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REVISION OF THE CONSOLIDATED RESOLUTIONS R.E.1 AND R.E.2

Revised draft questionnaire on Pedestrian Safety Policies, Programmes and Measures

Transmitted by the small group

This draft was elaborated by a small group established to propose future work on pedestrian rules and signs (Israel, Netherlands, Switzerland, International Federation of Pedestrians (FIP) and Global Road Safety Partnership (GRSP) under the chairmanship of FIP).

Questionnaire on Pedestrian Safety Policies, Programmes and Measures

Please complete the questionnaire and return it to the addresses given at the end of the document before (date to be determined)

Introduction

Pedestrian safety is of growing concern to many Governments. The high rate of persons killed and injured in road collisions is not acceptable. Experience shows that the number of pedestrians killed or seriously injured is more difficult to reduce than the number of motorised road users, because they are the most vulnerable road users. In many countries where casualties of car drivers and riders have been significantly reduced in recent years, the number of pedestrians killed or injured has not been reduced at the same rate. The OECD has examined the situation of the vulnerable road users, and published a report:

<http://www.oecd.org/dataoecd/24/4/2103492.pdf>

and a synthesis with recommendations: <http://www1.oecd.org/cem/resol/safety/cm9819fe.pdf>

In addition, special recommendations have been made concerning transport and ageing of the population: <http://www1.oecd.org/cem/online/council/2001/CM0114Fe.pdf>

This questionnaire was developed by the small group on Improving Pedestrian Safety, set up during the 44th session of the UNECE Working Party on Road Traffic Safety (WP.1). The purpose of the questionnaire is to collect information on current government activities related to improving pedestrian safety, so that future work can be developed on harmonising legislation and making best practices available to countries seeking additional ideas. Further information is available in document TRANS/WP.1/76, Improving Pedestrian Safety: <http://www.unece.org/trans/main/wp1/wp1rep/wp1-76e.pdf> (Annex I, p.12-15).

Pedestrians include children and old persons, and persons who are physically or mentally handicapped or not fully at the height of their capacity. Road safety measures therefore have to take into account a wide range of possible behaviour by pedestrians.

Explanation on filling in this questionnaire

- If your country is a Federation or if the national Government leaves certain regulations up to local authorities please tick all boxes which apply in your country, and add a *: X*.
- If a question is not clear or does not apply in your country, **simply skip the question**. Please do not delay answering in such a case, because it is preferable to obtain an incomplete questionnaire sooner rather than a perfectly answered one later or never.
- If you wish to expand your answers to any question, please add space in the electronic form, or attach additional sheets, with a clear reference to the question number on which you are expanding.

A. General questions, safety programmes

A.1. Campaigns on pedestrian safety:

Does your national Government give priority to campaigns for pedestrian safety?

| | | Yes | No | Unknown |
|------|---|-----|----|---------|
| | | | | |
| 1.1. | One national campaign for pedestrian safety per year (see A.2) | | | |
| 1.2. | Frequent campaigns (every 2 to 4 years or more) for pedestrian safety | | | |
| 1.3. | Few or local campaigns on pedestrian safety | | | |
| 1.4. | No particular campaigns on pedestrians in the last 5 years | | | |

A.2. Content of campaigns

Please state which of the following topics have been covered by **national campaigns** in the last 5 years:

| | | Yes | No | Unknown |
|------------------------|--|-----|----|---------|
| Addressing drivers | | | | |
| 2.1. | Watch out for children | | | |
| 2.2. | Watch out for elderly or handicapped persons | | | |
| 2.3. | Promoting walking to school | | | |
| 2.4. | In favour of yielding for pedestrians at crossings | | | |
| 2.5. | Against parking on sidewalks | | | |
| 2.6. | Against bicycling on sidewalks (i.e. pavement for pedestrians) | | | |
| 2.7. | Against skating on sidewalks (i.e. pavement for pedestrians) | | | |
| 2.8. | Against speeding in towns and cities | | | |
| Addressing pedestrians | | | | |
| 2.9. | Reminding pedestrians to cross roads cautiously | | | |
| 2.10 | Training programme for children | | | |
| 2.11 | Programme for elderly pedestrians | | | |

Other pedestrian issues:

.....

