



ROAD SAFETY INFORMATION SHEET

PEDESTRIANS

Information Sheet 4
2019

Pedestrian Safety

The Road Traffic Authority (RTA) has prepared this Road Safety Information Sheet with respect to crashes involving pedestrians. It is based on the most recently available crash and casualty data contained in its road crash database (2010 to 2014)¹, along with scientific fact and research from overseas that is applicable to PNG. The intent of this Information Sheet is to highlight the key issues related to pedestrian safety when using the roads, and to identify possible ways to reduce the number of such crashes in PNG.

Between 2010 and 2014, pedestrians formed the largest type of road user group killed on PNGs roads (over 40%) .

Pedestrians are particularly vulnerable to more severe injuries when hit by motor vehicles due to their lack of protection, particularly with increasing vehicle speed. For instance, most pedestrians (approximately 90%) will survive a collision if hit at 30km/h. However, at 60km/h, the current speed limit in built-up areas, there is only a small possi-



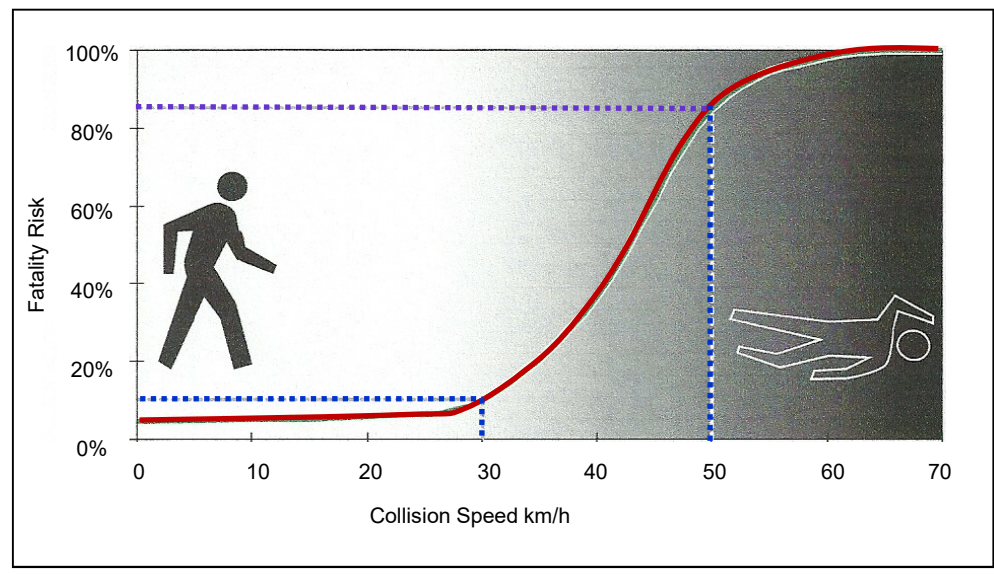
bility of a pedestrian surviving a collision. As shown in Figure 1.1, even when hit at 50km/h, the chance of a pedestrian dying as a result of the collision exceeds 80%.

The separation of pedestrians from motor vehicles using footpaths, for instance along roads through villages, and/or reducing speed limits with complementary physical and/or Police enforcement in areas of major pedestrian activity is often not provided, and must be considered in the future.

2010 to 2014 Pedestrian Casualties - Data at a Glance

- Over 660 pedestrians were killed during 2010 to 2014, with a further 2048 pedestrians injured in collisions with vehicles.
- Pedestrians made up 42% of all road users killed in road crashes.
- 35% of all pedestrians killed in road crashes were aged 15 years and under. This compares with 21% of all road user types.
- 73% of all road users aged 15 years and under killed in road crashes were pedestrians.
- Whilst the majority (64%) of all pedestrian casualties (all severities) occurred in urban areas (due to higher numbers of pedestrians), almost half of all pedestrian fatalities occurred on rural roads — where higher speeds tend to exist.
- Over 50% of pedestrian casualties occur whilst travelling along the road (on the footpath, edge of the road or in the road itself) rather than crossing it.
- 35% of pedestrians killed or injured were female. This compares with 29% of all road user types being female.

Figure 1.1 Probability of Fatal Injury for a Pedestrian Colliding with a Vehicle



(Source: Speed Management : a road safety manual for decision makers and practitioners. Geneva. Global Road Safety Partnership. 2008 - taken from OECD/ECMT Transport Research Centre: Speed Management Report. Paris. 2006.)

1. The database is consistently being updated with more recent crash information. Data reports with more updated information will be prepared as and when more recent data has been entered and each year's records finalised.



Pedestrians and Risk

A pedestrian is any person who walks/ runs or utilises walking aids such as a wheelchair as part of their journey. They also include people playing in the road and/or people sitting down/lying in the road - actions that are particularly dangerous.

