

# Building child-friendly neighbourhoods in Súdwest-Fryslân

CHILD-FRIENDLY GOVERNANCE SYSTEMS AND PROCESSES & THEIR  
IMPLEMENTATION IN PRACTICE



## PRE-MSC THESIS

Rienk de Groot, S4036085

Pre-MSc thesis, Society, Sustainability & Planning  
University of Groningen, Faculty of Spatial Sciences

Supervised by: F. Niekerk & W.S. Rauws

16-06-2023

# CONTENTS

Summary .....	5
1. Introduction .....	6
1.1 Background.....	6
1.2 Research aim.....	7
1.3 Societal and academic contributions .....	8
1.4 Reading guide .....	8
2. Theoretical framework .....	9
2.1 Governance domain.....	9
2.1.1 Child-friendly governance.....	9
2.1.2 Child-friendly planning policies.....	10
2.2 Spatial domain.....	10
2.2.1 Child-friendly street design .....	11
2.2.2 Accessibility for children .....	11
2.3 Social domain .....	11
2.3.1 Opportunity for outdoor play .....	11
2.4 Conceptual framework: How child-friendly governance systems and processes can promote child-friendly neighbourhoods .....	12
2.5 Expectations.....	12
3. Methodology .....	14
3.1 Data collection .....	14
3.1.1 Governance domain.....	16
3.1.2 Spatial and social domain .....	16
3.2 Case selection .....	17
3.3 Maps of the selected cases.....	18
3.4 Data quality and robustness .....	19
3.5 Ethical considerations .....	19

4.	Results: child-friendly neighbourhoods have been built, but not always intentional.....	20
4.1	Governance domain: Outsourced child participation projects and a policy focus on playgrounds.....	20
4.1.1	Child-friendly governance.....	20
4.1.2	Child-friendly planning policies.....	22
4.2	Child-friendly street design: well-designed streets, consistent with the policy.....	23
4.3	Accessibility for children: accessibility of facilities outside of the neighbourhoods is problematic.....	25
4.4	Opportunity for outdoor play: clear policy, well-implemented in practice.....	27
5.	Conclusion and discussion.....	30
5.1	Reflection on the main question.....	30
5.2	Reflections on the conceptual framework.....	31
5.3	Reflection on methodology.....	32
5.4	Lessons of planning practice.....	32
5.5	Limitations and future research.....	33
	References.....	34
	Appendices.....	38
	Appendix 1: Coding tree.....	38
	Appendix 2: Analysed policy documents.....	39
	Appendix 3: Policy analysis quotes.....	42
	Appendix 4: Interview quotes.....	49
	Appendix 5: Observation results.....	58
	Appendix 6: Interview questions.....	80
	Informed consent form.....	80
	Interview 1: Project manager Harinxmaland and Houkepoort at the municipality of Súdwest-Fryslân.....	81
	Interview 2: Policy officer and green consultant at the municipality of Súdwest-Fryslân.....	85
	Interview 3: Strategic advisor on sport and exercise at municipality of Súdwest-Fryslân.....	89

Interview 4: Traffic engineer at municipality of Súdwest-Fryslân.....	92
Interview 5: Alderman on spatial development, economic affairs, sport and exercise at the municipality of Súdwest-Fryslân .....	97
Interview 6: Policy officer on green, play, and sport at municipality of Súdwest-Fryslân ...	100
Interview 7: Child participation experts at De Kleine Ambassade .....	104
Appendix 7: GIS analysis results on dedicated play areas .....	107

*Cover image: Playground in the newly built neighbourhood of Houkepoort, Sneek (Gemeente Súdwest-Fryslân, 2021-a).*

## SUMMARY

This research has investigated the extent to which and the way how stakeholders, involved in the planning and design of new neighbourhoods in Súdwest-Fryslân, are building child-friendly environments. The study aims to investigate the governance systems and processes needed to support creating those environments and the degree to which planning policies are child-friendly. Additionally, the study aims to investigate how these policies are +turned into practice within two recently-built neighbourhoods within the municipality of Súdwest-Fryslân. A qualitative case study research has been conducted using multiple methods: policy review, seven semi-structured interviews and observation.

Results show that there are no policies specifically aimed at children or to create child-friendly environments, but there are policies and practices active within the municipality that help creating such environments. The municipality also shows that it cares about the rights of children by organizing a yearly children's conference, establishing a children's council and appointing a children's mayor. However, children are not structurally invited to participate in the construction of new neighbourhoods. The partnership with a child participation foundation provides expertise, but also dependence.

The policies on child-friendly street design, accessibility for children, and opportunity for outdoor play have been examined in practice within the neighbourhoods of Harinxmaland and Houkepoort in Sneek. Both neighbourhoods have a child-friendly street design, which increases the opportunity for children to move around independently and explore their surroundings. The accessibility to facilities within both neighbourhoods is high, with high-quality and well-maintained routes. However, the accessibility of facilities outside of the neighbourhoods is lower, because the main crossings with the busy ring road are level crossings. Within the municipality, there is a clear policy on play and that policy is well executed in both neighbourhoods. Especially in Harinxmaland, there is significant potential for age-specific play opportunities. In the smaller neighbourhood of Houkepoort, this potential is lower. Here, more land had to be reserved for housing to make the project profitable, leaving less space for play facilities.

The municipality can increase child participation on location-specific issues, which in turn may improve accessibility for children. An overarching team for child-friendliness could support this.

# 1. INTRODUCTION

## 1.1 Background

To combat the current Dutch housing crisis, the Dutch government wants to build 900.000 new houses between 2022 and 2030 (Ollongren, 2021). To accomplish these plans, the Dutch government has invested in speeding up the construction of houses (Ollongren, 2021). Many families want to raise their children in the Dutch suburbs (Karsten & Van Vliet, 2006-a). These are lower-density neighbourhoods, surrounded by green areas, which can be built more quickly because there is less complexity around existing buildings and public participation (Hamers, 2020). Yet, governments often do not recognize the needs and wants of families with children when designing such places (Israel & Warner, 2008; Riggio, 2002). The concept of child-friendliness has emerged to engage local governments and citizens to improve a city's infrastructure for serving children and their families (Rukus & Warner, 2013). This promotes the well-being of children, their parents, and the city as a whole (Rukus & Warner, 2013; UNICEF, 2012).

Previous academic work on child-friendly cities in the Netherlands has often been studied from the perspective of children or their parents (e.g. Krishnamurthy, Steenhuis, Reijnders, & Stav, 2018; Karsten & Van Vliet, 2006-a). Using the multiple-stakeholder perspective is less prevalent within Dutch research (Jansson, Herbert, Zalar, & Johansson, 2022), even while it is the interaction between local governments, NGOs, developers, and citizens that is crucial in stimulating environments that support the physical, social, and cognitive development of children (Krishnamurthy, 2019). Research from Krishnamurthy et al. (2018) shows that child-friendly neighbourhoods can be created if there is a match between the *spatial domain* (child-friendly designed neighbourhoods), the *social domain* (neighbourhoods which offer conditions to satisfy children), and the *governance domain* (the capacity of cities to link local, regional, and national actors to facilitate child-friendly cities). Similar reasoning is found in research from Vinueza, Niekerk, and Van Dijk (2023). According to them, acknowledging children's rights to a place is the call for action to create a child-friendly governance system and the physical environment is the place where those actions take place and results can be seen.

Previous research which uses the multiple-stakeholder perspective has often been conducted outside of the Netherlands (Jansson et al., 2022), making results difficult to use within the Dutch context (Karsten, Lupi, & De Stigter-Speksnijder, 2013). Research from Nikku and Pokhrel (2013) shows that a strong political will towards child-friendly cities is needed, and it is important to include children's voices in the planning process. Research by Israel and Warner (2008) reveals that

planners are key when designing communities for the needs and wishes of families within the US. However, Dutch urban planning is difficult to compare with that of other countries (Karsten et al., 2013). Dutch urban planning is characterized by a larger number of stakeholders (Van Dijk, Van Kann, & Woltjer, 2019), higher interdependency and more need to seek consensus (Voogd & Woltjer, 1999; Van der Valk, 2002) than other countries. The few studies that have been conducted in the Netherlands took place in larger Dutch cities such as Amsterdam (Karsten et al., 2013), Rotterdam (Karsten & Van Vliet, 2006-a), or Eindhoven (Krishnamurthy, 2019) and not in smaller cities. Municipalities with a large population typically have larger planning departments, and more resources, and are often more innovative than smaller municipalities (Budding, Faber, & Schoute, 2022). It could be the case that smaller municipalities are less invested in the child-friendliness of cities and therefore, this study investigates the development of child-friendly neighbourhoods in a smaller municipality.

## 1.2 Research aim

This thesis investigates to what extent the stakeholders building new neighbourhoods within the Frisian municipality of Súdwest-Fryslân are engaged with child-friendly environments. The focus will be on suburban projects within the municipality because that is where most of the houses have been built and will be built within the municipality (Gemeente Súdwest-Fryslân, 2017-a).

This research follows the reasoning from Krishnamurthy et al. (2018) that there should be a match between the governance domain, the spatial domain, and the social domain to provide child-friendly environments. That leads to the following research question:

**To what extent and in what way are the stakeholders in the planning and design of new neighbourhoods engaged with child-friendly environments in the Dutch municipality of Súdwest-Fryslân?**

To answer the research question, the following sub-questions have been formulated:

- To what extent do current urban planning policies and practices within the municipality of Súdwest-Fryslân encourage building child-friendly environments? (Governance domain)
- How are the elements from urban planning policies concerning child-friendly street design and accessibility for children put into practice in recently built neighbourhoods within the municipality of Súdwest-Fryslân? (Spatial domain)

- How are the elements from urban planning policies concerning allowing playing put into practice in recently built neighbourhoods within the municipality of Súdwest-Fryslân? (Social domain)

### 1.3 Societal and academic contributions

The contribution of this research is both societal and academic, as also can be read in the background section. First of all, the results of this research can create a broader understanding of child-friendly governance systems and processes and their implementation in policy and practice. Lessons on planning practices will be given, which are relevant for planners within the municipality of Súdwest-Fryslân and other planners. These lessons can lead to building more child-friendly environments. Furthermore, because this research is unique in combining child-friendly governance with planning practice within newly built neighbourhoods, it will contribute towards the existing literature on child-friendly urban planning within the Dutch planning context.

### 1.4 Reading guide

This research starts with a theoretical framework (chapter 2), where the theoretical foundation is laid for the rest of the research. The chapter also contains the conceptual framework and some expectations. Next, in chapter 3, the methodology of this qualitative explorative case-study research is elaborated. The data collection process is described, a case selection is presented with maps and ethical and data quality issues are addressed. Chapter 5 is the final chapter, the conclusion and discussion. The chapter contains a reflection on the main question, the conceptual model, on methodology and ends with lessons on planning practice, limitations and advice on future research. The references and appendices are placed after the conclusion and discussion.



## 2. THEORETICAL FRAMEWORK

This theoretical framework is divided into the earlier introduced governance, spatial, and social domains. If these domains match, child-friendly environments can be created (Krishnamurthy et al., 2018).

### 2.1 Governance domain

The governance domain entails a child-friendly governance system and its elaboration in policy (Krishnamurthy et al., 2018). Good governance is necessary to translate children's rights into the physical environment (Vinueza et al., 2023). Whitzman, Worthington, and Mizrachi (2010) have researched the theme of child-friendly governance and came to six important criteria to assess the child-friendliness of policies and practices (see figure 1).

1. Recognizing children as an interest group.
2. Recognizing children's right to all public spaces. Not only places which are child-specific, such as playgrounds or schools.
3. Having achievable targets, strategies, and implementation mechanisms.
4. Integrating policies with other local government policies, such as health and land-use plans.
5. Having planners trained to plan for children.
6. Having planners equipped with skills to interact with children.

Figure 1: Assessing child-friendliness of policies and practices

The chapter on child-friendly governance (2.1.1.) focuses on the systems and processes needed to support creating child-friendly environments, and the chapter on child-friendly policies (2.1.2) delves into the translation into policies of the aforementioned.

#### 2.1.1 Child-friendly governance

According to Riggio (2002), child-friendly governance entails giving the child visibility in the city development agenda and granting them an opportunity to participate in the decision-making process. It is the institutional, legal, and budgetary structure to implement children's rights to the city (Vinueza et al., 2023), where all relevant actors protect the best interests of children and respect their views (Riggio, 2002).

The importance of child participation is supported by a large body of academic literature (Vinueza et al., 2023). While the model of Hart (1992) is most used when researching child involvement (Ataol, Krishnamurthy, & Van Wesemael, 2019), this model is incomplete and unsuitable to measure child participation (Hart, 1992). Research from Ataol et al. (2019) shows that child-specific communication is essential; children need a process that is explanatory and active, tailored to their language. According to Wilks and Rudner (2013), acquiring the highest factors of child participation should not be the optimal goal. Often, adult-initiated, shared decision-making with children is the best form of child participation (Wilks & Rudner, 2013). Here, adults can use their knowledge and skills to assist children to participate in the planning process (Wilks & Rudner, 2013). While children can facilitate a high level of self-direction here, parents and others can ensure that the information of the children can be transformed into useful practices for planning and urban design (Wilks & Rudner, 2013).

### 2.1.2 Child-friendly planning policies

Child-friendly planning policies are policies which address the needs and services of families with children (Israel & Warner, 2008). The research of Whitzman et al. (2010) focuses on the institutionalization of children's right to the city, the child-friendly planning policies. Based on a literature review, they established their framework with the six criteria (see figure 1) for child-friendly policies and practices. They found that local governments committed to child-friendly cities do see children as a group with rights and have integrated policies to stimulate exploration and play within the city. Most cities involved in creating child-friendly environments do, however, lack accurate progress indicators (Whitzman et al., 2010). Furthermore, the research shows that many planners are not yet trained to work with children and refer to their experiences as parents as reasons why they can work with children. When child-friendly policies are put into practice, high-quality play opportunities and experiences which stimulate the imagination can be created (Whitzman et al., 2010; Krishnamurthy et al., 2018). This translation will be examined in 2.2 and 2.3.

## 2.2 Spatial domain

Three of the most important daily living domains for children are the street, green spaces, and play spaces (Krishnamurthy et al., 2018; Karsten & Van Vliet, 2006-a). According to Krishnamurthy et al. (2018), child-friendly neighbourhoods should be usable and accessible for children.

### 2.2.1 Child-friendly street design

The increasing number of cars has led to fewer children playing on the street (Karsten & Van Vliet, 2006-a), and calming the traffic on streets can reverse these effects (Karsten & Van Vliet, 2006-b). Child-friendly streets are traffic-calmed, meaning that these streets have a low traffic volume and are not built for high traffic speeds (Karsten & Van Vliet, 2006-a). A safe street allows children to mobilize themselves freely (Ekawati, 2015). Traffic-calmed streets have not only the potential as space but also as a place for children to learn and play (Ekawati, 2015). Furthermore, these streets can increase children's cognitive development and conception of space (Appleyard, 2022).

### 2.2.2 Accessibility for children

If neighbourhoods are accessible to children, children can independently move to the facilities that are important to them (Krishnamurthy et al., 2018). If children do not have this safe infrastructure, they are dependent on caregivers, hindering children's development (Vinueza et al., 2023). Important here is the presence of safe routes between home and school to give the children more independence (Corsi, 2002). Child-friendly routes are well-maintained routes between the neighbourhood and facilities, with separate cycle paths and safe crossings (Corsi, 2002).

## 2.3 Social domain

Within the social domain, it is important that children are given the opportunity to play (Krishnamurthy et al., 2018). When children can play outside, they can meet other children and shape community (Krishnamurthy et al., 2018). Furthermore, outdoor play is beneficial for children's cognitive, academic, and physical development (Burriss & Burriss, 2011).

### 2.3.1 Opportunity for outdoor play

Even while the Netherlands has a long tradition of child-friendly play spaces, more and more Dutch children play inside instead of outside (Karsten & Van Vliet, 2006-a). Dutch parents strongly believe in the importance of play and see outdoor play as a healthy activity and a possibility to meet other children (Karsten & Van Vliet, 2006-a). This belief is shared by a large body of academic literature (Bento & Dias, 2017). Building designated play areas (playgrounds, sports fields, school yards, parks) is not the ultimate solution to give children the opportunity for outdoor play (Krishnamurthy, 2019; Vinueza et al., 2023). Sometimes, children prefer uncontrolled play areas for free play (Vinueza et al., 2023). However, these undesignated play areas can take all kinds of forms (streets, parking lots, garages, corridors, green spaces) and are often hard to identify (Krishnamurthy et al., 2018).

## 2.4 Conceptual framework: How child-friendly governance systems and processes can promote child-friendly neighbourhoods

The conceptual framework below follows from the academic research discussed in the theoretical framework. The model, shown in figure 2, shows the factors important to create child-friendly governance and integrates them with the socio-spatial interventions discussed in 2.2 and 2.3. It is expected that institutions with child-friendly governance systems have a strong basis to shape child-friendly planning policies and have a generally positive effect on the child-friendliness of newly built neighbourhoods. When planning policies are child friendly, it is expected that implementation of these policies is visible in the living domain of the children. General or specific child-friendly policies can lead to child-friendly street design, accessibility for children and more opportunities for outdoor play. The benefits of these three elements have been demonstrated in academic research as important factors to create child-friendly environments.

