

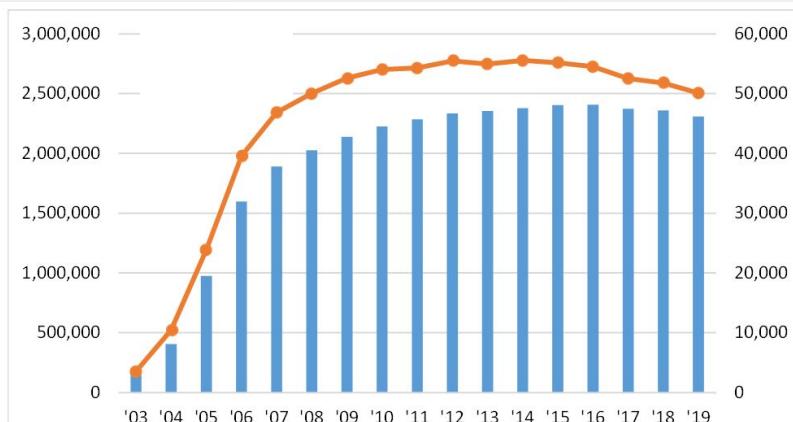
A blurred background photograph showing a school campus scene. In the foreground, several students in white shirts and dark skirts or trousers are walking away from the camera. The middle ground features a paved walkway lined with large, leafy green trees. The background is bright and overexposed, suggesting a sunny day.

Social Measures for Safe School Travel in Japan

Mirai Takamatsu

The number of volunteer patrollers in Japan

- “Create a crime-resistant society” by the Japanese government (ACMCM, 2003)[1]
→ Rise to crime prevention initiatives involving citizen volunteers (Motoyanagi, 2011)[2]
→ Gradually decreasing though still over 2.5 million (Schimkowsky, 2020)[3]



■ The number of volunteer patroller organizations
■ The number of volunteer patrollers



Source: [4]
<https://safety-fujisawa.jimdo.com/過去のお知らせ一覧/ちょうど防犯パトロール隊 -1/>



<https://www.mlit.go.jp/road/road/traffic/sesaku/pdf/a-jirei.pdf>
https://www.bouhan.metro.tokyo.lg.jp/paper/map/map_1224.pdf



1. School Route Inspection

Hearing elementary school students about dangerous places

Students make school route safety maps on their own



2. Blue patrol cars

Volunteer patrollers drive the neighborhood area by their own patrol cars





https://www.npa.go.jp/safetylife/seianki55/katsudo_jirei/01hokkaido/k_hokkaido_maruyama.html

3. Dog walking patrol (Add-on crime prevention)

Volunteer patrollers watch over the neighborhood area while walking their dogs

Crime Prevention through Environmental Design (CPTED) on School Roads

Taizo Yuri

Japan's approach to crime prevention

What's CPTED?: Crime Prevention through Environmental Design [1][2]

- the environment-focused approach to crime (Jeffery, 1971)
- the concept of “defensible space” (Newman, 1973)
 - Activities and Environment complement each other

Good

- Look at all people equally
- Immediate results can be expected
- Based on private sector → reduction of administrative burdens
- Involve other fields

Security Booth Managed by Neighborhood Organization

[3][4]

- About

- Base of operations for volunteer patrollers
 - Set up mainly by the shopping district

- Establishment

- No police boxes were around here
→ crime has increased

- Activity

- Functions of police box
- Patrolling the shopping district

- Concept

- Creating a safe and secure town

Source:[5],[6]

https://www.meidaimaepeacemakers.jp/p/blog_page_2800.html

https://www.city.machida.tokyo.jp/kurashi/bouhan/bouhan/houhantaisaku/minkankouban_SBS.html



Planned Residential Area Based on the Design Guide

- Enhancing natural surveillance
 - Install image hump and security cameras
 - Cameras are a complementary measure to community building
- Develop lighting plans compatible with the landscape
 - Improve visibility at night
- Placing a pedestrian-only road
 - Separating pedestrians and vehicles
 - Organize local community events



