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Implementation status report on safe routes to schools

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	WP1 Alternative fuels & clean vehicles		WP7 Energy-efficient freight logistics
	WP2 Collective transport & intermodal integration		WP8 Transport telematics
	WP3 Demand management		WP9 Project coordination
x	WP4 Influencing travel behaviour		WP10 Project management
x	WP5 Safety, security & health	x	WP11 Research and Technological Development
	WP6 Innovative mobility services	x	WP12 Impact and process evaluation
		x	WP13 Dissemination, citizens' engagement, training and knowledge transfer

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CONTENT

1.	BACKGROUND INFORMATION ON MEASURE 5.4-LJU SAFE ROUTES TO SCHOOL.....	4
2.	INTRODUCTION TO THE MEASURE.....	4
2.1.	CITY OF LJUBLJANA	4
2.2.	SCHOOLS IN LJUBLJANA	4
2.3.	CITY COUNCIL FOR PREVENTION AND EDUCATION IN ROAD TRAFFIC ...	5
2.4.	SAFE ROUTES TO SCHOOLS	6
3.	PLANNING OF SAFE ROUTES TO SCHOOLS	6
3.1.	PORTAL OF SAFE ROUTES.....	7
3.2.	COMMUNICATION WITH SCHOOLS	8
3.3.	CONSTANT SCHOOL TRAFFIC SERVICE	9
3.4.	TRAININGS.....	10
4.	REALIZATION	10
4.1.	PORTAL OF SAFE ROUTES.....	10
4.2.	VOLUNTEERS	11
4.3.	OUTREACH CAMPAIGN.....	13
5.	EVALUATION OF THE MEASURE.....	16
6.	DISSEMINATION ACTIVITIES	19
7.	VOLUNTEER WORK.....	Fehler! Textmarke nicht definiert.
8.	NEXT STEPS	23

1. BACKGROUND INFORMATION ON MEASURE 5.4-LJU SAFE ROUTES TO SCHOOL

The CIVITAS-ELAN measure 5.4-LJU Safe routes to schools is implemented by the City of Ljubljana as Measure Leader in cooperation between the City Council for Prevention and Education in Road Traffic, the Department of Developing Projects, the Department for Pre-school Education and Schooling, elementary schools, police departments and the Association of Auto-Mechanics and Drivers.

Traffic safety is one of the fundamental qualities of the traffic system. Every traffic participant or road user wants to have a system which fulfils his/ her needs and expectations for safety and can directly or indirectly have an influence on this area. Quality of life of all citizens, among them children as the weakest participants, depends on the level of the traffic safety and the share of responsibility for a better safety in road traffic.

The main objectives of the measure are:

- elimination of dead and severely injured children on the way to school and home: approaching the zero objectives – no dead, no severely injured due to traffic accidents;
- ensure the safety of pupils on the way to school and back home, especially for elementary school pupils and pupils of special education institutions in Ljubljana;
- provide permanent assistance for the weakest participants in road traffic;
- interactive plans of safe routes introduced and updated.

The purpose of this document is to report on the implementation of different parts of the measure activities including procedures in preparing, introducing and updating school district plans of safe routes, constant presence of school traffic warden service in the vicinity of elementary schools, collecting data with processing survey among teachers and parents or determining and identifying the less safe and potentially dangerous road crossing points.

2. INTRODUCTION TO THE MEASURE

2.1. City of Ljubljana

Ljubljana is the capital of Slovenia with 280,000 inhabitants, 45,000 university students, and 130,000 commuters per day travelling into the city. The Ljubljana urban region is the central Slovenian region, one of the twelve Slovenian regions, and the most densely populated part of the country.

2.2. Schools in Ljubljana

49 elementary schools and 4 elementary schools were responsible for the primary education during the school year 2010/ 2011 in Ljubljana. 20,241 elementary pupils, of which 2,355 are first grade pupils, were registered in the same year. The age of children, entering school, ranges from 5 years and 8 months to 6 years and 8 months.

List of the elementary schools in Ljubljana

ELEMENTARY SCHOOL	ADDRESS	ELEMENTARY SCHOOL	ADDRESS
OŠ ALOJZIJA ŠUŠTARJA	Štula 23	OŠ NOVE FUŽINE	Preglov trg 8
OŠ BEŽIGRAD	Črtomirova 12	OŠ NOVE JARŠE	Clevelandska 11
OŠ BIČEVJE	Splitska ulica 13	OŠ OSKARJA KOVAČIČA	Ob dolenski želez. 48
OŠ BOŽIDAR JA JAKCA	Nusdorferjeva 10	OŠ POLJANE	Zemljemerska 7
OŠ DANILE KUMAR	Godeževa 11,p.p. 3248	OŠ POLJE	Polje 358
OŠ DR. VITA KRAIGHERJA	Trg 9. maja 1	OŠ PREŽIHOVEGA VORANCA	Prežihova 8
OŠ DRAGOMELJ	Dragomelj 180	OŠ PRULE	Prule 13
OŠ DRAVLJE	Klopčičeva 1	OŠ RIHARDA JAKOPIČA	Derčeva 1
OŠ FRANCA ROZMANA S.	Prušnikova 85	OŠ SAVSKO NASELJE	Matjaževa 4
OŠ FRANCETA BEVKA	Ul. Pohorskega batal. 1	OŠ SOSTRO	C.II. grupe odredov 47
OŠ HINKA SMREKARJA	Gorazdova 16	OŠ SPODNJA ŠIŠKA	Gasilska 17
OŠ JOŽETA MOŠKRIČA	Jarška cesta 34	OŠ ŠENTVID	Prušnikova 98
OŠ K. DESTOVNIKA K.	Jakčeva 42	OŠ ŠMARTNO POD Š.G.	Cesta v Gameljne 7
OŠ KETTEJA IN MURNA	Koširjeva ul.2	OŠ TONETA ČUFARJA	Čufarjeva 11
OŠ KOLEZIJA	Cesta v Mestni log 46	OŠ TRNOVO	Karunova 14/a
OŠ KOSEZE	Ledarska 23	OŠ VALENTINA VODNIKA	Adamičeva 16
OŠ LEDINA	Komenskega 19	OŠ VIČ	Abramova 26
OŠ LIVADA	Ul. D. Kraigherja 2	OŠ VIDE PREGARC	Bazoviška 1
OŠ MAJDE VRHOVNIK	Gregorčičeva 16	OŠ VIŽMARJE BROD	Na Gaju 2
OŠ MARTINA KRPA NA	Gašperšičeva 10	OŠ VODMAT	Potrčeva 1
OŠ MILANA ŠUŠTARŠIČA	Štembalova 2/a	OŠ VRHOVCI	C. na Bokalce 1
OŠ MIRANA JARCA	Ipavčeva ulica 1	OŠ ZADOBROVA	Zadobrovška 35
OŠ MIŠKA KRANJCA	Kamnogoriška 35	OŠ ZALOG	Cerutova 7
OŠ N.H. MAKSA PEČARJA	Črnuška 9	WALDORFSKA ŠOLA	Streliška 12

2.3. City Council for Prevention and Education in Road Traffic

The programme policies of the City Council of the Municipality of Ljubljana comprises tasks in the domain of education and schooling, traffic calming and supervising the observance of traffic standards, defined in the Road Traffic Safety Act. The Road Safety Council contributes to the improvement of traffic conditions, to the higher traffic tolerance of traffic road users, and more favourable indicators of dead and injured children and young persons.

