attractive side of the street**			
	Less than 1.00 m along the full length	0		
	1.00 m	10		
	3.00 m	20	max. 20	....
d. 1.2	**walkable width of car-free strips/sidewalks on the other side of the street**			
	Less than 1.00 m along the full length	0		
	1.00 m	5		
	3.00 m	15	max. 15	....
d. 1.3	**good cycle-parking facilities outside the space for walking**			
	No shortage of good cycle-parking facilities outside the space for walking	5	max. 5	....

or

in case the actual speed (according to question c.3) is less than 15 km/h

d. 2.1	**the middle of the street is suitable for walking**		max. 20	....
d. 2.2	**recognisability as woonerf, home-zone or the like**		max. 5	....
d. 2.3	**car free strips/sidewalks along the full length and good cycle-parking facilities outside the space for walking**	15	max. 15	....

total Space for Walking	**max. 40**	....
TOTAL WALKABILITY	**max. 100**	....

EXPLANATION CYCLABILITY

Based on the capacities of the average 10 year-old.

place for cycling
A cycle-path is a parallel path with a 'hard' separation.
A cycle-lane is adjacent to the roadway, has a bicycle symbol, is separated by a paint line, or the like, and has (preferably) a different colouring.

e. 2 cycling on the roadway with or without cycle-lane

A low actual speed in combination with a low official speed limit is favourable.
A low official speed limit is a useful complement because it enables one to address his neighbour on his behaviour and the police to deal with excessive offences.
The 'woonerf' or 'home-zone' traffic sign implies special rules, depending on national law, on the official speed limit, parking and right of way.
Special cycling facilities (cycle-paths or cycle-lanes) are wanted if the actual speed exceeds 30 km/h. But there may be other reasons, such as a continuing a main cycle-route or the presence of much heavy traffic for making such facilities.
See the answers on question gen. 1.1 and 1.2.
Interpolate if you find a width between 1.50 and 2.00 m.
Cycling along parked cars is less safe. Interpolate if parking is not allowed along the full length and/or on both sides.
Wrong parking causes even more problems, especially for children, because it forces cyclists to mix into the stream of motorized traffic.

e. 3 cycle-path or cycle/moped path

The width of a cycle-path should be 1.50 m at least. This enables one to pass another cyclist, or to cycle alongside a child. Interpolate if you find a width between 1.50 and 2.50 m.
The width of a cycle/moped path should be 2.00 m at least, because of the larger differences in speed. Interpolate if you find a width between 2.00 and 3.00 m.
A cycle-path gets in general a better score than a cycle-lane or a cycle/moped path, because the cyclist is better separated from cars and mopeds driving at higher speed. But whether or not it is a better solution also depends on the quality of the crossings with side streets (visibility and attention to and fro). If a row of cars is parked between the roadway and the cycle-path, the risk exists that cyclists and car drivers lose sight of one another, whereas they may meet again at the next junction.
The risk of a serious conflict between a car and a bicycle is smaller if the junction with a side street is laid out as a continuous path on a raised plateau.

Total Cyclability

In connection to this item always mention also
Total Protection

municipality, street name :

street section from – to :

CYCLABILITY

e. 1 **crossing to the other side of this street**
Fill in: 50% of the result of the questions c. (total crossing to the other side of this street) max. 30 ....

either

in case of cycling on the roadway with or without cycle-lane

e. 2.1	**actual speed (according to question c. 3)**				
	More than 30 km/h:				
	- Without cycle-lane		0		
	- With cycle-lane	- width less than 1.50 m	0		
		- 1.50 m	10		
		- 2.00 m or more	15		
	Less than 30 km/h:				
	- Without cycle-lane		0		
	- With cycle-lane	- width less than 1.50 m	10		
		- 1.50 m	25		
		- 2.00 m or more	30		
	Less than 15 km/h, with or without cycle-lane		30	max. 30	....
e. 2.2	**official speed limit**				
	50-km/h max.		0		
	30-km/h max		5		
	Woonerf, Home-zone or the like		10	max. 10	
e. 2.3	**number of cars and mopeds passing within 10 minutes**				
	40 or more		0		
	20 – 39		5		
	0 – 20		10	max. 10	....
e. 2.4	**no parking along the roadway/cycle-lane**				
	Parking allowed		0		
	Parking not allowed		10	max. 10	....
e. 2.5	**hinder/danger by incorrect parking**				
	Parking-offences		0		
	No parking-offences		10	max. 10	....

