

# 2025年度 公募制推薦入試後期日程 試験問題 (12月14日)

## 英 語

### 注 意 事 項

- 1 試験開始の合図があるまで、この問題冊子の中を見てはいけません。
- 2 試験中に問題冊子の印刷不鮮明、ページの落丁・乱丁及び解答用紙の汚れ等に気付いた場合は、手を挙げて監督者に知らせなさい。
- 3 解答用紙には、解答欄以外に次の記入欄があるので、監督者の指示に従って、それぞれ正しく記入し、マークしなさい。

#### ① 受験番号欄

受験番号(英字及び数字)を記入し、さらにその下のマーク欄にマークしなさい。  
正しくマークされていない場合は、採点できないことがあります。

#### ② 氏名欄

氏名を記入しなさい。

#### ③ 解答科目欄

解答する科目を1つ選び、科目の下の○にマークしなさい。マークされていない場合又は複数の科目にマークされている場合は、0点となります。

- 4 解答は、解答用紙の解答欄に1つマークしなさい。例えば、

5
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と表示のある問いに対して⑦と解答する場合は、次の(例)のように解答番号5の解答欄の⑦にマークしなさい。

(例)

解答番号	解 答 欄
5	① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩

- 5 試験終了後、問題冊子は持ち帰りなさい。





# 英 語

( 解答番号  ~  )

〔 I 〕 次の文章を読み、問いに答えよ。

For the past 50 years, Americans have enjoyed a freedom the Founding Fathers hardly dreamed of: the ability to turn right on a red light. But with pedestrian fatalities at a four-decade high, a movement is afoot to ( 1 ) that.

This month, San Francisco supervisors unanimously voiced support for a ban on right-on-red. Last year, the practice was banned in Cambridge, Massachusetts. New York has long barred it, Denver could soon, and Washington DC has taken steps toward a ban. Seattle, meanwhile, has made no-right-on-red the city's "default" policy at new traffic signals. A growing media chorus ( 2 ) it's time for change.

The shift comes as pedestrian deaths in the US soar to their highest levels since 1981. Last year, at least 7,508 people were killed while walking, according to a report by the non-profit Governors Highway Safety Association, which also found a 77% increase in fatalities between 2010 and 2021.

There are many possible reasons for this, including the popularity of SUVs, more people ( 3 ) in suburbs built for cars, and reckless driving that worsened during COVID. Banning right turns on red lights certainly wouldn't eliminate all pedestrian deaths—but <sup>(4)</sup>it could help, advocates say.

"The key to safe streets is predictability—me knowing what you're going to do and you knowing what I'm going to do and therefore we navigate the space together," says John Yi, executive director of Los

Angeles Walks, a pedestrian advocacy non-profit in a city known for its car culture. A ban on right-on-red, he says, “creates more predictability.”

People for Bikes, a national organization aimed at getting more people cycling, includes a call for a ban in its model legislation. “Intersections are a really important part of improving road safety. It’s where we tend to see the most conflicts between people biking and people driving,” says Martina Haggerty, the organization’s senior director of local innovation.

Turning right on red was only legal in a few states until the 1970s, when the federal government, facing an oil crisis, told states to allow it<sup>(5)</sup>—or lose their energy funding. The idea was that cars would use less fuel if they avoided sitting at red lights. That law remains in place, despite research from 1984 showing that at intersections allowing right-on-red, crashes jump 23%, pedestrian crashes increase by 60%, and cyclist crashes double.

Perhaps this was partially related to uncertainty over new laws—but a study last year raises similar concerns. When University of Toronto researchers equipped drivers with glasses that tracked their eye movements, they found that drivers generally kept a close eye on pedestrians—but their attention was “heavily skewed” toward the left at intersections, as they<sup>(6)</sup> looked for a gap in traffic so they could turn right.

“Attention is a limited resource,” says Birsen Donmez, an author of the study. When drivers are focused on finding a gap, they<sup>(7)</sup> have less capacity to track pedestrians trying to cross in front of them.

Donmez, who has lived in the US and Canada, says she would support banning right turns on red lights—in fact, she says, the best-case scenario would be “fully protected” turns, in which pedestrian and vehicle crossings are entirely isolated from each other.