Regarding tasks and activities within the framework of the regular preventive-educational activities, among which are also the activities, which are performed within the framework of the CIVITAS-ELAN project, the Road Safety Council cooperates closely with schools, the Police Directorate of Ljubljana, the Association of Drivers and Auto-Mechanics of the Ljubljana region, the City Warden Service, and the volunteers.

One of the objectives of the measure is the elaboration of safe route plans including the updating of the existing safe routes plans in combination with the interactive plans on the websites, and the provision of the safety of children with the assistance of volunteers as permanent school traffic service on the route to school and back home.

2.4. Safe routes to schools

Having data on road accidents is an indispensable condition for drawing up preventive-safety programmes. The following data (based on the police's database) was gathered: analysis of traffic accidents based on age (children up to 15 years), gender and type of accidents, and comparisons between years 2008, 2009 and 2010. However, the availability of data is not sufficient for selection of the most urgent measures. Thankfully, road accidents are relatively rare events, especially with regard to the safety of children, and shall not be the sole criterion for the decision making about measures. Instead of only analysing data on road accidents the ML also establishes the potential risks or irregularities on the basis of the analysis of events in traffic and road surveys in cooperation with the schools to be able to draw up safe routes to school plans and to take remedy measures before accidents occurs.

What is being done in measure 5.4-LJU is that school's mentors of traffic education conduct a survey on dangerous sites in the vicinity of individual schools and regularly inform the Council for the Prevention and Education in Road Traffic about such dangerous locations and provide descriptions of the dangerous sites. On this basis the Council for the Prevention and Education in Road Traffic together with the participation of the Department of Pre-school Education and Schooling and an outsource provider formulates and updates the portal of safe routes on the website of the Municipality of Ljubljana.

3. PLANNING OF SAFE ROUTES TO SCHOOLS

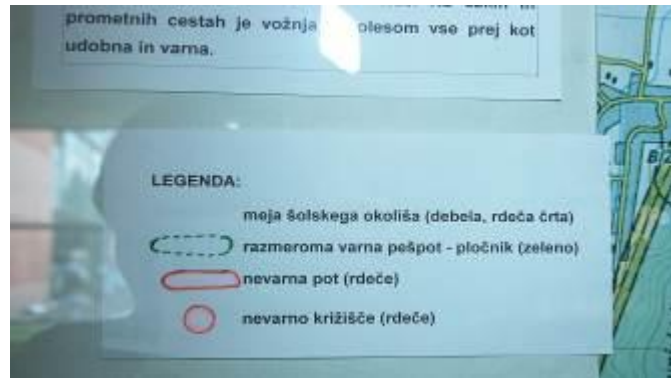
For each of the schools listed above a plan with safe routes to the respective school is being prepared. The safe route plans are prepared on the basis of the map of a particular school district. The routes pupils use to walk to school are marked on the map on the basis of the examination of the actual traffic situation, data on road accidents, conversations with school's mentors, and the results from a questionnaire-based survey filled in by the parents.

At the beginning of each school year each elementary school provided their pupils and the parents with the plans of safe school routes. Teachers – which are also the mentors of traffic education – were reminded by the ML to draw the attention of parents – at the occasion of the first meetings with the parents – to the most frequent incorrect behaviour and risks, and how the children should behave in traffic.

On the plans of safe routes to school all parts of a route, or any dangerous sites, are marked in red. All safe routes are marked in green. On site the safe routes are marked with little hearts, arrows, etc. to help children finding the safe route indicated on the plan. Also, at the beginning of the school year the teachers walk the safe routes together with their pupils and explain why the routes are safe and why safe routes are important. They draw the attention of pupils to dangerous sites and to how to behave correctly in a particularly dangerous situation.

The schools are also asked to present the safe school route plan to the parents so that the parents can prepare their children on how to behave safely on their way to school. Especially the parents of the first and the second grade pupils are encouraged to walk with their children along the safe route indicated on the plan from their home to the school even before the beginning of the school year.

Each school was asked to put up its safe school route plan in a visible place to enable all pupils, parents and other visitors of the school to see and study it.



Safe routes to school plan in information panel at Sostro elementary school

During the course of the project the safe school routes plans are being updated continuously to take into account changed traffic conditions. Some of these changes were also done based on traffic planning to allow for safer routes to school. The Council for the Prevention and Education in Road Traffic invites the mentors of traffic education, in the course of the school year and at the workshops, to walk through the same safe route several times together with the parents and the children, especially the youngest ones.

On a yearly basis each school examines and if necessary updates its safe routes plans. The Council for the Prevention and Education in Road Traffic invites the schools to report about any newly detected dangerous sites and points and these sections on the route to school, and to present suggestions for the installation of traffic calming devices – humps, chicanes, indentures, preventive radar, and to try to activate parents to become part of the constant school traffic service.

Next to the safe school routes information is also gathered and provided on the traffic safety in the school district (based on reports from the city police station), on traffic signs, on dangerous sites with a description of risks, including pictures of dangerous sites.

3.1. Portal of safe routes

Within the measure also a website, the so-called portal of safe routes, was created. This portal provides to the user a review of the school environments, locations of selected addresses, the elementary schools of Ljubljana together with basic information of a school, safe and dangerous school routes with specially marked dangerous spots, traffic lights crossings, marked pedestrian crossings as well as bus stops and lines of school buses.

On this portal all dangerous sites on the way to school and how to avoid them are described. Information is provided on how to behave correctly. Also, it includes information for traffic

planners how to remedy dangerous spots and proposals for traffic signs to ensure safe routes to school for the children.

On the portal a dangerous spot is marked with a risk triangle. When clicking on the triangle a window opens, providing a detailed description of why the spot has been marked as dangerous.

3.2. Communication with schools

The Council for the Prevention and Education in Road Traffic invites the schools by mail, visits at schools and at workshops to check the safe school routes plans and to submit proposals for improvements and changes. The Council asks the schools to pay detailed attention to dangerous sites on the school routes and to provide a written explanation on all dangerous sites in the vicinity of the school.

The Council for the Prevention and Education in Road Traffic has had a very successful cooperation with the management of the elementary school OŠ Maksa Pečarja, the results of which are demonstrated by the outline of a virtual roundabout in front of the school where – in agreement with the school – volunteers provide assistance to children to safely cross the road opposite the entrance of the school twice a day.

Information letter from elementary school OŠ Maksa Pečarja to parents on safe routes to school

Dear parents!

We are very concerned about the indescribable overcrowding of cars in the morning in front of the school. This overcrowding considerably endangers the safety of children, and would like to change this situation in order to ensure a better safety of children on their way to school.

In March we started a school traffic service with adult volunteers who assist pupils at dangerous spots and crossings in the vicinity of the school and with their presence call the attention of drivers to drive more carefully. The members of the school traffic service are wearing reflex warning vest and in addition to this utilize various accessories for better visibility and recognition.