Source:[7]

https://www.mlit.go.jp/chosahokoku/giken/program/kadai/pdf/jusyo/H25/anzen2_04.pdf

Children's SOS Safety Station “number 110”

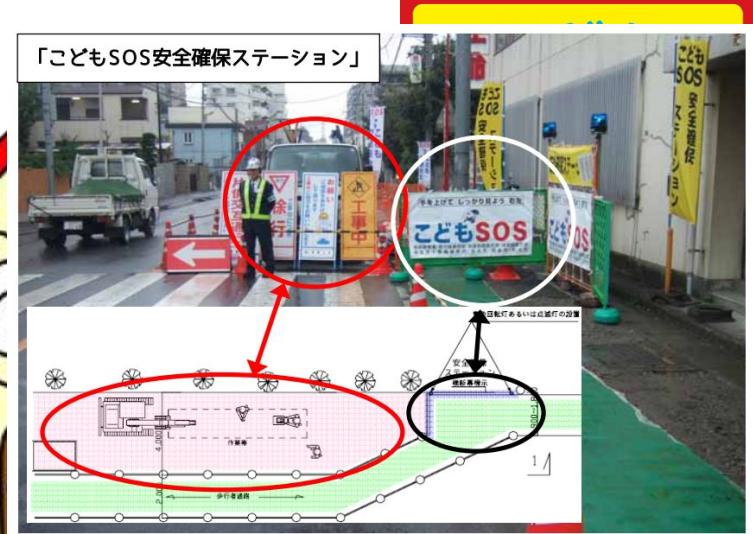
- About

- Sites served as emergency evacuation sites for children to protect themselves from crime / suspicious persons
- Stickers are designed to help deter criminals

- Site

- Private homes
- Stores
- Business premises
- Public construction sites

※110: Japanese police telephone number



Source:[8][9][10]

<https://www.city.koto.lg.jp/105020/bosai/bohan/15866.html>

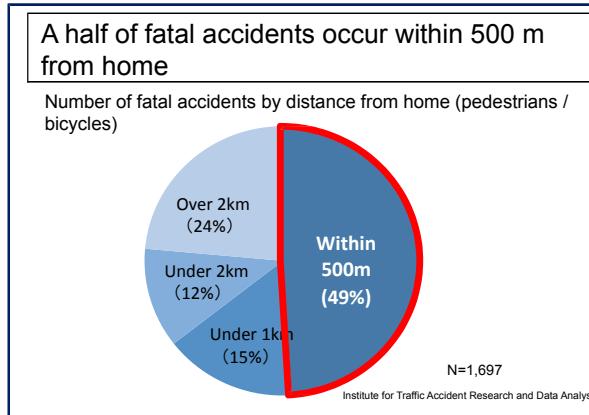
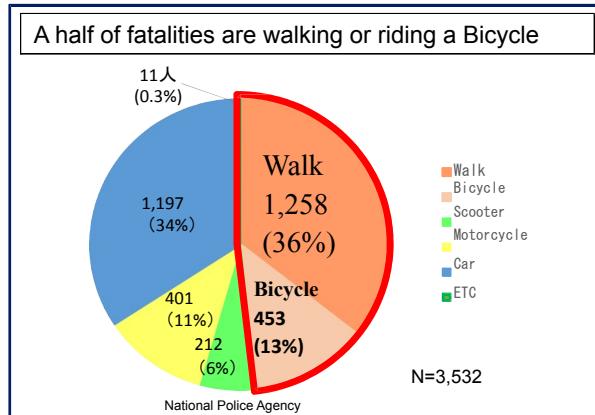
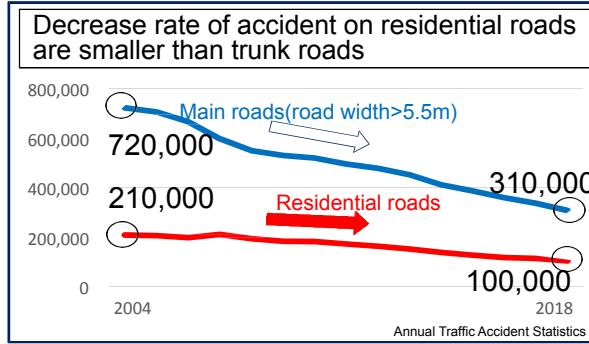
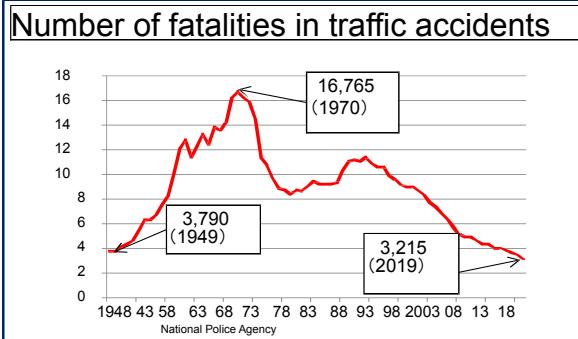
<http://cache.pref.saitama.lg.jp/a0104/kaikaku-3s/documents/360424.pdf>

