



CiViTAS
Cleaner and better transport in cities



Safe home-school routes in the Venice mainland : An operational Handbook and concrete application

VIII - Health and safety solutions in urban areas

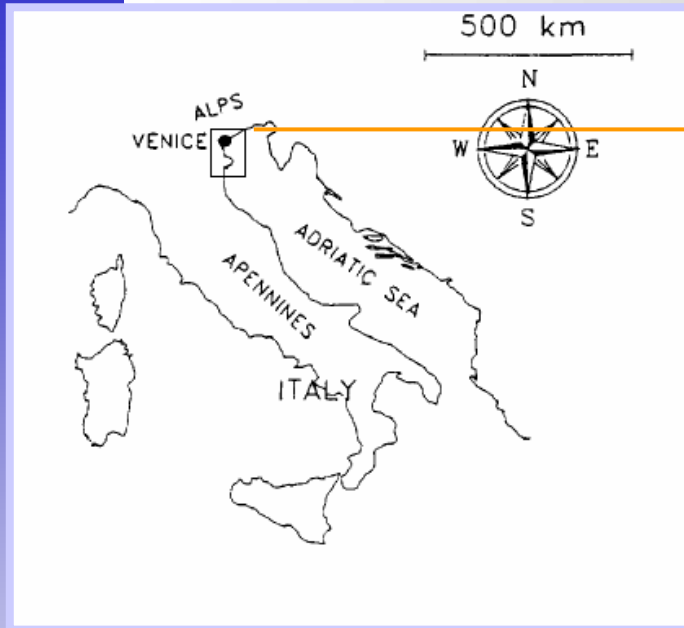
October 2007, KAUNAS, Lithuania

Carlo Andriolo, City of Venice



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Safe home-school routes in the Venice mainland




SUSTAINABLE MOBILITY IN VENICE

HIGHLIGHTS

- Over recent years, the Venice mainland has seen a significant growth in bicycle ownership and use
- The Promotion of bicycle use as a healthy, viable and environmentally friendly mode of transportation = one of the priorities of the sustainable mobility policy at the Venice municipality level.
- 2002 the City of Venice created a specific office for the promotion of Cycling mobility called "Ufficio Biciclette"
- A recent survey showed that in the city of Mestre (176,000 inhabitants, adjacent to the Venice city) with a network of beyond 50 km of bicycle lanes, bicycles represent a share of 16% of the residents' trips



| | | Tipo giorno | | Total | |
|------------|--|-------------|-----------------|-------------|-------|
| | | feriale | sabato, festivo | spostamenti | Col % |
| | | Col % | Col % | | |
| | treno, bus, nave | 14,9 | 8,5 | 62164 | 13,3 |
| | auto, taxi, pulmino | 43,9 | 52,9 | 216769 | 46,2 |
| Mezzo | moto(rino) | 2,5 | 3,6 | 13313 | 2,8 |
| principale | bicicletta  | 16,7 | 13,9 | 74829 | 16,0 |
| | piedi | 21,3 | 26,4 | 101026 | 21,5 |
| | altro | ,1 | ,4 | 983 | ,2 |
| Total | | 100,0 | 100,0 | 469113 | 100,0 |



CIVITAS MOBILIS ACTION

MOBILIS measure 11.9 promotes the use of the bicycle for residents, commuters and students through the implementation of an integrated package of projects and infrastructure:

- 1/ Selection, purchase and installation of Bike racks
- 2/ Bike safety to school project: implementation of road and environmental education in 3 schools
- 3/ The setting up of an officer scheme that foresees the accompanying of groups of elementary school children by local pensioners or volunteers on safe home school routes
- 4/ Design and implementation of a bike communication campaign for school children



