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Item 4 (e) of the provisional agenda

**REVISION OF THE CONSOLIDATED RESOLUTION R.E.1**

Questionnaire on Pedestrian Safety Policies, Programmes and Measures<sup>1</sup>

Note by the secretariat

This questionnaire 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). It has been revised in the light of comments made by WP.1.

The deadline for replies is 15 December 2006.

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<sup>1/</sup> The previous version of this document was issued with the symbol TRANS/WP.1/2005/4/Rev.1.

## Questionnaire on Pedestrian Safety Policies, Programmes and Measures

**In order to facilitate the exploitation of the replies to this questionnaire,  
please complete any written information in *English* or *French***

**COUNTRY:.....**

**Deadline for replies: 15 December 2006**

### 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 vulnerable road users, and published a report which can be found at the link below: <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 UNECE 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.
- **If you have little time, just tick the boxes which are obvious to you, skip all questions on additional information, and send the questionnaire back.**

## **A. General questions, safety programmes**

### **A.1. Content of campaigns**

Please state which of the following topics have been covered by **significant campaigns** in your country that you are aware of in the last 5 years:

		Yes	No	Unknown
Addressing drivers				
1.1.	Watch out for children			
1.2.	Watch out for elderly or handicapped persons			
1.3.	Promoting walking to school			
1.4.	In favour of yielding for pedestrians at zebra crossings			
1.5.	Against parking on sidewalks (i.e. pavement for pedestrians)			
1.6.	Against bicycling on sidewalks (i.e. pavement for pedestrians)			
1.7.	Against skating on sidewalks (i.e. pavement for pedestrians)			
1.8.	Against speeding in towns and cities			
Addressing pedestrians				
1.9.	Reminding pedestrians to cross roads cautiously			
1.10	Training programme for children			
1.11	Programme for elderly pedestrians			

Other pedestrian issues:

.....

### **A.2 Legal situation**

Objective liability and liability without fault

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

**A.3 Pedestrian matters in your Government**

		Yes	No	Unknown
3.1	Does your Government have a pedestrian safety action plan with targets?			
3.2.	Does your Government employ or fund a person particularly occupied with pedestrian safety?			
3.2.	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.4 Private non-governmental organization (NGO) for pedestrian matters**

		Yes	No	Unknown
4.1.	Is there an NGO in your country that is primarily concerned with pedestrian matters?			
4.2.	<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. Paths, sidewalks, pedestrian zones, residential zones****B.1 Use of different signs:**

Basically, there are two possibilities to restrict traffic in favour of pedestrians, either by signs that show the categories that are prohibited or by putting up a sign that marks a pedestrian surface, and possibly allows certain vehicles (at certain times). Using the blue solution, the pedestrian is given priority over the vehicles, while the red solution leaves the normal rights to the remaining vehicles.

B.1.1	Solution with prohibition		Solution with pedestrian surface, exceptions admitted	
<b>Footpath</b>				
Tick the solution used most often				
<b>Pedestrians and bicycles only</b>				
Tick the solution used most often			(both possible)	(both possible)
<b>Pedestrian zone</b>				
Tick the solution used most often				

B.1.2	Yes	No	Unknown
<p>Is such a sign used in your country?</p>  <p>(Pedestrian priority in a street or on a square)</p>			

### C.1. 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 or range of km/h allowed under each situation, e.g. 50-60km/h)

Main road Safety line	Built up area Sidewalks (pavements)	many pedestrians >10,000 cars per day	1.1 ..... km/h
Main street pedestrian crossings	Town centre Mixed use, Shops	many pedestrians <5000 cars per day	1.2 ..... km/h
Two-way secondary street	Housing on both sides no through traffic	few pedestrians <1000 cars per day	1.3 ..... km/h
Narrow two-way street	Rural village without sidewalks	<u>with</u> through traffic 500 cars per day	1.4 ..... km/h
Side street Parked cars	Housing area Children playing	no through traffic	1.5 ..... km/h

## C.2 Rules and behaviour on sidewalks

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

Activity	Type	Yes	No	Unknown
	2.1 Bicycling for children up to age .....			
	2.2 Bicycling for adults			
	2.3 Skates, kickboards, rollers without engine			
	2.4 Small mini-scooters with electric motor (+)			
	2.5 Small mini-scooters with fuel motor (+)			
	2.6 "Segway" riding. (This is an electric high-tech motor-vehicle ( <a href="http://www.segway.com">www.segway.com</a> or <a href="http://www.segway.it">www.segway.it</a> ))			
Parking	2.7 Parking of bicycles (in general)			
	2.7a Parking of bicycles, if minimum width (*) remains			
	2.8 Parking of motorcycles (in general)			
	2.8a Parking of motorcycles, if minimum width (*) remains			
	2.9 Parking of cars			
	2.9a Parking of cars, if minimum width (*) remains			
Loading and unloading	2.10 Loading and unloading a car			
	2.11 Loading and unloading, if minimum width (*) remains			

(+) 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](http://www.neoscooters.com/gas_scooters.asp), and electric scooters on the same website.

2.15 The minimum width (\*) that has to be left is:  m

**C.3 Rules for pedestrians to cross a carriageway**

		Yes	No	Unknown
3.1.	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
3.2.	Distance from a traffic light for pedestrians?			
3.3.	Distance from marked zebra crossings without lights?			

If yes, distance in meters: 3.2:  3.3:

**C.4. Tendency to use guard rails or lower speed limits**

In some countries, guardrails (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
4.1	Has the equipment of urban streets with guardrails between sidewalks and carriageways been significantly increased in the last five years?			
4.2	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 through 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
2.1.	National regulations?		
2.2.	Guidelines by the 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" underlaying 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 one lane in each direction					
3.13.	Central island, if more than one lane in each direction					
3.14	Are any other markings or equipment possible?					

If yes, which?

.....

\* In Switzerland, the zebra stripes used at pedestrian crossings are yellow to make the marking visible even if there is some snow or bright dust on the surface.

		Yes	No
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 bicycle 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. Are pedestrians and cyclists in your country informed if there is a continuation for them, in particular in the following cases?

		(example)	Always, if the case	Some times	Never	Unknown
2.1	In your country are there special signs that inform cyclists and/or pedestrians? (one possible example shown)					
2.2	Is the full information given on additional panels with words? (one possible example shown)					
2.2.a	Other examples, please specify:	<div></div>				
		<div></div>				

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

\* \* \* \* \*

*Thank you for your participation and your patience!*

Name of person responding to this survey:.....

Title: .....

Service and/or administration:.....

.....

May we contact you if we have questions about any of your answers?

☐ Yes      ☐ No

E-mail:.....

Telephone number:.....

Fax number:.....

*Please send your reply to:*

**UNECE Transport Division secretariat:** [roadsafety@unece.org](mailto:roadsafety@unece.org)

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

*with a copy to:*

**International Federation of Pedestrians (FIP)** at [secretary@pedestrians-int.org](mailto:secretary@pedestrians-int.org)

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

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