These people are lending us a hand in order to provide better safety for children. Let us prove them our acknowledgement, be patient, and give them a kind word.

In front of the school we traced a pedestrian corridor for the safer route to the school. We are going to integrate also a "virtual" roundabout. This means that you, the parents, will stop the car by the roundabout and the pedestrian corridor. A child should get out of the car always at the right side of a vehicle, as close to the corridor as possible. Teachers will advise the children about the new regime in details, while you are kindly asked to discuss the meaning of the utilization of the safe route with your child.

I would like to draw your attention to the already installed traffic sign: traffic calmed-down zone, which indicates the site in the settlement where the zone begins within which pedestrians have priority before the vehicles, and within which children are allowed to play while drivers shall drive particularly carefully, not exceeding the speed of 10 km/ h.

Parents can park their vehicles within the short-term parking zone (three parking lots by the side of the Dunajska street).

The short-term parking zone is marked with the prescribed traffic signs.

The signs on the traffic surface, marking the individual lots or a parking lane with a limited time of parking, shall be blue.

In the short-term parking range a driver has to register the time of arrival (a parking clock shall be kept in a car) in a visible place in a car and he has to drive off after the expiry of the permissible time.

Parents of first grade pupils are advised to use the short-term parking zone as much as possible, while parents of the second, third, and fourth grade are advised to use the virtual roundabouts.

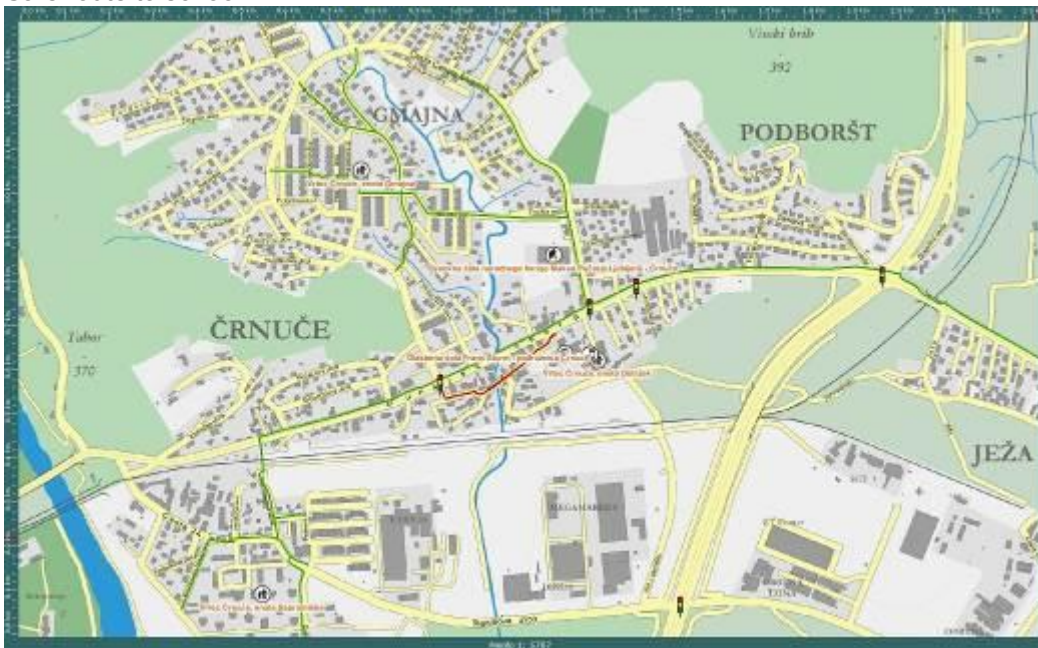
Let us try to act in this way and we will succeed with good will and with joint forces.

At the beginning of the school year we would like to remind you about the safety of children in road traffic. It is important for the children to know which route is the safest for them and where are the sites to which special attention has to be paid by them.

To make sure that the route will be safer:

- walk along the route together with your child from home to school by the most safe route, even if it is a bit longer
- strictly respect the traffic regulations
- always cross the road at the marked pedestrian crossing
- cross the railway track only at the protected pedestrian crossing or use an overpass
- teach your children to the responsible behaviour in traffic
- examine the safe route plan

Safe route to school:



MSc. Alenka Velkavrh, elementary school OŠ Maksa Pečarja

3.3. Constant school traffic service

In the school year 2011/ 2012 the constant school traffic service is being performed at four elementary schools: Vič, Vrhovci, Maks Pečarj, and Oskar Kovačič; by the end of 2011, 13 volunteers are constantly participating in this service. The constant school traffic service is carried out in cooperation with the Council for Prevention and Education in Road Traffic, the elementary

schools and the volunteers, also coming from the Association of Auto-Mechanics and Drivers of the Ljubljana region. Two trained volunteers are working in pair, helping pupils passing dangerous sites in vicinity of elementary schools twice a day – in the morning when pupils enter the school and at the end of the school day when pupils are returning home. Volunteers have to be at least 18 years old, wear proper jackets and have to be trained to know how to manage the obligatory traffic STOP sign.

3.4. Trainings

Within the measure training workshops were held for the mentors of traffic education and for the volunteers. During the workshop information was provided on traffic issues and safety in the area of the Municipality of Ljubljana during the current year, novelties in the domain of regulations (e.g. the Traffic Regulations Act), a review of work completed in the precedent period, and the work programme for the coming school period as bigger projects (including the safe school route plans, volunteering, and the 'safe route to school' measure) are carried out twice a year, according to the plan in August prior to the beginning of the new school year and the 'safe route to school' measure, and in December, 3 to 4 months after the beginning of the school year.