or

in case of cycling on a cycle-path or cycle/moped path

e. 3.1	**width**				
	Cycle/moped path:				
	- Less than 2.00 m		0		
	- 2.00 m		10		
	- 3.00 m or more		15		
	Cycle-path				
	- less than 1.50		0		
	- 1.50 m		20		
	- 2.50 m or more		30	max. 30	....
e. 3.2	**width of separation**				
	Less than a car-door			0	
	More than a car-door		10	max. 10	....
e. 3.3	**visibility**				
	Row of parked cars between roadway and cycle-path within 25 m of a crossing with a side-street or a foot/cycle path		0		
	No row of parked cars within 25 m of a crossing		15	max. 15	....
e. 3.4	**path crossing side street on raised plateau**				
	No raised plateau		0		
	Raised plateau		15	max. 15	....

TOTAL CYCLABILITY **max. 100** **....**

EXPLANATION CRISS-CROSSABILITY

f. 1 **possibilities to limit traffic/parking on certain times**
This refers to a limitation on times when children go to school / come home, or on playable days.

f. 2 **parking cars in the public area**
Parking of vehicles can add considerably to hinder/danger, e.g. by way of impeding the visibility of (playing) children, hindering freedom of movement for pedestrians, or disturbing the enjoyment of the 'streetscape'.

f. 3 **actual speed of the majority of cars and mopeds (according to question gen. 1.1)**
Low speed not only enhances traffic safety, but also increases the possibilities to use the full width of the street.

f. 4 **in case the actual speed is less than 30 km/h**
The middle of the street (where vehicles ride) can also be suited to walk and play, but only as long as the speed is low and the number of cars is limited. Moreover there should not be too many barriers in the shape of dikes of parked cars turning the middle of the street into a 'traffic-gutter'.
Recognisibility as a woonerf, home-zone, or the like strengthens the notion that the full width of the street is suitable to walk and play.
If you find variations in layout you are advised to score each part separately, proportional to the length of the street (e.g. 20% x 0 and 50% x 10 and 30% x 20 = 11).
Take into account possible traffic-rules and/or agreement between residents keeping parts of the street free of parked cars (e.g. prohibition during certain hours on one side of the street or agreement to clear certain parts of the public area during daytime).

EXPLANATION ENJOYABILITY

g. 1 **streetscape**
To turn it into an attractive environment, the street should not only be laid-out as a route, but also as a space for living and a forecourt to adjacent buildings.

g. 4 **(semi) private elements on public grounds**
Residents and other parties can give their own accent to the streetscape and contribute to the suitability for various activities.

municipality, street name :

street section from – to :

CRISS - CROSSABILITY

f. 1 **possibilities to limit traffic/parking on certain times** max. 5 ....

f. 2 **parking cars in the public area**

Many parking-offences	0		
Much hinder/danger caused by parking	0		
Little hinder/danger caused by parking	20	max. 20	....

f. 3 **actual speed (according to question c. 3)**

More than 30 km/h	*In that case continue with question g.*	-
30 km/h or less	*In that case continue with next question*	-

in case the actual speed is less than 30 km/h

f. 4.1 **number of cars and mopeds passing within 10 minutes**

20 or more	0		
10 – 19	10		
0 – 9	20	max. 20	....

f. 4.2 **actual speed (according to question gen. 1.1) and recognisability as a woonerf, home-zone, or the like**

15 – 30 km/h	10		
15 km/h or less, but not clearly recognisable as a woonerf, home-zone or the like	20		
15 km/h or less and clearly recognisable as a woonerf, home-zone or the like	30	max. 30	....

f. 4.3 **barriers (during daytime) making the middle of the street unsuitable to walk and play**

Barriers (during daytime) on both sides of the street	0		
Barrier (during daytime) on one side of the street	15		
No barriers (during daytime)	25	max. 25	....

