

# Support material: Ideas and example-measures for mobility challenges in neighbourhoods

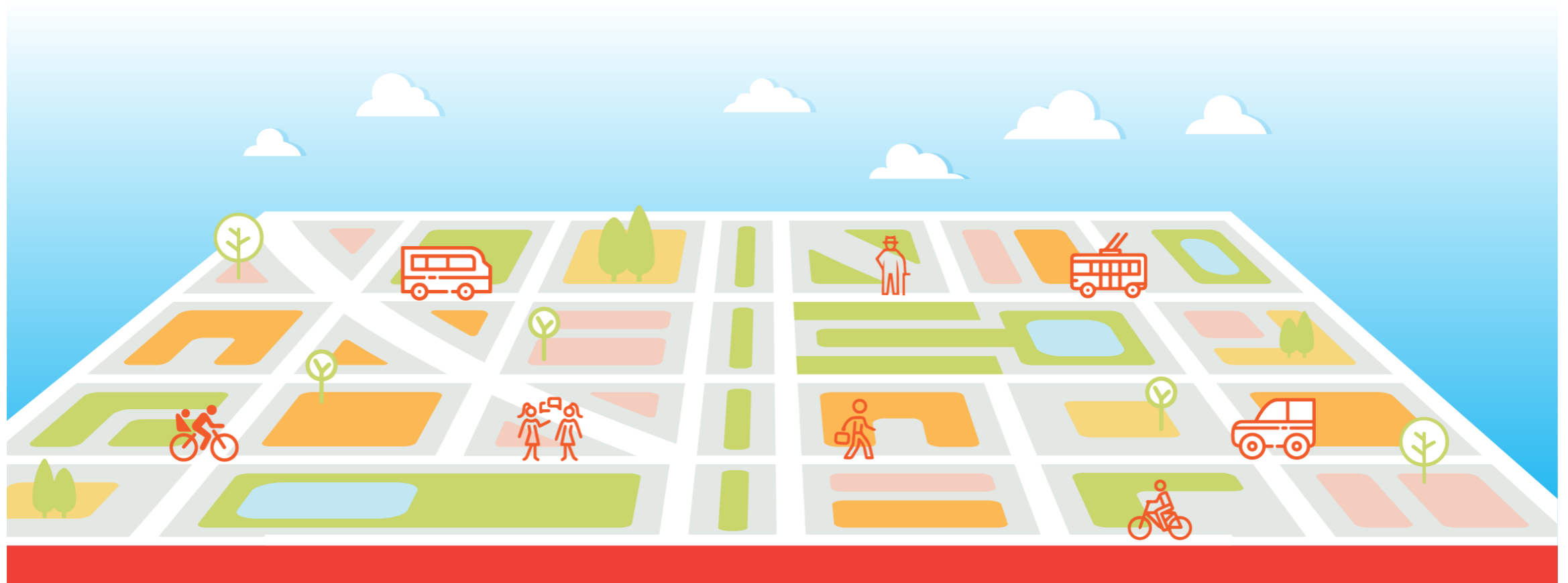


# SUNRISE

Sustainable Urban Neighbourhoods  
Research and Implementation  
Support in Europe

## Theme:

## A: Safe school areas - traffic safety around schools



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# Introduction

This material is a collection of ideas, measures and examples of how to address various mobility challenges that can occur in local neighbourhoods.

Its purpose is to serve as inspiration and basis for discussions in SUNRISE-stakeholder meetings to identify suitable approaches to improve the situation in a local neighbourhood. It was produced based on demand from SUNRISE cities with the goal to facilitate and support stakeholder involvement and co-creation of suitable measures to local traffic challenges.

The selection of mobility challenges is based on problems identified in SUNRISE neighbourhoods and the collection will gradually expand with more topics.