https://www.pref.ibaraki.jp/kenkei/a01_safety/child/110house_kids.html

Infrastructural Measures for Traffic Safety in Japan

Euijung Hong

Background of Japan



It is important to improve traffic safety on residential roads

Area traffic control ‘Zone 30’

- Limits driving speed of the entire zone within 30Km/h(19mph)
- It can improve pedestrian safety on residential roads



Source:[12]

https://www.keishicho.metro.tokyo.jp/kotsu/doro/zone30/about_zone30.html

Entrance measures

- Crossing with Road Hump

Before



After



- Minatogawa, Urasoe, Okinawa

- Rising bollard



- Chuo-ku, Niigata, Niigata

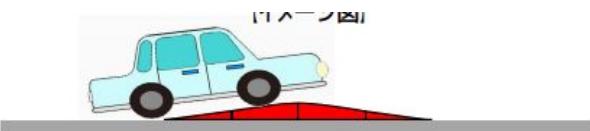
Source: [13][14]

https://www.mlit.go.jp/road/road/traffic/sesaku/pdf/kokajirei/47_b.pdf

<https://www.sankei.com/photo/story/news/170410/sty1704100019-n1.html>

Traffic speed control measures

- Hump



- Choker (Inazawa, Aichi)



- Chicane (Suginami, Tokyo)



- Block paving(Suginami, Tokyo)



Source: [15][16][17]

https://www.npa.go.jp/koutsuu/kikaku/regulation_wg/kisei_wg/02/siryou4.pdf
<http://www.nilim.go.jp/lab/bcg/siryou/tnn/tnn1088pdf/ks108814.pdf>
<https://www.mlit.go.jp/road/road/traffic/sesaku/pdf/radm-jirei/2-1g.pdf>

Secure pedestrian space

- Guardrail
- Colored asphalt paving(Shimonoseki, Yamaguchi)

Before



After



Source: [18]

<https://www.mlit.go.jp/road/road/traffic/sesaku/pdf/radm-jirei/2-2e.pdf>

Differences and common points between Japan and China of children going to school

Huang Yilin

Differences



<https://amanaimages.com/info/infoRF.aspx?SearchKey=10230001078&GroupCD=2299073&no=&rtm=likeimage>



<https://daydaynews.cc/international/265744.html>



<https://www.lotascard.jp/column/trouble/6821/>

Japan



*Go to school alone
or with friends

1

*Pick up by guardians
(Parents or grandparents)



<http://news.sina.com.cn/o/2012-10-30/023925465834.shtml>



www.myfls.com.cn

*About 98% children
walking to school

2

*It depends on school and
area. (eg: Beijing 2011, private car
46.8%, public transportation 7.4%, school
bus 28.9%)

*Vehicle inhibited in
7:30-8:30

3

*Immediate pick/drop
parking area for school run



https://www.sohu.com/a/168871813_348961

China

Common Points



https://www.yu-ga.co.jp/blog/house_reform/blindfold-fence.php

*Both have Clear Sign

1



<https://hj.pcauto.com.cn/article/86473.html>



<https://blog.goo.ne.jp/hiraku2014/m/201509>

“Eyes on the street”