A.3 Legal situation

Objective liability and liability without fault

| | | Yes | No | Unknown |
|------|---|-----|----|---------|
| 3.1. | Does the normal liability insurance for motor vehicles in your country cover all injuries to pedestrians (except for specific cases such as the wilful negligence of adults)? | | | |

A.4 Pedestrian matters in your Government

| | | Yes | No | Unknown |
|------|--|-----|----|---------|
| 4.1 | Does your Government have a pedestrian safety action plan with targets? | | | |
| 4.2. | Does your Government employ or fund a person particularly occupied with pedestrian safety ? | | | |
| 4.2. | Is there a Government office in your country specialised in pedestrian matters (in general)? | | | |

If yes: Name of Government office:.....

If possible, please write the address (with e-mail):

.....
.....
.....

A.5 Private non-governmental organization (NGO) for pedestrian matters

| | | Yes | No | unknown |
|------|---|-----|----|---------|
| 5.1. | Is there an NGO in your country that is primarily concerned with pedestrian matters? | | | |
| 5.2. | <u>If yes:</u> Is this organization primarily government funded? | | | |

Name of NGO (if there is one):.....

If possible, please write the address (with e-mail):

.....
.....
.....

B. Data, statistics

B.1. Pedestrian mobility

| | | Yes | No | Unknown |
|------|---|-----|----|---------|
| 1.1. | Do the movements of pedestrians appear in any national surveys on mobility? | | | |






If yes,








| | | |
|------|---|------------|
| 1.2. | How many km per day does an average person walk in your country? | km |
| 1.3. | How many minutes per day does a person walk in your country? | min. |

C. Paths, sidewalks, pedestrian zones, residential zones

C.1 Use of different signs:

How often are the following possibilities of signs in favour of pedestrians used in your country? (To ascertain which solution is most used to allow for dense pedestrian traffic in urban centres.)

| | Traffic sign | Max. speed* | Often | sometimes or rarely | sign not used | Do not know |
|---|---|-------------|-------|---------------------|---------------|-------------|
| No driving (exceptions usually listed separately) |  | | | | | |
| No motor vehicles, Mopeds OK |  | | | | | |
| No motor vehicles: No mopeds |  | | | | | |
| Speed limit 30 km/h |  | 30 | | | | |
| Maximum 30 km/h (sign used only if the road is designed in such a way that it hardly is possible to drive faster than the speed indicated.) |  | 30 | | | | |

| | | | | | | |
|--|--|---|--|--|--|--|
| Footpath (Vehicles: exceptions only) |  | | | | | |
| Pedestrians and bicycles in separate areas |  | | | | | |
| Mixed area for pedestrians and bicycles |  | | | | | |
| Pedestrian zone (possibility: "bicycles admitted") |  | | | | | |
| Residential area (vehicles permitted, but pedestrian priority) |  | | | | | |
| Pedestrian underpass |  | - | | | | |
| Skating prohibited |  | | | | | |

* maximum speed allowed for vehicles which have permission to enter the zone.

C.2. General speed limits

Pedestrian safety depends to a large extent on the speed limits and their enforcement in built-up areas. What speed limit is usually applied in the following situations?

(Please fill in the number of km/h allowed under each situation)

| | | | |
|--|--|--|-------------------|
| Main road with Safety lane | Built-up area Sidewalks (pavements) | many pedestrians >10,000 cars per day | 2.1 km/h |
| Main street with pedestrian crossings | Town centre Mixed use, Shops | many pedestrians <5000 cars per day | 2.2 km/h |
| Two-way secondary street | Housing on both sides | few pedestrians <5000 cars per day | 2.3 km/h |
| Narrow two-way street | Rural village without sidewalks | with through traffic | 2.4 km/h |
| Side street Parked cars | Housing area Children playing | no through traffic | 2.5 km/h |

C.3 Rules and behaviour on sidewalks

Are the following activities permitted on sidewalks if there is no sign and no markings?

| Activity | Type | yes | no | unknown |
|-----------------------|---|-----|----|---------|
| Moving | 3.1 Bicycling for children up to age | | | |
| | 3.2 Bicycling for adults | | | |
| | 3.3 Skates, kickboards, rollers without engine | | | |
| | 3.4 Small mini-scooters with electric motor (+) | | | |
| | 3.5 Small mini-scooters with fuel motor (+) | | | |
| | 3.6 "Segway" riding. (This is an electric high-tech motor-vehicle (www.segway.com or www.segway.it)) | | | |
| Parking | 3.7 Parking of bicycles | | | |
| | 3.8 Parking of motorcycles | | | |
| | 3.9 Parking of cars | | | |
| | 3.10 Parking of cars, if minimum width (*) is retained | | | |
| | 3.11 Parking of motorcycles, if minimum width (*) is retained | | | |
| | 3.12 Parking of bicycles, if minimum width (*) is retained | | | |
| Loading and unloading | 3.13 Loading and unloading a car | | | |
| | 3.14 Loading and unloading, if minimum width (*) is retained | | | |

(+) There are many new types of very small motor vehicles that are not built for use on roads. For examples see: www.neoscooters.com/gas_scooters.asp, and electric scooters on the same website.

