

ECODIT

PRIORITISING SCHOOL SURROUNDINGS TO MAKE SAFER

Which school surroundings to make safer first — and which are quickly actionable ?

Authorities calming their school surroundings — school streets, low-traffic zones, safer crossings — currently pick which sites to treat as opportunities and local pressure arise. ECODIT makes these trade-offs objective : it ranks all the school sites in a territory by the need to act, then separately shows how difficult each intervention would be to carry out.

409

public school sites analysed — Lyon Metropolis

40

sites in the highest relative priority band (P1)

2,284

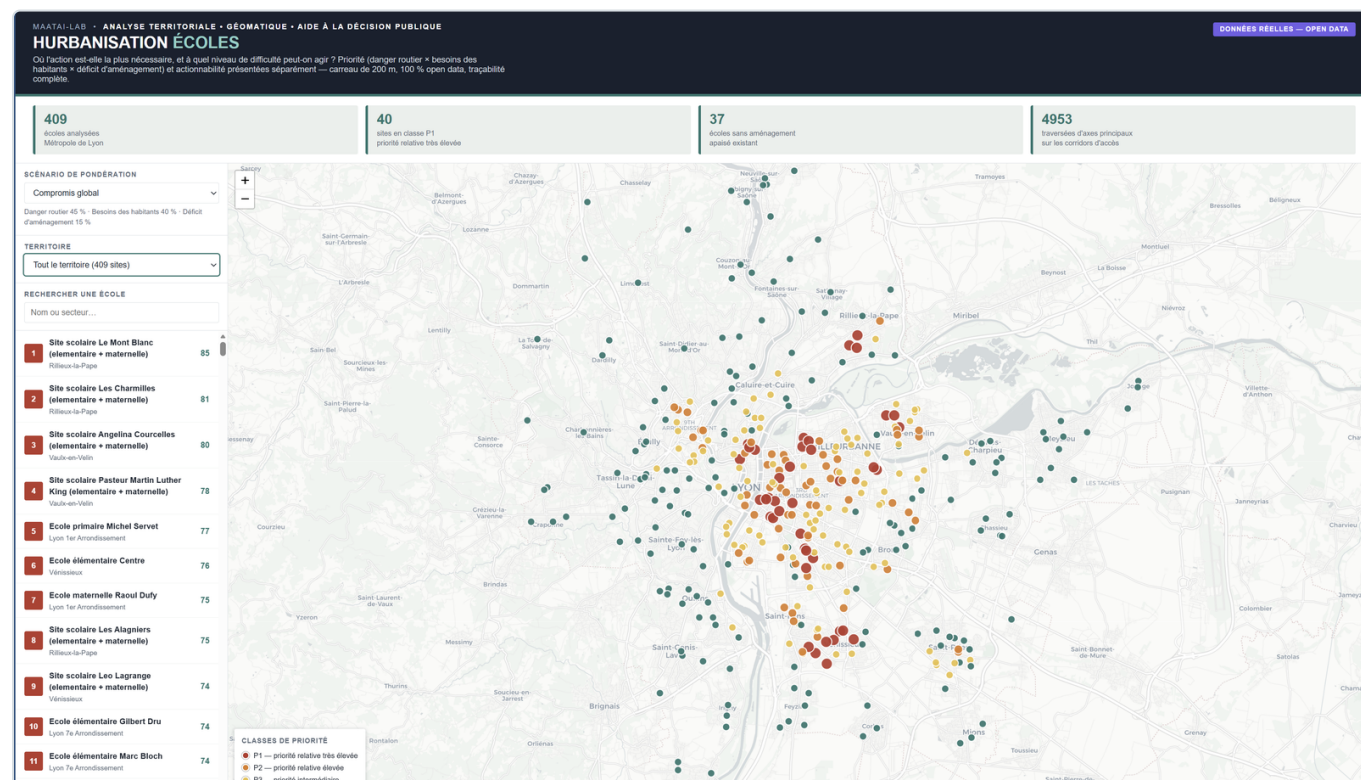
pedestrian / cyclist crashes cross-referenced (2019-2023)

100 %

open data, on a 200 m grid

The principle : separate the need to act from the ease of acting

A single ranking that added up the importance and feasibility of an intervention would push a highly exposed but hard-to-treat school behind a less exposed but convenient one — the exact opposite of what a safety policy should aim for. ECODIT therefore produces **two distinct results**, a priority score and an actionability axis, and crosses them in a programming matrix.



Demonstrator on the 409 public school sites of Lyon Metropolis — priority bands P1 to P4.

Three priority dimensions, a separate **actionability** axis

All components come from national or local open data, combined on a 200 m grid. Every result can be explained down to its source.

The priority score — “where is action most needed ?”