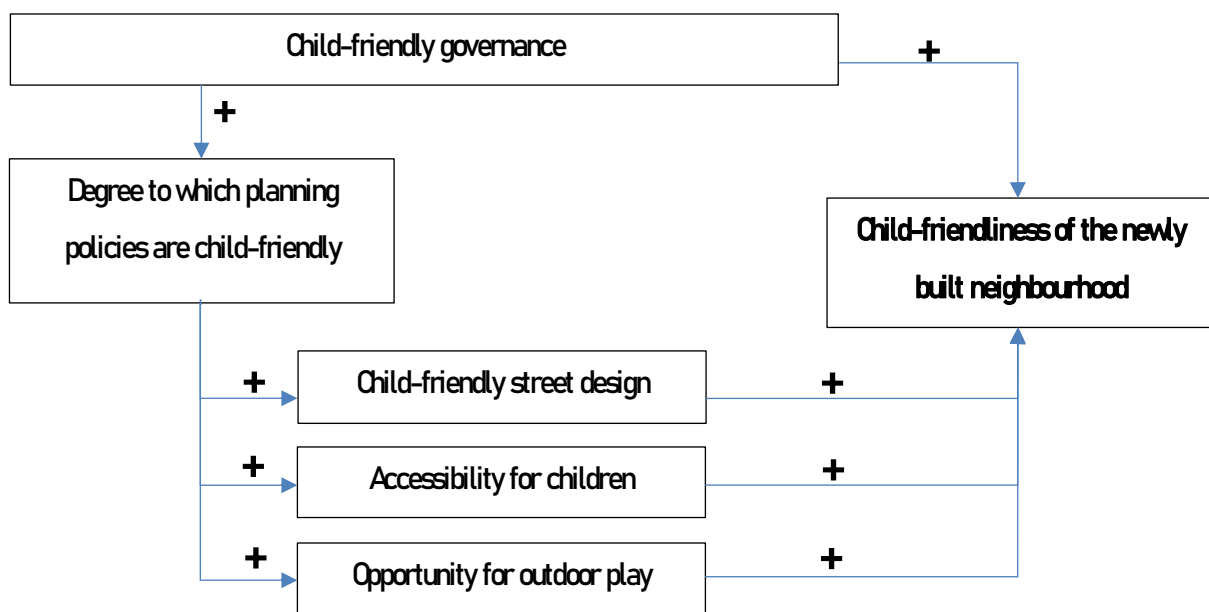


Figure 2: Conceptual framework: How child-friendly governance systems and processes can promote child-friendly neighbourhoods

## 2.5 Expectations

The expectation is that the municipality is the most important and involved stakeholder to create child-friendly environments. The important role of the municipality within the Dutch planning context is widespread in academic research (e.g., Krishnamurthy et al., 2018; Karsten, 2010). Because the municipality of Súdwest-Fryslân has a smaller planning department and less financial

means than large cities, they could be less innovative in terms of child-friendly initiatives (as pointed out by Budding et al. (2022)) and do not do active child participation.

Furthermore, it is expected that active policies within Súdwest-Fryslân do support child-friendly environments, perhaps not explicitly stated. Creating child-friendly environments can be a theme in the environmental vision of Súdwest-Fryslân or can be embedded in policy documents on street design or play spaces. The effects of these policies will be seen in spatial practice; where streets, green areas, and playgrounds are designed according to these policies. It could be the case that the socio-spatial interventions differ depending on the type of neighbourhood. All combined, it is expected that the newly built neighbourhoods in Súdwest-Fryslân are reasonably child-friendly, but child-friendliness is not yet a concrete theme on the municipal agenda.

### 3. METHODOLOGY

#### 3.1 Data collection

The nature of this research will be qualitative, meaning that the goal of the research is to understand the beliefs, experiences, attitudes, behaviour, and interactions of the research objects (Pathak, Jena, & Kalra, 2013). The research is exploratory because it focuses on discovering new ideas and practices, leading to more description and a higher understanding of a topic (Stebbins, 2001). This topic will be investigated through a case study, where a small number of cases will be studied in detail to develop a full understanding of that cases (Punch, 2013).

Within this research, the goal is to understand to what extent and in what way different stakeholders are engaged with child-friendly environments, making it most suitable for qualitative research (see also: Nikku & Pokhrel (2013)). When using semi-structured expert interviews, underlying views on child-friendly governance systems and practices, child-friendly planning policies and their implementation can be found. These in-depth views are more difficult to ascertain with quantitative methods such as a survey. As can be seen in the theoretical framework, earlier research on this topic is scarce within the Dutch context. Therefore, explorative research is suitable. The choice for a two neighbourhoods case study has been made because it makes it easier to see how policy has been put into practice. The data collection strategy is summarized in figure 3 below, along with a list of the interviewees and their roles within the organisation they work for:

<b>Main research question:</b>		
To what extent and in what way are the stakeholders in the planning and design of new neighbourhoods engaged with child-friendly environments in the Dutch municipality of Súdwest-Fryslân?		
<b>Sub-question</b>	<b>Research method</b>	<b>Research objects</b>
To what extent do current urban planning policies and practices within the municipality of Súdwest-Fryslân encourage building child-friendly environments? (Governance domain)	Review of policies using qualitative text analysis, semi-structured interviews	Environmental vision, vision on exercising in public space, vision on play, traffic and transport plans, development plans, zoning plans, visual quality plans  Interviews with the project manager, strategic policy officers,

		the alderman, and child-participation experts
How are the elements from urban planning policies concerning child-friendly street design and accessibility for children put into practice in recently built neighbourhoods within the municipality of Súdwest-Fryslân? (Spatial domain)	Review of policies using qualitative text analysis, semi-structured interviews, observation	Interviews with the project manager, and a traffic engineer. Observation in the newly built neighbourhoods to illustrate the elements
How are the elements from urban planning policies concerning allowing playing put into practice in recently built neighbourhoods within the municipality of Súdwest-Fryslân? (Social domain)	Review of policies using qualitative text analysis, semi-structured interviews, observation	Interviews with the project manager, policy officers at the green and play departments, and the alderman. Observation in the newly built neighbourhoods to illustrate the elements.

Interviewee	Role
1. Project manager Harinxmaland and Houkepoort at the municipality of Súdwest-Fryslân	Manages the planning process of the two neighbourhoods and designs, as a designer, parts of the neighbourhoods.
2. Policy officer and green consultant at the municipality of Súdwest-Fryslân	Advises on new developments concerning green and play (operational).
3. Strategic advisor on sport and exercise at the municipality of Súdwest-Fryslân	Develops long-term visions on sport and exercise (strategic).
4. Traffic engineer at the municipality of Súdwest-Fryslân	Advises on traffic and transportation improvements (operational).
5. Alderman on spatial development, economic affairs, sport and exercise at the municipality of Súdwest-Fryslân	Forms, together with other aldermen and the mayor, the day-to-day administration of the municipality.

6. Policy officer on green, play and sport at the municipality of Súdwest-Fryslân	Advises on new developments concerning green, play, and sport (operational).
7. Child participation experts at De Kleine Ambassade	Teaching children about democracy and helping them participate in participation projects.

Figure 3: Data collection overview

### 3.1.1 Governance domain

To investigate the first sub-question, a combination of qualitative policy analysis and semi-structured interviews have been done. Current **planning policies** have deductively been analysed using criteria on child-friendly policies and practices (see appendix 1 for the coding tree). This involves analysing municipal, regional, provincial, and national policy and the specific plans for the newly built neighbourhoods (see appendix 2 for a list). Policymakers involved in making these policies or implementing them are interviewed on what these policies entail and how these policies are put into practice. Furthermore, child participation experts working together with the municipality are **interviewed**, to ask them about the importance of child participation and how this is organized within Súdwest-Fryslân. The interview transcripts are analysed using the same criteria as the policy analysis (see appendix 4 for a list of interview quotes, linked to the coding tree).

### 3.1.2 Spatial and social domain

The data collection for the spatial and social domains is equal. In the **semi-structured interviews**, asked is how policies are put into practice in Harinxmaland and Houkepoort. Depending on the interviewee, it is asked which interventions on child-friendly street design, accessibility for children and the opportunity to play are done and why. Each interview question is linked to an element from the coding tree and thus the theoretical framework (see appendix 6 for the interview questions). The interview transcripts are also analysed using this tree, quotes belonging to each of the important elements can be found in appendix 4.

The research is complemented by **observations** within the two neighbourhoods. Pictures are taken within the neighbourhoods, with the elements of the coding tree in mind. Most pictures are taken before the interviews took place and a few pictures are taken after the interviews because of what is said in some of the interviews. All pictures are linked to the coding tree, as can be seen in appendix 5.



### 3.2 Case selection

Because most new houses were built and are going to be built in the city of Sneek (Gemeente Súdwest-Fryslân, 2022), two neighbourhoods in that city are investigated: Harinxmaland and Houkepoort (for maps, see 3.3). Statistics of both neighbourhoods are shown in figure 4 below, using the most recent statistics from the Dutch Central Agency for Statistics (CBS, 2022).

	Sneek	Harinxmaland	Houkepoort
<b>Inhabitants</b>	<b>34157 inhabitants</b>	<b>885 inhabitants</b>	<b>550 inhabitants</b>
<b>Household with children?</b>	<b>Yes 33,4%</b> <b>Nr 66,6%</b>	<b>Yes 67,7%</b> <b>Nr 32,3%</b>	<b>Yes 77,1%</b> <b>Nr 22,9%</b>
<b>Housing type</b>	<b>Owner-occupied 56,0%</b>  <b>Rental: 11,0%</b>  <b>Social renting: 33,0%</b>	<b>Owner-occupied 78,1%</b>  <b>Rental: 16,6%</b>  <b>Social renting: 5,3%</b>	<b>Owner-occupied 100%</b>  <b>Rental: 0%</b>  <b>Social renting: 0%</b>
<b>Property value (WOZ)</b>	<b>€236.971</b>	<b>€419.000</b>	<b>€483.000</b>

**Figure 4: Statistics of Sneek, Harinxmaland, and Houkepoort as of 2022**

Harinxmaland is a large neighbourhood located north of the ring road of Sneek. Construction of the new neighbourhood has been started in 2010, although most homes have been built in the last four years. The municipality has been the main developer in Harinxmaland. As can be seen in figure 4, there are a lot of households with children in the neighbourhood. Most houses are owner-occupied, and some are rental houses. Living near or at the waterfront is very important within the neighbourhood, there are no facilities located in Harinxmaland.

Houkepoort is a smaller neighbourhood located on an artificial island east of the ring road of Sneek. The neighbourhood was initially planned as a location to build very exclusive water villas near Lake Sneek. Due to a lack of demand for this type of housing and the financial crisis, the Houkepoort plan has been simplified. Some parts of Houkepoort are municipality-initiated, and large parts project-developed. Houkepoort is also a neighbourhood with a lot of households with children, there are no rental houses here. Just like Harinxmaland, living at the waterfront is the key selling point for Houkepoort.

### 3.3 Maps of the selected cases



Figure 5: Satellite view of the selected cases

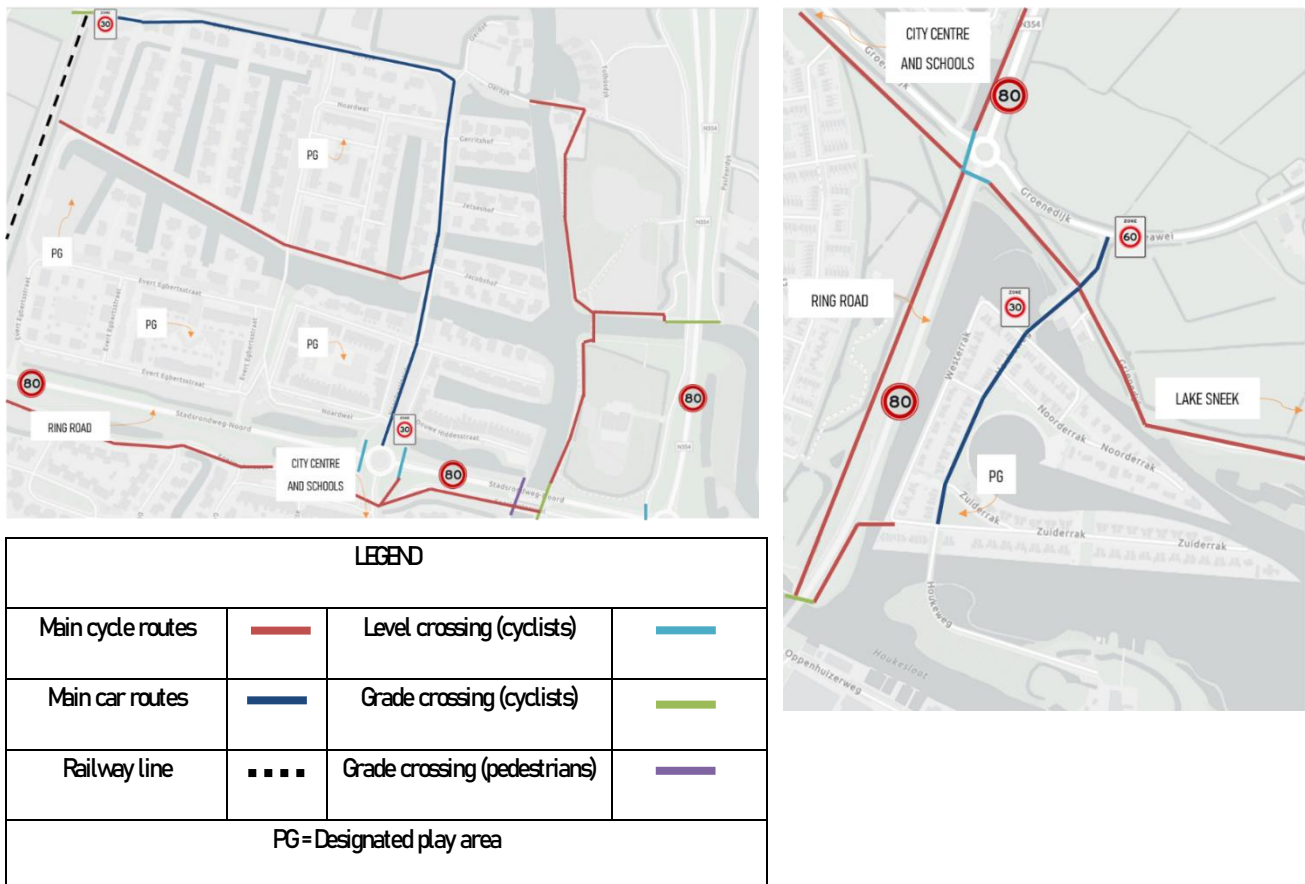


Figure 6: Maps of Harinxmland (left) and Houkepoort (right)

### 3.4 Data quality and robustness

Within this research, data quality is ensured by linking the theoretical framework and the conceptual model with the research design, the interview questions and observation criteria (Stenfors, Kajamaa, & Bennett, 2020). The theoretical framework of chapter 2 forms the basis for the coding tree, as can be seen in appendix 1 and is linked with the main and sub-questions. Triangulation is provided by using the coding tree for creating the interview questions, the observation criteria, and the analysis. Seven experts have been interviewed from different backgrounds, recruitment stopped when similar issues were mentioned, and saturation was reached.

### 3.5 Ethical considerations

To ensure that the research has been carried out ethically, ethical considerations have been taken into account. Most importantly, participants have given explicit consent before the research took place (GDPR, 2016). The purposes for the data collection were given and an option to stop the interview at any time is given. The used informed consent form is shown in appendix 6. Furthermore, it is indicated that the data will be anonymised and not shared further. Only the functions of interviewees are mentioned in the research, the names are not shown anywhere. Interview transcripts have not been shared publicly, only the results from the interviews will be shared publicly. Interview transcripts and recordings will be deleted right after the project is finished.

## 4. RESULTS: CHILD-FRIENDLY NEIGHBOURHOODS HAVE BEEN BUILT, BUT NOT ALWAYS INTENTIONAL

### 4.1 Governance domain: Outsourced child participation projects and a policy focus on playgrounds

The relevant planning policies (see [appendix 2](#)) and practices are deductively analysed using the coding tree (see [appendix 1](#)), in this case: the criteria from Whitzman et al. (2010), as can be seen in figure 1 in 2.1.2.

#### 4.1.1 Child-friendly governance

The most important stakeholder concerning building new child-friendly environments in Súdwest-Fryslân is the municipality. Within the municipality, there are multiple teams that have a role in creating such environments. While some of the interviewed policy officers see child-friendliness as a broad municipal theme, others mainly associate child-friendliness with playgrounds. The municipality could work on making the broader concept of child-friendliness more widely known.

As mentioned before, Harinxmaland is largely developed and designed by the municipality, while Houkepoort has more project development. According to the project manager of both neighbourhoods, having a strong vision and the will to execute it, is crucial to create child-friendly environments. He points out that project developers are more focused on making profits, but the municipality has made contractual arrangements to guarantee the spatial quality of the neighbourhoods.

**“It is about taking the initiative (as a municipality) to make play possible and that depends on the people who are working on that...**

**With project developers, it is different anyway.”**

**- Project manager Harinxmaland and Houkepoort**

Starting the analysis, the municipality of Súdwest-Fryslân gives the child visibility in the city development agenda (see [4.1.2](#)) but does not always give children the opportunity to participate in the decision-making process. According to the policy officer on green and play, the neighbourhood is often invited to give their opinion about the play areas that are going to be built in the new neighbourhood. Then, the municipality makes a few playground designs, from which the neighbourhood residents can choose. Often, there are no children present here, but their parents are. The extent to which participation is possible depends on financial means, the neighbourhood

size, the target group, and the extent to which a neighbourhood has organised itself. Although participation projects on street design are common in the municipality, that is not the case in the newly built neighbourhoods since the streets are designed before the new residents are known.

Concerning child participation, the municipality works together with the child participation foundation De Kleine Ambassade. This foundation has the goal of increasing child and youth participation within the Netherlands. Within Súdwest-Fryslân, the foundation provides teaching packages and programmes on democracy in primary school classes. Next, a subset of primary school children is invited to attend the yearly child conference. In the child conference, the municipality asks children about daily issues such as climate adaptation, the ideal neighbourhood, and playgrounds. During the day, children get help from child participation experts, officials, and other experts in the field to provide solutions to the problems within the selected themes. The cases discussed are not location-specific, but results from this conference are used by policy officers within the municipality. To ensure that children are also heard outside of the conference, a children's mayor and a children's council are elected. They monitor results from the conference, receive new cases from the municipality, and have a symbolic function. By participating in the participation project of De Kleine Ambassade, the municipality shows that they see children as an interest group and recognize their right to all public spaces. However, the municipality remains dependent on the will, expertise, and resources of De Kleine Ambassade. There is yet no ambition to put child participation within Súdwest-Fryslân in the hands of the municipality itself. This may pose a risk to the continuity of children's participation. Furthermore, not all schools are participating in the paid teaching packages of De Kleine Ambassade, hindering participation opportunities for children of non-participating schools.

**“The municipality has certain wishes ... what it wants to achieve. And because of our knowledge and expertise on the subject, we have certain ideas about how we think it (child participation) can be organised.”– Child participation expert**

The interviewees at the municipality of Súdwest-Fryslân are not specifically trained to work with or plan for children. The municipal workers often referred to their experience as parents as a reason that they are good with children and know what they want. However, the experts from De Kleine Ambassade, are trained to do so. They often have pedagogical backgrounds and work according to tested learning methods.

In general, there are child-friendly governance systems present in the municipality of Súdwest-Fryslân. Children are seen as an interest group, their rights are recognized to all public spaces, and the cooperation with De Kleine Ambassade helps the municipality with expertise and high-quality child participation. However, the municipality is dependent on this foundation and does not structurally include children in the participation process of the construction of new neighbourhoods. The benefits of child-friendly governance from Whitzman et al. (2010) and Riggio (2002) can therefore not fully be exploited.