TOTAL CRISS-CROSSABILITY **max. 100** ....

ENJOYABILITY

g. 1 **streetscape**

g. 1.1 **subdivision**
Lay-out subdividing the street into a series of different rooms, each with its own character. max. 15 ....

g. 1.2 **attractiveness**
Lay-out (parking, planting, street-furniture) enhancing the attractiveness as an environment for living and the suitability for various activities. max. 15 ....

g. 1.3 **forecourt, interesting vistas**
Layout calling attention to entrances, extraordinary buildings, parks, art, monuments or pointing at interesting vistas (townscape, landscape). max. 10 ....

g. 2 **public planting**
Trees and shrubs max. 20 ....

g. 3 **private elements on private grounds**
Private elements interesting for people passing by, like shops/workshops and planting in front gardens/private parking-places. max. 20 ....

g. 4 **(semi) private elements on public grounds**
Planting on house fronts, play-facilities, seating or even a terrace max. 20 ....

TOTAL ENJOYABILITY **max. 100** ....

EXPLANATION PLAYABILITY

h. 1 width of car free strip/sidewalk on the most attractive side of the street
The sunny side of the street is, in the weather conditions of Northern Europe, usually the most attractive to walk and play. It is even more attractive when it is wide.
Interpolate if you find a width between 2.00 m and 4.00 m.

h. 2 possibilities for various activities in this part of the street (max. 100 m)
Take into account possible traffic-rules and/or agreement between residents keeping parts of the street free of parked cars (e.g. prohibition during certain hours on one side of the street or agreement to clear certain parts of the public area during daytime).

h. 4 separate play-facilities, within reach along safe routes
As a rule the environment as a whole must be attractive to all age groups. Mixing the age-groups is important, not only because children want to spend part of their time in the world of the adults, bus also to enhance social safety. Separate play facilities can be useful as a complement to the possibilities in the street, as long as they are within reach along safe routes. Play facilities on the other side of an unsafe road are of little worth.

Total Playability
In connection to this item always mention also
Total Protection
Total Criss-Crossability and
Total Enjoyability

municipality, street name :

street section from – to :

PLAYABILITY

h. 1	**width of car free strip/sidewalk on the most attractive side of the street**			
	Less than 2.00 m	0		
	2.00 m	5		
	4.00 m or more	15	max. 15	....
h. 2	**possibilities for various activities in this part of the street (max. 100 m)**			
h. 2.1	**play close to home, like:**			
	- **play with cars or dolls;**			
	- **play with chalk**		max. 10	....
h. 2.2	**seating (bench, edge, blocks)**		max. 10	....
h. 2.3	**quiet play, like:**			
	- **balancing and climbing (differences in level, walls, blocks, gates);**			
	- **building a hut (space and possibilities to attach material)**		max. 10	....
h. 2.4	**moving around, like:**			
	- **jumping/hop-scotch (space, variety in paving);**			
	- **scooter/skate (car free lane/sidewalk with smooth paving);**			
	- **skipping with a rope (4.50 x 4.50, possibilities to tie the rope);**			
	- **learning to cycle (quiet streets around the block)**		max. 10	....
h. 2.5	**group-play, like:**			
	- **'curbing' (quiet part of the street without parking)**			
	- **ballgames (space)**		max. 10	....
h. 3	**street-refuse**			
	Much street-refuse	0		
	No street-refuse	5	max. 5	....
h. 4	**separate play-facilities**			
h. 4.1	**within 100 m walking distance along safe routes for 6 year-old**			
	- **meeting-place cum toddlers playground**		max. 15	....
h. 4.2	**within 300 m walking distance along safe routes for 8 year-old**			
	- **green where children are allowed to play (park, public courtyard)**			
	- **playground**			
	- **space for:**			
	o **hide and seek (quiet, various corners, walls, shrubs);**			
	o **ballgames (20 x 40 m);**			
	o **skateboard (quiet, differences in level, smooth paving);**			
	o **playing tag (quiet, space to run freely)**		max. 15	....
	TOTAL PLAYABILITY	**max. 100**		**....**

SPACE FOR REMARKS IN CONNECTION TO THE REVIEW