Pedestrian Road Safety 2013
Second UN Global Road Safety Week

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Improving global road safety

- UN GA resolution 64/255 of 2010 called for a Decade of Action for Road Safety (2011–2020)
- Second UN Global Road Safety Week
- Pedestrian Manual provides broad framework to draw attention to pedestrians

Source: Global status report on road safety 2013: supporting a decade of action
European facts and Global status report on road safety 2013

• Country-based, multisectoral, consensus process used to gather information
• 1.24 million RTI deaths globally
• 270,000 or 22% are pedestrians
• 92,000 deaths in the European Region of which 27% pedestrians
• Proportion of pedestrian deaths higher in LMICs
• Literature reports pedestrian deaths as higher in children of lower socioeconomic classes
Almost half of deaths are among vulnerable users.

Fig. 2. Proportion of road users dying from road traffic injury by mode in the WHO European Region, CIS countries and the EU.
Kazakhstan: one in four deaths are pedestrians

- Drivers 4-wheelers: 61%
- Passengers 4-wheelers: 7%
- Riders 2-3 wheelers: 2%
- Pedestrians: 24%
- Cyclists: <1%
- D/P.H. trucks: <1%
- D.P. buses: <1%
- Other: 4%

World Health Organization
Regional Office for Europe
Flattening of downward trend in road traffic deaths

Source: Agency of statistics of Republic of Kazakhstan
Pedestrian safety
A ROAD SAFETY MANUAL
FOR DECISION-MAKERS
AND PRACTITIONERS

Dedicated to pedestrian safety

Tool kit for policy makers and practitioners:
• the magnitude of pedestrian death and injury;
• key risk factors;
• how to assess the pedestrian safety situation in a country or area and prepare an action plan;
• how to select, design, implement and evaluate effective interventions;
• holistic approach that includes enforcement, engineering and education.
Who are these pedestrians?

- **Males** – children and adults – are all over-represented in pedestrian collisions.
- In high-income countries, **older** pedestrians are more at risk of death and injury.
- In low- and middle-income countries, **children & young adults** are often affected.
- People with **disabilities** have higher rates of injury.
Where and when do pedestrian collisions occur?

Where

• In high-income countries: most often on city streets.
• In low- and middle-income countries: between cities and in rural areas.

When

• When crossing the road.
• When lighting conditions are low, during dusk, dawn and at night.
What influences the severity of a injuries sustained by a pedestrian?

- Type of vehicle.
- Shape and stiffness of the vehicle front.
- Age and height of the pedestrian.
- Standing position of the pedestrian relative to the vehicle front.
What are the consequences of pedestrian collisions?

- Injuries, disabilities and death
  - Traumatic brain and spinal cord injuries, fractures particularly to the lower limb.
- Lengthy hospital stay and rehabilitation costs
- A loss of a family's breadwinner which may push families into poverty
Major risks for pedestrians

- Vehicle design
- Trauma care
- Road design
- Driver behaviour
- Pedestrian behaviour
- Land-use planning
What measures can be taken to protect pedestrian?

Driver behaviour

• Reduce speed: 50km/hr in urban areas, 30km/hr around schools.
• Set BAC limit of 0.05g/dl for drivers, less for novice and commercial drivers.
• Address driver distraction.
• Promote respect for pedestrian's rights.

Pedestrian behaviour

• Enact and enforce laws on public intoxication.
• Encourage pedestrians to wear reflective clothing.
• Urge pedestrians to abide by the rules of the road.
What measures can be taken to protect pedestrian?

Road design

• Separate pedestrians.
• Lower vehicle speeds.
• Improve road way lighting.
• Create pedestrian zones.
• Encourage mass transit.

Land-use planning

• Redesign cities that put facilities in close proximity.
What measures can be taken to protect pedestrian?

**Vehicle design**
- Enforce vehicle design standards for pedestrian protection.
- Generate a demand for safety by the public.

**Trauma care**
- Enhance trauma care systems.
- Ensure comprehensive rehabilitation services.
Elements of success

• Effective interventions are available.
• Comprehensive approach with education, engineering, enforcement.
• Pedestrians have diverse needs e.g. children, the elderly and disabled.
• Political leadership at multiple administrative levels and involving multiple stakeholders.
• Plan and allocate resources and set targets.
• Sustain efforts over a long period of time.
• Recognize the need for evaluation.
Success is possible
Pedestrian safety in the Netherlands

Pedestrian casualties (registered by police)

Year

1993 1995 1997 1999 2001 2003 2005 2007 2009

1.200 1.100 1.000 900 800 700 600 500 400 300 200

Deaths

Serious road injuries

Deaths

World Health Organization

Regional Office for Europe
Advocacy for pedestrian safety

• Make land-use planning more accommodating to pedestrian safety and travel;
• Demand safe and walkable communities;
• Change designs to narrow streets, widen sidewalks and install walk signals;
• Have more pedestrianized areas;
• Reduce speed limits for cars;
• Promote the importance of safe walking with benefits to the environment and health by tackling obesity and noncommunicable disease.
More information