



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/WP.1/108/Add.3  
19 April 2007

ENGLISH  
Original: ENGLISH and FRENCH

---

**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Road Traffic Safety

Fifty-first session  
Geneva, 20-22 March 2007

**REPORT OF THE WORKING PARTY ON ROAD TRAFFIC SAFETY  
ON ITS FIFTY-FIRST SESSION**

Addendum

Revision of the Consolidated Resolution on Road Traffic (R.E.1)

Safety of children on the way to and from school and when being transported

Members of WP.1 will find below the text on safety of children on the way to and from school and when being transported (basis ECE/TRANS/WP.1/2007/1) as adopted by the Working Party at its fifty-first session (see ECE/TRANS/WP.1/108, paragraphs 32-33).

The contents of this text will be incorporated into chapters 4 and 9 of the Consolidated Resolution R.E.1, according to the draft structure of R.E.1 contained in document ECE/TRANS/WP.1/2005/15/Rev.4.

## R.E.1

### **Chapter 4 - Safety of children on the way to and from school and when being transported**

*Amendments made to document ECE/TRANS/WP.1/2007/1 appear in bold*

This chapter takes into account the responsibility of adults to ensure children's safety; it faces the serious **social** problem of the killing and injuring of children in traffic **situations** and is consistent with the Convention on the Rights of the Child, which clearly calls adults and their institutions to account for the well-being of children. This includes the protection of children from road traffic violence.

It describes recommended measures with respect to training, information, the behaviour of children in traffic and their transport. Those measures relating to facilities to ensure the safety of children on the way to and from school and in the vicinity of schools are described in chapter 9 of this Resolution.

#### **4.1 Context**

Road traffic is the most complex and difficult aspect of the environment which the child can experience. As a result of its physiological and psychological development, a child's behaviour is less predictable than and markedly different from that of adult. Furthermore, children are especially prone to traffic injuries and the risk of long-term (permanent) disability which may have profound effects on victims' quality of life.

*(4.4 (c) et (a))*

In order to reduce the number of child victims of road traffic accidents, many of which involve school-age children on the way to and from school or in the immediate vicinity of schools, the authorities should take measures to avoid such accidents, and parents and school authorities should for their part pay greater attention to the dangers facing children.

#### **4.2 Recommendations on the safety of children on the way to and from school**

The measures that should be taken are described below.

##### **4.2.1 Role of the authorities**

The following measures are recommended:

(a) To cover safety on the way to and from school in road safety instruction for children, as described in paragraph 2.1.3, in particular in schools; *(4.4 (d)i)*

(b) To teach children how to behave at a bus stop, when getting on and getting off the bus and while in the bus during the journey. Such education should be supplemented by practical training, particularly in facing dangerous situations; *(4.5 (c))*

(c) To make drivers of motor vehicles aware that children do not have the necessary capability to **respond adequately to dangers on the road**;

(d) To protect children by active and passive safety measures; *(4.4 (d)ii)*

[...]

(e) To reinforce checks on driver's respect for traffic rules near schools **particularly** when children enter or leave them; (4.4 (u))

(f) To ensure dissemination of [...] mass-media communication programmes, aimed at parents and children, in order to enhance the safety of children on their way to and from school; (4.4 (i))

(g) To ensure that all road accidents involving injuries to children are recorded in the national statistics, and to take steps to improve the quality of the data which is recorded. Where it is not possible to include in national statistics data about the accident having occurred on a journey to or from school, the necessary information should be obtained by means of ad hoc investigations or surveys; (4.4 (v))

(h) To take the necessary steps to develop research for increasing the safety of children who participate in road traffic; (4.4 (w))

(i) To set up a transport system (e.g. school buses - see paragraphs 4.2 and 7.1.1.2) for children, in particular those in lower grades, especially if the school is far away from residential areas. (4.4 (j))

#### 4.2.2 **The role of parents and school authorities** (4.4 (f) to (h)) and (4.4 (k) to (l))

The following measures are recommended:

(a) Parents should be informed of their children's limited abilities as road users and encouraged to increase the safety of their children both by supervision and training; (4.4 (f))

– As regards supervision, parents should be especially encouraged to accompany their children or have them escorted to school, particularly those in lower grades, and teach them progressively to go **unescorted**;

– As regards the acquisition of correct behaviour in traffic, theoretical training should be supplemented by practical training given in real traffic conditions and children should be taught how to behave as pedestrians (how to cross a road, walk on the side of the road if there is no pavement, etc.). Such training **should** be carried out by both **specially trained persons (e.g. teachers, traffic police) and** parents;

(b) Adults should be reminded to give particular attention to setting an example for children [...], by displaying **at all times** safe behaviour and respect for traffic rules; (4.4 (g))