3.15 The minimum width (*) that has to be left is:

C.4 Rules for crossing a carriageway

| | | Yes | No | Unknown |
|------|--|-----|----|---------|
| 4.1. | Are pedestrians allowed to cross a carriageway anywhere they like (unless signed as a motorway, or if there is a red light for pedestrians or a barrier e.g. chain, crash-barriers)? | | | |

If no: Please name other prohibitions on crossing:

.....

| Is a distance defined within which it is forbidden to cross a carriageway? | | Yes | No | Unknown |
|--|---|-----|----|---------|
| 4.2. | with a red traffic light for pedestrians? | | | |
| 4.3. | with marked crossings without lights? | | | |

If yes, distance in meters: 3.2: 3.3:

C.5. Use of guard rails

In some countries, guard rails (physical barriers) are built to keep pedestrians away from certain urban streets. In other countries there is rather a tendency to lower speed limits, and allow pedestrians to cross.

| | | Yes | No | Unknown |
|-----|---|-----|----|---------|
| 5.1 | Has the equipment of urban streets with guard rails between sidewalks and carriageways been significantly increased in the last five years? | | | |
| 5.2 | Have speed limits on average been lowered in the last 5 years? | | | |

D. Marked pedestrian crossings (“zebra crossings”)

D.1 Frequency of pedestrian crossings

We would like to find out how often priority is given to pedestrians with marked crossings. Please make a rough estimate of the number of pedestrian crossings in a typical town or city in your country. (Skip the question, if no estimate can be made)

| | typical example (little traffic) | number of inhabitants | number of pedestrian crossings | | | | |
|-----|-------------------------------------|--------------------------|--------------------------------|------|-------|--------|------|
| | | | 0-1 | 2-10 | 11-30 | 31-100 | 101+ |
| 1.1 | rural village | 3,000 | | | | | |
| 1.2 | Town | 10,000 | | | | | |
| 1.3 | City | 100,000 | | | | | |

D.2 Rules and regulations on pedestrian crossings

| On the placement of pedestrian crossings, are there: | | Yes | No | Unknown |
|--|--------------------------------|-----|----|---------|
| 2.1. | National laws (or ordinances)? | | | |

| | | | | |
|-----------------------------------|--|-----------|----|---------|
| 2.2. | Guidelines by the national Government? | | | |
| 2.3. | Nationwide technical guidelines | | | |
| Content of rules and regulations: | | Yes | No | Unknown |
| 2.4. | Crossings are possible outside built-up areas. | | | |
| 2.5. | Special regulations apply near schools | | | |
| 2.6. | Special regulations apply near homes for elderly persons | | | |
| 2.7. | Minimum speed limit where crossings are possible: | km/h | | |
| 2.8. | Maximum speed limit where crossings are possible: | km/h | | |

D.3 Equipment of pedestrian crossings

Pedestrian crossings with right of way for pedestrians are equipped as follows:

| Equipment | | Always | Usually | Special conditions | Rarely | Never |
|-----------|---|--------|---------|--------------------|--------|-------|
| 3.1. | White (*see next page) “zebra” stripes | | | | | |
| 3.2. | Marked prohibition of parking (e.g. 5m) | | | | | |
| 3.3. | Sign “pedestrian crossing” at crossing  | | | | | |
| 3.4a | Danger sign at the site of the crossing  | | | | | |
| 3.4b | Danger sign 50-200m before crossing  | | | | | |
| 3.5. | Special illumination of the crossing | | | | | |
| 3.6. | (red) “carpet” underlying the crossing | | | | | |
| 3.7. | Special traffic red/green light for crossing | | | | | |
| 3.8. | Flashing amber light for cars | | | | | |
| 3.9. | Line where the car has to stop (waiting line) | | | | | |
| 3.10. | “Shark’s teeth” as waiting line for cars | | | | | |
| 3.11. | Curb in line with parked cars (sidewalks enlarged) | | | | | |
| 3.12. | Central island (refuge halfway across), if 1 lane in each direction | | | | | |
| 3.13. | Central island, if more than 1 lane in each direction | | | | | |

| | | | | | | |
|------|---|--|--|--|--|--|
| 3.14 | Are any other markings or pieces of equipment possible? If yes, which ones? | | | | | |
|------|---|--|--|--|--|--|

| | | Yes | No | Unknown |
|------|---|-----|----|---------|
| 3.15 | Do you think the possible advantages of yellow stripes should be examined ? | | | |