Japan



2

. Multilateral cooperation
in the system: Win-win



China



Students



School



Guardians



Police

Thank you

School Travel in South Korea

Euijung Hong

Commute distance in South Korea

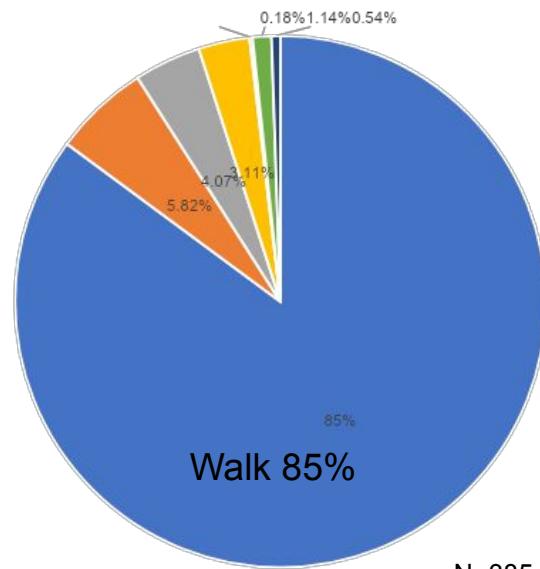
- In South Korea elementary schools are located close to residential areas so that students can commute to school by walk.
- ‘Rules on the Installation, Structure and Arrangement of Urban and County Planning Facilities’
 - Elementary school should be considered the relationship with other public facilities so that students can commute safely and conveniently, and the commuting distance must be **within 1,500m(0.93 miles)**.

source: [21]

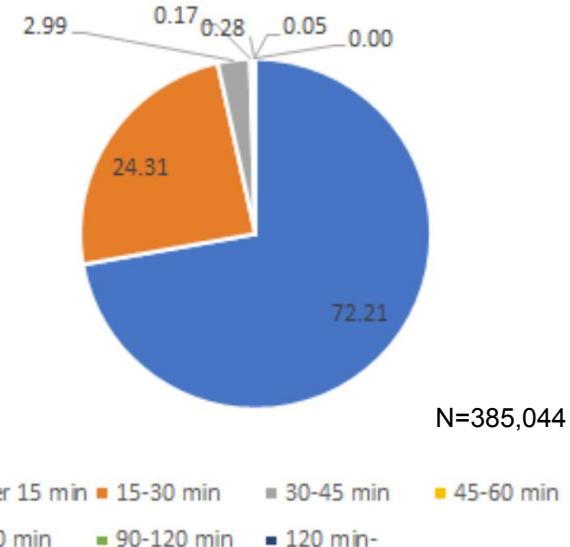
<https://www.law.go.kr/LSW/lstInfoP.do?lslSeq=129542#0000>

Commute method and time in South Korea

Commute method of 12 years old students



Commute time of South Korean students



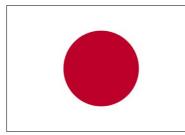
source: [22]
https://kosis.kr/common/meta_onedepth.jsp?vwcd=MT_ZTITLE&listid=A_4

South Korean school travel compared to Japan

- There are a lot of common points with Japanese school travel.
 - Almost every students walk to school
 - Schools are located near from residential areas
- However, there are no ‘Group commuting’ culture in South Korea.



Japan



source: [23][24]
<https://news.yahoo.co.jp/byline/ohtaniakira/20200513-00177472/>
<https://www.dnews.co.kr/uhtml/view.jsp?idxno=202010191311360370619>



South Korea



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https://www.city.machida.tokyo.jp/kurashi/bouhan/bouhan/houhantaisaku/minkankouban_SBS.html
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https://www.mlit.go.jp/chosahokoku/qiken/program/kadai/pdf/jusyo/H25/anzen2_04.pdf
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<https://www.dnews.co.kr/uhtml/view.jsp?idxno=202010191311360370619>