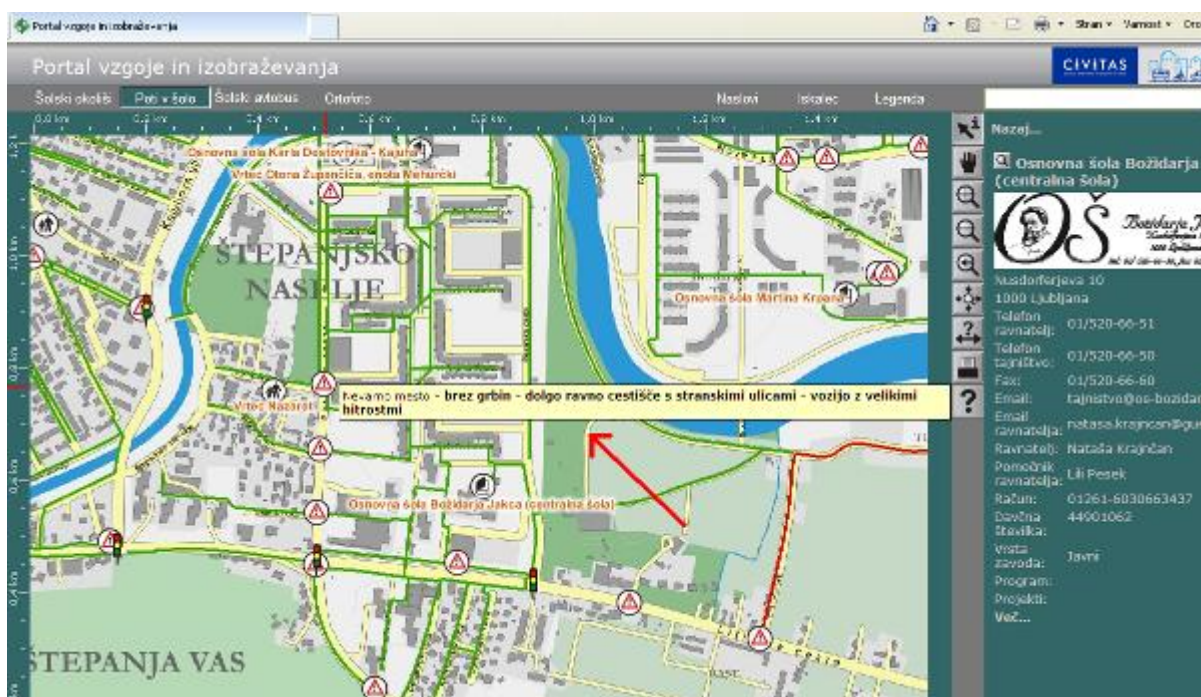
The website CIVITAS-ELAN – SharePoint contains the enclosure, the presentation of the last workshop, dated August 26, 2011, for the mentors of the traffic education and for the volunteers, who participate in the project at the activities of the constant school traffic service.

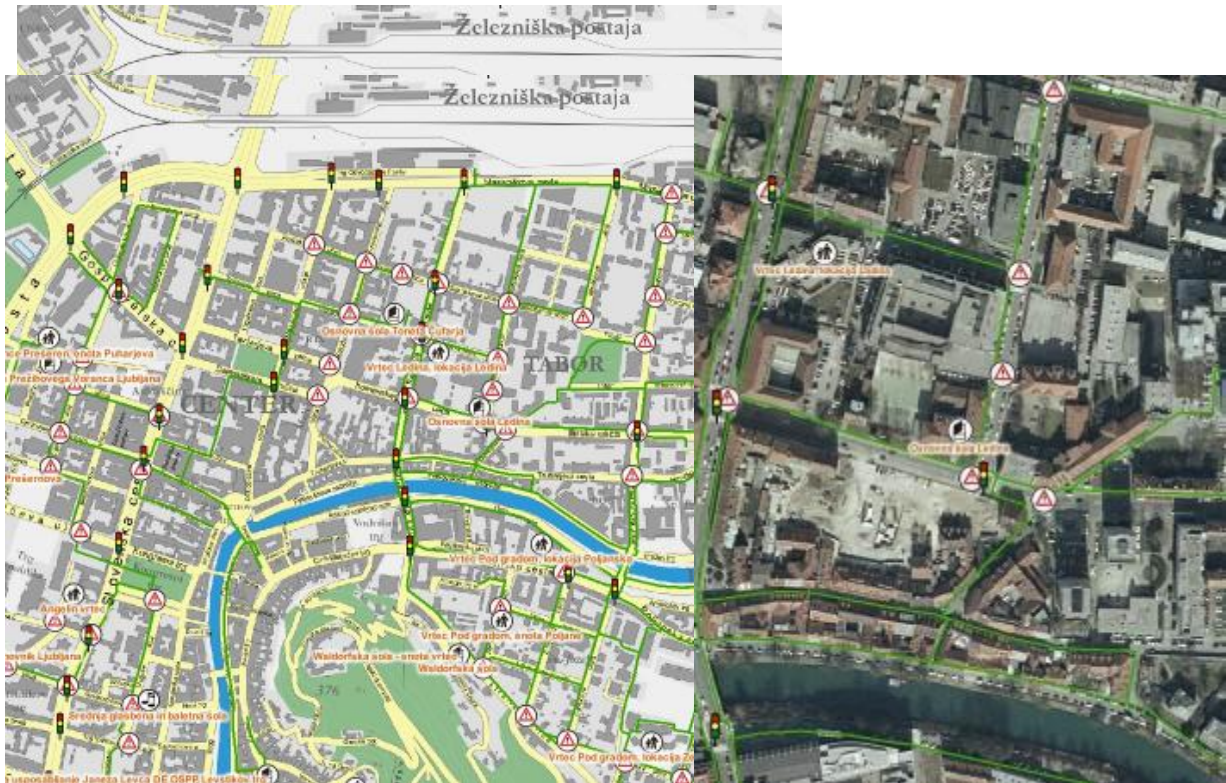
4. REALIZATION

4.1. Portal of safe routes

Website: http://solstvo.gis.ljubljana.si/WEB/profile.aspx?id=MOL_Solstvo@ljubljan

Screenshots from the safe route plans including a review of the description of the dangerous site:





4.2. Volunteers

Volunteers of the constant school traffic service:





Workshop for volunteers:



4.3. Outreach campaign

In July 2011 (as was done in 2009 and 2010) a letter was sent to the volunteers by the Council for Prevention and Education in Road Traffic in cooperation with the Association of Auto-Mechanics and Drivers) (see below). Details about tasks, the number of volunteers, schools and the arrivals of children were agreed with the volunteers at the workshop which was held in August 2011 (as was done in 2009 and 2010).

Dear volunteers!

Kindly find enclosed the spread sheet (which includes the list of schools, the name of the volunteer, who will protect the elementary pupils at a particular site, as well as the hours of arrivals and departures of individual groups of children per individual schools), prepared at the Council for the prevention and education in the road traffic of the Municipality of Ljubljana, related to the application and the organization of volunteers for the protection of children on the school routes in the surroundings of the elementary schools.

We ask you to pay attention that the arrival of the first grade pupils on September 1, 2011, differs from the arrival of the other children to school (in the morning, in the afternoon, and similar), and likewise the arrival of the first grade pupils on the first school day varies from school to school. We suggest that the protection on the first school day should be carried out at the time of the arrival of the other pupils, if you want to accompany the first grade pupils on the same day, we will agree about this option with the management of the school.

On the other days the arrival to school is organized uniformly for the first grade pupils and for the other pupils, yet the hour of arrival differs from school to school.

The volunteers shall pay their attention to the fact that the realization of the volunteering service, respectively, the protection of children is recommended 15 to 20 minutes before the beginning of classes, meaning, that you will have to present yourselves at the management of the school at least 20 minutes before the beginning of classes (at the school headmaster or the mentor of the traffic education) in order to agree about the method and the location of protection. The majority of volunteers have already received the warning vests, and those who have not received them yet, will be provided for at the Council for prevention and education in road traffic at the Municipality of Ljubljana, or the vests can be borrowed at school.

The constant school traffic service will be organized at the following elementary schools: OŠ Vič, OŠ Vrhovci, OŠ Maksa Pečarja, and OŠ Oskarja Kovačiča, with the appropriate equipment and well trained volunteers, while the details of the performance of the service will be agreed at the meeting in August 2011.