#### 4.1.2 Child-friendly planning policies

In Súdwest-Fryslân, there is no overarching policy program for child-friendliness. The theme is embedded in different teams of the municipal organization and different policies. This chapter is the start of analysing current planning policies in Súdwest-Fryslân. The specific policies concerning child-friendly street design, accessibility for children, and opportunity for outdoor play are further elaborated in 4.2, 4.3, and 4.4.

**“Child-friendliness is a broad theme; it is not in one policy programme or so, you can see it everywhere.”**

**- Alderman on spatial development, economic affairs, sport, and exercise**

Within the municipality, the environmental vision (Gemeente Súdwest-Fryslân, 2021-b) is the common thread for all municipal activities in the spatial domain. It helps the municipality assess if certain developments or projects fit the municipality (Gemeente Súdwest-Fryslân, 2021-b). The vision of exercising in public space is part of this environmental vision (Gemeente Súdwest-Fryslân, 2023-a) and is a strategic document: it shows the way how the municipality wants to give exercising a permanent place in the municipality for everyone (Gemeente Súdwest-Fryslân, 2023-a). The policy document on play facilities (2013-a) is more operational, it provides frameworks for the construction, design, and maintenance of playgrounds in the municipality. The municipal traffic and transport plan (2013-b) will soon be replaced by a mobility vision but is still in place. It is used as a framework to include traffic within new spatial developments and helps answer traffic issues (Gemeente Súdwest-Fryslân, 2013-b). Zoning, development, and visual quality plans of the newly built neighbourhoods are relevant because these indicate the more exact form of the new neighbourhoods.

**“The Environmental Vision 1.0 invites developments: it is the leitmotif for municipal activities in the physical environment... In this way, an environmental vision helps smooth procedures.”**

#### **- Environmental Vision Súdwest-Fryslân 1.0**

The municipality does recognize children as an interest group, according to them, ‘children’s needs are at the centre’, and therefore they invited citizens from all age groups to participate in making the environmental vision ([Gemeente Súdwest-Fryslân, 2021-b](#)), which is a vision for all public space, not only child-specific space. It remains, however, remarkable that the terms child-friendliness or child participation are almost never specifically mentioned in policy documents.

Although the targets, strategies, and implementation mechanisms in the municipal policies are present in general, they are not child specific. For example, the zoning plan of Harinxmaland phase 2A1 has been tested on the environmental vision and its five themes ([Gemeente Súdwest-Fryslân, 2023-b](#)). This zoning plan is, however, not tested on the framework within the policy document on play facilities ([2013-a](#)), which is directed to children.

Since 2021, the environmental vision is active and the integration with other local government policies is therefore high. Large parts of the new neighbourhoods were planned and built before 2021 when this integration was lower.

In general, children are recognized as an interest group within policies, but mainly to spaces which are child-specific (such as playgrounds). Although the environmental vision provides integration between local government policies, the important policy document on play facilities is not tested in new zoning plans. The benefits of child-friendly planning policies according to Whitzman et al. (2010) are not fully achieved.

## **4.2 Child-friendly street design: well-designed streets, consistent with the policy**

According to the municipal traffic and transport plan ([2013-b](#)), the municipality follows the vision of Sustainable Safety. This vision entails that a traffic environment should be designed in a way that no serious accidents occur and if they happen, their severity is limited ([SWOV, 2019](#)). Street typology, separating traffic flows, and traffic-calming measures are important factors in child-friendly street design ([Karsten & Van Vliet, 2006-a](#), [SWOV, 2019](#)).

Concerning street typology, both neighbourhoods are designed according to Sustainable Safety principles and are designed as zone-30 residential areas. In such areas, the main road function is to

reside (walk, play, shop etc.) and not through traffic (SWOV, 2019). According to the traffic engineer, most roads in Harinxmland have this potential, although the Noardwei/Oerdyk is a busier street, connecting the countryside through Harinxmland with the ring road. While this street is busier than the other streets in the neighbourhood, it causes no real safety problems according to the traffic engineer. In Houkepoort, the situation is different since the neighbourhood is an isolated island with no through traffic. The Houkeweg is the main road here, but has no major traffic function, making it suitable to walk and play on the streets.

Another principle from Sustainable Safety, separating traffic flows at busier roads (SWOV, 2019), has partly been executed in Harinxmland and is not relevant in Houkepoort. Although the Noardwei in Harinxmland has a parallel structure for cyclists, this was not built intentionally and is seen as undesirable on residential roads by the traffic engineer. In Houkepoort, all traffic is mixed and there are no busier roads.

**“Look, here you still have some parallel structure... We did not consciously choose this. You see motorists misbehaving... (because) they do not share the road with cyclists.**

**- Traffic engineer**

Finally, traffic-calming measures from the Sustainable Safety principles have been built in both neighbourhoods. Within the municipality, there is a standard package of traffic-calming measures used in all new neighbourhoods. Examples of this are traffic islands, speed bumps, raised parking spots, adding green, and educational measures. These measures can be seen in practice in both neighbourhoods and seem to be consistent across the neighbourhoods.



**Figure 7: Examples of traffic islands in Harinxmland (left) and Houkepoort (right)**

In general, the elements from urban planning policies concerning child-friendly street design are appropriately put into practice in both Harinxmland and Houkepoort. The Sustainable Safety



vision gives clear guidelines on road design and these guidelines seem to be followed in practice. This gives children in Harinxmland and Houkepoort the opportunity to play and learn (Ekawati, 2015) and, in turn, increases their cognitive development and conception of space (Appleyard, 2022).

### 4.3 Accessibility for children: accessibility of facilities outside of the neighbourhoods is problematic

Accessibility for children is not embedded in one specific policy within Súdwest-Fryslân. The environmental vision, however, mentions that schools and schoolyards should be accessible to the neighbourhood, just like facilities elsewhere (Gemeente Súdwest-Fryslân, 2021-b). As indicated in the theoretical framework, important accessibility factors are maintenance, safe routing, and safe crossings (Corsi, 2002). These are analysed below.

Since both Harinxmland and Houkepoort are quite new, bad maintenance seems no issue here.

Safe routing is part of the zoning plans of Harinxmland (2023-b) and Houkepoort (2017-b). Key in Harinxmland is the main cycling route from main access road Noardwei via the northern part of Harinxmland to the large play island, now terminating at the railway line, but planned to go underneath it to connect phase 1 of the neighbourhood with phase 2. This route is, however, not adequately connected to the Noardwei. The cycle path is connected to the pavement of a bridge embankment: this is not comfortable for cyclists and the sightlines are poor (see figure 8).

An important route in Houkepoort is the route to the De Domp residential area via the Houkesloot aqueduct. But as the traffic engineer said, the De Domp area is not directly connected to the city centre, schools, or other facilities, making it a safe route, but no direct route to the most important facilities. Furthermore, this safe route is not signposted or otherwise marked. Therefore, there are no real incentives to use it.



Figure 8: Main cycling route in Harinxmland with its connection to Noardwei (left) and the route in Houkepoort, connecting to the De Domp residential area (right)

Finally, safe crossings are important. Both neighbourhoods are located on the outside of the 80 km/h ring road. In Harinxmaland, the main crossing is a level roundabout crossing with no priority for pedestrians or cyclists. According to the traffic engineer, there is a wish to make the ring road grade separated here but there are not sufficient financial means available yet. It might be the case that the municipality and its municipal council prioritize projects such as the reconstruction works around the busier southern ring, making the inner cities traffic-calmed, or building new roads (Gemeente Súdwest-Fryslân, n.d.). This restricts children from crossing the ring road independently. There is a grade-separated crossing of the ring road in the neighbourhood, but only for pedestrians and not connected to the main traffic routes. In Houkepoort, there is a similar situation. The main crossing is a level roundabout with no priority for pedestrians or cyclists. The grade-separated crossing near the aqueduct is connected to the main cycle network but is not the fastest connection to most facilities.

**“Because it is on the other side of the ring road, you get crossing movements across that ring road, which is not ideal.”**

**- Traffic engineer**



**Figure 9: Level-separated roundabouts with no priority for pedestrians or cyclists in Harinxmaland (left) and Houkepoort (right)**

To conclude, the accessibility of facilities within both neighbourhoods is high. As can be seen in 4.2, are both neighbourhoods traffic-calmed and there are also safe pedestrian and cycle routes within the neighbourhood. The maintenance is also at a high level. The accessibility of facilities outside of the neighbourhood is lower because of the level crossings of the ring road. The traffic intensity is high here and pedestrians or cyclists do not have priority here. This means that younger children living in Harixmaland or Houkepoort can hardly reach facilities such as schools or sports

facilities by themselves since they have to cross the ring road. The benefits of independence according to Corsi (2002) can therefore not be fully exploited.

#### 4.4 Opportunity for outdoor play: clear policy, well-implemented in practice

The opportunity for outdoor play within the municipality is laid down in two policy documents: the strategic vision on exercise in public space and a more operational policy on playing facilities. According to the vision for exercise in public space (2023-a), Súdwest-Fryslân wants to create an environment that encourages exercise to increase health and let people connect. It is a vision about sporting, playing, exercising, and connecting, which is not only focused on designated places but also wants to encourage undesignated exercise (2023-a). According to the policy on play facilities (2013-a), in new zoning plans, at least 3% of the residential area is reserved for playing facilities. Furthermore, €350, - per house is reserved for the construction of new play facilities. Key in the play policies is age-dependency, the play facilities should match the needs and wishes of all age groups.

**“Because children in each age phase have different needs, we want to create play areas with and for the different age groups. This allows us to consider the differences between the children in terms of development.”**

**- Vision on exercising in public space, pg. 13**

Within the selected neighbourhoods, designated play areas have been created to provide space for play. In Harinxmaland, there are three play facilities within building blocks and there is one large play island located next to the railway line, at the edge of current developments. A GIS area analysis (see appendix 7) shows that approximately 3% of the total area of Harinxmaland is dedicated to play. This means that the goal of 3% has been achieved, especially as the total area includes water, which is non-residential area. Interesting to see is the comparison between three comparable housing blocks within Harinxmaland. While the municipality-initiated building block has an inner-building block play facility without parking, the social housing corporation-initiated building block has a small play facility combined with parking. The building block developed by private developers has no public play facilities within the building block. In Houkepoort, there is one main playground in the centre of the neighbourhood. This playground has all kinds of facilities. In Houkepoort, approximately 1,95% of the total area is dedicated to play (see appendix 7), which is lower than in Harinxmaland. Furthermore, it appears that 2,36% of the residential area is dedicated to play, which is also lower than the goal of 3%.



**Figure 10: Comparing the municipal playground (left) and the corporation playground (right).**

The municipality does not pay specific attention to undesignated play areas. The possibility of ‘nature playing’ (in the grass, sand, and water) on the large play island in Harinxmaland is, however, somewhat undesignated. The traffic engineer also welcomed the possibility of playing at the traffic-calmed streets in the newly built neighbourhoods.

Concerning accessibility, there is a difference between the inner-building block play areas and the play island. The inner-building block play areas are easily accessible through the backyards of the people living there, allowing for more parental control. The play island is located a bit more isolated, but also well accessible. In Houkepoort, the playground is accessible and in sight of houses, but cars go around the playground. According to the traffic engineer, that can be a bit tricky. According to the policy on play, there should be a clear separation between the playground and busy roads or water, especially for the playgrounds dedicated to little children.

**“A play area dedicated to children from 0-6 years is physically separated from the water. A play area dedicated to children from 6-12 years is separated from the water. There is an easy way to climb out of the water.”**

**– Beleidsnota speelvoorzieningen, pg. 28**



**Figure 11: Comparing policy and practice concerning accessibility in Harinxmaland**

The age-dependency policy can be seen in the practice in Harinxmaland. While the playgrounds for the age group 0-5 are closer to the houses and more secure, the play island is a bit further away and dedicated to older children. There is also a difference in types of play facilities: while the inner-building block playgrounds are more focused on playing and exercising, the play island is more dedicated to adventure and sports. This difference can be seen when comparing figure 11 and figure 12 below:



**Figure 12: The play island in Harinxmaland.**

Concerning inclusive play, the municipality experiences some difficulties when trying to make nature playing accessible to children with disabilities. They have, however, placed a swing which is accessible for such children and there is also a budget for it.

**“All our playgrounds have given space, financial means, to make them accessible with children who are physically or mentally less able.”**

**- Strategic advisor on sport and exercise**

To conclude, there is a clear policy about giving the opportunity for outdoor play and the execution of this policy can be seen in practice. Especially in Harinxmaland, the goals from the policy document on play have been achieved: there is enough room reserved for designated play areas, a possibility for undesignated play, and play facilities are consistent with the needs and wishes of different age groups. In Houkepoort, there is less room for playing. Reasons seem to be a larger role for project developers in the development of the neighbourhood and the financial problems. According to the project manager, in Houkepoort a larger percentage of land is developed for housing development to make the project profitable for project developers. The neighbourhood is also smaller than Harinxmaland. But even here, there is space for playing for each of the age groups. Altogether, children in Harinxmaland and Houkepoort can profit from the benefits of outdoor play: stay healthy and meet other children (Karsten & Van Vliet, 2006-a).

## 5. CONCLUSION AND DISCUSSION

This study examined to what extent and in what way the stakeholders in the planning and design of new neighbourhoods are engaged with child-friendly environments in the municipality of Súdwest-Fryslân. Child-friendly governance policies and practices have been researched and their elaboration in practice in Harinxmaland and Houkepoort, two neighbourhoods in the municipality of Súdwest-Fryslân. Qualitative research has been conducted using multiple research methods: a policy review, expert interviews, and observation.

### 5.1 Reflection on the main question

Results show that there is not one overarching policy document concerning child-friendliness within the municipality, but child-friendliness is achieved through multiple policies. The most important policy documents within this theme are the environmental vision, the vision of exercising in public space and the vision of play. Children are seen as an interest group, not only in child-specific cases and can participate in events such as the child conference. However, children are not asked structurally when building new neighbourhoods and children from schools which do not participate in the paid programme from De Kleine Ambassade cannot attend the participation projects. The municipality is dependent of the will, expertise and resources from this foundation, which is a risk for continuity. Municipal budgets are, however, guaranteeing continuity. Since there is no overarching policy on child-friendliness, the integration between policies is not optimal. New zoning plans are assessed to the environmental vision, but not to the more child-specific policy document on play facilities. Planners are not specifically trained to work with children, but the experts from De Kleine Ambassade are.

Concerning child-friendly street design, the municipality puts the recommendations of Sustainable Safety into practice. Both neighbourhoods have been designed according to Sustainable Safety principles, meaning that the neighbourhood streets are designed for a residential function, allowing children to play on the streets and move themselves within the neighbourhood (Ekawati, 2015).

Accessibility for children is a theme not fully addressed in municipal policy, but the accessibility of facilities within the neighbourhoods is good. There are good routes for children within both neighbourhoods and the neighbourhoods are well-maintained. This increases the potential for children to independently move and explore their environment (Vinueza et al., 2023). However, for both neighbourhoods, the crossings with the ring road are not secure enough for young children to use, lowering the possibility for them to go to school or other facilities by themselves.

At last, the opportunity for outdoor play has a lot of attention in policy, especially in the vision of exercising in public space and the vision of play facilities. The key policy is that there should be enough dedicated play areas for children, tailored to their needs. In Harinxmaland, this vision is well executed. There are multiple playgrounds: three playgrounds dedicated to younger children within building blocks, directly accessible by adjacent houses and a play island, with more challenging play facilities for the older children. Interesting to see is that the project-developed building block here does not have a playground, while the municipal and corporation-developed building blocks do have that. In Houkepoort, the situation is different, it has one large playground for all children. The fact that the neighbourhood is smaller, it was more difficult to make a profit, and the larger influence of project developers caused this difference.

Referring to the expectations, it is correct that the municipality is the most important and involved stakeholder to create child-friendly environments. Although it was expected that the municipality of Súdwest-Fryslân would not conduct active child participation, they do let children participate in the child conference and through the child council and child mayor. Their collaboration with De Kleine Ambassade is a showcase for other municipalities. Although the influence of project developers can be found in practice in Harinxmaland and Houkepoort, these parties were not interested or reachable in participating in this research, making it difficult to represent their vision of creating child-friendly environments. The national, regional, and local policies do support child-friendly environments, sometimes explicitly stated, sometimes not. The municipal vision has come into its own slightly better in Harinxmaland than in Houkepoort. The newly built neighbourhoods are indeed reasonably child-friendly, but child-friendliness is not yet a concrete theme on the municipal agenda.

## 5.2 Reflections on the conceptual framework

Reflecting on the conceptual framework, child-friendly governance systems and policies indeed lead to more child-friendly environments. This is best illustrated by the opportunity for outdoor play: the municipality has a clear, child-specific, vision, which is executed in practice, leading to children playing in the play areas. For street design, building traffic-calmed streets leads to a more child-friendly environment where children can play on the streets. For accessibility for children, it is harder to reflect, because there is no clear municipal policy on accessibility. But even without policy, facilities within the neighbourhood are accessible for children. In the interviews, more factors than researched have been mentioned. Multiple interviewees appointed, for example, social safety within the neighbourhood and maintenance of play facilities as important factors to create child-friendly environments. These might also have been relevant factors to further investigate.

### 5.3 Reflection on methodology

This research has been conducted using multiple research methods: policy documents, semi-structured interviews, and observation, making the internal validity of this research high. The researched documents have been well documented and stored, the interviews have been recorded and transcribed and all data is deductively analysed structurally using the coding tree (see [appendix 1](#)). The content validity is guaranteed because the conceptual model is based on earlier research on this theme and the analysis follows the factors from the conceptual model. Because the research has been conducted in only one municipality within the Netherlands, the generalisability of the research is low. Although the practices within the municipality of Súdwest-Fryslân can be copied by other municipalities, the results of this research are very context-specific. The external validity of this research is therefore low.

The reliability of this research is high, multiple policy officers of multiple teams are interviewed, making the group of interviewees diverse and complete. However, no project developers were interviewed, which would increase the reliability. The chances are high that another researcher would gain similar insights within the same municipality. Replicability is increased because all interview questions are written down in appendix 6 with an explanation of why the questions are important.

### 5.4 Lessons of planning practice

The municipality could do more with location-specific active or passive child participation. Nowadays, children are only invited to think along during events such as the child conference, which are open to children of participating schools. While parents are often invited to think along with the design of play facilities, it would be valuable to involve children in those participation sessions. Active citizen participation is, however, not always possible in newly built neighbourhoods because it is not always known who the new citizens of the neighbourhoods will be. In these scenarios, the help of the municipal's children's council could be helpful instead.

To increase awareness of the theme of child-friendliness and increase the integration of governance systems, policies, and practices, the municipality could appoint a project team around child-friendliness. This team could include policy officers from multiple divisions, and work together with the children's council and project managers.