For each specific topic, several measures are shortly presented with references and examples. These slides can be used at stakeholder meetings, e.g. as printed posters in in the meeting room or as a slide show. They should show a variety of thinkable approaches, give the participants the possibility to reflect on the measure and stimulate discussions on what would be suitable and feasible in the local neighbourhood.

The material is work in progress and will be gradually expanded. SUNRISE cities can freely select topics and measures they want to use in their stakeholder meetings to create locally adapted material. It is recommended to translate the chosen slides to the respective local language.

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## A: Safe school areas - traffic safety around schools

- *Theme initiated by:* Zuglo, Budapest
- *Also relevant to:* -
- *Short problem description:* Traffic safety around school areas can be an issue if car traffic occurs at the same time as children are walking or cycling in the area. This can be especially problematic if children need to cross or walk along roads with high traffic volumes and/or high speeds or if many parents bring children to school by car. An unsafe traffic environment can also induce more car traffic since parents choose to drive their children rather than letting them walk or cycle out of concern for the childrens safety.

### List of presented measures

1. Pedestrianizing roads around schools - ban car traffic in direct vicinity of schools
2. Temporary closure of roads around school at school-start and ending time
3. Designated „drop of zone“ at some distance from school
4. Traffic guards - guarded crossings close to school with „traffic guides“ during starting/closing time
5. Differentiated school starting-times



## Safe school areas - traffic safety around schools

### A1: Pedestrianising roads around schools - ban car traffic in direct vicinity of schools

To create a safe environment for children walking and cycling, the streets in direct vicinity of the school can be redesigned to pedestrian streets where car traffic is not allowed. This might need a redesign in the road-network and routing of traffic.

**Example:** The Spanish city of L'Alcudia redesigned streets around four schools to pedestrian streets in an area of around 45m in both sides from the entrances of the school. Further, the number of parking spots in the vicinity of the school was reduced.

**Outcome:** Children can reach schools safer and more on their own; reduction of traffic noise in the school and schoolyard; improved traffic flow in the area; less parents driving their children to school.

**Drawbacks:** Reduced accessibility for car traffic



## Safe school areas - traffic safety around schools

### A1: Pedestrianising roads around schools - ban car traffic in direct vicinity of schools

Example city: L'Alcudia, Valencia, Spain

More information: [LINK](#)



Picture: Pedestrian street at the entrance of a school in L'Alcudia,

Spain. Source: Eltis



## Safe school areas - traffic safety around schools

### A2: Temporary closure of roads around school at school-start and ending time

Roads around schools are closed for motorised traffic for a limited time during school start and ending times to increase traffic safety for children and to increase walking and cycling to school. The streets are closed by temporary signs or barriers that are put in place by designated school staff in cooperation with local traffic police.

**Example:** The Italian city of Bozen introduced in 1989 the concept of "school-streets", streets around schools that are temporarily closed for motorised traffic for 15 minutes during start and ending of the schoolday. The school-streets are closed for motorised traffic by designated "school-guides" (school staff) in cooperation with traffic police. The school-guides use movable signs to close off streets and are also present during the closing time to assist children and enforce the road closure. School guides also work with traffic education and try to motivate children to walk or cycle to school.

**Outcome:** Significant reduction of accidents on school-trips (>50%), increase of walking- and cycling to school, less parents drive their children to school. The measure met considerable opposition in the beginning but is now well accepted and has been expanded to 80% of primary schools in Bozen.

**Drawbacks:** Reduced accessibility by car during closing time (2x15 minutes), the measure is labour-intensive since the school guides are involved daily.



## Safe school areas - traffic safety around schools

### A2: Temporary closure of roads around school at school-start and ending time

Example city: Bozen/Bolzano, Italy

More information: [VIDEO](#), [REPORT](#), [LINK](#),



Picture 1: Traffic guide closing off a "school-street" in Bolzano, Italy. Source: Eltis

Picture 2, 3: School-streets in Bolzano, Italy. Source: City of Bolzano



## Safe school areas - traffic safety around schools

### A3. Designated „drop off stop“ at some distance from school

To avoid that parents drive their children all the way to the entrance of the school and create congestion and dangerous traffic situations there, parents can leave their children at designated ”drop off stops” at some distance from the school. From these stops, children can walk to school on their own or in groups. Usually, several drop off stops are available around the school. To create these stops, either abandoned bus-stops are used or some parking-spots are transformed to short-term parking designated for drop-off and a special sign is used.