In accordance with the possibility of children protection on their way to school the volunteers will assist the children on their school routes within different periods, namely: Society of friends of youth ZP Moste - 2 weeks, Association of auto-mechanics and drivers, Association of societies for technical culture 2 weeks, MOL MU City Warden Service 2 weeks, Police administration of Ljubljana 2 weeks.

The volunteers are kindly asked to contact us in case of any incomprehensibility.

The list of citizens volunteering in the Action "Safe route to school" (1-9 September 2011) was prepared:

	Elementary school	Name and surname	Association	Thursday – 1.9.2011		Friday - 2.9.2010	
				1. class	Others	1. class	Others
1.	OŠ VRHOVCI Cesta na Bokalce 1	VIDOVIČ FRANC	ZŠAM DOLOMITI	10.00 uri	8.00 uri	8.00 uri	8.00 uri
2.	OŠ VIČ Abramova ulica 26	GALIČ MARJAN JURCA STANE	ZŠAM DOLOMITI	10.00 uri	8.00 uri	8.00 uri	8.00 uri
	STALNA ŠOLSKA PROMETNA SLUŽBA OŠ VIČ, TRŽAŠKA	ŽEROVNIK STANE	ZŠAM DOLOMITI	8.30 uri	8.00 uri	8.00 uri	8.00 uri
3.	OŠ TRNOVO Karunova ulica 14	PAVLIČ MOJCA PAVLIČ TONE	ZŠAM DOLOMITI	10.30 uri	8.15 uri	8.15 uri	8.15 uri
	STALNA ŠOLSKA PROMETNA SLUŽBA						
4.	OŠ BIČEVJE Splitska ulica 13	IVANČIČ MATE	ZŠAM DOLOMITI	16.00 uri	8.15 –	8.15 –	8.15 –
5.	OŠ NOVE JARŠE Clevelandska cesta 11	JAKŠA MARTIN	ZŠAM DOLOMITI	9.00 uri	8.15 uri	8.15 uri	8.15 uri
6.	PRULE Prule 13	GROFELNIK KAREL	ZŠAM DOLOMITI	10.30 uri	8.30 uri	8.30 uri	8.30 uri
7.	VALENTINA VODNIKA Adamičeva ulica 16	HERCEG FRANC	ZŠAM DOLOMITI	13.00 uri	8.30 uri	8.30 uri	8.30 uri
8.	RIHARDA JAKOPIČA Derčeva ulica 1	PANIČ MILORAD	ZŠAM DOLOMITI	11.00 uri	8.00 uri	8.00 uri	8.00 uri
9.	DRAVLJE Klopčičeva ulica 1	VIDOVIČ MARJAN	ZŠAM DOLOMITI	9.00 uri	8.00 uri	8.00 uri	8.00 uri
10.	BOŽIDARJA JAKCA Nusdorferjeva 10	ŽIGON ANTON	ZŠAM DOLOMITI	9.30 uri	8.30 uri	8.30 uri	8.30 uri
11.	OSKARJA KOVAČIČA Ob Dolenjski železnici 48	KRAŠKOVIČ JANEZ	ZŠAM DOLOMITI	9.00 uri	8.00 uri	8.00 uri	8.00 uri
12.	KETTEJA IN MURNA Koširjeva ulica 2	MENEGALIJA URŠIČ MARJAN	ZŠAM DOLOMITI MESTNO REDARSTVO	9.00 - 9.30	8.00 –	8.00 –	8.00 –
13.	ŠMARTNO POD Cesta v Gameljne 7	DREŠAR ADOLF	ZŠAM DOLOMITI	9.00 uri	8.15 uri	8.15 uri	8.15 uri
14.	OSKARJA KOVAČIČA STARA ŠOLA - RUDNIK	JEMEC FRANC	ZŠAM DOLOMITI	10.00 uri	8.00 uri	8.00 uri	8.00 uri
15.	HINKA SMREKARJA Gorazdova 16	GROFELNIC FRANC	ZŠAM DOLOMITI	8.45 uri	8.15.00	8.15 uri	8.15 uri
16.	SPODNJA ŠI ŠKA Gasilska 17	SAMSA IVAN	ZŠAM DOLOMITI	9.00 uri	8.30 uri	8.30 uri	8.30 uri
17.	KOSEZE Ledarska 23	SMRTNIK IZIDOR RJAVC STANE	ZŠAM DOLOMITI	11.00 uri	8.30 uri	8.30 uri	8.30 uri
18.	MAJDE VRHOVNIK Gregorčičeva 16	JERAJ JOŽE PAVLIČ MARIJA	ZŠAM DOLOMITI	17.00 uri	8.20 uri	8.20 uri	8.20 uri
		CVETKOVIČ IGOR	MESTNO REDARSTVO				
19.	PREŽIHOV VORANC Prežihova 8	BARTULOVIC ANTE JENKO VLADIMIR	ZŠAM DOLOMITI MESTNO REDARSTVO	9.00 uri	8.00 uri	8.00 uri	8.00 uri
20.	OŠ DANILA KUMAR Godeževa 11	ČERNILEC JOŽE KOVIČ CILILJA	POŠ-TEL	10.30 uri	8.10 –	8.10 uri	8.10 uri
21.	POLJE Polje 358			16.00 uri	8.30 uri	8.30 uri	8.30 uri
22.	LEDINA Komenskega 19			9.00 uri	8.15 uri	8.15 uri	8.15 uri
23.	MIŠKA KRANJCA Kamnogoriška 35			9.00 uri	8.00 uri	8.00 uri	8.00 uri
24.	MILANA ŠUŠTARŠIČA Štembalova 2/a			9.00 uri	8.00 uri	8.00 uri	8.00 uri
25.	POLJANE	JEŠE JANEZ	MESTNO	10.30 uri	8.15 uri	8.15 uri	8.15 uri