Equipment of pedestrian crossings at intersections with traffic lights:

In some countries, marked pedestrian crossings have traffic lights, in other countries no zebra stripes are marked where there is a traffic light.

| | | Yes | No | Unknown |
|------|---|-----|----|---------|
| 3.16 | Are there usually zebra stripes at a crossing with traffic lights? | | | |
| 3.17 | Do pedestrians have priority if there are no zebra stripes, and an orange light is blinking for cars? | | | |

The type of traffic lights used for pedestrians is often different from the ones for drivers:

| At traffic lights for pedestrians: | | Orange light | Blinking green light | Blinking red light | Red light | Unknown |
|------------------------------------|----------------------------|--------------|----------------------|--------------------|-----------|---------|
| 3.18 | After green phase follows: | | | | | |

Conflicting green lights:

| Are cars allowed to turn right while pedestrians are allowed to cross? | | Yes | in some cases | No | Unknown |
|--|---|-----|---------------|----|---------|
| 3.19 | Without special notice | | | | |
| 3.20 | Only if a blinking light warns drivers that pedestrians may be crossing | | | | |

D.4 Behaviour at pedestrian crossings

| | | Yes | No | Unknown |
|-----|---|-----|----|---------|
| 4.1 | Is a particular behaviour by the pedestrian required in order to obtain the right of way on a marked pedestrian crossing? | | | |

If yes, please describe this behaviour:

.....
.....
Use of pedestrian crossings:

| How are cyclists allowed to use pedestrian crossings? | | Yes | No | Unknown |
|---|---|-----|----|---------|
| 4.2 | Only on foot pushing the bike | | | |
| 4.3 | Riding the bike without priority | | | |
| 4.4 | Riding with priority | | | |
| Enforcement in favour of pedestrians: | | Yes | No | Unknown |
| 4.5 | Is the right of way of pedestrians on marked crossings enforced with fixed fines even if there is no collision? | | | |

E. Orientation of pedestrians

E.1 Indication of directions

Is there a defined standardized look for pedestrian information signs in your country?



| | | Yes | No | Unknown |
|-----|---|-----|----|---------|
| 1.1 | for walking/hiking routes (outside built-up areas)? | | | |
| 1.2 | for orientation within towns and cities? | | | |

If yes, please insert a picture for each, or describe what the panels look like (colour, pictogram?).

E.2 Dead ends and through paths

Pedestrians walking along secondary roads are generally safer than those walking along main roads. The dead end sign addressed to cars may be misleading for pedestrians who are looking for their way in a certain direction. In your country are pedestrians and cyclists informed if there is a continuation for them?

.....
.....

| | | (example) | Always, if the case | +/- | Never | Unknown |
|-----|---|---|---------------------|-----|-------|---------|
| 2.1 | In your country are there special signs that inform cyclists and/or pedestrians? |  | | | | |
| 2.2 | Is the full information given on additional panels with words? (one possible example shown) |  | | | | |

| | | Yes | No | Unknown |
|-----|--|-----|----|---------|
| 2.3 | Do you think that dead-end signs including information for pedestrians and cyclists (like 2.1) could be helpful? | | | |

* * * * *

Thank you for your patience!

| |
|---|
| <p>COUNTRY:.....</p> <p>Name of person responding to this survey:.....</p> <p>Title:</p> <p>Service and/or administration:.....</p> <p>.....</p> <p>May we contact you if we have questions about any of your answers?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>E-mail:.....</p> <p>Telephone number:.....</p> <p>Fax number:.....</p> |
|---|

Thank you for completing the questionnaire.

Please send your reply to:

UNECE Transport Division secretariat: roadsafety@unece.org

or **Fax :** (+ 41) 22 917 00 39

with a copy to:

International Federation of Pedestrians (FIP) at christian.thomas@fussverkehr.ch

or **Fax:** + 41 43 488 4039
