

SAFETY OF CHILDREN- PEDESTRIAN IN TRAFFIC

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Abstract: This paper describes the safety of children in pedestrians as a special category of participants in traffic. We are witnessing the daily news of traffic accidents which often pass without victims and seriously injured persons. Frequent traffic collapse, daily crowds, drivers nervousness and inconclusive paths additionally endanger the safety of traffic, and therefore children of pedestrians as participants in traffic.

Keywords: children pedestrians, safety, traffic.

1. INTRODUCTION

The factors that lead to an accident are primarily the psychological behavior of individual drivers, which exceeds speed as the most important safety factor relative to the restriction several times, the influence of alcohol, poor age structure of vehicles on the roads and thus technical soundness, participation of young drivers with no experience of social reactions. the condition is reported by the rampage of the vehicle on the roads, lack of education and misconception of pedestrians on the street or on the way to school as a place of fun and play, instead of a place of constant danger. Children are among the most vulnerable categories of road users. Children are most commonly injured as pedestrians, bicycle riders, or passengers in a vehicle. By age, the most vulnerable categories of children are children aged 7 to 14 years. According to the research, pedestrian pedestrians account for about 63% of the total number of injured children, children passengers with about 29% and children drivers with about 8%. Analyzing the state of traffic safety in an area is a very important task in traffic safety.

By constantly analyzing, comparing and evaluating the state of traffic safety, measures and activities for improving traffic safety and reducing traffic distress are being further evaluated and developed.

2. CHILD SAFETY IN THE SCHOOL ZONE

The zone of a school is a part of a road or street in the immediate vicinity of the school, and as such, is marked by appropriate traffic signs. The speed of movement of vehicles in the school zone of the settlement is limited to 30 km / h and out of the village to 50 km / h, from 7am to 9pm, unless the traffic sign prohibits otherwise. In the school zone, the competent traffic authority will order the road manager to apply special technical means for the protection of the child's safety.

In cities, adequate child protection cannot be provided by setting up barriers that reduce the speed of movement of vehicles (police officers lying down), nor does the city have as many police officers as possible to recruit on duty at the elementary

school zone to provide for children. This concern must be taken over by the parents of the students in cooperation with and in cooperation with the school. Each parent should provide supervision and assistance to the child on the way from home to school by providing him / her with escort and protection along the route, especially when the child has to cross the street more than once on the road, where traffic is heavy and where the crossings are not provided by regulating traffic with the involvement of police officers or light signals.

Some schools do not have fenced yards, and if they are not maintained. In most schools there is no organized supply of children, so they take vacations between classes to buy food, run from the school yard to the shops, crossing the street. School traffic patrols are disorganized by older students or parents for the protection of children at the time of arrival at the school in the most vulnerable places in its area. Organized and synchronized care of parents, school and society is necessary for greater protection of children in traffic.

Motorists on the streets of the neighborhood are driving carelessly and at high speeds, and they also drive sidewalks, slamming into areas designed for children where they can endanger their safety. Such conduct and behavior must be punished more sharply and punished more rigorously.

In traffic, children are not only killed in the school zone. Their distress is much greater outside these areas and is exacerbated by the absence of intervention and preventive measures by others (parents, schools, drivers and pedestrians). Children are most likely to suffer in the game when their attention is focused on play and when they are allowed to play where they are not safe, on the street and in the parking lot.

3. Pedestrian children

We are all pedestrians. Walking is a basic and common mode of traffic in all societies around the world. Virtually every journey begins and ends with a walk. Due to the dramatic increase in the number of motor vehicles and the frequency of their use around the world - as well as the general neglect of pedestrian needs in the design and planning of use - of roadways, pedestrians are increasingly vulnerable to road traffic injuries, and children are particularly at risk. Pedestrian vulnerability is further enhanced in environments where traffic regulations are inadequately enforced.

As a general rule, pedestrians must only move and stand in areas designated for pedestrians. Pedestrians must navigate the sidewalks provided for them, which can be a sidewalk. If there are no sidewalks or sidewalks, pedestrians must walk on the left side of the road to see vehicles approaching them. If they are in a group, pedestrians must walk behind each other.

Children accompanied by their parents must always walk on the safe side of the road avoiding the edges of the road near road traffic. In places where traffic is regulated by traffic lights, pedestrians must comply with these rules.

Children are most often exposed to moving independently from home to school and vice versa. The first, second, third and fourth grades of the school are an unpleasant period for children in traffic. Children from urban areas were instructed in kindergartens and had contact with traffic safety, while children from rural areas who did not attend kindergarten were only taught by their parents.

Children in traffic can be observed through age, which depends on their independence and understanding of traffic safety, namely:

1. Children under 5 years

2. Children 6-9 years old
3. Children from 10-14 years.

More children walk to school on the long road, repeatedly crossing or moving along the roadway. In these places, there are often no police officers on duty and police on duty, in which case children, when traveling alone, should be assisted by all road users and drivers should pay special attention to them and allow them to move around safely.

Each child is the biggest role model for parents, it tends to emulate their parents in almost everything. He tends to follow the good but unfortunately bad habits of his parents. If parents are not persistent with the intention of their child adopting positive habits, he or she will take over those negative habits imposed by his or her environment. Kids learn the fastest and most thorough through play, in a relaxed atmosphere.

4. MEASURES TO INCREASE THE SAFETY OF PEDESTRIAN CHILDREN

One of the measures that need to be taken to increase the safety of pedestrian children is to increase the zones of calm traffic.

The calm traffic zone is an area in a settlement, marked by a prescribed traffic sign, in which vehicles must not move at a speed greater than the speed of pedestrian walking due to the permitted movement of pedestrians and children's play.

It is necessary to install horizontal and vertical signage, as well as regular maintenance of trees and greenery for better visibility. Also setting up pedestrian crossings combined with footpaths that will serve children to and from school via them.

The most important measures related to elementary schools, ie traffic education that elementary school students should master:

- basic traffic signs, their meaning and the traffic conditions in which they move,
- basic concepts and rules in traffic, and proper habits about them,
- avoidance of dangerous situations on the way from home to school and back by exposing them to practical situations,
- Independent use of authorized means of transport,
- basicS about the operation and use of traffic.

Major family-related measures:

- teach your child to go to school the same way,
- teach a child to go in a group with other children,
- teach your child to stop and watch traffic to the left and right before entering the roadway,
- teach your child to never run across the roadway,
- teach the child to observe the vehicle and make eye contact with the driver,
- teach your child not to run after a ball that jumps toward the roadway and
- teach your child to never cross the street when the red light is on at the traffic lights, as well as behind and in front of parked vehicles.

5. CONCLUSION

It is a fact that the education of children for safe participation in traffic starts in preschool institutions and continues in primary schools, nevertheless the role of parents is irreplaceable. Parents can do the most for their children's safety. That is why they need to know everything about children as independent traffic participants and how to prepare their child to participate

in traffic on their own. All the answers can be obtained in various educational literature, TV shows, the Internet and the like.

Children in traffic are making decisions too fast or slow. Which is why it is important that the traffic situations in which the child needs to make decisions are as simple as possible, rather than requiring the integration of more information. The child should be taught to choose the safest and easiest paths to the goal.

6. LITERATURE

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