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INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety
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agenda item 4 (a))

**REVISION OF THE CONSOLIDATED RESOLUTIONS ON
ROAD TRAFFIC (R.E.1) AND ON ROAD SIGNS AND SIGNALS
(R.E.2)**

Pedestrians

Note by the secretariat

At its thirty-fifth session, the Working Party requested the secretariat to prepare a new draft of the proposal for chapter 6 of R.E.1 deleting the text currently contained in square brackets and adding a comment by the International Federation of Pedestrians (FIP) to section (d) on pedestrian crossings (TRANS/WP.1/74, para. 43). New text appears in bold.

6. SAFETY OF PEDESTRIANS

The aim of these recommendations is to reduce the dangers of the road for pedestrians with regard to both accidents with vehicles and other accidents, such as stumbling or falling. Because pedestrians as a diverse group have widely different capabilities and as individuals are especially vulnerable, the strategies for adapting pedestrian behaviour to current road structures are limited. Therefore, legal provisions regarding infrastructure, vehicle standards and road user behaviour are necessary.

6.1. Facilities for pedestrians

Facilities and infrastructure should be designed to reduce the dangers of the road and foster in all traffic participants a safe and responsible behaviour. The following provisions regarding pedestrians are recommended:

(a) *Sidewalks and footpaths*

In every town and city, a network of continuous walkways (including sidewalks etc.) should be established. They should provide safe, direct links between homes, shops, schools, **access to** public transport and other vital services and facilities. Sidewalks and footpaths should be well-lit and well-maintained. Their width shall be determined by their function (as schoolpaths or through shopping areas etc.). The pavement (**sidewalk**) should in general not be used for parking of vehicles. If this is not avoidable, sufficient space for the movement of pedestrians should be **left**. Signs and other equipment should not obstruct the movement of pedestrians.

(b) *Pedestrian crossings*

Provision for a sufficient number of pedestrian crossings should be made. At unsignalled crossings, the speed of vehicular traffic should be adapted to enable safe crossing for pedestrians. A central island, and/or other provisions together with good lighting, can help to make crossings safer, especially for children and elderly people. No obstacles such as street furniture or parked vehicles should block the sight of either pedestrians or drivers.

Pedestrian crossings at traffic lights should be signalled so that turning vehicles do not endanger pedestrians. **Signal phases should be timed so as to give slow pedestrians enough time to cross safely.** Modern technology with automatic detection of pedestrians **may be used** to extend or reduce the vehicle red period as required to make safe crossings for slow pedestrians possible. Intelligent technology **may** also be used to minimize waiting times for pedestrians.

(c) *Pedestrian subways and footbridges*

In general the aim should be to provide safe crossings at street level where possible. Where it is not possible to provide level crossings, it should be ensured that any footbridges and subways be properly maintained and accessible to all users, including those with reduced mobility.

(d) *Pedestrian areas*

Pedestrian areas are for the exclusive use of pedestrians. Commercial traffic may enter in some periods of the day. National legislation should give clear prescriptions on rules applying in such cases, clearly specifying their signing, the types of 'other traffic' permitted to enter and speeds allowed. Special care should be given to the access walkways leading to and from pedestrian areas.

- (e) *Traffic calming areas*
Low speeds within built-up areas are crucial for the safety of pedestrians.
Contributing to fewer road dangers for pedestrians are the establishment of :
- (i) 30 km/h and 40 km/h zones in residential, shopping and other **heavily used** areas, using road signs E, 9d and E, 10d;
 - (ii) "residential areas", using road signs E, 17a and E, 17b;
 - (iii) measures to reduce the speeds on main roads, especially near pedestrian crossings.
- (f) *Infrastructure provisions for pedestrians on rural roads*
Footways in rural areas should be either established completely independent from the road or separated physically by an elevated kerb, grass band or a wide shoulder. Pavement markings or narrow shoulders are often not sufficient to provide **adequate** safety.
- (g) *Direction and information signs for pedestrians*
Good orientation based on direction and information signs can contribute to **greater** safety for pedestrians. These signs may prevent pedestrians from getting lost or disoriented in traffic and enable them to give full attention to the traffic situation.
- (h) *Provisions for other non-motorised traffic participants*
Facilities designed for improving the safety and convenience of cyclists and other non-motorized travellers should not compromise pedestrian safety. Where no separation of these road users is desirable or possible, road traffic should be designed in a way that it can safely accommodate bicycles, skaters etc.
- (i) *Comfort provisions for the safety of pedestrians*
For their safety, pedestrians are dependent on comfort provisions such as even pavement surfaces, provision of seating and shelter. This is especially true for the elderly and handicapped, and may prevent accidents caused by falling **or** stumbling.
- (j) *Maintenance of pavements for pedestrians*
Pavements should be built and maintained to ensure evenness and skid-resistance. No obstacles should hinder the mobility of pedestrians. De-icing in the winter is important.

6.2. Campaigns to promote pedestrian safety

It is recommended that road users' awareness of the existing rules and of safe behaviour be raised. The following points - especially with regards to campaigns and driving courses - should be stressed:

- (a) Campaigns on pedestrian safety should **project** not simply an image of the pedestrian as a vulnerable road user, but as an actor in his or her own right.

- (b) Campaigns should inform all road users about the physical and psychological capabilities and limits of human beings in traffic **thereby** helping to understand the behaviour of each road user group.
- (c) Driving courses and campaigns should encourage non-aggressive conduct towards pedestrians.

6.3. The role of public authorities

Public authorities should take an active role to reduce road dangers for pedestrians by:

- (a) giving pedestrian safety an important role in their national road safety policies; ensuring, to this end, that measures concerning pedestrian safety are given due weight in their legislation, regulations and national programmes of action.
- (b) taking pedestrians into account, giving them the same importance as other means of transport when travel and traffic plans are being drawn up. When building new roads and other infrastructures, or changing existing provisions, a pedestrian implication study should be carried out to determine and to alleviate possible negative effects on the safety and mobility of pedestrians.
- (c) enlisting the participation of residents of the neighbourhoods involved, so that they may contribute via their suggestions to the improvement of pedestrian safety.

6.4 Research and statistics on pedestrian safety

In the field of pedestrian safety there is a need to improve statistics and research **by, inter alia:**

- (a) ensuring that pedestrian accidents are recorded **and** that the quality of the recording is optimized.
 - (b) **research into the relationship between decreases in pedestrian accidents and induced reductions in pedestrian mobility (as in children being brought to school by car instead of walking, or old people not leaving their homes due to fear of increased vehicular traffic).**
 - (c) further research to determine the effects of the use of **information** technologies - e.g. in-car speed **control devices** and other telematic applications - on the safety of pedestrians
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