## 5.5 Limitations and future research

This research has some limitations. First, the selected Houkepoort neighbourhood, is quite small in scale, which meant that there was less to observe here. Interviewees had less to say about Houkepoort than Harinxmaland. Besides, the fact that Súdwest-Fryslân does not explicitly mention child-friendliness in policy, makes it harder to conclude whether interventions are done because of child-friendly governance or other, more coincidental reasons. Furthermore, initial developments of both neighbourhoods, have been started a long time ago. This caused some relevant policy officers not to work for the municipality anymore, one of the desired interviewees no longer worked for the developer, and little could be found about a participation project in Harinxmaland, done by a housing corporation. Finally, a lot of the municipal policies about child-friendly themes have been established after the construction of both neighbourhoods started. Therefore, the link between policy and practice cannot always be made. However, the older policy is included in the analysis to reduce this limitation.

Future research could examine multiple comparable neighbourhoods within the province of Friesland or the northern part of the Netherlands. The methodology drawn up in this research can be used here. Policies and practices can be compared across municipalities and best practices can be presented. It could for instance be that certain municipalities do have an overarching team or policy concerning child-friendliness and implement child-friendly governance in practice. Lessons from other municipalities can be shared in that way, and be useful for other, similar, municipalities. It would also be interesting to investigate whether the more ambitious plans for Harinxmaland phase two indeed lead to more opportunities for outdoor play and a child-friendly environment. The first phase of Harinxmaland can be compared with the second phase of that neighbourhood. Finally, a similar in-depth study can be done in a newly-built neighbourhood where other actors such as developers or housing cooperations can be interviewed. This will allow the interests of the actors and the dynamics between them can be better understood.

## REFERENCES

- Appleyard, B. (2022). Liveable streets for schoolchildren: a human-centred understanding of the cognitive benefits of Safe Routes to School. *Journal of Urban Design*, 27(6), 692-716.
- Arnstein, S. R. (1969). A ladder of citizen participation. *Journal of the American Institute of Planners*, 35(4), 216-224.
- Ataol, Ö., Krishnamurthy, S., & Van Wesemael, P. (2019). Children's participation in urban planning and design: A systematic review. *Children, youth and environments*, 29(2), 27-47.
- Bento, G., & Dias, G. (2017). The importance of outdoor play for young children's healthy development. *Porto Biomedical Journal*, 2(5), 157-160.
- Budding, T., Faber, B., & Schoute, M. (2022). Integrating non-financial performance indicators in budget documents: the continuing search of Dutch municipalities. *Journal of Public Budgeting, Accounting & Financial Management*, 34(1), 52-66.
- Burriss, K., & Burriss, L. (2011). Outdoor play and learning: Policy and practice. *International Journal of Education Policy and Leadership*, 6(8), 1-12.
- CBS. (2022). *Kerncijfers per postcode*. Centraal Bureau voor de Statistiek. <https://www.cbs.nl/nl-nl/dossier/nederland-regionaal/geografische-data/gegevens-per-postcode>
- Corsi, M. (2002). The child friendly cities initiative in Italy. *Environment and Urbanization*, 14(2), 169-179.
- Ekawati, S. A. (2015). Children-friendly streets as urban playgrounds. *Procedia-Social and Behavioral Sciences*, 179, 94-108.
- GDPR. (2016). Article 7. <https://gdpr-info.eu/art-7-gdpr/>
- Gemeente Súdwest-Fryslân (n.d.). *Werk aan de Weg*. Gemeente Súdwest-Fryslân. <https://sudwestfryslan.nl/onderwerp/weg-werkzaamheden/#9ed29727-c0ce-4aa4-b0d7-32a54d8a5eae>
- Gemeente Súdwest-Fryslân (2013-a). *Beleidsnota Speelvoorzieningen*. Gemeente Súdwest-Fryslân. <https://repository.officiële-overheidspublicaties.nl/externebijlagen/exb-2018-69488/1/bijlage/exb-2018-69488.pdf>

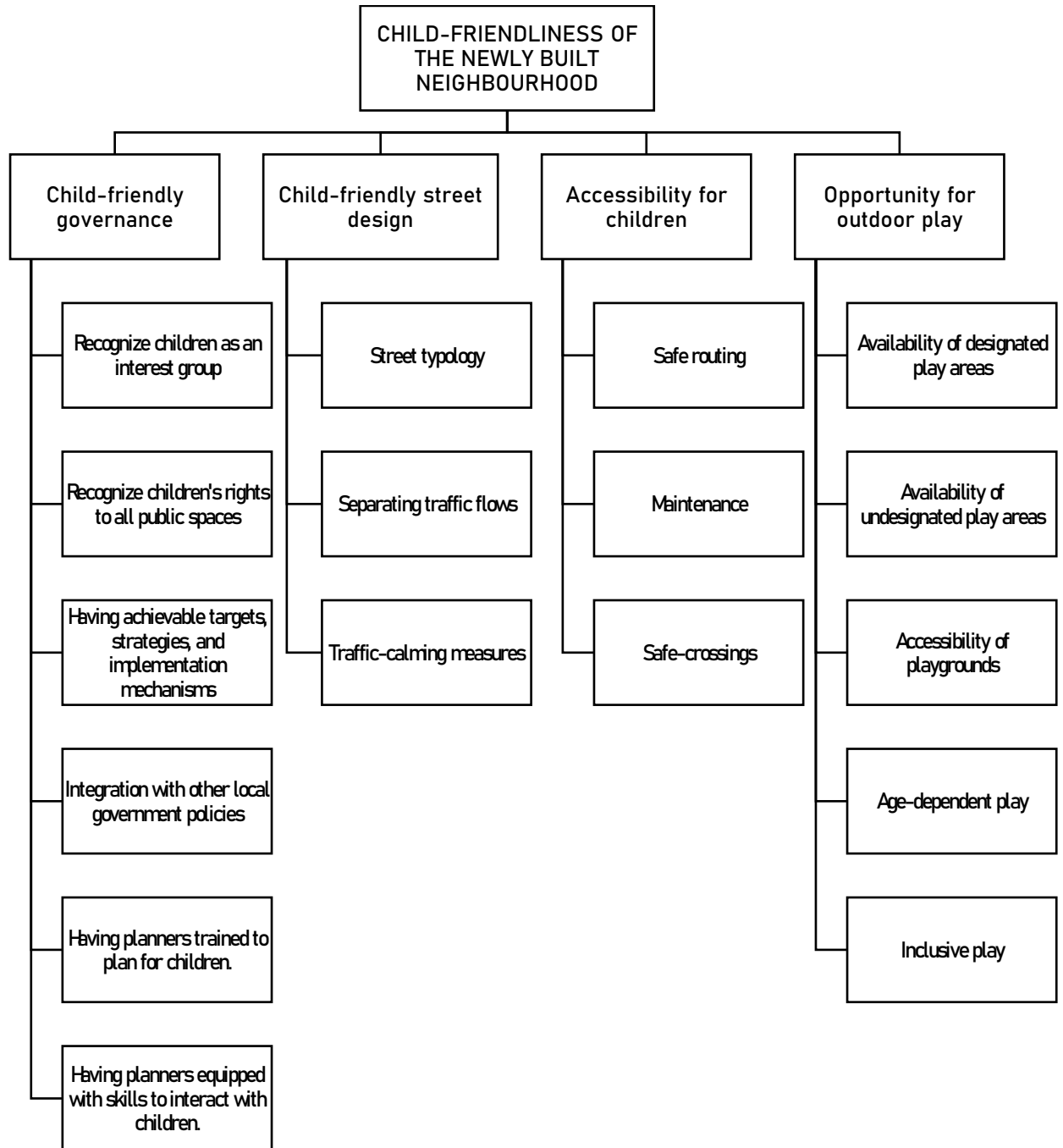
- Gemeente Súdwest-Fryslân (2013-b). *GVVP Súdwest-Fryslân*. Gemeente Súdwest-Fryslân.  
<https://www.crow.nl/kennis/bibliotheek-verkeer-en-vervoer/beleidsdocumenten/gvvp-sudwest-fryslan-2013?tab=beleidsdocumenten&pagesize=50>
- Gemeente Súdwest-Fryslân (2017-a). *Bestemmingsplan Buitengebied Súdwest-Fryslân*. Gemeente Súdwest-Fryslân.  
[https://www.ruimtelijkeplannen.nl/documents/NL.IMRO.1900.2016BPbuitengebied-vast/t\\_NL.IMRO.1900.2016BPbuitengebied-vast.pdf](https://www.ruimtelijkeplannen.nl/documents/NL.IMRO.1900.2016BPbuitengebied-vast/t_NL.IMRO.1900.2016BPbuitengebied-vast.pdf)
- Gemeente Súdwest-Fryslân (2017-b). *Bestemmingsplan Houkepoort*. Gemeente Súdwest-Fryslân.  
[https://www.planviewer.nl/imro/files/NL.IMRO.1900.2016oostBPhoukepoovast/r\\_NL.IMRO.1900.2016oostBPhoukepoovast.html](https://www.planviewer.nl/imro/files/NL.IMRO.1900.2016oostBPhoukepoovast/r_NL.IMRO.1900.2016oostBPhoukepoovast.html)
- Gemeente Súdwest-Fryslân (2021-a). *Speelplezier in de Sneker wijk Houkepoort*. Gemeente Súdwest-Fryslân.  
<https://woneninsudwestfryslan.mett.nl/nieuwbouwprojecten+nieuw/sneek/sneek++houkepoort/nieuwshoukepoort/2006488.aspx?t=speelplezier-in-de-sneker-wijk-houkepoort>
- Gemeente Súdwest-Fryslân (2021-b). *Omgevingsvisie 1.0 Súdwest-Fryslân*. Gemeente Súdwest-Fryslân. <https://www.samensudwestfryslan.nl/omgevingsvisie/default.aspx>
- Gemeente Súdwest-Fryslân (2022). *Bestemmingsplan Buitengebied Súdwest-Fryslân (voorontwerp)*. Gemeente Súdwest-Fryslân.  
[https://www.ruimtelijkeplannen.nl/documents/NL.IMRO.1900.2022BPBGBSWFII-vont/t\\_NL.IMRO.1900.2022BPBGBSWFII-vont.pdf](https://www.ruimtelijkeplannen.nl/documents/NL.IMRO.1900.2022BPBGBSWFII-vont/t_NL.IMRO.1900.2022BPBGBSWFII-vont.pdf)
- Gemeente Súdwest-Fryslân (2023-a). *Beleidsvisie Bûtengewoan bewege yn Súdwest-Fryslân*. Gemeente Súdwest-Fryslân. <https://zoek.officielebekendmakingen.nl/gmb-2023-51377.pdf>
- Gemeente Súdwest-Fryslân (2023-b). *Bestemmingsplan Harinxmaland fase 2A1*. Gemeente Súdwest-Fryslân. [https://www.planviewer.nl/imro/files/NL.IMRO.1900.2022BPSneekHL2A1-ontw/t\\_NL.IMRO.1900.2022BPSneekHL2A1-ontw.html](https://www.planviewer.nl/imro/files/NL.IMRO.1900.2022BPSneekHL2A1-ontw/t_NL.IMRO.1900.2022BPSneekHL2A1-ontw.html)
- Hamers. (2020). *Binnen- en buitenstedelijk bouwen in Nederland: een reflectie*. Planbureau voor de Leefomgeving. <https://www.pbl.nl/sites/default/files/downloads/pbl-2020-binnen-en-buitenstedelijk-bouwen-in-nederland-4309.pdf>
- Hart, R. A. (1992). *Children's participation: From tokenism to citizenship* (No. inness92/6).

- Hart, R. A. (2008). *Stepping back from 'The ladder': Reflections on a model of participatory work with children* (pp. 19-31). Springer Netherlands.
- Israel, E., & Warner, M. (2008). Planning for family friendly communities. *Pas Memo*.
- Jansson, M., Herbert, E., Zalar, A., & Johansson, M. (2022). Child-Friendly Environments—What, How and by Whom?. *Sustainability*, *14*(8), 4852.
- Karsten, L. (2010). The status of children in local government spatial planning. *Early Childhood Matters*, *114*, 33-36.
- Karsten, L., & Van Vliet, W. (2006-a). Children in the city: Reclaiming the street. *Children Youth and Environments*, *16*(1), 151-167.
- Karsten, L., & Van Vliet, W. (2006-b). Increasing children's freedom of movement: introduction. *Children Youth and Environments*, *16*(1), 69-73.
- Karsten, L., Lupi, T., & De Stigter-Speksnijder, M. (2013). The middle classes and the remaking of the suburban family community: evidence from the Netherlands. *Journal of Housing and the Built Environment*, *28*, 257-271.
- Krishnamurthy, S. (2019). Reclaiming spaces: child inclusive urban design. *Cities & Health*, *3*(1-2), 86-98.
- Krishnamurthy, S., Steenhuis, C., Reijnders, D. A. H., & Stav, T. (2018). *Child-friendly urban design: observations on public space from Eindhoven (NL) and Jerusalem (IL)*. Technische Universiteit Eindhoven. <https://bernardvanleer.org/publications-reports/child-friendly-urban-design-observations-on-public-space-from-eindhoven-nl-and-jerusalem-il/>
- Nikku, B. R., & Pokhrel, R. (2013). Crafting child-friendly cities: Evidence from Biratnagar Sub-metropolitan city, Eastern Nepal. *Asian Social Work and Policy Review*, *7*(2), 135-150.
- Ollongren, K. H. (2021). *Voortgang versnelling woningbouw*. Ministerie van Binnenlandse Zaken en Koningsrelaties. <https://open.overheid.nl/documenten/ronl-f9234bf1-11a9-4d58-8968-d2ebf173157a/pdf>
- Pathak, V., Jena, B., & Kalra, S. (2013). Qualitative research. *Perspectives in clinical research*, *4*(3).
- Punch, K. F. (2013). *Introduction to social research: Quantitative and qualitative approaches*. SAGE.
- Riggio, E. (2002). Child friendly cities: good governance in the best interests of the child. *Environment and Urbanization*, *14*(2), 45-58.

- Rukus, J., & Warner, M. E. (2013). Crime rates and collective efficacy: The role of family friendly planning. *Cities*, 31, 37-46.
- Stebbins, R. A. (2001). *Exploratory research in the social sciences* (Vol. 48). Sage.
- Stenfors, T., Kajamaa, A., & Bennett, D. (2020). How to... assess the quality of qualitative research. *The clinical teacher*, 17(6), 596-599.
- SWOV (2019). *Duurzaam Veilig Wegverkeer, SWOV-factsheet, maart 2019*. SWOV.  
<https://swov.nl/sites/default/files/bestanden/downloads/FS%20Duurzaam%20Veilig.pdf>
- UNICEF. (2012). *The state of the world's children 2012: children in an urban world*. UNICEF.  
<https://www.unicef.org/media/89226/file/The%20State%20of%20the%20World's%20Children%202012.pdf>
- Van der Valk, A. (2002). The Dutch planning experience. *Landscape and urban planning*, 58(2-4), 201-210.
- Van Dijk, T., Van Kann, F., & Woltjer, J. (2019). *Explaining Dutch Spatial Planning*. Coöperatie InPlanning UA.
- Vinueza, V. A. C., Niekerk, F. F., & van Dijk, T. T. (2023). Making child-friendly cities: A socio-spatial literature review. *Cities*, 137, 104248.
- Voogd, H., & Woltjer, J. (1999). The communicative ideology in spatial planning: some critical reflections based on the Dutch experience. *Environment and Planning B: Planning and design*, 26(6), 835-854.
- Whitzman, C., Worthington, M., & Mizrachi, D. (2010). The journey and the destination matter: Child-Friendly Cities and children's right to the City. *Built Environment*, 36(4), 474-486.
- Wilks, J., & Rudner, J. (2013). A voice for children and young people in the city. *Australian Journal of Environmental Education*, 29(1), 1-17.