	Zemljemerska 7		REDARSTVO				
26.	TONETA ČUFARJA	BRGLEZ SREČKO	MESTNO REDARSTVO	16.00 uri	8.30 uri	8.30 uri	8.30 uri
	Čufarjeva 11				6.30 uri jut.var.	6.30 uri jut.var.	6.30 uri jut.var.
27.	ZALOG			11.30 uri	8.20 uri	8.20 uri	8.20 uri
	Cerutova 7						
28.	KOLEZIJA			10.00 uri	8.00 uri	8.00 uri	8.00 uri
	Cesta v Mestni log 46						
29.	VIŽMARJE BROAD	FOTIVEC IVAN	ZŠAM LPP	11.00 uri	8.30 uri	8.30 uri	8.30 uri
	Na Gaju 2						
30.	ŠENTVID	HAJDAREVIČ HUSEIN	ZŠAM LPP	10.45 uri	8.15 uri	8.15 uri	8.15 uri
	Prušnikova ulica 98	IGNJATOVIČ DRAGAN					
31.	dr. VITA KRAIGHERJA	PUHANIČ STEVO	POŠ-TEL	9.00 uri	8.15 uri	8.15 uri	8.15 uri
	Trg 9. maja 1	GREGORKA PAVLE					
32.	SOSTRO			9.00 uri	8.00 uri	8.00 uri	8.00 uri
	Cesta II. grupe odredov 47						
33.	FRANCETA BEVKA	PODKRIŽNIK RUDI	POŠ-TEL	9.00 uri	8.00 uri	8.00 uri	8.00 uri
	Ulica Pohorskega bataljona 1						
34.	OŠ BEŽIGRAD	STRAH ŠTEFAN	POŠ-TEL	9.00 uri	8.15 uri	8.15 uri	8.15 uri
	Črtomirova 12	MODIC STANKO					
		ŽEL MAKS					
35.	SAVKO NASELJE	LOJZE ŠMID	ZŠAM DOLOMITI	9.45 – 10.00	8.00 –	8.00 –	8.00 –
	Matjaževa 4				uri	uri	uri
36.	DRAGOMELJ			9.00 uri	8.00 uri	8.00 uri	8.00 uri
	Dragomelj 180						
37.	VIDE PREGARC	DANIEL JURCA	ZPM MOSTE	9.00 uri	8.00 uri	8.00 uri	8.00 uri
	Bazoviška 1	GREGA KOŠAK /AVTOŠOLA AVRIGA/					
38.	OŠ HRUŠICA	VILI KLEMENC	ZPM MOSTE	9.30 uri	8.30 uri	8.30 uri	8.30 uri
	PŠ BOŽIDARJA JAKCA	JOŽICA GERJOL					
39.	ZADOBROVA	BENČINA JOŽI	ZPM MOSTE	9.00 uri	8.15 uri	8.15 uri	8.15 uri
	Zadobrovska 35	BENČINA MARI					
40.	OŠ MIRANA JARCA	FERLIN BRANKO	POŠ-TEL	9.00 uri	8.15 uri	8.15 uri	8.15 uri
	Ipavčeva ulica 1						
41.	OŠ NARODNEGA HEROJA MAKSA PEČARJA	KOVŠE SREČO	POŠ-TEL	10.00 uri	8.15 uri	8.15 uri	8.15 uri
		OBLAK JANEZ					
42.	KARLA DESTOVNIKA	KOBAL DUŠAN	LOGISTIČNI CENTER	10.30 uri	8.30 uri	8.30 uri	8.30 uri
	Jakčeva 42						
43.	NOVE FUŽINE	PIRKOVIČ JERNEJ	LOGISTIČNI CENTER	9.30 uri	8.15 uri	8.15 uri	8.15 uri
	Preglov trg 8						
44.	MARTINA KRPA	FRANJO KAFADAR	LOGISTIČNI CENTER	10.00 uri	8.30 uri	8.30 uri	8.30 uri
	Gašperšičeva 10						
45.	ZU JANEZA LEVCA	KRANJC RAFAEL	MESTNO REDARSTVO	7.30 uri	7.30 uri	7.30 uri	7.30 uri
	LEVSTIKOV TRG						
46.	VODMAT	JOVANČEVIČ BILJANA	MESTNO REDARSTVO	8.30 uri	8.15 uri	8.15 uri	8.15 uri
	Potrčeva 1						
47.	ZU JANEZA LEVCA			10.00 uri	8.00 uri	8.00 uri	8.00 uri
	DEČKOVA						
48.	ZU JANEZA LEVCA,	OSJAK PETER	LOGISTIČNI CENTER	8.00 uri	8.00 uri	8.00 uri	8.00 uri
	Šmartinska 96						
49.	BREZOVICA Podružnice Notranje gorice, Vnanje Gorice	KERMAVNER TOMAŽ	ZŠAM DOLOMITI	8.00 uri	8.00 uri	8.00 uri	8.00 uri
		KERMAVNER MILENA					
		OGRINC JOŽE					
50.	PRESERJE	MISALJEVIČ JOŽE	ZŠAM DOLOMITI	8.20 uri	8.20 uri	8.20 uri	8.20 uri
	Podružnica Podpeč Jezero	ČERNE DANE					
		VERŠIČ FRANC					
51.	OŠ LAVRICA	JAMNIK JOŽE	ZŠAM DOLOMITI				
52.	OŠ ŠKOFLJICA, Klance 5	HOČEVAR ANTON	ZŠAM DOLOMITI				



Volunteers in front of OŠ Maksa Pečarja

5. EVALUATION OF THE MEASURE

In August 2011 the Council for Prevention and Education in Road Traffic sent to the elementary schools of Ljubljana the second round of questionnaires (the questionnaires were first elaborated in the year 2011), addressed to the mentors of the traffic education and to the parents. The data protecting will be finished in the first half of the year 2012 and the results will be presented comparatively between the years 2010 and 2011.

Results of the 2010 surveys on the acceptance of safety improvements

Questionnaire for mentors

	Responses	Share
	12	
How do you rate the traffic situation/ arrangement in the vicinity of your school?		
Very good		
Good	9	75%
Bad	2	17%
Very bad	1	8%
How do you rate the school's attention to transport safety?		
Very good	3	25%
Good	8	67%
Neither good nor bad	1	8%
Bad	0	0%
Very bad	0	0%
How do you rate the police's attention to transport safety?		
Very good	1	8%
Good	8	67%
Neither good nor bad	3	25%
Bad	0	0%
Very bad	0	0%

How do you rate the municipality's attention to transport safety?

Very good	6	50%
Good	4	33%
Neither good nor bad	2	17%
Bad	0	0%
Very bad	0	0%

Does your school inform the pupils/ parents about the portal of Safe Routes to Schools?

Yes	7	58%
No	5	42%

Please provide the means of sharing these information

web page, parent's meetings, in writing at the beginning of school year, parents council

How do you rate the usefulness of the portal of Safe routes to Schools?

Very useful	3	25%
Useful	6	50%
Neither useful nor useless	1	8%
Useless	0	0%

What is the data regarding your school that is included in the portal of Safe Routes to Schools?

Basic information about the school	10	83%
Link to the schools webpage	8	67%
Traffic signalisation	6	50%
Description of safe routes	8	67%
Attention to the dangerous spots in the vicinity of schools	6	50%
Description of the dangerous spots in the vicinity of schools	5	42%

Would you like to see the permanent traffic service at your school?

Yes	3	25%
No	7	58%

In what way is your school prepared to cooperate in order to establish the permanent traffic safety service (involving the volunteers)?

dependence on COL-SPVCP; inviting parents

Questionnaire for parents

	Responses	Share
	71	
How do you rate the traffic situation/ arrangement in the vicinity of your school?		
Very good	11	15%
Good	47	66%
Bad	9	13%
Very bad	2	3%

How do you rate the school's attention to transport safety?

Very good	10	14%
Good	47	66%
Neither good nor bad	9	13%
Bad	3	4%
Very bad	0	0%

How do you rate the police attention to transport safety?

Very good	9	13%
Good	35	49%
Neither good nor bad	21	30%
Bad	4	6%
Very bad	2	3%

How do you rate the municipality's attention to transport safety?

Very good	3	4%
Good	29	41%
Neither good nor bad	26	37%
Bad	10	14%
Very bad	2	3%

Are you familiar with the portal of Safe Routes to Schools? <http://solstvo.gis.ljubljana.si> ?