Road danger

Recorded pedestrian and cyclist crashes within 300 m over five years (including victims under 15), share of roads travelled above 30 km/h, main roads cutting across access corridors, pedestrian discontinuities.

Residents' needs

Potential presence of primary-school-age children within 500 m, share of low-income households, potential reliance on non-car mobility (households without a car).

Lack of calming infrastructure

No traffic-calming feature detected nearby — at equal exposure, an untreated surrounding takes priority.

The actionability axis — “how difficult would it be ?”

Computed **separately** and never added to priority : likely road status, scope for diversion, public-transport service, and the **window of opportunity** opened by works already scheduled. Presented as indicative information, on four levels (high / medium / low / not measured).

Five open sources

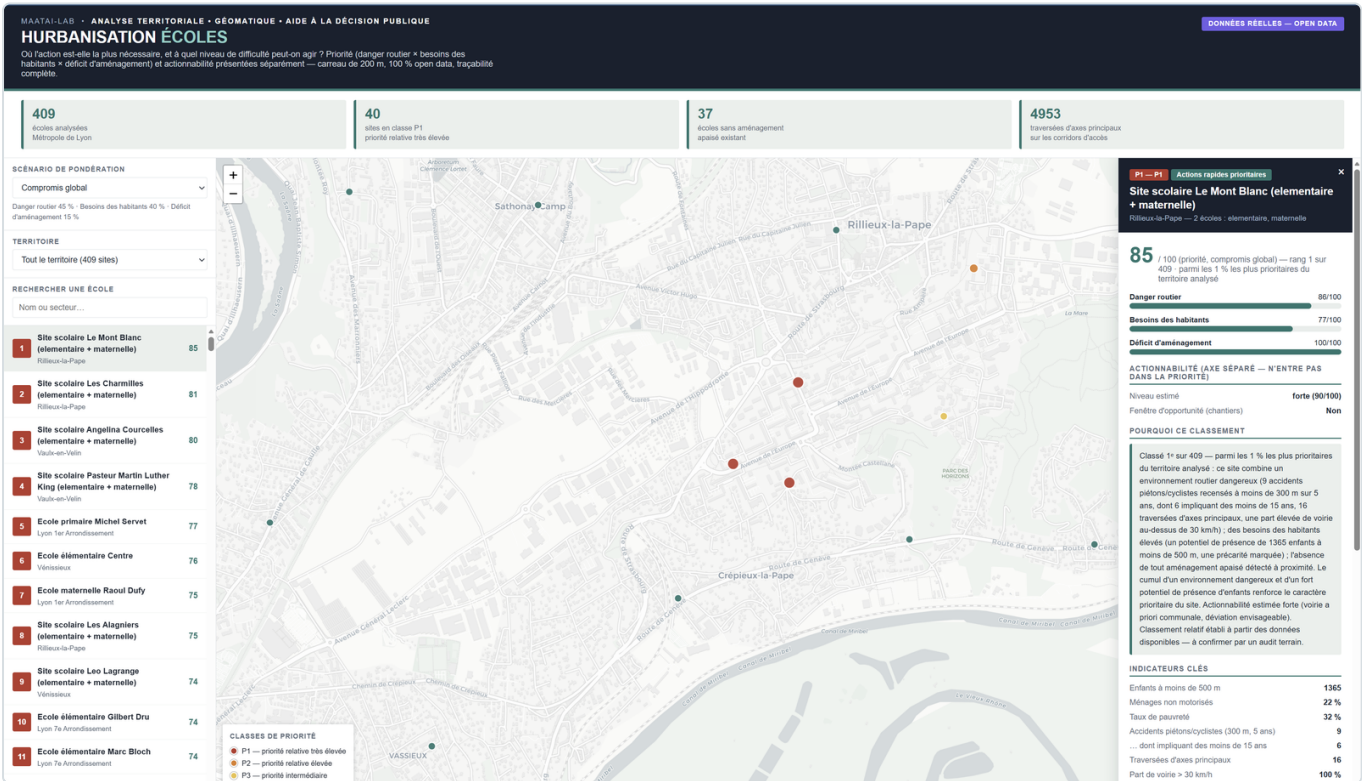
National schools directory (establishments) • BAAC / ONISR (road crashes) • INSEE-FILOSOFI 200 m cells and census (population, residents' needs) • OpenStreetMap (roads, calmed zones) • data.grandlyon.com (scheduled works). Each site groups its co-located schools : 538 public schools become 409 sites.

A programming matrix, not just a ranking

Crossing priority with actionability places each site in one of four quadrants — directly readable for multi-year programming.

	High actionability	Low actionability
High priority	95 Priority quick wins Sites both necessary AND quickly actionable — the short-term backbone.	6 Structural projects to prepare Just as necessary, but requiring a full project — not to be overtaken by convenient sites.
Low priority	286 Secondary opportunities Can be handled alongside other works.	16 To monitor Relatively under control.