# APPENDICES

## Appendix 1: Coding tree



## Appendix 2: Analysed policy documents

Name	Date	Actor(s)	Description
Omgevingsvisie Súdwest-Fryslân 1.0	16-03-2021	Municipality of Súdwest-Fryslân	Environmental vision
Visie op bewegen in de openbare ruimte	06-02-2023	Municipality of Súdwest-Fryslân	Vision on exercising in public space
Gemeentelijk Verkeer en Vervoersplan	01-03-2013	Municipality of Súdwest-Fryslân	Traffic and transport plan
Beleidsnota Speelvoorzieningen	01-01-2013	Municipality of Súdwest-Fryslân	Policy document on play facilities
Opbrengst Rondje SWF	01-06-2019	Municipality of Súdwest-Fryslân	Summary of participation project to create the environmental vision
De ontwikkelvisie Gemeente Súdwest- Fryslân	01-03-2012	Municipality of Súdwest-Fryslân	Vision on policy development within the municipality
Bouwsteen Gezondheid in Omgevingsvisie	01-04-2019	Municipal Health Service (GGD), province of Fryslân and Frisian municipalities	Collaboration between different regional actors to weave health into the environmental visions.
Uitvoeringsprogramma Verkeer en Vervoer 2022	01-10-2021	Province of Fryslân	Implementation programme traffic and transport
Duurzaam Veilig Verkeer	01-03-2019	Institute for Scientific Research	Guide on Sustainable Safe Road traffic

		on Road Safety (SWOV)	
<b>Harinxmaland</b>			
Bestemmingsplan Harinxmaland	28-02-2006	Municipality of Sneek	Zoning plan
Uitwerkingsplan Harinxmaland fase 1	15-10-2010	Municipality of Sneek	Development plan
Bestemmingsplan Harinxmaland fase 1d	17-12-2015	Municipality of Súdwest-Fryslân	Zoning plan
Bestemmingsplan Harinxmaland fase 1e	14-07-2016	Municipality of Súdwest-Fryslân	Zoning plan
Beeldkwaliteitsplan Harinxmaland fase 1e	14-07-2016	Municipality of Súdwest-Fryslân	Visual quality plan
Bestemmingsplan Harinxmaland fase 1b	02-03-2017	Municipality of Súdwest-Fryslân	Zoning plan
Bestemmingsplan Harinxmaland-Oerdyk fase 1	14-06-2018	Municipality of Súdwest-Fryslân	Zoning plan
Bestemmingsplan Harinxmaland fase 1c en 1f	27-02-2020	Municipality of Súdwest-Fryslân	Zoning plan
Bestemmingsplan Harinxmaland fase 2a1	16-02-2023	Municipality of Súdwest-Fryslân	Zoning plan
Beeldkwaliteitsplan Harinxmaland fase 2a1	16-02-2023	Municipality of Súdwest-Fryslân	Visual quality plan



<b>Houkepoort</b>			
Bestemmingsplan Houkepoort- Houkemar	18-02-2010	Municipality of Sneek	Zoning plan
Bestemmingsplan Houkepoort	26-01-2017	Municipality of Súdwest-Fryslân	Zoning plan
Bestemmingsplan waterwoningen Houkepoort	12-12-2022	Municipality of Súdwest-Fryslân	Zoning plan

## Appendix 3: Policy analysis quotes

Theme	Quote
<p><b>Child-friendly governance</b></p>	
<p>Recognize children as an interest group</p>	<p>“Súdwest-Fryslân wants to be a municipality where there are opportunities for walking, playing and sports close to home. This keeps the environment attractive for youth/young people” <i>Omgevingsvisie Súdwest-Fryslân 1.0</i></p> <p>“We want to think together with young and old people about how they can and want to meet each other.” <i>Visie op bewegen in de openbare ruimte</i></p> <p>“When we develop or redevelop an area, we try to invite people in a simple way to play sports, games, exercise or meet each other.” <i>Visie op bewegen in de openbare ruimte</i></p> <p>“We make an extra effort for young people (primary and secondary education) and the elderly. As a means of transport, cycling receives special attention” <i>Uitvoeringsprogramma Verkeer en Vervoer 2022</i></p> <p>“Every year, we serve 150 to 200 primary schools with a Basic Traffic Education Package. With 90% of the schools in secondary education, there is a cooperation, unique for the Netherlands” <i>Uitvoeringsprogramma Verkeer en Vervoer 2022</i></p> <p>On behalf of the city council, we spoke to as many as 430 people aged between 10 and 90 years old during the period from March to July 2019. <i>Opbrengst Rondje SWF</i></p> <p>“Exposure risks particularly affect vulnerable groups such as children (schools, playgrounds), the elderly and people with disabilities or lower socio-economic status.” <i>Bouwsteen Gezondheid in Omgevingsvisie</i></p>

<p>Recognize children's rights to all public spaces</p>	<p>“Súdwest-Fryslân is committed to a healthy and safe living environment. It belongs to everyone. Everyone has a say in matters concerning the living environment.” <i>Omgevingsvisie Súdwest-Fryslân 1.0</i></p> <p>“The living environment ... takes into account the needs of (future) residents and specific population groups (children, elderly, chronically ill, disabled and lower income groups)” <i>Bouwsteen Gezondheid in Omgevingsvisie</i></p>
<p>Having achievable targets, strategies, and implementation mechanisms</p>	
<p>Integration with other local government policies</p>	<p>“The Environment Vision 1.0 invites developments: it is the leitmotif for municipal activities in the physical environment. This vision, the environment programmes and the environment plan provide a clear handle. With these, the municipality can assess whether developments and projects fit in with Súdwest-Fryslân. In this way, an Environment Vision helps smooth procedures.” <i>Omgevingsvisie Súdwest-Fryslân 1.0</i></p>
<p><b>Child-friendly street design</b></p>	<p>“Súdwest-Fryslân wants to protect and promote the health of its residents through the design of its living environment. E.g., the greenery in neighbourhoods and car-free areas.” <i>Omgevingsvisie Súdwest-Fryslân 1.0</i></p> <p>“Súdwest-Fryslân wants to be a traffic-safe, liveable and accessible municipality. To this end, the municipality is working on a recognisable and logical layout of the roads. With more space for the pedestrian and more incentives to use the bicycle. <i>Omgevingsvisie Súdwest-Fryslân 1.0</i></p> <p>“All road authorities entered into a covenant in 1997 to improve road safety. This sums up under the term Sustainable Safety and forms the basis for the traffic policy to be pursued” <i>Gemeentelijk Verkeer en Vervoersplan</i></p>

	<p>“The design of new neighbourhoods and city centres is based on the pedestrian. This increases the safety of vulnerable road users.” <i>Gemeentelijke Verkeer en Vervoersplan</i></p> <p>“The vision assumes a proactive approach: the traffic environment should be designed in such a way that no serious accidents occur. If accidents do occur, their severity should be limited.” <i>Duurzaam Veilig Verkeer</i></p> <p>Road safety requires extra attention, given the trend in recent years where the decline in the number of traffic victims has stagnated. We are looking at where we can sharpen our approach, both with infrastructural measures (the RYP) and by encouraging safe traffic behaviour. <i>Uitvoeringsprogramma Verkeer en Vervoer 2022</i></p> <p>“According to the community... The design of the environment should encourage people (subconsciously) to make healthy choices.” <i>Opbrengst Rondje SWF</i></p> <p>“Road safety is a problem mentioned in both villages and towns, by young and old, as a key area for improvement for the future.” <i>Opbrengst Rondje SWF</i></p>
Street typology	<p>“A clear structure of the road network is created by dividing the roads into three categories. Here, function, use and layout of the road should be consistent with each other.” <i>Gemeentelijke Verkeer en Vervoersplan</i></p> <p>“The plan area and the roads around it are subject to a 30-km/h zone.” <i>Bestemmingsplan Harinxmaland fase 1e</i></p> <p>“Houkepoort is a stand-alone 'residential island', designated as a 30km/h residential area in its entirety.” <i>Bestemmingsplan Houkepoort</i></p> <p>“We distinguish three road categories in the structure of the road network: the road network is ideally a hierarchical and efficient structure of traffic functions, consisting of three road types.” <i>Duurzaam Veilig Verkeer</i></p>

	<p>“This functional classification of roads thus relates to the 'traffic space'. Playing and shopping ('residential functions') do not mix safely with traffic, and certainly not with flow traffic.” <i>Duurzaam Veilig Verkeer</i></p> <p>“Shared Space states that traffic conflicts are best tackled by building uncertainty into the traffic situation by applying as few signs and traffic signals as possible. This would make road users pay better attention and resolve it with each other, for example through eye contact. Sustainable Safety, on the contrary, has 'recognisability and predictability' as its starting point and places responsibility for safe traffic flow with those responsible for the system, rather than with the road user.” <i>Duurzaam Veilig Verkeer</i></p>
Separating traffic flows	
Traffic-calming measures	
<b>Accessibility for children</b>	
Safe routing	<p>“In the planning area of phase 2A, more attention is paid to bicycle traffic within the plan and the associated walking route through the plan” <i>Bestemmingsplan Harinxmaland fase 2a1</i></p> <p>“For slow traffic, there will be another solitary route connecting to the De Domp residential area via the Houkesloot aqueduct.” <i>Bestemmingsplan Houkepoort</i></p> <p>“With every new development, such as the construction of housing plans, business parks, function changes in existing areas, etc., the traffic generation (extra traffic movements as a result of the development) is determined. Based on the results, it is determined</p>

	<p>whether additional measures are needed to properly and safely handle this extra traffic.” <i>Gemeentelijk Verkeer en Vervoersplan</i></p>
Maintenance	
Safe crossings	
<b>Opportunity for outdoor play</b>	<p>“Súdwest-Fryslân is therefore working to create an environment that encourages exercise.” <i>Omgevingsvisie Súdwest-Fryslân 1.0</i></p> <p>“We want to design public spaces so that sports, playing, exercise and meeting becomes natural. This can be done by providing an inviting incentive and by placing sports, games, exercise and meeting facilities.” <i>Visie op bewegen in de openbare ruimte</i></p> <p>“Sport, play and exercise has a great social aspect: it connects people. In a low-threshold way. They discover the pleasure of meeting each other. They get to know and appreciate each other. This creates cohesion in a village or neighbourhood.” <i>Visie op bewegen in de openbare ruimte</i></p> <p>“There is a national play space standard that recommends setting aside 3% of the residential area for play facilities. When drawing up new zoning plans, we aim to reserve 3% of the residential area for play facilities. In the operational set-up of a new residential area, we reserve a standard amount of € 350 per house (excluding VAT) for the construction of new play facilities. A play facility is provided in a new residential area if assessment criteria are met in consultation with direct stakeholders.” <i>Beleidsnota speelvoorzieningen</i></p> <p>“The municipality's vision on play facilities policy is: 'the municipality of Súdwest-Fryslân wants to encourage children aged 0-18 to play outside. Playing outside is healthy and good for development and promotes the liveability of towns and villages.” <i>Beleidsnota speelvoorzieningen</i></p>

	<p>“It is important for children to play outside. While playing outside, children encounter different obstacles, challenges and surprises than inside behind the computer. In the outdoors, children meet peers and develop physically, socio-emotionally and intellectually.” <i>Beleidsnota speelvoorzieningen</i></p>
Availability of designated play areas	<p>“Playing and being outside is healthy and good for the development of young and old alike. Good design of play facilities encourages outdoor play.” <i>Omgevingsvisie Súdwest-Fryslân 1.0</i></p> <p>“Together with cooperation partners (including schools, associations and entrepreneurs), we want to take up the challenge of creating the unlimited places. Can we let go of the idea that a schoolyard belongs to a school and a sports field belongs to a sports association? Then we can have the fences removed.” <i>Visie op bewegen in de openbare ruimte.</i></p> <p>The community: “Ensure that there are sufficient and safe walking and cycling paths and sports and playgrounds in the area.” <i>Opbrengst Rondje SWF</i></p> <p>“We encourage the opening of squares at schools, playgroups and day-care centres after closing time and enter into discussions with the owners of the squares to this end.” <i>Beleidsnota speelvoorzieningen</i></p>
Availability of undesignated play areas	<p>“Greenery makes an important contribution to the quality of the living environment, biodiversity and people's health. It is a solution to all kinds of social issues. Such as dry feet, clean air, CO2 and water capture and cooling on hot days. People feel happier and healthier with greenery around them and sleep better. This makes them more likely to exercise and play sports.” <i>Omgevingsvisie Súdwest-Fryslân 1.0</i></p>
Accessibility of playgrounds	<p>“Our goal: Green and accessible schoolyards, also accessible from the neighbourhood.” <i>Omgevingsvisie Súdwest-Fryslân 1.0</i></p>

	<p>“The play facility is well, safely and pleasantly accessible to the target group i.e.: * there is a physical separation from a busy through road * crossings to the play facility are visible and safely designed * a play facility near water for children aged 0-6 is physically separated from the water; for children aged 6-12 there is a clear separation between water and land and children can easily climb out of the water.”</p> <p><i>Beleidsnota speelvoorzieningen.</i></p>
Inclusive playgrounds	<p>“Because children in each age phase have different needs, we want to create the play areas with and for the different age groups. This allows us to take into account the differences between the children in terms of development.” <i>Visie op bewegen in de openbare ruimte</i></p> <p>“Children in villages mention that for ages 10+, more facilities are needed (skate/climb park, gamehall, etc.). They are too old for the existing playgrounds.” <i>Opbrengst Rondje SWF</i></p> <p>“It is important to know how different age groups use the available play facilities.”</p>



## Appendix 4: Interview quotes

Theme	Quote
Child-friendly governance	
Recognize children as an interest group	<p data-bbox="683 517 1342 600">“Well, what we have as a policy theme is play for the children.” <i>Project manager</i></p> <p data-bbox="647 645 1385 837">“Those interests are secured in those policies. And yes, we are not yet to the point of asking a children's forum first to see what they like... And I have no desire to do so.” <i>Project manager</i></p> <p data-bbox="655 882 1377 1021">“Child participation... If you ask children: what do you want: chips or do you want spinach with a meatball they will take chips, so it doesn't work like that.” <i>Project manager</i></p> <p data-bbox="639 1066 1390 1258">“Yes, we made a football cage in Harinxmaland and that was really nominated by residents. And those residents were again nominated by their own children anyway.” <i>Project manager</i></p> <p data-bbox="651 1303 1378 1442">“Child-friendliness is a policy issue yes, that also has to do with safety and so on of course, tailored to what the children want.” <i>Policy officer and green consultant</i></p> <p data-bbox="639 1487 1390 1787">“Once, we invited three parties to make a design for a certain fixed amount, whereby the residents could choose this will be it. And that's not just children, there were a lot of them. But also local residents, that they could choose, like, we think this would be a nice design. In Harinxmaland, we did the same.” <i>Policy officer and green consultant</i></p> <p data-bbox="660 1832 1369 1968">“In Houkepoort, there was a residents' delegation that thought along, what should it meet? What do we like? So there we also just sat at the table, just at the living room</p>

	<p>table. We basically do this for every new construction project.” <i>Policy officer and green consultant</i></p> <p>“But do we ensure that in our playgrounds, the child is key.” <i>Strategic advisor on sport and exercise</i></p> <p>“But we also take ... results of children's conferences, so I take that seriously. And I also advise project leaders to take that to college. And that, the council is also open to that.” <i>Strategic advisor on sport and exercise</i></p> <p>“Yes, children are involved and may ask for advice as the children's council, children's mayor. They can really express their opinion on certain topic and I may take that and write that into a concrete college recommendation or council proposal.” <i>Strategic advisor on sport and exercise</i></p> <p>“We have our own children's mayor, and we actually try to involve the children.” <i>Alderman</i></p> <p>“Sometimes children are actively involved, it does depend on the situation. Sometimes you meet them by chance and ask them, what do you like. And you have the children's conference once a year. But working for a long time myself, I do know what children want, even though there are changes over time.” <i>Policy officer on green, play, and sport</i></p> <p>“They (the child participation experts) arrange everything, they contact the schools and they get some kind of learning package.” <i>Policy officer on green, play, and sport</i></p> <p>“Why child participation is so important? I think two things. On the one hand, if you are implementing policies that ultimately affect young people and children, it is very important that you can include the wishes of young people and children in a good way.... Creating support. In addition, in addition to thinking along and participating, we also think it is important that children and young people can</p>
--	--

	<p>develop themselves in these kinds of projects. So starting to develop certain democratic skills...” <i>Child participation experts</i></p> <p>“We conduct all kinds of different forms of participation. According to what we think is most appropriate at that time. So there is not a kind of fixed form that we apply.”</p> <p style="text-align: center;"><i>Child participation experts</i></p> <p>“So there is a desire in the municipality to do something about participation. Then a municipality comes to us with the question: what can you do there? And then we actually come up with a kind of formula together that fits in with the municipality's idea of participation. And the municipality has certain wishes in this respect, what it wants to achieve. And because of our knowledge and expertise on the subject, we have certain ideas about how we think it would be good for something like this to be organised. So you then find a certain form in that.” <i>Child participation experts</i></p> <p style="text-align: center;"><i>experts</i></p> <p>“Participation is just a matter of investing enough resources and enough time in it, which is very important anyway. The second thing I think, which could be improved a lot. Is that there is much more frequent participation, often comes too late anyway.” <i>Child participation experts</i></p>
<p>Recognize children’s rights to all public spaces</p>	<p>“We just had the children's conference, where children themselves give advice on what should a child-friendly neighbourhood look like.” <i>Strategic advisor on sport and exercise</i></p> <p>“That environmental vision, I should not lie for a moment, is set to be adopted 2019 or 2020. We drafted that in collaboration with children.” <i>Alderman</i></p> <p>“During such a children's conference...all kinds of children from all over the municipality come to Sneek. And in addition, we will also invite civil servants, but also experts, so all kinds of people who we think are related to the</p>

	<p>themes we are going to discuss that day, we will invite them to talk about them. The themes, I think I had sent you the newsletter. So that was about living together, nice living, sustainability and one more.” <i>Child participation experts</i></p>
<p>Having achievable targets, strategies, and implementation mechanisms</p>	<p>“Linking back to policy? No, that's just in the head.” <i>Policy officer on green, play, and sport</i></p> <p>“The results... Those are on paper. But ultimately the intention is for the municipality to work with them. And during the year, we have certain monitoring moments, so to speak, that we meet again with the children of the children's mayor, with the municipality, to see, what has happened to the results now.” <i>Child participation experts</i></p>
<p>Integration with other local government policies</p>	<p>“There are lots of policies, but not one about child-friendliness.” <i>Traffic engineer</i></p> <p>“The policy is tested in practice, of course.” <i>Alderman</i></p>
<p>Having planners trained to plan for children.</p>	<p>“There are a few people who really have an educational background. A few people just did the PABO, really that teacher piece. Then you have a few people who have a diverse background from all over and some other university courses.” <i>Child participation experts</i></p>
<p><b>Child-friendly street design</b></p>	<p>“Where it starts is road safety, the design of the main structure, the access, the slow traffic routes, the walking routes.” <i>Project manager</i></p> <p>“The basic idea is safe routes, but the implementation, that is not straightforward.” <i>Project manager</i></p> <p>“Certainly, road safety is of course, that is of course an important item and that is for all residential areas. No, that is paramount.” <i>Traffic engineer</i></p>

	<p>“Houkepoort is of course kind of laid out like an island with a kind of residential area, situated on an island. That it is already quieter on the road.” <i>Alderman</i></p>
Street typology	<p>“It starts with reducing the speed, that it all became 30 km/h. If you reduce it to 30, you are already happy that people drive 40. If you make it 50, they drive 60. But you have those informal main routes, like the Noardwei. We did struggle with that a bit.” <i>Traffic engineer</i></p> <p>“At Houkepoort, I did indicate that in terms of design, the 30 km/h is important so to speak.” <i>Traffic engineer</i></p> <p>“For the roads, you see the categorisation plan, which is a very important one. There you say which roads, you give them labels and also a certain layout.” <i>Traffic engineer</i></p> <p>“If it is a 30-road, then it comes with a package of what such a road layout looks like.” <i>Traffic engineer</i></p>
Separating traffic flows	<p>“But in the end, you always end up in places, where traffic flows mix anyway. That's just the way it is. You can't make an infinite cycling and walking facility that ends up anywhere.” <i>Project manager</i></p> <p>“On the one hand, you have of: shared space, where all traffic participants are just merged into the same space. So that you share. And on the other hand you have that you make routes ... that you pull it apart a bit. That's actually quite double, that you don't do that consistently.” <i>Project manager</i></p> <p>“Look here you still have some parallel structure along it, you can see here that those cyclists actually go along here a bit. We didn't consciously choose this. You do see motorists misbehaving because they do not hit cyclists and that is what they do then say: the bicycle is used as braking cattle.” <i>Traffic engineer</i></p>