Yes	11	15%
No	60	85%

How do you rate the usefulness of the portal of Safe Routes to Schools?

Very useful	2	3%
Useful	9	13%
Neither useful nor unuseless	2	3%
Useless	0	0%
Not familiar with the portal	57	80%

Are you familiar with the permanent school safety service in times of children's arrival to/ departure from school?

Yes	14	20%
No	54	76%

Would you be willing to cooperate with the school in terms of making the way to school and back safer for your children? How?

Yes	12	17%
No	13	18%
No answer	46	65%

cooperation in informing about dangerous areas/spots

Depends on the activity

Drive children to school

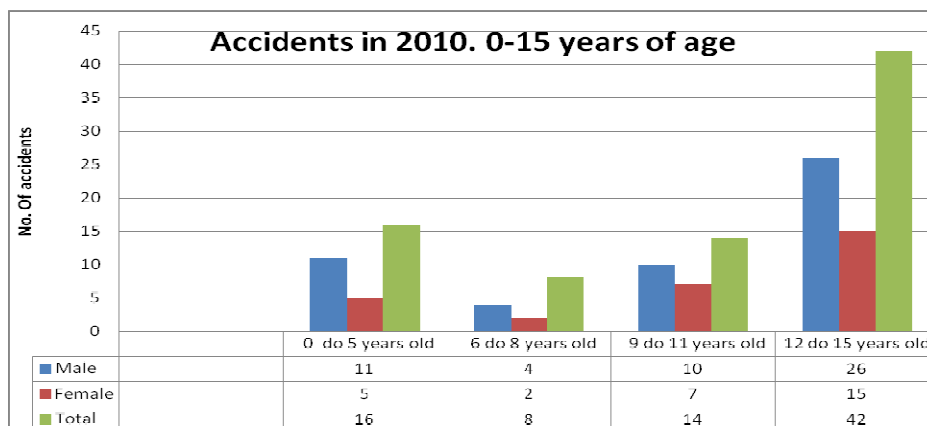
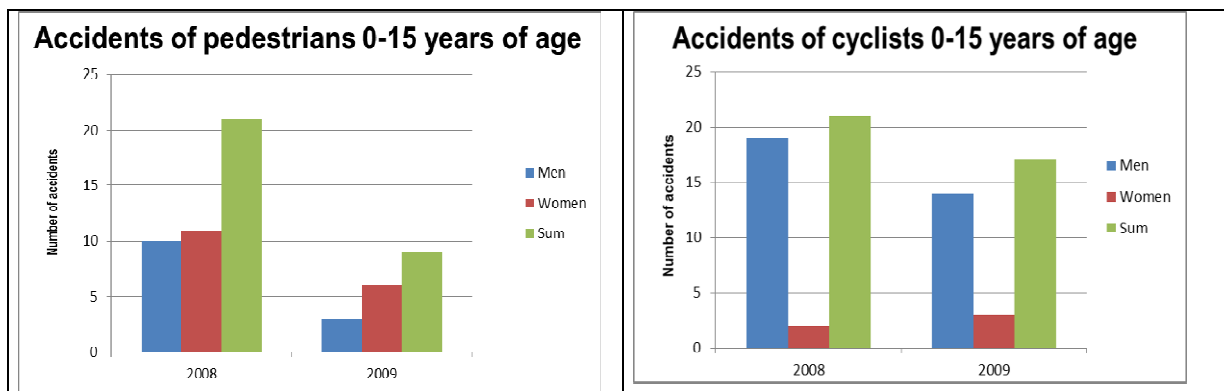
can only give warnings

Which points in the vicinity of school you find the most problematic and why?

Pedestrian crossings; reckless/speedy driving

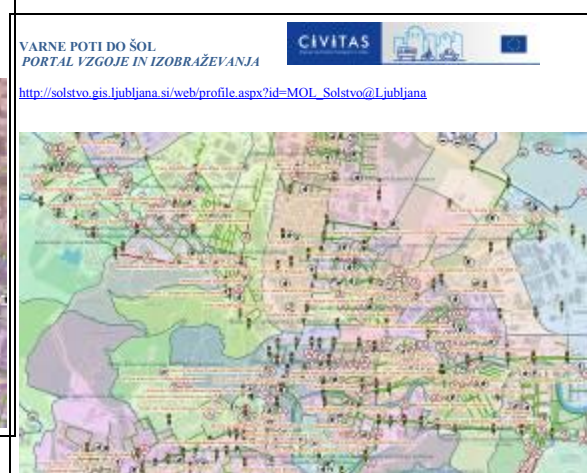
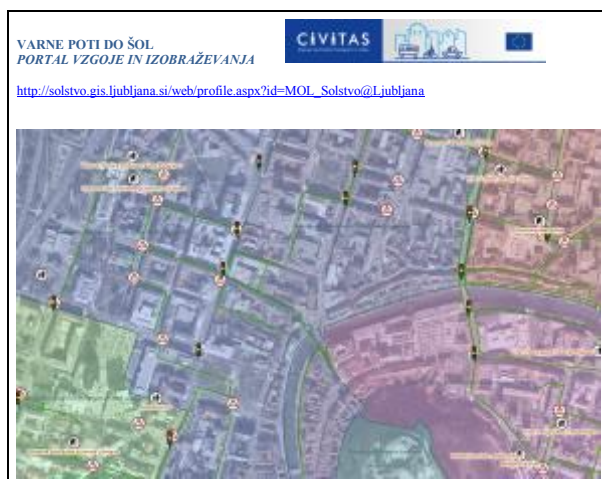
Analysis of the traffic safety in the COL area

A comparative study of statistics between year 2008 and 2009 shows a decrease in number of accidents with various outcomes. The analysis for the year 2010 was finished.



6. DISSEMINATION ACTIVITIES

The informing of the public about the activities of the measure was and will continue to be carried out by the distribution of leaflets, demonstrating various possibilities of checking the safe routes on the portal (on European Mobility Week 2010 and 2011 and action “Oh no, congestion again”).



Leaflets of the safe school route measure

Article on volunteering within measure 5.4-LJU in September 2009:



7. VOLUNTEER WORK

Contemporary road traffic solutions require extensive knowledge, attention and, most importantly, mutual respect and cooperation from all participants. Laws, rules and unwritten agreements have been adopted to develop traffic solutions that meet citizens' needs and abilities. Yet, weaker groups of participants such as pedestrians and cyclists (particularly children and elderly persons) are often incapable of following these requirements, so they need special attention and assistance.

Slovenia has a long tradition of helping children cross the road, which is especially important at the beginning of the school year. Most of the volunteer work (including the regular school transport services) is carried out by members of the Association of Drivers and Mechanics of Slovenia and members of other societies and civil associations in cooperation with schools and the Slovene Road Safety Council in the City of Ljubljana.

Volunteer work does not alter the obligations of drivers to stop before each pedestrian crossing and give way to pedestrians, especially to children and elderly people who want to cross the street.