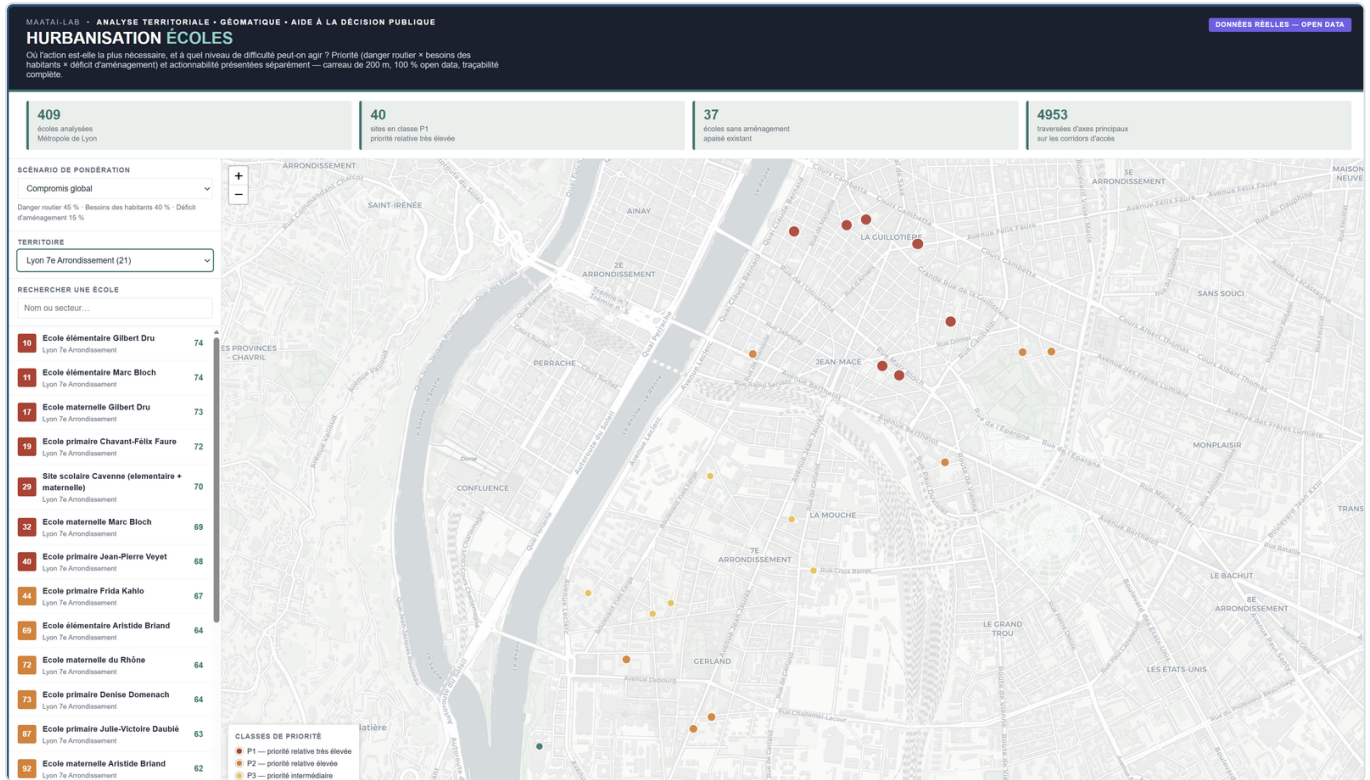
Distribution of the 409 sites, balanced scenario. The 6 “structural projects” are exactly the sites a conventional additive score would have penalised for their difficulty — here they stay visible because priority and feasibility are not merged.



Top-ranked site card (Rillieux-la-Pape) : priority, separate actionability, indicators, and an explanation traced back to the source data. Interface shown in French.

Drill down to the district, then check on the ground

The ranking filters by municipality or district for a fine-grained reading, and comes with a discipline of caution that makes it a defensible tool.



Reading filtered to one district (Lyon 7th — Guillotière / Gerland), with automatic zoom. Interface shown in French.

A method that owns its limits

- **A relative ranking**, valid within the territory analysed — never a judgement “in absolute terms”, nor a prediction of crashes.
- **Verified consistency** : the priorities match the known priority geography and rediscover schools already treated by the authority — a first validation, to be confirmed by a blind field audit.
- **Confidence levels** shown site by site according to the quality of the data used.

A pilot on your territory

A ranking of every public site, an interactive map, detailed cards for priority sites, a review workshop with your teams and a sample field audit — deployable across any French intercommunality from open data alone.

“ECODIT identifies the sites where the need to make surroundings safer is greatest, explains every priority, and separates quick wins from structural projects.”