



Session 5

Safe Journey to Schools – Investment Case Study



Road Safety Capacity Building Program webinar:
Creating safe journeys to access schools and public spaces

Clemens Portenlaenger

Senior Transport Specialist
Road Safety Focal Point, EAP

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Intro

This session will cover:

1

Why school journeys are a **high-risk, high-impact** intervention point

2

What the **World Bank** have implemented (tools, standards, and country examples)

3

How to design and integrate effective **school safety components** within investment projects





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IS A WORLD FREE OF POVERTY
ON A LIVABLE PLANET



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I | School Journeys The Basics



Why the WB cares about School Zone Safety

- Road crashes are the **#1 killer of children & youth (5–29)**
- **~180,000 children** die each year (~500 death/day) on roads (mostly LMICs)
- **School travel** = daily, predictable exposure
- Most deaths occur **near schools & access roads**
- Children walk in **mixed traffic, high speeds**
- **Preventable**, yet under-invested



Safe System Approach

The World Bank's goals for road safety will only be achieved through a holistic and systematic approach towards road safety, as embodied in the 'Safe System' approach.

1. People make mistakes that can cause crashes.
2. Human bodies are vulnerable.
3. Responsibility is shared (among designers, builders, managers and road users).
4. The system must be forgiving (redundancy).



Source: FHWA

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Considering School Zone Safety under WB Investment Project (IPF)



Identify **collaboration** across Transport, Urban, and Education projects to optimize resources



Map schools within at least 100 meters of the project road corridor



Conduct **school zone infrastructure assessments** (i.e. iRAP Star Rating for Schools)



Budget all interventions in BOQs and reflect them in the **relevant safeguard documents**



Implement **infrastructure interventions** (traffic calming, crossings, lighting, footpaths) and **policies** (30 km/h school zone limits, school zone design guidelines)



Complement infrastructure **with non-infrastructure measures** (awareness campaigns, tactical urbanism, curriculum, enforcement)



Measure pilot impact and **roll out** nationally

2 | World Bank Investment Projects and Technical Assistance



Project Examples

Investment Projects and Technical Assistance by the World Bank

India



School Zones in Nashik

Road safety assessment and Planning
For two pilot schools with targeted
interventions to ensure safety

May 2025

Cambodia



Tumpor Primary and Secondary School (KC24)

Design for safety, rural road setting,
implementation of Traffic Control
Devices for safe school zone.

March 2025

Kiribati



Saint John Bosco School, Betio

Street Transformation project outside
a school in Betio / Tarawa.
First Tactical Urbanism project in the Pacific.

March 2024



Case Study:



India: A Road Safety Plan for School Zones in Nashik

- The World Bank, through its **Global Road Safety Facility (GRSF)** supported the Maharashtra Government in undertaking **road safety assessment** as a part of the Bloomberg initiative for Global Road Safety (BIGRS).
- Nashik: second highest road fatalities in Maharashtra. There is an imperative need for judicious and **targeted interventions** to ensure the safety and well-being for students.
- **Two pilot schools** were assessed in 2024.



Site Analysis



- Lack of pedestrian crossings or refuges
- Narrow and encroached footpath
- No security guard/ traffic warden to manage traffic



- Movement Analysis: students on carriageway

Stakeholder Engagement



Develop the Vision

- **Education alone** does not save lives!
- What improvements or changes would you like to see in the school zone to enhance safety for children and parents?

(Top 4 responses are listed below, in order)



Wider, walkable
and segregated
Footpath and
cycle track



Traffic
Management
System by School
Authority/Police



Traffic Calming
Measures
(speed breaker,
signage etc)



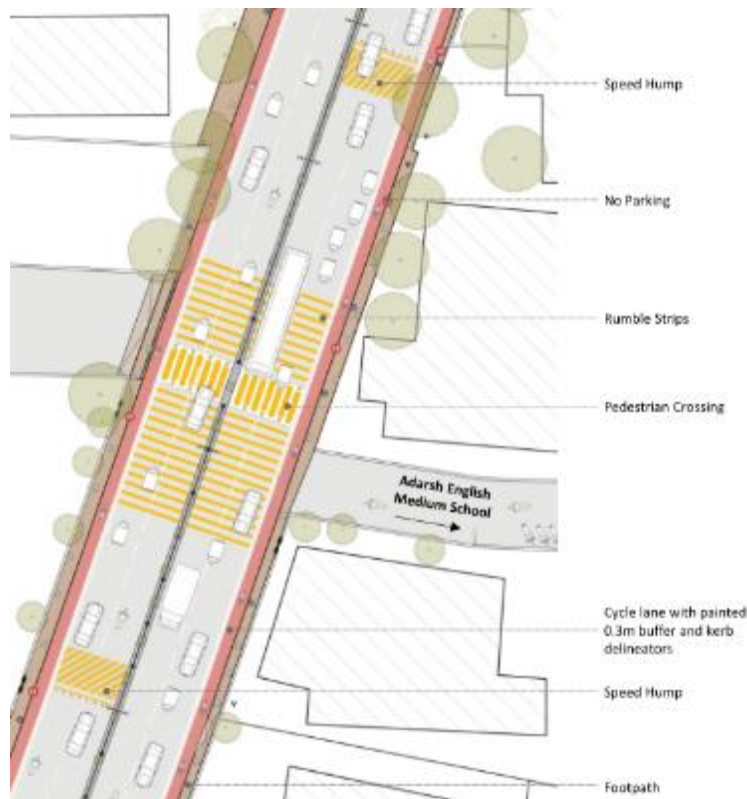
Safe Zebra
Crossings

- **Infrastructure** saves lives!