LEGAL BASIS FOR VOLUNTEER WORK

In Slovenia, volunteer work in traffic control is regulated by the Slovene Road Traffic Safety Act (ZVCP-1-UPB5, Official Gazette of RS 56/2008; hereinafter referred to as RTSA), which determines how it should be organised, and by the Rules on Traffic Signs and Equipment on Public Roads, which determines what kind of equipment should be used.

Article 91 of the RTSA permits schools, organized parent groups, road safety organizations and other institutions to organize and implement child road safety. The law prescribes that those who help children to cross a road must be at least 21 years old, must wear bright yellow neon vests with white reflective stripes and they must use the prescribed stop sign. The law permits volunteers to use a stop sign to stop traffic and help children cross the road safely.

The law enables the protection of children on their way to and from school and of groups of children walking, accompanied by properly equipped persons who can enhance the safety of the group since they may use the specified equipment and stop sign.

The shape and size of the stop sign is prescribed in Article 102 of the Rules on Traffic Signs and

Equipment on Public Roads. The Rules specify that the hand held stop sign should be 60 cm in diameter with a pole that is at least 180 to 220 cm long.

CHARACTERISTICS OF CHILDREN

Children are expected to have more difficulty in traffic; this is mainly due to their low height, which makes it harder for them to see and be seen. Children usually have difficulty in correctly perceiving or judging the distance, speed, and noise direction of traffic and vehicles. Another important factor is their physical and mental skills, which usually develop by the age of 14 and which enable them to participate in traffic more or less independently, depending on their age and individual abilities. Most children develop these skills by the age of 10, but younger children need help and protection.

Volunteer assistance is much more reliable and efficient than traffic lights as it can prevent both drivers and children from making errors.

TIPS FOR VOLUNTEER WORK

Volunteer crossing guards help children cross roads at marked pedestrian crossings. When volunteers help children cross roads at crossings with the required equipment and stop sign, they act as traffic lights. This means that there are two clearly determined phases: when the crossing is open for pedestrians and traffic is stopped, or vice versa. And the volunteers should clearly indicate this through their work and through the position of their stop sign and hands.

❖ Volunteer work and signs

Volunteer crossing guards help children cross the road safely with three main tasks:

- Making sure children stop and wait at the curb until it is safe to cross the road;
- Assessing when it is safe to cross the road;
- Stopping traffic while pedestrians cross the road.

On two-way traffic roads, volunteer crossing guards work in pairs in order to protect the whole crossing and the pedestrians on both sides of the road. On narrow streets or one-way traffic roads, there will be just one crossing guard.

❖ Making sure children stop and wait at the curb until it is safe to cross

A volunteer crossing guard's main task is to make sure the children are able to cross the street safely and to escort the children across the street as soon as possible. If there isn't much traffic, they escort each child across the street, as there is no reason to take longer to cross than necessary.

When there is a lot of traffic, it is important for the volunteer crossing guard to keep the children at the curb and escort them safely across the street. It is difficult for young children to correctly assess the speed and distance of vehicles, especially if they have to observe the traffic in both directions and choose the right moment to cross the road at the same time.

It is typical for kids to make several attempts to cross; they step onto the crossing and then jump back onto the sidewalk. If they are in a hurry, they might even suddenly start running because arriving at school on time may seem more important to them than crossing safely. So it is important that volunteer crossing guards make sure children don't have to wait too long at the crossing and at the same time allow a reasonable traffic flow. The recommended waiting time for children should not be longer than 30 seconds, especially when school is about to start and children are already in a bit of a hurry.

The volunteer crossing guard should stand in front of the pedestrian crossing at approximately a third

of road, nearer to the left edge, using the stop sign to signal to the pedestrians that it is forbidden to cross road. So the stop sign should be facing the pedestrians and slightly lowered, so as to block the pedestrians.

❖ **Assessing when it is safe to cross**

It is very important for volunteer crossing guards to be able to accurately assess the distance and speed of vehicles in order to halt traffic with their stop sign when it is clearly necessary to do, without jeopardizing the children and without causing any unexpected events or traffic collisions.

Volunteer crossing guards should select traffic conditions when there are no vehicles or there is enough distance between the cars so that the drivers can stop safely and in time. The stopping distance mainly depends on how fast the driver's reaction time is, how fast the vehicle is moving, how good the vehicle's brakes are and how slippery the road is.

❖ **Stopping traffic while pedestrians cross the road**

When a volunteer crossing guard decides that a vehicle is far enough to be able to stop in time and safely, he should step off the curb onto the left edge of the pedestrian crossing, stand in the middle of the lane and turn towards the driver, with the stop sign facing the driver. The stop sign is used to stop traffic and allow pedestrians to cross the road. On roads with wider lanes, each crossing guard should stand on the left edge of the pedestrian crossing, in the direction the pedestrians are walking, in the middle of the lane. The two crossing guards should cooperate to assess the traffic and decide when it is safe to cross.



They should remain in this position until all the pedestrians are off the road and then return to their starting point, holding their stop sign in a position that forbids children to cross the road.

If there is a lot of traffic on the road where the volunteers are working and it is not possible to select a time when there is enough distance between the cars for them to safely stop, they should use their stop sign to indicate that they wish to let the pedestrians cross. They should do this by placing their stop sign at the edge of the sidewalk, with the sign facing towards the driver and tilted towards the road, and then wait until the vehicle stops. They should only step onto the pedestrian crossing once the vehicles have stopped.

The positive features of the introduction and the implementation of the constant school traffic service are:

- assistance, provided to children on their route to school during the school year;

- conducting activities at the less safe road crossing, not equipped with traffic lights, or not equipped with a light device;
- training of volunteers by the Council for prevention and education in road traffic;
- co-working of volunteers in pairs;
- reception of volunteers at the elementary schools;
- positive attitude of parents to the school traffic service;
- traffic education mentorship;
- coordinating meetings with the traffic education mentors at schools;
- presentation of the constant school traffic service by the school – traffic education mentors – to parents, grandparents, societies, and inhabitants of the city;
- determination of locations of protection of children on their route to school;
- keeping the volunteers' equipment at the elementary school;
- participation of volunteers in other school activities.

The negative features of the introduction of the constant school traffic service are:

- weak response of parents and grandparents;
- dispersed arrivals to school and departures from school – in the morning and in the afternoon;
- too large “STOP” sign, causing difficulties in manipulating with it in bad weather;
- insufficient equipment in the case of bad weather;
- partial deficiency of knowledge in spite of training;
- too weak base of volunteers and here related difficulties with replacements and deputizing;
- inappropriate reward as a result of the insufficient provision of financial means.

8. NEXT STEPS

As a result of further communication between schools and parents/ grandparents as the major target group the number of volunteers involved in the constant traffic service at the elementary schools in Ljubljana should increase at least for the short time period in September – with the beginning of each forthcoming school year.

Regarding the safe routes to school portal a great number of dangerous sites has not been described yet – in spite of the numerous appeals of the Council for Prevention and Education in Road Traffic. It is the aim to import all missing data by end of the school year 2011/ 2012. In January 2012, workshops for mentors will be organized where mentors will be trained on how to import data on the portal by themselves. Each school will receive their own password and imported data will be checked on a monthly basis (still to be agreed) by the Council for Prevention and Education in Road Traffic.