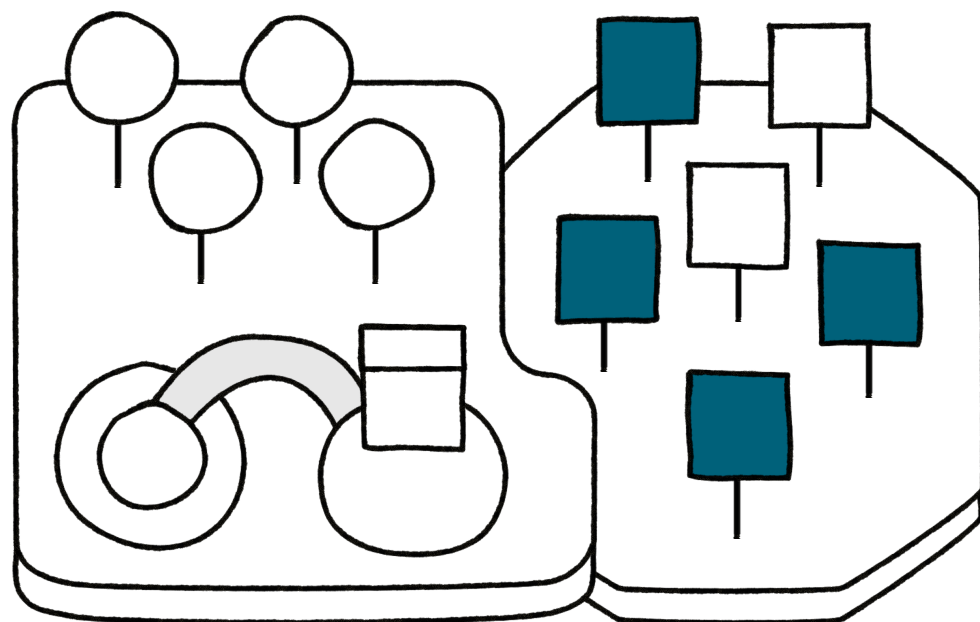


# Canton Basel-Stadt

## Optimizing traffic safety at schools and preschools



**Timeframe**  
2020 to (planned) 2024

**Actors**  
Executive power  
Legislative power  
Traffic planning  
Extracurricular education  
Civilian population

**Typologies (types of spaces)**  
Intermediate areas

**Structural quality criteria**  
Strategic orientation  
Collaboration  
Coordination  
Participation and identification

### Background

The trigger was the following two motions transferred from the Grand Council of Basel-Stadt to the Executive Council:

- Aeneas Wanner et al. concerning the implementation of 30 km/h speed limits in the area of school buildings and preschools
- Christian C. Moesch et al. concerning safety for preschool children / traffic signaling and road signs on public streets in the vicinity of preschools

In March 2020, the Grand Council took note of the expenses and interim report of the Executive Council and passed on the two motions to the Executive Council to draw up a bill in accordance with the alternative proposed approach that it had outlined.

Instead of the comprehensive or general actions demanded by the motions, the Executive Council's proposed approach envisages a strengths and weaknesses analysis at the individual sites of schools and preschools and, on the basis of this, the submission of a total package for "traffic safety at schools and preschools" [*Verkehrssicherheit bei Schulen und Kindergärten*] to the Grand Council. This package will include the objectives of both motions and will outline suitable actions for achieving them.

### Objectives

Traffic safety is already high in the area of schools and preschools in Canton Basel-Stadt. This is to be optimized even further by targeted actions based on strengths and weaknesses.

### Target group

Preschool children and schoolchildren walking or cycling to school in the area of individual preschool and school locations.

### Costs

Planning and project costs: around 350,000 francs.

Implementation costs: Not yet finally identified and difficult to estimate, since various weaknesses arise in the context of a number of transformation and maintenance projects which have separate project financing.

## Project flow

There was an internal administrative project organization managed by the Mobility Office [*Amt für Mobilität*]. The project was supported by a working group in which the departments/authorities concerned were represented (including the cantonal police, planning department, civil engineering department, education department, local councils).

A traffic safety inspection (RSI) formed part of the strengths and weaknesses analysis by applying the Federation's infrastructural safety tools (ISSI) and a broad-based online survey about safety on the road to school among children, young people, parents and teachers, supported by the schools. This meant that both an objective and a subjective appraisal of the situation were made.

Schoolchildren participated in the situation analysis and strengths and weaknesses analysis. This approach is in line with the "City of Basel Child- and Youth-friendly Action Plan 2020/2023" [*Aktionsplan Kinder- und Jugendfreundliche Stadt Basel 2020–2023*], the "Eye Level at 1.20 m" [*Auf Augenhöhe 1,20 m*] guideline and child-friendly urban development. The canton contributes thereby to the concrete implementation of the UN Convention on the Rights of the Child and meets the criteria for the UNICEF "Child-friendly Community" label.

The faults identified in the RSI and put forward in the survey were prioritized in three groups (high, medium, low) according to their importance. Around 70 localities were assigned a high priority. In a first step, outline proposals on measures to eliminate the faults identified were collected for these localities. In a subsequent analysis step, the 70 localities were compared with existing projects and plans (third proj-

ects). An assessment was made here of the extent to which such third projects contained actions to eliminate the safety deficits. The weaknesses not earmarked for elimination after this filtering process were examined in more depth by the responsible departments of the canton and the two municipalities of Riehen and Bettingen, and concrete measures were defined.

Second-priority weaknesses were to be assessed for their safety-related relevance by the end of 2023. Localities were assigned to the third priority if they were in traffic-calmed areas or situated along roads with little traffic and if the flaws identified were small with regard to their threat to children. For example, increased enforcement of parking regulations or clearer signage at roadworks helps to ameliorate third-priority faults. Adjustments to the infrastructure are not indicated for third-priority localities.

## Success factors

- Practical, sufficiently broad-based project organization.
- Adequate funding and human resources.
- Professional support from the traffic planning office charged with the task and from the Basel Children's Office.

## Challenge

- Involving schools and individual schoolchildren in the project came at a difficult time (coronavirus pandemic), which led to delays.
- Traffic safety in the streets is sometimes very differently perceived in subjective terms.
- Optimizing road safety became a permanent task in Canton Basel-Stadt long ago and is the aim in every restructuring project or change in the traffic routing in the streets.

## Summary

The traffic infrastructure in the area around schools and preschools in Canton Basel-Stadt already has a high traffic safety level. The current weaknesses in the infrastructure have been identified and their relevance prioritized. Weaknesses relevant to traffic safety have been rigorously eliminated since the beginning of 2022 by way of minor infrastructural measures or by improvements during transformation projects.

The actions and further optimization measures envisaged in the project presented (e.g., more extensive traffic calming) will help to further improve traffic safety in Canton Basel-Stadt on a comprehensive basis. Pedestrians and cyclists will benefit in general, as will children on the way to school and in areas around schools and preschools in particular.

## Contact

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