Planning and Design

Sr. No	Action point	Intent	Cost	Impact	Responsibility
1	Delineation of school zone with reduced speed limits	Better Visibility and concentrated efforts	Low	High	NMC
2	Retrofitting/upgrading existing footpath	Make footpath walkable with adequate width, evenly paved surface	Moderate	High	NMC
3	Rigorous enforcement with stricter penalties for violations in school zones	To enforce traffic regulations & curtail encroachment on footpath, cycle tracks and illegal parking	Revenue raising	High	NMC, Nashik Police
4	Pedestrian Crossings (at regular intervals) & road markings in thermoplastic paint	To facilitate safe crossings in school proximal zone.	Low	High	NMC
5	Traffic calming measures	To curtail over speeding and enhance safety	Moderate	High	NMC
6	Signages and wayfinding	For warnings and enhanced sense of direction	Low	Moderate	NMC
7	Adequate Street Lighting	For safety in the evening/night	Moderate	High	NMC
8	Road Safety Workshops in Schools	For awareness among students and educate them on responsible road behaviour	Low	Moderate	Traffic Police, NGOs, School Management

List of Actions, Timelines and Responsibility



Design Recommendations and Layout Plan



Case Study:



Cambodia - Road Connectivity Improvement Project- RCIP

- The World Bank is financing RCIP to **improve climate-resilient road access to economic and human development facilities**, including markets, education, health services, in selected provinces of Cambodia.
- Project Roads passed by > 50 schools.
- **Implementation period:** 2020–2027, **Financing:** IDA Credit (initial US\$100 million, plus Additional Financing of US\$35 million approved in 2024)



Tumpor Primary and Secondary School (KC24)



School Information

Total Number of Students	Female	Male
484	256	228

Key Aspects

Design considered how to ensure safety for children on the rural road.

- **Waiting space** for the children's zone, how to make more moving space as much as possible.
- **More Traffic Signs and Road Marking**
- **Separate safe lanes to protect children** and ensure the driver's attention.
- Strengthened safety measures like **rumble strips, road signs, and Traffic Control Devices** for a safe school zone.
- Provide accompanying **Road Safety Education** to children about the dangers of crossing/running, walking, or cycling in the wrong direction, and road traffic regulations.







Case Study:



Kiribati: The first Tactical Urbanism project in the Pacific

- The World Bank team worked with the Kiribati Land Transport Authority (KLTA) and Betio Town Council (BTC) to implement a **Street Transformation project outside a school (650 students)**.
- **About 99% of those students perceived the street to be unsafe.** Traffic at the school entrance travelled at an average speed of 34.7 km/h, far too high to allow for safe walking and crossing conditions.
- This project was implemented in March 2024.



Engagement, planning & design



Students design road safety markings



A zebra crossing in the making

Implementation



Students learnt about teamwork, communication, and the value of putting in hard work



Students and drivers experience tangible results

Results:

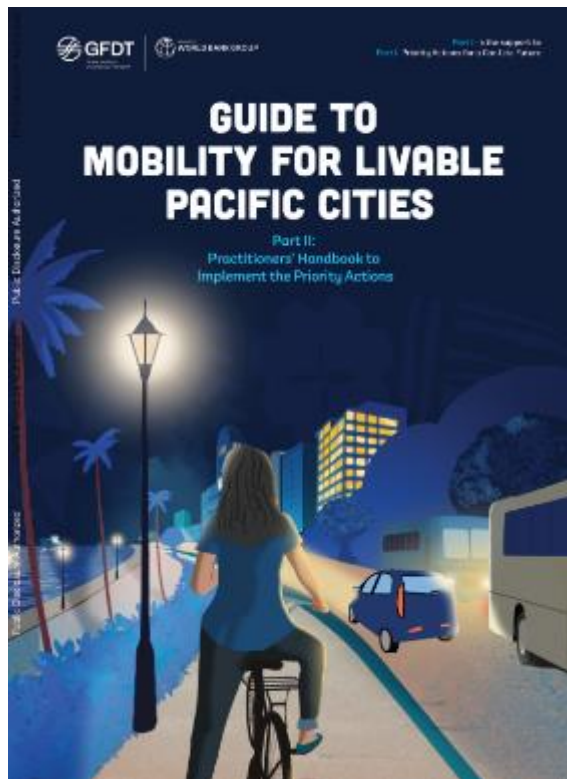


The first Tactical Urbanism project in the Pacific

- The project was very well received among students, nearby shopkeepers and governments. Average traffic **speed dropped from 34.7 to 19.7km/h.**
- Drastic improvement in road safety for all users:
- The rate at which vehicles yielded to students crossing the street jumped from 9% to 81%. Students' perceived safety went up **spectacularly from 1.2% to 100%.**
- **Low-cost, high-return** interventions!



World Bank / GRSF Tools & Resources:



Johnson, S., Asian, A., Luciano, D., Kono, Y., Van Ooijen, B., Campbell, A., Turner, B., Hook, W., Lieswyn, J., Rohatgi, R., Irvin, A. (2024). Guide to Mobility for Livable Pacific Cities: Washington, DC., USA: World Bank.

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World Bank / GRSF Tools & Resources:



<https://www.globalroadsafetyfacility.org/publications>



3 | Key Takeaways



School Zone Safety Investments - Findings

- 1 **Infrastructure saves lives**; education alone does not.
- 2 Tactical urbanism delivers **low-cost, high-return** interventions
- 3 Involvement of **local communities**, awareness and education
- 4 Many tools are available – **scaling is required!**





THANK YOU!



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