



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.1/2007/1
20 December 2006

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety

Fifty-first session
Geneva, 20-22 March 2007
Item 5 (o) of the provisional agenda

**REVISION OF THE CONSOLIDATED RESOLUTION
ON ROAD TRAFFIC (R.E.1)**

**Measures to increase the safety of children on the way
to and from school and when being transported**

Note by the secretariat

Members of the Working Party will find below the text concerning measures to increase the safety of children on the way to and from school and when being transported, prepared by the small group on restructuring (France and the secretariat). This relates to chapters 4 and 9 of the new R.E.1, in accordance with the structure set out in document ECE/TRANS/WP.1/2005/15/Rev.3. Reference is made in brackets to this and other texts.

R.E.1

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

(Amendments made to document TRANS/SC.1/294/Rev.5 appear in bold.)

This chapter takes into account the responsibility of adults to ensure children's safety; it faces the serious ethical problem of the killing and injuring of children in traffic accidents 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. (ECE/TRANS/WP.1/2006/10/Rev.1)*

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) and (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 The 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 of the problems of children who, when they are on the road, do not yet have the necessary capability to behave appropriately;** (*ECE/TRANS/WP.1/2006/11*)
- (d) To protect children by active and passive safety measures; **(4.4 (d) (ii))**
- (e) To underline the importance of adapting as far as is possible the traffic environment so as to take into account the special problems of children; **(4.4 (d) (iv))**
- (f) **To warn drivers** by appropriate road signs of the proximity of schools. At least during school hours and during hours when children go to and from school, speed **should** be reduced and parking and overtaking **should** be prohibited **in the vicinity of schools;** **(4.4 (t))**
- (g) **To reinforce checks on driver's respect for traffic rules near schools when children enter or leave them;** **(4.4 (u))**
- (h) **To ensure dissemination** of scientifically prepared 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))**
- (i) **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))**
- (j) **To take the necessary steps** to develop research for increasing the safety of children who participate in road traffic; **(4.4 (w))**
- (k) **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) and (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 alone;

- 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 teachers and parents;

(b) **Adults should be reminded to give** particular attention to **setting an example for** children whom they accompany, **by displaying safe behaviour and respect for traffic rules; (4.4 (g))**

(c) Patrols (police, teachers **and** parents ~~or older pupils~~) **should** be organized to protect children at dangerous places on the way to and from school. As patrols ~~composed of older pupils~~ contribute not only to a greater degree of safety of children at such places but also to ~~the~~ **their** road safety education in general ~~of the patrollers themselves~~ and to the development of their sense of responsibility, it is suggested that special attention be given to promoting such patrols; **(4.4 (h) and ECE/TRANS/WP.1/2006/10/Rev.1)**

(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 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) Vehicles **assigned for use in transporting** children **should** be fitted with fixed seats facing forward and seat belts; (*ECE/TRANS/WP.1/2006/11*)

(d) Drivers **should be trained in the** specific problems concerning the transport of children.

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

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

- 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) The school bus stops **should** conform to **the** recommendation **set out in 4.2.1 (g)** 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 broken 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.