But supporters of a ban acknowledge the barriers to change, especially at a federal level. “There’s a car-centric culture in parts of the US,” she says. “If your main form of transportation is with a car and you don’t get the chance to walk because it’s not walkable, I can see why people say: ‘This is going to hurt me and I don’t see the value.’ ”

Yi, the pedestrian advocate, agrees. “I’m a driver myself, and oftentimes, we are in streets that are incredibly ( 8 ), traffic congested, and many see a right turn on red as a means of getting home faster,” he says. Especially in Los Angeles, anything that would slow traffic “causes anxiety.”

And some engineers still see fuel savings and a reduction in air pollution as an advantage of turning right on red. But Haggerty, of People for Bikes, argues “the benefit of saving lives far outweighs the fuel savings here, especially as we switch to more fuel-efficient cars and EVs.”

What’s more, when it comes to eco-friendly cycling, “infrastructure tends to be the biggest barrier to participation because of the very real fear of personal safety when riding a bike,” she notes. “And so to create a more bike-friendly environment for people, we really have to improve road safety everywhere.”

問1 空所 ( 1 ) を満たすものとして最も適切なものを①～④の中から一つ  
選べ。

1
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- ① follow      ② change      ③ keep      ④ interpret

問2 空所( 2 )を満たすものとして最も適切なものを①～④の中から一つ  
選べ。 2

- ① agrees      ② disagrees      ③ denies      ④ regrets

問3 空所( 3 )を満たすものとして最も適切なものを①～④の中から一つ  
選べ。 3

- ① walking                              ② asking questions  
③ turning                                ④ watching TV

問4 下線部(4)の内容として最も適切なものを①～④の中から一つ選べ。 4

- ① COVID      ② driving      ③ a ban      ④ walking

問5 下線部(5)の内容として最も適切なものを①～④の中から一つ選べ。 5

- ① turning right on red              ② the state  
③ the crisis                              ④ not turning right on red

問6 下線部(6)の内容として最も適切なものを①～④の中から一つ選べ。 6

- ① researchers                              ② drivers  
③ pedestrians                                ④ gaps

問7 下線部(7)の内容として最も適切なものを①～④の中から一つ選べ。 7

- ① researchers                              ② drivers  
③ pedestrians                                ④ gaps

問8 空所（ 8 ）を満たすものとして最も適切なものを①～④の中から一つ  
選べ。 8

- ① colorful      ② busy      ③ clean      ④ bright

問9 本文の表題として最も適切なものを①～③の中から一つ選べ。 9

- ① Obeying Traffic Rules  
② Improving Driving Manners  
③ Banning Right Turns on Red

問10 本文の内容と一致するものを①～⑥の中から三つ選べ。ただし、解答の順  
序は問わない。 10 ~ 12

- ① Turning right on red is illegal all over the US.  
② The US had the highest number of traffic deaths in 1981.  
③ John Yi is a member of a non-profit organization for pedestrians.  
④ University of Toronto researchers invented glasses which support  
safe driving.  
⑤ Birsen Donmez agrees with the idea of banning right turns on  
red.  
⑥ Some engineers believe that turning right on red could be good  
for the environment.

〔Ⅱ〕 次の問いに答えよ。

問1 各文の空所 (  ) ~ (  ) に入る最も適切なものを①~④の中から一つ選べ。

1. Reprinting is prohibited (  ) from the author.

- ① without express consent
- ② express without consent
- ③ without consent express
- ④ consent without express

2. The young should (  ) the old on trains.

- ① room for make
- ② room make for
- ③ make room for
- ④ make for room

3. We will (  ) this special offer.

- ① advantage take of
- ② take advantage of
- ③ advantage of take
- ④ take of advantage

4. Regarding the larger population, transport vehicles are (  ) people's requirements.

- ① still fewer than
- ② less than still
- ③ still fewer less
- ④ less fewer still

問2 以下の英文には、誤りがそれぞれ一か所ある。下線部(1)~(4)の中から一つ選べ。

1. We are regretful that we must sell the set of furnitures against our will.  
(1) (2) (3) (4) 17

2. We will be grateful on you if you purchase the goods from our store.  
(1) (2) (3) (4) 18

3. Your assistance would appreciate if somebody makes a careless mistake.  
(1) (2) (3) (4) 19

4. If you had an ounce of ability, you would have promoted in the company.  
(1) (2) (3) (4) 20





5. もう家に来ないで。

I don't want (        ) ( 30 ) (        ) (        ) (        ) me  
anymore.

① call

② have

③ on

④ to

⑤ you