Traffic-calming measures	<p>“And people always like the flower boxes on the street, like that. The only disadvantage of the flower boxes is that they make you drive faster, because you think: there's an oncoming car, so I'll quickly pass in front of it. So you actually see that speed increasing, so you always end up with the standard speed bumps anyway. They are annoying, but they keep the speed down, even at lower intensity.” <i>Traffic engineer</i></p> <p>“What is also nice now, that has also been applied everywhere here. That was not the case before, that is the raised parking on the pavement...Now, if you do parking on the pavement and as you see it here and there is no one there, you have a narrow lane instead of a huge wide road.” <i>Traffic engineer</i></p> <p>“It's just very simple: the narrower, the better you behave. And green helps with that too.” <i>Traffic engineer</i></p>
<b>Accessibility for children</b>	
Safe routing	<p>“We want to encourage cycling. And this is why we said: then you actually say, then you actually want to have faster cycling routes in such a district.” <i>Traffic engineer</i></p> <p>“You do really look at the slow-traffic routes to such a neighbourhood and so children can also use them.” <i>Traffic engineer</i></p>
Maintenance	
Safe crossings	<p>“(In Harinxmaland). Well, we actually never had any problems at the roundabouts. What we did see was people crossing outside the crossings.” <i>Project manager</i></p>

	<p>“Such a City Ring Road, they drive 80 km/h there anyway. So yes, you can't let children do that, that they just go over it. They can't make that assessment.” <i>Project manager</i></p> <p>“With traffic lights and crossings and if you cross Dr Boumaweg for example, you also have an audible signal and a flashing thing that you are crossing. In a suburb like this, you don't have that.” <i>Project manager</i></p> <p>“Because it is on the other side of the ring road. So you all get crossing movements across that ring road again and that does make it a bit annoying.” <i>Traffic engineer</i></p> <p>“(In Harinxmaland). We do try the level crossing here, which you actually want, try to make it grade separated here. We want to make the ring road grade separated everywhere where possible, but that is a long-term project.” <i>Traffic engineer</i></p>
<p><b>Opportunity for outdoor play</b></p>	
<p>Availability of designated play areas</p>	<p>“There is also a special percentage indicated for that in the exploitation, of the land exploitation, which you would be allowed to use for playing.” <i>Project manager</i></p> <p>“It is stipulated that in new neighbourhoods, a certain percentage of money must be spent on playing, that is simply established.” <i>Policy officer and green consultant</i></p> <p>“Of course, you used to have the familiar playgrounds: there's a swing, there's a seesaw, there's a climbing frame. But that we now also want to work more on natural play, so that you do indeed have a place where you can build huts.” <i>Alderman</i></p> <p>“So you see: that it does in every neighbourhood, the neighbourhood has only just been built, pretty much the</p>

	<p>first thing built is the play facility. We think that's important, that that's present in every neighbourhood.”</p> <p><i>Alderman</i></p> <p>“And exercise, therefore, for young and old. That it is increasingly becoming a permanent feature, that this is reflected in the neighbourhood: with the creation of more greenery, more paths, more play facilities. This is becoming more and more important and is increasingly being requested by our residents.” <i>Alderman</i></p> <p>“What has been constructed near the railway track, there is a sports cage there, which means it is not only for football but also for basketball activities.” <i>Policy officer on green, play, and sport</i></p>
<p>Availability of undesignated play areas</p>	<p>“We have plans for a nail forest, where children can tinker around a bit and build huts.” <i>Project manager</i></p> <p>“We did have it met there with planting around it with a lot of spines. Anyway, that needs a few years for that to grow. We have now also received a report that even though there is a fence around it, children are clambering over it to get to the water. Then we chose to put a fence around it, so they can't just walk in.” <i>Policy officer and green consultant</i></p> <p>“30 km/h ensures the creation of a residential area is with greenery and yes sure, that would be nice if children were playing in the street. But, that's not really taken into account in the design really.” <i>Traffic engineer</i></p>
<p>Accessibility of playgrounds</p>	<p>“At the Zwette, the playground within the house blocks is of course also nicely accessed from the houses.” <i>Policy officer and green consultant</i></p>



	<p>“Cars go around the playground. That is always tricky. And completely fenced off I'm not really into it.” <i>Traffic engineer</i></p> <p>“The playground in Houkepoort is also accessible, also well within sight of houses surrounding it.” <i>Alderman</i></p>
Age-dependent play	<p>“What we do is make playgrounds close to the house for 0-5 years and then a bit further away say concentrated for the older children.” <i>Project manager</i></p> <p>“There are playgrounds where some more small children play and that on that big playground, which I think you also looked at, that natural play, attracts mostly some older people.” <i>Policy officer and green consultant</i></p> <p>“So the moment children grow, that there will be new equipment, or new play opportunities. So we follow age of children.” <i>Strategic advisor sport and exercise</i></p> <p>“And nowadays we work for another purpose that it is not only children, but also that there is no age attached to it. Both for children and adolescents, older people and also the elderly” <i>Policy officer on green, play, and sport</i></p> <p>“Our playgrounds have equipment ... that let children develop well mentally, as well as spiritually” <i>Policy officer on green, play, and sport</i></p>
Inclusive play	<p>“Natural play, of course, is not very accessible to children with disabilities. But there is a swing placed with, which you can easily sit in.” <i>Policy officer and green consultant</i></p> <p>“All our playgrounds have also given space, financial space, to make accessible with children who are physically or mentally less able.” <i>Strategic advisor sport and exercise</i></p>

## Appendix 5: Observation results

Theme	Observation
Child-friendly street design	
Street typology	 <p data-bbox="671 1010 1326 1043">Picture 1: Harinxmaland is a zone 30 neighbourhood</p>  <p data-bbox="655 1666 1342 1700">Picture 2: Houkepoort is also a zone 30 neighbourhood</p>

Separating traffic flows



Picture 3: Separating traffic in Harinxmaland. Upper road: slow traffic, middle road: slow and through traffic, under road: slow traffic



Picture 4: Physical separation between cars and bicycles on main access road in Harinxmaland



Picture 5: Wide sidewalk on main access road in Harinxmaland



Picture 6: Narrower sidewalks on side street in Harinxmaland



Picture 7: Narrow sidewalk as can be seen everywhere in Houkepoort



Picture 8: Wide streets in Houkepoort



Picture 9: No physical separation of bicycle traffic on main road in Houkepoort

Traffic-calming measures



Picture 10: Traffic-island on main access road in Harinxmaland



Picture 11: Damaged educational measure in Harinxmaland



Picture 12: Provisional speed bump and zebra crossing in Harinxmaland



Picture 13: Traffic island in Houkepoort



Picture 14: Speed bump in Houkepoort

*Accessibility for children*



Safe routing



Picture 15: Not yet finished main cycling path through Harinxmland



Picture 16: The connection of Noardwei with main cycling path in Harinxmland is substandard



Picture 17: Slow traffic route in Houkepoort

Maintenance



Picture 18: The slow traffic routes in Harinxmaland are in general well-maintained



Picture 19: The slow traffic routes in Houkepoort are in general well-maintained

Safe crossings



Picture 20: Unregulated level crossing of provincial 80 km/h N354 road (Stadsrondweg-Noord) near Harinxmaland



Picture 21: Grade-separated crossing of N354 road near Harinxmaland (only sidewalk, not connected to main bicycle routes)



Picture 22: Grade-separated crossing rail line Leeuwarden-Stavoren and connection between Harinxmaland phase 1 and 2



Picture 23: Unregulated level crossing of provincial 80 km/h N354 road (Stadsrondweg-Oost) near Houkepoort



Picture 24: Grade-separated crossing of N354 road (bicycle path, connected to main bicycle route)

Opportunity for outdoor play

Availability of designated  
play areas



Picture 25: First-built playground on courtyard in Harinxmaland, shared with parking spaces dedicated to younger children



Picture 26: Later-built playground in Harinxmaland, not shared with parking spaces, dedicated to younger children



Picture 27: Playground in Harinxmaland for younger children.  
Partly separated from parking spaces.



Picture 28: Playground in Harinxmaland dedicated to older  
children



**Picture 29: Playground in Harinxmaland dedicated to older children**



**Picture 30: Large playground in Harinxmaland: playing combined with education about the archaeological site here, dedicated for older children**





**Picture 31: Playground in Houkepoort, both for younger and older children**

Availability of undesignated play areas



**Picture 32: Blocking the possibility to swim in the water in Harinxmaland**



Picture 33: Public quay with stairs in Harinxmaland



Picture 34: Beach created for water playing in Harinxmaland



Picture 35: Children were spotted here, playing in the sand use for construction in Harinxmaland



Picture 36: Private quays in Houkepoort



Picture 37: Quay in Houkepoort

Accessibility of playgrounds



Picture 38: The large playground in Harinxmaland has a bicycle stand and is accessible by sidewalks and the new cycling path. No cars nearby.



Picture 39: The courtyard playgrounds in Harinxmaland are directly connected to the backyards around it. In one case shared with cars.



Picture 40: The playground in Houkepoort is surrounded by three relatively quiet roads.

Age-dependent play



Picture 41: Playground in Harinxmaland dedicated to older children: rough surface area, nature/water playing



Picture 42: Playground in Harinxmaland dedicated to younger children: accessible by backyard, inside building block

	 <p data-bbox="624 801 1369 898"><b>Picture 43: Playground in Houkepoort, both for younger and older children</b></p>
Inclusive play	

## Appendix 6: Interview questions

### Informed consent form

U bent uitgenodigd deel te nemen aan een onderzoek naar de kindvriendelijkheid van nieuwgebouwde woonwijken in de gemeente Súdwest-Fryslân. Dit onderzoek wordt uitgevoerd door Rienk de Groot, pre-masterstudent planologie aan de Rijksuniversiteit Groningen.

Het doel van het onderzoek is om te onderzoeken in welke mate en op welke manier de verschillende stakeholders in het ontwerp van nieuwe woonwijken betrokken zijn met kindvriendelijke omgevingen in de gemeente Súdwest-Fryslân.

De resultaten van het interview zullen verwerkt worden in een openbaar toegankelijke scriptie, waarin uw naam niet expliciet wordt genoemd. De transcripten zullen alleen toegankelijk zijn voor mijn scriptiebegeleider, waarna ze na afloop van dit project worden verwijderd. De audiofragmenten zullen alleen toegankelijk zijn voor mijzelf, waarna ze na afloop van dit project worden verwijderd.

Uw deelname aan dit onderzoek is vrijwillig, u kunt zich op elk moment terugtrekken van deelname en hoeft hier geen reden voor te geven. U hoeft niet alle vragen te beantwoorden.

Voor vragen ben ik te bereiken via e-mail: [r.de.groot.18@student.rug.nl](mailto:r.de.groot.18@student.rug.nl)

Ik stem in met het bovenstaande,

*Handtekening geïnterviewde*



Interview 1: Project manager Harinxmaland and Houkepoort at the municipality of Súdwest-Fryslân

Vraag	Waarom relevant?
<b>Introducerende vragen</b>	
1. Wat is uw functie binnen de gemeente?	Een manier van kennismaken: met deze vraag kom ik erachter wie de geïnterviewde is en wat zijn rol is binnen de organisatie.
2. Is kindvriendelijkheid een beleidsthema binnen de gemeente? - Zo ja, sinds wanneer?	Met deze vraag kom ik erachter of de geïnterviewde bekend is met het thema kindvriendelijkheid en of het thema speelt in de gemeente.
3. Op welke manier stimuleert de gemeente het bouwen van kindvriendelijke wijken?	Door deze vraag zo open mogelijk te houden, kom ik mogelijk tot stimulansen die ik tot dusver niet heb onderzocht. Het zou ook kunnen dat hier al zaken worden genoemd die later ook als vraag aan bod komen. In het telefoongesprek wat ik al heb gehad werd benoemd dat kindvriendelijk bouwen belangrijk is voor de gemeente, vandaar dat ik de vraag wel op deze manier kan stellen.
<b>Child-friendly governance</b>	
4. Op welke manier zijn de belangen van kinderen geborgd in het planproces voor nieuwbouwwijken? - Welke partij heeft hierbij welke rol?	Met deze vraag wordt duidelijk wat de rol van de gemeente en andere partijen is binnen het planproces van de nieuwgebouwde wijken omtrent kindvriendelijkheid. Als hier stakeholders buiten de gemeente om worden genoemd, zijn deze partijen mogelijk interessant om te interviewen.
5. In de omgevingsvisie en beweegvisie van de gemeente wordt aandacht	Deze vraag sluit aan op de factor 'mate waarin het beleid kindvriendelijk is'. Verder geef ik de

<p>besteed de belangen van het kind.</p> <p>Hoe wordt het bestaande beleid in de praktijk gebracht?</p> <ul style="list-style-type: none"> <li>- En zijn er nog andere bepalende beleidskaders voor het stimuleren van kindvriendelijkheid?</li> </ul>	<p>ruimte voor de geïnterviewde om andere beleidskaders te benoemen..</p>
<p>6. Zijn er kinderen of hun ouders betrokken bij de inrichting van de wijk Harinxmaland of Houkepoort?</p> <ul style="list-style-type: none"> <li>- Indien ja, hoe zag deze vorm van participatie eruit? Wat was de rol van het kind en wat van de ouder?</li> <li>- Indien ja, hoe kijken jullie terug op deze vorm van participatie?</li> <li>- Indien ja, zijn de planners getraind om te werken met kinderen?</li> <li>- Waarom wel, waarom niet of waarom in één van de wijken?</li> </ul>	<p>Als kinderen worden gezien als belanghebbende, stimuleert dit child-friendly governance (Whitzman et al., 2010). Verder is het volgens Whitzman et al. (2010) belangrijk dat planners getraind zijn om te werken met kinderen. Met deze vraag wordt ook gevraagd naar mogelijke verschillen tussen twee van de te onderzoeken wijken.</p>
<p><b>Child-friendly street design</b></p>	
<p>7. Op welke manier hebben jullie ervoor gezorgd dat de openbare ruimte in Harinxmaland en Houkepoort veilig zijn voor kinderen?</p> <ul style="list-style-type: none"> <li>- Straatclassificatie</li> <li>- Scheiden van verkeersstromen</li> <li>- Verkeersremmende maatregelen</li> </ul>	<p>Verkeersluwe straten stimuleren de onafhankelijke mobiliteit van kinderen, geven kansen om te spelen en zijn goed voor de cognitieve ontwikkeling en conceptie van ruimte (Ekawati, 2015; Appleyard, 2022). Met deze vraag wordt onderzocht welke concrete maatregelen zijn genomen om de wijken verkeersveilig te maken.</p>
<p>8. Welke moeilijkheden ervaart u bij het veilig maken van de openbare ruimte voor kinderen in de ontwikkeling van deze nieuwe wijken?</p>	<p>Een kritischere vraag om erachter komen of er ook beperkingen zijn of zijn geweest bij het veilig maken van de openbare ruimte. Het antwoord op deze vraag geeft mogelijkheden</p>

	tot kansen tot kindvriendelijkheid in de toekomst.
<b>Accessibility for children</b>	
<p>9. Op welke manier hebben jullie ervoor gezorgd dat voorzieningen in de wijken Harinxmaland en Houkepoort toegankelijk zijn voor kinderen?</p> <ul style="list-style-type: none"> <li>- Veilige verkeersroutes naar scholen, stadscentrum en andere voorzieningen</li> </ul>	<p>In voor kinderen toegankelijke wijken kunnen kinderen zichzelf vrij en veilig bewegen naar school en andere voor hun belangrijke voorzieningen. Met deze vraag wordt onderzocht of er concrete maatregelen zijn genomen om de wijken toegankelijk te maken voor kinderen.</p>
<p>10. Welke moeilijkheden ervaart u bij het toegankelijk maken van de voorzieningen voor kinderen in deze nieuwe wijken?</p>	<p>Een kritischere vraag om erachter komen of er ook beperkingen zijn of zijn geweest bij het toegankelijk maken van de voorzieningen voor kinderen in deze wijken. Het antwoord op deze vraag geeft mogelijkheden tot kansen tot kindvriendelijkheid in de toekomst.</p>
<b>Opportunity for outdoor play</b>	
<p>11. Op welke manier hebben jullie de kans om buiten te spelen voor kinderen vergroot?</p> <ul style="list-style-type: none"> <li>- Welke keuzes zijn gemaakt bij de aanleg van de speeltuinen in de nieuwe wijken? (locatie, toegankelijkheid, aantal, soort speeltoestellen)</li> <li>- Is er ook aandacht besteed aan spelen op niet-aangewezen speelplekken? (spelen op straat, op braakliggend terrein of in het water)</li> </ul>	<p>Buitenspelen is een gezonde activiteit en een mogelijkheid om andere kinderen te ontmoeten (Karsten &amp; Van Vliet, 2006-a). Met deze vraag wordt onderzocht of er concrete maatregelen zijn genomen om spelen te stimuleren in de wijken; zowel op aangewezen als niet-aangewezen plekken.</p>

<p>12. Welke moeilijkheden ervaart u bij het vergroten van de kans om buiten te spelen voor kinderen?</p>	<p>Een kritischere vraag om erachter komen of er ook beperkingen zijn of zijn geweest bij het speelvriendelijk maken van de nieuwgebouwde woonwijken. Het antwoord op deze vraag geeft mogelijkheden tot kansen tot kindvriendelijkheid in de toekomst.</p>
<p><b>Afsluitende vragen</b></p>	
<p>13. Zijn er verder nog interessante zaken te benoemen omtrent het thema kindvriendelijk bouwen in jullie gemeente? Dit mag te maken hebben met Harinxmaland of Houkepoort of iets compleet anders zijn.</p>	<p>Het zou kunnen dat ik iets gemist heb wat wel interessant zou zijn om te benoemen. Hiermee geef ik de geïnterviewde met de kans om met meer voorbeelden te komen die eerder niet aan bod zijn gekomen.</p>
<p>14. Zijn er nog andere mensen binnen of buiten jullie gemeente die interessant zouden zijn om te interviewen voor mijn scriptie naar het bouwen van kindvriendelijke nieuwbouwwijken in Súdwest-Fryslân?</p>	<p>Hiermee breid ik de lijst met potentiële geïnterviewden uit, om ervoor te zorgen dat ik een zo compleet mogelijk beeld creëer voor mijn scriptie.</p>

*Checken of alle vragen zijn beantwoord, daarna doorgaan naar bedankje en vragen of bij samenvatting resultaten nog wil ontvangen.*

Interview 2: Policy officer and green consultant at the municipality of Súdwest-Fryslân

Vraag	Waarom relevant?
<b>Introducerende vragen</b>	
1. Wat is uw functie binnen de gemeente?	Een manier van kennismaken: met deze vraag kom ik erachter wie de geïnterviewde is en wat zijn rol is binnen de organisatie.
2. Is kindvriendelijkheid een beleidsthema binnen de gemeente? - Zo ja, sinds wanneer?	Met deze vraag kom ik erachter of de geïnterviewde bekend is met het thema kindvriendelijkheid en of het thema speelt in de gemeente.
3. Op welke manier stimuleert de gemeente het bouwen van kindvriendelijke wijken?	Door deze vraag zo open mogelijk te houden, kom ik mogelijk tot stimulansen die ik tot dusver niet heb onderzocht. Het zou ook kunnen dat hier al zaken worden genoemd die later ook als vraag aan bod komen. In het telefoongesprek wat ik al heb gehad werd benoemd dat kindvriendelijk bouwen belangrijk is voor de gemeente, vandaar dat ik de vraag wel op deze manier kan stellen.
<b>Child-friendly governance</b>	
4. Zijn er kinderen of hun ouders betrokken bij de inrichting van de wijk Harinxmaland of Houkepoort? - Indien ja, hoe zag deze vorm van participatie eruit? Wat was de rol van het kind en wat van de ouder? - Indien ja, hoe kijken jullie terug op deze vorm van participatie? - Indien ja, zijn de planners getraind om te werken met kinderen?	Als kinderen worden gezien als belanghebbende, stimuleert dit child-friendly governance (Whitzman et al., 2010). Verder is het volgens Whitzman et al. (2010) belangrijk dat planners getraind zijn om te werken met kinderen. Met deze vraag wordt ook gevraagd naar mogelijke verschillen tussen twee van de te onderzoeken wijken.