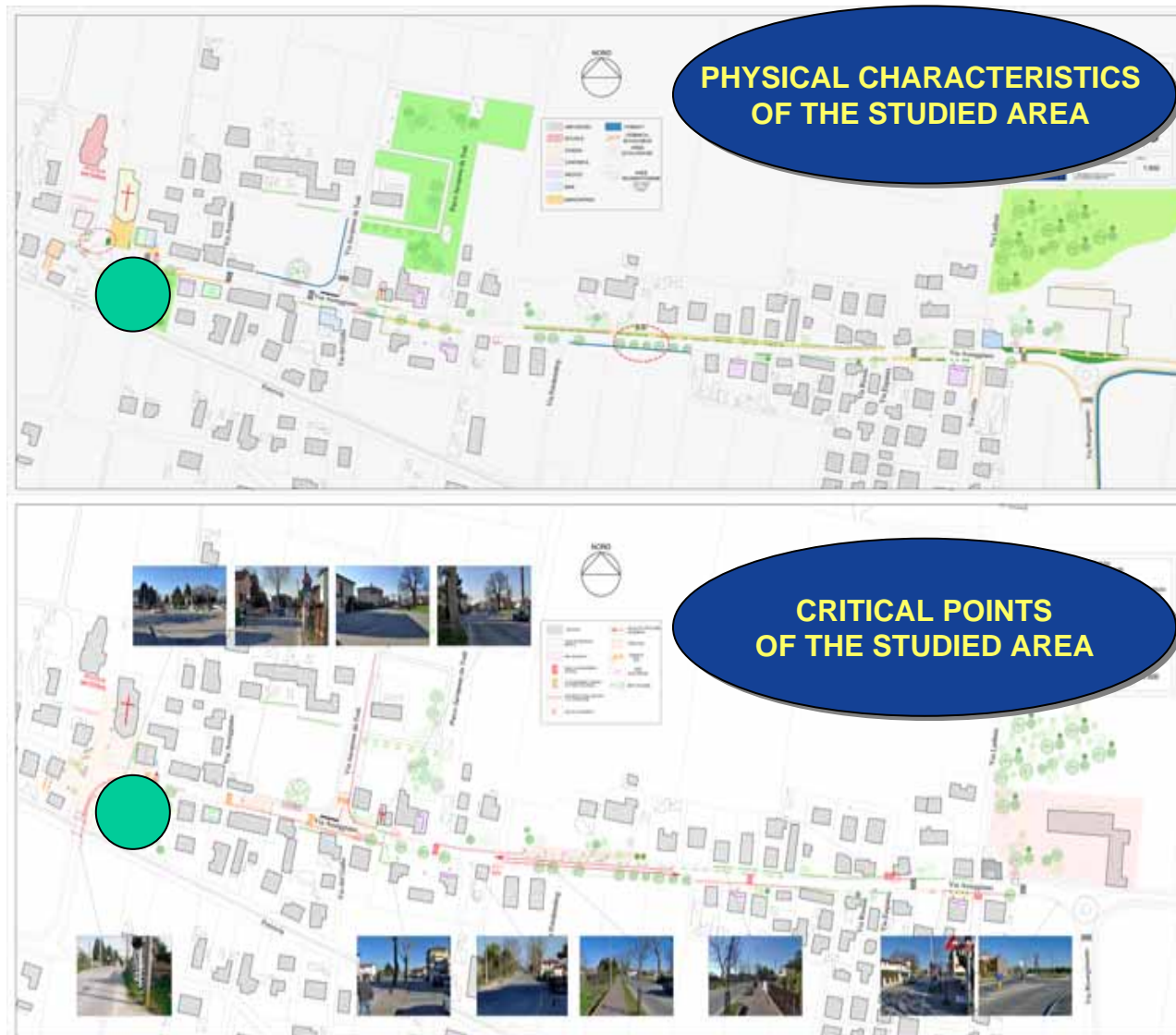
GOING TO SCHOOL BY WALKING AND CYCLING

SOME ISSUES

- road safety and traffic awareness
- social security
- encourage higher school children autonomy and independence
- **constructive dialogue** between schools representatives, families and authorities
- involment of voluntary association (pensioners, traffic officer, ecc.)
- road project/ infrastructure responding to children needs on home-schools routes
- participative didactic experiences and laboratories for school children
- necessity of providing an **operational handbook**



THE ASSEGGIANO EXPERIENCE



A participative project at the Asseggiano primary school for

✓ Promoting greater road safety

✓ Analysing critical safety points along home-school routes

SPECIFICITY OF THE LOCAL ROAD CONTEXT



**LACK OF SIDEWALK
AND CYCLING LANES**

**HIGH SPEED OF THE
VEHICLES**



**INAPPROPRIATE USE
OF THE PEDESTRIAN AREAS**



THE ASSEGGIANO PROJECT PHASES

- Collection of information on the current situation: **Questionnaire** to collect data on children's mobility and to analyse children's perception of priorities and dangers
- Elaboration of a map on home-school routes flows in order to identify most used routes, critical characteristics and possible solutions (particular traffic or road sections and dangerous crossings have been studied through field surveys during school time)
- Synthesis including proposed solutions to be submitted to the competent technical offices.
- Exhibition in the school based on the project outputs.



PROJECT PHASES

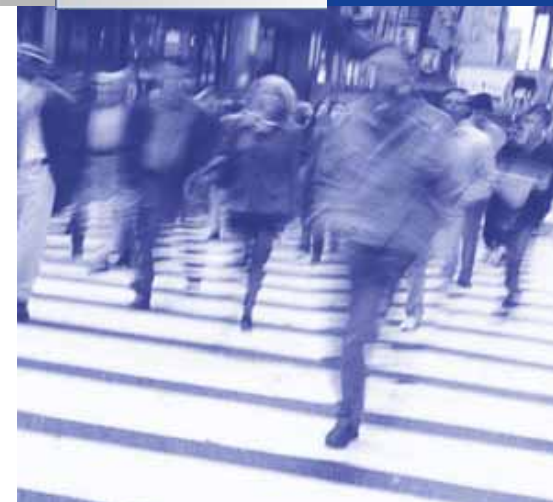


Parents and school involvement

On-field analyses...