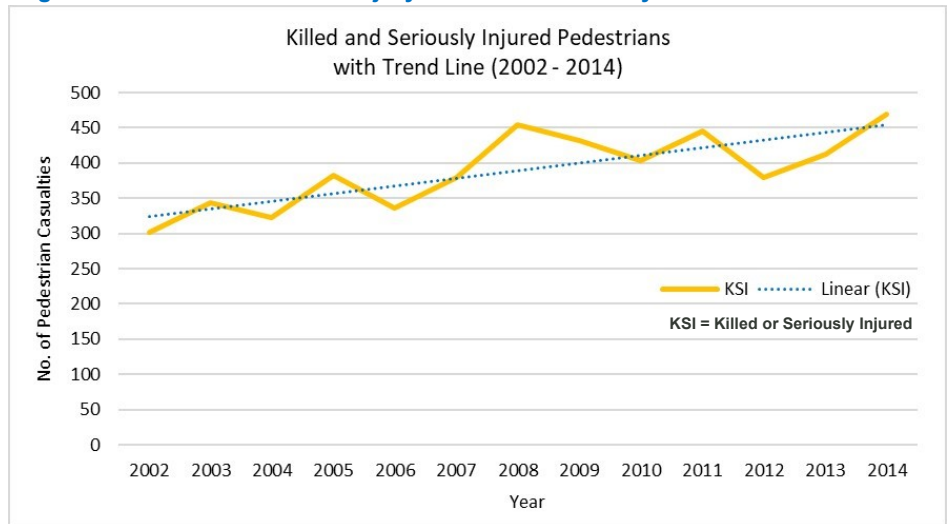
Major risk factors associated with pedestrian deaths and injuries include:

- Vehicle speed and driver inattention.
- Pedestrian impairment such as by alcohol or drugs and/or pedestrian inattention/behaviour.
- A lack of pedestrian facilities alongside and across a road.
- Poor visibility between vehicles and pedestrians.
- Drivers failing to give way at pedestrian crossings.

Where are we heading?

As shown in Figure 1.2, over a 13 year period, the number of pedestrians killed and seriously injured on our roads has shown an upward trend. If we continue to build roads for motor vehicles without providing engineering treatments for pedestrians where demand exists and slowing vehicles down, in both urban and rural areas, the pedestrian road toll will continue to increase.

Figure 1.2 Killed and Serious Injury Pedestrian Casualty Trend - PNG 2002 to 2014



Recommendations and Safety Tips

STOP, LOOK, LISTEN AND THINK

When crossing the road, all pedestrians regardless of their age should follow these simple basic tips:

- Find a safe place to cross, ideally away from parked vehicles and intersections where you can see approaching vehicles.
- Stop near the edge of the road/on the kerb - but not on the road itself.
- Look all around for traffic and listen. Listening can give clues as to the distance and speed of the vehicle.
- If traffic is coming, let it pass. Think about if there is a sufficient gap in the traffic flow to safely walk across the road
- If no traffic is coming, walk straight across the road (do not run).
- Keep looking and listening as you walk across the road.

PEDESTRIAN BEHAVIOUR

When walking along a road without a footpath, pedestrians should, wherever possible, walk on the side facing oncoming traffic.

When walking around, particularly after dark, try to wear bright clothes so that drivers can see you with their headlights.

Avoid distractions such as wearing headphones and listening to music (this prevents people from listening out for traffic) and talking/texting on a mobile phone

DRIVER BEHAVIOUR AND ENFORCEMENT

When travelling along roads with significant amounts of pedestrian activity, or near schools, reduce your speed and be alert at all times.

Police need to enforce speed limits, particularly near schools, villages and areas with high numbers of pedestrians and stop drivers from parking on footpaths - as pedestrians have to walk in the road.

ENGINEERING DESIGN

Slow traffic down and incorporate pedestrian islands/refuges into road designs to allow pedestrians to cross the road in two parts. Marked pedestrian crossings should not be installed without additional safety features.

Build footpaths and shoulders alongside roads, particularly in rural areas with high pedestrian movements to allow pedestrians to walk separately from motor vehicles using the road.

CHILD ROAD SAFETY EDUCATION

Encourage schools and teachers to provide road safety guidance and knowledge to children throughout elementary, primary and secondary schooling, particularly with respect to walking safely. Young children need to hold hands with older children or adults when near the road, and should know that they should play in safe places away from the road. (See Information Sheet No. 3 for more advice)



Our vision:

Road transport in PNG that is customer oriented, safe, efficient and environment friendly within an efficient and sustainable system

Be our partner ...

The RTA is a regulatory statutory authority and is bound by the Road Traffic Act, which established the Authority and defines its functions as well as providing for regulations and rules for road traffic. This Information Sheet forms part of a series of background road safety documents aimed at improving road user awareness in PNG.

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