<p>- Waarom wel, waarom niet of waarom in één van de wijken?</p>	
<p>5. In de wijk Houkepoort is een speeltuin aangelegd waar de samenstelling samen met een aantal buurtbewoners bepaald. Hoe zag deze vorm van participatie eruit?</p>	<p>Indien niet behandeld bij vraag 4, specifieker ingaan op het nieuwsbericht waarin staat dat in Houkepoort de speeltuin samen met buurtbewoners is bepaald.</p>
<p>6. In de omgevingsvisie en bewegisvisie van de gemeente wordt aandacht besteed de belangen van het kind. Hoe wordt het bestaande beleid in de praktijk gebracht?</p> <p>- En zijn er nog andere bepalende beleidskaders voor het stimuleren van kindvriendelijkheid?</p>	<p>Deze vraag sluit aan op de factor ‘mate waarin het beleid kindvriendelijk is’. Verder geef ik de ruimte voor de geïnterviewde om andere beleidskaders te benoemen.</p>
<p><b>Opportunity for outdoor play</b></p>	
<p>7. Op welke manier hebben jullie de kans om buiten te spelen voor kinderen vergroot in de nieuwgebouwde wijken?</p>	<p>Buitenspelen is een gezonde activiteit en een mogelijkheid om andere kinderen te ontmoeten (Karsten &amp; Van Vliet, 2006-a). Met deze vraag wordt onderzocht of er concrete maatregelen zijn genomen om spelen te stimuleren in de wijken; zowel op aangewezen als niet-aangewezen plekken.</p>
<p>8. Welke keuzes zijn gemaakt bij de aanleg van de speeltuinen in de nieuwe wijken? (locatie, aantal, soort speeltoestellen)</p>	<p><i>Zie uitleg bij vraag 7</i></p>
<p>9. In 2021 zijn er aanpassingen gedaan aan de voetbalkooi in Harinxmaland. Wie of wat zorgde ervoor dat deze aanpassingen nodig waren?</p>	<p>Met deze vraag wordt ingehaakt op een actualiteit omtrent spelen in Harinxmaland, wellicht is er sprake geweest van input van bewoners.</p>

<p>10. Is er ook aandacht besteed aan spelen op niet-aangewezen speelplekken? (spelen op straat, op braakliggend terrein of in het water)</p>	<p><i>Zie uitleg bij vraag 7</i></p>
<p>11. Welke moeilijkheden ervaart u bij het vergroten van de kans om buiten te spelen voor kinderen?</p>	<p>Een kritischere vraag om erachter komen of er ook beperkingen zijn of zijn geweest bij het speelvriendelijk maken van de nieuwgebouwde woonwijken. Het antwoord op deze vraag geeft mogelijkheden tot kansen tot kindvriendelijkheid in de toekomst.</p>
<p>12. Zijn er al plannen gemaakt voor spelen in de uitbreiding van de wijk Harinxmaland?</p> <ul style="list-style-type: none"> <li>- Zo ja, hoe zien deze plannen eruit?</li> <li>- Wie is er betrokken geweest of gaat betrokken worden?</li> </ul>	<p>De wijk Harinxmaland krijgt uitbreiding aan de andere kant van het spoor. Met deze vraag wordt gevraagd naar de toekomstplannen voor deze grote uitbreiding en niet alleen naar het verleden gekeken, maar ook naar de toekomst.</p>
<p><b>Child-friendly street design &amp; Accessibility for children</b></p>	
<p>13. Is er aandacht besteed om de speelvoorzieningen veilig en toegankelijk te maken voor kinderen?</p>	<p>In voor kinderen toegankelijke wijken kunnen kinderen zichzelf vrij en veilig bewegen naar school en andere voor hun belangrijke voorzieningen. Met deze vraag wordt onderzocht of er concrete maatregelen zijn genomen om de speelplekken toegankelijk en veilig te maken voor kinderen.</p>
<p>14. Welke moeilijkheden ervaart u bij het toegankelijk maken van de voorzieningen voor kinderen in deze nieuwe wijken?</p>	<p>Een kritischere vraag om erachter komen of er ook beperkingen zijn of zijn geweest bij het toegankelijk maken van de voorzieningen voor kinderen in deze wijken. Het antwoord op deze vraag geeft mogelijkheden tot kansen tot kindvriendelijkheid in de toekomst.</p>

<b>Afsluitende vragen</b>	
<p>15. Zijn er verder nog interessante zaken te benoemen omtrent het thema kindvriendelijk bouwen in jullie gemeente? Dit mag te maken hebben met Harinxmaland of Houkepoort of iets compleet anders zijn.</p>	<p>Het zou kunnen dat ik iets gemist heb wat wel interessant zou zijn om te benoemen. Hiermee geef ik de geïnterviewde met de kans om met meer voorbeelden te komen die eerder niet aan bod zijn gekomen.</p>
<p>16. Zijn er nog andere mensen binnen of buiten jullie gemeente die interessant zouden zijn om te interviewen voor mijn scriptie naar het bouwen van kindvriendelijke nieuwbouwwijken in Súdwest-Fryslân?</p>	<p>Hiermee breid ik de lijst met potentiële geïnterviewden uit, om ervoor te zorgen dat ik een zo compleet mogelijk beeld creëer voor mijn scriptie.</p>

*Checken of alle vragen zijn beantwoord, daarna doorgaan naar bedankje en vragen of bij samenvatting resultaten nog wil ontvangen.*



Interview 3: Strategic advisor on sport and exercise at municipality of Súdwest-Fryslân

Vraag	Waarom relevant?
<b>Introducerende vragen</b>	
1. Wat is uw functie binnen de gemeente?	Een manier van kennismaken: met deze vraag kom ik erachter wie de geïnterviewde is en wat zijn rol is binnen de organisatie.
2. Is kindvriendelijkheid een beleidsthema binnen de gemeente? - Zo ja, sinds wanneer?	Met deze vraag kom ik erachter of de geïnterviewde bekend is met het thema kindvriendelijkheid en of het thema speelt in de gemeente.
3. Op welke manier stimuleert de gemeente het bouwen van kindvriendelijke wijken?	Door deze vraag zo open mogelijk te houden, kom ik mogelijk tot stimulansen die ik tot dusver niet heb onderzocht. Het zou ook kunnen dat hier al zaken worden genoemd die later ook als vraag aan bod komen. In het telefoongesprek wat ik al heb gehad werd benoemd dat kindvriendelijk bouwen belangrijk is voor de gemeente, vandaar dat ik de vraag wel op deze manier kan stellen.
<b>Child-friendly governance</b>	
4. Op welke manier zijn de belangen van kinderen geborgd in het planproces voor nieuwbouwwijken? - Welke partij heeft hierbij welke rol?	Met deze vraag wordt duidelijk wat de rol van de gemeente en andere partijen is binnen het planproces van de nieuwgebouwde wijken omtrent kindvriendelijkheid. Als hier stakeholders buiten de gemeente om worden genoemd, zijn deze partijen mogelijk interessant om te interviewen.
5. In de omgevingsvisie en bewegvisie wordt aandacht besteed aan de	Deze vraag sluit aan op de factor 'mate waarin het beleid kindvriendelijk is'. Als het 'waarom'

belangen van het kind. Waarom is dit beleid tot stand gekomen?	bekend is, wordt duidelijk wie de totstandkoming van dit beleid heeft gestimuleerd.
6. Wie was er betrokken bij het tot stand komen van dit beleid?	Deze vraag gaat verder in op welke partijen welke rol hebben binnen het proces van het tot stand komen van beleid.
7. Zijn er kinderen actief betrokken bij het tot stand komen van dit beleid? - Indien ja, hoe zag deze vorm van participatie eruit? Wat was de rol van het kind en wat van de ouder? - Indien ja, hoe kijken jullie terug op deze vorm van participatie? - Indien ja, zijn de planners getraind om te werken met kinderen? - Waarom wel, waarom niet, of waarom soms?	Als kinderen worden gezien als belanghebbende, stimuleert dit child-friendly governance (Whitzman et al., 2010). Verder is het volgens Whitzman et al. (2010) belangrijk dat planners getraind zijn om te werken met kinderen.
8. Zijn er nog andere bepalende beleidskaders voor het stimuleren van kindvriendelijkheid? - Zo nee, zijn hier plannen voor? - Eventueel verwijzing naar Groningen: de toolbox kindvriendelijk werken	Ik geef ruimte voor de geïnterviewde om andere beleidskaders te benoemen en een blik op de toekomst te werpen. Misschien zijn er plannen om kindvriendelijk bouwen uit te breiden binnen de gemeente.
9. Hoe zorgen jullie ervoor dat het opgestelde beleid in de praktijk wordt gebracht bij het bouwen van nieuwe woonwijken binnen de gemeente? - Hoe ziet dit proces eruit? - Bent u betrokken geweest bij dit proces (specifiek: Harinxmaland, Houkepoort)	Het is niet alleen genoeg om kindvriendelijk beleid te hebben, het beleid moet ook in de praktijk gebracht worden om tot resultaten te komen. Met deze vraag bevroeg ik hoe deze stap wordt gezet binnen de gemeente.

<p>10. Welke moeilijkheden ervaart u bij het overbrengen van het opgestelde beleid in de praktijk?</p>	<p>Een kritischere vraag om erachter komen of er ook beperkingen zijn of zijn geweest bij het toepassen van het beleid in de praktijk. Het antwoord op deze vraag geeft mogelijkheden tot kansen tot kindvriendelijkheid in de toekomst.</p>
<p><b>Afsluitende vragen</b></p>	
<p>11. Zijn er verder nog interessante zaken te benoemen omtrent het thema kindvriendelijk bouwen in jullie gemeente? Dit mag te maken hebben met waar we het vandaag over hebben gehad of iets compleet anders zijn.</p>	<p>Het zou kunnen dat ik iets gemist heb wat wel interessant zou zijn om te benoemen. Hiermee geef ik de geïnterviewde met de kans om met meer voorbeelden te komen die eerder niet aan bod zijn gekomen.</p>
<p>12. Zijn er nog andere mensen binnen of buiten jullie gemeente die interessant zouden zijn om te interviewen voor mijn scriptie naar het bouwen van kindvriendelijke nieuwbouwwijken in Súdwest-Fryslân?</p>	<p>Hiermee breid ik de lijst met potentiële geïnterviewden uit, om ervoor te zorgen dat ik een zo compleet mogelijk beeld creëer voor mijn scriptie.</p>

*Checken of alle vragen zijn beantwoord, daarna doorgaan naar bedankje en vragen of ze samenvatting resultaten nog wil ontvangen.*

## Interview 4: Traffic engineer at municipality of Súdwest-Fryslân

Vraag	Waarom relevant?
<b>Introducerende vragen</b>	
1. Wat is uw functie binnen de gemeente?	Een manier van kennismaken: met deze vraag kom ik erachter wie de geïnterviewde is en wat zijn rol is binnen de organisatie.
2. Is kindvriendelijkheid een beleidsthema binnen de gemeente? - Zo ja, sinds wanneer?	Met deze vraag kom ik erachter of de geïnterviewde bekend is met het thema kindvriendelijkheid en of het thema speelt in de gemeente.
3. Op welke manier stimuleert de gemeente het bouwen van kindvriendelijke wijken?	Door deze vraag zo open mogelijk te houden, kom ik mogelijk tot stimulansen die ik tot dusver niet heb onderzocht. Het zou ook kunnen dat hier al zaken worden genoemd die later ook als vraag aan bod komen. In het telefoongesprek wat ik al heb gehad werd benoemd dat kindvriendelijk bouwen belangrijk is voor de gemeente, vandaar dat ik de vraag wel op deze manier kan stellen.
<b>Child-friendly governance</b>	
4. In mijn onderzoek richt ik mij specifiek op de wijken Harinxmaland en Houkepoort. Hoe is het verkeersplan hier tot stand gekomen? - Wie waren er betrokken? - Waarom? - Zijn er verschillen tussen Harinxmaland en Houkepoort, zo ja, waarom?	Met deze vraag wordt duidelijk wat de rol van de gemeente en andere partijen is binnen het planproces van de nieuwgebouwde wijken omtrent verkeersveiligheid en toegankelijkheid in de nieuwe wijken. Als hier stakeholders buiten de gemeente om worden genoemd, zijn deze partijen mogelijk interessant om te interviewen. Verder krijg ik een inzicht in de planvorming van de nieuwe wijken.

<p>5. Zijn er kinderen of hun ouders betrokken bij de inrichting van de wijk Harinxmaland of Houkepoort?</p> <ul style="list-style-type: none"> <li>- Indien ja, hoe zag deze vorm van participatie eruit? Wat was de rol van het kind en wat van de ouder?</li> <li>- Indien ja, hoe kijken jullie terug op deze vorm van participatie?</li> <li>- Indien ja, zijn de planners getraind om te werken met kinderen?</li> <li>- Waarom wel, waarom niet of waarom in één van de wijken?</li> </ul>	<p>Als kinderen worden gezien als belanghebbende, stimuleert dit child-friendly governance (Whitzman et al., 2010). Verder is het volgens Whitzman et al. (2010) belangrijk dat planners getraind zijn om te werken met kinderen. Met deze vraag wordt ook gevraagd naar mogelijke verschillen tussen twee van de te onderzoeken wijken.</p>
<p>6. In de omgevingsvisie en het gemeentelijk vervoersplan wordt aandacht besteed aan verkeersveiligheid. Hoe wordt het bestaande beleid in de praktijk gebracht?</p> <ul style="list-style-type: none"> <li>- En zijn er nog andere bepalende beleidskaders voor het stimuleren van kindvriendelijkheid?</li> </ul>	<p>Deze vraag sluit aan op de factor ‘mate waarin het beleid kindvriendelijk is’. Verder geef ik de ruimte voor de geïnterviewde om andere beleidskaders te benoemen.</p>
<p><b>Child-friendly street design</b></p>	
<p>7. Op welke manier hebben jullie ervoor gezorgd dat de openbare ruimte in Harinxmaland en Houkepoort veilig zijn voor kinderen?</p> <ul style="list-style-type: none"> <li>- Straatclassificatie</li> <li>- Scheiden van verkeersstromen</li> <li>- Verkeersremmende maatregelen</li> </ul>	<p>Verkeersluwe straten stimuleren de onafhankelijke mobiliteit van kinderen, geven kansen om te spelen en zijn goed voor de cognitieve ontwikkeling en conceptie van ruimte (Ekawati, 2015; Appleyard, 2022). Met deze vraag wordt onderzocht welke concrete maatregelen zijn genomen om de wijken verkeersveilig te maken.</p>
<p>8. Is dit een uniforme aanpak binnen de gemeente of situatie-afhankelijk?</p>	<p>Vraag om erachter te komen of de gemeente één aanpak gebruikt met betrekking tot</p>

<ul style="list-style-type: none"> <li>- Zijn er verschillen tussen Harinxmaland en Houkepoort?</li> <li>- Zo ja, waarom?</li> </ul>	<p>verkeersveiligheid, of dit situatie-afhankelijk is. Mogelijke verschillen tussen de wijken kunnen verklaard worden.</p>
<p>9. Welke moeilijkheden ervaart u bij het veilig maken van de openbare ruimte voor kinderen in de ontwikkeling van deze nieuwe wijken?</p>	<p>Een kritischere vraag om erachter komen of er ook beperkingen zijn of zijn geweest bij het veilig maken van de openbare ruimte. Het antwoord op deze vraag geeft mogelijkheden tot kansen tot kindvriendelijkheid in de toekomst.</p>
<p>10. Zijn er al verkeersplannen gemaakt voor de uitbreiding van Harinxmaland? Of verbeteringen aan de bestaande situatie?</p> <ul style="list-style-type: none"> <li>- Hoe zien deze plannen eruit?</li> <li>- Waar wordt rekening mee gehouden?</li> </ul>	<p>De wijk Harinxmaland krijgt uitbreiding aan de andere kant van het spoor. Met deze vraag wordt gevraagd naar de toekomstplannen voor deze grote uitbreiding en niet alleen naar het verleden gekeken, maar ook naar de toekomst.</p>
<p><b>Accessibility for children</b></p>	
<p>11. Toegankelijkheid voor kinderen is een ander belangrijk thema binnen de kindvriendelijke stad. Welke maatregelen zijn genomen in de nieuwe woonwijken om voorzieningen binnen en buiten de wijk toegankelijk te maken voor kinderen?</p> <ul style="list-style-type: none"> <li>- Veilige routes</li> <li>- Veilig oversteken</li> </ul>	<p>In voor kinderen toegankelijke wijken kunnen kinderen zichzelf vrij en veilig bewegen naar school en andere voor hun belangrijke voorzieningen. Met deze vraag wordt onderzocht of er concrete maatregelen zijn genomen om de speelplekken toegankelijk en veilig te maken voor kinderen.</p>
<p>12. Beide wegen liggen aan de buitenkant van de stadsrondweg. Waarom zijn fietsers en voetgangers hier buiten de voorrang gehouden?</p>	<p>Een meer specifieke vraag om te vragen waarom er voor gekozen is om de stadsrondweg gelijkvloers en buiten de voorrang te kruisen.</p>