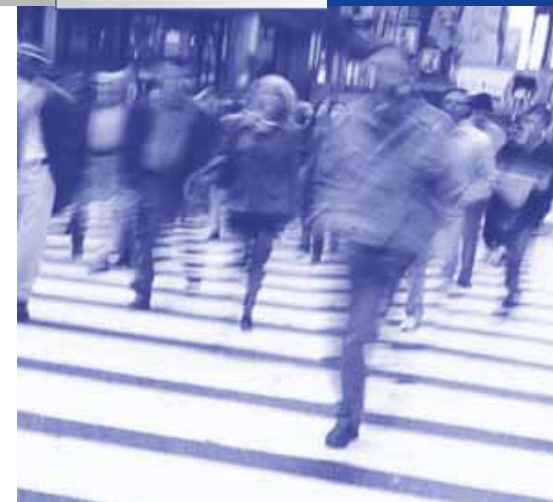
...and City Projects analyses



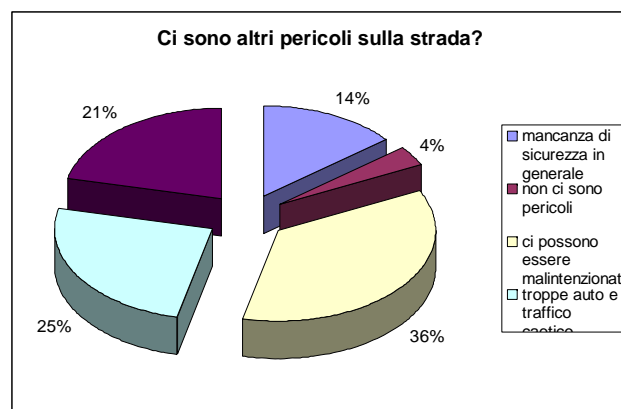
PROJECT PHASES



Activities inside...



...and activities outside



The questionnaire

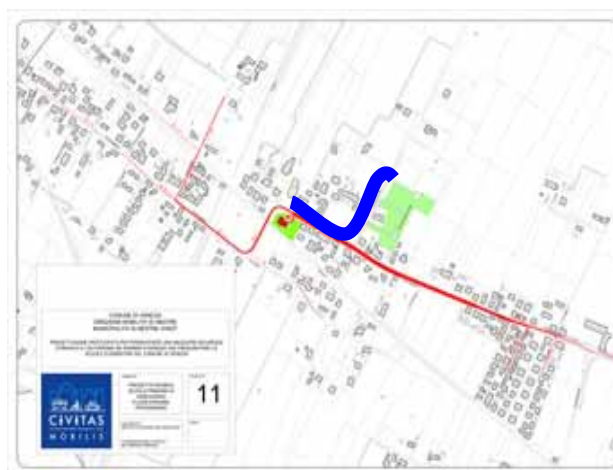


RESULTS: THE QUESTIONNAIRE

- **Less than 5%** of school children go to school by walk alone
- **90% of parents** think that children are too young to go to school alone
- **Around 45% of children** go to and get back from school by car
- **Around 30%** go to school by walk accompanied by an adult
- **Road traffic** is perceived as the main danger by children parents
(possibility of meeting wicked persons on home-school routes is also perceived as one of the main risks)



Preparing “Pedibus”...



...and inaugurating “Pedibus”



LESSONS LEARNED

- 1) **CONSIDERING CHILDREN AS A SOCIETY**
CORNERSTONE: INVOLVE FIRST THE MAIN
ELEMENTS OF CHILDREN WORLD: **THE SCHOOL**
AND THE PARENTS
- 2) **MOTIVATE BY DEFINING PRECISE OBJECTIVES:** IN
THE CASE OF ASSEGGIANO ONE OF THE
OBJECTIVES WAS TO RECONSIDER AN EXISTING
PROJECT FROM THE MUNICIPALITY FROM **THE**
CHILDREN AND PARENTS POINTS OF VIEW
- 3) **USE EXAMPLES** TO PRECISELY EXPLAIN WHAT WE
INTEND TO DO
- 4) **WORK TOGETHER** TO IDENTIFY NEW
PARTICIPATION STRATEGIES AND CREATIVE
SOLUTIONS



And now.....

THE METHODOLOGY USED AND THE RESULTS ARE THE BASES FOR THE CREATION OF AN OPERATIONAL HANDBOOK INCLUDING BEST PRACTICES AND GUIDELINES

THE KNOW-HOW WILL BE SOON TESTED IN FURTHER EDUCATIVE EXPERIENCES AND PROJECTS

ONE OF THESE INCLUDE THE BIKING SCHOOL BUSES PROJECT (“BICIBUS”) IN THE ZELARINO MUNICIPALITY (VENICE MAINLAND)



Thank you – Grazie!

Carlo Andriolo

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