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

Draft questionnaire on Pedestrian Safety Policies, Programmes and Measures

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.

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

- Please mark the box close to the most appropriate answer on the same line like this:
 X
- 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.
- The terms “collision” and “crash” are used interchangeably. “Accident” is not used here, because collisions in nearly all cases do not happen accidentally.

A. General questions, safety programmes

A.1. Campaigns on pedestrian safety:

What priority does your national Government give to campaigns for pedestrian safety?

		Yes	No	Unknown
1.1.	Are there national road safety campaigns?			
1.2.	One national campaign for pedestrian safety per year (see A.2)			
1.3.	Frequent campaigns (every 3 years or more) for pedestrians			
1.4.	Few or local campaigns on pedestrian safety			
1.5.	No particular campaigns on pedestrians in the last 5 years			

A.2. Content of campaigns

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

		Yes	No	Unknown
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			
2.9.	Reminding pedestrians to cross roads cautiously			

Other pedestrian issues:

.....

A.3 Legal situation

Objective liability and liability without fault

		Yes	No	Unknown
3.1.	Does your legislation require a form of insurance for drivers which covers all injuries to pedestrians (except for specified cases such as 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?			






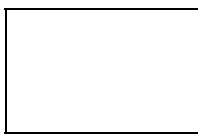
If yes,

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 **zones** in favour of pedestrians used in your country? (To ascertain which solution is most used to allow for dense pedestrian traffic in urban centres.)

	European sign	Max. speed*	Often	+ / -	rarely	never
No driving (exceptions usually listed separately)						
No motor vehicles: a) Mopeds OK b) No mopeds	a)  b) 					
Footpath (Vehicles: exceptions only)						
Pedestrian zone	 61					
Residential zone (vehicles permitted, but pedestrian priority)						

* 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)

Urban square: many pedestrians, >10,000 cars per day	Narrow two-way street in village without sidewalks
... km/h	... km/h
Two-way street in town centre (main street) with sidewalks	Dual carriageway in city, safety line in the middle, sidewalks
... km/h	... km/h
Road in residential area with parked cars and with sidewalks	Narrow road in residential area without sidewalk
... km/h	... 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
Moving along	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 (www.segway.com or www.segway.it))			
Parking	2.7 Parking of bicycles			
	2.8 Parking of motorcycles			
	2.9 Parking of cars			
	2.10 Parking of cars, if minimum width (*) remains			
	2.11 Parking of motorcycles, if minimum width (*) remains			
	2.12 Parking of bicycles, if minimum width (*) remains			
Loading and unloading	2.13 Loading and unloading a car			
	2.14 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, and electric scooters on the same website.

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

C.3 Rules for crossing 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.	with a red traffic light for pedestrians?			
3.3.	crossings without lights?			

If yes, distance in meters: 3.2: m 3.3: m

C.4. Use of guard rails

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

		Yes	No	Unknown
4.	Has the equipment of streets with guard rails been significantly increased in the last five years?			

D. Marked pedestrian crossings (“zebra crossings”)

D.1 Frequency of pedestrian crossings

In order to find out how often priority is given to pedestrians with marked crossings. If you know (or can find out) the number of pedestrian crossings in a specific town or city, please fill in: (skip the question, if no example is known)

Name of city	No. inhabitants (thousands)	No. employees (thousands)	Urban	Suburban	Peripheral	No. of pedestrian crossings
1.1			<input type="text"/>	<input type="text"/>	<input type="text"/>	
1.2			<input type="text"/>	<input type="text"/>	<input type="text"/>	
1.3			<input type="text"/>	<input type="text"/>	<input type="text"/>	

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 stripes					
3.2.	marked prohibition of parking (e.g. 5m)					
3.3.	Sign "pedestrian crossing"					
3.4.	Danger sign at the site of the 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), and 1 lane in each direction					
3.13.	Central island, and more than 1 lane per direction					
3.14.	Are any other markings or pieces of equipment possible?					

If yes, which?

.....

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
3.15	Are there usually zebra stripes at a crossing with traffic lights?			
3.16	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
3.17	After green phase follows:					

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:

.....
.....

How are cyclists allowed to use pedestrian crossings?		Yes	No	Unknown
4.2	On foot pushing the bike			
4.3	Riding the bike without priority			
4.4	Riding with priority			
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)	Except 				

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

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:.....

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