<p>13. Welke moeilijkheden ervaart u bij het toegankelijk maken van de voorzieningen voor kinderen in deze nieuwe wijken?</p>	<p>Een kritischere vraag om erachter komen of er ook beperkingen zijn of zijn geweest bij het toegankelijk maken van de voorzieningen voor kinderen in deze wijken. Het antwoord op deze vraag geeft mogelijkheden tot kansen tot kindvriendelijkheid in de toekomst.</p>
<p><b>Opportunity for outdoor play</b></p>	
<p>14. Wordt er bij de verkeersplannen van de nieuwe wijken rekening gehouden met de kans om buiten te spelen te vergroten?</p> <ul style="list-style-type: none"> <li>- Zo ja, op welke manier?</li> <li>- Zo nee, waarom niet?</li> </ul>	<p>Buitenspelen is een gezonde activiteit en een mogelijkheid om andere kinderen te ontmoeten (Karsten &amp; Van Vliet, 2006-a). Met deze vraag wordt onderzocht of er concrete maatregelen zijn genomen om spelen te stimuleren in de wijken; zowel op aangewezen als niet-aangewezen plekken.</p>
<p>15. Welke moeilijkheden ervaart u bij het vergroten van de kans om buiten te spelen voor kinderen?</p>	<p>Een kritischere vraag om erachter komen of er ook beperkingen zijn of zijn geweest bij het speelvriendelijk maken van de nieuwgebouwde woonwijken. Het antwoord op deze vraag geeft mogelijkheden tot kansen tot kindvriendelijkheid in de toekomst.</p>
<p><b>Afsluitende vragen</b></p>	
<p>16. Zijn er verder nog interessante zaken te benoemen omtrent het thema kindvriendelijk bouwen in jullie gemeente? Dit mag te maken hebben met Harinxmaland of Houkepoort of iets compleet anders zijn.</p>	<p>Het zou kunnen dat ik iets gemist heb wat wel interessant zou zijn om te benoemen. Hiermee geef ik de geïnterviewde met de kans om met meer voorbeelden te komen die eerder niet aan bod zijn gekomen.</p>
<p>17. Zijn er nog andere mensen binnen of buiten jullie gemeente die interessant zouden zijn om te interviewen voor mijn scriptie naar het bouwen van</p>	<p>Hiermee breid ik de lijst met potentiële geïnterviewden uit, om ervoor te zorgen dat ik een zo compleet mogelijk beeld creëer voor mijn scriptie.</p>

kindvriendelijke nieuwbouwwijken in Súdwest-Fryslân?	
---	--

*Checken of alle vragen zijn beantwoord, daarna doorgaan naar bedankje en vragen of hij samenvatting resultaten  
nog wil ontvangen.*



Interview 5: Alderman on spatial development, economic affairs, sport and exercise at the municipality of Súdwest-Fryslân

Vraag	Waarom relevant?
<b>Introducerende vragen</b>	
1. Wat is uw functie als wethouder?	Een manier van kennismaken: met deze vraag kom ik erachter wie de geïnterviewde is en wat zijn rol is binnen de organisatie.
2. Ziet u kindvriendelijkheid een beleidsthema binnen de gemeente? - Zo ja, is dit al lang zo of iets van recentere jaren?	Met deze vraag kom ik erachter of de geïnterviewde bekend is met het thema kindvriendelijkheid en of het thema speelt in de gemeente.
<b>Hoofdvragen</b>	
3. Op welke manier stimuleert de gemeente het bouwen van kindvriendelijke wijken?	Door deze vraag zo open mogelijk te houden, kom ik mogelijk tot stimulansen die ik tot dusver niet heb onderzocht. Het zou ook kunnen dat hier al zaken worden genoemd die later ook als vraag aan bod komen. In het telefoongesprek wat ik al heb gehad werd benoemd dat kindvriendelijk bouwen belangrijk is voor de gemeente, vandaar dat ik de vraag wel op deze manier kan stellen.
4. Op welke manier zijn de belangen van kinderen geborgd in het planproces voor nieuwbouwwijken? - Welke partij heeft hierbij welke rol? - Wat zijn de moeilijkheden bij het kindvriendelijk maken van de woonwijken?	Met deze vraag wordt duidelijk wat de rol van de gemeente en andere partijen is binnen het planproces van de nieuwgebouwde wijken omtrent kindvriendelijkheid. Als hier stakeholders buiten de gemeente om worden genoemd, zijn deze partijen mogelijk interessant om te interviewen.

<p>5. In de omgevingsvisie en beweegvisie wordt aandacht besteed aan de belangen van het kind. Waarom is dit beleid tot stand gekomen?</p>	<p>Deze vraag sluit aan op de factor ‘mate waarin het beleid kindvriendelijk is’. Als het ‘waarom’ bekend is, wordt duidelijk wie de totstandkoming van dit beleid heeft gestimuleerd.</p>
<p>6. Wie is er betrokken geweest bij het tot stand komen van dit beleid?</p>	<p>Deze vraag gaat verder in op welke partijen welke rol hebben binnen het proces van het tot stand komen van beleid.</p>
<p>7. Zijn er kinderen actief betrokken bij het tot stand komen van dit beleid? - Waarom wel, waarom niet, of waarom soms?</p>	<p>Als kinderen worden gezien als belanghebbende, stimuleert dit child-friendly governance (Whitzman et al., 2010). Verder is het volgens Whitzman et al. (2010) belangrijk dat planners getraind zijn om te werken met kinderen.</p>
<p>8. Zijn er nog andere bepalende beleidskaders voor het stimuleren van kindvriendelijkheid?</p>	<p>Ik geef ruimte voor de geïnterviewde om andere beleidskaders te benoemen, wellicht heb ik wat gemist.</p>
<p>9. Hoe zorgen jullie ervoor dat het opgestelde beleid in de praktijk wordt gebracht bij het bouwen van nieuwe woonwijken binnen de gemeente?</p>	<p>Het is niet alleen genoeg om kindvriendelijk beleid te hebben, het beleid moet ook in de praktijk gebracht worden om tot resultaten te komen. Met deze vraag bevraag ik hoe deze stap wordt gezet binnen de gemeente.</p>
<p>10. Zijn er binnen de gemeente nog plannen voor de toekomst omtrent het thema kindvriendelijkheid?</p>	<p>Ik geef ruimte voor de geïnterviewde om een blik op de toekomst te werpen. Misschien zijn er plannen om kindvriendelijk bouwen uit te breiden binnen de gemeente.</p>
<p>11. Voor mijn scriptie kijk ik specifiek naar de woonwijken Harinxmaland en Houkepoort. Op welke manier is in deze wijken gezorgd dat kinderen zich</p>	<p>Deze vraag richt zich op de specifiek onderzochte wijken. Alhoewel een wethouder vooral op het strategisch niveau werkt, zou het kunnen dat hij ervaringen heeft vanuit de wijken Harinxmaland en Houkepoort.</p>

veilig door de wijk kunnen bewegen en kunnen spelen?	
<b>Afsluitende vragen</b>	
12. Zijn er verder nog interessante zaken te benoemen omtrent het thema kindvriendelijk bouwen in jullie gemeente? Dit mag te maken hebben met waar we het vandaag over hebben gehad of iets anders zijn.	Het zou kunnen dat ik iets gemist heb wat wel interessant zou zijn om te benoemen. Hiermee geef ik de geïnterviewde met de kans om met meer voorbeelden te komen die eerder niet aan bod zijn gekomen.
13. Zijn er nog andere mensen binnen of buiten jullie gemeente die interessant zouden zijn om te interviewen voor mijn scriptie naar het bouwen van kindvriendelijke nieuwbouwwijken in Súdwest-Fryslân?	Hiermee breid ik de lijst met potentiële geïnterviewden uit, om ervoor te zorgen dat ik een zo compleet mogelijk beeld creëer voor mijn scriptie.

*Checken of alle vragen zijn beantwoord, daarna doorgaan naar bedankje en vragen of ze samenvatting resultaten nog wil ontvangen.*

Interview 6: Policy officer on green, play, and sport at municipality of Súdwest-Fryslân

Vraag	Waarom relevant?
<b>Introducerende vragen</b>	
1. Wat is uw functie binnen de gemeente?	Een manier van kennismaken: met deze vraag kom ik erachter wie de geïnterviewde is en wat zijn rol is binnen de organisatie.
2. Is kindvriendelijkheid een beleidsthema binnen de gemeente? - Zo ja, sinds wanneer?	Met deze vraag kom ik erachter of de geïnterviewde bekend is met het thema kindvriendelijkheid en of het thema speelt in de gemeente.
3. Op welke manier stimuleert de gemeente het bouwen van kindvriendelijke wijken?	Door deze vraag zo open mogelijk te houden, kom ik mogelijk tot stimulansen die ik tot dusver niet heb onderzocht. Het zou ook kunnen dat hier al zaken worden genoemd die later ook als vraag aan bod komen. In het telefoongesprek wat ik al heb gehad werd benoemd dat kindvriendelijk bouwen belangrijk is voor de gemeente, vandaar dat ik de vraag wel op deze manier kan stellen.
<b>Child-friendly governance</b>	
4. Op welke manier zijn de belangen van kinderen geborgd in het planproces voor nieuwbouwwijken? - Welke partij heeft hierbij welke rol?	Met deze vraag wordt duidelijk wat de rol van de gemeente en andere partijen is binnen het planproces van de nieuwgebouwde wijken omtrent kindvriendelijkheid. Als hier stakeholders buiten de gemeente om worden genoemd, zijn deze partijen mogelijk interessant om te interviewen.
5. In de omgevingsvisie en beweegvisie wordt aandacht besteed aan de	Deze vraag sluit aan op de factor 'mate waarin het beleid kindvriendelijk is'. Als het 'waarom'

belangen van het kind. Waarom is dit beleid tot stand gekomen?	bekend is, wordt duidelijk wie de totstandkoming van dit beleid heeft gestimuleerd.
6. Wie was er betrokken bij het tot stand komen van dit beleid?	Deze vraag gaat verder in op welke partijen welke rol hebben binnen het proces van het tot stand komen van beleid.
7. Zijn er kinderen actief betrokken bij het tot stand komen van dit beleid? - Indien ja, hoe zag deze vorm van participatie eruit? Wat was de rol van het kind en wat van de ouder? - Indien ja, hoe kijken jullie terug op deze vorm van participatie? - Indien ja, zijn de planners getraind om te werken met kinderen? - Waarom wel, waarom niet, of waarom soms?	Als kinderen worden gezien als belanghebbende, stimuleert dit child-friendly governance (Whitzman et al., 2010). Verder is het volgens Whitzman et al. (2010) belangrijk dat planners getraind zijn om te werken met kinderen.
8. In de gemeente Súdwest-Fryslân wordt er elk jaar een kinderconferentie gehouden. - Waarom organiseren jullie deze conferentie? - Hoe is de conferentie opgezet? - Hoe zag de voorgaande conferentie eruit? - Op welke manieren worden de resultaten van de kinderconferentie teruggebracht in de praktijk?	Met deze vraag koppel ik terug richting de kinderconferentie, een evenement dat elk jaar in de gemeente wordt georganiseerd om kinderen te betrekken in de besluitvorming. Ik ben benieuwd of de resultaten van de kinderconferentie teruggekoppeld worden in de praktijk.
9. Ook zijn er in de gemeente een kinderburgemeester en een kinderraad actief.	Dit is een vraag over de kinderburgemeester en de kinderraad, die actief zijn in de gemeente. Ik ben benieuwd of de input van

<ul style="list-style-type: none"> <li>- Op welke manier zijn deze kinderen betrokken bij het maken van beleid?</li> </ul>	<p>deze partijen teruggekoppeld worden in de praktijk.</p>
<p>10. Zijn er nog andere bepalende beleidskaders voor het stimuleren van kindvriendelijkheid?</p> <ul style="list-style-type: none"> <li>- Zo nee, zijn hier plannen voor?</li> <li>- Eventueel verwijzing naar Groningen: de toolbox kindvriendelijk werken</li> </ul>	<p>Ik geef ruimte voor de geïnterviewde om andere beleidskaders te benoemen en een blik op de toekomst te werpen. Misschien zijn er plannen om kindvriendelijk bouwen uit te breiden binnen de gemeente.</p>
<p>11. Hoe zorgen jullie ervoor dat het opgestelde beleid in de praktijk wordt gebracht bij het bouwen van nieuwe woonwijken binnen de gemeente?</p> <ul style="list-style-type: none"> <li>- Hoe ziet dit proces eruit?</li> <li>- Bent u betrokken geweest bij dit proces (specifiek: Harinxmaland, Houkepoort)</li> </ul>	<p>Het is niet alleen genoeg om kindvriendelijk beleid te hebben, het beleid moet ook in de praktijk gebracht worden om tot resultaten te komen. Met deze vraag bevroeg ik hoe deze stap wordt gezet binnen de gemeente.</p>
<p>12. Welke moeilijkheden ervaart u bij het overbrengen van het opgestelde beleid in de praktijk?</p>	<p>Een kritischere vraag om erachter komen of er ook beperkingen zijn of zijn geweest bij het toepassen van het beleid in de praktijk. Het antwoord op deze vraag geeft mogelijkheden tot kansen tot kindvriendelijkheid in de toekomst.</p>
<p><b>Afsluitende vragen</b></p>	
<p>13. Zijn er verder nog interessante zaken te benoemen omtrent het thema kindvriendelijk bouwen in jullie gemeente? Dit mag te maken hebben met waar we het vandaag over hebben gehad of iets compleet anders zijn.</p>	<p>Het zou kunnen dat ik iets gemist heb wat wel interessant zou zijn om te benoemen. Hiermee geef ik de geïnterviewde met de kans om met meer voorbeelden te komen die eerder niet aan bod zijn gekomen.</p>

<p>14. Zijn er nog andere mensen binnen of buiten jullie gemeente die interessant zouden zijn om te interviewen voor mijn scriptie naar het bouwen van kindvriendelijke nieuwbouwwijken in Súdwest-Fryslân?</p>	<p>Hiermee breid ik de lijst met potentiële geïnterviewden uit, om ervoor te zorgen dat ik een zo compleet mogelijk beeld creëer voor mijn scriptie.</p>
---	--

*Checken of alle vragen zijn beantwoord, daarna doorgaan naar bedankje en vragen of ze samenvatting resultaten nog wil ontvangen.*

## Interview 7: Child participation experts at De Kleine Ambassade

Vraag	Waarom relevant?
<b>Introducerende vragen</b>	
1. Wat is jullie functie bij De Kleine Ambassade?	Een manier van kennismaken: met deze vraag kom ik erachter wie de geïnterviewde is en wat zijn rol is binnen de organisatie. Tevens een vraag in de richting van expertise, belangrijk volgens Whitzman et al. (2010).
2. Waar houdt De Kleine Ambassade zich mee bezig? - Op welke manier? - Met welke middelen?	Met deze vraag wordt het doel van De Kleine Ambassade duidelijker. De belangen van De Kleine Ambassade worden helder.
<b>Child-friendly governance</b>	
3. Waarom is kindparticipatie belangrijk volgens jullie? - Welke vorm van kindparticipatie werkt het beste? Het kind alles laten beslissen, in samenspraak met ouders, of meer ouder geïnitieerd?	Deze vraag wordt terugverwezen naar hoofdstuk 2.1.1 (child-friendly governance) uit het theoretisch kader. In het specifiek wordt bevraagd of het volgens deze experts zo is dat het bereiken van de hoogst mogelijke vormen van kindparticipatie niet optimaal is (zoals Wilks and Rudner (2013) stellen).
4. In de Gemeente Súdwest-Fryslân organiseren jullie elk jaar een kinderconferentie. - Hoe is dit evenement tot stand gekomen? - Waarom organiseren jullie dit evenement? - In hoeverre is de gemeente betrokken bij dit evenement? - Welke vragen zijn er zoal gesteld aan de kinderen?	De kinderconferentie is een belangrijk evenement voor kindparticipatie in Súdwest-Fryslân. Met deze vraag wordt gepoogd een beter beeld te krijgen van wat er op deze dag zoal wordt gedaan om kinderen te betrekken en of deze te linken zijn met specifieke geografische gevallen. De vraag sluit ook aan bij de criteria voor kindvriendelijk beleid en uitvoering (Whitzman et al., 2010).



<ul style="list-style-type: none"> <li>- Zijn er locatie-specifieke vragen gesteld of bredere vragen?</li> <li>- Welke methodes worden er gebruikt gedurende een kinderconferentie?</li> <li>- Wat wordt/is er gedaan met de resultaten?</li> </ul>	
<p>5. Ook zijn er in de gemeente een kinderburgemeester en een kinderraad.</p> <ul style="list-style-type: none"> <li>- Hoe worden deze gekozen?</li> <li>- Wat doen deze partijen?</li> <li>- Organiseren jullie het contact tussen kinderburgemeester- en raad en de gemeente?</li> </ul>	Zie uitleg bij vraag 4.
<p>6. De kinderconferentie en kinderburgemeester zijn een stap richting meer kindparticipatie. Waar liggen nog kansen omtrent het betrekken van kinderen in participatieprojecten?</p> <ul style="list-style-type: none"> <li>- In het algemeen, of specifiek in Súdwest-Fryslân</li> <li>- Een kijkje richting de toekomst: de kindvriendelijke wijk?</li> </ul>	Een kritischere vraag om erachter komen of er ook beperkingen zijn of zijn geweest bij het toepassen van het beleid in de praktijk. Het antwoord op deze vraag geeft mogelijkheden tot kansen tot kindvriendelijkheid in de toekomst.
<p>7. Welke problemen zijn op dit moment zichtbaar bij het behartigen van de belangen van het kind bij ruimtelijke projecten?</p>	Vergelijkbare beweegredenen als bij vraag 6, maar nu breder gesteld.
<b>Afsluitende vragen</b>	
<p>8. Zijn er verder nog interessante zaken te benoemen omtrent het thema</p>	Het zou kunnen dat ik iets gemist heb wat wel interessant zou zijn om te benoemen.

<p>kindparticipatie /kindvriendelijk          bouwen? Dit mag te maken hebben          met waar we het vandaag over hebben          gehad of iets compleet anders zijn.</p>	<p>Hiermee geef ik de geïnterviewde met de kans          om met meer voorbeelden te komen die          eerder niet aan bod zijn gekomen.</p>
---	--

*Checken of alle vragen zijn beantwoord, daarna doorgaan naar bedankje en vragen of ze samenvatting resultaten  
 nog wil ontvangen.*

## Appendix 7: GIS analysis results on dedicated play areas

This analysis has been performed using the Measure Area tool in ArcGIS Pro.

Harinxmaland	Area (m <sup>2</sup> )
Play island (playground 1)	12.746
Playground 2	4.357
Playground 3	1.529
Playground 4	510
<b>Total dedicated play area</b>	19.142
Total area (including water)	637.523
<b><u>Percentage of total area dedicated to play</u></b>	3,00%

Houkepoort	Area (m <sup>2</sup> )
Playground	5.873
<b>Total dedicated play area</b>	5.873
Total area (including water)	300.948
<b><u>Percentage of total area dedicated to play</u></b>	1,95%
Water	51.974
Total residential area	248.974
<b><u>Percentage of residential area dedicated to play</u></b>	2,36%