**Example:** Drop off stops or ”parent stops” (Elternhaltestellen in German) have been introduced around several schools in Austria and Germany to improve the traffic situation around schools, e.g. in the towns Graz and Berlin

**Outcome:** The measure has reduced car traffic in front of schools. Children walk the last bit to school.

**Drawbacks:** No significant impact on the choice of travel mode has been shown, parents still drive their children to school, but drop them off at the ”drop off stop” instead of in front of the school. Potential traffic problems are simply shifted to other streets.





## Safe school areas - traffic safety around schools

### A3. Designated „drop off stop“ at some distance from school

Example city: Graz, Austria, Berlin, Germany

More information - [LINK1](#), [LINK 2](#), [LINK3](#)



Picture1 : "Elternhaltestelle" in der Stattegger Straße, Graz, Austria,,  
Andrea Rieger, Kleine Zeitung

Picture 2: [Street sign for "parent-drop-off sppt", city of Stuttensee, Germany](#)

Picture 3: Sign for a drop-of zone close to school in Leverkusen, Germany



## Safe school areas - traffic safety around schools

### A4. Crossing guards - guarded crossings close to school with „traffic guides“ during starting/closing time

Pedestrian crossings around schools can be manned by "crossing guards" during starting- and closing times of the schools. These guards ensure safe crossing for school children by stopping vehicle traffic and instructing children when to pass. Typically, crossing guards are older children from the same school who have passed training and are equipped with high visibility vests and signs and who perform the task on a voluntary basis. In Germany, children can pass training as crossing guard from eighth grade. In some cases also paid staff or adult volunteers are used, in this case often retired local residents.

**Example:** Crossing guards (Schülerlotsen or Verkehrswacht in German) have been introduced in Germany in 1953 and are still common around schools in Germany and partly Austria. Crossing guards are also used in schools in the U.S.A.

**Outcome:** The measure has reduced traffic accidents at crossings around schools. Since 1953, no deadly traffic accident has occurred in Germany on a crossing with crossing guards.

**Drawbacks:** Demands recruitment, training, supervision and organisation of crossing guards. In some cases crossing guards are paid.



## Safe school areas - traffic safety around schools

### A4. Crossing guards - guarded crossings close to school with „traffic guides“ during starting/closing time

Example city: many cities in Germany and Austria. Also exists in the U.S.

More information: [LINK1](#), [LINK2](#)



Picture 1: German street sign informing drivers about that they approach a crossing with crossing guards

Picture 2: Trained crossing guards from a school in Arnesboken, Germany, [Source](#)

Picture 3: Crossing guards in Hannover, Germany. [Source: Daniel Marcus Kunzfeld](#)



## Safe school areas - traffic safety around schools

### A5. Differentiated school starting-times

Congestion around schools can occur when many parents bring their children to school by car at the same time. To reduce this effect, starting times of schools that are close to each other but also of classes or levels in the same school can be differentiated. This spreads traffic over time and reduces congestion.

**Example:** Two schools next to each other on the same street in Tyresö, Sweden (Tyresö skola, Strandskolan), had congestion problems in front of the school during opening and closing hours. To reduce peak traffic, the schools introduced different starting times in 2013, with a time difference of 30 minutes.

**Outcome:** The traffic situation in front of the schools improved significantly and congestion was practically eliminated.

**Drawbacks:** Can be complicated for parents with several children if their starting/ending times at school become differentiated. Has probably no direct impact on the modal choice for school trips.



