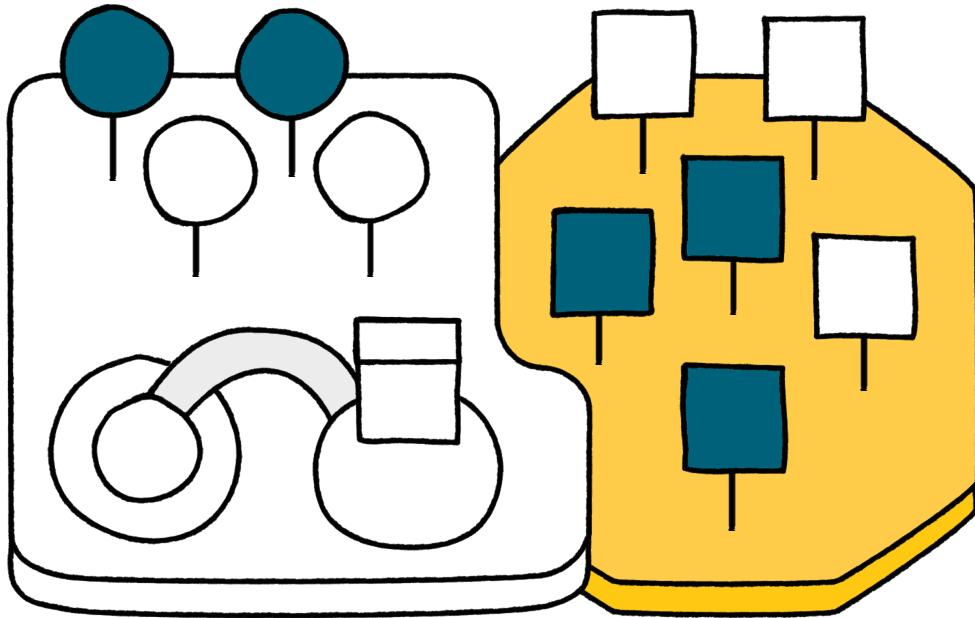


01

# Allschwil

## School route safety



### Time frame

Not specified

### Stakeholders

Political executive  
Formal education  
Extra-curricular education  
Civil society  
Traffic planners

### Typologies (space types)

Intermediate space



### Institutional framework



### Design quality criteria

Freedom from danger  
Accessibility



### Structure-related quality criteria

Collaboration  
Coordination  
Participation and identification

### The starting point

Another primary school building is to be added to the existing two school buildings in Allschwil, a large and ever-growing suburban area near Basel. This will create new school routes and hazard points for school children as they will have to cross the very busy main roads. Narrow pavements in residential areas with no 30-zones also adversely affect school route safety at certain points and along certain routes. The area, which has over 21,000 residents, also has to deal with numerous construction sites and parent taxi trips. A political initiative demands the assessment of safe school routes for the three primary school buildings in Allschwil. As traffic calming measures such as 30-zones are not politically opportune, increasing school route safety involves discussing the usual operational, structural and signal-based options. One new feature is the inclusion of Kinderbüro Basel [Basel Children's Office] association in the traffic planning process. A core group, made up of the relevant officers, local councillors, administrative department heads, school heads, the Kinderbüro Basel association and representatives from the Basel-Land Canton Health Department, clarifies the school's participation, the project's funding and its implementation.

### Aims

Pupils, parents and teachers should be included in a participative process alongside the traffic planners and the Kinderbüro association in order to develop two products.

- Planning instrument for the authorities (school routes, flaws).
- Aids for parents, teachers to improve school route safety (A3 school route plan with text explanations on school route safety).

### Target group

- Authorities
- General public
- Children and young people in Allschwil

### Costs

- Engineer services and implementation of school route safety for three school buildings: 75,000 Swiss francs
- Kinderbüro Basel association, approx. 15,000 Swiss francs for participation projects in three school buildings. The Basel-Land Canton Health Department takes on a part of this for the participation process from the "Kind und Raum" [Child and Space] project.
- The construction of a new crossing with traffic lights near a school building: approx. 200,000 Swiss francs.
- Investments in technical sign and signal measures: regular maintenance works.

### **Project progression**

Stage 1: Traffic planner develops potential, main school routes and locates flaws on visual inspection. Pupils map out their school routes and mark potential flaws. The findings from the school route analysis are presented in the school meeting and on parents' evenings.

Stage 2: Selected main school routes are walked with children's delegations. The children show the chaperones the positive and difficult points along the school route (pavements, openings, crossing points with or without zebra crossings, traffic lights, squares, etc.) Photos and notes made by the chaperones about the children's behaviour add to the overall picture of the locations. After the tour, the pupils draw their impressions. A parent survey on hazard points is also carried out.

Stage 3: Design of a fanfold A3 school route map with the recommended school routes. Issues such as experiencing the school route, safe traffic conduct, parent taxi rides and walking to school are described and depicted on the back. This school route map is given to parents to prepare their children.

Stage 4: Traffic planner creates list of measures: representatives from the local council and canton visually assess the pinpointed flaws and set out measures for implementation.

### **Success factors**

- Teacher engagement. Pupil enthusiasm and conscientious participation.
- Creation of the school route concept within a few months.
- Reprint of the fanfold school route map demonstrates the need for and success of the product. Positive feedback from the children is testament to the improvement of school route safety.

### **Challenges**

- Clarifying responsibilities, cost participation and human resources between the various stakeholders.
- The planning, project management and implementation of larger structural measures is relevant to costs and often requires special funding outside of the budget.
- The issue of school route safety is always current as there is a new cohort of school children every year.

### **Conclusion**

Thanks to the holistic participative process, authorities, parents, pupils and also teachers and road users are given practical information and awareness is raised. The technical sign, signal and structural measures for the new crossing with traffic lights is implemented before opening the new school centre. All results and findings on school route safety are collated in the accompanying report for the local council.

### **Contact details**

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