(c) Patrols **consisting of specially trained persons such as** police, teachers, parents **and possibly** older pupils should be organized to protect children at dangerous places on the way to and from school. **In this regard, it should be borne in mind** that

patrols composed of older pupils contribute not only to a greater degree of safety of children at such places but also to their road safety education in general and to the development of their sense of responsibility. **This is why**, it is suggested that special attention be given to promoting such patrols; (4.4 (h))

(d) Parents and school authorities should be made aware of the importance of making children more visible by having them wear brightly coloured clothing and safety devices (retro-reflective and fluorescent material), in particular in conditions of poor visibility; (4.4 (k))

(e) Children who may use cycles or mopeds according to the provisions of national legislation should be instructed:

- On the basic traffic rules;
- On the importance of correct equipment of their vehicle (lighting, retro-reflectors, brakes, etc.), and to wear brightly coloured clothing or retro-reflective strips;
- On the use of protective devices (helmets, etc.); and
- On the particular dangers to be encountered in road traffic for their category of vehicle, especially in relation to heavy vehicles.

If the children are allowed to use cycles at an early age, parents should be encouraged to accompany them or to have them escorted and to follow the recommendations set out in paragraphs (a) and (b) above, to teach them progressively to behave correctly as cyclists. (4.4 (l))

### **4.3 Recommendations concerning the collective transport of children (4.5 (b))**

(a) The transport of standing children should not be allowed;

(b) The presence of a monitor is highly recommended. If the role of monitor is entrusted to a pupil, he/she should be at least 16 years old and have received special training;

(c) Drivers should be trained in the **specificities** of the transport of children.

(d) Vehicles assigned for use in transporting children should be fitted with fixed seats facing forward and seat belts;

-----

### **Chapter 9 - Facilities to ensure the safety of children on their way to and from school and in the vicinity of schools**

In addition to the recommendations contained in chapter 4 of this Resolution, this chapter lists the various measures that make it possible to ensure the safety of children on their way to and from school and in the vicinity of schools.

## 9.1 **Recommendations concerning the school environment and the siting of schools**

(a) **In the proximity of schools, the authorities should warn drivers, by appropriate signs such as those defined in the 1968 Convention on Road Signs and Signals, of the possible presence of children;**

(b) **In the vicinity of schools, the authorities should also take measures aimed at reducing the speed of vehicles, at least during school hours and when children go to and from school, and at prohibiting parking and overtaking. (4.4 (t))**

(c) **If possible, approaches to schools should be laid out so as to separate motor vehicle traffic from cyclist and pedestrian traffic; (4.4 (q))**

(d) **Where direct access of children to a busy street is inevitable, steps should be taken to moderate traffic on that street, either permanently or during busy school hours; (4.4 (r))**

(e) **If possible, stopping places should be provided for vehicles carrying schoolchildren (buses, parents' cars) and they should, if possible, be sited off the carriageway and on the same side of the road as the school building; (4.4 (s))**

(f) **Routes located in the vicinity of schools and those giving access to schools should be planned, designed, equipped and maintained so that they are safe for children (sufficiently wide pavements, footpaths, cycle-tracks, roadside barriers, pedestrian crossings, underpasses and footbridges with the appropriate signs and markings, light signals and lighting of carriageways); (4.4 (n))**

(g) **There should be no man-made or natural obstructions, including stationary vehicles on roads and parking areas in the vicinity of schools that might block children's view of the road and vehicles travelling along it, or drivers' view of children; (4.4 (o))**

(h) **Dangerous situations on roads near schools and on the routes taken to reach them should be eliminated as far as possible; (4.4 (d) (iii))**

(i) **Road safety and public health authorities should be involved when new schools are planned so as to ensure that, as far as possible, they are built near residential areas and far from roads carrying heavy traffic; (4.4 (m))**

(j) **Exits from schools or their grounds should be planned in such a way as to lead on to roads which present the least possible traffic hazards for children. (4.4 (p))**

## 9.2 **Recommendations concerning stops for school buses and coaches (4.5 (a))**

(a) **School bus stops should conform to the recommendation set out in 4.2.1 (e) and should preferably be on the premises of the school itself; this should be taken into account when plans are drawn up for new schools;**

(b) **If school bus stops are sited at a normal bus stop, the design of the bus stop should take this into account;**

(c) The space available for children waiting for the bus should be sufficiently large to accommodate the number of children in question; it should be separated from the carriageway by a fixed barrier **with an opening** at the point where the doors of the bus open, and this area should be protected by a second barrier placed further back;

(d) When a school bus stop is not at the site of a normal bus stop, it should be clearly marked as such.

-----